Planning Commission Meeting

Wednesday, October 28, 2026 at 6:00 PM

Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC

AGENDA

This meeting can be viewed live on BCTV, on Sparklight Channel 9 and 417 or on Spectrum Channel 1304.

I. CALL TO ORDER

II. ROLL CALL

III. NOTICE REGARDING ADJOURNMENT

The Planning Commission will not hear new items after 9:30 p.m. unless authorized by a majority vote of the Commission Members present. Items which have not been heard before 9:30 p.m. may be continued to the next regular meeting or a special meeting date as determined by the Commission Members.

IV. ADOPTION OF MINUTES

1. August 26, 2026 Minutes

V. PUBLIC COMMENT

VI. OLD BUSINESS

VII. NEW BUSINESS

1. Adoption of 2027 Planning Commission Meeting Dates: (Staff - Dan Frazier)
2. Adoption of 2027 Development Review Committee Meeting Dates: (Staff - Dan Frazier)
3. **Jennifer Court (Development Plan):** A request by Daniel Keefer of Witmer Jones Keefer, Ltd., on behalf of property owner Dawna Gray of Michael Bradley Holdings, LLC for approval of a Preliminary Development Plan application. The project consists of the construction of three buildings totaling 48,900 SF of retail/office, medical, and restaurant use, associated parking, open space, and infrastructure. The property is within the Neighborhood Core (NC) zoning district, the Highway Corridor Overlay District (HCOD) and consists of approximately 5.18 acres identified by tax map numbers R610 039 000 0021 0000, R610 039 000 0756 0000, and R610 039 000 0757 0000 located north of May River Road east of Buck Island Road. (DP-07-26-020398) (Staff - Dan Frazier)

4. **Village at Verdier (Public Hearing and Recommendation to Town Council)** – Expiration of Development Agreement and UDO Amendments to Establish/Embed Planned Unit Development (PUD) Standards (UDO Article 4, Article 5, and new Appendix B) (Staff – Dan Frazier)

VIII. DISCUSSION

IX. ADJOURNMENT

NEXT MEETING DATE: November 18, 2026

"FOIA Compliance – Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and the Town of Bluffton policies."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Bluffton will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. The Town of Bluffton Council Chambers are ADA compatible. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Bluffton ADA Coordinator at 843.706.4500 or adacoordinator@townofbluffton.com as soon as possible but no later than 48 hours before the scheduled event.

Executive Session – The public body may vote to go into executive session for any item identified for action on the agenda.

**Please note that each member of the public may speak at one public comment session and a form must be filled out and given to the Town Clerk. To submit a public comment online, please click here: https://www.townofbluffton.sc.gov/FormCenter/Town-15/Public-Comment-60*
Public comment is limited to 3 minutes per speaker.

Planning Commission Meeting

Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC

August 26, 2026

I. CALL TO ORDER

Chairman Wetmore called the meeting to order at 6pm.

II. ROLL CALL

PRESENT
Chairman Charlie Wetmore
Vice Chairman Jim Flynn
Commissioner Rich Delcore
Commissioner Lydia DePauw
Commissioner Daniel Grove
Commissioner Will Howard

ABSENT
Commissioner Michael Brock

III. ADOPTION OF MINUTES

1. July 22, 2026 Minutes

   Commissioner Howard made a motion to approve the minutes as written.

   Seconded by Vice Chairman Flynn.
   Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

   All were in favor and the motion passed.

IV. PUBLIC COMMENT

V. OLD BUSINESS

VI. NEW BUSINESS

1. **The May - 1095 May River Road (Street Naming Application):** A request by Nathan Sturre of Sturre Engineering on behalf of Workforce State of Mind, LLC for approval of a street naming application. The project consists of two streets for The May neighborhood with associated townhome lots. The property is identified by tax map number R610 039 000 0498 0000 and is located at 1095 May River Road in the Residential General Zoning District. (STR-04-24-019089) (Staff - Dan Frazier)

   Staff presented. The applicant was present. There was discussion regarding the use of "Friendship" in other street names within the surrounding area.

   Commissioner Delcore made a motion to approve the following street names:

   1. Foundation Drive
   2. Harmony Lane

DRAFT

Seconded by Commissioner DePauw.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

All were in favor and the motion passed.

VII. DISCUSSION

VIII. ADJOURNMENT

Commissioner Howard made a motion to adjourn.

Seconded by Commissioner Delcore.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

All were in favor and the motion passed. The meeting adjourned at 6:07pm.

DRAFT

TOWN OF BLUFFTON
2027 PLANNING COMMISSION
Meeting and Application Submission Schedule

MEETING DATES	APPLICATION SUBMISSION DATES
January 27, 2027	December 30, 2026
February 24, 2027	January 27, 2027
March 24, 2027	February 24, 2027
April 28, 2027	March 31, 2027
May 26, 2027	April 28, 2027
June 23, 2027	May 26, 2027
July 28, 2027	June 30, 2027
August 25, 2027	July 28, 2027
September 22, 2027	August 25, 2027
October 27, 2027	September 29, 2027
November 17, 2027**	October 20, 2027
December 15, 2027**	November 17, 2027
January 26, 2028	December 29, 2027

REGULAR MEETINGS ARE HELD THE 4th WEDNESDAY OF EACH MONTH AT 6:00 P.M.
**** The November 24, 2027 meeting will be held one week earlier due to holiday.**
****The December 23, 2027 meeting will be held one week earlier due to the holiday.**

Please Note:

1. For submission requirements and information please consult www.townofbluffton.sc.gov or phone (843) 706-4500.
2. The proper forms and filing fee (as indicated on the Master Fee Schedule) must accompany all submittals. Incomplete submittals will NOT be accepted.
3. Meetings will be held on scheduled meeting dates unless otherwise advertised with FOIA compliance.
4. All new applications, required revisions and information relative to previously submitted applications must be submitted four (4) weeks prior to the meeting date in order to be placed on the agenda.

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TOWN OF BLUFFTON
2027 DEVELOPMENT REVIEW COMMITTEE
Meeting and Application Submission Schedule

DRC MEETINGS ARE HELD EVERY WEDNESDAY FROM 1:00 P.M. – 3:00 P.M.
APPLICATION SUBMISSION DATES ARE TWENTY (20) BUSINESS DAYS PRIOR TO DRC MEETING DATES

Please Note:

1. For applications, submission requirements, and general information, please consult www.townofbluffton.sc.gov or call 843.706.4500.
2. No incomplete submittals will be accepted.
3. The proper forms and filing fee (as indicated on the Master Fee Schedule) must accompany all submittals.
4. Meetings will be held on scheduled meeting dates unless otherwise advertised.
5. Minimum requirements for specific applications or resubmittals are listed on project applications.

Meetings are subject to change based on conflicts due to scheduling, meeting locations and observed holidays.

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PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	October 28, 2026
PROJECT:	Jennifer Court Preliminary Development Plan
APPLICANT:	Dan Keefer of Witmer Jones Keefer, Ltd.
PROJECT NUMBER:	DP-07-26-020398
PROJECT MANAGER:	Dan Frazier, AICP, Planning Manager Department of Growth Management

REQUEST: The Applicant, Dan Keefer of Witmer Jones Keefer, Ltd., on behalf of property owner Dawna Gray of Michael Bradley Holdings, LLC, requests approval of a Preliminary Development Plan application. The project consists of the construction of three (3) buildings totaling 48,900 SF of retail/office, medical and restaurant use, associated parking, open space, and infrastructure (Attachment 1).

INTRODUCTION: The subject property is within the Neighborhood Core (NC) zoning district and consists of approximately 5.18 acres identified by tax map numbers R610 039 000 0021 0000, R610 039 000 0756 0000, and R610 039 000 0757 0000 and located north of May River Road east of Buck Island Road (Attachment 2).

BACKGROUND: This application is for a Preliminary Development Plan located within the Neighborhood Core (NC) zoning district and is subject to the standards set forth in the Unified Development Ordinance (UDO). The property is currently vacant.

The property previously received Preliminary Development Plan approval for the River Dog Brewing Company in August of 2022 and a Certificate of Appropriateness – Highway Corridor Overlay District (COFA-HCOD) in November of 2022. Both approvals have since expired and the current application must comply with applicable UDO standards. Approval of the currently proposed development plan will replace in whole all previously approved plans for the property.

The Applicant proposes three (3) two-story commercial buildings totaling 48,900 SF. Building 1 includes 13,200 SF on each floor, with a 5,000-SF restaurant on the first floor. Building 2 includes 6,000 SF on each floor. Building 3 includes a 7,500-SF restaurant on the first floor and 3,000 SF on the second floor (Attachment 3). As currently proposed, the tier of parking along the northern property line is within the 24-foot buffer area referenced in the Bright Commercial Subdivision Plat (PB 92 PG 93) and Declaration of Covenants (BK 1734 PG 1680) (Attachment 4). The site plan must be revised to remove the proposed parking from the 24-foot buffer area.

The Preliminary Development Plan was reviewed at the August 26, 2026, Development Review Committee (DRC) meeting (Attachment 5). The Applicant submitted responses and revised plans on September 30, 2026 (Attachments 6 and 3), removing Building 1's proposed drive-through in response to comments regarding UDO Section 5.14.4 (Drive-Thru Facilities). The proposed development provides 218 parking spaces exceeding the required 196 parking spaces calculated at four spaces per 1,000 SF of building area.

The Traffic Impact Analysis (TIA) recommends one ingress lane and one egress lane at each of the three project driveways on Jennifer Court. Jennifer Court is a private road owned by the same entity that owns the adjacent Parkers convenience store and gas station. The TIA also recommends modifying the southbound signal heads at May River Road and Buck Island Road (Attachment 7). The Applicant has indicated that the TIA will not be submitted to the South Carolina Department of Transportation (SCDOT) for approval because the project does not encroach on an SCDOT roadway. The proposed signal upgrade will be submitted to SCDOT prior to the final phase of building development; the installation schedule has not yet been established.

Additional submittal items provided by the Applicant include a U.S. Army Corps of Engineers permit authorizing 0.156 acre of wetland impact and an Emergency Vehicle Routing Exhibit (Attachment 8).

A COFA-HCOD addressing landscaping, lighting, and architecture will be required at the time of Final Development Plan approval.

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.

   Finding. The subject property is located within the Neighborhood Core (NC) Zoning District and therefore is subject to the standards set forth in the Town's Unified Development Ordinance (UDO).

   Finding. The proposed parking along the northern property line encroaches into the 24-foot buffer identified in the Bright Commercial Subdivision Plat (PB 92 PG 93) and Declaration of Covenants (BK 1734 PG 1680) (Attachment 4). The site plan must be revised to remove parking from this buffer.

2. Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.

Finding. The proposed development is not within any PUD or Development Agreement. The proposed development is in conformance with the Bright Commercial Subdivision recorded on March 25, 2003 (BK 92 PG 53).

3. Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.

   Finding. The Applicant provided a Traffic Impact Analysis (TIA) identifying recommended driveway configurations and a signal modification at May River Road and Buck Island Road (Attachment 7). According to the Applicant, the TIA will not be submitted to SCDOT for approval because the project does not encroach on an SCDOT roadway.

   Finding. The Applicant will submit the signal upgrade to SCDOT prior to the final phase of building development.

4. Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.

   Finding. Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.

   Finding. The Applicant proposes to construct the site infrastructure in a single phase and phase building construction. A phasing plan must be provided at Final Development Plan submittal demonstrating that each building phase can function independently and identifying the transportation improvements required for each phase.

6. Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.

   Finding. The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Should the Planning Commission choose to approve the application with conditions, Town Staff recommends that the following conditions be met prior to Final Development Plan approval to address the requirements of Section 3.10.3.A:

1. The site plan shall be revised to remove the proposed parking from the 24-foot buffer along the northern property line, as shown on the Bright Commercial Subdivision Plat (Plat Book 92 Page 53) and further described in the Bright Commercial Subdivision Declaration of Covenants (BK 1734 PG 1680).
2. The Applicant shall provide a proposed phasing plan identifying the infrastructure and building construction phases and demonstrating that each phase can function independently in accordance with Section 3.10.3.A.5.

ATTACHMENTS:

1. Application and Project Narrative
2. Vicinity Map
3. Revised Site Development Plans 09 30 2026
4. Bright Commercial Subdivision Plat (PB 92 PG 93) and Declaration of Covenants (BK 1734 PG 1680)
5. DRC Staff Comments & Original Site Development Plans 07 23 2026
6. Response to Staff Comments 09 30 2026
7. Jennifer Court Commercial Development Traffic Impact Analysis (TIA) September 2026
8. Additional Submittal Items:
   a. U.S. Army Corp of Engineers Wetland Fill Permit 05 08 2023
   b. Emergency Vehicle Routing Exhibit

TOWN OF BLUFFTON
DEVELOPMENT PLAN APPLICATION

Growth Management Custom
20 Bridge Street
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

Applicant	Property Owner
Name: Witmer Jones Keefer Ltd. c/o Daniel Keefer	Name: Michael Bradley Holdings LLC c/o Dawna Gray
Phone: (843) 757.7411	Phone: (760) 310.0135
Mailing Address: 23 Promenade St, Ste 201 Bluffton, SC 29910	Mailing Address: 101 Greenleaf Rd, Bluffton, SC 29910
E-mail: dan@wjkltd.com	E-mail: dawna_gray@ajg.com
Town Business License # (if applicable):	

Project Information

Project Name: Jennifer Court Commercial	☒ Preliminary	☐ Final
Project Location: Jennifer Court at May River Road	☐ New	☐ Amendment
Zoning District: Neighborhood Core	Acreage: 5.18	
Tax Map Number(s): R610 039 000 0021 0000; R610 039 000 0756 0000; R610 039 000 0757 0000		
Project Description: The proposed development on the three (3) existing lots includes permitted commercial uses within the Neighborhood Core zoning district. Building 1 is planned for retail use and may include		

Minimum Requirements for Submittal

☒ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
☒ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
☒ 3. All information required on the attached Application Checklist.
☒ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

Note: **A Pre-Application Meeting is required prior to Application submittal.**

Disclaimer: **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: Dawna Gray Date: 07-22-2026

Applicant Signature: Daniel P. Keefer Date: 07-22-2026

For Office Use

Application Number:	*Date Received:*
Received By:	*Date Approved:*

TOWN OF BLUFFTON
DEVELOPMENT PLAN
APPLICATION CHECKLIST

Prelim Plan	Final Plan	NOTE: Depending on the activities proposed, Development Plan documentation will vary. At minimum, each plan must contain the General Information and Site & Existing Conditions Documentation in addition to information required for the other specific activities listed below, as applicable. Please contact Town Staff for questions and additional information.
	x	4. Location of solid waste/trash disposal units/dumpsters.
	x	5. Location of proposed water, sewer, electric, telephone, cable, data, and gas service layouts, and proposed easements and connections.
	x	6. Location of proposed fire lane, hydrant location(s), FDC(s), and apparatus access to the site and building(s).
	x	7. Location of service and meter areas.
	x	8. Location of mail delivery boxes.
	x	9. Capacity and service studies and/or calculations.
	x	10. Detailed engineering information identifying the location, construction specifications, typical sections, service connections, meters, valves, manholes, inverts, transformers, service pedestals/boxes, and any other utility information.
Lighting.		
x		1. Narrative or plan notes describing the proposed exterior lighting scheme for the property.
	x	2. Location, specifications, and details for existing and proposed exterior site and building light fixtures including the total lumen output, type of lamp, method of shielding, pole and mounting height, and verification that there are no conflicts between lighting and landscaping.
	x	3. Photometric grid overlaid on the proposed site plan indicating the overall light intensity throughout the site (in footcandles) including existing and proposed lighting. Photometric calculations must consider all exterior lighting including building lighting.
	x	4. Notes describing lighting limitations, prohibitions, and methods of enforcement.

SIGN AND RETURN THIS CHECKLIST WITH THE APPLICATION SUBMITTAL
ALL SUBMITTALS MUST BE COLLATED AND FOLDED TO 8-1/2" X 11"

By signature below I certify that I have reviewed and provided the minimum submittal requirements listed above, including any additional items requested by the Town of Bluffton Staff. Any items not provided have been listed in the project narrative with an explanation as to why the required submittal item has not been provided or is not applicable. Further, I understand that failure to provide a complete, quality application or erroneous information may result in the delay of processing my application(s).

Dawna Gray
Signature of Property Owner or Authorized Agent

07-22-2026
Date

Dawna Gray
Printed Name

Witmer Jones Keefer Ltd.
landscape architecture
land planning

JENNIFER COURT COMMERCIAL

July 23, 2026

Dan Frazier, AICP
Planning Manager

Re: Preliminary Development Plan submittal for Jennifer Court Commercial

Dear Mr. Frazier-

On behalf of the applicant, Michael Bradley Holding, LLC we are submitting the attached *Preliminary Development Plan*.

The following is the project narrative:

Site

The Jennifer Court Commercial project proposes the development of three existing lots, including permitted commercial uses within the Neighborhood Core zoning district. Building 1 is planned for retail/ office use and may include a drive-thru on the west side. Building 2 is planned for office and retail uses, with an option for medical offices. Building 3 is planned for restaurant use.

As a brief history, in 2000, the property was permitted as the Bright Commercial Subdivision, master-planned for five individual commercial development parcels involving a new connector roadway between Buck Island Road and May River Road, incorporating both wet and dry utilities as well as storm drainage stub outs to each parcel. The development was designed, permitted and constructed under the Beaufort County development ordinance prior to annexation by the Town of Bluffton. Subsequently, Parker's convenience store was constructed upon two of the five parcels and, due to greater stormwater regulation, was required to provide additional water quality treatment consisting of shallow bioretention ponds/swales. The Jennifer Court project parcels are identified as R600 039 000 0021 0000, R610 039 000 0756 0000, and R610 039 000 0757 0000.

23 PROMENADE STREET, SUITE 201
BLUFFTON, SC 29910
OFFICE: (843) 757.7411

Access

Access to the site will be provided from Jennifer Court. The parking lot access is planned on the westernmost lot, aligned with the existing Parker's Kitchen access. The other accesses utilize the existing curb cuts at the corner of Jennifer Court.

Storm Drainage, Infrastructure, and Utilities

To accommodate this commercial development upon the 3 remaining parcels, the existing pipe routing as well as the pond will be enhanced to include surface stormwater retention to meet current stormwater quality and quantity standards. Bioretention/raingarden, pervious pavements, and inlet filters will be necessary to meet current codes. Based upon recent surveying and wetland delineation efforts, a small wetland was identified where the new parking lot is planned. This wetland has been approved to be filled and mitigation credits have been purchased thru the Great Swamp Mitigation Bank. Sanitary sewer service will be provided by connecting to existing gravity stub outs that were constructed as part of the Bright Commercial Subdivision. Water will be provided by making use of existing services. It is necessary to install a fire line as the proposed building will be sprinkled. BJWSA will be the service provider for the project, while Dominion Power will provide power and site lighting, and Hargray will provide telephone and cable service.

Parking

Parking for Guests and Employees will be provided in a new parking lot surrounding the proposed buildings.
The following is the breakdown of required and proposed parking:

Building 1 – Office / Retail (2 story): 24,800 SF
(Calculated at 4 spaces per 1,000 SF)
Requires 100 spaces

Building 2 – Office / Retail (2 story): 12,000 SF
(Calculated at 4 spaces per 1,000 SF)
Requires 48 spaces

Building 3 – Restaurant / Office (2 story): 10,500 SF
(Calculated at 4 spaces per 1,000 SF)
Requires 42 spaces

Total Parking required: 190
Total Parking provided: 220

Exterior Lighting

Exterior Lighting will be coordinated with and provided by Dominion Power for parking lot and street fixtures.

Landscaping

The site will be enhanced with native and indigenous plantings. Overstory trees meeting the minimum tree coverage will include Live Oaks, Shumard Oaks, Bald Cypress, and Southern Magnolias. Understory trees, shrubs, grasses, groundcovers and other accent plantings will be included on the final landscape plans. The pond edge and bioretention areas will include native grasses and groundcovers to treat storm water. Open space is provided with the site through the various landscape areas and buffers. The open space exceeds the required 20% as indicated on the Preliminary Submittal Plan package (Drawing D).

Signage

Identification / Monument Signage will be located along the May River Road and Buck Island Road frontages. There will also be identification signage at the entrance off Jennifer Court. All signage will be submitted under separate application per Town of Bluffton ordinance.

Submittal items attached:

a. Project survey / Signed Plat
b. Reference Plan - Existing Conditions
c. Tree Removal and Demolition Plan
d. Site Plan – Proposed Conditions
e. Site Diagrams and Tables
f. Engineer's Site Plan Exhibit

If you require additional submittal documents, please contact me.

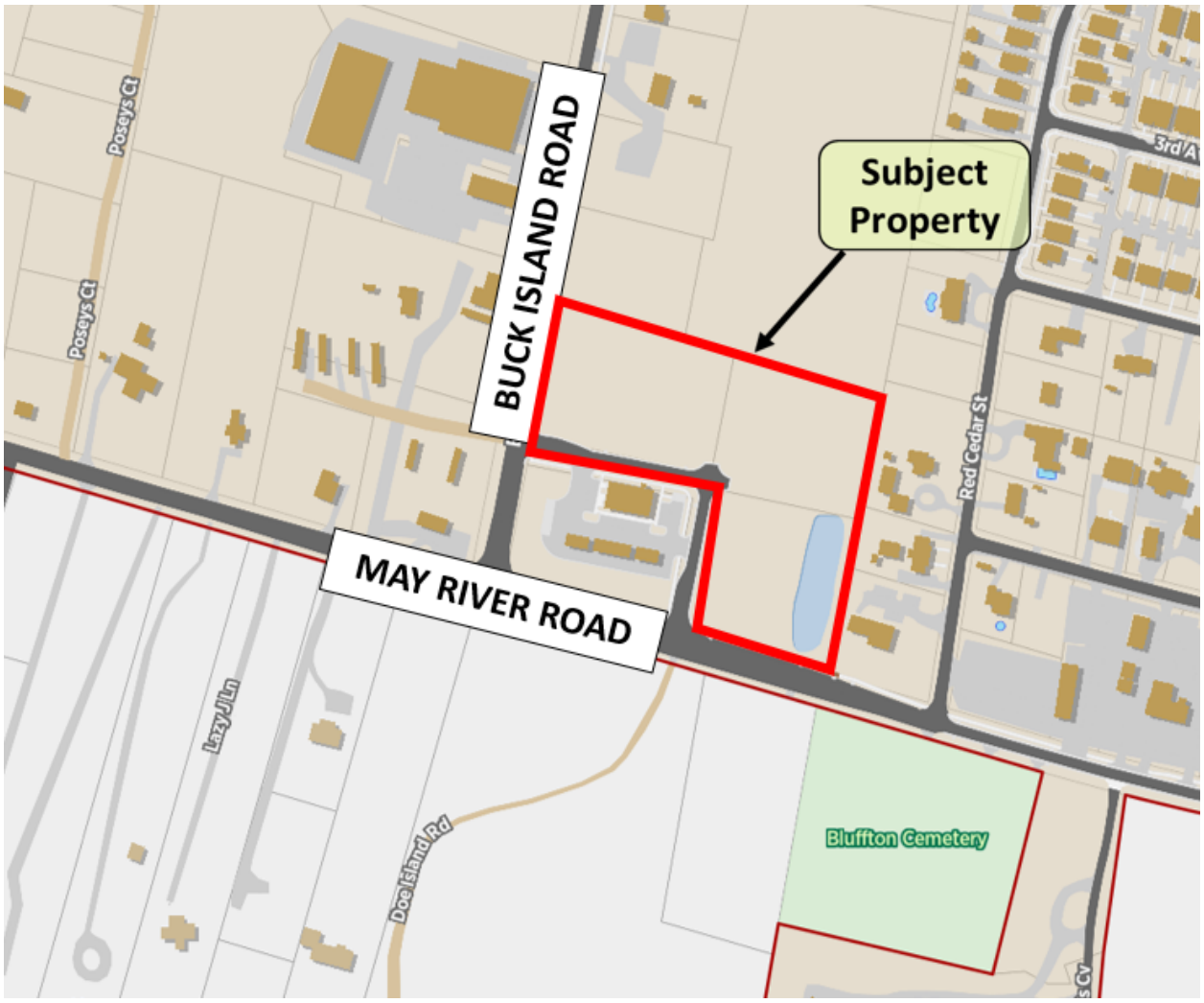
Sincerely,
Witmer◆Jones◆Keefer, Ltd.

Daniel P. Keefer

Daniel Keefer, ASLA
Principal

Cc: Dawna Gray
Ryan Lyle
James Atkins

VICINITY MAP
JENNIFER COURT
DEVELOPMENT PLAN



JENNIFER COURT

CITY PROJECT ID # XXXXXX

MICHAEL BRADLEY HOLDINGS, LLC
JENNIFER COURT

PROJECT SUMMARY

LOCAL PROJECT NAME: JENNIFER COURT

PROJECT ADDRESS: 6201 JENNIFER COURT, BLUFFTON, SC 29910

PROJECT DESCRIPTION:
THE PROJECT INVOLVES THE DEVELOPMENT OF THREE LOTS ALONG JENNIFER COURT FOR COMMERCIAL USE, LOCATED AT THE INTERSECTION OF MAY RIVER ROAD AND BUCK ISLAND ROAD.

TAX MAP PARCEL INFORMATION:
TMS# R610-039-000-0021-0000, R610-039-000-0756-0000, R610-039-000-0757-0000

SITE ACREAGE:

SITE ACRES:	5.20 AC.
SCDOT:	0.00 AC.
HIGHLAND ACRES:	5.04 AC
WETLANDS:	0.16 AC
DISTURBED ACRES:	5.20 AC.

SITE ZONING:

ZONING:	NBC (NEIGHBORHOOD CORE)
OVERLAY:	N/A

ADJACENT ZONING:

NORTH:	NBC (NEIGHBORHOOD CORE)
SOUTH:	R/W
EAST:	NBC (NEIGHBORHOOD CORE) RG (RESIDENTIAL GENERAL)
WEST:	R/W

BUFFERS:

FRONT (MAY RIVER RD):	50' LANDSCAPE BUFFER
FRONT (BUCK ISLAND RD):	10' LANDSCAPE BUFFER
SIDE (NBC, RG):	24' LANDSCAPE BUFFER
REAR: (NBC):	24' LANDSCAPE BUFFER

BUILDING SETBACKS:

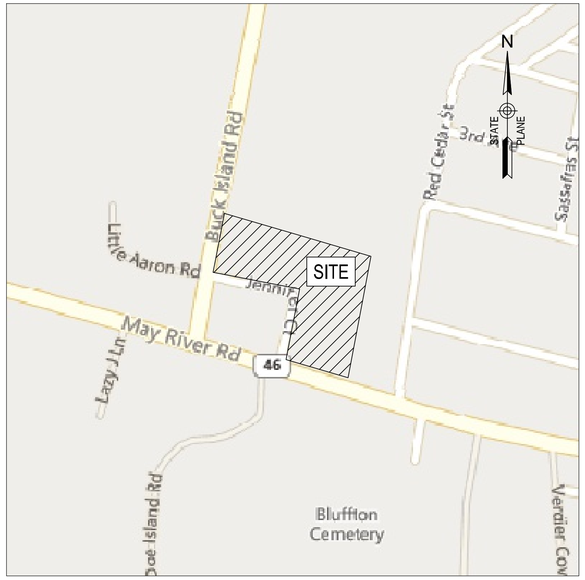
FRONT (MAY RIVER RD):	60' (10' FROM BUFFER)
FRONT (BUCK ISLAND RD):	33' (23' FROM BUFFER)
SIDE (NBC, RG):	30' (6' FROM BUFFER)
REAR: (NBC):	30' (6' FROM BUFFER)

PARKING SUMMARY:

TOTAL REQUIRED:	194	(4/1,000 SF)
TOTAL PROVIDED:	221	(4.5/1,000 SF)
NORMAL SPACES:	205	
ADA SPACES:	11	

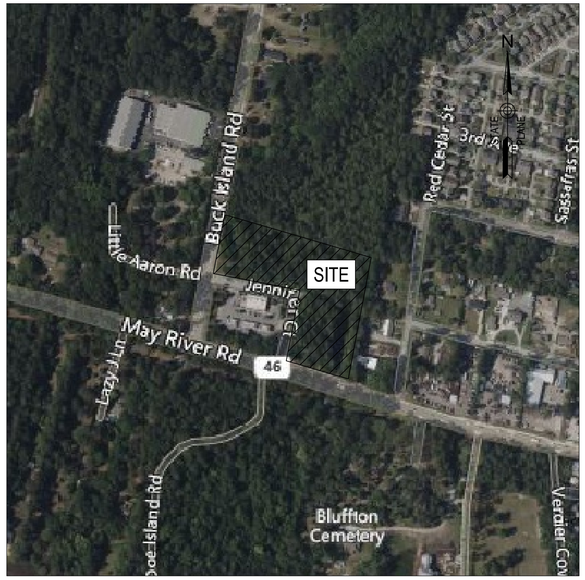
BICYCLE REQUIRED: 13
BICYCLE PROVIDED: 15

PERMIT SUMMARY:	PERMIT #/FILE #:
LOCAL PROJECT ID	XXX
USACE IMPACT PERMIT	SAC-2017-01210
NPDES	PN# SCR10ZEXL FILE# H00-JVD6-XGW9H
CZC	HPR-VZXP-MST86
SCDES - WATER	XXX
SCDES - SEWER	XXX



0 300' 600'
SCALE: 1" = 300'

LOCATION MAP



0 300' 600'
SCALE: 1" = 300'

VICINITY MAP

UNDERGROUND FACILITIES

EXISTING UNDERGROUND FACILITIES AT THE SITE HAVE NOT BEEN INDIVIDUALLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE AND ARE APPROXIMATE ONLY. EXISTING UNDERGROUND FACILITIES ARE CONSIDERED TO BE ALL ACTIVE OR NOT-IN-SERVICE UNDERGROUND LINES, PIPELINES, CONDUITS, DUCTS, ENCASEMENTS, CABLES, WIRES, MANHOLES, VAULTS, TANKS, TUNNELS, OR OTHER SUCH FACILITIES OR SYSTEMS AT THE SITE, INCLUDING BUT NOT LIMITED TO THOSE FACILITIES OR SYSTEMS THAT PRODUCE, TRANSMIT, DISTRIBUTE, OR CONVEY TELEPHONE OR OTHER COMMUNICATIONS, CABLE TELEVISION, FIBER OPTIC TRANSMISSIONS, POWER, ELECTRICITY, LIGHT, HEAT, GASES, OIL, CRUDE OIL PRODUCTS, LIQUID PETROLEUM PRODUCTS, WATER, STEAM, WASTE, WASTEWATER, STORM WATER, OTHER LIQUIDS OR CHEMICALS, OR TRAFFIC OR OTHER CONTROL SYSTEMS. UNLESS IT IS OTHERWISE EXPRESSLY PROVIDED IN THE SUPPLEMENTARY CONDITIONS OF THE CONSTRUCTION CONTRACT, THE COST OF ALL OF THE FOLLOWING, INCLUDING INCIDENTALS, ARE INCLUDED IN THE CONTRACT PRICE, AND CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR:

1. COMPLYING WITH ALL REQUIREMENTS IN THE CONTRACT DOCUMENTS PERTAINING TO ALL EXISTING UNDERGROUND FACILITIES;
2. VERIFYING AND DOCUMENTING ALL SC811 POSITIVE RESPONSES AND ANY INFORMATION PROVIDED BY UTILITY OWNERS OR SC811 MEMBERS THROUGH SUCH RESPONSES PRIOR TO COMMENCING WORK;
3. THOROUGHLY REVIEWING, ANALYZING, AND BECOMING COMPLETELY FAMILIAR WITH ALL INFORMATION AND DATA REGARDING EXISTING UNDERGROUND FACILITIES AT THE SITE THAT ARE PROVIDED IN OR REQUIRED BY THE CONTRACT DOCUMENTS OR OTHERWISE MADE AVAILABLE BY THE OWNER OR OTHERS;
4. COMPLYING WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL UTILITY DAMAGE PREVENTION LAWS, RULES, AND REGULATIONS PERTAINING TO THE LOCATION, PROTECTION, EXCAVATION, AND DAMAGE PREVENTION OF EXISTING UNDERGROUND FACILITIES, INCLUDING BUT NOT LIMITED TO SOUTH CAROLINA CODE OF LAWS TITLE 58, CHAPTER 36, AS AMENDED;
5. FIELD VERIFYING THE ACTUAL HORIZONTAL AND VERTICAL LOCATION OF THOSE UNDERGROUND FACILITIES SHOWN OR INDICATED IN THE CONTRACT DOCUMENTS AS BEING WITHIN THE AREA AFFECTED BY THE WORK, BY PHYSICALLY EXPOSING SUCH UNDERGROUND FACILITIES USING APPROPRIATE NON-DESTRUCTIVE METHODS DURING THE COURSE OF CONSTRUCTION;
6. COMMUNICATING AND DILIGENTLY COORDINATING THE WORK WITH THE FACILITY OWNERS (INCLUDING PROJECT OWNER) OF SUCH UNDERGROUND FACILITIES THROUGHOUT THE DURATION OF THE PROJECT;
7. THE SAFETY AND PROTECTION OF ALL EXISTING UNDERGROUND FACILITIES AT THE SITE;
8. THE REPAIRING OF ANY AND ALL DAMAGE TO EXISTING UNDERGROUND FACILITIES ARISING FROM THE WORK; AND
9. ANY AND ALL DAMAGE WHICH OCCURS DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE, PROTECT, AND PRESERVE ANY AND ALL UNDERGROUND FACILITIES.

PROTECTED AND GRAND TREE SUMMARY

	NUMBER OF TREES	NUMBER OF INCHES
GRAND TREES TO BE REMOVED (24" & GREATER)	##	##
SIGNIFICANT TREES TO BE REMOVED (8" - 23")	##	##

*REFER TO SHEET L100 FOR TREE MITIGATION SUMMARY

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE

1. CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR CAUSING ALL PUBLIC RIGHT-OF-WAYS WITHIN THE CONSTRUCTION LIMITS AND ALL APPLICABLE AMENITIES TO BE, OR TO REMAIN, ADA COMPLIANT.
2. ALL PUBLIC RIGHT-OF-WAYS MUST REMAIN ADA COMPLIANT THROUGHOUT CONSTRUCTION OR CONTRACTOR SHALL PROVIDE AN ALTERNATIVE COMPLIANT ROUTE ACCEPTABLE TO OWNER.

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DEVELOPER	CIVIL ENGINEER	LANDSCAPE ARCHITECT	SURVEYOR
MICHAEL BRADLEY HOLDINGS, LLC DAWNA GRAY 591 BROWNS COVE ROAD, SUITE H RIDGELAND, SC 29936 (843) 615-2302	DAVIS & FLOYD, INC. RYAN LYLE 2712 BULL STREET, SUITE A BEAUFORT, SC 29902 (843) 379-2222	WITMER JONES KEEFER, LTD. DANIEL KEEFER 23 PROMENADE STREET, SUITE 201 BLUFFTON, SC 29910 (843) 757-7411	DAVIS & FLOYD, INC. JOHN GRAY, PLS 26954 2712 BULL STREET, SUITE A BEAUFORT, SC 29902 (843) 379-2222

Know what's below. Call before you dig.

NOT FOR CONSTRUCTION

BJWSA NO.: 2018-066

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT
JENNIFER COURT COMMERCIAL
DRAWING TITLE: COVER

NO.	RELEASED	CHECKED	DATE

JOB NO. 22102.00
DATE 09/29/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

C000

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THESE DRAWINGS AND THE DESIGN THEREON ARE THE PROPERTY OF DAVIS & FLOYD, INC., AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF THE ENGINEER / ARCHITECT AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION

GENERAL CONSTRUCTION NOTES

1. ELEVATION DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
2. HORIZONTAL DATUM: SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM OF 1983 BASED ON INTERNATIONAL FEET (SC83IF).
3. UNLESS OTHERWISE DETERMINED BY OWNER OR IDENTIFIED IN THE CONTRACT, ENGINEER WILL BE OWNER'S REPRESENTATIVE DURING THE CONSTRUCTION PERIOD. THE DUTIES AND RESPONSIBILITIES AND THE LIMITATIONS OF AUTHORITY OF ENGINEER AS OWNER'S REPRESENTATIVE DURING CONSTRUCTION ARE SET FORTH IN THE CONTRACT, OR IN THE ABSENCE OF SUCH IDENTIFIED IN THE CONTRACT, SUCH DUTIES AND RESPONSIBILITIES AND LIMITATIONS OF AUTHORITY OF ENGINEER AS OWNER'S REPRESENTATIVE WILL BE AS GENERALLY IDENTIFIED IN EJCDC DOCUMENT C-700 STANDARD GENERAL CONDITIONS OF THE CONSTRUCTION CONTRACT, LATEST EDITION.
4. CONTRACTOR SHALL GIVE ALL NOTICES REQUIRED BY AND SHALL COMPLY WITH ALL LAWS AND REGULATIONS APPLICABLE TO THE PERFORMANCE OF THE WORK. NEITHER OWNER NOR ENGINEER, NOR OWNER'S REPRESENTATIVE, SHALL BE RESPONSIBLE FOR MONITORING CONTRACTOR'S COMPLIANCE WITH ANY LAWS OR REGULATIONS.
5. THE CONTRACTOR SHALL NOTIFY AGENCIES HAVING JURISDICTION AS NECESSARY OF THE ANTICIPATED SCHEDULE FOR INSPECTIONS PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR CONSTRUCTION MEANS AND METHODS, COMPLIANCE WITH OSHA REQUIREMENTS, COMPLETION OF SCOPE OF WORK, AND COMPLIANCE WITH ALL NECESSARY PERMITS.
7. CONTRACTOR SHALL HOLD ALL PERMITS IN HAND PRIOR TO COMMENCEMENT OF WORK.
8. THE CONTRACTOR MUST ACQUIRE COPIES OF ALL REQUIRED PERMITS, STAMPED APPROVED AGENCY PLANS, OS-SWPPP, AND OTHER SUCH REQUIRED DOCUMENTS TO KEEP ONSITE THROUGHOUT CONSTRUCTION FOR AGENCY INSPECTORS, THE OWNER, AND OTHER AUTHORIZED OFFICIALS.
9. CONTRACTOR SHALL PROVIDE ALL BONDS AND INSURANCE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION AND AS OTHERWISE REQUIRED BY THE CONTRACT DOCUMENTS.
10. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE CONSTRUCTION CONTRACT INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND TO PROVIDE A COMPLETED PROJECT.
11. THE CONTRACTOR SHALL PROVIDE "AS-BUILT" RECORD DRAWINGS AS SPECIFIED OR REQUIRED IN THE CONTRACT DOCUMENTS, INCLUDING APPLICABLE AGENCY REQUIREMENTS. FINAL PAYMENT FOR THE WORK WILL NOT BE MADE UNTIL THE "AS-BUILT" RECORD DRAWINGS HAVE BEEN COMPLETED AND DELIVERED AS INDICATED ABOVE.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LINES, GRADES AND CONSTRUCTION STAKING FOR THE PROJECT.
13. THE CONTRACTOR SHALL ADVISE THE OWNER'S REPRESENTATIVE IF EXISTING GRADES THAT ARE TO REMAIN ARE IN CONFLICT WITH PROPOSED WORK, CAUSING LIMITATIONS IN DRAINAGE PERFORMANCE OR SIGNIFICANT CHANGES IN CONSTRUCTION LIMITS DEFINED WITH CUT OR FILL LIMITS AND SPECIFICALLY THAT WORK WHICH MAY RESULT IN ANY CONSTRUCTION TAKING PLACE OUTSIDE OF PROPOSED CONSTRUCTION LIMITS.
14. THE CONTRACTOR SHALL MAINTAIN EXISTING 2-WAY TRAFFIC FLOW AT ALL TIMES, EXCEPT AS NOTED IN THE PLANS, AND SHALL AT ALL TIMES PROVIDE FLAG MEN AND APPROPRIATE TRAFFIC CONTROLS AS NEEDED. FOR WORK REQUIRING A TRAFFIC CONTROL PLAN, THE CONTRACTOR SHALL PROVIDE THE LOCAL JURISDICTION AND/OR SCDOT AND OTHERS AS REQUIRED A COPY OF THE TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO COMMENCEMENT OF THE ASSOCIATED WORK. AND ANY CHANGES TO THIS PLAN SHALL BE APPROVED BY THE LOCAL JURISDICTION AND/OR SCDOT AND OTHERS AS REQUIRED PRIOR TO IMPLEMENTATION OF CHANGES.
15. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN THEIR OWN TEMPORARY RESTROOM FACILITIES ONSITE FOR WORK CREW USE.
16. ALL EXISTING ROADS SHOWN ON THE PLANS ARE PAVED UNLESS OTHERWISE NOTED.
17. THE CONTRACTOR SHALL PROTECT AND/OR RESTORE TO MEET OR EXCEED EXISTING CONDITIONS ANY CONTRACTOR RELATED IMPROVEMENTS OR DAMAGE ON THE OWNER'S PROPERTY, EASEMENTS, OR ANY ADJOINING PROPERTIES.
18. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE NPDES PERMIT AND GUIDELINES OF THE SCDES BMP HANDBOOK DURING THE ENTIRE CONSTRUCTION PERIOD. SEDIMENT AND EROSION CONTROL BEST MANAGEMENT PRACTICES (BPMs) SHALL INCLUDE, BUT NOT BE LIMITED TO, SILT FENCES, BERMS, INLET PROTECTION, ETC. AS NEEDED OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
19. RUBBER SAFETY CAPS SHALL BE INSTALLED ON THE TOPS OF ALL STEEL POSTS USED FROM CONSTRUCTION OF BMPs
20. CLEAR AND GRUB WITHIN WORK LIMITS FOR ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ROOTS, ETC. DO NOT DAMAGE OR REMOVE SIGNIFICANT TREES EXCEPT AS SHOWN ON THE DRAWINGS.
21. DISPOSAL OF EXCESS EXCAVATED MATERIALS OFF-SITE AND HAULING OF FILL MATERIALS REQUIRED FOR CONSTRUCTION SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.
22. WHERE ROADWAY DITCHES AND DRAINAGE PIPES ARE DAMAGED OR DISTURBED, THE CONTRACTOR SHALL RELAY DRAINAGE PIPE TO ORIGINAL INVERT ELEVATIONS AND RE-GRADE DITCHES TO ESTABLISH POSITIVE DRAINAGE.
23. AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH GRASS, SOD, MULCH, ETC. PER PLANS AND DETAILS, OR AT THE DIRECTION OF THE OWNER'S REPRESENTATIVE AS MAY BE APPLICABLE.

EXISTING UTILITIES AND FACILITIES (ABOVE GROUND AND UNDER GROUND)

1. SEE SHEET C000 "UNDERGROUND FACILITIES".
2. THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THE DRAWINGS OR OTHERWISE IDENTIFIED IN THE CONTRACT DOCUMENTS ARE COMPILED FROM A COMBINATION OF AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE OWNER, ENGINEER, OR UTILITY COMPANIES DO NOT WARRANT OR GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR IS FULLY RESPONSIBLE TO FIELD VERIFY LOCATIONS AND/OR DEPTHS AS NEEDED OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. EXTREME CAUTION SHALL BE EXERCISED WHEN WORKING NEAR ANY EXISTING POWER, GAS, AND COMMUNICATIONS LINES.
3. PRIVATE UTILITIES OR FACILITIES MAY EXIST ON THE SITE AND MAY NOT BE IDENTIFIED THROUGH SC811 LOCATE REQUESTS. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO IDENTIFY AND PROTECT SUCH FACILITIES AS NECESSARY TO COMPLETE THE WORK.
4. THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
5. THE CONTRACTOR SHALL PRE-MARK OR WHITE-LINE THE PROPOSED AREA OF EXCAVATION IN ACCORDANCE WITH APWA COLOR CODE STANDARDS PRIOR TO NOTIFYING SC811 FOR UTILITY LOCATES.
6. THE CONTRACTOR SHALL NOTIFY SOUTH CAROLINA 811 (SC811) AND ANY LOCAL UTILITY COMPANY NOT REPRESENTED BY SC811 A MINIMUM OF THREE (3) FULL WORKING DAYS PRIOR TO COMMENCING ANY EXCAVATION, BORING, DRILLING, GRADING, OR OTHER LAND-DISTURBANCE ACTIVITIES. ALL NOTIFICATIONS SHALL BE MADE IN ACCORDANCE WITH ALL APPLICABLE LAWS, RULES, AND REGULATIONS, INCLUDING BUT NOT LIMITED TO SOUTH CAROLINA CODE OF LAWS TITLE 58, CHAPTER 36, AS AMENDED.
7. THE CONTRACTOR SHALL DIRECTLY COMMUNICATE AND COORDINATE WITH ANY UTILITY OWNER OR AGENCY REQUIRING SEPARATE NOTIFICATION, PERMITTING, OR SCHEDULING NOT OTHERWISE COVERED UNDER THE SC811 NOTIFICATION SYSTEM.
8. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL VERIFY AND DOCUMENT ALL SC811 POSITIVE RESPONSES AND ANY INFORMATION PROVIDED BY UTILITY OWNERS OR SC811 MEMBERS THROUGH SUCH RESPONSES AND CONFIRM THAT ALL UTILITIES HAVE RESPONDED AND MARKED THE SITE AS REQUIRED.
9. THE CONTRACTOR SHALL CROSS-VERIFY ALL INFORMATION PROVIDED BY SC811 MEMBER OPERATORS, INCLUDING BUT NOT LIMITED TO HORIZONTAL LOCATIONS, FACILITY DESCRIPTIONS, AND FIELD MARKINGS, AGAINST THE CONTRACT DOCUMENTS AND FIELD CONDITIONS TO IDENTIFY POTENTIAL CONFLICTS PRIOR TO CONSTRUCTION.
10. THE CONTRACTOR SHALL PRESERVE AND MAINTAIN ALL UTILITY LOCATE MARKINGS FOR THE DURATION OF THE WORK OR UNTIL NO LONGER REQUIRED. IF MARKINGS ARE DESTROYED, REMOVED, OR BECOME UNCLEAR, THE CONTRACTOR SHALL CEASE EXCAVATION ACTIVITIES IN THE AFFECTED AREA AND REQUEST RE-MARKING PRIOR TO CONTINUING WORK.
11. THE CONTRACTOR SHALL MAINTAIN VALID SC811 LOCATE REQUESTS FOR THE DURATION OF CONSTRUCTION ACTIVITIES AND SHALL REQUEST RE-NOTIFICATION OR REFRESH LOCATES AS REQUIRED PRIOR TO TICKET EXPIRATION.
12. UNLESS NOTED OTHERWISE. THE CONTRACTOR SHALL PROTECT AND MAINTAIN UTILITY SERVICE TO ALL EXISTING BUILDINGS AT ALL TIMES. IF THE CONTRACTOR REQUIRES AN INTERRUPTION TO ANY UTILITY SERVICE, THE CONTRACTOR SHALL NOTIFY THE EXISTING PROPERTY OWNER, THE APPLICABLE AGENCY, THE PROJECT OWNER, AND OWNER'S REPRESENTATIVE IN WRITING A MINIMUM OF THREE (3) FULL WORKING DAYS PRIOR TO THE DESIRED INTERRUPTION TO COORDINATE AND SCHEDULE TEMPORARY DISRUPTIONS AND RECONNECTION OF UTILITIES.
13. THE CONTRACTOR SHALL POTHOLE ALL UTILITY CROSSINGS PRIOR TO EXCAVATING OR BORING TO PREVENT GRADE OR ALIGNMENT CONFLICTS. THE CONTRACTOR SHALL IDENTIFY POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE OR ALIGNMENT MODIFICATIONS ARE NECESSARY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE.
14. THE CONTRACTOR SHALL EXERCISE DUE CARE AT ALL TIMES DURING ALL EXCAVATION, DEMOLITION, AND RELATED ACTIVITIES TO PROTECT EXISTING UNDERGROUND FACILITIES FROM DAMAGE, AS REQUIRED BY SOUTH CAROLINA CODE OF LAWS TITLE 58, CHAPTER 36, AS AMENDED. THIS REQUIREMENT IS IN ADDITION TO, AND NOT IN LIEU OF, ALL OTHER OBLIGATIONS SET FORTH IN THESE NOTES AND THE CONTRACT DOCUMENTS.
15. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE REQUIREMENTS FOR HAND DIGGING, SOFT DIGGING, VACUUM EXCAVATION, VERTICAL CLEARANCE, AND OTHER DAMAGE PREVENTION REQUIREMENTS AS REQUIRED BY APPLICABLE LAW AND UTILITY OWNER REQUIREMENTS.
16. WHEN EXCAVATING WITHIN THE TOLERANCE ZONE OF EXISTING UTILITIES, THE CONTRACTOR SHALL NOT USE MECHANIZED EQUIPMENT WITHIN THE TOLERANCE ZONE UNTIL THE EXISTING FACILITY HAS BEEN EXPOSED AND VERIFIED BY SOFT DIGGING, HAND DIGGING, VACUUM EXCAVATION, OR OTHER APPROPRIATE NON-DESTRUCTIVE MEANS AS REQUIRED BY APPLICABLE LAW AND UTILITY OWNER REQUIREMENTS.
17. ONCE AN EXISTING UNDERGROUND FACILITY IS EXPOSED, THE CONTRACTOR SHALL MAINTAIN ADEQUATE CLEARANCE AND SUPPORT TO PREVENT DAMAGE DURING CONSTRUCTION ACTIVITIES.
18. RELOCATION, REMOVAL, OR ABANDONMENT OF EXISTING UTILITIES OWNED/MAINTAINED BY OTHER AGENCIES (WATER, SEWER, GAS, POWER, COMMUNICATIONS, ETC.) SHALL BE COORDINATED BY THE CONTRACTOR.
19. CONTRACTOR MUST COORDINATE ANY MODIFICATION TO UTILITY LAYOUT, MATERIALS, ETC. WITH THE OWNER'S REPRESENTATIVE AND APPLICABLE AGENCY AND MUST OBTAIN APPROVAL PRIOR TO ORDERING MATERIALS OR MAKING ANY SUCH CHANGES.
20. INTERFERING PORTIONS OF UTILITIES THAT ARE ABANONDED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF DEMOLISHED SERVICES AND ABANDONED UTILITIES.
21. ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE DEPICTED ON THE PLANS OR DIRECTED BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES NOT INDICATED TO BE REMOVED AT ALL TIMES DURING CONSTRUCTION. ALL EXISTING STRUCTURES, INCLUDING BUT NOT LIMITED TO SIGNS AND DRIVES DISTURBED DURING CONSTRUCTION THAT ARE NOT SHOWN TO BE PERMANENTLY DEMOLISHED SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER.
22. THE CONTRACTOR SHALL REMOVE AND REPLACE ALL EXISTING SURFACE FEATURES (UNLESS INDICATED TO BE PERMANENTLY DEMOLISHED) NECESSARY FOR INSTALLATION AND REMOVAL OF ALL UNDERGROUND AND ABOVE GROUND WORK AS REQUIRED BY THE CONTRACT DOCUMENTS. THIS SHALL INCLUDE BUT NOT BE LIMITED TO FENCES, CURB & GUTTER, LANDSCAPING, SIDEWALKS, AND PAVEMENT.
23. ANY PAVEMENT DAMAGED DURING CONSTRUCTION THAT IS NOT INDICATED TO BE PERMANENTLY DEMOLISHED SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER. ANY BROKEN PAVEMENT EDGES SHALL BE SAW-CUT IN A SMOOTH STRAIGHT LINE AND THE PAVEMENT REPLACED TO MATCH EXISTING GRADES.
24. ANY DAMAGE, INCLUDING COATING DAMAGE, TO EXISTING UNDERGROUND FACILITIES SHALL BE IMMEDIATELY REPORTED TO THE FACILITY OWNER, SC811, AND THE OWNER'S REPRESENTATIVE. DAMAGED FACILITIES SHALL NOT BE BACKFILLED UNTIL AUTHORIZED BY THE FACILITY OWNER.
25. DRAINAGE PIPES DAMAGED DURING CONSTRUCTION (WHICH ARE NOT INDICATED TO BE PERMANENTLY DEMOLISHED) ARE TO BE REPLACED AT A MINIMUM WITH NEW CLASS III - WALL B REINFORCED CONCRETE PIPE COMPLYING WITH ASTM C76, OR WITH OTHER OWNER APPROVED EQUIVALENT PIPE MATERIAL, COMPATIBLE WITH THE EXISTING SOIL CONDITIONS. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE OF SUCH INSTANCES AND MUST OBTAIN APPROVAL PRIOR TO ORDERING MATERIALS OR MAKING ANY SUCH REPLACEMENTS.
26. IN THE EVENT OF CONTACT WITH A NATURAL GAS, PETROLEUM, ELECTRIC, OR OTHER HAZARDOUS UTILITY FACILITY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE FACILITY OWNER AND EMERGENCY SERVICES AS REQUIRED, TAKE REASONABLE ACTION TO PROTECT PERSONNEL AND THE PUBLIC, AND CEASE WORK IN THE AFFECTED AREA UNTIL AUTHORIZED TO RESUME.
27. ANY SEPTIC TANKS ENCOUNTERED DURING CONSTRUCTION SHALL BE PUMPED OUT BY A CERTIFIED COMPANY, THE TANK EXCAVATED, AND DISPOSED OF PER INDUSTRY STANDARDS AND REQUIREMENTS.
28. ANY FUEL TANKS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF PER SCDES REQUIREMENTS. BACKFILL WITH COMPACTED GRANULAR MATERIAL.
29. ANY UNEXPECTED WELLS, TANKS, PIPES, STRUCTURES, ETC., ENCOUNTERED SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. IN THE EVENT CONTAMINATED OR HAZARDOUS MATERIAL IS ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER 'S REPRESENTATIVE IMMEDIATELY.

WATER SYSTEM NOTES

1. WATER INSTALLATION SHALL BE IN ACCORDANCE WITH THE "TEN STATES STANDARDS", SCDES REGULATIONS, AND BJWSA DEVELOPMENT POLICY PROCEDURE MANUAL AND APPROVED TECHNICAL SPECIFICATIONS, LATEST EDITION, FOUND AT HTTPS://WWW.BJWSA.ORG/172/TECHNICAL-SPECIFICATIONS.

WASTEWATER SYSTEM NOTES

1. WASTEWATER INSTALLATION SHALL BE IN ACCORDANCE WITH THE "TEN STATES STANDARDS", SCDES REGULATIONS, AND BJWSA DEVELOPMENT POLICY PROCEDURE MANUAL AND APPROVED TECHNICAL SPECIFICATIONS, LATEST EDITION, FOUND AT HTTPS://WWW.BJWSA.ORG/172/TECHNICAL-SPECIFICATIONS.

PROJECT CLOSEOUT NOTES

1. ALL SUBMITTED RECORD DRAWINGS AND AS-BUILT SURVEYS MUST INCLUDE AND REFERENCE THE LATEST PERMITTED PLANS.
2. THE CONTRACTOR SHALL PROVIDE ALL REQUIRED RECORD (AS-BUILT) DRAWINGS, PIPE VIDEOS, VALVE CARDS, AND TESTING FORMS TO CLOSE-OUT APPLICABLE AGENCY AND UTILITY PERMITS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFICATIONS, GUARANTEES, WARRANTIES, AND OTHER INFORMATION NECESSARY TO SUPPORT THE APPLICATIONS OR SUBMITTALS FOR, AND COORDINATING THE COMPLETION OF, A PERMANENT STORMWATER FACILITY MAINTENANCE AND RESPONSIBILITY AGREEMENT AND RECORD (AS-BUILT) DRAWINGS IN ACCORDANCE WITH THE LOCAL JURISDICTION'S SPECIFICATIONS AND OTHER REQUIREMENTS. COMPLETION OF AND AGENCY ACCEPTANCE OF A PERMANENT STORMWATER FACILITY MAINTENANCE AND RESPONSIBILITY AGREEMENT AND RECORD DRAWINGS ARE REQUIRED BEFORE A CERTIFICATE OF OCCUPANCY (CO) AND A NOTICE OF TERMINATION (NoT) OF THE CONSTRUCTION GENERAL PERMIT WILL BE APPROVED.

GRADING, PAVING AND DRAINAGE

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES AT ALL TIMES TO ENSURE THAT PUBLIC STREETS AND RIGHT-OF-WAYS ARE KEPT CLEAN OF MUD, DUST, OR DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR.
2. FOR GRADING, PAVING, AND DRAINAGE WORK LOCATED WITHIN SCDOT AND/OR PUBLIC RIGHTS-OF-WAY, ALL MATERIALS AND EQUIPMENT, UNLESS SPECIFICALLY STATED OTHERWISE HEREIN, SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION.
3. REGARDING STRIP WORK LIMITS, REMOVING ALL ORGANIC MATTER WHICH CAN NOT BE COMPACTED INTO A STABLE MASS; ALL TREES, BRUSH, AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING, OR GRADING SHALL BE REMOVED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. CONTRACTOR SHALL COORDINATE THE REMOVAL OF ANY TREES MARKED AS PROTECTED, OR ANY TREES WHICH SHOULD OTHERWISE BE PROTECTED PER AGENCY OR OTHER PROJECT REQUIREMENTS, WITH THE OWNER'S REPRESENTATIVE, AND THE LOCAL AGENCIES HAVING JURISDICTION PRIOR TO REMOVAL.
4. UNLESS SPECIFICALLY STATED OTHERWISE, ALL FILL SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE AND CONSTRUCTED IN 10" LIFTS MAXIMUM WITH HEAVY COMPACTION EQUIPMENT. EACH LIFT SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-180 TEST METHOD (MODIFIED PROCTOR) AND BE WITHIN 3% OF THE OPTIMUM MOISTURE CONTENT.
5. ALL FILL MATERIALS SHALL BE COMPACTED IN LIFTS TO THE DESIRED COMPACTION RATES WITH FIELD DENSITY TEST REPORTS DOCUMENTING THAT THE REQUIREMENTS HAVE BEEN ACHIEVED. ALLOW INSPECTING AGENCY TO INSPECT AND TEST SUBGRADES AND EACH FILL OR BACKFILL LAYER. PROCEED WITH SUBSEQUENT EARTH MOVING ONLY AFTER TESTING RESULTS FOR PREVIOUSLY COMPLETED WORK COMPLY WITH REQUIREMENTS. WHEN TESTING AGENCY REPORTS THAT SUBGRADES, FILLS, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED; SCARIFY, MOISTEN, AND AERATE OR REMOVE AND REPLACE SOIL MATERIALS TO DEPTH REQUIRED; RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED.
6. UNLESS OTHERWISE SHOWN ON THE DRAWINGS, NO FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 3H:1V.
7. THE CONTRACTOR SHALL FURNISH, INSTALL, MONITOR, AND MAINTAIN EXCAVATION OPEN-TRENCH SUPPORT AND PROTECTION SYSTEMS CAPABLE OF SUPPORTING EXCAVATION SIDEWALLS AND OF RESISTING SOIL AND HYDROSTATIC PRESSURE AND SUPERIMPOSED AND CONSTRUCTION LOADS. PREVENT SURFACE WATER FROM ENTERING EXCAVATIONS BY GRADING, DIKES, OR OTHER MEANS. INSTALL EXCAVATION SUPPORT AND PROTECTION SYSTEMS WITHOUT DAMAGING EXISTING BUILDINGS, STRUCTURES, AND SITE IMPROVEMENTS ADJACENT TO EXCAVATION. CONTRACTOR SHALL MONITOR VIBRATIONS, SETTLEMENTS, AND MOVEMENTS. SHOW EXISTING CONDITIONS OF ADJACENT CONSTRUCTION AND SITE IMPROVEMENTS WITH PHOTOGRAPHS AND OR VIDEOS THAT MIGHT BE MISCONSTRUED AS DAMAGE CAUSED BY THE ABSENCE OF, THE INSTALLMENT OF, OR THE PERFORMANCE OF EXCAVATION SUPPORT AND PROTECTION SYSTEMS AND SUBMIT BEFORE WORK BEGINS.
8. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION TO GRADES THAT RESULT IN POSITIVE DRAINAGE TO THE EXISTING AND/OR NEW STORM DRAINAGE INLETS, UNLESS OTHERWISE REQUIRED BY THE CONTRACT DOCUMENTS.

STORM WATER SYSTEM NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER DRAINAGE OF EXISTING STORM SEWER LINES AND CHANNELS DURING CONSTRUCTION WORK.
2. NEW STORM WATER SYSTEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL JURISDICTION AND/OR SCDOT SPECIFICATIONS AND REQUIREMENTS.
3. THE GRADE OF THE GRAVITY STORM PIPES SHALL BE MAINTAINED AT A CONSTANT SLOPE BETWEEN INVERT ELEVATIONS.
4. UNLESS SPECIFICALLY NOTED OTHERWISE, REINFORCED CONCRETE PIPE (RCP) SHALL BE ASTM C-76, CLASS III - WALL B WITH GASKETED JOINTS PER ASTM C443. THE EXTERIOR OF THE JOINTS FOR ALL RCP SHALL BE WRAPPED WITH FILTER FABRIC, MINIMUM 18" IN WIDTH.
5. ALL MANHOLE LIDS AND CATCH BASINS SHALL CONTAIN A LABEL IDENTIFYING THE SYSTEM AS STORMWATER AND MARKED WITH AN APPROPRIATE STORMWATER AWARENESS MESSAGE SUCH AS "NO DUMPING - DRAINS TO WATERWAYS."
6. AT THE COMPLETION OF CONSTRUCTION WHEN THE SITE IS FULLY STABILIZED, THE CONTRACTOR SHALL CLEAN ALL STORMWATER DRAINAGE SYSTEMS WITHIN THE PROJECT LIMITS.

CONTACTS			
FIRM/AGENCY/UTILITY		PHONE	CONTACT
OWNER/DEVELOPER	MICHAEL BRADLEY HOLDINGS, LLC	(843) 615-2302	DAWNA GRAY
CIVIL ENGINEER	DAVIS & FLOYD, INC.	(843) 379-2222	RYAN LYLE
LANDSCAPE ARCHITECT	WITMER JONES KEEFER, LTD.	(843) 757-7411	DANIEL KEEFER
SURVEYOR	DAVIS & FLOYD, INC.	(843) 379-2222	JOHN GRAY
GEOTECHNICAL ENGINEER	WHITAKER LABORATORY, INC.	(912) 234-0696	JASON FOLLO
WETLANDS CONSULTANT	NEWKIRK ENVIRONMENTAL, INC.	(843) 810-3447	ASHER HOWELL
PLANNING/ZONING	TOWN OF BLUFFTON	(843) 706-7802	DAN FRAZIER
ENGINEERING / PUBLIC SERVICES	TOWN OF BLUFFTON	(843) 683-1283	COLLEEN HALL
MS4 / STORMWATER	TOWN OF BLUFFTON	(843) 227-1294	SAMANTHA CROTTY
FIRE MARSHAL	BLUFFTON TOWNSHIP FIRE DISTRICT	(843) 757-2800	DAN WILTSE
NPDES PERMITTING	SCDES - STORMWATER	(843) 953-5324	PAM WINKLER
COASTAL ZONE CONSISTENCY	SCDES - OCRM/CZC	(843) 953-0860	HOLLI MARTIN
WATER & SEWER	BEAUFORT JASPER WATER & SEWER AUTHORITY	(843) 987-8094	PEYTON WHITT
ELECTRICAL	DOMINION ENERGY, SC	(843) 815-8808	PARKS MOSS
NATURAL GAS	DOMINION ENERGY, SC	(843) 603-5498	NICK ROBERTS
COMMUNICATIONS	SPARKLIGHT		

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DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE: JENNIFER COURT
JENNIFER COURT COMMERCIAL

DRAWING TITLE: GENERAL NOTES

NO.	REVISIONS	DATE

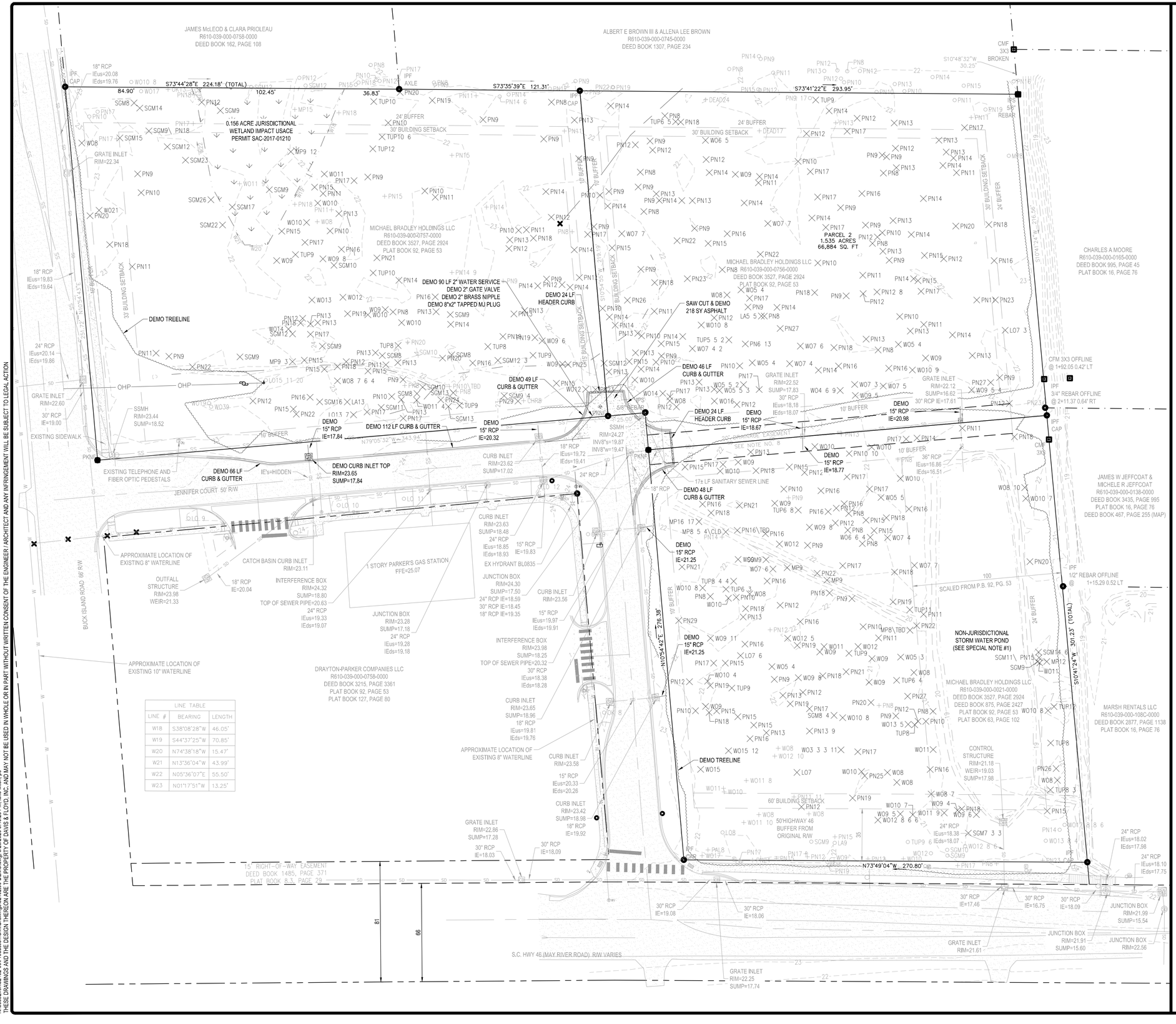
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DATE: 09/29/2026
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LINE TABLE		
LINE #	BEARING	LENGTH
W18	S38°08'28"W	46.05'
W19	S44°37'25"W	70.85'
W20	N74°38'18"W	15.47'
W21	N13°36'04"W	43.99'
W22	N05°36'07"E	55.50'
W23	N01°17'51"W	13.25'

DEMOLITION PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. REMOVE ALL TREES INDICATED TO BE REMOVED ON TREE REMOVAL PLANS.
3. REFERENCE PHASE 1 SWPPP PLAN AND INSTALL SEDIMENT AND EROSION CONTROL BMP'S AS SHOWN ON SHEET C510 PRIOR TO BEGINNING DEMOLITION WORK.
4. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK.
5. PROTECT AND MAINTAIN EROSION CONTROLS THROUGHOUT DEMOLITION AND CONSTRUCTION.
6. SOME UNDERGROUND CONDUITS ARE NOT SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES.
7. CONTRACTOR SHALL COORDINATE WITH OWNER AND UTILITY PROVIDERS FOR RELOCATION OR REMOVAL OF EXISTING UTILITIES NECESSARY TO COMPLETE THE WORK.
8. CONTRACTOR SHALL REMOVE ALL EXISTING STRUCTURES WITHIN PROJECT LIMITS, NOT INDICATED TO REMAIN, WITH CONSENT FROM THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING DEMOLITION PERMITS AND ASBESTOS CONTAINING MATERIALS SURVEYS.
9. CONTRACTOR SHALL REMOVE EXISTING STORM PIPES, CONTROL STRUCTURES, AND HEADWALLS NOT INDICATED TO REMAIN ON GRADING AND DRAINAGE PLANS.
10. CONTRACTOR TO PROVIDE OWNER WITH AT LEAST 48 HOURS NOTICE PRIOR TO ANY REQUIRED UTILITY SERVICE DISRUPTIONS OR SHUTDOWNS.
11. CONTRACTOR SHALL USE CARE WHEN WORKING NEAR EXISTING OCCUPIED BUILDINGS AND OTHER INFRASTRUCTURE. ALL MATERIALS ON SITE SHALL BE PROPERLY RESTRAINED AND COVERED.
12. CONTRACTOR TO REMOVE ALL SIGNS AND POSTS NOT INDICATED TO REMAIN WITHIN PROJECT AREA. CONTRACTOR TO INSTALL NEW SIGNS AND POSTS IN ACCORDANCE WITH THE SIGNAGE AND STRIPING PLAN.
13. CONTRACTOR TO COORDINATE WITH OWNER, UTILITY AGENCY, AND ENVIRONMENTAL AGENCY FOR EXCAVATION AND REMOVAL OF ONSITE SEPTIC TANKS.
14. CONTRACTOR SHALL REMOVE INTERFERING PORTIONS OF EXISTING SITE FENCING WITHIN WORKS LIMITS AS NEEDED.

Know what's below. Call before you dig.

N

STATE PLANE

0 30' 60'

SCALE: 1" = 30'

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

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DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29802
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

JENNIFER COURT
PROJECT TITLE

JENNIFER COURT COMMERCIAL

DRAWING TITLE: EXISTING CONDITIONS AND DEMOLITION PLAN

NOT FOR CONSTRUCTION

BJWSH NO. 2018.066

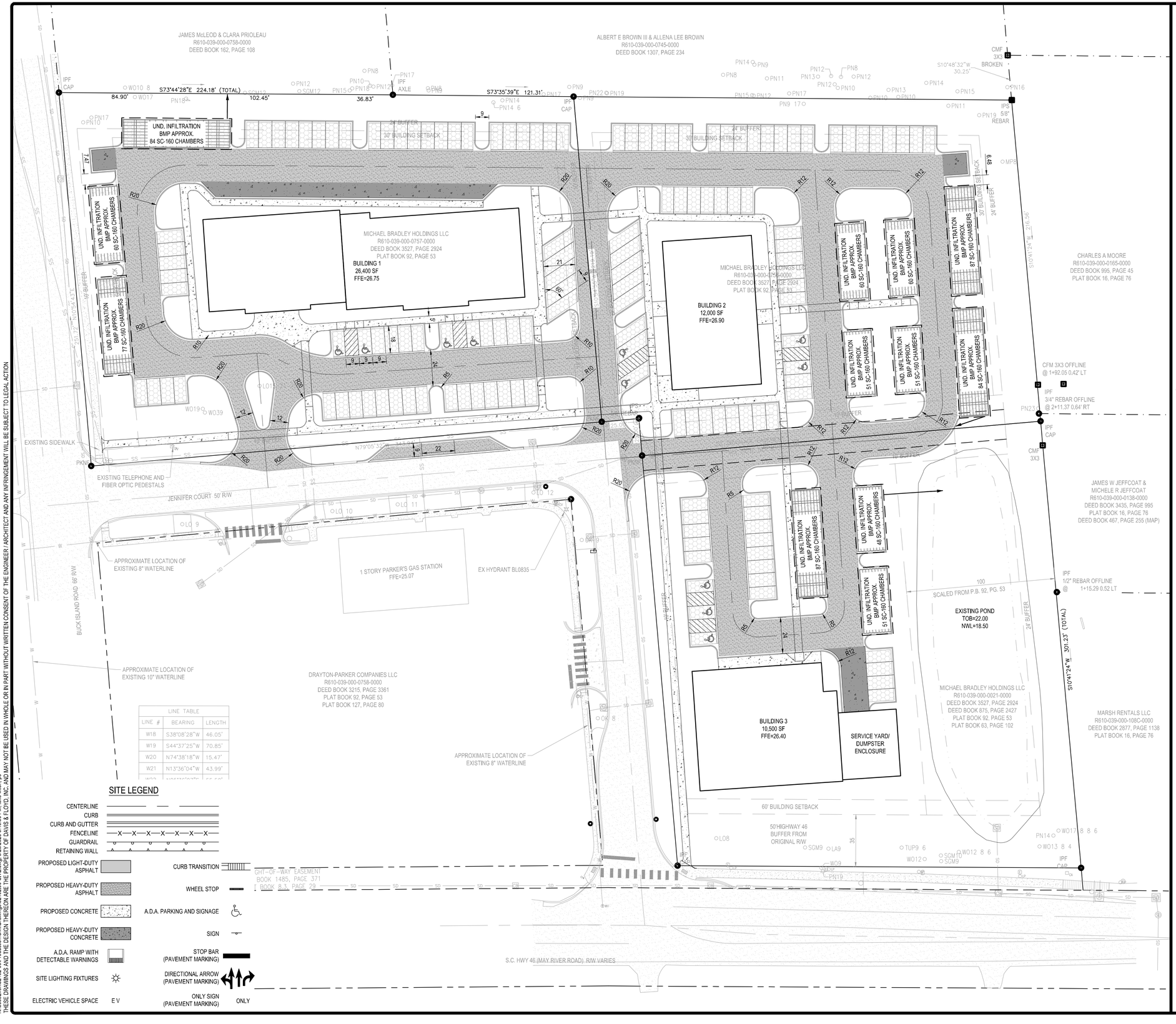
NO.	REVISIONS	DATE	CHECKED

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JOB NO.	321102.00
DATE	09/29/2026
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PAGE 3 OF 22



SITE PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. ALL PUBLIC RIGHT-OF-WAYS AND ALL AMENITIES SHALL BE ADA COMPLIANT.
3. EXISTING ADA ACCESSIBLE PUBLIC RIGHT-OF-WAYS MUST REMAIN ADA COMPLIANT DURING CONSTRUCTION OR AN ALTERNATIVE ROUTE MUST BE PROVIDED.
4. REFER TO LANDSCAPE PLANS FOR HARDSCAPE, FENCING, AND PLANTING DETAILS.
5. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB. TYPICAL CURB WIDTH IS 0.5'. WHERE NO CURB IS EXISTING OR PROPOSED, DIMENSIONS SHOWN ARE TO THE EDGE OF PAVEMENT.

REQUIRED PARKING

DESCRIPTION	USE	SQUARE FEET	REQUIREMENTS	PARKING SPACES
BUILDING 1	COM. SERVICE (1ST FLOOR)	13,200	4 SPACES / 1,000 SQ. FT.	52
	COM. SERVICE (2ND FLOOR)	13,200	4 SPACES / 1,000 SQ. FT.	52
BUILDING 2	COM. SERVICE (1ST FLOOR)	6,000	4 SPACES / 1,000 SQ. FT.	24
	COM. SERVICE (2ND FLOOR)	6,000	4 SPACES / 1,000 SQ. FT.	24
BUILDING 3	COM. SERVICE (1ST FLOOR)	7,500	4 SPACES / 1,000 SQ. FT.	30
	COM. SERVICE (2ND FLOOR)	3,000	4 SPACES / 1,000 SQ. FT.	12
TOTAL REQUIRED SPACES				194

PARKING SUMMARY

DESCRIPTION	PARKING SPACES
STANDARD SPACE	212
ACCESSIBLE SPACE	11
TOTAL PROPOSED SPACES	218
TOTAL EXISTING SPACES	0
TOTAL PARKING SPACES	218

PARKING NOTES

1. ONE BICYCLE SPACE REQUIRED PER 15 AUTOMOBILE SPACES (REDUCE BY 50% FOR SHARED USES WITHIN 500 FT OF ONE ANOTHER).
   - 1.1. TOTAL BICYCLE PARKING REQUIRED: 8 SPACES
2. PARKING OVERAGE PERCENT: 12.4%
   - 2.1. OFFSET WITH THE PRESENCE OF PERVIOUS PARKING STALLS.

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PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

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BJWSN NO. 2018-066

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DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER
MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE
JENNIFER COURT

DRAWING TITLE
JENNIFER COURT COMMERCIAL
SITE PLAN

NO.	REVISIED	CHECKED	DATE

JOB NO. 32102.00
DATE 09/29/2026
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GRADING AND DRAINAGE PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS
2. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK
3. SOME UNDERGROUND CONDUITS MAY NOT BE SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES.
4. SEE SWPPP PLANS FOR SEQUENCE OF CONSTRUCTION AND SEDIMENT & EROSION CONTROL BMP LOCATIONS
5. CONTOURS AND SPOT ELEVATIONS PROVIDED ON THIS PLAN ARE FINISHED GROUND ELEVATIONS.
6. STORM SYSTEM PIPING & STRUCTURES SHOWN, ALL OTHER PROPOSED UTILITIES MAY NOT BE SHOWN FOR CLARITY.
7. CONTRACTOR SHALL CONFIRM THAT ADA REQUIRMENTS ARE MET WHERE SIDEWALKS INTERSECT BUILDING ACCESS RAMPS.

LINE TABLE		
LINE #	BEARING	LENGTH
W18	S38°08'28"W	46.05'
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W23	N01°17'51"W	13.25'

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BJWSA NO. 2018-066

DAVIS & FLOYD
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DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE: JENNIFER COURT

DRAWING TITLE: GRADING PLAN

NO.	REVISIONS	DATE	CHECKED

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JOB NO. 321102.00
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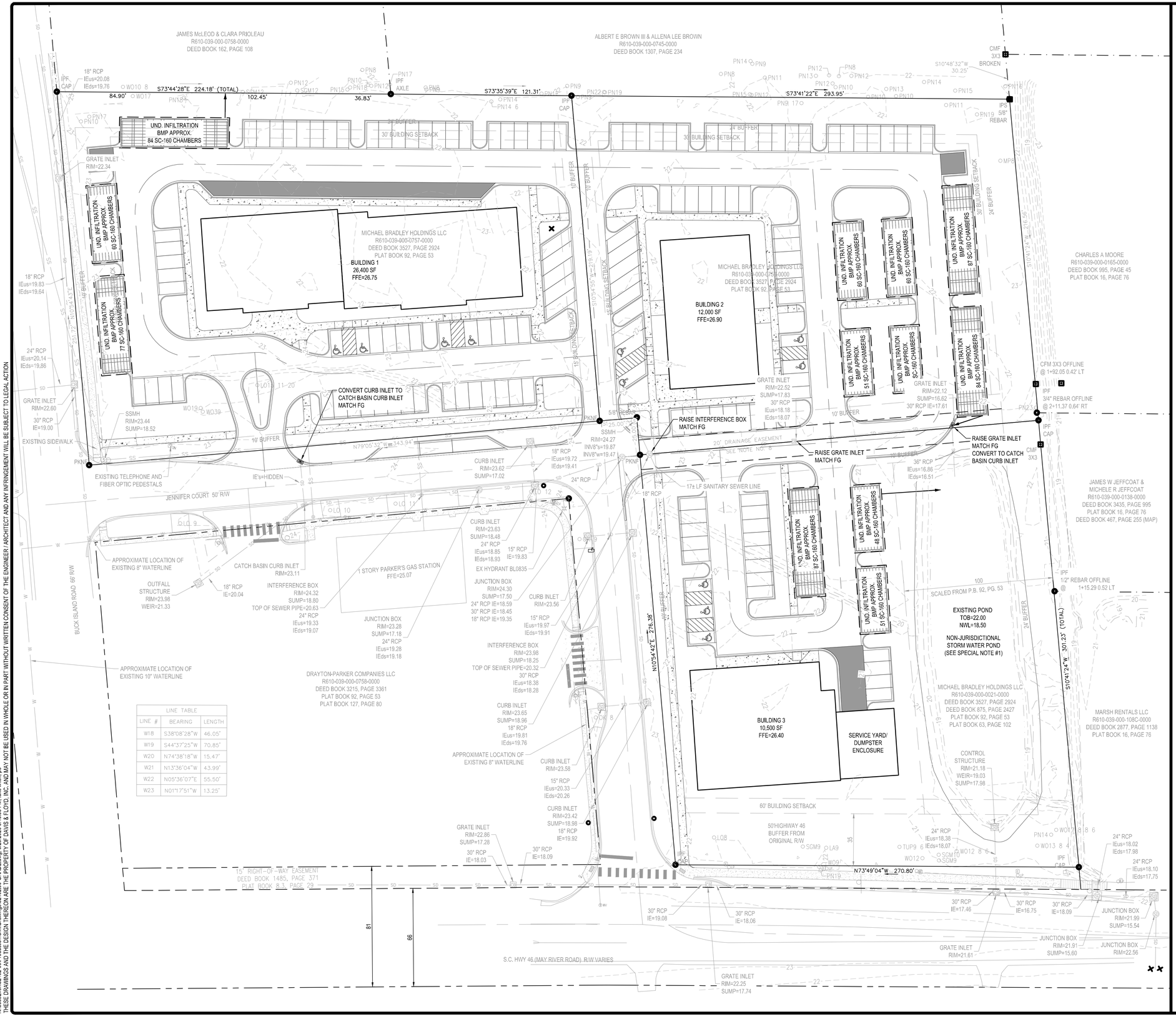
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PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
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STATE PLANE

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SCALE: 1" = 30'



LINE TABLE		
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GRADING AND DRAINAGE PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS
2. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK
3. SOME UNDERGROUND CONDUITS MAY NOT BE SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES.
4. SEE SWPPP PLANS FOR SEQUENCE OF CONSTRUCTION AND SEDIMENT & EROSION CONTROL BMP LOCATIONS
5. CONTOURS AND SPOT ELEVATIONS PROVIDED ON THIS PLAN ARE FINISHED GROUND ELEVATIONS.
6. STORM SYSTEM PIPING & STRUCTURES SHOWN, ALL OTHER PROPOSED UTILITIES MAY NOT BE SHOWN FOR CLARITY.
7. CONTRACTOR SHALL CONFIRM THAT ADA REQUIRMENTS ARE MET WHERE SIDEWALKS INTERSECT BUILDING ACCESS RAMPS.

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PROJECT DATUM INFORMATION:
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SOUTH CAROLINA PROFESSIONAL ENGINEER — 27474 — RICHARD L. FLOYD — STATE OF NORTH CAROLINA — SEAL 049267 — RICHARD L. FLOYD

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DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29802
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE: JENNIFER COURT COMMERCIAL

DRAWING TITLE: DRAINAGE PLAN

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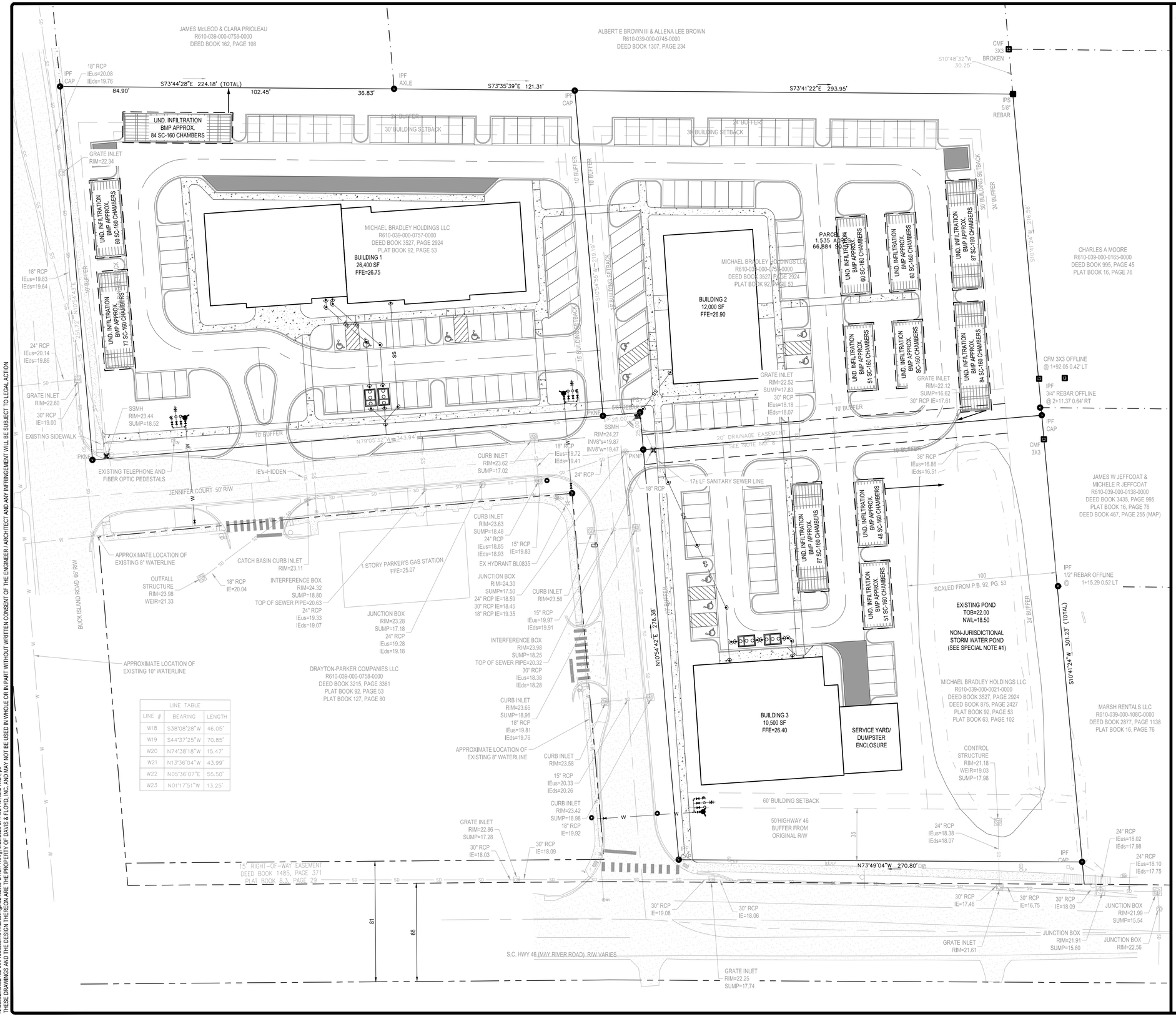
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UTILITY PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK.
3. SOME UNDERGROUND CONDUITS MAY NOT BE SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES
4. CONTRACTOR TO PROVIDE OWNER WITH AT LEAST 48 HOURS NOTICE PRIOR TO ANY REQUIRED UTILITY SERVICE DISRUPTIONS OR SHUTDOWNS.
5. CONTRACTOR SHALL USE CARE WHEN WORKING NEAR EXISTING ACTIVE BUILDINGS AND OTHER INFRASTRUCTURE.
6. CONTRACTOR SHALL COORDINATE WITH THE BJWSA FOR WATER SERVICE CONNECTION.
6. CONTRACTOR SHALL COORDINATE WITH THE BJWSA FOR SEWER SERVICE CONNECTION.
7. CONTRACTOR SHALL COORDINATE ELECTRICAL SERVICE TO BUILDING WITH LOCAL ELECTRICAL JURISDICTION AND PROVIDE UNDERGROUND ELECTRICAL SERVICE CONDUITS AS APPLICABLE.
8. SITE LIGHTING FOR THE PROJECT SHALL BE PROVIDED BY LOCAL JURISDICTION. CONTRACTOR SHALL INSTALL ANY NECESSARY CONDUITS PER AN APPROVED PLAN PROVIDED BY LOCAL ELECTRICAL JURISDICTION.

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STATE PLANE

0 30' 60'

SCALE: 1" = 30'

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
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SOUTH CAROLINA, 29902
843-379-2222

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BJWSA NO. 2018-066

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

JENNIFER COURT
PROJECT TITLE

JENNIFER COURT COMMERCIAL

DRAWING TITLE: UTILITY PLAN

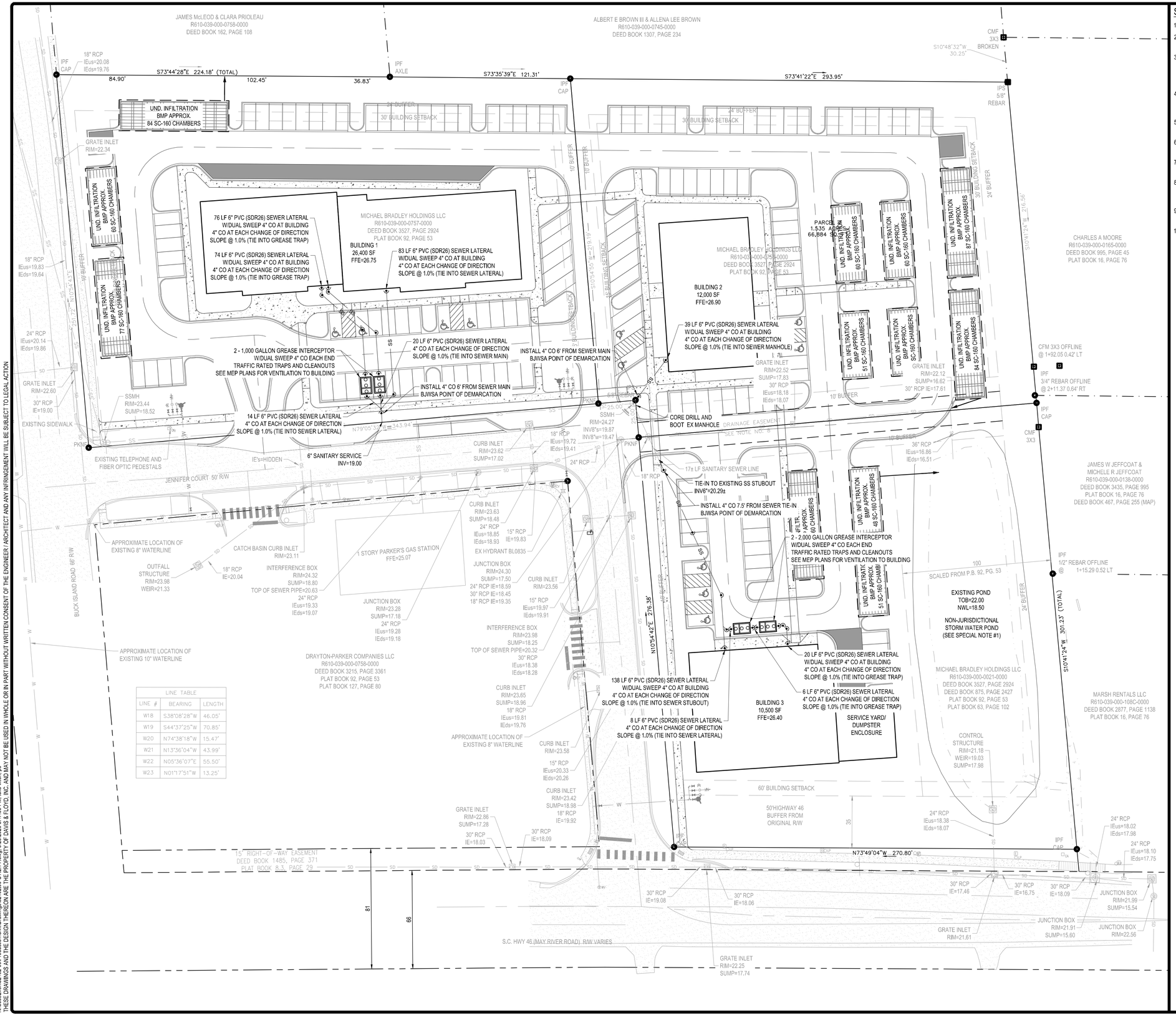
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PAGE 8 OF 22



LINE TABLE		
LINE #	BEARING	LENGTH
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W22	N05°36'07"E	55.50'
W23	N01°17'51"W	13.25'

SEWER PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. CONTRACTOR INSTALLING THE WATER SYSTEM SHALL BE ON THE BJWSA "APPROVED CONTRACTORS LIST".
3. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK.
4. SOME UNDERGROUND CONDUITS ARE NOT SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES
5. CONTRACTOR TO PROVIDE OWNER WITH AT LEAST 48 HOURS NOTICE PRIOR TO ANY REQUIRED UTILITY SERVICE DISRUPTIONS OR SHUTDOWNS.
6. CONTRACTOR SHALL USE CARE WHEN WORKING NEAR EXISTING ACTIVE BUILDINGS AND OTHER INFRASTRUCTURE.
7. BJWSA SHALL BE RESPONSIBLE FOR MAKING ALL TAPS. TAPS REQUIRING A SLEEVE SHALL BE NO CLOSER TO A JOINT THAN 4 FEET.
8. DEVELOPER SHALL TAKE NECESSARY MEASURES TO PROTECT BJWSA SEWER SYSTEM DURING THE TIME BETWEEN THE COMMISSIONING INSPECTION AND THE 2-YEAR MAINTENANCE BOND INSPECTION.
9. ALL BJWSA APPURTENANCES REMOVED SHALL BE RETURNED TO BJWSA. COORDINATE WITH THE UTILITY INSPECTOR ON THE APPURTENANCE RETURNING PROCESS.
10. ALL SEWER ASSEMBLIES NOTED ON PLANS ASSUMES THE COMPONENTS AS DEPICTED IN THE BJWSA DETAILS PROVIDED ON SHEET C841.

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STATE PLANE
0 30' 60'
SCALE: 1" = 30'

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

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BJWSA NO. 2018-066

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT
DRAWING TITLE: JENNIFER COURT COMMERCIAL
SANITARY SEWER PLAN

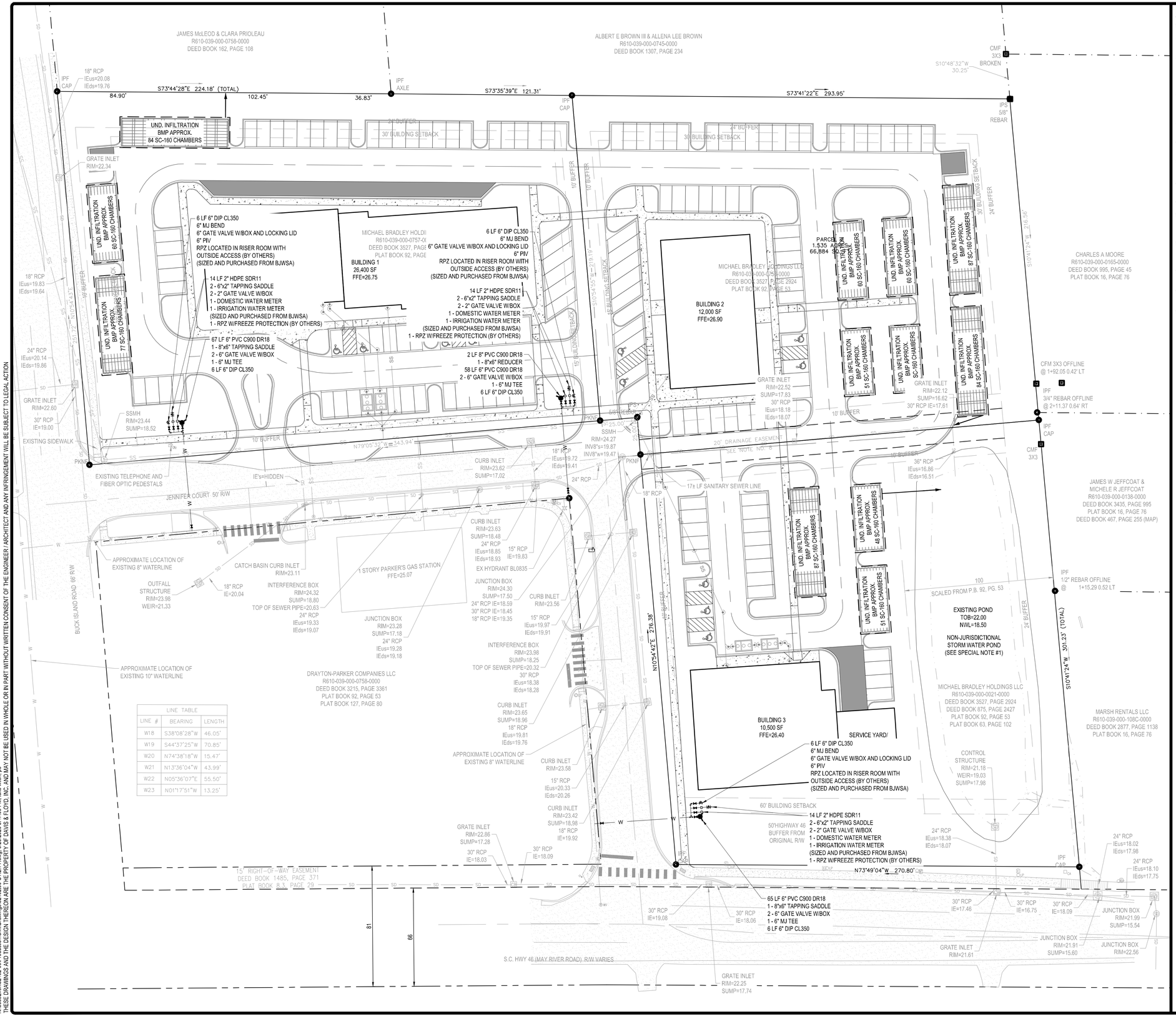
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WATER PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. CONTRACTOR INSTALLING THE WATER SYSTEM SHALL BE ON THE BJWSA "APPROVED CONTRACTORS LIST".
3. EXISTING CONDITIONS WERE OBTAINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEYS AND ARE NOT WARRANTED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL UTILITIES IN THE FIELD PRIOR TO THE START OF ANY WORK.
4. SOME UNDERGROUND CONDUITS ARE NOT SHOWN ON THESE PLANS. PRIOR TO ANY EXCAVATION, CONTRACTOR TO SUB-CONTRACT UTILITY LOCATION SERVICES FOR EXISTING UNDERGROUND UTILITIES
5. CONTRACTOR TO PROVIDE OWNER WITH AT LEAST 48 HOURS NOTICE PRIOR TO ANY REQUIRED UTILITY SERVICE DISRUPTIONS OR SHUTDOWNS.
6. CONTRACTOR SHALL USE CARE WHEN WORKING NEAR EXISTING ACTIVE BUILDINGS AND OTHER INFRASTRUCTURE.
7. ALL PROPOSED WATER SYSTEM PIPES, VALVES, FITTINGS, AND APPURTENANCES SHALL BE 100% RESTRAINED JOINTS.
8. BJWSA SHALL BE RESPONSIBLE FOR MAKING ALL TAPS. TAPS REQUIRING A SLEEVE SHALL BE NO CLOSER TO A JOINT THAN 4 FEET.
9. THRUST BLOCKING SHALL NOT BE USED.
10. COORDINATE INSPECTION OF THE BACKFLOW DEVICES WITH BJWSA BY CALLING (XXX) XXX-XXXX. WATER SERVICE SHALL NOT BE TURNED ON UNTIL ALL BACKFLOW DEVICES HAVE PASSED INSPECTION.
11. DEVELOPER SHALL TAKE NECESSARY MEASURES TO PROTECT BJWSA WATER SYSTEM DURING THE TIME BETWEEN THE COMMISSIONING INSPECTION AND THE 2-YEAR MAINTENANCE BOND INSPECTION.
12. CONTRACTOR SHALL ROTATE ALL HYDRANTS SO THAT THE HOSE CONNECTIONS FACE THE DRIVE AISLE OR STREET.
13. ALL BJWSA APPURTENANCES REMOVED SHALL BE RETURNED TO BJWSA. COORDINATE WITH THE UTILITY INSPECTOR ON THE APPURTENANCE RETURNING PROCESS.
14. ALL WATER ASSEMBLIES NOTED ON PLANS ASSUMES THE COMPONENTS AS DEPICTED IN THE BJWSA DETAILS PROVIDED ON SHEET C842.

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PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

N
STATE PLANE
0 30' 60'
SCALE: 1" = 30'

NOT FOR CONSTRUCTION

BJWSA NO. 2018-066

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
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OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT
DRAWING TITLE: WATER PLAN

NO.	REVISIONS	DATE	CHECKED

JOB NO. 321102.00
DATE 09/29/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

C430

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SCDES/OCRM STANDARD NOTES

1. IF NECESSARY, SLOPES, WHICH EXCEED EIGHT (8) VERTICAL FEET, SHOULD BE STABILIZED WITH SYNTHETIC OR VEGETATIVE MATS, IN ADDITION TO HYDRO-SEEDING. IT MAY BE NECESSARY TO INSTALL TEMPORARY SLOPE DRAINS DURING CONSTRUCTION. TEMPORARY BERMS MAY BE NEEDED UNTIL THE SLOPE IS BROUGHT TO GRADE.
2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN FOURTEEN (14) DAYS AFTER WORK HAS CEASED, EXCEPT AS STATED BELOW.
   A. WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
   B. WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY PLACED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
4. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED, AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER, AND TEMPORARY SEEDING AT THE END OF EACH DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE PER THE ENVIRONMENTAL PLANS.
5. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
6. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO PAVED ROADWAY(S) FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
7. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS DURING CONSTRUCTION OR OBTAIN APPROVAL OF AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C REG. 72-300 ET SEQ. AND SCR100000.
8. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
9. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
10. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS, AND BUILDING PRODUCTS WITH SIGNIFICANT POTENTIAL FOR IMPACT (SUCH AS STOCKPILES OF FRESHLY TREATED LUMBER) AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
11. A COPY OF THE SWPPP, INSPECTION RECORDS, AND RAINFALL DATA MUST BE RETAINED AT THE CONSTRUCTION SITE OR A NEARBY LOCATION EASILY ACCESSIBLE DURING NORMAL BUSINESS HOURS, FROM THE DATE OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES TO THE DATE THAT FINAL STABILIZATION IS REACHED.
12. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED, AND WILL NOT RESUME FOR A PERIOD OF SEVEN (7) CALENDAR DAYS.
13. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
14. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
15. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES AND EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMPS (SEDIMENT BASIN, FILTER BAG, ETC.).
16. THE FOLLOWING DISCHARGES FROM SITES ARE PROHIBITED:
   - WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL;
   - WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS;
   - FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE; AND
   - SOAPS OR SOLVENTS USED IN VEHICLE AND EQUIPMENT WASHING.
17. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK AND MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
18. IF EXISTING BMPS NEED TO BE MODIFIED OR IF ADDITIONAL BMPS ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC'S WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE THE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE THE NEXT STORM EVENT IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP AND ALTERNATIVE BMPS MUST BE IMPLEMENTED AS SOON AS REASONABLY POSSIBLE.
19. A PRE-CONSTRUCTION CONFERENCE MUST BE HELD FOR EACH CONSTRUCTION SITE WITH AN APPROVED ON-SITE SWPPP PRIOR TO THE IMPLEMENTATION OF CONSTRUCTION ACTIVITIES. FOR NON-LINEAR PROJECTS THAT DISTURB 10 ACRES OR MORE, THIS CONFERENCE MUST BE HELD ON-SITE UNLESS THE DEPARTMENT HAS APPROVED OTHERWISE.

SWPPP SEQUENCE OF CONSTRUCTION (FOR TWO PHASE SWPPP PROJECT)

PHASE 1: INITIAL LAND DISTURBANCE - SEQUENCE OF CONSTRUCTION

1. RECEIVE NPDES COVERAGE FROM SCDES.
2. CONDUCT PRE-CONSTRUCTION MEETING ON-SITE. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE, OWNER, AND TOWN OF BLUFFTON AT LEAST 48 HOURS PRIOR TO PRE-CONSTRUCTION MEETING.
3. NOTIFY SCDES EQC OFFICE OR OCRM 48 HOURS PRIOR TO BEGINNING LAND DISTURBING ACTIVITIES.
4. INSTALL CONSTRUCTION ENTRANCE(S) AND BEGIN MAINTENANCE OF SEDIMENT CONTROLS AS NECESSARY. CONTINUE MAINTENANCE UNTIL ALL FINAL STABILIZATION MEASURES ARE IN PLACE AND REMOVAL OF CONTROLS IS APPROVED BY THE AUTHORITY HAVING JURISDICTION.
5. CLEAR AND GRUB FOR THE INSTALLATION OF PERIMETER CONTROLS.
6. INSTALL PERIMETER CONTROLS AND TREE PROTECTION AS APPLICABLE.
7. SCHEDULE TOWN OF BLFFTON INSPECTION OF PERIMETER SEDIMENT CONTROLS AND TREE BARRICADES, THEN OBTAIN A COPY OF TOWN OF BLUFFTON APPROVED AND STAMPED PLANS PRIOR TO STARTING ADDITIONAL SITE WORK.
8. CLEAR AND GRUB AS NECESSARY FOR ACCESS AND TO COMPLETE THE INSTALLATION OF SEDIMENT TRAPS.
9. CONSTRUCT DIVERSION BERMS AND DRAINAGE SWALES FOR SEDIMENT TRAPS.
10. DEMOLISH AND REMOVE EXISTING STRUCTURES, HARDSCAPES, AND DEBRIS AS APPLICABLE.
11. CLEAR AND GRUB THE REMAINDER OF THE DISTURBED AREA.
12. COMPLETE ROUGH GRADING.
13. INITIATE INSTALLATION OF UTILITIES AS APPLICABLE.
14. INITIATE INSTALLATION OF STORM DRAINAGE SYSTEM INCLUDING INLET PROTECTION AS EACH STRUCTURE IS INSTALLED.

INITIAL LAND DISTURBANCE PHASE - NOTES

1. THE FOLLOWING EROSION CONTROL MEASURES SHALL BE IMPLEMENTED DURING THE INITIAL LAND DISTURBANCE PHASE.
   - THE CONSTRUCTION ENTRANCE(S) SHALL BE PLACED AS SHOWN ON THE PLANS.
   - IMMEDIATELY AFTER THE ESTABLISHMENT OF THE CONSTRUCTION ENTRANCE(S), ALL PERIMETER EROSION CONTROL AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE INITIAL LAND DISTURBANCE PHASE CONSTRUCTION PLANS.
   - TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBANCE AND SHALL BE MAINTAINED UNTIL FINAL LANDSCAPING IS INSTALLED. ANY FAILURES OF FENCING SHALL BE REPAIRED IMMEDIATELY.
   - SILT FENCE, AS INDICATED, SHALL BE INSTALLED AT THE PERIMETER OF THE LAND DISTURBANCE. THE SILT FENCE SHALL BE KEPT ERECT AT ALL TIMES AND REPAIRED WHEN REQUESTED BY THE SITE INSPECTOR OR OWNER'S REPRESENTATIVE. SILT SHALL BE REMOVED WHEN ACCUMULATION REACHES 1/2 HEIGHT OF THE BARRIER. THE PERIMETER SILT FENCE SHALL BE INSPECTED DAILY FOR ANY FAILURES. ANY FAILURES OF FENCING SHALL BE REPAIRED IMMEDIATELY.
   - INLET PROTECTION MEASURES SHALL BE INSTALLED ON ALL EXISTING STORM DRAINAGE STRUCTURES AS INDICATED.
   - SEDIMENT TUBES SHALL BE INSTALLED IN AREAS OF CONCENTRATED FLOWS AS INDICATED.
   - CONTRACTOR SHALL PERFORM DEWATERING WITH APPROPRIATE BMP'S IN A MANNER THAT MEETS LOCAL AND STATE REGULATIONS WITH REGARD TO DISPOSAL PATH.
   - TEMPORARY DIVERSION DITCHES SHALL BE INSTALLED TO DIRECT FLOW TO BASINS / TRAPS / PONDS UNTIL ROUGH GRADING RE-DIRECTS FLOWS TO FINAL DESIGN PATH.
   - NO BURN OR BURY PITS SHALL BE PERMITTED ON THE CONSTRUCTION SITE.
   - TEMPORARY SEEDING SHALL BE INSTALLED ON ALL EXPOSED AREAS WITHIN 7 DAYS OF LAND DISTURBANCE CEASING.
   - SILT FENCE SHALL BE PLACED AT THE TOE OF ALL DIRT STOCK PILE AREAS.
   - INLET SEDIMENT PROTECTION SHALL BE INSTALLED ON ALL STORM DRAINAGE STRUCTURES AS THEY ARE INSTALLED. SEE PLAN AND DETAILS FOR TYPE AND INFORMATION.
   - VEGETATIVE COVER SHALL BE ESTABLISHED ON ALL DRAINAGE SWALES AND GRADED AREAS AS SOON AS FINAL GRADES ARE ACHIEVED.
2. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE CHECKED AFTER EACH RAIN EVENT AND AT THE END OF EACH WORKING DAY. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF THE SEDIMENT ACCUMULATION HAS REACHED 1/2 HEIGHT OR THE CAPACITY OF THE DEVICE, AS APPLICABLE.
3. THE CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOW OF MUD ONTO PAVED AREAS. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO PAVED AREAS OR INTO STORM DRAINAGE SHALL BE IMMEDIATELY REMOVED.
4. EROSION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF EROSION CONTROL MEASURES INDICATED DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AS DIRECTED BY THE SITE INSPECTOR OR OWNER'S REPRESENTATIVE.
5. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES INCLUDING REPLACING OR REPAIRING ANY DAMAGED DEVICES.
6. THE CONTRACTOR SHALL MAINTAIN CAREFUL SCHEDULING TO LIMIT THE AMOUNT OF LAND STRIPPED OF ITS NATURAL COVER AND, THEREFORE, LIMIT DURATION OF EXPOSURE BEFORE STABILIZATION COVER IS ESTABLISHED.
7. SEDIMENT SHALL NOT BE WASHED INTO INLETS. ACCUMULATED SEDIMENT SHALL BE REMOVED AND RE-PLACED ON-SITE AND STABILIZED IN SUCH A MANNER THAT IT DOES NOT ACCUMULATE AGAIN.
8. EROSION CONTROL DEVICES SHALL BE INSTALLED IMMEDIATELY AFTER GROUND DISTURBANCE REQUIRED FOR INSTALLATION HAS OCCURRED AND BEFORE ADJACENT CLEARING IS BEGUN. THE LOCATION OF SOME EROSION CONTROL DEVICES MAY NEED TO BE ALTERED FROM THAT SHOWN ON THE PLANS IF DRAINAGE PATTERNS DEVIATE FROM THOSE PROPOSED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE OWNER'S REPRESENTATIVE.
9. CUT AND FILL SLOPES SHALL NOT EXCEED 3H:1V IN ALL LOCATIONS UNLESS INFEASIBLE.

PHASE 2: CONSTRUCTION AND STABILIZATION - SEQUENCE OF CONSTRUCTION

1. CONTINUE MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL ALL FINAL STABILIZATION MEASURES ARE IN PLACE AND REMOVAL OF CONTROLS IS APPROVED BY THE AUTHORITY HAVING JURISDICTION.
2. COMPLETE SITE SURFACE IMPROVEMENTS INCLUDING CURBS, WALKS, PAVEMENT, ETC.
3. INSTALL LANDSCAPING AND ESTABLISH PERMANENT SOIL STABILIZATION.
4. REMOVE TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES AFTER THE ENTIRE AREA FLOWING TO EACH MEASURE IS PERMANENTLY STABILIZED AND APPROVED BY THE OWNER'S REPRESENTATIVE AND THE AUTHORITY HAVING JURISDICTION.
5. PERFORM AS-BUILT SURVEYS OF THE DRAINAGE SYSTEM, AS REQUIRED BY AUTHORITIES HAVING JURISDICTION, AND SUBMIT TO TOWN OF BLUFFTON FOR REVIEW AND APPROVAL.
6. SUBMIT NOTICE OF TERMINATION (NOT) TO SCDES.

CONSTRUCTION AND STABILIZATION PHASE - NOTES:

1. SEDIMENT SHALL NOT BE WASHED INTO INLETS. ACCUMULATED SEDIMENT SHALL BE REMOVED AND REPLACED ON-SITE AND STABILIZED IN SUCH A MANNER THAT IT DOES NOT ACCUMULATE AGAIN.
2. TEMPORARY SEED, AS APPLICABLE, SHALL BE APPLIED TO ALL EXPOSED AREAS WITHIN 7 DAYS OF LAND DISTURBANCE CEASING.
3. THE CONTRACTOR SHALL MAINTAIN ALL PONDS, SEDIMENT BASINS, AND EROSION CONTROL MEASURES UNTIL PERMANENT GROUND COVER IS ESTABLISHED. SEDIMENT SHALL BE REMOVED FROM BASINS WHEN IT REACHES THE HALFWAY POINT ON THE RISER.
4. AFTER CURBING, AGGREGATE BASE AND PAVING HAS BEEN COMPLETED, ALL INLET PROTECTION INSTALLED ON CURB INLETS SHALL BE REMOVED AND REPLACED WITH CURB INLET PROTECTION.
5. ALL ROADWAY AND PARKING SHOULDERS SHALL HAVE VEGETATIVE COVER ESTABLISHED AS SOON AS FINAL GRADE IS ACHIEVED BEHIND CURBS.
6. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE CHECKED AFTER EACH RAIN EVENT AND AT THE END OF EACH WORKING DAY. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF THE SEDIMENT ACCUMULATION HAS REACHED 1/2 HEIGHT OF THE CAPACITY OF THE DEVICE, AS APPLICABLE.
7. THE CONSTRUCTION ENTRANCE(S) SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PAVED AREAS. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO PAVED AREAS OR INTO STORM DRAINAGE SHALL BE IMMEDIATELY REMOVED.
8. EROSION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF EROSION CONTROL MEASURES INDICATED DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AS DIRECTED BY THE SITE INSPECTOR OR OWNER'S REPRESENTATIVE.
9. UPON COMPLETION OF THE PROJECT AND AUTHORIZATION FROM THE AUTHORITY HAVING JURISDICTION, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AND PROPERLY DISPOSE OF THEM UNLESS OTHERWISE NOTED.

DRAINAGE FACILITIES MAINTENANCE PLAN

1. TEMPORARY SEDIMENT CONTROLS:
   THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE INCLUDING BUT NOT NECESSARILY LIMITED TO:
   A. DURING CONSTRUCTION (UNTIL FINAL ACCEPTANCE BY THE AUTHORITIES HAVING JURISDICTION):
      1) DAILY:
         a) OBSERVING PAVED AREAS THAT ARE UTILIZED FOR SITE ACCESS TO LOOK FOR SIGNS OF SOIL BEING TRACKED FROM THE SITE AND TAKING CORRECTIVE ACTION AS NECESSARY
         b) CORRECTING ANY DAMAGE TO TEMPORARY SEDIMENT CONTROLS AS SOON AS POSSIBLE WHEN IT OCCURS.
      2) WEEKLY:
         a) INSPECTING TEMPORARY SEDIMENT CONTROLS FOR DAMAGE AND ACCUMULATED SEDIMENT. REMOVING SEDIMENT AND REPAIRING OR REPLACING DAMAGED TEMPORARY SEDIMENT CONTROLS AS NECESSARY.
         b) EVALUATING PERFORMANCE AND AMENDING, MODIFYING, IMPROVING, OR RELOCATING TEMPORARY SEDIMENT CONTROLS AS NECESSARY.
         c) LOGGING INSPECTION OBSERVATIONS, RECOMMENDATIONS, REPAIRS, RELOCATIONS, AMENDMENTS, AND IMPROVEMENTS AS NECESSARY
      3) BI-WEEKLY:
         a) EVALUATING SITE AND INSTALLING PERMANENT LANDSCAPING OR TEMPORARY SEEDING AS NECESSARY.
   B. AT COMPLETION OF CONSTRUCTION (UPON FINAL ACCEPTANCE BY AUTHORITIES HAVING JURISDICTION)
      1) REMOVING OF ALL TEMPORARY SEDIMENT CONTROLS.
2. DRAINAGE CULVERTS AND STRUCTURES:
   A. DURING CONSTRUCTION (UNTIL FINAL ACCEPTANCE BY THE AUTHORITIES HAVING JURISDICTION):
      THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE INCLUDING BUT NOT NECESSARILY LIMITED TO:
      1) PROTECTING THE CULVERTS AND STRUCTURES FROM DAMAGE.
      2) PREVENTING SEDIMENT FROM ENTERING THE CULVERTS AND STRUCTURES.
      3) REPAIRING OF ANY DAMAGE AND REMOVAL OF SEDIMENT AS SOON AS POSSIBLE AFTER IT OCCURS.

TEMPORARY BUFFER ZONE MANAGEMENT AND SURFACE WATER PROTECTION PLAN:

1. TEMPORARY (CONSTRUCTION) BUFFERS ARE NOT TO BE CONFUSED WITH PERMANENT BUFFERS THAT MAY BE SHOWN ELSEWHERE IN THE CONSTRUCTION PLANS. EXERCISE CARE TO DIFFERENTIATE BETWEEN TEMPORARY AND PERMANENT BUFFERS AND THEIR ASSOCIATED REQUIREMENTS.
2. TEMPORARY BUFFER ZONES SHALL BE FLAGGED PRIOR TO THE INSTALLATION OF PERIMETER CONTROLS.
3. ALL PERIMETER AND SEDIMENT CONTROL BMPS, SHALL BE INSTALLED PRIOR TO THE DISCHARGE OF STORMWATER RUNOFF INTO THE ADJACENT SURFACE WATER'S AND SHALL BE MAINTAINED UNTIL FINAL STABILIZATION.
4. AREAS CONTRIBUTING DIRECT RUNOFF TO TEMPORARY BUFFER AREAS SHALL BE STABILIZED PRIOR TO COMMENCING WORK WITHIN THE TEMPORARY BUFFER AREA.
5. ONCE CONSTRUCTION WITHIN AND ADJACENT TO TEMPORARY BUFFER AREAS IS COMPLETED, THE AREAS SHALL BE STABILIZED AS SOON AS PRACTICAL.
6. IN THE EVENT A BUFFER IS ACCIDENTALLY DISTURBED, THE CONTRACTOR SHALL STABILIZE THE AREA AS SOON AS POSSIBLE AND CONSULT THE OWNER'S REPRESENTATIVE REGARDING REMEDIAL MEASURES OR EROSION CONTROL MEASURES.
7. NO DISTURBANCE SHALL OCCUR WITHIN CRITICAL AREAS (IE: SALTWATER MARSH).

TEMPORARY SEEDING

(TO BE USED ONLY FOR TEMPORARY STABILIZATION DURING CONSTRUCTION)

1. ALL PREPARATION, INSTALLATION, AND MAINTENANCE OF TEMPORARY SEEDING SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 810 OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION).
2. IN PARTICULAR THE CONTRACTOR SHALL:
   A. ESTABLISH A STAND OF VEGETATION THAT IS CAPABLE OF EROSION CONTROL.
   B. PROVIDE MINIMUM DENSITY COVERAGE OF 70% THROUGHOUT THE SEEDED AREA.
   C. MAINTAIN THE STAND OF VEGETATION UNTIL REPLACED BY PERMANENT LANDSCAPING OR SUBSEQUENT CONSTRUCTION.
3. TEMPORARY SEED SHALL BE IN ACCORDANCE WITH SECTION 1.4 OF THE SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATION FOR SEEDING (SDOT DESIGNATION: SC-M-810-4). SEED SPECIES AND APPLICATION RATE SHALL BE AS INDICATED FOR THE PROJECT LOCATION, SOIL TYPE, AND DATE OF INSTALLATION (SEE CHARTS).

PERMANENT SEEDING

(TO BE USED WHERE PERMANENT TURF BY SEEDING IS INDICATED ON PLANS OR DETAILS)

1. ALL PREPARATION, INSTALLATION, AND MAINTENANCE SHALL BE IN ACCORDANCE WITH THE LANDSCAPING SPECIFICATIONS FOR THE PROJECT OR, IN INSTANCES WHERE LANDSCAPING SPECIFICATIONS DO NOT EXIST, IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 810 OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST EDITION).
2. IN PARTICULAR THE CONTRACTOR SHALL, AT A MINIMUM UNLESS OTHERWISE SPECIFIED AS INDICATED ABOVE:
   A. ESTABLISH A UNIFORM PERENNIAL STAND OF VEGETATION WITH A ROOT SYSTEM THAT IS SUFFICIENTLY DEVELOPED TO SURVIVE DRY PERIODS AND WINTER WEATHER AND BE CAPABLE OF RE-ESTABLISHMENT IN THE SPRING.
   B. PROVIDE MINIMUM DENSITY COVERAGE OF 70% THROUGHOUT THE SEEDED AREA.
   C. MAINTAIN THE STAND OF VEGETATION INCLUDING MOWING; FERTILIZING; WEED, DISEASE AND INSECT CONTROL; AND WATERING AS NECESSARY, UNTIL FINAL ACCEPTANCE BY THE AUTHORITY HAVING JURISDICTION.
3. UNLESS OTHERWISE INDICATED, PERMANENT SEED SHALL BE IN ACCORDANCE WITH SECTION 1.4 OF THE SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATION FOR SEEDING (SDOT DESIGNATION: SC-M-810-4). SEED SPECIES AND APPLICATION RATE SHALL BE AS INDICATED FOR THE PROJECT LOCATIONS, SOIL TYPE, AND DATE OF INSTALLATION (SEE CHARTS).

PERMITTING NOTES

1. THESE PLANS HAVE BEEN PREPARED TO MEET THE INITIAL REQUIREMENTS OF A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR COVERAGE UNDER THE SOUTH CAROLINA NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES (SCR100000). THE OWNER AND CONTRACTOR(S) ARE ADVISED THAT ADDITIONAL REQUIREMENTS, WHICH ARE BEYOND THE SCOPE OF THESE PLANS, MUST BE MET IN ORDER TO ASSURE CONTINUED COVERAGE UNDER THE NPDES GENERAL PERMIT.
2. COVERAGE UNDER THE NPDES IS INITIATED BY THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL (SCDES) APPROVAL OF THE PROJECT FOR CONSTRUCTION. THE OWNER'S SUBMITTAL OF A NOTICE OF INTENT (NOI) SERVES AS THE OWNER'S CERTIFICATION THAT HE HAS PREPARED, AND WILL IMPLEMENT AND MAINTAIN, A SWPPP THROUGHOUT THE CONSTRUCTION PERIOD. FURTHERMORE, IT CERTIFIES THAT HE WILL DOCUMENT AND WHERE REQUIRED, REPORT SITE CONDITIONS, REMEDIAL EFFORTS, SWPPP MODIFICATIONS, AND OTHER STORMWATER RELATED ACTIVITIES IN ACCORDANCE WITH NPDES REQUIREMENTS. COVERAGE UNDER THE NPDES IS TERMINATED UPON THE OWNER'S SUBMITTAL OF A NOTICE OF TERMINATION (NOT) WHEN SCDES APPROVAL OF THE COMPLETED PROJECT HAS BEEN RECEIVED.
3. THE OWNER IS ADVISED THAT DAVIS & FLOYD'S SCOPE OF SERVICES DOES NOT NECESSARILY INCLUDE EFFORTS TO DOCUMENT AND REPORT ACTIVITIES IN ACCORDANCE WITH NPDES REQUIREMENTS. WHILE DAVIS & FLOYD CAN PERFORM THESE SERVICES UPON REQUEST, THEY CAN ALSO BE PROVIDED BY THIRD PARTY FIRMS WHO SPECIALIZE IN DOCUMENTATION AND REPORTING OF NPDES RELATED ACTIVITIES. REGARDLESS, THESE ACTIVITIES MUST BE ACCOMPLISHED, DOCUMENTED, AND WHERE REQUIRED, REPORTED THROUGHOUT THE CONSTRUCTION PERIOD IN ORDER TO AVOID AN NPDES VIOLATION.
4. ADDITIONAL PARTIES WHO ARE ASSOCIATED WITH LAND DISTURBING ACTIVITIES FOR A PROJECT THAT HAS RECEIVED NPDES COVERAGE MAY SHARE RESPONSIBILITY FOR COMPLIANCE UNDER THE NPDES CO-PERMITTEE REGULATIONS. IN ADDITION, PARTIES WHO ARE ASSOCIATED WITH LAND DISTURBANCES THAT ARE PART OF A "LARGER COMMON PLAN" (LCP) THAT HAS RECEIVED NPDES COVERAGE MAY ALSO SHARE RESPONSIBILITY FOR COMPLIANCE UNDER THE NPDES CO-PERMITTEE REGULATIONS. ALL PARTIES ASSOCIATED WITH ANY CONSTRUCTION ACTIVITIES ARE ADVISED TO CLARIFY THEIR RESPONSIBILITIES WITH REGARD TO COMPLIANCE WITH THE REQUIREMENTS OF THE NPDES.

SWPPP INSPECTIONS AND DOCUMENTATION

1. SWPPP INSPECTOR'S RESPONSIBILITIES:
   A. THE SWPPP INSPECTOR SHALL HAVE A CURRENT CEPSCI CERTIFICATION AND/OR BE A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF SOUTH CAROLINA.
   B. THE SWPPP INSPECTOR SHALL ACQUIRE AND MAINTAIN A COPY OF THE APPROVED C-SWPPP MANUAL, APPROVED PERMITS, AND APPROVED PLANS FROM THE SWPPP DESIGNER. THE C-SWPPP WILL THEN BECOME THE OS-SWPPP MANUAL.
   C. THE SWPPP INSPECTOR SHALL PERFORM SWPPP INSPECTIONS AT LEAST ONCE EACH CALENDAR WEEK AND WITHIN 24 HOURS AFTER STORM EVENTS OF 1.0 INCHES OR GREATER, WITH NO TIME PERIOD BETWEEN INSPECTIONS EXCEEDING 9 DAYS.
   D. THE SWPPP INSPECTOR SHALL PROVIDE THE SWPPP INSPECTION REPORT, PHOTOS, AND OTHER DOCUMENTATION TO BE KEPT ONSITE. THE SITE CONTRACTOR SHALL PROVIDE A LOCATION TO STORE AND MAINTAIN THE SWPPP DOCUMENTS ONSITE (SEE CONTRACTOR'S RESPONSIBILITIES BELOW).
   E. IN THE EVENT THE SWPPP DOCUMENTATION CANNOT BE KEPT AND MAINTAINED AT THE PROJECT SITE, THE SWPPP INSPECTOR SHALL PROVIDE A LAMINATED PLACARD ONSITE DENOTING WHERE A COPY OF THE APPROVED PLANS AND SWPPP DOCUMENTS CAN BE ACQUIRED WITHIN 30 MINUTES NOTICE AT THE REQUEST OF THE AGENCY INSPECTOR. THE PLACARD SHALL PROVIDE THE SWPPP INSPECTOR'S PRINTED NAME, PHONE NUMBER, EMAIL ADDRESS, AND PHYSICAL ADDRESS OF THE LOCATION OF THE SWPPP DOCUMENTS. THE PLACARD SHALL ALSO PROVIDE AN ALTERNATE PHONE NUMBER AND CONTACT NAME IN THE EVENT THE SWPPP INSPECTOR IS UNAVAILABLE.
   F. THE SWPPP INSPECTOR SHALL EMAIL COPIES OF EACH INSPECTION TO THE OWNER'S REPRESENTATIVE, SWPPP DESIGNER (IF DIFFERENT THAN THE OWNER'S REPRESENTATIVE), AND THE SITE CONTRACTOR WITHIN THREE (3) DAYS AFTER THE INSPECTION. ONE COPY OF THE INSPECTION DOCUMENTS SHALL BE FILED BY THE SWPPP INSPECTOR IN OR WITH THE ONSITE SWPPP MANUAL IMMEDIATELY AFTER THE INSPECTION.
   G. THE SWPPP INSPECTOR SHALL PERFORM ALL SWPPP INSPECTION DUTIES AS DEFINED BY THE APPROVED PLANS, CEPSCI STANDARDS, NPDES PERMIT, SCDES-OCRM, AND/OR OTHER AGENCY REQUIREMENTS.
2. CONTRACTOR'S RESPONSIBILITIES:
   A. CONTRACTOR SHALL PROVIDE A WEATHERPROOF ENCLOSURE ONSITE TO STORE AND MAINTAIN THE SWPPP INSPECTOR'S REPORTS, OS-SWPPP MANUAL, AND APPROVED SET OF SITE CONSTRUCTION PLANS. IF A CONSTRUCTION TRAILER IS TO BE LOCATED ONSITE, THEN THE CONTRACTOR SHALL PROVIDE A FILE CABINET, OR OTHER MEANS, DESIGNATED ONLY FOR SWPPP DOCUMENTS & REPORTS.
   B. THE CONTRACTOR SHALL ENSURE THE SWPPP INSPECTOR HAS 24-HOUR ACCESS TO SWPPP DOCUMENTS AND PLANS.
   C. THE CONTRACTOR SHALL PROVIDE THEIR ONSITE PROJECT MANAGER'S AND/OR SUPERINTENDANT'S NAME, PHONE NUMBER, AND EMAIL ADDRESS TO THE SWPPP INSPECTOR.
   D. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT LEAST ONE RAIN GAUGE ONSITE IN AN OPEN AREA. THE RAIN GAGE SHALL BE AT LEAST 20 FEET CLEAR OF ANY TREE CANOPIES, BUILDINGS, OR OTHER VERTICAL STRUCTURES THAT COULD PREVENT RAINFALL FROM REACHING THE RAIN GAGE.

NOT FOR CONSTRUCTION

DAVIS & FLOYD
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DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER
MICHAEL BRADLEY HOLDINGS, LLC

JENNIFER COURT
PROJECT TITLE
JENNIFER COURT COMMERCIAL

DRAWING TITLE
SWPPP NOTES

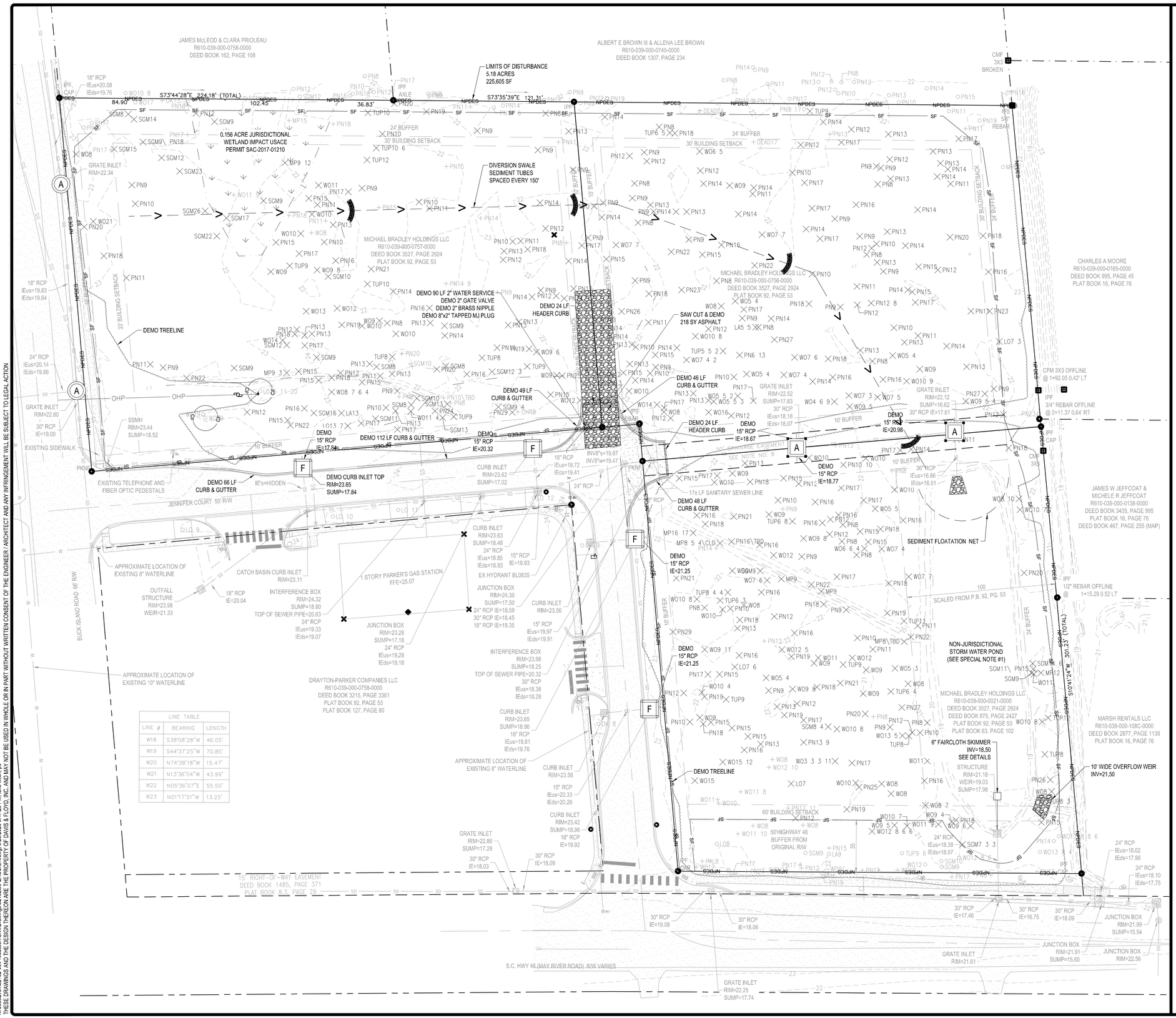
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JOB NO. 32102.00
DATE 09/29/2026
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C500

PAGE 12 OF 22

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SWPPP PLAN (PHASE 1) NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. SEE SWPPP NOTES SHEET C500 FOR SEQUENCE OF CONSTRUCTION AND GENERAL SWPPP NOTES.
3. CONTRACTOR SHALL INSTALL PERIMETER AND SEDIMENT CONTROLS PRIOR TO BEGINNING ADDITIONAL SITE WORK.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR STABILIZATION OF ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS OF WORK WITH MULCHING OR TEMPORARY / PERMANENT SEEDING.
5. REFER TO LANDSCAPE PLANS FOR FINAL STABILIZATION DETAILS.

BLUFFTON 10-YEAR EXHIBIT - CONSTRUCTION SEQUENCE PHASE 1 - INITIAL DISTRUBANCE

1. INSTALL CONSTRUCTION ENTRANCE
2. INSTALL PERIMETER SILT FENCING, SEDIMENT TUBES AND STORWATER POND FLOATATION FENCE
3. CLEAR AND TIMBER SITE FOR LUMBER
4. GRUB SITE
5. STRIP EXISTING TOPSOIL
6. BACKFILL SITE TO EXISTING GRADE
7. INSTALL BUILDING FOUNDATTIONS

BLUFFTON 10-YEAR EXHIBIT - PROJECT SEQUENCE

1. THE TOWN OF BLUFFTON ISSUES A SITE DEVELOPMENT PERMIT.
2. THE SITE CONTRACTOR REQUESTS A PRE-CONSTRUCTION MEETING WITH THE TOWN OF BLUFFTON.
3. THE SITE CONTRACTOR SHALL INCLUDE A COPY OF THE 10-YEAR EXHIBIT WITHIN THE OS-SWPPP FOR REVIEW DURING THE PRE-CONSTRUCTION MEETING.
4. THE SITE CONTRACTOR SHALL INSTALL ALL SITE FEATURES AND IMPROVEMENTS IDENTIFIED ON THE 10-YEAR EXHIBIT IN THE ORDER SHOWN IN THE PHASED CONTRUCTION SEQUENCE PRIOR TO VERTICAL CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO:
   - 4.1. ALL LIFE SAFETY STRUCTURES (FIRE HYDRANTS, EMERGENCY ACCESS, STREET SIGNS, CONSTRUCTION FENCING, ETC.).
   - 4.2. ALL DRAINAGE STRUCTURES AND PIPES BISECTING SITE TO REPLACE THE EXISTING DRAINAGE DITCH
   - 4.3. ALL STORMWATER CONTROLS FOR THE ON-SITE TREATMENT OF RUN-OFF CAUSED BY A 10-YEAR STORM EVENT DURING CONSTRUCTION (CONSTRUCTION ENTRANCE, SILT FENCING, TEMPORARY SEEDING, PERMANENT SEEDING, INLET PROTECTION, CONCRETE WASHOUT, PORTABLE TOILET, SEDIMENT TUBES, ETC.).
5. THE SITE CONTRACTOR OR ENGINEER REQUESTS STORMWATER INSPECTION FROM THE TOWN OF BLUFFTON.
6. THE TOWN OF BLUFFTON CONDUCTS THE STORMWATER INSPECTION.
7. THE TOWN OF BLUFFTON ISSUES BUILDING PERMIT.

EROSION CONTROL LEGEND

CONSTRUCTION FENCE / SILT FENCE	CF / SF	PERMANENT SEEDING	PS
CONCRETE WASHOUT	CW	PORTABLE TOILET	PT
DUST CONTROL	DC	RIP RAP	
INLET PROTECTION - TYPE A (FILTER FABRIC)	A	SEDIMENT BASIN	
INLET PROTECTION - TYPE A (SEDIMENT TUBE)	A	SEDIMENT TRAP	
INLET PROTECTION - TYPE F (CURB INLET SEDIMENT TUBE)	F	SEDIMENT TUBE	
OUTLET PROTECTION (RIP RAP)		TEMPORARY SEEDING	TS
STABILIZED CONSTRUCTION ENTRANCE			

Know what's below. Call before you dig.

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

N

STATE PLANE

0 30' 60'
SCALE: 1" = 30'

NOT FOR CONSTRUCTION

SOUTH CAROLINA PROFESSIONAL ENGINEER — CERTIFICATE OF AUTHORIZATION — SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR

BJWSN NO. 2018.066

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT COMMERCIAL
DRAWING TITLE: SWPPP PHASE 1 - INITIAL DISTRUBANCE

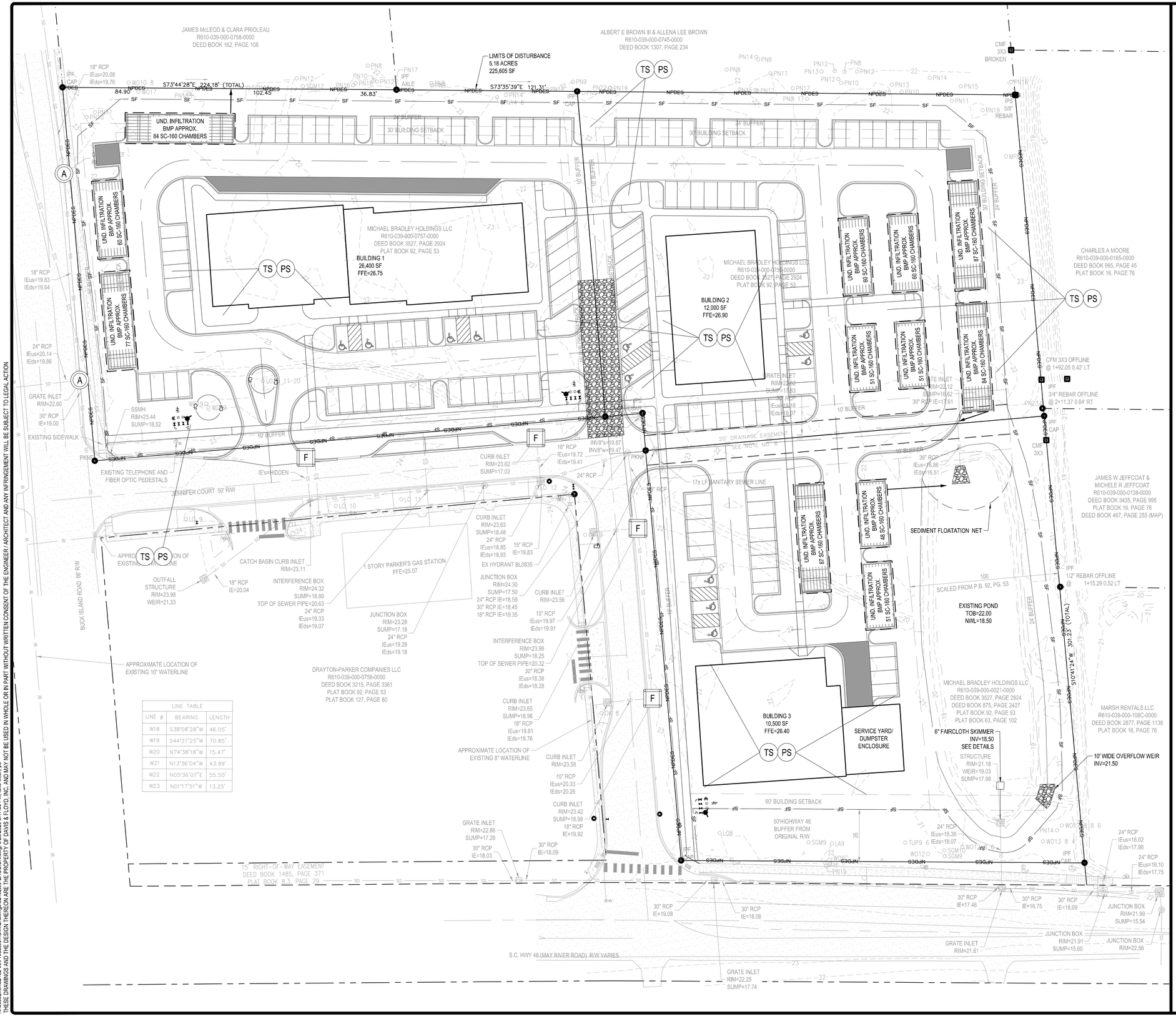
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JOB NO. 32102.00
DATE 09/29/2026
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SWPPP PLAN (PHASE 2) NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. SEE SWPPP NOTES SHEET C500 FOR SEQUENCE OF CONSTRUCTION AND GENERAL SWPPP NOTES.
3. CONTRACTOR SHALL INSTALL PERIMETER AND SEDIMENT CONTROLS PRIOR TO BEGINNING ADDITIONAL SITE WORK.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR STABILIZATION OF ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS OF WORK WITH MULCHING OR TEMPORARY / PERMANENT SEEDING.
5. REFER TO LANDSCAPE PLANS FOR FINAL STABILIZATION DETAILS.

BLUFFTON 10-YEAR EXHIBIT - CONSTRUCTION SEQUENCE PHASE 2 - CONSTRUCTION & STABILIZATION

1. PERFORM ROUGH GRADING OF ENTIRE SITE. UTILIZE BUILDING SURCHARGE MATERIAL UPON DIRECTIVE OF GEOTECHNICAL ENGINEER.
2. MAINTAIN SILT FENCING AS NECESSARY.
3. INSTALL CONCRETE WASHOUT AREA. LOCATION TO BE DETERMINED BY CONTRACTOR WITHIN LIMITS OF DISTURBANCE.
4. INSTALL WET AND DRY UTILITIES AND ALL CONDUITS.
5. INSTALL STORM DRAINAGE PIPING UPSTREAM OF BMPS.
6. INSTALL TEMPORARY INLET PROTECTION AT ALL DRAINAGE STRUCTURES.
7. REGRADE SITE TO DRAIN TOWARD STORM DRAINAGE STRUCTURES.
8. INSTALL CURBING AND STONE BASE, THEREBY REDUCING EXPOSED SOIL.
9. INSTALL TEMPORARY STABILIZATION AS NEEDED.
10. FOLLOW SOLOCO SECTION 4,5,6 FOR DURING CONSTRUCTION MAINTENANCE / MONITORING OF INFILTRATION PRACTICES. INFILTRATION RATE TESTS OF UNDERLING SOIL REQUIRED PRIOR TO INSTALLATION.
11. PERFORM PRELIMINARY AS-BUILT SURVEYS OF ALL DETENTION STRUCTURES AND ADJUST AS NECESSARY.
12. INSTALL ALL REMAINING CURBING AND STONE BASE.
13. REMOVE CONSTRUCTION ENTRANCE.
14. INSTALL ASPHALT BINDER COURSE.
15. CONSTRUCT BUILDINGS , ROOF LEADER COLLECTION SYSTEMS, AND SIDEWALKS.
16. INSTALL TRANSFORMER PADS, LIGHT POLES, TELPEDS, ETC.
17. INSTALL TEMPORARY STABILIZATION AS NEEDED.
18. CLEANUP CONSTRUCTION DEBRIS AND REMOVE CONCRETE WASHOUT AREA.
19. INSTALL IRRIGATION SYSTEM.
20. INSTALL LANDSCAPING INCLUDING SODDING, SEEDING, ETC. FOR PERMANENT STABILIZATION (SEE LANDSCAPE PLAN AND DETAILS).
21. SEE SOLOCO SECTION 4,5,6 FOR FINAL STABILIZATION SEDIMENT REMOVAL AND TURNOVER OF INFILTRATION PRACTICES.
22. CLEAN/VACCUM ALL STRUCTURES, PIPES, AND OUTFALL / RIP-RAP.
23. REMOVE TEMPORARY INLET PROTECTION.
24. PERFORM FINAL AS-BUILT SURVEY OF ALL DETENTION STRUCTURES.
25. REMOVE SILT FENCE UPON FINAL STABILIZATION ACCEPTANCE.

BLUFFTON 10-YEAR EXHIBIT - PROJECT SEQUENCE

1. THE TOWN OF BLUFFTON ISSUES A SITE DEVELOPMENT PERMIT.
2. THE SITE CONTRACTOR REQUESTS A PRE-CONSTRUCTION MEETING WITH THE TOWN OF BLUFFTON.
3. THE SITE CONTRACTOR SHALL INCLUDE A COPY OF THE 10-YEAR EXHIBIT WITHIN THE OS-SWPPP FOR REVIEW DURING THE PRE-CONSTRUCTION MEETING.
4. THE SITE CONTRACTOR SHALL INSTALL ALL SITE FEATURES AND IMPROVEMENTS IDENTIFIED ON THE 10-YEAR EXHIBIT IN THE ORDER SHOWN IN THE PHASED CONTRUCTION SEQUENCE PRIOR TO VERTICAL CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO:
   - 4.1. ALL LIFE SAFETY STRUCTURES (FIRE HYDRANTS, EMERGENCY ACCESS, STREET SIGNS, CONSTRUCTION FENCING, ETC.).
   - 4.2. ALL DRAINAGE STRUCTURES AND PIPES BISECTING SITE TO REPLACE THE EXISTING DRAINAGE DITCH
   - 4.3. ALL STORMWATER CONTROLS FOR THE ON-SITE TREATMENT OF RUN-OFF CAUSED BY A 10-YEAR STORM EVENT DURING CONSTRUCTION (CONSTRUCTION ENTRANCE, SILT FENCING, TEMPORARY SEEDING, PERMANENT SEEDING, INLET PROTECTION, CONCRETE WASHOUT, PORTABLE TOILET, SEDIMENT TUBES, ETC.).
5. THE SITE CONTRACTOR OR ENGINEER REQUESTS STORMWATER INSPECTION FROM THE TOWN OF BLUFFTON.
6. THE TOWN OF BLUFFTON CONDUCTS THE STORMWATER INSPECTION.
7. THE TOWN OF BLUFFTON ISSUES BUILDING PERMIT.

EROSION CONTROL LEGEND

- CONSTRUCTION FENCE — CF — CF —
- SILT FENCE — SF — SF —
- CONCRETE WASHOUT (CW)
- DUST CONTROL (DC)
- INLET PROTECTION - TYPE A (FILTER FABRIC) (A)
- INLET PROTECTION - TYPE A (SEDIMENT TUBE) (A)
- INLET PROTECTION - TYPE F (CURB INLET SEDIMENT TUBE) (F)
- OUTLET PROTECTION (RIP RAP)
- STABILIZED CONSTRUCTION ENTRANCE
- PERMANENT SEEDING (PS)
- PORTABLE TOILET (PT)
- RIP RAP
- SEDIMENT BASIN
- SEDIMENT TRAP
- SEDIMENT TUBE
- TEMPORARY SEEDING (TS)

N

STATE PLANE

0 30' 60'

SCALE: 1" = 30'

Know what's below. Call before you dig.

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

SOUTH CAROLINA PROFESSIONAL ENGINEER — NOT FOR CONSTRUCTION — SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR

BJWSN NO. 2018.066

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT
JENNIFER COURT COMMERCIAL

DRAWING TITLE: SWPPP PLAN PHASE 2 - CONSTRUCTION AND STABILIZATION

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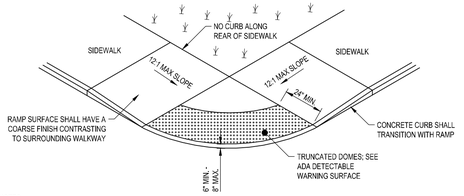
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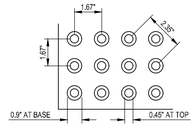
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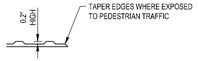
NOTES:
1. USE MINIMUM 4,000 PSI CONCRETE (28 DAYS).
2. COMPACT SUBGRADE TO 95% OF MOD. PROCTOR.
3. SEE SITE PLANS FOR RAMP DIMENSIONS.
4. RAMP SURFACE SHALL HAVE A COARSE FINISH CONTRASTING TO SURROUNDING WALKWAY
5. 1/4" MAX. TRANSITION BETWEEN RAMP AND CURB.
6. WELDED WIRE MESH TO BE USED AS REINFORCEMENT
7. DETAIL SHOWN IS FOR SIDEWALK IMMEDIATELY ADJACENT TO CURB AND GUTTER.
8. CONCRETE CURB SHALL TRANSITION WITH RAMP FOR 6' MIN.
9. FOR SIDEWALKS NOT IMMEDIATELY ADJACENT TO CURB AND GUTTER, CURB SHALL TRANSITION WITH RAMP FOR 3'.

BLENDED TRANSITION WITH DETECTABLE WARNINGS

N.T.S.



PLAN VIEW

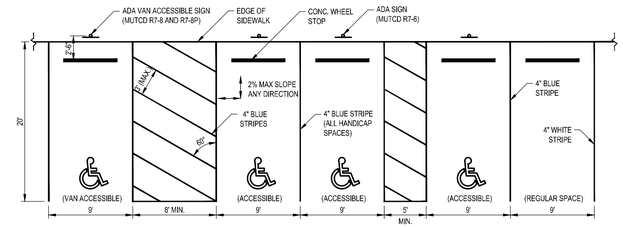


SECTION VIEW

NOTES:
1. PROVIDE DETECTABLE WARNING SURFACES COMPLIANT WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, AT LOCATIONS INDICATED ON PLANS.
2. FOR STANDARD INSTALLATIONS, USE AT LEAST A 2'-0" X 5'- 0" DETECTABLE WARNING AT ALL INTERFACES BETWEEN PEDESTRIAN ACCESS ROUTE OR REFUGE ISLAND AND ADJACENT TRAFFIC. ALWAYS SUPPLY ENOUGH DETECTABLE WARNING MATERIAL TO COVER LANDING OR REFUGE BOUNDARY.
3. UNLESS SPECIFIED OTHERWISE, INSTALL SAFETY YELLOW FEDERAL NUMBER 33530 DETECTABLE WARNINGS.
4. FOLLOW DETECTABLE WARNING MANUFACTURER'S INSTALLATION PROCEDURES AND USE ONLY MATERIALS AND METHODS THAT ARE SPECIFIED BY THE DETECTABLE WARNING MANUFACTURER AS COMPATIBLE WITH THE SELECTED WARNING PRODUCT.
5. ALIGN TRUNCATED DOME PATTERN IN LINE WITH DIRECTION PEDESTRIAN TRAVEL ACROSS THE DETECTABLE WARNING.
6. PLACE ALL STYLE DETECTABLE WARNING MATERIALS FLUSH WITH TOP OF SIDEWALK (FLUSH +/- 1/8").
7. FOR RADIUS INSTALLATIONS, FIELD CUT DETECTABLE WARNING MATERIAL TO FIT BACK OF CURB RADIUS AS SHOWN OR ORDER CUSTOM FABRICATED PIECES TO MATCH CURB RADIUS. EDGE OF DETECTABLE WARNING MUST BE WITHIN 1" OF BACK OF CURB AT ANY MEASURED LOCATION FOR CURVED INSTALLATIONS. COVER ENTIRE BACK OF CURB RADIUS BOUNDARY TO WITHIN 2 INCHES OF BOTH SIDES OF THE LOWER LANDING, WHERE PRACTICAL. MINIMIZE THE NUMBER OF FIELD CUT PIECES IN RADIUS INSTALLATIONS.

ADA DETECTABLE WARNING

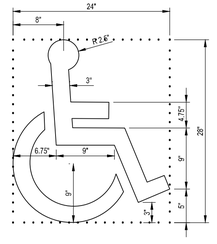
N.T.S.



NOTES:
1. INSTALLATION OF ALL SIGNS AND MARKINGS SHALL BE IN COMPLIANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
2. SEE PLANS FOR LOCATION OF ADA STALLS AND ACCESS AISLES.
3. ACCESS AISLE FOR VAN-ACCESSIBLE SPACES SHALL BE ON PASSENGER SIDE OF THE SPACE.
4. USE HANDICAP BLUE COLORED PAINT.

ADA ACCESS LANE MARKINGS FOR CAR PARKING

N.T.S.

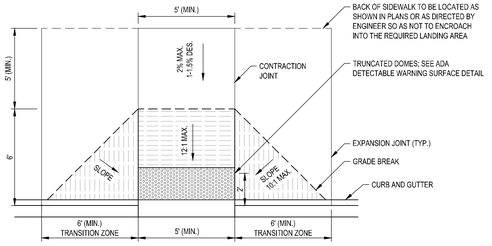


NOTES:
1. INSTALLATION OF ALL SIGNS AND MARKINGS SHALL BE IN COMPLIANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
2. INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING (FIG. 3B-22, MUTCD, 2009.).
3. CENTER IN PARKING SPACE APPROX. 3.5' FROM THE ENTRANCE OF THE PARKING SPACE.
4. APPLY (2) COATS HANDICAP BLUE COLORED PAINT. 3" MINIMUM STROKE WIDTH.

ADA PARKING SYMBOL

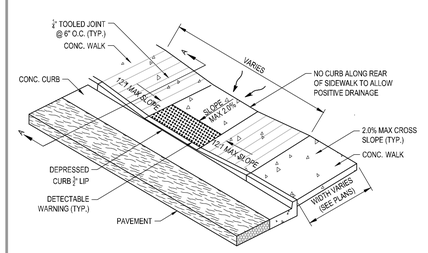
N.T.S.

NOTES:
1. INSTALLATION OF ALL RAMPS SHALL BE IN COMPLIANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
2. USE MINIMUM 2,500 PSI CONCRETE (28 DAYS).
3. COMPACT SUBGRADE TO 95% OF MOD. PROCTOR.
4. SEE SITE PLANS FOR RAMP DIMENSIONS.
5. RAMP SURFACE SHALL HAVE A COARSE FINISH CONTRASTING TO SURROUNDING WALKWAY
6. 1/4" MAX. TRANSITION BETWEEN RAMP AND CURB.
7. WELDED WIRE MESH TO BE USED AS REINFORCEMENT
8. DETAIL SHOWN IS FOR SIDEWALK IMMEDIATELY ADJACENT TO CURB AND GUTTER.
9. CONCRETE CURB SHALL TRANSITION WITH RAMP FOR 6' MIN.

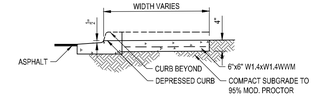


ADA RAMP-PREFERRED

N.T.S.



PLAN

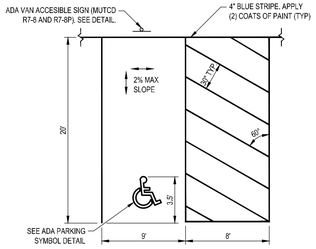


SECTION A-A

NOTES:
1. INSTALLATION OF ALL RAMPS SHALL BE IN COMPLIANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
2. USE MINIMUM 2,500 PSI CONCRETE (28 DAYS).
3. COMPACT SUBGRADE TO 95% OF MOD. PROCTOR.
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5. RAMP SURFACE SHALL HAVE A COARSE FINISH CONTRASTING TO SURROUNDING WALKWAY
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9. CONCRETE CURB SHALL TRANSITION WITH RAMP FOR 6' MIN.

ADA RAMP

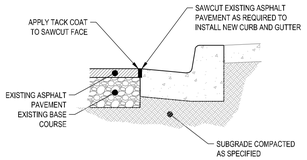
N.T.S.



NOTES:
1. INSTALLATION OF ALL SIGNS AND MARKINGS SHALL BE IN COMPLIANCE WITH ADA REGULATIONS, LATEST EDITION.
2. SEE PLANS FOR LOCATION OF ADA STALLS AND ACCESS AISLES.
3. USE HANDICAP BLUE COLORED PAINT.

VAN ACCESSIBLE STALL STRIPING

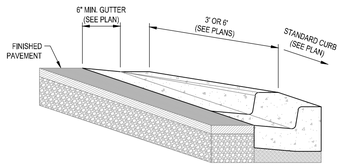
N.T.S.



NOTES
1. INSTALL NEW ASPHALT PAVEMENT AS REQUIRED.
2. ASPHALT PATCHWORK SHALL BE INCLUDED IN THE CAST OF CURB AND GUTTER.

CURB AND GUTTER TIE-IN TO EXISTING ROAD

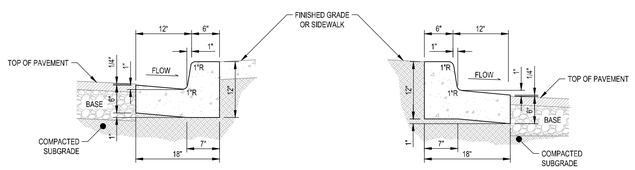
N.T.S



NOTE:
1. ALL WORK, MATERIALS, AND CONSTRUCTION SHOULD MEET THE MINIMUM REQUIREMENTS OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S (SCDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. USE TRANSITION CURBS AT END OF CURB AND GUTTER SECTIONS AND WHERE DROPPED CURBS ARE REQUIRED, SUCH AS AT ADA RAMPS.
3. USE MINIMUM 2,500 PSI CONCRETE (28 DAY).
4. CONCRETE CURB AND GUTTER SHALL HAVE A BROOMED FINISH.
5. HEIGHT OF CURB VARIES AT HANDICAP RAMPS.

CURB TRANSITION

N.T.S.



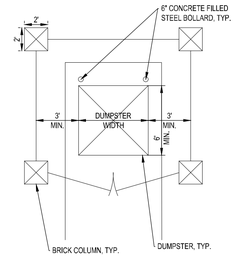
TYPICAL CATCH SECTION

ALTERNATE PITCH SECTION

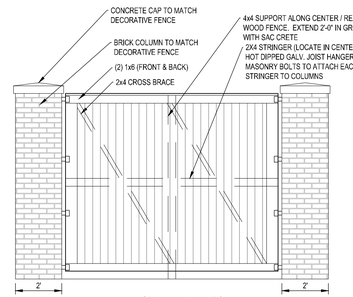
NOTES:
1. ALL WORK, MATERIALS, AND CONSTRUCTION SHOULD MEET THE MINIMUM REQUIREMENTS OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S (SCDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. USE MINIMUM 2,500 PSI CONCRETE (28 DAY).
3. CONCRETE CURB AND GUTTER SHALL HAVE A BROOMED FINISH.
4. HEIGHT OF CURB VARIES AT HANDICAP RAMPS.
5. PROVIDE CONTRACTION JOINTS EVERY 10' AND 3/4" EXPANSION JOINTS EVERY 30'.
6. DETAIL PROVIDED FOR WORK WITHIN LOCAL STREETS AND ON PRIVATE PROPERTY. WORK WITHIN SCDOT RIGHT-OF-WAY SHALL BE GOVERNED BY SCDOT STANDARD DRAWINGS AND SPECIFICATIONS.

STANDARD 18" CONCRETE CURB AND GUTTER

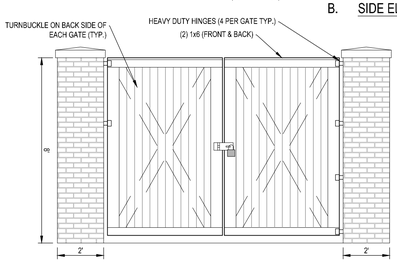
N.T.S.



A. PLAN VIEW



B. SIDE ELEVATION

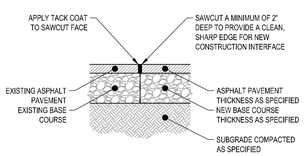


C. FRONT ELEVATION

NOTES:
1. ALL TIES SHALL BE GALVANIZED OR STAINLESS STEEL.
2. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS, ELEVATIONS, AND UTILITY LOCATIONS.
3. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO BEGINNING OR CONTINUING PROJECT WORK.
4. ALL BELOW GRADE MORTAR JOINTS SHALL BE TYPE M ¾" JOINTS. ALL ABOVE GRADE MORTAR JOINTS SHALL BE TYPE N ¾" JOINTS.
5. ALL HARDWARE SHALL BE HOT DIPPED GALVANIZED.
6. PAINT PANELS BLACK TO MATCH DECORATIVE FENCE.
7. ALL BRICK SHALL MATCH BUILDING AND DECORATIVE FENCE.
8. ALL WOOD SHALL BE PRESSURE TREATED.
9. FINISHED SIDE OF FENCE TO BE FACING OUTWARD.

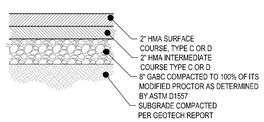
DUMPSTER ENCLOSURE

N.T.S



PAVEMENT TIE-IN

N.T.S



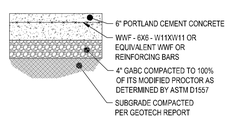
NOTES:
1. ALL WORK, MATERIALS, AND CONSTRUCTION SHOULD MEET THE MINIMUM REQUIREMENTS OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S (SCDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. SUBGRADE AND BASE COURSE SHALL BE PROOF ROLLED IN THE PRESENCE OF THE ENGINEER OR OWNER'S REPRESENTATIVE.
3. THE SUBGRADE SHALL BE COMPACTED TO 95% MAXIMUM DRY DENSITY, AS DETERMINED BY THE STANDARD PROCTOR TEST.
4. USE FOR TRUCK AND DRIVE AREAS.

HEAVY DUTY ASPHALT SECTION

N.T.S.

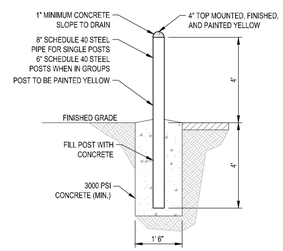
STRUCTURAL NOTES: DUMPSTER PAD

1. CAST CONCRETE USING AN APPROVED BATCH DESIGN WITH f'c = 4000PSI. MAX SLUMP = 4". UNLESS CONCRETE CONTAINS SUPERPLASTICIZER, CONCRETE SHALL BE AIR ENTRAINED WITH AMOUNT OF AIR 5% TO 7%.
   - **TOLERANCES**: ACI 117 AND 347
   - **FINISH**: LIGHT BROOM
   - **REINFORCING**: ELECTRICALLY WELDED FABRIC OF COLD-DRAWN WIRE OF THE SPACING AND GAGE INDICATED, CONFORMING TO ASTMA185.
   - **FORMS**: FORM EDGES USING WOOD OR METAL FORMS, BRACED TO PROVIDE STRAIGHT EDGES WITHOUT OFFSETS.
   - **CURING**: MOIST CURE BY COVERING THE CONCRETE WITH TWO THICKNESSES OF WET BURLAP AND KEEP MOIST FOR TEN DAYS.
2. JOINTS: PROVIDE JOINTS THROUGH CENTER OF CONCRETE SLABS. STOP REINFORCING AT JOINTS. PROVIDE EITHER DOWELS CONSISTING OF ½" DIA. SMOOTH BARS 18" LONG WITH BOND PREVENTED ON ONE END, @ 12" O.C. OR APPROVED KEY JOINT.



DUMPSTER PAD

N.T.S.



CONCRETE BOLLARD

N.T.S.

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THESE DRAWINGS AND THE DESIGN THEREON ARE THE PROPERTY OF DAVIS & FLOYD, INC. AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF THE ENGINEER / ARCHITECT AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION

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DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE: JENNIFER COURT

DRAWING TITLE: JENNIFER COURT COMMERCIAL

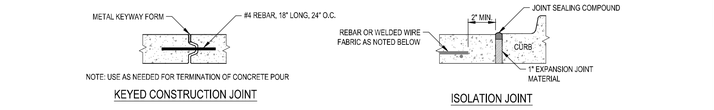
SITE DETAILS

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DATE 09/29/2026
DESIGNED RL
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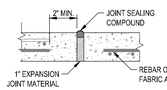
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PAGE 15 OF 22



KEYED CONSTRUCTION JOINT

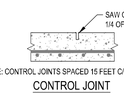
ISOLATION JOINT



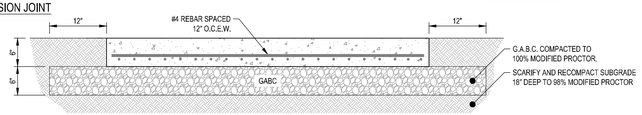
EXPANSION JOINT

NOTES:

1. USE MINIMUM 4,000 PSI CONCRETE (28 DAYS).
2. ALTERNATE REINFORCEMENT: USE EITHER 12"X12" - W16XW16 WELDED WIRE FABRIC OR 6"X6" - W8XW8 WELDED WIRE FABRIC.

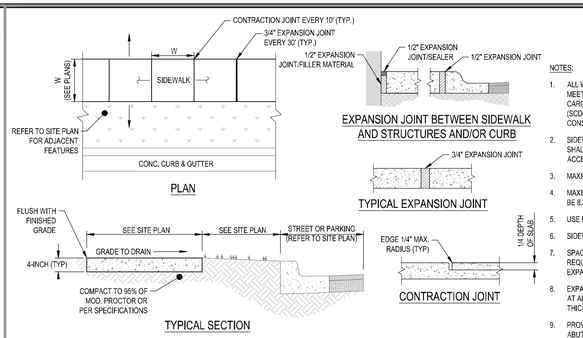


CONTROL JOINT



TYPICAL CONCRETE PAVEMENT SECTION

N.T.S.

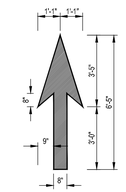


NOTES:

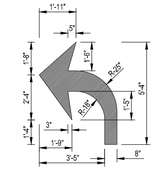
1. ALL WORK, MATERIALS, AND CONSTRUCTION SHOULD MEET THE MINIMUM REQUIREMENTS OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S (SCDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. SIDEWALKS DESIGNATED AS ACCESSIBLE ROUTES SHALL BE IN COMPLIANCE WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
3. MAXIMUM CROSS SLOPE SHALL BE 2% (50:1).
4. MAXIMUM SLOPE ALONG SIDEWALK ALIGNMENT SHALL BE 8.3% (12:1).
5. USE MINIMUM 2,500 PSI CONCRETE (28 DAY).
6. SIDEWALK SHALL HAVE A BROOMED FINISH.
7. SPACE CONTRACTION JOINTS ON 10' CENTERS OR AS REQUIRED TO ACHIEVE UNIFORM SPACING BETWEEN EXPANSION JOINTS.
8. EXPANSION JOINTS SHALL BE INSTALLED EVERY 30' AND AT ALL JOINTS BETWEEN SLABS OF VARYING THICKNESS.
9. PROVIDE 1/2" EXPANSION JOINT WHERE SIDEWALK ABUTS BUILDING OR CURB.

CONCRETE SIDEWALK

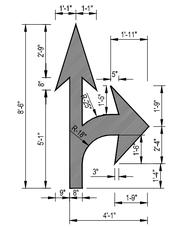
N.T.S.



STRAIGHT ARROW



RIGHT OR LEFT TURN ARROW



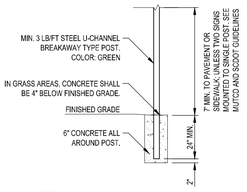
COMBINATION STRAIGHT AND LEFT OR RIGHT TURN ARROW

NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2009 EDITION. TYPICAL SIZES HAVE BEEN REDUCED APPROXIMATELY ONE-THIRD AS SHOWN PER MANUAL SECTION 3B.20 FOR LOW SPEED URBAN CONDITIONS.
2. TRAFFIC FLOW ARROWS SHALL BE PAINTED WITH TWO COATS OF SOLID WHITE PAINT PER SCDOT SPECIFICATION.

TRAFFIC FLOW ARROWS - LOW SPEED URBAN

N.T.S.

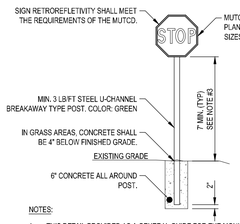


NOTES:

1. THIS DETAIL PROVIDED AS A GENERAL GUIDE FOR INSTALLATION OF ALL SIGN POSTS. SEE PLANS FOR TYPES OF SIGNS USED AND THEIR LOCATIONS. SIGNS SHALL BE PLACED AS SHOWN ON THE PLANS. SEE TYPICAL STOP SIGN PLACEMENT DETAIL.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
3. TRAFFIC SIGNS SHALL CONFORM TO SCDOT STANDARDS.

SIGN POST INSTALLATION

N.T.S.

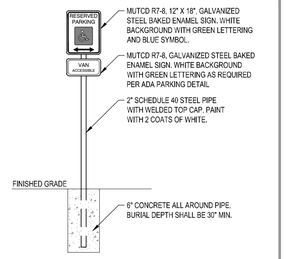


NOTES:

1. THIS DETAIL PROVIDED AS A GENERAL GUIDE FOR THE MOUNTING AND INSTALLATION OF ALL SIGNS. SEE PLANS FOR TYPES OF SIGNS USED AND THEIR LOCATIONS. SIGNS SHALL BE PLACED AS SHOWN ON THE PLANS. SEE TYPICAL STOP SIGN PLACEMENT DETAIL.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
3. 7' MIN. TO PAVEMENT OR SIDEWALK FOR SINGLE SIGN MOUNTED ON A POST. REFER TO MUTCD AND SCDOT GUIDELINES FOR MULTIPLE SIGNS MOUNTED ON A SINGLE POST.
4. STOP SIGNS SHALL CONFORM TO SCDOT STANDARDS.

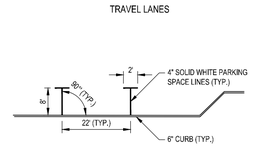
STOP SIGN INSTALLATION

N.T.S.



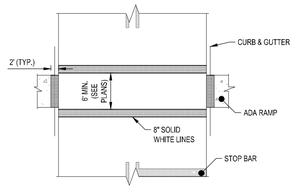
VAN ACCESSIBLE PARKING SIGN

N.T.S.



PARALLEL PARKING STALL

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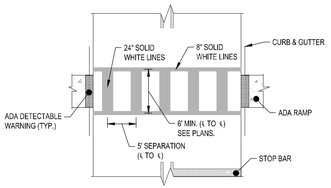


NOTES:

1. REFER TO SCDOT STANDARD DRAWING 625-305-00 "STANDARD MARKINGS FOR INTERSECTIONS"
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
3. EXTEND CROSSWALK LINES ALL THE WAY ACROSS THE TRAVEL WAY.

PEDESTRIAN CROSSWALK

N.T.S.

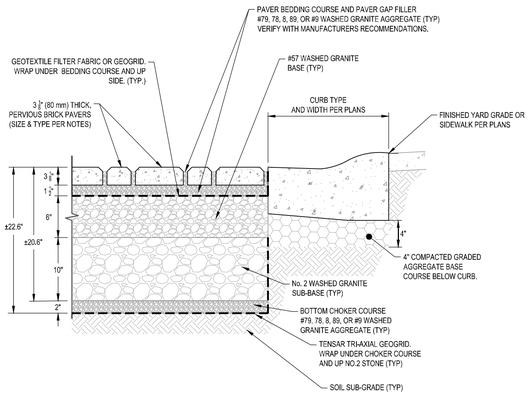


NOTES:

1. REFER TO SCDOT STANDARD DRAWING 625-305-00 "STANDARD MARKINGS FOR INTERSECTIONS"
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
3. EXTEND CROSSWALK LINES ALL THE WAY ACROSS THE TRAVEL WAY.
4. CROSSWALK TO BE CENTERED ON ADA RAMPS.

PEDESTRIAN LADDER CROSSWALK

N.T.S.

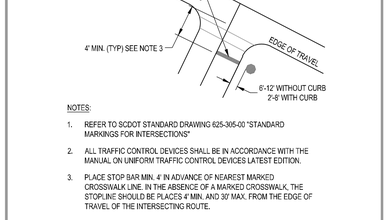


NOTES:

1. CONTRACTOR SHALL PROVIDE THE MAKE AND MODEL OF PERVIOUS PAVERS TO BE USED. REVIEW THIS DETAIL WITH THE MANUFACTURER'S INSTALLATION RECOMMENDATIONS AND COORDINATE WITH THE ENGINEER OF RECORD AS MAY BE NEEDED.
2. 2 3/8 IN. (60 MM) THICK PAVERS MAY BE USED IN PEDESTRIAN, NON-VEHICULAR APPLICATIONS.
3. NO. 2 STONE SUBBASE THICKNESS VARIES WITH DESIGN.
4. NO. 2 STONE MAY BE SUBSTITUTED WITH NO. 3 STONE.
5. DO NOT USE FOR HANDICAP A.D.A. AREAS, CROSSWALKS, OR SIMILAR HANDICAP ACCESSIBILITY ROUTES UNLESS THE PAVERS ARE APPROVED BY THE ENGINEER OF RECORD AND AGENCY HAVING JURISDICTION.
6. CURB OR PAVER EDGING MAY VARY. SEE PLANS FOR APPLICABLE EDGING.

PERVIOUS BRICK PAVER SECTION

N.T.S.



NOTES:

1. REFER TO SCDOT STANDARD DRAWING 625-305-00 "STANDARD MARKINGS FOR INTERSECTIONS"
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION.
3. PLACE STOP BAR MIN. 4' IN ADVANCE OF NEAREST MARKED CROSSWALK LINE. IN THE ABSENCE OF A MARKED CROSSWALK, THE STOPLINE SHOULD BE PLACED 4' MIN. AND 30' MAX. FROM THE EDGE OF TRAVEL OF THE INTERSECTING ROUTE.

STOP BAR AND STOP SIGN PLACEMENT

N.T.S.

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DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER
MICHAEL BRADLEY HOLDINGS, LLC

JENNIFER COURT
PROJECT TITLE

JENNIFER COURT COMMERCIAL

DRAWING TITLE
SITE DETAILS

NO.	REVISIONS	CHECKED	DATE

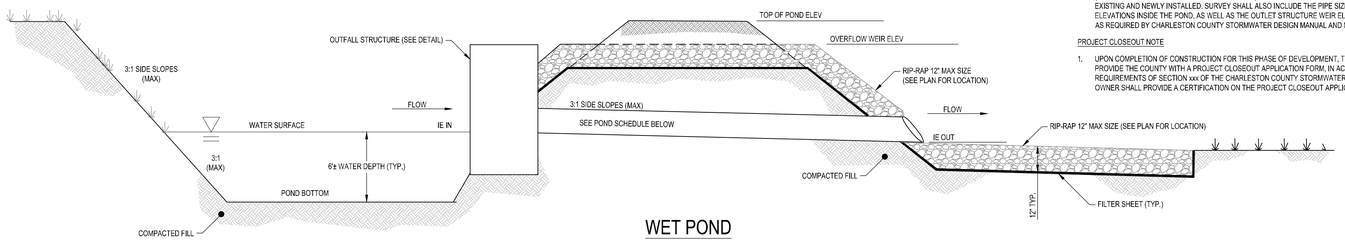
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DATE 09/29/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

C821

PAGE 16 OF 22

POND DESIGN NOTES:

1. SEE PLAN SHEETS FOR ADDITIONAL POND DESIGN INFORMATION.
2. WEIR LENGTH IS DEFINED AS THE LENGTH OF THE BOTTOM OF THE WEIR ALONG THE LENGTH OF THE BERM - NOT THE WIDTH OF THE BERM.
3. INSTALL NON-WOVEN GEOTEXTILE FILTER SHEET BENEATH RIP-RAP.



WET POND

N.T.S.

DRAINAGE NOTE

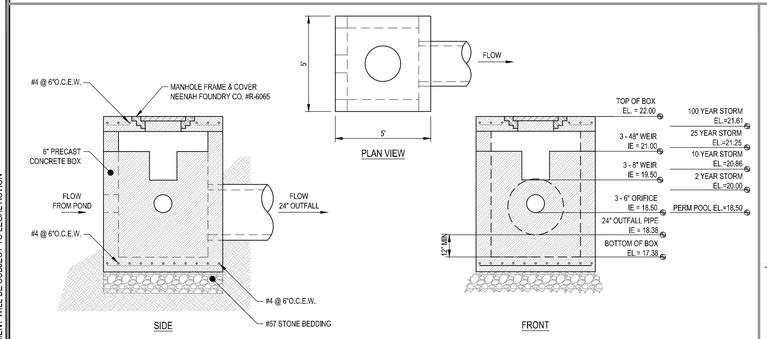
1. THE OWNER SHALL COMPLETE THE STORM DRAINAGE SYSTEM IN ACCORDANCE WITH THE APPROVED PLANS. IN THE EVENT THAT THE DEVELOPMENT CANNOT BE COMPLETED, DUE TO CIRCUMSTANCES BEYOND THE OWNER'S CONTROL, THE OWNER SHALL ENSURE THAT THE COMPLETED STORM DRAINAGE SYSTEM WILL ACCOMMODATE THE STORMWATER GENERATED FROM THE PROJECT AND ADJOINING PHASES OF DEVELOPMENT AND IS COLLECTED AND DISCHARGED IN A PROPER MANNER. IN THIS CASE, THE OWNER SHALL SUBMIT A PLAN TO PUBLIC WORKS FOR REVIEW/APPROVAL OF THE TEMPORARY DRAINAGE PLAN.

POND AS-BUILT NOTE

1. THE ENGINEER/OWNER SHALL PROVIDE CHARLESTON COUNTY WITH AN AS-BUILT SURVEY OF THE SITE (TIED TO THE STATE PLANE COORDINATE SYSTEM), TO INCLUDE ALL STORM DRAINAGE LINES, BOTH EXISTING AND NEWLY INSTALLED. SURVEY SHALL ALSO INCLUDE THE PIPE SIZE, MATERIAL, AND SPOT ELEVATIONS INSIDE THE POND, AS WELL AS THE OUTLET STRUCTURE WEIR ELEVATIONS AND SIZES, AS REQUIRED BY CHARLESTON COUNTY STORMWATER DESIGN MANUAL AND NPDES PERMIT.

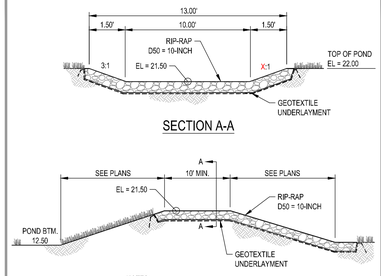
PROJECT CLOSEOUT NOTE

1. UPON COMPLETION OF CONSTRUCTION FOR THIS PHASE OF DEVELOPMENT, THE OWNER SHALL PROVIDE THE COUNTY WITH A PROJECT CLOSEOUT APPLICATION FORM, IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION xxx OF THE CHARLESTON COUNTY STORMWATER DESIGN MANUAL. THE OWNER SHALL PROVIDE A CERTIFICATION ON THE PROJECT CLOSEOUT APPLICATION FORM.



OUTLET STRUCTURE

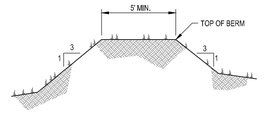
N.T.S.



NOTES:
1. PROVIDE WOVEN GEOTEXTILE UNDERLAYMENT
2. MIN. 1-FOOT THICK RIP-RAP
3. COMPACT SUBGRADE PER GEOTECHNICAL ENGINEER'S DIRECTION.

EMERGENCY OVERFLOW WEIR

N.T.S.

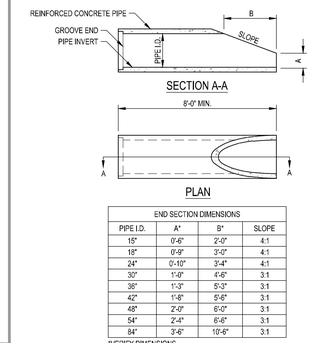


POND AS-BUILT NOTES:

1. CONTRACTOR TO COMPACT IN 6" LIFTS.
2. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH AN AS-BUILT SURVEY (TIED TO THE STATE PLANE COORDINATE SYSTEM), TO INCLUDE ALL NEW PUBLICLY DEDICATED STORM DRAINAGE SYSTEMS (PIPES, BOXES,ETC.). SURVEY SHALL ALSO INCLUDE THE PONDS. THE OUTLET STRUCTURES, OVERFLOW WEIRS, ETC, AND/OR OTHER RELEVANT POND FEATURES AS DEEMED NECESSARY BY THE ENGINEER OR AGENCY OFFICIALS. THE POND AS-BUILT SURVEY SHALL INCLUDE A TABLE DEPICTING THE STAGE (ELEV.), AREAS, AND INCREMENTAL STAGE VOLUMES OF EACH CONSTRUCTED POND. SURVEY ELEVATIONS SHALL BE RELATIVE TO THE NAVD 88 VERTICAL DATUM.

POND BERM CROSS-SECTION

N.T.S.



END SECTION DIMENSIONS			
PIPE I.D.	A*	B*	SLOPE
15"	0'-6"	2'-0"	4:1
18"	0'-9"	3'-0"	4:1
24"	0'-10"	3'-4"	4:1
30"	1'-0"	4'-6"	3:1
36"	1'-3"	5'-3"	3:1
42"	1'-8"	5'-6"	3:1
48"	2'-0"	6'-0"	3:1
54"	2'-4"	6'-6"	3:1
84"	3'-6"	10'-6"	3:1

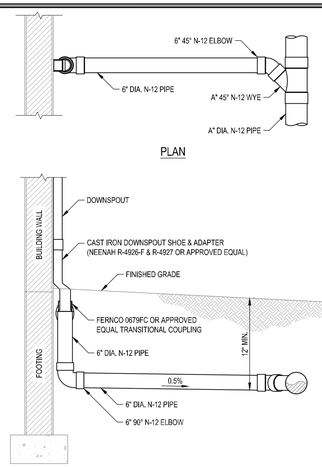
*VERIFY DIMENSIONS

NOTES:

1. BEVELED END SECTIONS WILL BE MANUFACTURED IN ACCORDANCE WITH SCDOT SUPPLEMENTAL TECHNICAL SPECIFICATIONS SC-M-714. THESE SPECIAL PIPE SECTIONS WILL BE MADE DURING THE MANUFACTURING OF OTHER STATE APPROVED REINFORCED CONCRETE PIPE.
2. THE PIPE BEVEL MAY BE SAWED IN THE FIELD IN LIEU OF BEING MANUFACTURED. IN FIELD SAWING, THE PIPE OPENING MAY COME TO A POINT AT THE PIPE CREST RATHER THAN A RADIUS IF APPROVED BY THE PIPE MANUFACTURER. ALTERNATE PIPE FOR SIDELINES MUST HAVE EACH END BEVELED TO MATCH THE ADJACENT SLOPES.
3. PLACE RIPRAP AS DIRECTED BY THE RCE.
4. PAYMENT FOR BEVELED END SECTIONS WILL BE DIRECTED IN SC-M-714.
5. THE PAY ITEM SHALL BE:
   - 5.1.1. 7199100 BEVELING OF PIPE ENDS_____EA.
   - 5.1.2. 8041XXX RIPRAP (CLASS _)_____TON.
   - 5.1.3. 8048XXX GEOTEXTILE FOR EROSION CONTROL UNDER RIPRAP (CLASS 2) TYPE ____S.Y.

BEVELED END RCP

N.T.S.



PROFILE

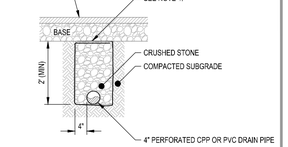
NOTES

1. ALL PIPES AND FITTINGS SHALL BE N-12 HDPE AS MANUFACTURED BY ADS INC., OR APPROVED EQUAL.
2. PIPES AND FITTINGS SHALL BE SIZED IN ACCORDANCE WITH ROOF DRAINAGE SCHEDULE.
3. ALL PIPING SHALL BE SLOPED FOR POSITIVE DRAINAGE.
4. TIE-INS TO STORM DRAINAGE SHALL BE ACCOMPLISHED THROUGH ONEOF THE FOLLOWING:
   - INSERT-A-TEE OR APPROVED EQUAL FITTING AT SPRINGLINE OF STORM PIPING.
   - TIE IN AT STRUCTURES 6" ABOVE IE (OUT).
5. TIE-INS TO VERTICAL DOWN SPOUT COMPONENTS SHALL BE A STANDARD COUPLING.
6. PIPING AND FITTINGS SHALL EXTEND A MINIMUM OF 6" ABOVE FINISHED GRADE OR 4" ABOVE FINISHED PAVEMENT.
7. CLEANOUT SHALL BE INSTALLED AT ALL CHANGES IN ROOF DRAIN DIRECTION.

ROOF DRAINAGE SCHEDULE	
NO. OF DOWN SPOUTS	HDPE STORM PIPE
1	6"
2	8"
3	10"
>4	12"

ROOF DRAIN

N.T.S.

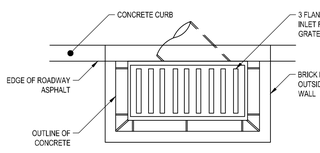


NOTES:

1. CONTRACTOR SHALL COORDINATE UNDERDRAIN INSTALLATION WITH PROJECT GEOTECHNICAL ENGINEER.
2. SLOPE UNDERDRAIN FOR POSITIVE DRAINAGE TO STORM BOX.
3. UNDERDRAIN PIPE SHALL EXTEND 50' AWAY FROM STORM BOX PARALLEL WITH CENTERLINE IN EITHER DIRECTION OR AS INDICATED ON PLANS.
4. WRAP STONE COMPLETELY IN NONWOVEN GEOTEXTILE FILTER FABRIC, US FABRICS US-100NW, OR APPROVED EQUAL WITH 12" MINIMUM OVERLAP AT TOP.
5. UNDERDRAIN SHALL NOT BE INSTALLED WHERE NATURAL GROUND WATER IS ENCOUNTERED.

DRIVE AISLE UNDERDRAIN

N.T.S.



PLAN

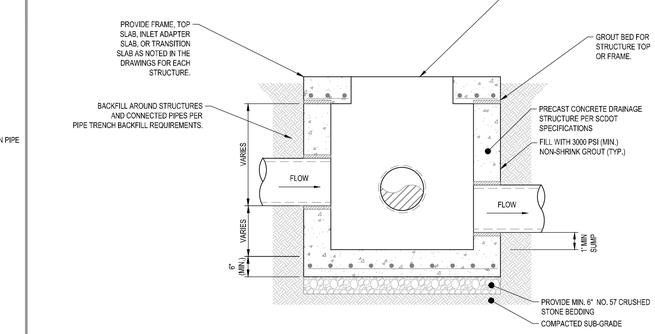
"A" - DROP INLET ADJACENT TO CURB

NOTES:

1. STRUCTURES WITH DUAL PIPES: JUNCTION BOX AND DROP INLET WITH DUAL PIPES SHALL BE ADEQUATELY SIZED TO ACCOMADATE THE PIPES WITH 8" CLEAR SPACING BETWEEN THE PIPES AND INSIDE WALL. PLACE FLOWABLE FILL BETWEEN PIPES AT NO ADDITIONAL COST TO THE OWNER.
2. FOR DROP INLETS IN PAVED AREAS NOT ADJACENT TO CURBS SHALL HAVE A HEAVY DUTY CONCAVE GUTTER INLET FRAME AND GRATE BY KEENAH FOUNDRY MODEL NO. R-3348-A.
3. 8" CLEARANCE BETWEEN PIPE AND INSIDE WALLS.
4. BRICK WALL INSIDE DIMENSION VARIES, MINIMUM 16" x 30"

CURBSIDE GRATE INLET

N.T.S.

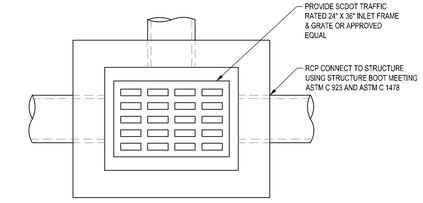


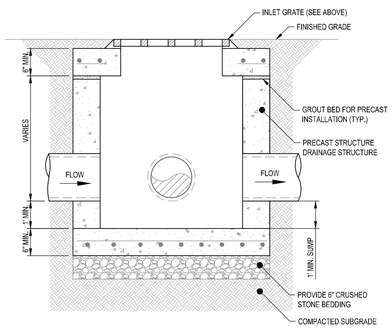
NOTES:

1. SCDOT MATERIALS AND CONSTRUCTION TYP. NOTE.
2. CONTRACTOR SHALL PROVIDE STRUCTURES SUITABLE TO ACCOMMODATE DRAINAGE PIPE SIZES INDICATED ON THE PLANS AND SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS.
3. ALL MANHOLE LIDS AND CATCH BASINS SHALL CONTAIN A LABEL IDENTIFYING THE SYSTEM AS STORMWATER AND MARKED WITH AN APPROPRIATE STORMWATER AWARENESS MESSAGE SUCH AS "NO DUMPING - DRAINS TO WATERWAYS".
4. WHEN LOCATING DRAINAGE STRUCTURES THAT ARE IN CONFLICT WITH UTILITIES, FOUNDATIONS, RETAINING WALL COMPONENTS, GUARDRAIL POSTS, OR OTHER SUBSURFACE STRUCTURES, NOTIFY THE ENGINEER BEFORE RELOCATING EITHER CONFLICTING PART.
5. USE ONLY NON-SHRINK GROUT.
6. USE AT LEAST 6" THICK PRECAST WALLS, OR 8" THICK BRICK MASONRY WALLS.
7. USE NO MORE THAN ONE TRANSITION SLAB AND ONE INLET ADAPTER SLAB IN A SINGLE STRUCTURE.
8. WHEN WITHIN THE PEDESTRIAN ACCESS ROUTE (SIDEWALKS, CROSSWALKS, ACCESSIBLE PARKING, ETC.) USE ONLY DRAINAGE SYSTEMS DESIGNATED AS ADA COMPLIANT.
9. LOCATE BICYCLE RATED GRATES OUTSIDE OF THE PEDESTRIAN ACCESS ROUTE. SET BICYCLE RATED GRATES FLUSH TO WITHIN + 0" TO -1/4" OF ADJACENT PAVEMENT GRADE OR FLUSH TO WITHIN +0" TO -1" OF ADJACENT SOILS FOR NON-PAVED LOCATIONS.
10. IN ADDITION TO STANDARD FOUNDRY MARKINGS, MARK ALL PIECES WITH "DRAINS TO WATERWAY". WHERE SPACE PERMITS.
11. WHEN THE PROJECT PLANS SPECIFY IMPROVED FOUNDATION FOR PIPE, EXTEND THIS UNDERCUT AND IMPROVED PROCEDURE THROUGH AND UNDER THE FOOTPRINT OF THE BASE SLAB OF THE DRAINAGE STRUCTURE.
12. USE THE SAME FOUNDATION AND BEDDING DETAIL ESTABLISHED FOR THE PIPE CULVERTS (SEE STANDARD DRAWING SECTION 714).
13. PROJECT PIPE THROUGH THE INSIDE FACE OF THE BOX, 1" TO (+/- 1/4") BEYOND THE INSIDE FACE WHEN MEASURED AT THE SPRINGLINE OF THE PIPE.
14. SKEWED PIPE MAY BE REQUIRED TO EXTEND FURTHER INTO PIPE TO FACILITATE THE FLUSH OUT.
15. FULLY GROUT THE PERIMETER OF THE PIPE TO FILL THE BOX WALL OPENING.
16. ON THE INSIDE FACE OF THE BOX, BEVEL THE GROUT THE FULL AMOUNT OF EACH PIPE PROJECTION AND TO FULLY COVER THE BOX WALL OPENING WITH 1" OVERLAP. ON THE OUTSIDE FACE OF THE BOX, PACK GROUT UNDER THE PIPE TO FILL ANY GAPS IN THE PIPE BEDDING/FOUNDATION DIRECTLY AT THE BOX AND BEVEL GROUT AROUND THE PERIMETER OF THE PIPE TO FULLY COVER THE BOX WALL OPENING WITH 1" OVERLAP.
17. GROUT OR MORTAR THE ENTIRE FLOOR OF THE BOX UP TO THE INVERT ELEVATION OF THE LOWEST OUTLET PIPE.
18. CONSTRUCT KEYED OR LAPPED JOINTS FOR ALL PRECAST SOLID WALL BOX AND RISER SECTIONS EXCEPT WHEN JOINT ATTACHES TO A FLAT ADAPTER SLAB.
19. GROUT THE INTERFACE BETWEEN THE BOX/RISERS AND THE SLAB WITH A 1/2" LIFT OF NON-SHRINK GROUT.
20. FOR CAST OR STEEL FRAMES PLACED DIRECTLY ON BRICK OR CONCRETE, USE EITHER A NON-SHRINK GROUT LIFT OR A PREFABRICATED RISER/GASKET SPECIFICALLY MADE FOR THIS INTERFACE.
21. COMPLETELY REMOVE LIFTING DEVICES FROM TOP SLABS, AND CLOSE ANY RECESSES OR LIFT HOLE IN SLABS THAT FORM THE SIDEWALK SURFACE WITH GROUT.
22. USE PIPE SELECT BACKFILL AND COMPACTION METHOD DESCRIBED IN SC-M-714 FOR SOIL AROUND THE ENTIRE PERIMETER OF THE BOX WITHIN EACH PIPE EMBEDMENT ZONE AND THE TRENCH EXCAVATION CREATED TO INSTALL THE BOX AND PIPE(S).
23. WHERE REQUIRED, HAND FORM THROATED INLETS AND CONCRETE APRONS.
24. WHERE PRECAST COMPONENTS SERVE AS SIDEWALK SURFACE, SET ELEVATION TO MATCH SIDEWALK GROSS SLOPE AND PROFILE WITH NO MORE THAN 1/8" GRADE DIFFERENCE.
25. WHERE PRECAST COMPONENTS INTERFACE ROADWAY PAVEMENTS, SET ELEVATION OF THE SLAB TO WITHIN 1/4" OF FINISHED GRADE ELEVATION.

TYPICAL PRE-CAST DRAINAGE STRUCTURE W/ SUMP

N.T.S.





NOTES:

1. CONTRACTOR SHALL PROVIDE STRUCTURES SUITABLE TO ACCOMODATE DRAINAGE PIPE SIZES INDICATED ON THE PLANS AND SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS.
2. ALL MANHOLE LIDS AND CATCH BASINS SHALL CONTAIN A LABEL IDENTIFYING THE SYSTEM AS STORMWATER AND MARKED WITH AN APPROPRIATE STORMWATER AWARENESS MESSAGE SUCH AS "NO DUMPING - DRAINS TO WATERWAYS"

DROP INLET FOR TRAFFIC AREAS

N.T.S.

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DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER
MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE
JENNIFER COURT
JENNIFER COURT COMMERCIAL

DRAWING TITLE
GRADING AND DRAINAGE DETAILS

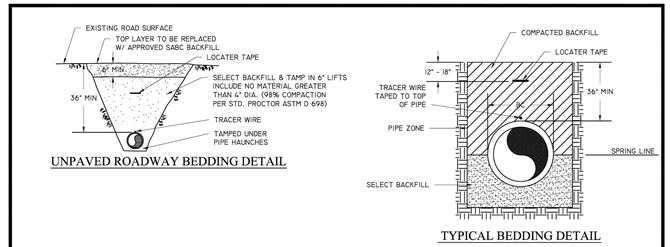
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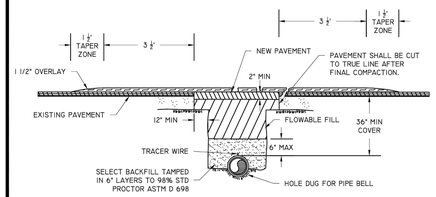
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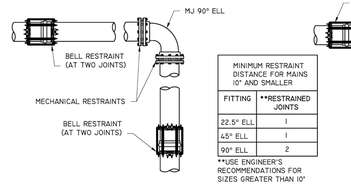
PAGE 17 OF 22





NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH AS SHOWN.
2. MATCH EXISTING PAVEMENT TYPE AND THICKNESS. MINIMUM THICKNESS OVER TRENCH IS 2".
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT.

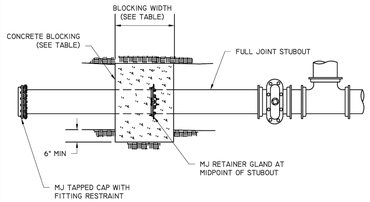
BEAUFORT - JASPER WATER & SEWER AUTHORITY		
BEDDING PRESSURE PIPE DETAIL		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-02
SCALE N.T.S.	APPROVED BY ERS	



MINIMUM RESTRAINT DISTANCE FOR MAINS 10" AND SMALLER	
FITTING	**RESTRAINED JOINTS
22.5° ELL	1
45° ELL	1
90° ELL	2

**USE ENGINEER'S RECOMMENDATIONS FOR SIZES GREATER THAN 10"

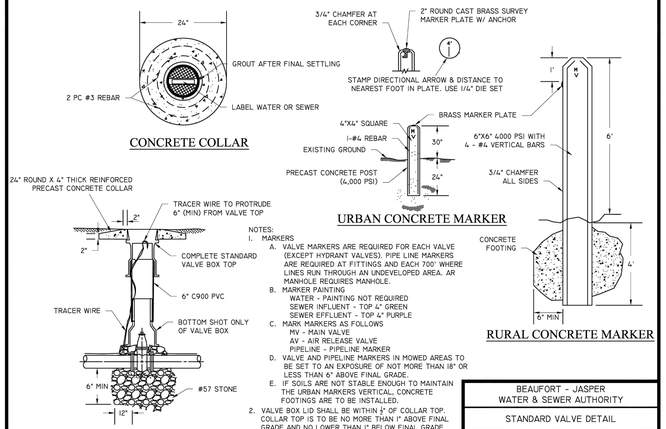
TYPICAL FITTING AND JOINT RESTRAINT



MINIMUM BLOCKING DIMENSIONS		
PIPE SIZE (IN)	BLOCKING BEARING AREA (FT²)	BLOCKING WIDTH (IN)
4	2	24
6	4	24
8	7	36
10	11	36
12	15	36
OVER 12" BY THE DESIGN ENGINEER		

NOTE:
1. THE MINIMUM DIMENSIONS TABLE IS BASED ON AN ASSUMED SOIL BEARING OF 2000 LBS PER SQ. FT. IF BEARING VALUE FOR SOIL IS LESS THAN AREA SHOWN HEREIN SHOULD BE INCREASED ACCORDINGLY.
2. JOINT IS DEFINED TO BE A MINIMUM OF 18" IN LENGTH.

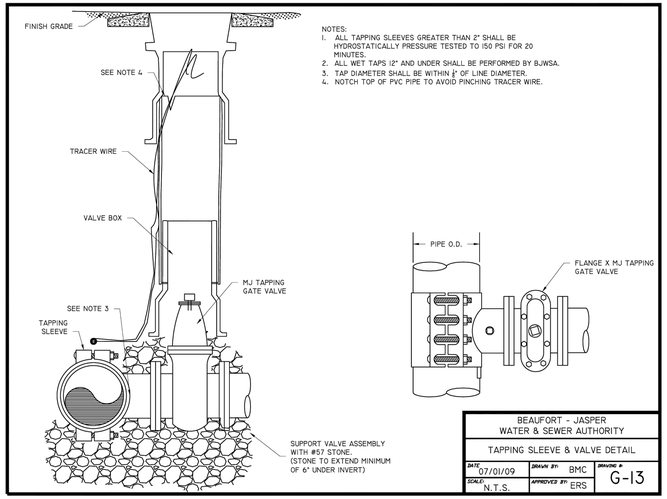
BEAUFORT - JASPER WATER & SEWER AUTHORITY		
MECHANICAL RESTRAINT		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-08
SCALE N.T.S.	APPROVED BY ERS	



NOTES:
1. MARKERS
   A. VALVE MARKERS ARE REQUIRED FOR EACH VALVE (EXCEPT HYDRANT VALVES). PIPE LINE MARKERS ARE REQUIRED AT FITTINGS AND EACH 700' WHERE LINES RUN THROUGH AN UNDEVELOPED AREA. AR MANHOLE REQUIRES MANHOLE.
   B. MARKER PAINTING
      WATER - PAINTING NOT REQUIRED
      SEWER INFLUENT - TOP 6" GREEN
      SEWER EFFLUENT - TOP 4" PURPLE
   C. MARK MARKERS AS FOLLOWS
      MV - MAIN VALVE
      AV - AIR RELEASE VALVE
      PIPELINE - PIPELINE MARKER
   D. VALVE AND PIPELINE MARKERS IN MOWED AREAS TO BE SET TO AN EXPOSURE OF NOT MORE THAN 18" OR LESS THAN 6" ABOVE FINAL GRADE.
   E. IF SOILS ARE NOT STABLE ENOUGH TO MAINTAIN THE URBAN MARKERS VERTICAL, CONCRETE FOOTINGS ARE TO BE INSTALLED.
2. VALVE BOX LID SHALL BE WITHIN ½" OF COLLAR TOP. COLLAR TOP IS TO BE NO MORE THAN 1" ABOVE FINAL GRADE AND NO LOWER THAN 1" BELOW FINAL GRADE.
3. CONCRETE COLLAR NOT REQUIRED IN PAVEMENT. VALVE BOX TOP IS TO BE TRAFFIC RATED.

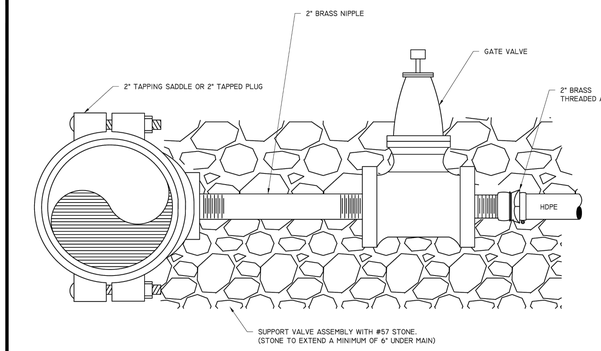
VALVE AND VALVE BOX

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
STANDARD VALVE DETAIL		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-12
SCALE N.T.S.	APPROVED BY ERS	

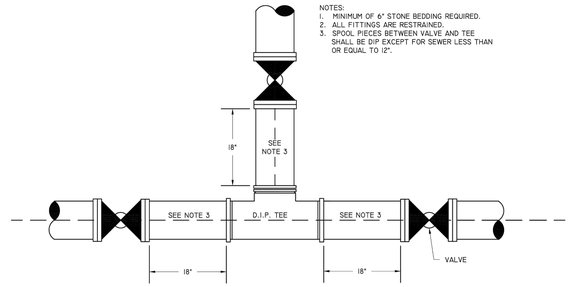


NOTES:
1. ALL TAPPING SLEEVES GREATER THAN 2" SHALL BE HYDROSTATICALLY PRESSURE TESTED TO 150 PSI FOR 20 MINUTES.
2. ALL WET TAPS 12" AND UNDER SHALL BE PERFORMED BY BJWSA.
3. TAP DIAMETER SHALL BE WITHIN ¼" OF LINE DIAMETER.
4. NOTCH TOP OF PVC PIPE TO AVOID PINCHING TRACER WIRE.

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
TAPPING SLEEVE & VALVE DETAIL		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-13
SCALE N.T.S.	APPROVED BY ERS	

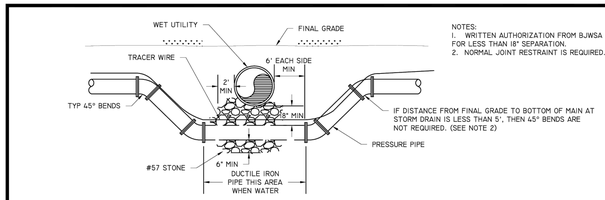


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2" CONNECTION		
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SCALE N.T.S.	APPROVED BY ERS	

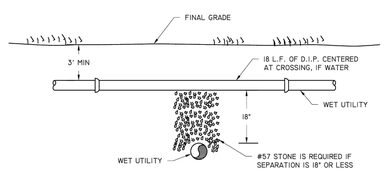


NOTES:
1. MINIMUM OF 6" STONE BEDDING REQUIRED.
2. ALL FITTINGS ARE RESTRAINED.
3. SPOOL PIECES BETWEEN VALVE AND TEE SHALL BE DIP EXCEPT FOR SEWER LESS THAN OR EQUAL TO 12".

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
TEE AND VALVES		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-15
SCALE N.T.S.	APPROVED BY ERS	



NOTES:
1. WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED FOR LESS THAN 18" SEPARATION.
2. NORMAL JOINT RESTRAINT IS REQUIRED.



BEAUFORT - JASPER WATER & SEWER AUTHORITY		
WET UTILITY CROSSING		
DATE 07/01/09	DRAWN BY BMC	DRAWING # G-16
SCALE N.T.S.	APPROVED BY ERS	

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PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE: JENNIFER COURT

DRAWING TITLE: UTILITY DETAILS

NO.	REVISIONS	DATE

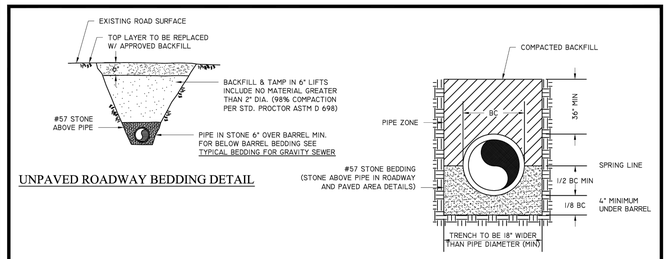
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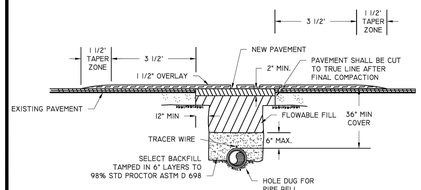
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UNPAVED ROADWAY BEDDING DETAIL

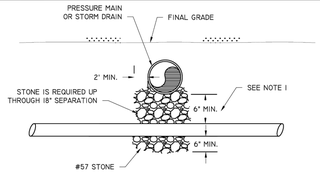
TYPICAL BEDDING FOR GRAVITY SEWER PIPE



PAVED AREA DETAIL

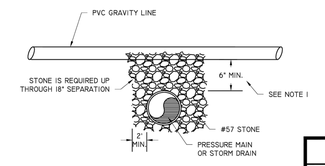
NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH INSTALLATION CUT. FINAL CUT TO BE MADE AFTER FINAL COMPACTION.
2. MATCH EXISTING PAVEMENT TYP. THICKNESS IS TO BE 2" UNLESS EXISTING IS THICKER.
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT, IF MORE STRINGENT.

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
BEDDING DETAIL, GRAVITY PIPE		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S-01
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GRAVITY MAIN CROSSING UNDER STORM DRAIN / PRESSURE MAIN

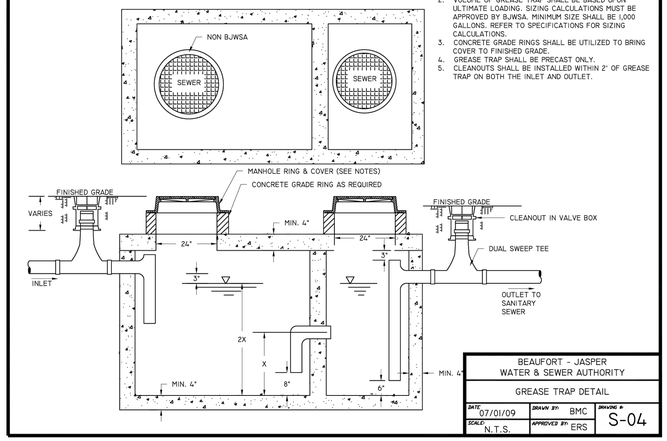
NOTE:
1. SYSTEMS SHOULD NOT BE DESIGNED WITH LESS THAN 12" SEPARATION. IF LESS SEPARATION IS UNAVOIDABLE, WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED.



GRAVITY MAIN CROSSING OVER STORM DRAIN / PRESSURE MAIN

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
GRAVITY MAIN CROSSING		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S-03
SCALE: N.T.S.	APPROVED BY: ERS	

NOTES:
1. MANHOLE RING & COVER SHALL BE GAS AND WATER TIGHT PROVIDING A 22" MINIMUM CLEAR OPENING. REFER TO MANHOLE COVER AND FRAME DETAIL.
2. VOLUME OF GREASE TRAP SHALL BE BASED UPON ULTIMATE LOADING. SIZING CALCULATIONS MUST BE APPROVED BY BJWSA. MINIMUM SIZE SHALL BE 1,000 GALLONS. REFER TO SPECIFICATIONS FOR SIZING CALCULATIONS.
3. CONCRETE GRADE RINGS SHALL BE UTILIZED TO BRING COVER TO FINISHED GRADE.
4. GREASE TRAP SHALL BE PRECAST ONLY.
5. CLEANOUTS SHALL BE INSTALLED WITHIN 2' OF GREASE TRAP ON BOTH THE INLET AND OUTLET.

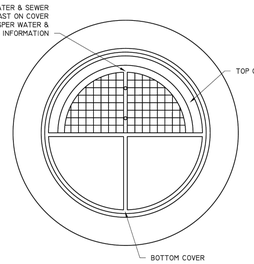


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GREASE TRAP DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S-04
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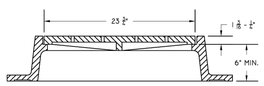
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BEAUFORT-JASPER WATER & SEWER AUTHORITY LOGO TO BE CAST ON COVER CONTACT BEAUFORT JASPER WATER & SEWER AUTHORITY FOR INFORMATION

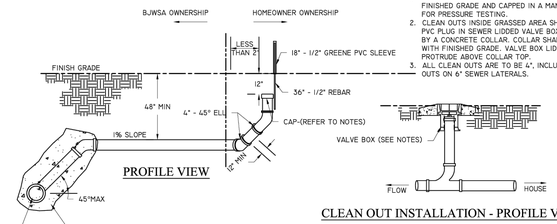
LOGO



NOTES:
1. CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE, DISTORTION OR OTHER DEFECTS. THEY SHALL BE SMOOTH AND WELL CLEANED BY SHOT BLASTING OR BY SOME OTHER APPROVED METHOD UNLESS AN ALTERNATIVE SPECIFICATION IS MADE.
2. MATERIALS USED IN THE MANUFACTURE OF CASTINGS SHOULD CONFORM TO ASTM, AASHTO, ASA, MIL, AMS OR FEDERAL SPECIFICATIONS FOR GRAY IRON OR DUCTILE IRON AS FOLLOWS: GRAY IRON-ASTM CLASS 35, DUCTILE IRON-GRADE 60-40-18.
3. ALL CASTINGS SHALL BE MANUFACTURED TRUE TO PATTERN



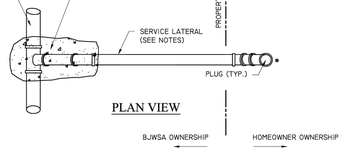
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MANHOLE, COVER AND FRAME		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S-05
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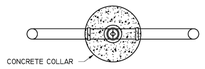
PROFILE VIEW

CLEAN OUT INSTALLATION - PROFILE VIEW

NOTES:
1. SERVICE LATERAL SHALL BE INSTALLED 12" BELOW FINISHED GRADE AND CAPPED IN A MANNER SUITABLE FOR PRESSURE TESTING.
2. CLEAN OUTS INSIDE GRASSED AREA SHALL CONSIST OF PVC PLUG IN SEWER LIDDED VALVE BOX SURROUNDED BY A CONCRETE COLLAR. COLLAR SHALL BE FLUSH WITH FINISHED GRADE. VALVE BOX LID SHALL NOT PROTRUDE ABOVE COLLAR TOP.
3. ALL CLEAN OUTS ARE TO BE 4", INCLUDING CLEAN OUTS ON 6" SEWER LATERALS.



PLAN VIEW



CLEAN OUT - PLAN VIEW

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
SEWER SERVICE, SINGLE		
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OWNER
MICHAEL BRADLEY HOLDINGS, LLC

JENNIFER COURT
PROJECT TITLE

JENNIFER COURT COMMERCIAL

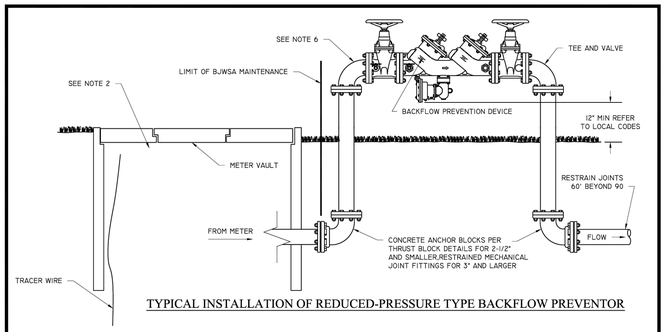
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SANITARY SEWER DETAILS

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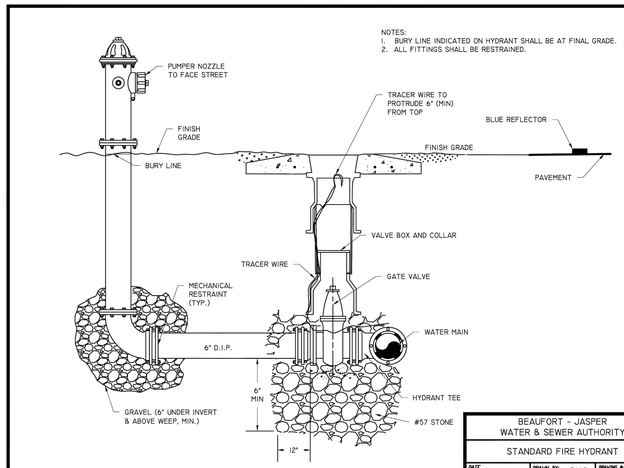
TYPICAL INSTALLATION OF REDUCED-PRESSURE TYPE BACKFLOW PREVENTOR

NOTES:
1. REDUCED-PRESSURE BACKFLOW PREVENTION DEVICES SHALL BE REQUIRED FOR ANY SERVICE WHERE TOXIC MATERIALS ARE USED OR WHERE POSITIVE PROTECTION FOR THE PUBLIC WATER SUPPLY IS REQUIRED. TYPICAL APPLICATIONS INCLUDE: HOSPITALS, MEDICAL & DENTAL LABS, MORTUARIES, INDUSTRIAL PLANTS, DRY CLEANERS, IRRIGATION SYSTEMS, OR AS DETERMINED BY BJWSA.
2. SEE SPECIFIC METER DETAIL FOR MORE INFORMAION.
3. BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ADJACENT TO AND ON PROPERTY SIDE OF SIDEWALK WHERE APPLICABLE. WHERE NO SIDEWALKS EXISTS, THE ASSEMBLY SHALL BE INSTALLED BEFORE ANY BRANCH AND AS CLOSE AS POSSIBLE TO THE WATER METER LOCATION. FINAL LOCATION TO BE APPROVED BY BJWSA PRIOR TO INSTALLATION.
4. SCREENING AND LANDSCAPING PLACES AROUND DEVICE SHALL ALLOW FOR ACCESS BY BJWSA PERSONNEL.
5. FREEZE PROTECTION IS THE OWNERS RESPOSIBILITY .
6. PIPING AND FITTINGS THROUGH 2 ½" SHALL BE SCHD 40 GALVANIZED STEEL. PIPING AND FITTINGS 3" AND LARGER SHALL BE FLANGED DUCTILE IRON.
7. REFER TO SCDHEC APPROVED LIST OF BACKFLOW PREVENTION DEVICES.
8. DUAL CHECK VALVES MAY BE INSTALLED IN UNDERGROUND VAULT (PRIOR APPROVAL BY BJWSA REQUIRED).

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WATER & SEWER AUTHORITY

BACKFLOW PREVENTION DETAIL

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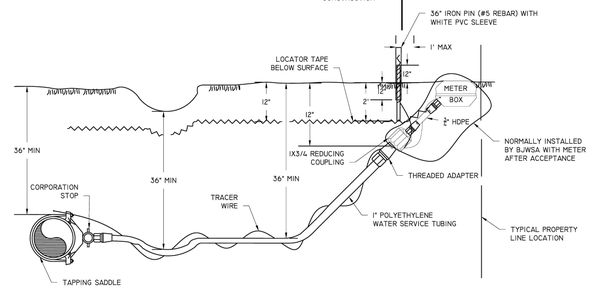


NOTES:
1. BURY LINE INDICATED ON HYDRANT SHALL BE AT FINAL GRADE.
2. ALL FITTINGS SHALL BE RESTRAINED.

BEAUFORT - JASPER
WATER & SEWER AUTHORITY

STANDARD FIRE HYDRANT

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WATER SERVICE PROFILE

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PROJECT TITLE

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DRAWING TITLE
WATER DETAILS

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GENERAL NOTES:

1. DO NOT PLACE SILT FENCE ACROSS CHANNELS OR IN OTHER AREAS SUBJECT TO CONCENTRATED FLOWS. SILT FENCE SHOULD NOT BE USED AS A VELOCITY CONTROL BMP. CONCENTRATED FLOWS ARE ANY FLOWS GREATER THAN 0.5 CFS.
2. MAXIMUM SHEET OR OVERLAND FLOW PATH LENGTH TO THE SILT FENCE SHALL BE 100-FEET.
3. MAXIMUM SLOPE STEEPNESS (NORMAL [PERPENDICULAR] TO THE FENCE LINE) SHALL BE 2:1.
4. SILT FENCE JOINTS, WHEN NECESSARY, SHALL BE COMPLETED BY ONE OF THE FOLLOWING OPTIONS:
   - WRAP EACH FABRIC TOGETHER AT A SUPPORT POST WITH BOTH ENDS FASTENED TO THE POST, WITH A 1-FOOT MINIMUM OVERLAP;
   - OVERLAP SILT FENCE BY INSTALLING 3-FEET PASSED THE SUPPORT POST TO WHICH THE NEW SILT FENCE ROLL IS ATTACHED, ATTACH OLD ROLL TO NEW ROLL WITH HEAVY-DUTY PLASTIC TIES; OR,
   - OVERLAP ENTIRE WIDTH OF EACH SILT FENCE ROLL FROM ONE SUPPORT POST TO THE NEXT SUPPORT POST.
5. ATTACH FILTER FABRIC TO THE STEEL POSTS USING HEAVY-DUTY PLASTIC TIES THAT ARE EVENLY SPACED WITHIN THE TOP 8-INCHES OF THE FABRIC.
6. INSTALL THE SILT FENCE PERPENDICULAR TO THE DIRECTION OF THE STORM WATER FLOW AND PLACE THE SILT FENCE THE PROPER DISTANCE FROM THE TOE OF STEEP SLOPES TO PROVIDE SEDIMENT STORAGE AND ACCESS FOR MAINTENANCE AND CLEAN OUT.
7. INSTALL SILT FENCE CHECKS (TIE-BACKS) EVERY 50-100 FEET, DEPENDENT ON SLOPE, ALONG SILT FENCE THAT IS INSTALLED WITH SLOPE AND WHERE CONCENTRATED FLOWS ARE EXPECTED OR ARE DOCUMENTED ALONG THE PROPOSED/INSTALLED SILT FENCE.

INSPECTION & MAINTENANCE:

1. THE KEY TO FUNCTIONAL SILT FENCE IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF SILT FENCE SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS ALONG THE SILT FENCE IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE SILT FENCE.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA, STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. CHECK FOR AREAS WHERE STORM WATER RUNOFF HAS ERODED A CHANNEL BENEATH THE SILT FENCE, OR WHERE THE FENCE HAS SAGGED OR COLLAPSED DUE TO RUNOFF OVERTOPPING THE SILT FENCE. INSTALL CHECKS/TIE-BACKS AND/OR REINSTALL SILT FENCE, AS NECESSARY.
7. CHECK FOR TEARS WITHIN THE SILT FENCE, AREAS WHERE SILT FENCE HAS BEGUN TO DECOMPOSE, AND FOR ANY OTHER CIRCUMSTANCE THAT MAY RENDER THE SILT FENCE INEFFECTIVE. REMOVE DAMAGED SILT FENCE AND REINSTALL NEW SILT FENCE IMMEDIATELY.
8. ALL SILT FENCE AND POST MATERIALS SHOULD BE REMOVED AND PROPERLY DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED AND ONCE IT IS REMOVED. THE RESULTING DISTURBED AREA SHALL BE PERMANENTLY STABILIZED.

POST REQUIREMENTS:

1. SILT FENCE POSTS MUST BE 48-INCH LONG STEEL POSTS THAT MEET, AT A MINIMUM, THE FOLLOWING PHYSICAL CHARACTERISTICS.
   - COMPOSED OF A HIGH STRENGTH STEEL WITH A MINIMUM YIELD STRENGTH OF 50,000 PSI.
   - INCLUDE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND A NOMINAL "T" LENGTH OF 1.48-INCHES.
   - WEIGH 1.25 POUNDS PER FOOT (± 8%)
2. POSTS SHALL BE EQUIPPED WITH PROJECTIONS TO AID IN FASTENING OF FILTER FABRIC.
3. STEEL POSTS MAY NEED TO HAVE A METAL SOIL STABILIZATION PLATE WELDED NEAR THE BOTTOM WHEN INSTALLED ALONG STEEP SLOPES OR INSTALLED IN LOOSE SOILS. THE PLATE SHOULD HAVE A MINIMUM CROSS SECTION OF 17-SQUARE INCHES AND BE COMPOSED OF 15 GAUGE STEEL, AT A MINIMUM. THE METAL SOIL STABILIZATION PLATE SHOULD BE COMPLETELY BURIED.
4. INSTALL POSTS TO A MINIMUM OF 24-INCHES. A MINIMUM HEIGHT OF 1- TO 2-INCHES ABOVE THE FABRIC SHALL BE MAINTAINED, AND A MAXIMUM HEIGHT OF 3 FEET SHALL BE MAINTAINED ABOVE THE GROUND.
5. POST SPACING SHALL BE AT A MAXIMUM OF 6-FEET ON CENTER.
6. INSTALL OSHA APPROVED SQUARE, ORANGE, RUBBER SAFETY CAPS ON TOPS OF STEEL POSTS.

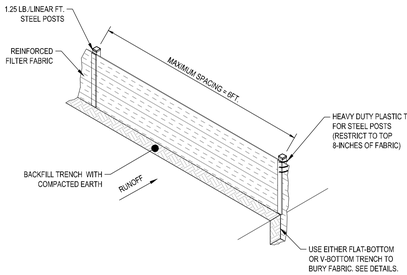
FABRIC REQUIREMENTS:

1. SILT FENCE MUST BE COMPOSED OF WOVEN GEOTEXTILE FILTER FABRIC THAT CONSISTS OF THE FOLLOWING REQUIREMENTS:
   - COMPOSED OF FIBERS CONSISTING OF LONG CHAIN SYNTHETIC POLYMERS OF AT LEAST 85% BY WEIGHT OF POLYOLEFINS, POLYESTERS, OR POLYAMIDES THAT ARE FORMED INTO A NETWORK SUCH THAT THE FILAMENTS OR YARNS RETAIN DIMENSIONAL STABILITY RELATIVE TO EACH OTHER;
   - FREE OF ANY TREATMENT OR COATING WHICH MIGHT ADVERSELY ALTER ITS PHYSICAL PROPERTIES AFTER INSTALLATION;
   - FREE OF ANY DEFECTS OR FLAWS THAT SIGNIFICANTLY AFFECT ITS PHYSICAL AND/OR FILTERING PROPERTIES; AND,
   - HAVE A MINIMUM WIDTH OF 36-INCHES.
2. USE ONLY FABRIC APPEARING ON SCDOT'S QUALIFIED PRODUCTS LISTING (QPL), APPROVAL SHEET #34, MEETING THE REQUIREMENTS OF THE MOST CURRENT EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
3. 12-INCHES OF THE FABRIC SHOULD BE PLACED WITHIN EXCAVATED TRENCH AND TOED IN WHEN THE TRENCH IS BACKFILLED.
4. FILTER FABRIC SHALL BE PURCHASED IN CONTINUOUS ROLLS AND CUT TO THE LENGTH OF THE BARRIER TO AVOID JOINTS.
5. FILTER FABRIC SHALL BE INSTALLED AT A MINIMUM OF 24-INCHES ABOVE THE GROUND.

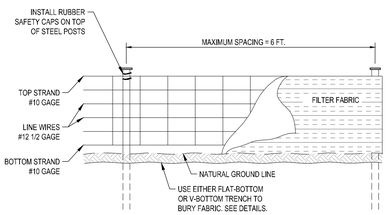
PLAN SYMBOL

SILT FENCE —— SF ——SF——

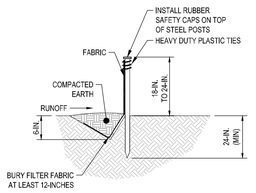
REINFORCED SILT FENCE ——RSF——RSF——



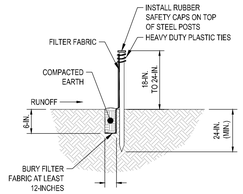
SILT FENCE INSTALLATION



REINFORCED SILT FENCE DETAIL



V-SHAPED TRENCH DETAIL



FLAT-BOTTOM TRENCH DETAIL

REINFORCED SILT FENCE NOTES:

1. PROVIDE WHERE DUAL ROWS OF SILT FENCE ARE DEPICTED ON THE PLANS OR OTHER AREAS WHERE REINFORCED SILT FENCE IS DENOTED ON THE PLANS. TYPICALLY, THIS IS ALONG WETLAND BOUNDARIES, WETLAND BUFFER BOUNDARIES, OR WHEN CROSSING WETLANDS IT IS THE DISTANCE FROM FAR SIDE OF ONE WETLAND BUFFER LINE TO THE OPPOSITE FAR WETLAND BUFFER LINE.
2. WOVEN WIRE FENCE SHALL BE REQUIRED WHERE SPECIFIED AND AS A BACKING FOR FILTER FABRIC WITH AN ELONGATION AS DETERMINED BY ASTM D 1682, OF 50% OR GREATER. THE WIRE FENCE SHALL BE A MINIMUM OF 32 INCHES IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12 INCH STAY SPACING.
3. WOVEN WIRE FENCE SHALL BE ATTACHED TO STEEL POST USING TIE WIRES. NUMBER AND LOCATION OF FASTENERS WILL BE AS DIRECTED BY THE ENGINEER BUT IN ALL CASES, AFFIXED TO THE POST IN NO LESS THAN FOUR PLACES. THE FILTER FABRIC WILL BE TIED TO THE WOVEN WIRE FENCE AS DIRECTED BY THE ENGINEER IN SUCH A MANNER TO PREVENT SAGGING OR TEARING OF THE FABRIC.
4. WHEN THE TEMPORARY SILT FENCE IS REQUIRED TO RUN NEXT TO AND PARALLEL WITH A CONSTRUCTION FENCE, THE FILTER FABRIC MAY BE ATTACHED TO THE CONSTRUCTION FENCE INSTEAD OF INSTALLING A SEPARATE WOVEN WIRE FENCE.

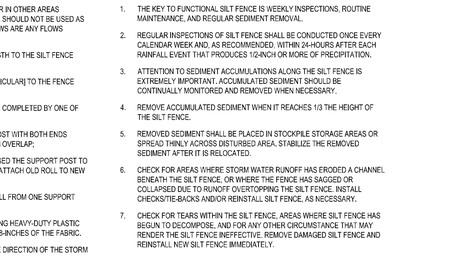
**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-03 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

SC-03 SILT FENCE

N.T.S.

PLAN SYMBOL





SPECIFICATION	SIZE
ROCK PAD THICKNESS	6-INCHES
ROCK PAD WIDTH	24-FEET
ROCK PAD LENGTH	100-FEET
ROCK PAD STONE SIZE	D_{50} = 2- TO 3-INCHES

GENERAL NOTES:

1. STABILIZED CONSTRUCTION ENTRANCES SHOULD BE USED AT ALL POINTS WHERE TRAFFIC WILL EGRESS/INGRESS A CONSTRUCTION SITE ONTO A PUBLIC ROAD OR ANY IMPERVIOUS SURFACES, SUCH AS PARKING LOTS.
2. INSTALL A NON-WOVEN GEOTEXTILE FABRIC PRIOR TO PLACING ANY STONE.
3. INSTALL A CULVERT PIPE ACROSS THE ENTRANCE WHEN NEEDED TO PROVIDE POSITIVE DRAINAGE.
4. THE ENTRANCE SHALL CONSIST OF 2- TO 3-INCH D_{50} STONE PLACED AT A MINIMUM DEPTH OF 6-INCHES.
5. MINIMUM DIMENSIONS OF THE ENTRANCE SHALL BE 24-FEET WIDE BY 100-FEET LONG, AND MAY BE MODIFIED AS NECESSARY TO ACCOMMODATE SITE CONSTRAINTS.
6. THE EDGES OF THE ENTRANCE SHALL BE TAPERED OUT TOWARDS THE ROAD TO PREVENT TRACKING AT THE EDGE OF THE ENTRANCE.
7. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE STONE PAD TO A SEDIMENT TRAP OR BASIN OR OTHER SEDIMENT TRAPPING STRUCTURE.
8. LIMESTONE MAY NOT BE USED FOR THE STONE PAD.

**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-06 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

CONSTRUCTION ENTRANCE - INSPECTION & MAINTENANCE:

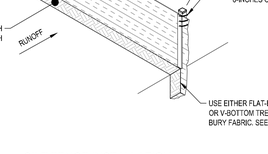
1. THE KEY TO FUNCTIONAL CONSTRUCTION ENTRANCES IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF CONSTRUCTION ENTRANCES SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. DURING REGULAR INSPECTIONS, CHECK FOR MUD AND SEDIMENT BUILDUP AND PAD INTEGRITY. INSPECTION FREQUENCIES MAY NEED TO BE MORE FREQUENT DURING LONG PERIODS OF WET WEATHER.
4. RESHAPE THE STONE PAD AS NECESSARY FOR DRAINAGE AND RUNOFF CONTROL.
5. WASH OR REPLACE STONES AS NEEDED AND AS DIRECTED BY SITE INSPECTOR. THE STONE IN THE ENTRANCE SHOULD BE WASHED OR REPLACED WHENEVER THE ENTRANCE FAILS TO REDUCE THE AMOUNT OF MUD BEING CARRIED OFF-SITE BY VEHICLES. FREQUENT WASHING WILL EXTEND THE USEFUL LIFE OF STONE PAD.
6. IMMEDIATELY REMOVE MUD AND SEDIMENT TRACKED OR WASHED ONTO ADJACENT IMPERVIOUS SURFACES BY BRUSHING OR SWEEPING. FLUSHING SHOULD ONLY BE USED WHEN THE WATER CAN BE DISCHARGED TO A SEDIMENT TRAP OR BASIN.
7. DURING MAINTENANCE ACTIVITIES, ANY BROKEN PAVEMENT SHOULD BE REPAIRED IMMEDIATELY.
8. CONSTRUCTION ENTRANCES SHOULD BE REMOVED AFTER THE SITE HAS REACHED FINAL STABILIZATION. PERMANENT VEGETATION SHOULD REPLACE AREAS FROM WHICH CONSTRUCTION ENTRANCES HAVE BEEN REMOVED. UNLESS AREA WILL BE CONVERTED TO AN IMPERVIOUS SURFACE TO SERVE POST-CONSTRUCTION.

SC-06 STABILIZED CONSTRUCTION ENTRANCE

N.T.S.



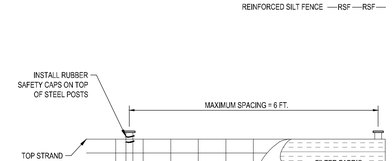
POST INSTALLATION DETAIL



FILTER FABRIC BURIAL DETAIL

PLAN SYMBOL

A



FILTER FABRIC INSTALLATION DETAIL

FILTER FABRIC REQUIREMENTS:

1. SILT FENCE MUST BE COMPOSED OF WOVEN GEOTEXTILE FILTER FABRIC THAT CONSISTS OF THE FOLLOWING REQUIREMENTS:
   - COMPOSED OF FIBERS CONSISTING OF LONG CHAIN SYNTHETIC POLYMERS OF AT LEAST 85% BY WEIGHT OF POLYOLEFINS, POLYESTERS, OR POLYAMIDES THAT ARE FORMED INTO A NETWORK SUCH THAT THE FILAMENTS OR YARNS RETAIN DIMENSIONAL STABILITY RELATIVE TO EACH OTHER;
   - FREE OF ANY TREATMENT OR COATING WHICH MIGHT ADVERSELY ALTER ITS PHYSICAL PROPERTIES AFTER INSTALLATION;
   - FREE OF ANY DEFECTS OR FLAWS THAT SIGNIFICANTLY AFFECT ITS PHYSICAL AND/OR FILTERING PROPERTIES; AND,
   - HAVE A MINIMUM WIDTH OF 36-INCHES.
2. USE ONLY FABRIC APPEARING ON SCDOT'S QUALIFIED PRODUCTS LISTING (QPL), APPROVAL SHEET #34, MEETING THE REQUIREMENTS OF THE MOST CURRENT EDITION OF THE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
3. 12-INCHES OF THE FABRIC SHOULD BE PLACED WITHIN EXCAVATED TRENCH AND TOED IN WHEN THE TRENCH IS BACKFILLED.
4. FILTER FABRIC SHALL BE PURCHASED IN CONTINUOUS ROLLS AND CUT TO THE LENGTH OF THE BARRIER TO AVOID JOINTS.
5. FILTER FABRIC SHALL BE INSTALLED AT A MINIMUM OF 24-INCHES ABOVE THE GROUND.

**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-07 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

POST REQUIREMENTS:

1. SILT FENCE POSTS MUST BE 48-INCH LONG STEEL POSTS THAT MEET, AT A MINIMUM, THE FOLLOWING PHYSICAL CHARACTERISTICS.
   - COMPOSED OF A HIGH STRENGTH STEEL WITH A MINIMUM YIELD STRENGTH OF 50,000 PSI.
   - INCLUDE A STANDARD "T" SECTION WITH A NOMINAL FACE WIDTH OF 1.38-INCHES AND A NOMINAL "T" LENGTH OF 1.48-INCHES.
   - WEIGH 1.25 POUNDS PER FOOT (± 8%)
2. POSTS SHALL BE EQUIPPED WITH PROJECTIONS TO AID IN FASTENING OF FILTER FABRIC.
3. INSTALL POSTS TO A MINIMUM OF 24-INCHES. A MINIMUM HEIGHT OF 1- TO 2- INCHES ABOVE THE FABRIC SHALL BE MAINTAINED, AND A MAXIMUM HEIGHT OF 3 FEET SHALL BE MAINTAINED ABOVE THE GROUND.
4. POST SPACING SHALL BE AT A MAXIMUM OF 3-FEET ON CENTER.
5. INSTALL RUBBER SAFETY CAPS ON TOP OF STEEL POSTS.

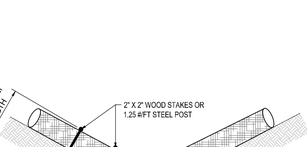
INSPECTION & MAINTENANCE:

1. THE KEY TO FUNCTIONAL INLET PROTECTION IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF SEDIMENT TUBE INLET PROTECTION SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS ALONG THE FILTER FABRIC IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE FILTER FABRIC. WHEN A SUMP IS INSTALLED IN FRONT OF THE FABRIC, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE SUMP.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. CHECK FOR AREAS WHERE STORM WATER RUNOFF HAS ERODED A CHANNEL BENEATH THE FILTER FABRIC, OR WHERE THE FABRIC HAS SAGGED OR COLLAPSED DUE TO RUNOFF OVERTOPPING THE INLET PROTECTION.
7. CHECK FOR TEARS WITHIN THE FILTER FABRIC, AREAS WHERE FABRIC HAS BEGUN TO DECOMPOSE, AND FOR ANY OTHER CIRCUMSTANCE THAT MAY RENDER THE INLET PROTECTION INEFFECTIVE. REMOVE DAMAGED FABRIC AND REINSTALL NEW FILTER FABRIC IMMEDIATELY.
8. INLET PROTECTION STRUCTURES SHOULD BE REMOVED AFTER ALL THE DISTURBED AREAS ARE PERMANENTLY STABILIZED. REMOVE ALL CONSTRUCTION MATERIAL AND SEDIMENT, AND DISPOSE OF THEM PROPERLY. GRADE THE DISTURBED AREA TO THE ELEVATION OF THE DROP INLET STRUCTURE CREST. STABILIZE ALL BARE AREAS IMMEDIATELY.

SC-07 TYPE A INLET PROTECTION - FILTER FABRIC

N.T.S.

PLAN SYMBOL



POST INSTALLATION DETAIL



SEDIMENT TUBE BURIAL DETAIL

GENERAL NOTES:

1. SEDIMENT TUBES ARE ELONGATED TUBES OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBER, OR HARDWOOD MULCH, STRAW, PINE NEEDLE, AND LEAF MULCH-FILLED SEDIMENT TUBES ARE NOT PERMITTED.
2. THE OUTER NETTING OF THE SEDIMENT TUBE SHOULD CONSIST OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIAL.
3. SEDIMENT TUBE DIAMETERS SHALL RANGE FROM 18-INCHES TO 24-INCHES. SEDIMENT TUNES WITH SMALLER DIAMETERS ARE PROHIBITED WHEN USED AS INLET PROTECTION.
4. CURLED EXCELSIOR WOOD, OR NATURAL COCONUT PRODUCTS THAT ARE ROLLED UP TO CREATE A SEDIMENT TUBE ARE NOT ALLOWED.
5. SEDIMENT TUBES SHOULD BE STAKED USING WOODEN OAK STAKES (2-INCH X 2-INCH) OR STEEL POSTS (STANDARD "U" OR "T" SECTIONS WITH A MINIMUM WEIGHT OF 1.25 POUNDS PER FOOT) AT A MINIMUM OF 48-INCHES IN LENGTH PLACED ON 2-FOOT CENTERS.
6. INSTALL ALL SEDIMENT TUBES TO ENSURE THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE TUBE. MANUFACTURER'S RECOMMENDATIONS SHOULD ALWAYS BE CONSULTED BEFORE INSTALLATION.
7. THE ENDS OF ADJACENT SEDIMENT TUBES SHOULD BE OVERLAPPED 6-INCHES TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE FIELD JOINT.
8. SEDIMENT TUBES SHOULD NOT BE STACKED ON TOP OF ONE ANOTHER, UNLESS RECOMMENDED BY MANUFACTURER.
9. EACH SEDIMENT TUBE SHOULD BE INSTALLED IN A TRENCH WITH A DEPTH EQUAL TO 1/5 THE DIAMETER OF THE SEDIMENT TUBE.
10. SEDIMENT TUBES SHOULD CONTINUE UP THE SIDE SLOPES A MINIMUM OF 1-FOOT ABOVE THE DESIGN FLOW DEPTH OF THE CHANNEL.
11. INSTALL STAKES AT A DIAGONAL FACING INCOMING RUNOFF.
12. INSTALL STAKES AT A DIAGONAL FACING INCOMING RUNOFF.

**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-07 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

INSPECTION & MAINTENANCE:

1. THE KEY TO FUNCTIONAL INLET PROTECTION IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF SEDIMENT TUBE INLET PROTECTION SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVEN THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS IN FRONT OF THE SEDIMENT TUBE IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE SEDIMENT TUBE. WHEN A SUMP IS INSTALLED IN FRONT OF THE INLET PROTECTION, SEDIMENT SHALL BE REMOVED WHEN IF FILLS APPROXIMATELY 1/3 THE DEPTH OF THE SUMP.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA, STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. LARGE DEBRIS, TRASH, AND LEAVES SHOULD BE REMOVED FROM IN FRONT OF TUBES WHEN FOUND.
7. IF EROSION CAUSES THE EDGES TO FALL TO A HEIGHT EQUAL TO OR BELOW THE HEIGHT OF THE SEDIMENT TUBE, REPAIRS SHOULD BE MADE IMMEDIATELY TO PREVENT RUNOFF FROM BYPASSING TUBE.
8. SEDIMENT TUBES SHOULD BE REMOVED AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN COMPLETELY STABILIZED. PERMANENT VEGETATION SHOULD REPLACE AREAS FROM WHICH SEDIMENT TUBES HAVE BEEN REMOVED.

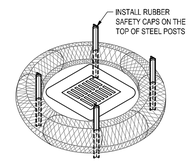
**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-05 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

SC-05 SEDIMENT TUBES

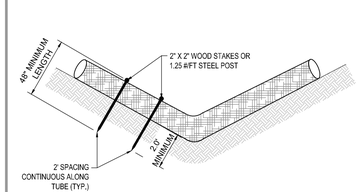
N.T.S.

PLAN SYMBOL

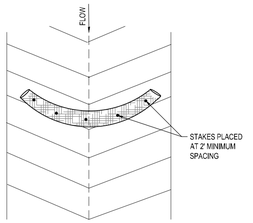
A



SEDIMENT TUBE INSTALLATION DETAIL



SEDIMENT TUBE INSTALLATION



SLOPE	MAX SPACING (FT.)
< 2%	150
2%	100
3%	75
4%	50
5%	40
6%	30
> 6%	25

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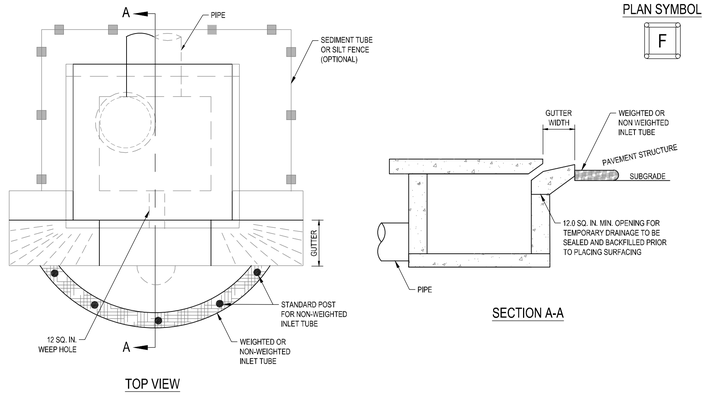
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DATE 09/29/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

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PAGE 21 OF 22

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TOP VIEW

PLAN SYMBOL

F

SECTION A-A

GENERAL NOTES:

1. INLET TUBES SHOULD BE COMPOSED OF COMPACTED GEOTEXTILES, CURLED EXCELSIOR WOOD, NATURAL COCONUT FIBERS, A HARDWOOD MULCH, OR A MIX OF THESE MATERIALS ENCLOSED BY A FLEXIBLE NETTING MATERIAL.
2. INLET TUBES SHOULD UTILIZE AN OUTER NETTING THAT CONSISTS OF SEAMLESS, HIGH-DENSITY POLYETHYLENE PHOTODEGRADABLE MATERIALS TREATED WITH ULTRAVIOLET STABILIZERS OR A SEAMLESS, HIGH-DENSITY POLYETHYLENE NON-DEGRADABLE MATERIAL. CURLED WOOD EXCELSIOR FIBER, OR NATURAL COCONUT FIBER ROLLED EROSION CONTROL PRODUCTS ROLLED UP TO CREATE AN INLET TUBE DEVICE ARE NOT ALLOWED.
3. STRAW, STRAW FIBER, STRAW BALES, PINE NEEDLES AND LEAF MULCH ARE NOT PERMISSIBLE FILTER MATERIALS.
4. WEIGHTED INLET TUBES MUST BE CAPABLE OF STAYING IN PLACE WITHOUT EXTERNAL STABILIZATION MEASURES AND MAY HAVE A WEIGHTED INNER CORE OR OTHER WEIGHTED MECHANISM TO KEEP THEM IN PLACE.
5. INSTALL WEIGHTED TUBES LYING FLAT ON THE GROUND, WITH NO GAPS BETWEEN THE UNDERLYING SURFACE AND THE INLET TUBE. DO NOT STACK INLET TUBES. DO NOT COMPLETELY BLOCK INLET WITH TUBE.
6. NON-WEIGHTED INLET TUBES REQUIRE STAKING OR OTHER STABILIZATION METHODS TO KEEP THEM SAFELY IN PLACE.
7. OVERFLOW OR OVERTOPPING OF INLET TUBES MUST BE ALLOWED TO FLOW INTO INLET UNOBSTRUCTED.
8. TO AVOID POSSIBLE FLOODING, TWO OR THREE CONCRETE CINDER BLOCKS MAY BE PLACED BETWEEN THE TUBE AND THE INLET.

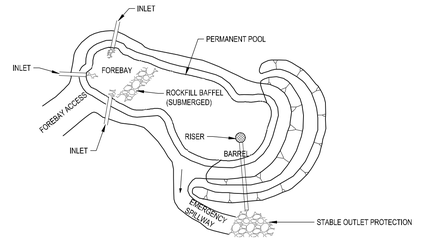
INSPECTION AND MAINTENANCE:

1. THE KEY TO FUNCTIONAL INLET PROTECTION IS WEEKLY INSPECTION, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.
2. REGULAR INSPECTIONS OF ALL INLET PROTECTION SHALL BE CONDUCTED ONCE EVERY CALENDAR WEEK AND, AS RECOMMENDED, WITHIN 24-HOURS AFTER EACH RAINFALL EVENT THAT PRODUCES 1/2-INCH OR MORE OF PRECIPITATION.
3. ATTENTION TO SEDIMENT ACCUMULATIONS IN FRONT OF THE INLET PROTECTION IS EXTREMELY IMPORTANT. ACCUMULATED SEDIMENT SHOULD BE CONTINUALLY MONITORED AND REMOVED WHEN NECESSARY.
4. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/3 THE HEIGHT OF THE INLET TUBE. IF A SUMP IS USED, SEDIMENT SHOULD BE REMOVED WHEN IT FILLS APPROXIMATELY 1/3 THE DEPTH OF THE SUMP.
5. REMOVED SEDIMENT SHALL BE PLACED IN STOCKPILE STORAGE AREAS OR SPREAD THINLY ACROSS DISTURBED AREA. STABILIZE THE REMOVED SEDIMENT AFTER IT IS RELOCATED.
6. LARGE DEBRIS, TRASH, AND LEAVES SHOULD BE REMOVED FROM IN FRONT OF TUBES WHEN FOUND.
7. REPLACE INLET TUBE WHEN DAMAGED OR AS RECOMMENDED BY MANUFACTURER'S SPECIFICATIONS.
8. TYPE F INLET PROTECTION STRUCTURES SHOULD BE REMOVED PRIOR TO PLACEMENT OF PAVEMENT SURFACE. REMOVE ALL CONSTRUCTION MATERIAL AND ACCUMULATED SEDIMENT AND DISPOSE OF THE PROPERLY. REPLACE TYPE F INLET TUBES WITH TUBES WITH TYPE E INLET PROTECTION AFTER PLACING PAVEMENT AND MAINTAIN UNTIL ALL DISTURBED AREAS ARE PERMANENTLY STABILIZED

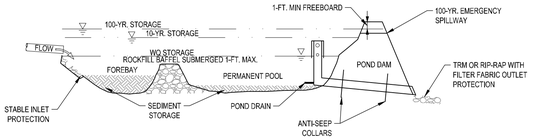
**THIS DETAIL IS BASED ON SCDHEC STANDARD DRAWING NO. SC-11 (FEBRUARY 2014) AND HAS BEEN FORMATTED TO D&F STANDARDS.

SC-11 TYPE F INLET TUBES

N.T.S.



PLAN



PROFILE

GENERAL NOTES:

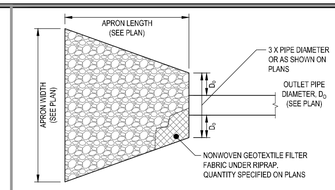
1. A FOREBAY SHALL BE PROVIDED FOR ALL INLETS TO A WET WATER QUALITY POND AND SHALL BE PLACED UPSTREAM OF THE MAIN WET POND AREA. THE FOREBAY IS SEPERATED FROM THE LARGER WET DETENTION POND AREA BY BARRIERS OR BAFFLES THAT MAY BE CONSTRUCTED OF EARTH, STONES, RIPRAP, GABIONS, OR GEOTEXTILES. THE TOP OF THE FORESAY BARRIER SHALL BE A MAXIMUM OF ONE (1)-FOOT BELOW THE NORMAL POOL ELEVATION, AND MAY EXTEND ABOVE THE ELEVATION OF THE PERMANENT POOL.
2. THE PERMANENT POOL SHALL BE FOUR (4) TO SIX (6) FEET IN DEPTH.
3. ACCEPTABLE TRASH GUARDS INCLUDE:
4. HOODS THAT EXTEND AT LEAST 6-INCHES BELOW THE PERMANENT POOL WATER SURFACE ELEVATION.
5. REVERSE FLOW PIPES WHERE THE OUTLET STRUCTURE INLET IS LOCATED AT LEAST 6-INCHES BELOW THE PERMANENT POOL WATER SURFACE ELEVATION.
6. TRASH BOXES MADE OF STURDY WIRE MESH.

INSPECTION AND MAINTENANCE:

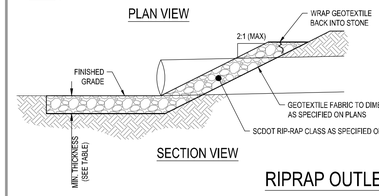
1. THE SIDE SLOPES OF THE POND SHALL BE MOVED MONTHLY.
2. SINCE DECOMPOSING VEGETATION CAPTURED IN THE WETPOND CAN RELEASE POLLUTANTS, ESPECIALLY NUTRIENTS, IT MAY BE NECESSARY TO HARVEST DEAD VEGETATION ANNUALLY. OTHERWISE THE DECAYING VEGETATION CAN EXPORT POLLUTANTS OUR OF THE POND AND ALSO CAUSE NUISANCE CONDITIONS TO OCCUR.
3. DEBRIS SHALL BE CLEARED FROM ALL INLET AND OUTLET STRUCTURES MONTHLY.
4. ALL ERODED OR UNDERCUT AREAS SHALL BE REPAIRED AS NEEDED.
5. A SEDIMENT MARKER SHALL BE PLACED IN THE FOREBAY TO DETERMINE WHEN SEDIMENT REMOVAL IS REQUIRED.
6. SEDIMENT ACCUMULATIONS IN THE MAIN POND AREA SHALL BE MONITORED AND SEDIMENT SHALL BE PROVIDED WHEN THE PERMANENT POOL VOLUME HAS BEEN SIGNIFICANTLY FILLED AND/OR THE POND BECOMES EUTROPHIC.

WQ-02 WET DETENTION POND

N.T.S.



PLAN VIEW



SECTION VIEW

SCDOT RIPRAP SPECIFICATIONS		
CLASS	D50 (FT)	MINIMUM THICKNESS (FT)
A	0.50	1.00
B	0.75	1.50
C	1.30	2.60
D	1.80	3.60
E	2.25	4.50
F	2.85	5.70

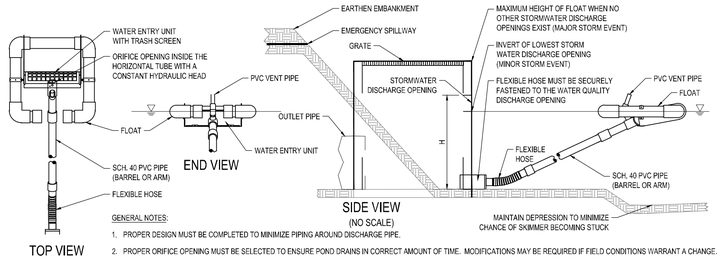
PLAN SYMBOL

NOTES:

1. ALL WORK, MATERIALS, AND CONSTRUCTION SHOULD MEET THE MINIMUM REQUIREMENTS OF THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION'S (SCDOT) STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
2. PLACE A NON-WOVEN GEOTEXTILE FILTER CLOTH BETWEEN THE RIPRAP AND THE UNDERLYING SOIL TO PREVENT SOIL MOVEMENT INTO AND THROUGH THE RIPRAP.
3. PLACE RIPRAP EITHER MECHANICALLY OR BY HAND IN A MANNER SUCH THAT THE LARGER STONES ARE WELL DISTRIBUTED, AND THE ENTIRE MASS OF THE STONE CONFORMS TO THE SPECIFIED GRADATION WITH THE PERCENTAGE OF VOIDS AS SMALL AS PRACTICAL.
4. PLACE RIPRAP TO ITS FULL THICKNESS, EQUAL TO THE GREATEST DIMENSION OF EITHER THE MAXIMUM STONE DIAMETER, THE MINIMUM THICKNESS INDICATED IN THE TABLE, OR THE THICKNESS SPECIFIED ON THE DRAWINGS, IN ONE OPERATION AND IN A MANNER THAT AVOIDS DISPLACING THE UNDERLYING MATERIAL.

RIPRAP OUTLET PROTECTION

N.T.S.



TOP VIEW

END VIEW

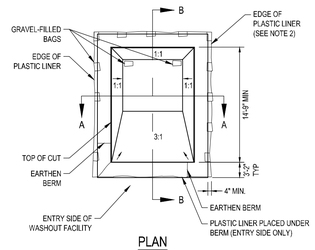
SIDE VIEW (NO SCALE)

GENERAL NOTES:

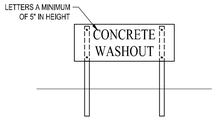
1. PROPER DESIGN MUST BE COMPLETED TO MINIMIZE PIPING AROUND DISCHARGE PIPE.
2. PROPER ORIFICE OPENING MUST BE SELECTED TO ENSURE POND DRAINS IN CORRECT AMOUNT OF TIME. MODIFICATIONS MAY BE REQUIRED IF FIELD CONDITIONS WARRANT A CHANGE.
3. EMBANKMENT MUST BE COMPACTED TO DESIGN SPECIFICATIONS.
4. EMERGENCY SPILLWAY MUST BE CORRECTLY SIZED AND EROSION PROTECTION INSTALLED.
5. EROSION PROTECTION MUST BE INSTALLED ALONG THE EMBANKMENT AND AT THE DISCHARGE END OF THE PIPE.
6. INSPECT SYSTEM REGULARLY TO ENSURE IT IS FUNCTIONING IN A CORRECT MANNER.
7. EIGHT SIZES OF SKIMMERS ARE AVAILABLE, REFER TO THE FLOW SHEET, CUT SHEET, AND INSTRUCTIONS ON WEB SITE FOR EACH SIZE.

FAIRCLOTH SKIMMER

N.T.S.



PLAN



CONCRETE WASHOUT SIGN DETAIL

GENERAL NOTES:

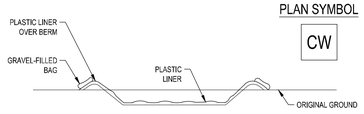
1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

RC-08 CONCRETE WASHOUT EXCAVATING PIT

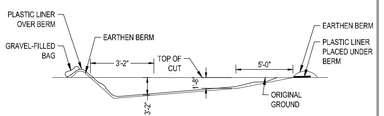
N.T.S.

PLAN SYMBOL

CW



SECTION A-A



SECTION B-B

NOT FOR CONSTRUCTION

SOUTH CAROLINA PROFESSIONAL ENGINEER — SEAL — 27424 — DAVIS & FLOYD — CERTIFICATE OF AUTHORIZATION

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER: MICHAEL BRADLEY HOLDINGS, LLC
PROJECT TITLE: JENNIFER COURT
JENNIFER COURT COMMERCIAL

DRAWING TITLE: SWPPP DETAILS

NO.	REVISIONS	DATE	CHECKED

JOB NO. 32102.00
DATE 09/29/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

C851

PAGE 22 OF 22

N:\Jobs\Irvin\32102-00\Production\Civil\Drawings\32102.00-DETAILS.dwg, 9/29/2026 3:48:02 PM, luke.wilen, pe
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JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA



CONSULTANT INFO

ALL ARCHITECTURAL INFORMATION WAS TAKEN FROM DIGITAL DATA PROVIDED BY:

COMPANY
CITY, STATE
(XXX) XXX.XXXX

ALL CIVIL ENGINEERING, INCLUDING TOPO AND BOUNDARY SURVEYS, EXISTING TREES AND SURVEY DATA WERE TAKEN FROM DIGITAL FILES PROVIDED BY:

DAVIS & FLOYD
BLUFFTON, SC
(843) 379.2222

ISSUED: SEPTEMBER 30, 2026

CONTACT

WITMER JONES KEEFER
23 PROMENADE ST., SUITE 201
BLUFFTON, SC. 29910
(843) 757.7411
WWW.WJKLTD.COM

SHEET INDEX

		COVER SHEET
A	-	EXISTING CONDITIONS
B	-	TREE REMOVAL AND DEMOLITION
C	-	SITE PLAN
D	-	SITE DIAGRAMS AND TABLES

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT
COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	SEP. 30, 2026
PROJECT NO.:	26-080-01
DRAWN BY:	JM / ER
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
CS



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SITE DEVELOPMENT PLANS
FOR

JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA

DATE:	SEP. 30, 2026
PROJECT NO.:	26-080-01
DRAWN BY:	JM / ER
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
REFERENCE PLAN EXISTING CONDITIONS

DRAWING NUMBER
A

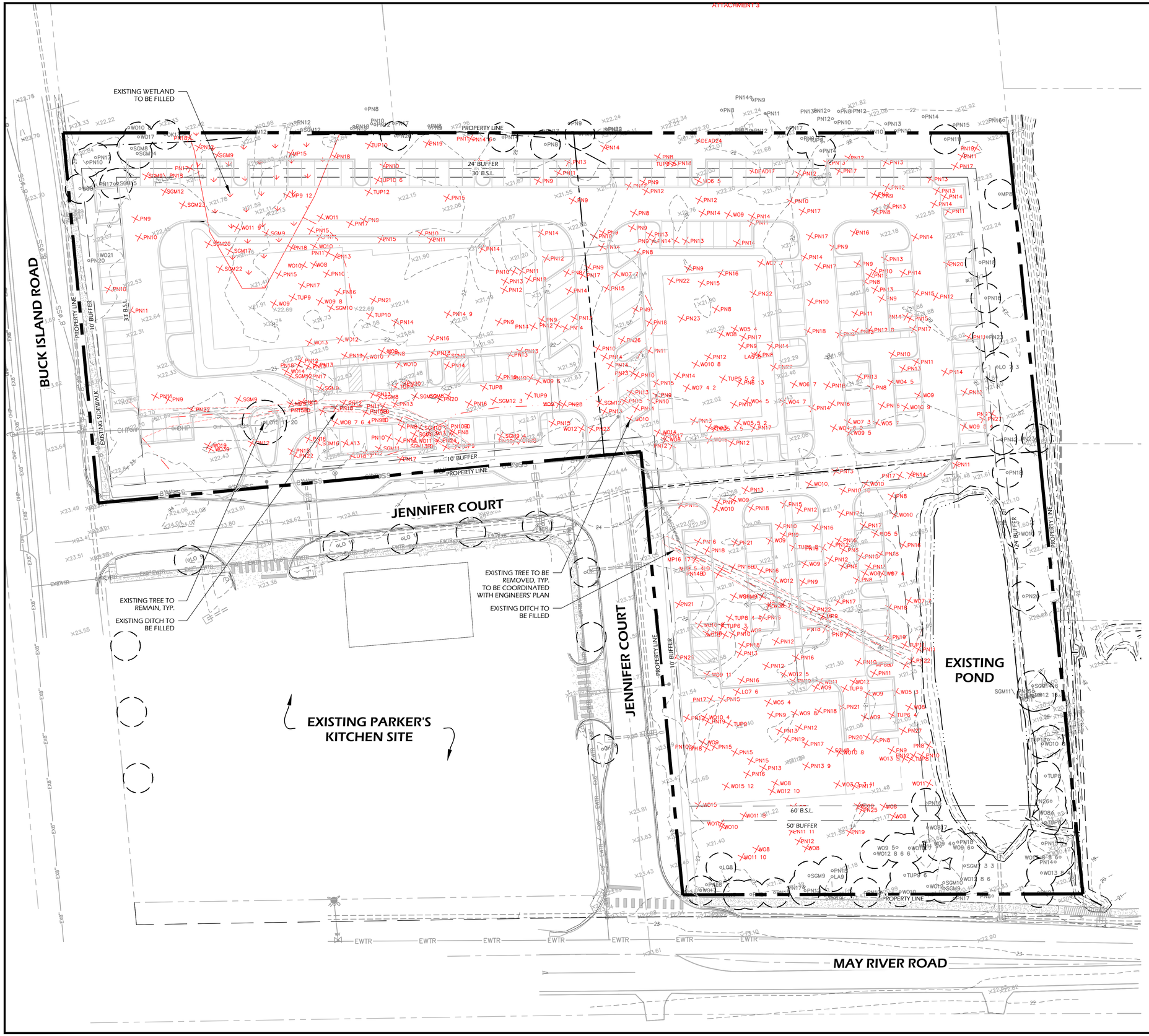
N
W E

0 15 30 45 60 75 90 105 120
Scale 1 " = 30'

SITE DEMOLITION LEGEND

CALL-OUT	SYMB.	DESCRIPTION
	X	TREE TO BE REMOVED

NOTE: DEMOLITION HATCHES ARE GRAPHIC IN NATURE AND ARE NOT INTENDED TO BE TO SCALE.



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SITE DEVELOPMENT PLANS FOR JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA

DATE:	SEP. 30, 2026
PROJECT NO.:	26-080-01
DRAWN BY:	JM / ER
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
TREE REMOVAL AND DEMOLITION PLAN

DRAWING NUMBER
B

0 15 30 45 60 75 90 105 120
Scale 1 " = 30'



REQUIRED PARKING				
DESCRIPTION	USE	S.F.	REQUIREMENTS	PARKING SPACES
BUILDING 01	COM. SERVICE (1ST FLOOR)	13,200 S.F. (INCLUDES 5,800 S.F. RESTAURANT)	04 SPACES/1,000 S.F.	52
	COM. SERVICE (2ND FLOOR)	13,200 S.F.	04 SPACES/1,000 S.F.	52
BUILDING 02	COM. SERVICE (1ST FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
	COM. SERVICE (2ND FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
BUILDING 03	COM. SERVICE (1ST FLOOR)	7,500 S.F. (RESTAURANT)	04 SPACES/1,000 S.F.	30
	COM. SERVICE (2ND FLOOR)	3,000 S.F.	04 SPACES/1,000 S.F.	12
TOTAL REQUIRED SPACES				**194**

PARKING SUMMARY	
DESCRIPTION	PARKING SPACES
CAR	207
ACCESSIBLE CAR / VAN	11
TOTAL PROPOSED SPACES	218
TOTAL EXISTING SPACES	00
TOTAL PARKING SPACES	**218**

NOTE:
1. ONE BICYCLE SPACE REQUIRED PER 15 CARS (REDUCE BY 50% FOR SHARED USE).

PROPOSED SITE COVERAGE TABLE	
	ACTUAL COVERAGE (SF)
BUILDING	26700
IMPERVIOUS SURFACE	92,564
TOTAL IMPERVIOUS	119,264
TOTAL SITE	225,570
% SITE COVERAGE	**52.87%**

SITE DESCRIPTION	
EXISTING ZONING	**NEIGHBORHOOD CORE**
TOTAL SITE AREA (ACRES)	**±5.18 A.C.**

N

W E

0 15 30 45 60 75 90 105 120

Scale 1 " = 30'

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SITE DEVELOPMENT PLANS
FOR

JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA

DATE:	SEP. 30, 2026
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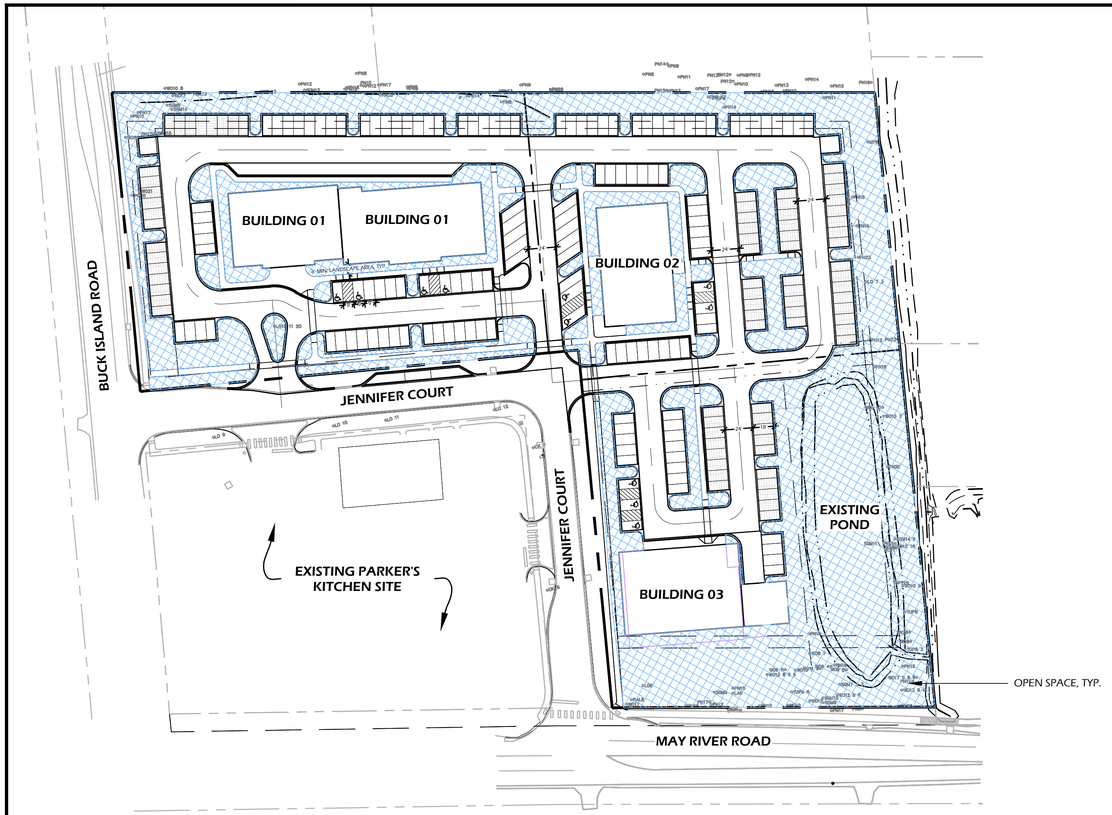
SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE PLAN
PROPOSED CONDITIONS

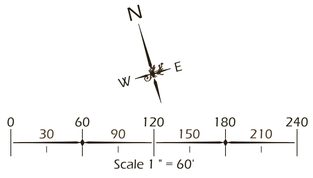
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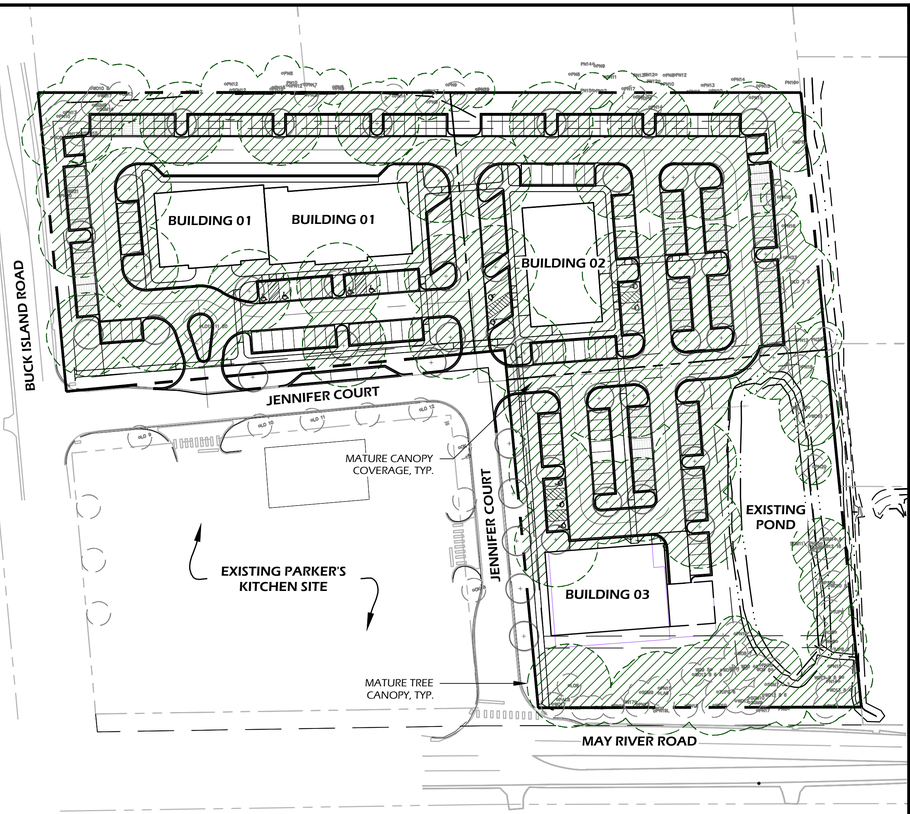
C



OPEN SPACE EXHIBIT

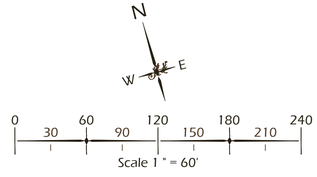
OPEN SPACE TABLE		
DESCRIPTION	ACTUAL COVERAGE (SF)	PERCENT OF TOTAL SITE (%)
TOTAL LIMIT OF WORK AREA	225,570 S.F.	
OPEN SPACE	93,862 S.F.	**41.61 %**





TREE CANOPY EXHIBIT

CANOPY COVERAGE TABLE	
DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL LIMIT OF WORK AREA	225,570 S.F.
BUILDING FOOTPRINT	27,250 S.F.
REMAINING SITE AREA	198,320 S.F.
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	153,401 S.F.
% CANOPY COVERAGE (75% MIN.)	**77.35%**



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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	SEP. 30, 2026
PROJECT NO.:	26-080-01
DRAWN BY:	JM / ER
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE DIAGRAMS AND TABLES

DRAWING NUMBER
D

BEAUFORT COUNTY SC - R
BK 01734 PG 1680
FILE NUM 2003023943
03/27/2003 08:09:22 AM
REC'D BY B BING RCPT# 133067
RECORDING FEES 13.00

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

DECLARATION OF COVENANTS

This Declaration of Covenants is made by Eldon M. Bright, ("Declarant") this 20th day of February, 2003.

W I T N E S S E T H:

WHEREAS, Declarant owns certain real property containing 7.59 acres, more or less, situate in the Town of Bluffton, Beaufort County, South Carolina and being more particularly described on Exhibit "A", attached hereto and incorporated herein by reference (the "Land"); and

WHEREAS, Declarant has filed a Subdivision Plat in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 92 at Page 53 entitled "Subdivision Plat of Bright Commercial Subdivision." ("Plat")

WHEREAS, in order to permit and facilitate the orderly use and development of the Land, Declarant wishes to establish a scheme of development for the Land and to impose the within restrictive covenants on the Land;

NOW, THEREFORE, Declarant herewith declares, covenants and subjects the Land to the following:

1. As used herein, the following words shall be defined as follows:

a. Land: The Land shall be all that certain real property more particularly described on Exhibit "A".

b. Lot: A subdivided portion of the Land which may not thereafter be subdivided without the written permission of Declarant.

c. Master Covenants: The within restrictive covenants as they may be amended from time to time as permitted herein.

d. Owner: The owner of any Lot other than Declarant.

e. Subordinate Covenants: Restrictive covenants separate from the Master Covenants which may be imposed on Lots by Declarant.

2. LAND USE: The Land may be used for any lawful purpose as permitted from time to time by applicable zoning and land use planning ordinances of Beaufort County and/or the Town of Bluffton.

3. UTILITIES: All utilities on the Land shall be located underground, unless the utility provider is prohibited therefrom by statute, rule or regulation. A buffer ranging from 10 to 50 feet around the perimeter boundary of the Land as shown on the Plat shall remain undeveloped but may be cleaned of underbrush and otherwise maintained by Lot Owners. Utility easements may be granted within the buffer and roads may be constructed across it.

4. ASSESSMENTS FOR COMMON EXPENSES: All Lot Owners will participate equally in the costs associated with drainage, the Detention Pond Easement, the Right-of-Way Easement, and the other common concerns within the subdivision, which amounts will be assessed by Declarant or his assignee on an annual basis or as necessary. Declarant shall send notice of assessment to each Owner who shall thereafter have 30 days to deliver payment to Declarant. In the event an Owner fails to do so, the unpaid assessment shall constitute a lien running with the land.

5. BUILDING RESTRICTIONS: No building on the Land shall have a height greater than 50 feet; there shall be only one free-standing sign pylon permitted for each Lot with a height not to exceed 50 feet; signs affixed to buildings shall not exceed 120 square feet and shall not extend above the roofline; exterior lighting systems shall be designed so that illumination does not constitute a hazard or nuisance to adjacent properties or roadways; Lots may not be subdivided except with the permission of Declarant, the granting of which may include the payment of additional consideration to Declarant; and construction of all improvements shall comply with building guidelines, if any, contained or set forth in the Master Covenants and in any Subordinate Covenants.

All buildings placed on the Land and all landscaping shall be constructed in a first class manner pursuant to plans approved by Declarant in accordance with the provisions hereof and which are consistent and compatible with the Development Standards for Beaufort County, South Carolina. Such approval shall be in the sole discretion of Declarant but not unreasonably withheld. All

buildings will be considered in the round, since buildings will be viewed from all sides (i.e., they cannot have a special treatment only on the front or entry, but an architectural concept must be consistent throughout). Buildings can be simple but interesting in form. The number of materials used for the exterior of all buildings shall be kept to a minimum. One of these materials will clearly have a dominant role. Buildings will be designed to appear substantial and in no way temporary in nature. Materials used should support this intent; e.g., brick, well-finished concrete (precast or poured in place), stucco, architectural block, wood, and glass. Any equipment placed or operated on the exterior of any structure, including air conditioning and heating units, must have appropriate screening of said equipment which is designed to blend with the building architecture. All flues, vents, downspouts, and other appurtenances will be considered as part of the total architectural concept. The enclosure treatment of these elements will be indicated on elevations and plans. Material, color and all other pertinent information will also be specified.

6. RIGHT OF REPURCHASE: If an Owner should receive an offer to purchase his Lot, it shall be offered for sale to the Declarant at the same price and terms at which the highest bona fide offer has been made for the Lot and with full disclosure of the intended purchaser; and the Declarant shall have thirty days within which to exercise its option to purchase said Lot at this price; and should the Declarant fail or refuse, within thirty days after receipt of written notice of the price and the terms of sale to exercise its option to purchase said Lot at the offered price and upon the offered terms, then the Owner shall have the right to sell said Lot subject however to all covenants and conditions and restrictions herein contained and at the exact price and terms submitted to the Declarant.

7. ASSIGNMENT OF DECLARANT RIGHTS: Declarant may assign all of the Declarant's rights and obligations contained herein to the Owners and the Owners agree that they will accept such assignment, at any time during the effective period these covenants and thereafter, Declarant shall have no further obligation hereunder. As a part of such an assignment of rights and obligations, Declarant may choose to retain the Right of Repurchase contained in Section 7 hereof and the right to approve further subdivision and building plan approval contained in §6 hereof.

8. GENERAL PROVISIONS:

a. These Master Covenants shall constitute covenants running with the Land and shall be enforceable by Declarant and/or by any Owner and/or by their successors or assigns in title. To the extent provided herein, the Covenants set forth herein shall be binding upon the heirs, successors and assigns of Declarant and any Owner. All conveyances (including, without limitation, grants in fee simple, leases, easements, etc.) by any Owner or Declarant, shall be subject to these Master Covenants and be fully enforceable against the grantee of any such conveyance.

b. These Master Covenants shall not be construed or interpreted to obligate Declarant or impose on Declarant the affirmative obligation to develop the Land or any portion thereof or to use the Land or portion thereof for any particular use. Further, the election by Declarant to create a Lot or to sell a Lot to a third party or to develop a Lot shall not, and shall not be construed or interpreted to, obligate Declarant to develop such remainder or to use it for any particular purpose.

c. The remedy at law to recover damages for the breach, default or violation of any of the covenants contained herein may be inadequate, and any such breach, default or violation may also be enjoined by appropriate proceedings.

d. The result of every act or omission whereby any covenant herein is violated in whole or in part is hereby declared to be a nuisance, and every remedy against nuisance, either public or private, shall be applicable.

e. In the event any affected party institutes any action or suit to enforce these Master Covenants or to seek any remedy for their breach, the prevailing party in any such action or suit shall be entitled to recover court costs and reasonable attorney's fees.

f. The rights and remedies provided herein and/or by law shall be cumulative, and the exercise of any one or more of such rights or remedies shall not preclude or affect the exercise, at the same or different times, of any other rights and remedies for the same or any different breach, default or violation. The failure of any party to enforce any of these Master Covenants shall not constitute a waiver of the right to enforce the same thereafter.

g. Unless terminated as otherwise provided herein, these Master Covenants shall continue from the date hereof until February, 2028. Notwithstanding anything herein to the contrary, if any of the covenants, conditions, restrictions, or other provisions of this Declaration shall be unlawful, void or voidable for violation of the "rule against perpetuities" as applied in the State of South Carolina, such provision shall continue to be in effect only until twenty-one (21) years after the death of the last survivor of the now living descendants of the former President of the United States, George Bush.

h. These Master Covenants may be amended or terminated only by the recordation of a written amendment signed by Declarant and a majority (based on acreage of property owned) of the Owners, if any.

i. A determination by any court of competent jurisdiction that any portion of these Master Covenants is invalid or unenforceable shall not affect the validity or enforceability of any other portion of these Master Covenants.

j. These Master Covenants shall be governed by the laws of the State of South Carolina.

k. These Master Covenants shall not be deemed or interpreted to grant or provide any rights to the public, or to any person, party or entity other than as expressly and specifically set forth herein.

l. Nothing contained herein shall operate to prevent Declarant from recording additional covenants, conditions and restrictions against the Land, or Lots thereof, provided that such covenants, conditions and restrictions are supplemental and subordinate to, and not inconsistent with, these Master Covenants.

THE REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY

OR BK 01734 PAGE 1684

IN WITNESS WHEREOF, Declarant has executed these presents the day and year first above written.

Signed, sealed and delivered
in the presence of:

Witness

Witness/ Notary

Eldon M. Bright

STATE OF SOUTH CAROLINA)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

The undersigned notary public does hereby certify that Eldon M. Bright personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this the 20th day of February, 2003.

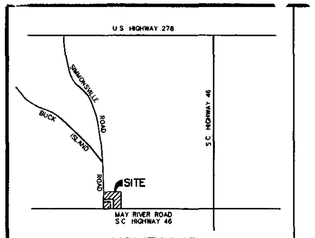
(3)
Notary Public for South Carolina
My commission expires Oct 19, 2003

OR BK 01734 PAGE 1685

Exhibit "A"

ALL those certain pieces, parcels and lots of land situate, lying and being in Beaufort County, South Carolina, totaling 7.59 acres and identified as Lots 1, 2, 3, 4, 5, and Jennifer Court 50' Right of Way, on a Plat entitled "Subdivision Plat of Bright Commercial Subdivision May River Road (S.C. Highway 46) and Buck Island Road (S.C. Highway 29), a section of Bluffton Township, Beaufort County, South Carolina" prepared by Terry G. Hatchell of Surveying Consultants, SCRLS #11059, dated 5/2/02, last revised 3/18/03 and recorded in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 92 at Page 53. For a more complete description of the Property as to metes and bounds reference may be had to said plat of record.

\\Usp_nt\e\Home\MaryR\Bright Commercial Subdivision\Dec of Covenants.doc



VICINITY MAP
NTS

AREA TABLE	
LOT 1	1.78 Ac.
LOT 2	1.54 Ac.
LOT 3	1.86 Ac.
LOT 4	0.95 Ac.
LOT 5	0.76 Ac.
JENNIFER COURT R/W	0.71 Ac.
TOTAL	7.60 Ac

N/F JAMES McLEOD & CLARA PRIOLEAU
R600-039-000-0178-0000

N/F ALBERT E. BROWN, III
R600-039-000-0017-0000

N/F TAMMY ELIZABETH BURROWS
R600-039-000-0202-0000

PINECREST SUBDIVISION-BLOCK "D"

N/F CHARLES A. MOORE
R600-039-000-0165-0000

N/F VERNON W. & LILIAN K. CAWTHON
R600-039-000-0138-0000

PINECREST SUBDIVISION-BLOCK "B"

N/F JAMIE FORBECK
R600-039-000-108C-0000

LOT 3
1.86 Ac
ADDRESS #3 JENNIFER COURT

LOT 2
1.54 Ac
ADDRESS #4 JENNIFER COURT

LOT 4
0.95 Ac
ADDRESS #1 JENNIFER COURT

LOT 5
0.76 Ac
ADDRESS #1 JENNIFER COURT

LOT 1
1.78 Ac
ADDRESS #2 JENNIFER COURT

JENNIFER COURT – 50' R/W
0.71 Acres

JENNIFER COURT – 50' R/W
0.71 Acres

BUCK ISLAND ROAD – 66' R/W
S C HIGHWAY 29

MAY RIVER ROAD – 66' R/W
S C HIGHWAY 46

POINT OF BEGINNING (FOR JENNIFER COURT R/W)

POINT OF COMMENCING (FOR JENNIFER COURT R/W)
POINT OF BEGINNING (FOR 7.60 Ac TRACT)

S 73°31'31" E — 639.40' (TOTAL)
S 78°55'09" E — 318.98'
S 78°55'09" E — 268.47'
N 73°40'11" W (TOTAL) — 500.35'
N 11°04'51" E — 301.42'
S 11°04'51" W — 246.83'
S 11°04'51" W — 219.22'
S 11°04'51" W — 234.24'
S 11°04'51" W — 259.70'
S 10°51'01" W (TOTAL) — 517.80'
N 11°04'51" E — 300.66'
N 78°55'09" W — 368.98'
N 73°34'04" W — 140.81'
N 11°04'51" E — 216.42'

BUFFERS: 10' BUFFER, 24' BUFFER
SETBACKS: 30' BUILDING SETBACK, 15' BUILDING SETBACK, 33' BUILDING SETBACK
20' DRAINAGE EASEMENT
DETENTION POND EASEMENT
TOP OF BANK
15' RIGHT-OF-WAY EASEMENT (0.22 Ac) DB 1485, PG 0371 PB 83, PG 29
50' HIGHWAY 46 BUFFER & SETBACK
ORIGINAL R/W LINE
POWER POLE IS AT PROPERTY CORNER
1/2" REBAR
3" CONC O (OFFLINE-N T S)

THE ROADS AND DRAINAGE SYSTEM FOR THIS COMMERCIAL SUBDIVISION SHOWN HEREON ARE DEDICATED TO BEAUFORT COUNTY FOR MAINTENANCE AND PUBLIC USE.

ELDON BRIGHT

NOTES

1) I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN, ALSO THERE ARE NO OBVIOUS, APPARENT OR VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN

2) AS OF THE DATE OF THIS SURVEY THIS PROPERTY IS LOCATED IN ZONE C, NOT A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY HUD PANEL 85-D, COMMUNITY NO 450025, MAP DATED 9/29/86, BASE ELEVATION N/A FLOOD HAZARD ZONE AND BASE ELEVATION SHOULD BE VERIFIED BY PROPER TOWN OR COUNTY BUILDING INSPECTIONS DEPARTMENT

3) BUILDING SETBACKS WHICH EXIST FOR THIS LOT, SHOWN OR NOT SHOWN ON THIS SURVEY, ARE EXPLAINED IN THE COVENANTS EASEMENTS & SETBACKS SHOWN SHOULD BE VERIFIED THRU THE APPROPRIATE ARCHITECTURAL REVIEW BOARD OR BUILDING AGENCY

4) UNDERGROUND UTILITIES NOT LOCATED EXCEPT AS SHOWN

5) AFTER ROAD AND UTILITY CONSTRUCTION ALL CORNERS WILL BE SET WITH 1/2" IRON REBAR WITH CAP UNLESS NOTED OTHERWISE

6) THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A CURRENT TITLE REPORT

REFERENCE PLATS

1) BOUNDARY PLAT OF PARCEL 21, BLUFFTON TOWNSHIP, DATED 7/22/97, BY FORREST F BAUGHMAN, S C R L S NO 4922, RECORDED P B 83, PG 102, 1/12/98
2) PARCEL 20, BUCK ISLAND ROAD, BLUFFTON TOWNSHIP, BEAUFORT COUNTY, S C., DATED 8/6/98 BY TERRY G HATCHELL, S C R L S NO 11059, RECORDED P B 66, PG 77
3) 0.221 ACRES, S C HWY 46, BRIGHT COMMERCIAL SUBDIVISION, BLUFFTON TOWNSHIP, BEAUFORT COUNTY, S C., DATED 8/31/2000, BY TERRY G HATCHELL, S C R L S NO 11059 RECORDED P B 83, PG 29
4) BOUNDARY, AS-BUILT, TREE & TOPOGRAPHIC SURVEY OF 8.103 Ac., S C HIGHWAY 46 & PARCELS 20A & 20B, SIMMONSVILLE ROAD, BLUFFTON TOWNSHIP, DATED 6/15/98, BY TERRY G HATCHELL, S C R L S NO. 11059

PREPARED FOR: BRIGHT REALTY & DEVELOPMENT
TAX PARCEL I D NO DIST R600-039-000-0020 & 0021-0000

SOUTH CAROLINA SURVEYING CONSULTANTS, INC No.C00635 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA REGISTERED LAND SURVEYOR 11059 TERRY G. HATCHELL

GRAPHIC SCALE
0 30 60 90

BEAUFORT COUNTY ZONING & DEVELOPMENT STANDARDS
-FINAL PLAN APPROVAL-
This is to certify that the Beaufort County Development Review Team has found that the site plan shown hereon to be in compliance with the Beaufort County Zoning & Development Standards Ordinance and has authorized issuance of a development permit.
Date of Dev Rev Team approval 10/30/98
Development Permit # 3337
Certified by Hillary Austin
Final - 12/20/02

BEAUFORT COUNTY SC - ROD
BK 00062 PG 0063
FILE NUM 2003023428
01/29/2003 01:37:18 PM
REC'D BY B BING RCPT# 1325582
RECORDING FEES 10.00

SUBDIVISION PLAT OF

BRIGHT COMMERCIAL SUBDIVISION
MAY RIVER ROAD (S.C. HIGHWAY 46) & BUCK ISLAND ROAD (S.C. HIGHWAY 29)

A SECTION OF

BLUFFTON TOWNSHIP

BEAUFORT COUNTY, SOUTH CAROLINA

SCALE 1" = 30' DATE 5/2/02 JOB NO. 97383E-4
REVISED, 3/18/2003 TO ADD JENNIFER COURT RIGHT-OF-WAY AND TOP OF BANK OF DETENTION POND

SURVEYING CONSULTANTS
39 Sheridan Park Circle Suite 6, Bluffton, SC 29910
Telephone (843) 815-3304 FAX (843) 815-3305

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PLAN REVIEW COMMENTS FOR DP-07-26-020398

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522
OLD TOWN

Plan Type: Development Plan
Apply Date: 07/23/2026
Plan Status: Hold
Plan Address: 6201 Jennifer Court BLUFFTON, SC 29910
Case Manager: Dan Frazier
Plan PIN #: R610 039 000 0756 0000

Plan Description: **A request by Daniel Keefer of Witmer Jones Keefer, Ltd., on behalf of property owner Dawna Gray of Michael Bradley Holdings, LLC for review of a Preliminary Development Plan application. The project consists of the construction of three buildings totaling 47,300 SF of retail/office and restaurant use, associated parking, open space, and infrastructure. The property is within the Neighborhood Core (NC) zoning district and consists of approximately 5.18 acres identified by tax map numbers R610 039 000 0021 0000, R610 039 000 0756 0000, and R610 039 000 0757 0000 and located north of May River Road east of Buck Island Road.**

Technical Review

Submission #: 1 Recieved: 07/23/2026 Completed: 08/21/2026

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Review - Principal	08/21/2026	Dan Frazier	Revisions Required

Comments:

1. Provide a traffic Assessment per UDO Section 5.9.3.B.1.
2. There are proposed trees on the landscape plan shown above underground BMP Chambers.
3. Provide typical dimensions on site plan - parking stalls, lane widths, building footprints, building foundation planting area widths, etc..
4. The civil site plan lacks sufficient information to provide a complete review. Civil Plan does not match landscape plan (parking..)
5. Offsite improvements including parking and street trees subject to property owner approval.
6. Diagonal parking provided on Jennifer Court encroaches the subject property's required 10-ft buffer area.

Watershed Management Review DRC	08/21/2026	Samantha Crotty	Revisions Required

Comments:

1. Show the feasibility of meeting current stormwater standards using the compliance calculator. (SWDM Chapter 3)
2. Provide a BMP exhibit showing all proposed BMPs.
3. Provide a jurisdictional determination for the wetland on site.
4. BMPs proposed in the narrative are not consistent with proposed BMPs shown on the site plan. Revise narrative/site plan.
5. At time of stormwater permit submittal, demonstrate the of the off-site or regional stormwater management practice can safely convey the 100-year, 24-hour storm event. (SWDM 3.12)
6. Document the use of better site design principles (SWDM 2.2.1) in the narrative.

Beaufort Jasper Water and Sewer Review	08/21/2026	Matthew Michaels	Approved with Conditions

Comments:

If applicable, the Applicant is required to submit design drawings, hydraulic loadings, and calculations to BJWSA's Engineering Department for review and approval.

Fire Department Review	08/21/2026	Dan Wiltse	Approved with Conditions

Comments:

1. Provide an exhibit demonstrating delivery truck and emergency vehicle circulation.

Planning Commission Review	08/21/2026	Caroline Luke	Approved with Conditions

Comments:

Comments may be provided at time of Development Review Committee meeting.

Building Safety Review	08/21/2026	Sidney Holland	Approved
Planning Review - Address	08/21/2026	Ethan Greeley	Approved
Transportation Department Review	07/24/2026	Mark Maxwell	Approved

Comments:

No comments

Plan Review Case Notes:`

JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA



CONSULTANT INFO

ALL ARCHITECTURAL INFORMATION WAS TAKEN FROM DIGITAL DATA PROVIDED BY:

COMPANY
CITY, STATE
(XXX) XXX.XXXX

ALL CIVIL ENGINEERING, INCLUDING TOPO AND BOUNDARY SURVEYS, EXISTING TREES AND SURVEY DATA WERE TAKEN FROM DIGITAL FILES PROVIDED BY:

DAVIS & FLOYD
BLUFFTON, SC
(843) 379.2222

ISSUED: JULY 21, 2026

CONTACT

WITMER JONES KEEFER
23 PROMENADE ST., SUITE 201
BLUFFTON, SC. 29910
(843) 757.7411
WWW.WJKLTD.COM

SHEET INDEX

		COVER SHEET
A	-	EXISTING CONDITIONS
B	-	TREE REMOVAL AND DEMOLITION
C	-	SITE PLAN
D	-	SITE DIAGRAMS AND TABLES

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SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	JUL. 16, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	JM
CHECKED BY:	DK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
COVER SHEET

DRAWING NUMBER
CS

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SITE DEVELOPMENT PLANS
FOR

JENNIFER COURT COMMERCIAL

BLUFFTON, SOUTH CAROLINA

DATE:	JUL. 16, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	JM
CHECKED BY:	DK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
REFERENCE PLAN EXISTING CONDITIONS

DRAWING NUMBER
A

383 BUCK ISLAND ROAD

BUCK ISLAND ROAD

JENNIFER COURT

MAY RIVER ROAD

15 RED CEDAR STREET

11 RED CEDAR STREET

5 RED CEDAR STREET

EXISTING PARKER'S KITCHEN SITE

EXISTING POND

EXISTING TOP OF WATER

PROPERTY LINE

10' BUFFER

24' BUFFER

30' B.S.L.

33' B.S.L.

EXISTING SIDEWALK

50' HWY 46 BUFFER AND SETBACK (MEASURED FROM ORIGINAL R/W)

N

E

W

0 5 10 15 20 25 30 35 40

Scale 1 " = 10'

SITE DEMOLITION LEGEND

CALL-OUT	SYMB.	DESCRIPTION
	X	TREE TO BE REMOVED

NOTE: DEMOLITION HATCHES ARE GRAPHIC IN NATURE AND ARE NOT INTENDED TO BE TO SCALE.

EXISTING WETLAND TO BE FILLED

PROPERTY LINE

24' BUFFER
30' B.S.L.

BUCK ISLAND ROAD

PROPERTY LINE
10' BUFFER
33' B.S.L.
EXISTING SIDEWALK

JENNIFER COURT

10' BUFFER
PROPERTY LINE

EXISTING TREE TO REMAIN, TYP.

EXISTING DITCH TO BE FILLED

EXISTING TREE TO BE REMOVED, TYP. TO BE COORDINATED WITH ENGINEERS' PLAN

EXISTING DITCH TO BE FILLED

EXISTING PARKER'S KITCHEN SITE

JENNIFER COURT

PROPERTY LINE
10' BUFFER

EXISTING POND

24' BUFFER
PROPERTY LINE

50' HWY 46 BUFFER AND SETBACK (MEASURED FROM ORIGINAL R/W)

PROPERTY LINE

MAY RIVER ROAD

0 5 10 15 20 25 30 35 40
Scale 1 " = 10'

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SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:
PROJECT NO.: XXXXX.XX
DRAWN BY: JM
CHECKED BY: DK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
TREE REMOVAL AND DEMOLITION PLAN

DRAWING NUMBER
B



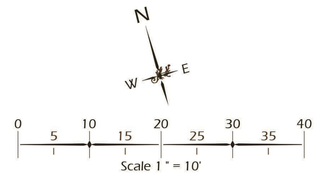
REQUIRED PARKING				
DESCRIPTION	USE	S.F.	REQUIREMENTS	PARKING SPACES
BUILDING 01	OFFICE / RETAIL (1ST FLOOR)	12,400 S.F.	04 SPACES/1,000 S.F.	50
	OFFICE (2ND FLOOR)	12,400 S.F.	04 SPACES/1,000 S.F.	50
BUILDING 02	OFFICE / RETAIL (1ST FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
	OFFICE (2ND FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
BUILDING 03	RESTAURANT (1ST FLOOR)	7,500 S.F.	04 SPACES/1,000 S.F.	30
	OFFICE (2ND FLOOR)	3,000 S.F.	04 SPACES/1,000 S.F.	12
TOTAL REQUIRED SPACES				**190**

PARKING SUMMARY	
DESCRIPTION	PARKING SPACES
CAR	209
ACCESSIBLE CAR / VAN	11
TOTAL PROPOSED SPACES	220
TOTAL EXISTING SPACES	00
TOTAL PARKING SPACES	**220**

NOTE:
1. ONE BICYCLE SPACE REQUIRED PER 15 CARS (REDUCE BY 50% FOR SHARED USE).

PROPOSED SITE COVERAGE TABLE	
	ACTUAL COVERAGE (SF)
TOTAL PERVIOUS	XX
TOTAL IMPERVIOUS	129,031
TOTAL SITE	225,570
% SITE COVERAGE	**57.20%**

SITE DESCRIPTION	
EXISTING ZONING	**NEIGHBORHOOD CORE**
TOTAL SITE AREA (ACRES)	**±5.18 A.C.**



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SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	JUL. 16, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	JM
CHECKED BY:	DK

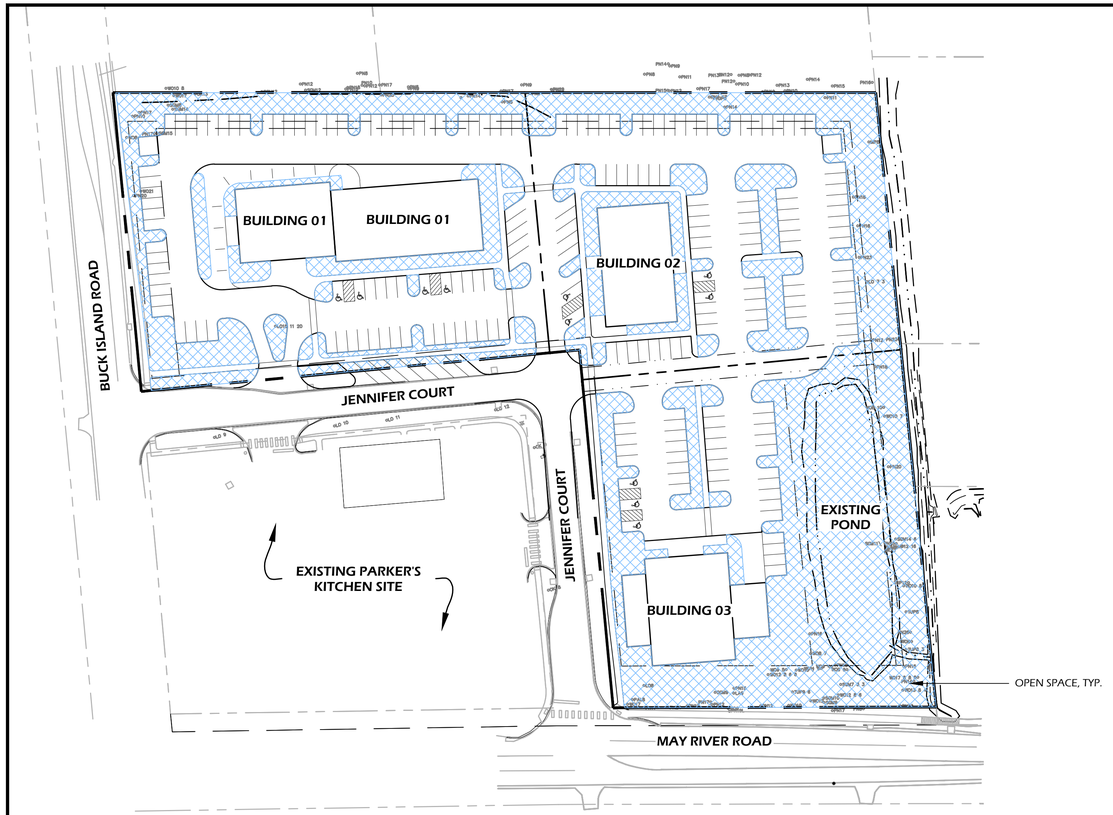
PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE PLAN
PROPOSED CONDITIONS

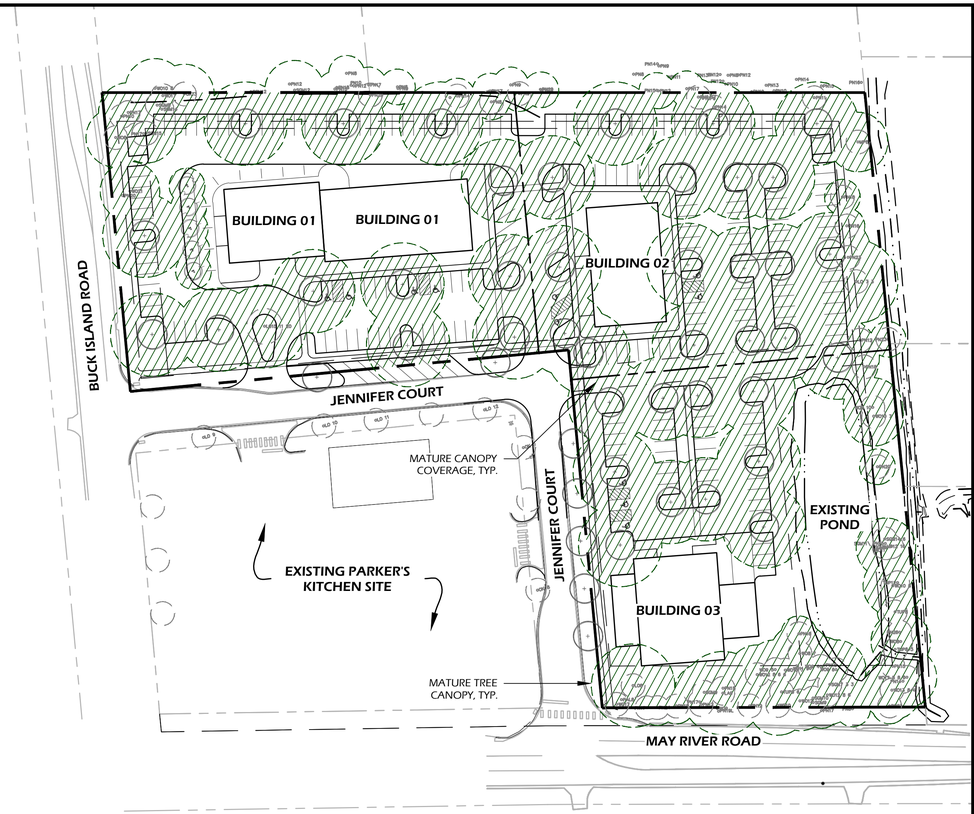
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C

ATTACHMENT 5



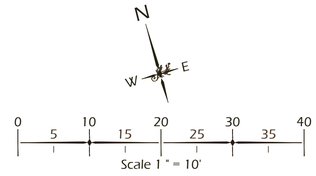
OPEN SPACE EXHIBIT

OPEN SPACE TABLE		
DESCRIPTION	ACTUAL COVERAGE (SF)	PERCENT OF TOTAL SITE (%)
TOTAL LIMIT OF WORK AREA	225,570 S.F.	
OPEN SPACE	93,836 S.F.	**41.60 %**



TREE CANOPY EXHIBIT

CANOPY COVERAGE TABLE	
DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL LIMIT OF WORK AREA	225,570 S.F.
BUILDING FOOTPRINT	27,250 S.F.
REMAINING SITE AREA	198,320 S.F.
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	151,032 S.F.
% CANOPY COVERAGE (75% MIN.)	**76.16%**



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SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	JUL. 16, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	JM
CHECKED BY:	DK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE DIAGRAMS AND TABLES

DRAWING NUMBER
D

ATTACHMENT 6

PLAN REVIEW COMMENTS FOR DP-07-26-020398

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522
OLD TOWN

Plan Type:	**Development Plan**	**Apply Date:**	**07/23/2026**
Plan Status:	**Hold**	**Plan Address:**	**6201 Jennifer Court BLUFFTON, SC 29910**
Case Manager:	**Dan Frazier**	**Plan PIN #:**	**R610 039 000 0756 0000**

Plan Description: **A request by Daniel Keefer of Witmer Jones Keefer, Ltd., on behalf of property owner Dawna Gray of Michael Bradley Holdings, LLC for review of a Preliminary Development Plan application. The project consists of the construction of three buildings totaling 47,300 SF of retail/office and restaurant use, associated parking, open space, and infrastructure. The property is within the Neighborhood Core (NC) zoning district and consists of approximately 5.18 acres identified by tax map numbers R610 039 000 0021 0000, R610 039 000 0756 0000, and R610 039 000 0757 0000 and located north of May River Road east of Buck Island Road.**

Technical Review

Submission #: 1 Recieved: 07/23/2026 Completed: 08/21/2026

Reviewing Dept.	*Complete Date*	*Reviewer*	*Status*
Planning Review - Principal	08/21/2026	Dan Frazier	Revisions Required

Comments: **8-26-26 RESPONSE TO COMMENTS:**

1. Provide a traffic Assessment per UDO Section 5.9.3.B.1. **TIA WILL BE UPDATED IN EARLY SEPTEMBER**
2. There are proposed trees on the landscape plan shown above underground BMP Chambers. **CHAMBERS ADJUSTED PER LANDSCAPE**
3. Provide typical dimensions on site plan - parking stalls, lane widths, building footprints, building foundation planting area widths, etc.. **ADDED ON SITE PLAN 'C'**
4. The civil site plan lacks sufficient information to provide a complete review. Civil Plan does not match landscape plan (parking..)
5. Offsite improvements including parking and street trees subject to property owner approval. **CIVIL SET UPDATED AND SUBMITTED 8-26-26**
6. Diagonal parking provided on Jennifer Court encroaches the subject property's required 10-ft buffer area. **PARKING UPDATED TO**

Watershed Management Review DRC	08/21/2026	Samantha Crotty	Revisions Requi

Comments:

1. Show the feasibility of meeting current stormwater standards using the compliance calculator. (SWDM Chapter 3) **SUBMITTED**
2. Provide a BMP exhibit showing all proposed BMPs. **SUBMITTED 8-26-26 PER D&F LETTER**
3. Provide a jurisdictional determination for the wetland on site. **SUBMITTED 8-26-26** **UPDATED 8-26-26**
4. BMPs proposed in the narrative are not consistent with proposed BMPs shown on the site plan. Revise narrative/site plan.
5. At time of stormwater permit submittal, demonstrate the of the off-site or regional stormwater management practice can safely convey the 100-year, 24-hour storm event. (SWDM 3.12) **SUBMITTED 8-26-26**
6. Document the use of better site design principles (SWDM 2.2.1) in the narrative. **SUBMITTED 8-26-26**

Beaufort Jasper Water and Sewer Review	08/21/2026	Matthew Michaels	Approved with Conditions

Comments:

If applicable, the Applicant is required to submit design drawings, hydraulic loadings, and calculations to BJWSA's Engineering Department for review and approval.

Fire Department Review	08/21/2026	Dan Wiltse	Approved with Conditions

Comments:

1. Provide an exhibit demonstrating delivery truck and emergency vehicle circulation. **SUBMITTED 8-26-26**

Planning Commission Review	08/21/2026	Caroline Luke	Approved with Conditions

Comments:

Comments may be provided at time of Development Review Committee meeting.

Building Safety Review	08/21/2026	Sidney Holland	Approved
Planning Review - Address	08/21/2026	Ethan Greeley	Approved
Transportation Department Review	07/24/2026	Mark Maxwell	Approved

Comments:

No comments

Plan Review Case Notes:`

Response to additional Town of Bluffton comments (dated 9/03/2026)

1. Stormwater updated per SOLOCO standards
2. Building 3 - the HWY 46 Buffer and building setback should be 50’ Buffer from the current property line (UDO Section 5.3.7.B.2.b. Adjacent Street Buffers), plus a 10’ commercial building setback (UDO Table 5.8.3.B Lot Standards). Building 3 should be set back a minimum of 60 feet from Hwy 46, and the setback and buffer labeling should be updated. I have attached the 5 Red Cedar plans that reflect the 50’ Adjacent Street Buffer and the additional 10’ building setback.
    1. ***Response: Site plan updated***
3. The drive-thru service window for Building 1 must be located on the façade that is opposite the primary or secondary street and designed in a manner to be integral in massing and design as the principal structure for which it serves. (UDO Section 5.14.4 Drive -Thru Facilities).
    1. ***Response: Drive-thru removed from plan***

Jennifer Court Commercial

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Gallagher

Prepared by

Kimley»Horn

DRAFT

September 2026

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Jennifer Court Commercial

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Gallagher

Prepared by

Kimley»Horn

DRAFT



September 2026

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1080 Morrison Drive, Suite 240
Charleston, South Carolina, 29403

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D – Raw Turning Movement Counts
E – Historic Growth Rate Data
F – Capacity Analysis Worksheets
G – Turn Lane Warrant Analysis

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1 Executive Summary

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

It is assumed that the project will access the roadway network via the following three unsignalized, full-movement accesses:

- Project Driveway A – located approximately 130’ east of Buck Island Road along Jennifer Court. This access is proposed to align with the Parker’s Gas Station Access Point.
- Project Driveway B – located approximately 360’ east of Buck Island Road along Jennifer Court.
- Project Driveway C – located approximately 300’ north of May River Road along Jennifer Court.

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It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses at the following study intersections:

1) Buck Island Road at Simmonsville Road
2) Buck Island Road at Jennifer Court/Little Aaron Road
3) Jennifer Court at Project Driveway A/Parker's Driveway 1
4) May River Road at Buck Island Road
5) May River Road at Jennifer Court
6) Jennifer Court at Parker's Driveway 2
7) Jennifer Court at Project Driveway B/Project Driveway C

Based on the results of the traffic analyses, the following improvements are recommended to mitigate the impact of the proposed development's traffic on the study area intersections:

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Construct the site access with one ingress lane and one egress lane.

May River Road at Buck Island Road

- Modify the southbound signal heads to provide a right-turn overlap phase for the southbound right-turn movement.
- Replace the existing 3-section signal head currently controlling the southbound right-turn movement with a 5-section signal head to facilitate the right-turn overlap signal phase.

Jennifer Court at Project Driveway B/Project Driveway C

- Construct the project driveways with one ingress lane and one egress lane.

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1 Introduction

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

The location of the proposed development and site plan are illustrated in **Figure 1** and **Figure 2**, respectively**.** A conceptual site plan is attached in **Appendix A.**

It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses in the following conditions:

- 2026 Existing Conditions
- 2028 No-Build Conditions
- 2028 Build Conditions
- 2030 No-Build Conditions
- 2030 Build Conditions
- 2032 No-Build Conditions
- 2032 Build Conditions

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1.1 Existing Conditions

May River Road is a two-lane, urban minor arterial with a posted speed limit of 30 miles per hour (mph) east of Buck Island Road and 45 mph west of Buck Island Road. Based upon SCDOT data, 15,900 vehicles per day traveled along May River Road in 2025 at count station 07-0157. Count station 07-0157 is good from Buck Island Road to Boundary Street.

Buck Island Road is a two-lane, urban major collector with a posted speed limit of 40 mph in the study area. Based upon SCDOT data, 8,500 vehicles per day traveled along Buck Island Road in 2025 at count station 07-0334. Count station 07-0334 is good from May River Road to Simmonsville Road.

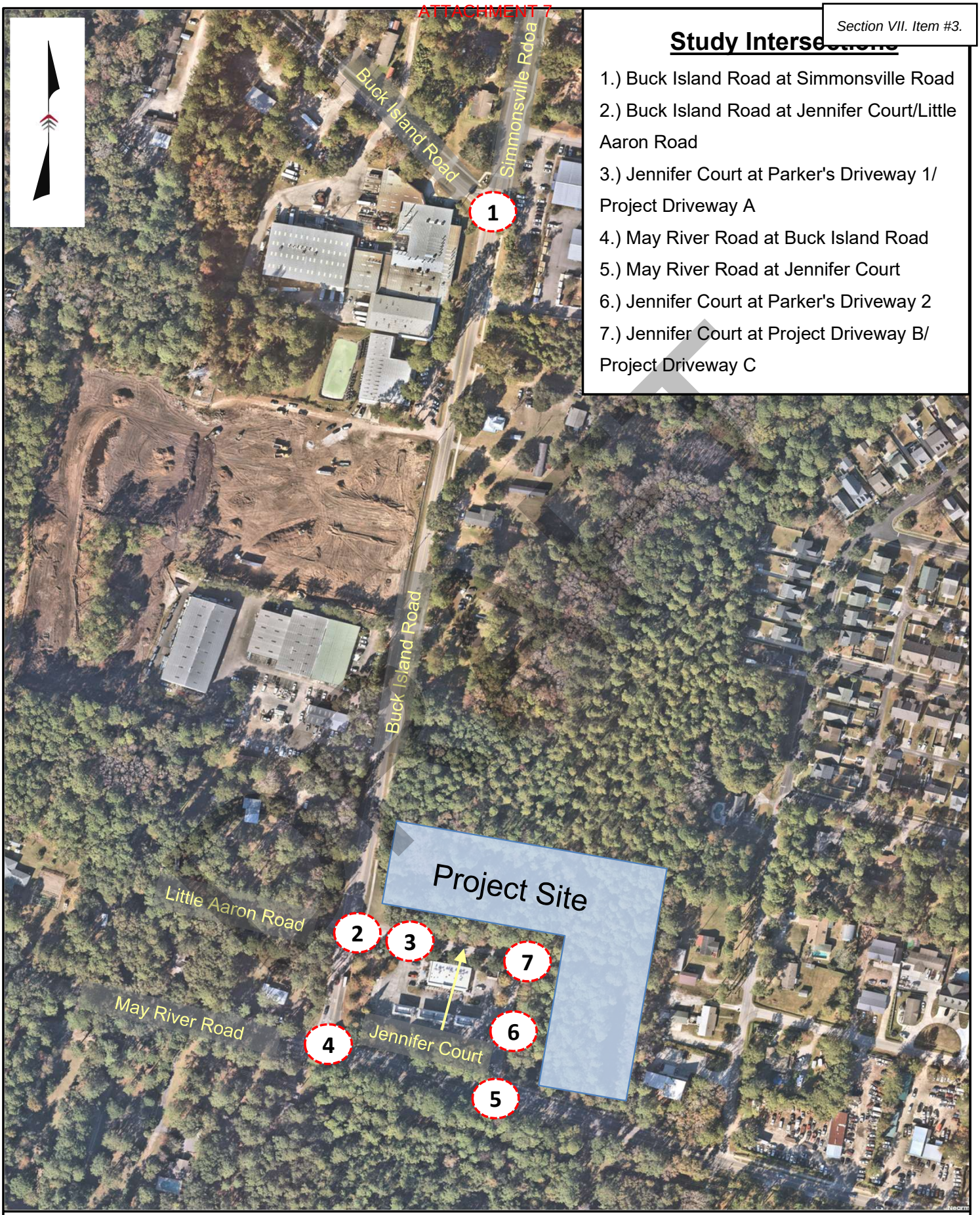
Simmonsville Road is a two-lane, urban major collector with a posted speed limit of 40 mph in the study area. Based upon SCDOT data, 12,200 vehicles per day traveled along Simmonsville Road in 2025 at count station 07-0337. Count Station 07-0337 is good from Buck Island Road to Fording Island Road.

Jennifer Court and Little Aaron Road are local roads. SCDOT count station data is not available along Jennifer Court and Little Aaron Road.

Jennifer Court currently provides access to the Parker's gas station and is frequently used as a cut through to bypass the signal at May River Road at Buck Island Road.

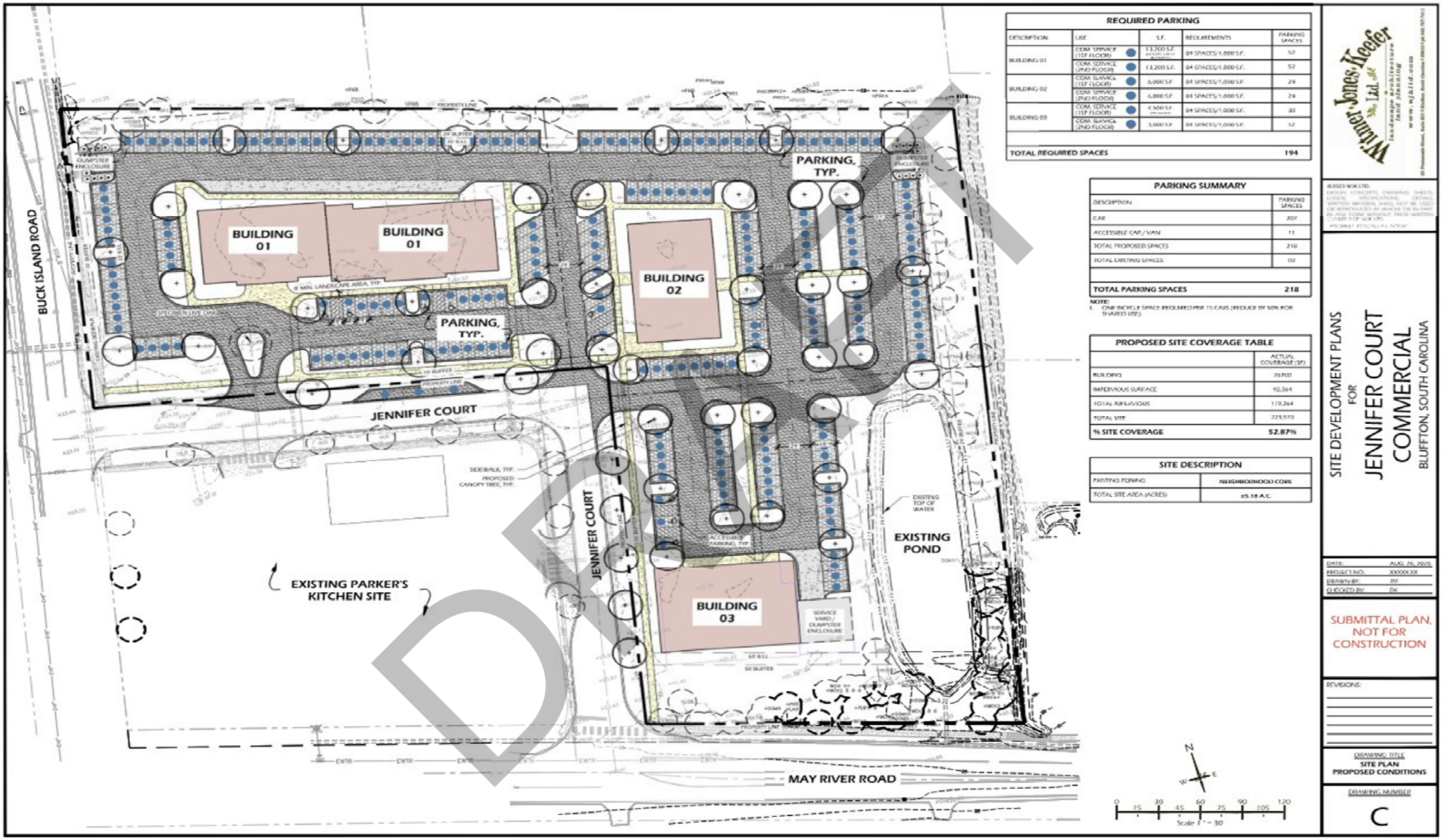
The existing geometry and traffic control for the study area intersections are illustrated in **Figure 3.**

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Study Intersections

1.) Buck Island Road at Simmonsville Road
2.) Buck Island Road at Jennifer Court/Little Aaron Road
3.) Jennifer Court at Parker's Driveway 1/ Project Driveway A
4.) May River Road at Buck Island Road
5.) May River Road at Jennifer Court
6.) Jennifer Court at Parker's Driveway 2
7.) Jennifer Court at Project Driveway B/ Project Driveway C



REQUIRED PARKING				
DESCRIPTION	USE	S.F.	REQUIREMENTS	PARKING SPACES
BUILDING 01	COM. SERVICE (1ST FLOOR)	13,700 S.F.	04 SPACES/1,000 S.F.	52
	COM. SERVICE (2ND FLOOR)	13,200 S.F.	04 SPACES/1,000 S.F.	52
BUILDING 02	COM. SERVICE (1ST FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
	COM. SERVICE (2ND FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
BUILDING 03	COM. SERVICE (1ST FLOOR)	7,500 S.F.	04 SPACES/1,000 S.F.	30
	COM. SERVICE (2ND FLOOR)	3,000 S.F.	04 SPACES/1,000 S.F.	12
TOTAL REQUIRED SPACES				194

PARKING SUMMARY	
DESCRIPTION	PARKING SPACES
CAR	207
ACCESSIBLE CAR / VAN	11
TOTAL PROPOSED SPACES	218
TOTAL EXISTING SPACES	00
TOTAL PARKING SPACES	218

NOTE:
1. ONE BICYCLE SPACE REQUIRED PER 15 CARS (REDUCE BY 50% FOR SHARED USE).

PROPOSED SITE COVERAGE TABLE	
	ACTUAL COVERAGE (SF)
BUILDING	78,700
IMPERVIOUS SURFACE	92,564
TOTAL IMPERVIOUS	119,264
TOTAL SITE	225,570
% SITE COVERAGE	52.87%

SITE DESCRIPTION	
EXISTING ZONING	NEIGHBORHOOD CORE
TOTAL SITE AREA (ACRES)	±5.18 A.C.

Scale 1" = 30'

SITE DEVELOPMENT PLANS FOR JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

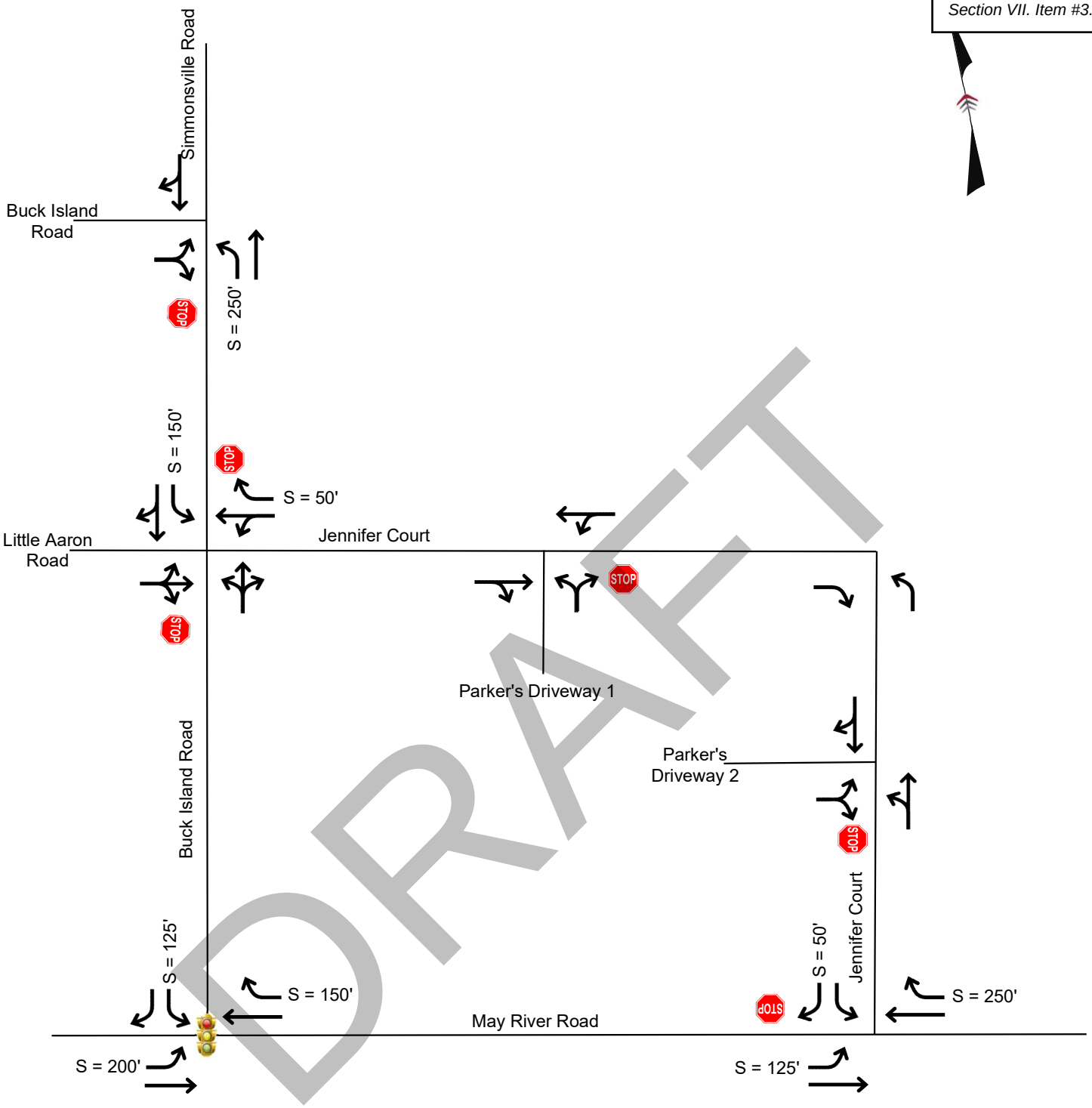
DATE: AUG. 26, 2025
PROJECT NO: XXXXXXXX
DRAWN BY: XX
CHECKED BY: XX

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE PLAN
PROPOSED CONDITIONS

DRAWING NUMBER
C



DRAFT

Legend

- Existing Laneage
- S = XX' Storage Length
- Existing Signal
- Existing Stop Control

2 Project Traffic

2.1 Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for the following land use codes (LUCs):

Phase 1:

- LUC 930 – Fast Casual Restaurant – 5,800 SF
- LUC 710 – General Office Building – 10,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 10,200 SF

Phase 2:

- LUC 930 – Fast Casual Restaurant – 5,800 SF
- LUC 710 – General Office Building – 16,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 16,200 SF

Phase 3:

- LUC 930 – Fast Casual Restaurant – 13,300 SF
- LUC 710 – General Office Building – 19,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 16,200 SF

Since the development includes office, retail, and restaurant land uses, internal capture reductions were calculated. Internal capture trip reductions were estimated based on the methodologies in the *ITE Trip Generation Handbook, 3rd Edition*. Internal capture reductions were limited to 20 percent of the baseline trips in each phase.

As shown in **Table 1**, the development is anticipated to generate 68 (49 In/19 Out) AM peak hour trips and 162 (70 In/92 Out) PM peak hour net new external trips in Phase 1, generate 97 (67 In/30 Out) AM peak hour trips and 190 (82 In/108 Out) PM peak hour net new external trips in Phase 2, and generate 100 (71 In/29 Out) AM peak hour trips and 278 (128 In/150 Out) PM peak hour net new external trips in Phase 3. The estimated trip generation is summarized in **Table 1**. Trip generation calculations can be found in **Appendix B**.

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Table 1 - Trip Generation Summary

Land Use		Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Phase 1	930 – Fast Casual Restaurant	5.8	KSF	1,310	9	6	3	83	44	39
	710 – General Office Building	10.2	KSF	271	31	27	4	41	34	7
	822 – Strip Retail Plaza (<40k)	10.2	LKSF	660	40	22	18	77	39	38
	Subtotal			**2,241**	**80**	**55**	**25**	**201**	**90**	**111**
	Internal Capture			**-447**	**-12**			**-39**		
	New External Vehicular Trips			**1,794**	**68**	**49**	**19**	**162**	**70**	**92**
Phase 2	930 – Fast Casual Restaurant	5.8	KSF	1,310	9	6	3	83	44	39
	710 – General Office Building	16.2	KSF	308	38	33	5	47	8	39
	822 – Strip Retail Plaza	16.2	LKSF	913	64	35	29	106	53	53
	Subtotal			**2,531**	**111**	**74**	**37**	**236**	**105**	**131**
	Internal Capture			**-507**	**-14**			**-46**		
	New External Vehicular Trips			**2,024**	**97**	**67**	**30**	**190**	**82**	**108**
Phase 3	930 – Fast Casual Restaurant	13.3	KSF	3,004	19	12	7	191	101	90
	710 – General Office Building	19.2	KSF	327	41	36	5	50	8	42
	822 – Strip Retail Plaza (<40k)	16.2	LKSF	913	64	35	29	106	53	53
	Subtotal			**4,244**	**124**	**83**	**41**	**347**	**162**	**185**
	Internal Capture			**-776**	**-24**			**-69**		
	New External Vehicular Trips			**3,468**	**100**	**71**	**29**	**278**	**128**	**150**

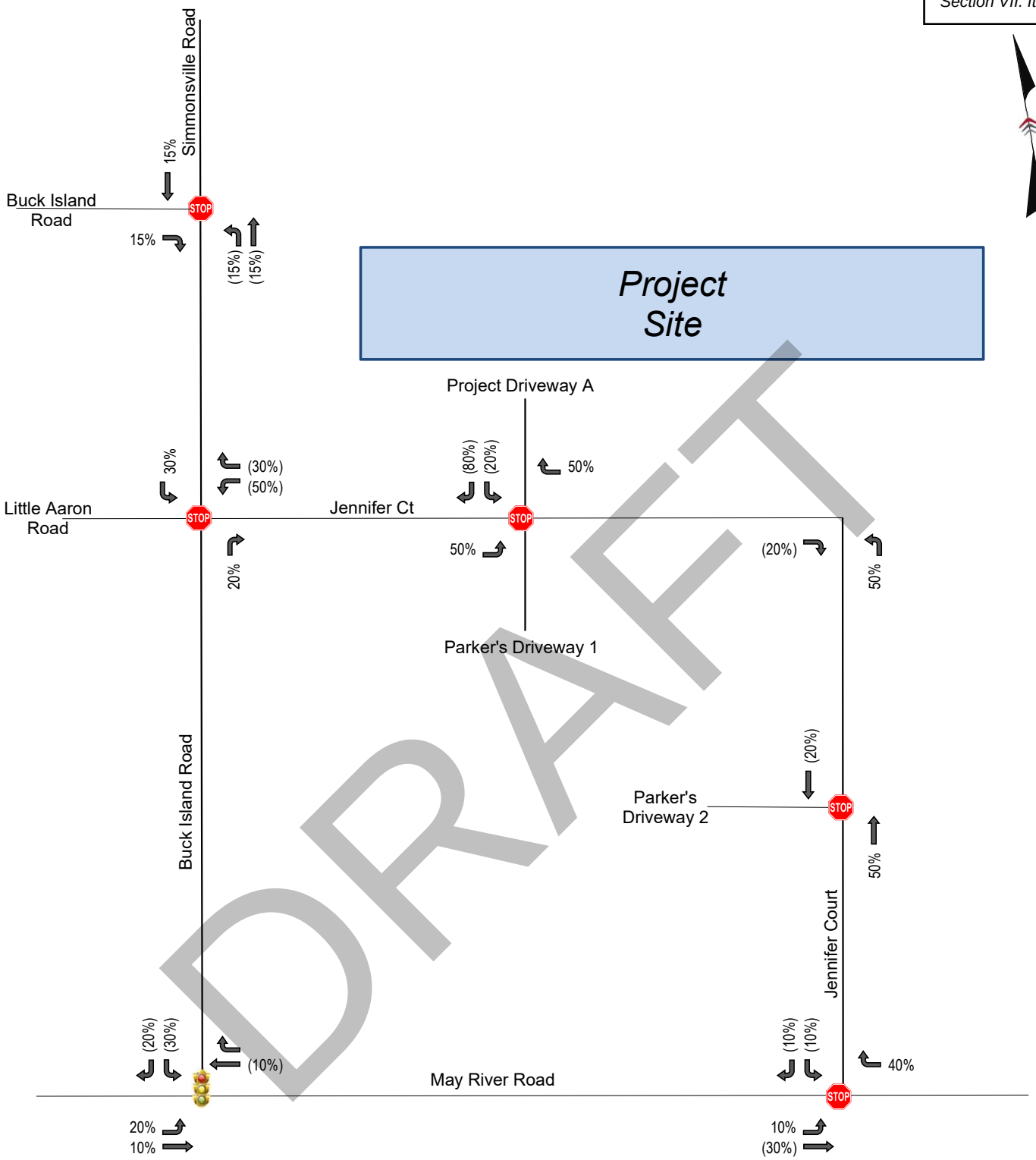
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2.2 Trip Distribution & Assignment

New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, proximity to similar land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows:

- 15% to/from the north via Simmonsville Road
- 15% to/from the north via Buck Island Road
- 40% to/from the east via May River Road
- 30% to/from the west via May River Road

The project trip distribution and assignment are illustrated in **Figure 4** and **Figure 5**, respectively, for Phase 1. The project trip distribution and assignment are illustrated in **Figure 6** and **Figure 7**, respectively, for Phase 2. The project trip distribution and assignment are illustrated in **Figure 8** and **Figure 9**, respectively, for Phase 3.

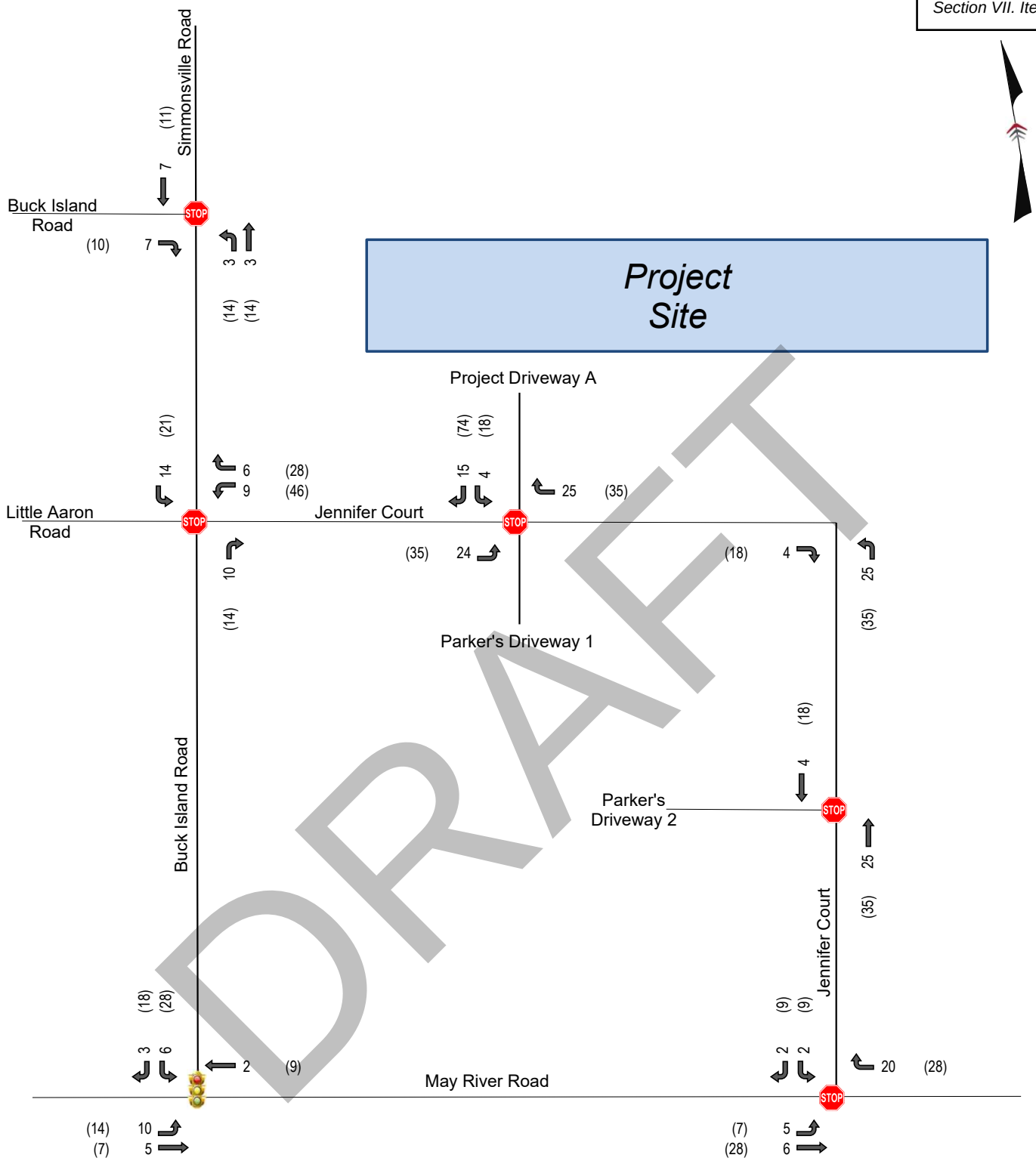


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Legend

xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution



Legend

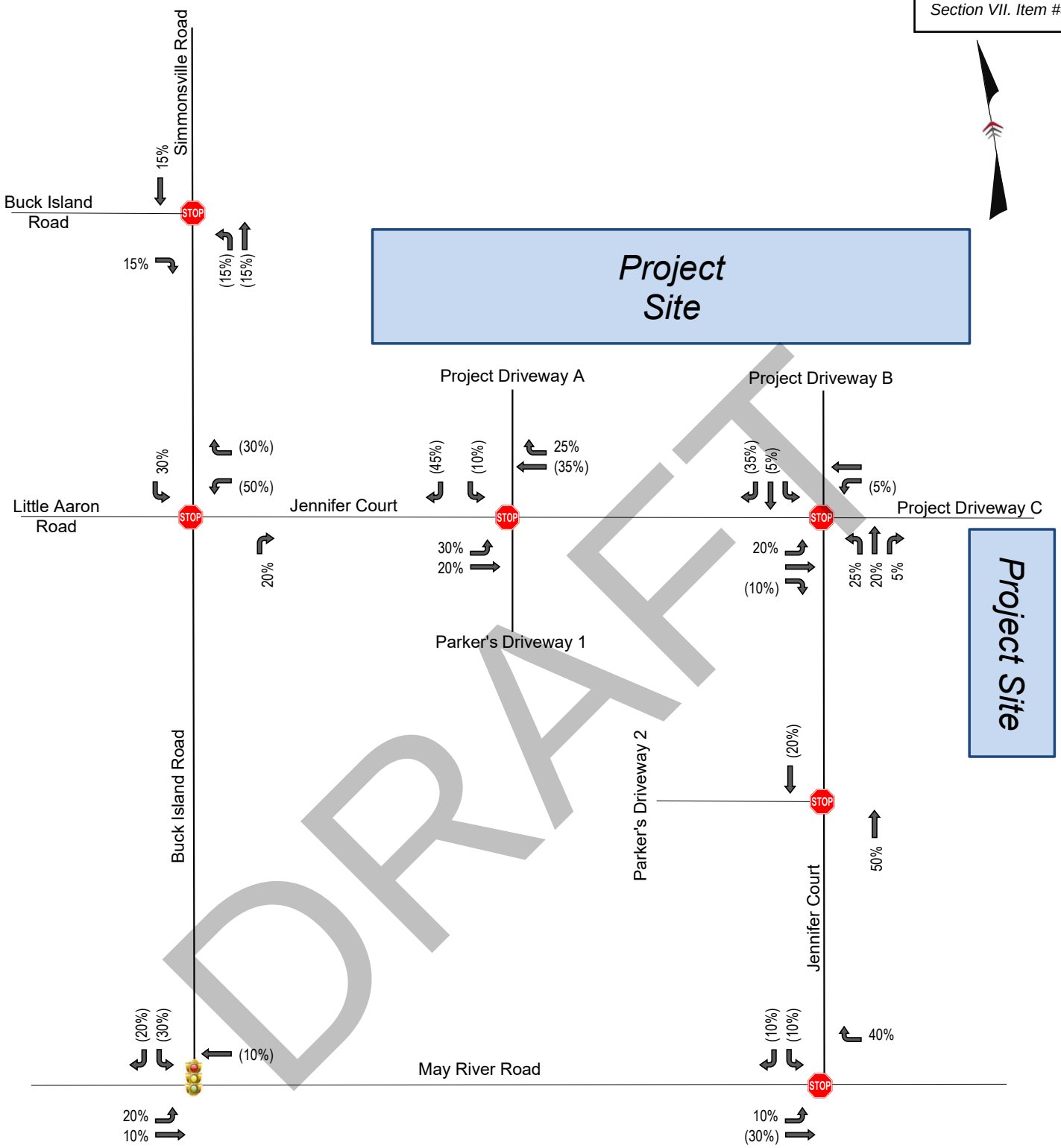
xx AM Peak-Hour Project Trips

(xx) PM Peak-Hour Project Trips

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Jennifer Court Commercial Development

Figure 5 - Phase 1 Project Trip Assignment



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Legend

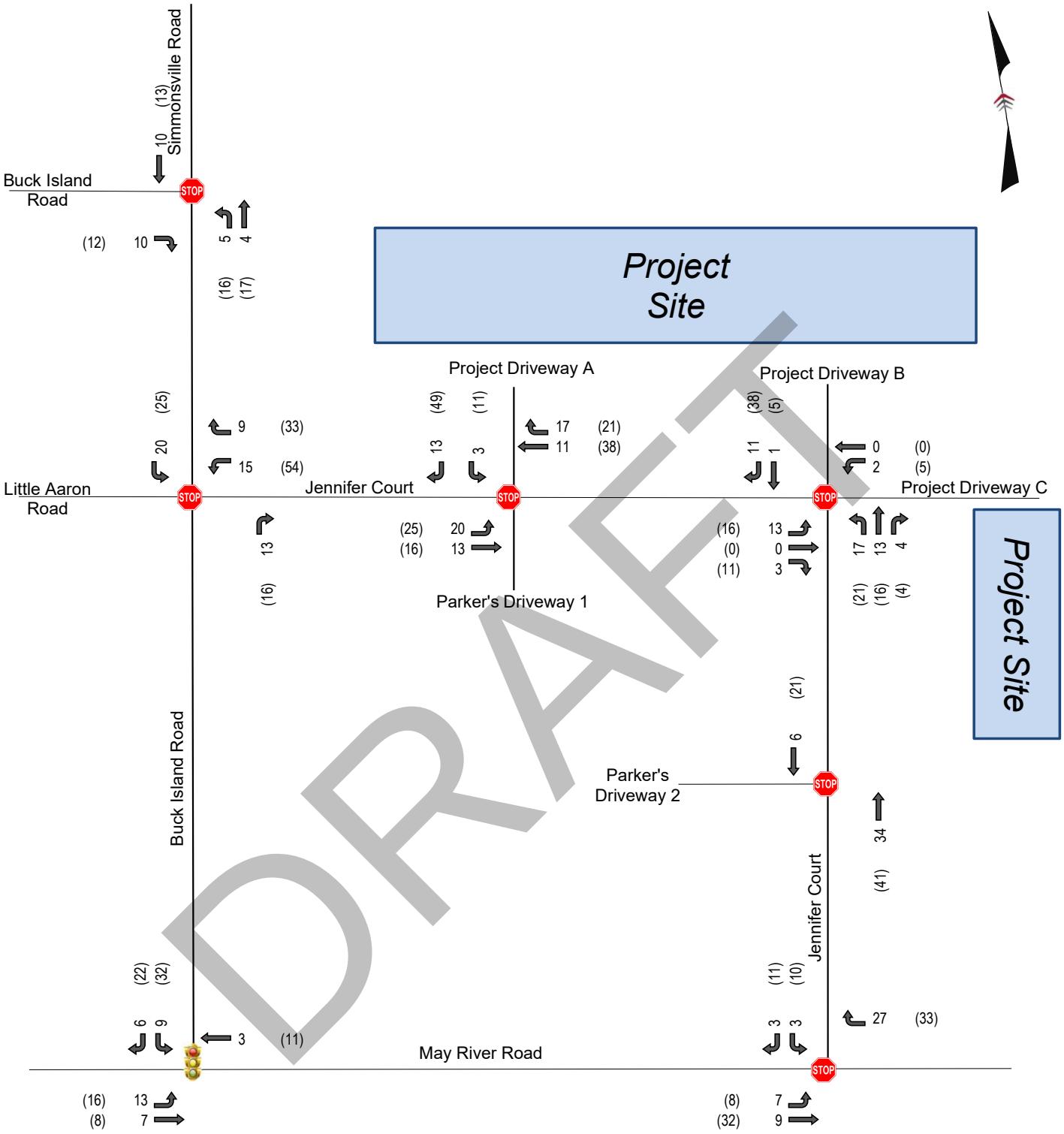
xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution

Kimley»Horn

Jennifer Court Commercial Development

Figure 6 - Phase 2 Trip Distribution



Legend

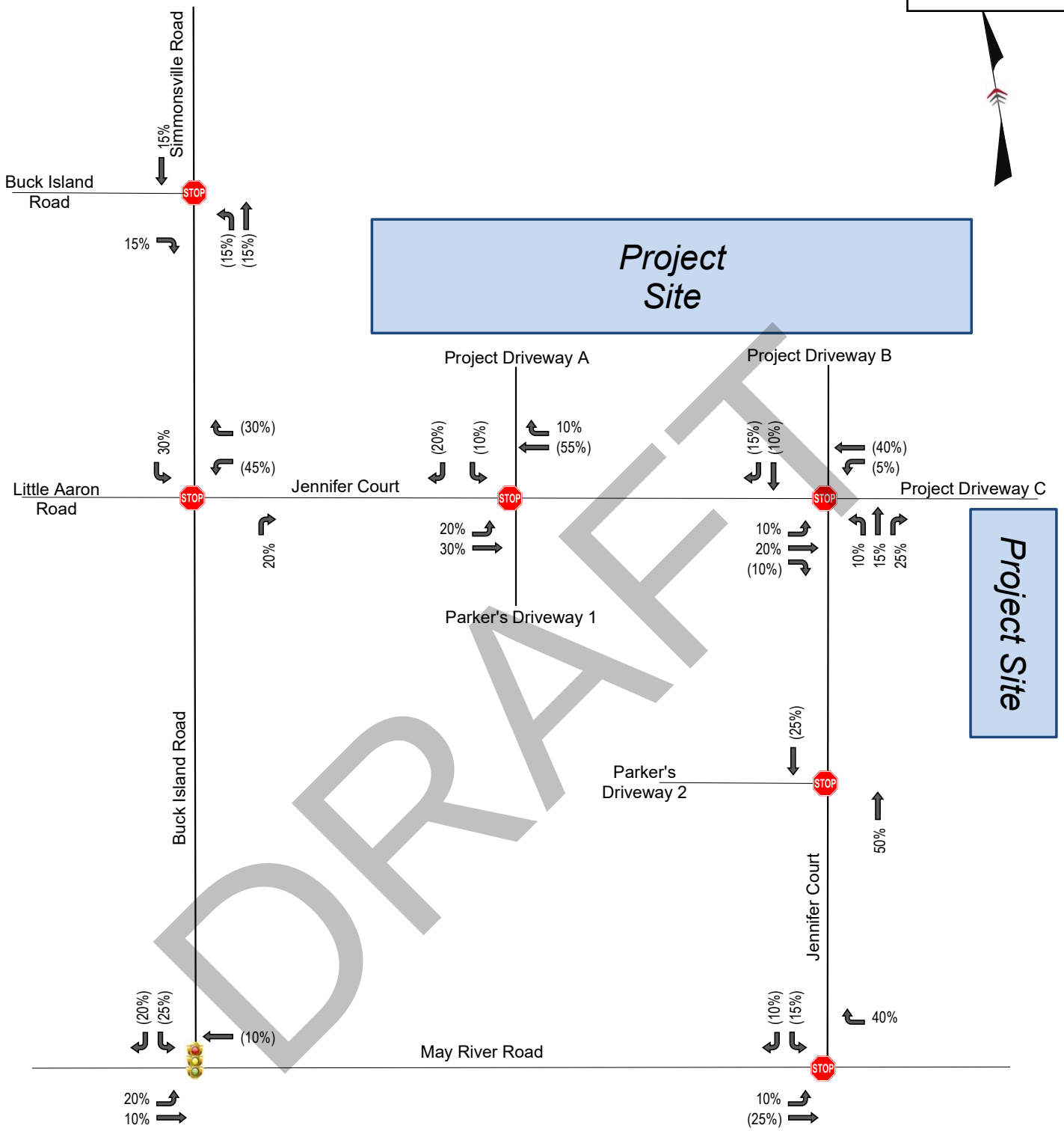
xx AM Peak-Hour Project Trips

(xx) PM Peak-Hour Project Trips

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Jennifer Court Commercial Development

Figure 7 - Phase 2 Project Trip Assignment

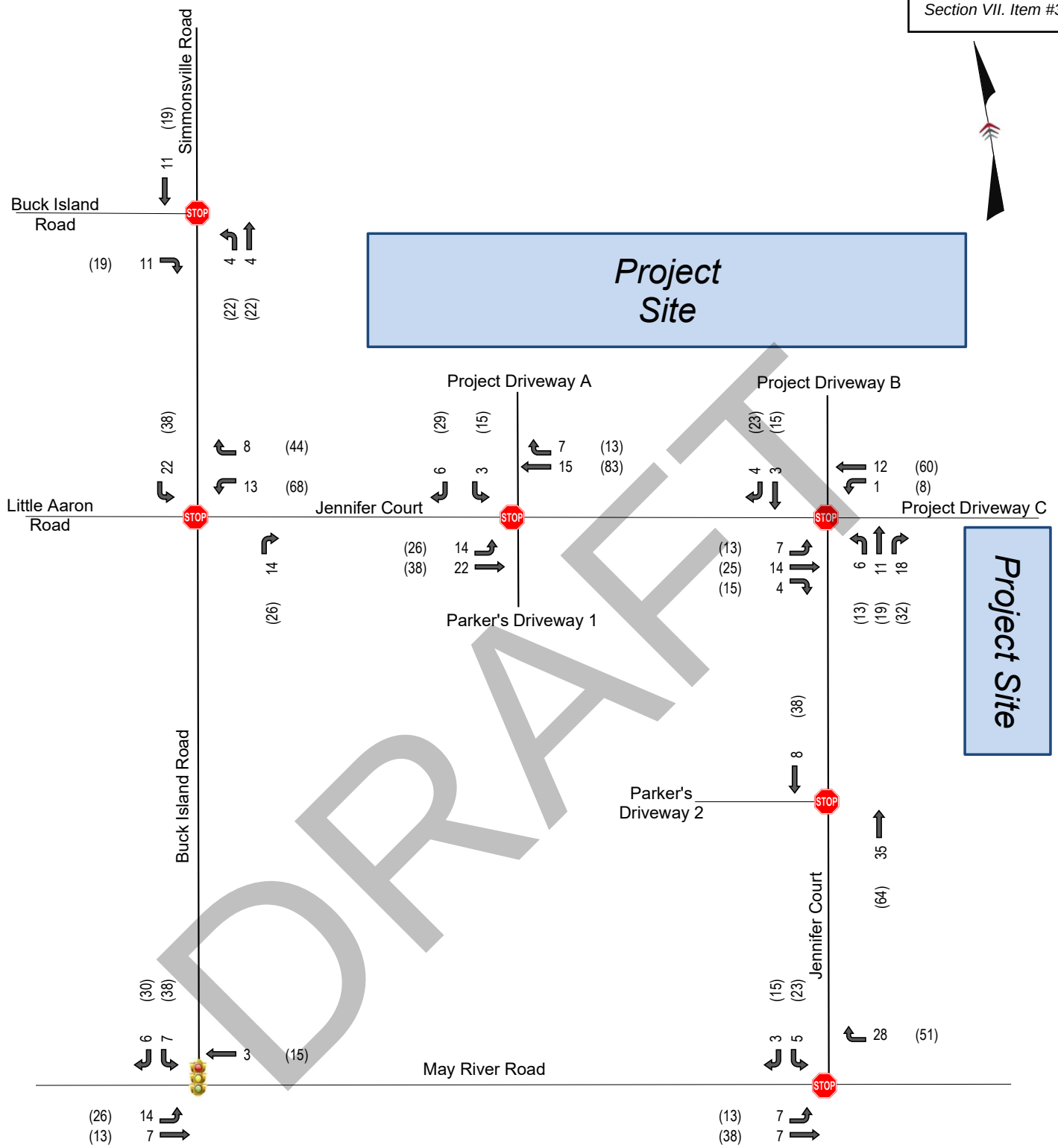


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Legend

xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution



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Legend

xx AM Peak-Hour Project Trips

(xx) PM Peak-Hour Project Trips

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Jennifer Court Commercial Development

Figure 9 - Phase 3 Project Trip Assignment

3 Existing and Future Traffic Volume Development

The 2026 Existing traffic volumes were utilized in the analysis, and future-year traffic volumes were developed for projected 2028, 2030, and 2032 traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes of the proposed development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2026 Existing Traffic

Peak-hour intersection turning movement counts were conducted in the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Wednesday, September 2, 2026, at the following intersections:

1) May River Road at Buck Island Road
2) May River Road at Jennifer Court
3) Buck Island Road at Simmonsville Road
4) Buck Island Road at Jennifer Court/Little Aaron Road
5) Jennifer Court at Parker's Driveway 1
6) Jennifer Court at Parker's Driveway 2

Figure 10 illustrates the 2026 Existing peak-hour traffic volumes for the AM and PM peak hours. The raw turning movement count data is included in **Appendix D**.

3.2 Future-Year No-Build Traffic Development

It was assumed that the development will be built and operational in three phases, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. The future-year traffic volumes consist of the 2026 existing traffic volumes adjusted by a growth rate for the No-Build scenario.

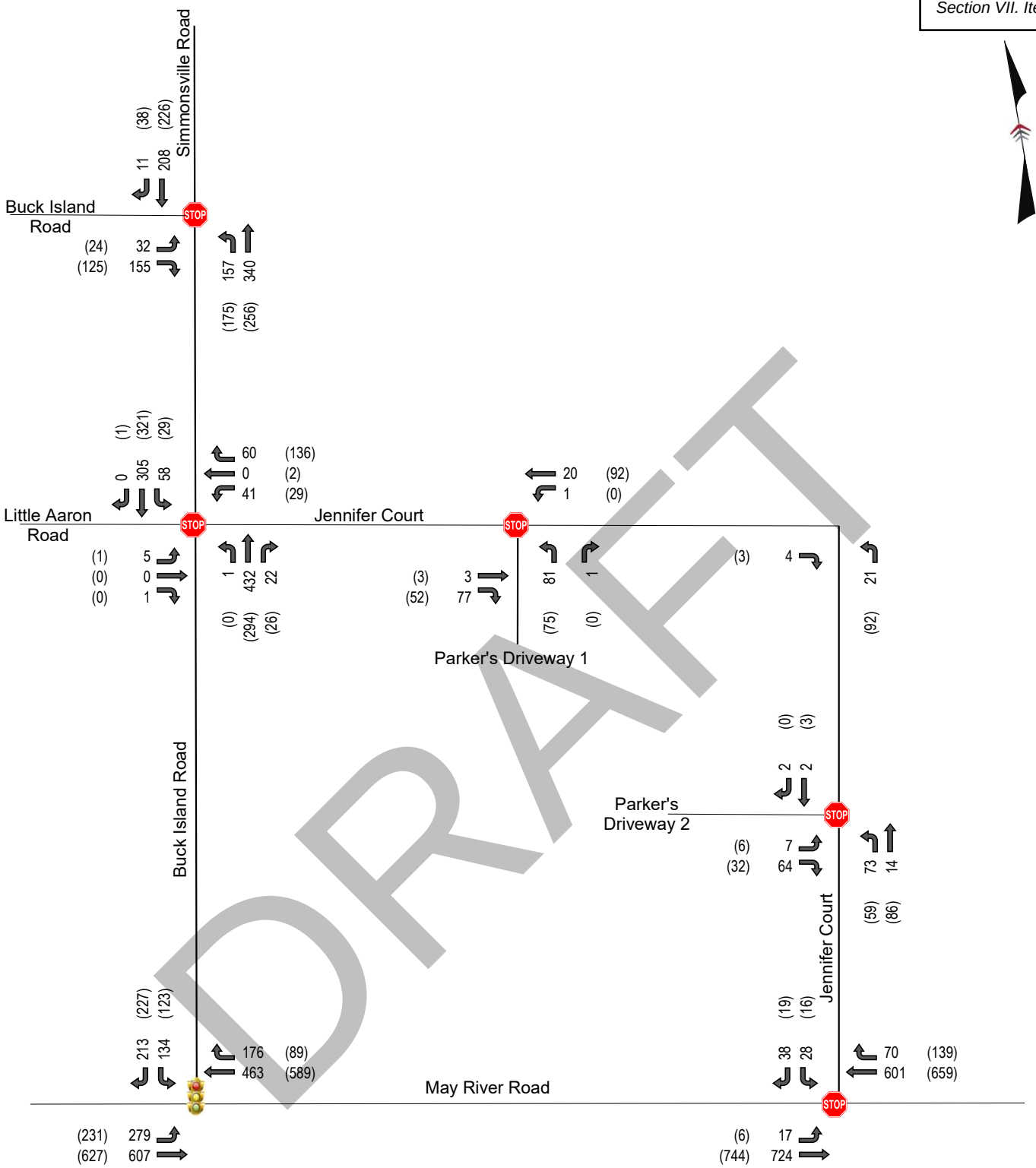
To determine the historical growth rate in the area, traffic count data was obtained from SCDOT for the nearby count stations along May River Road, Buck Island Road, and Simmonsville Road. Since 2020, these roadways have experienced an annual growth rate of approximately 3.5%, which was used to develop the No-Build traffic volumes for the 2028 Phase 1, 2030 Phase 2, and 2032 Phase 3 No-Build conditions. Historic growth rate data is included in **Appendix E**. No approved, committed developments were identified within the study area.

Figures 11-13 illustrate the No-Build traffic volumes for the AM and PM peak hours under 2028, 2030, and 2032 conditions, respectively.

3.3 Future-Year Build Traffic Development

The Jennifer Court Commercial project traffic volumes were added to the No-Build traffic volumes to develop Build traffic volumes. **Figures 14-16** illustrate the Build traffic volumes for the AM and PM peak hours, under 2028, 2030, and 2032 conditions, respectively.

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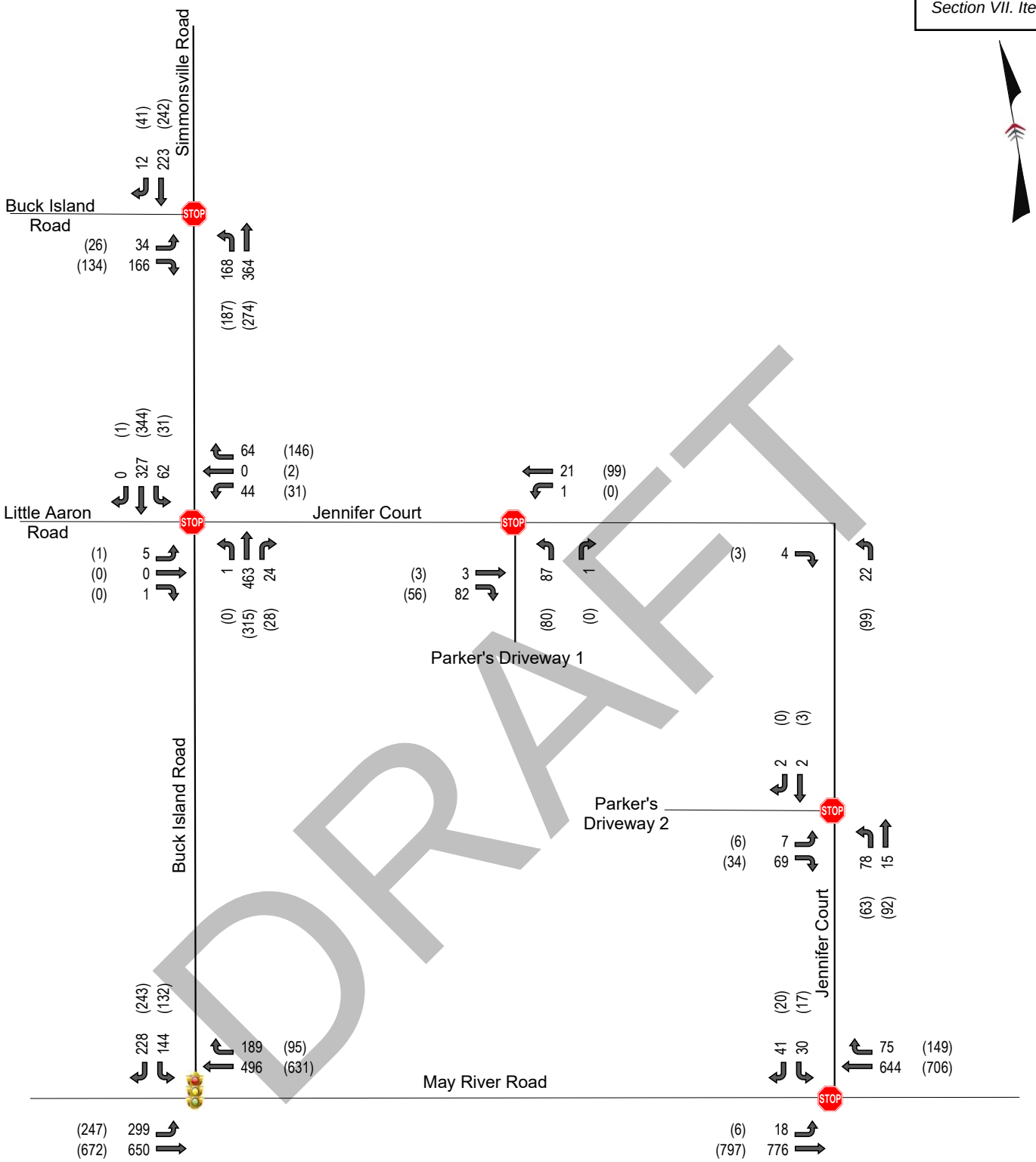
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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Jennifer Court Commercial Development

Figure 10 - 2026 Existing Peak-Hour Traffic Volumes



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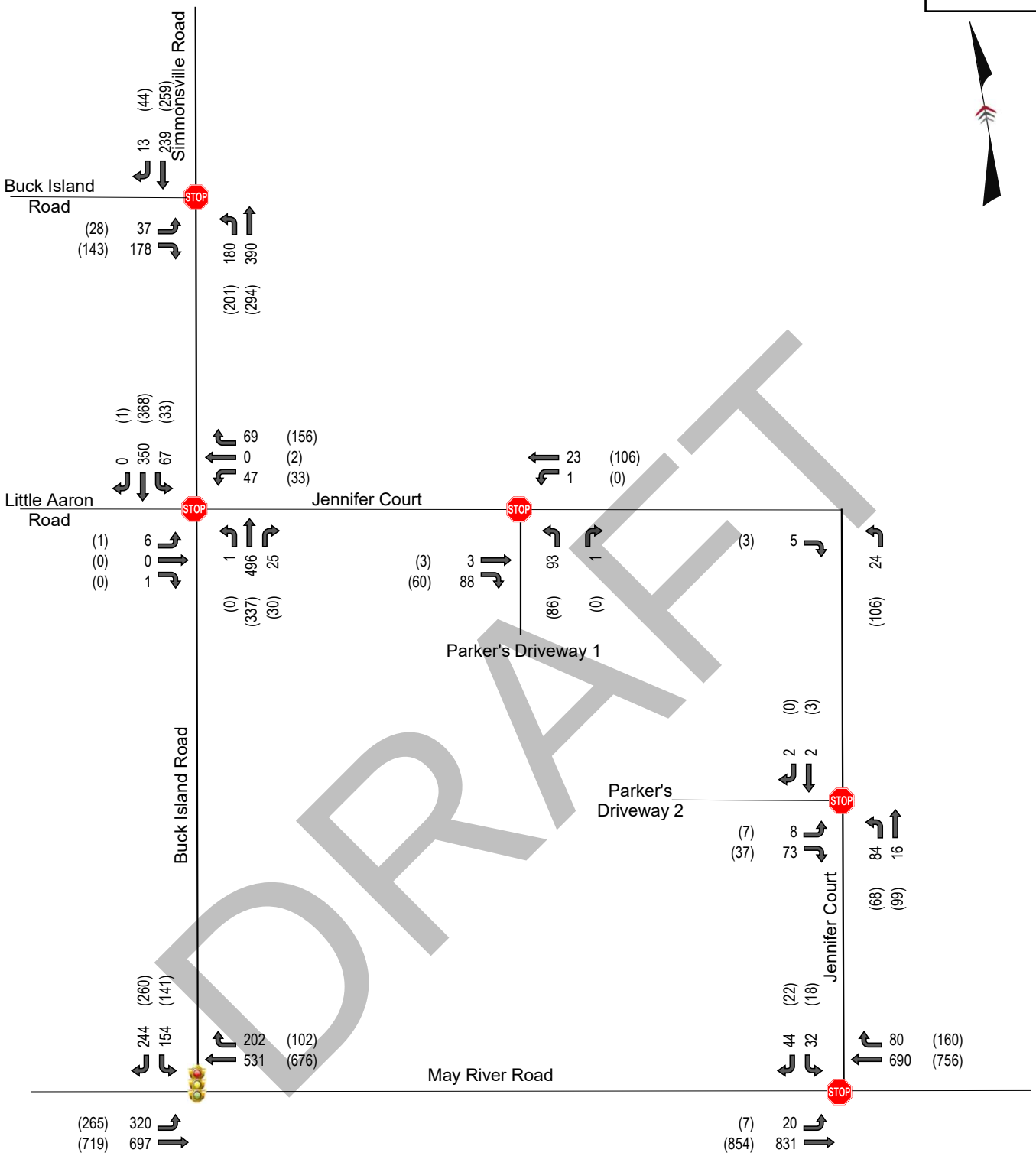
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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Figure 11 - 2028 No-Build Peak-Hour Traffic Volumes



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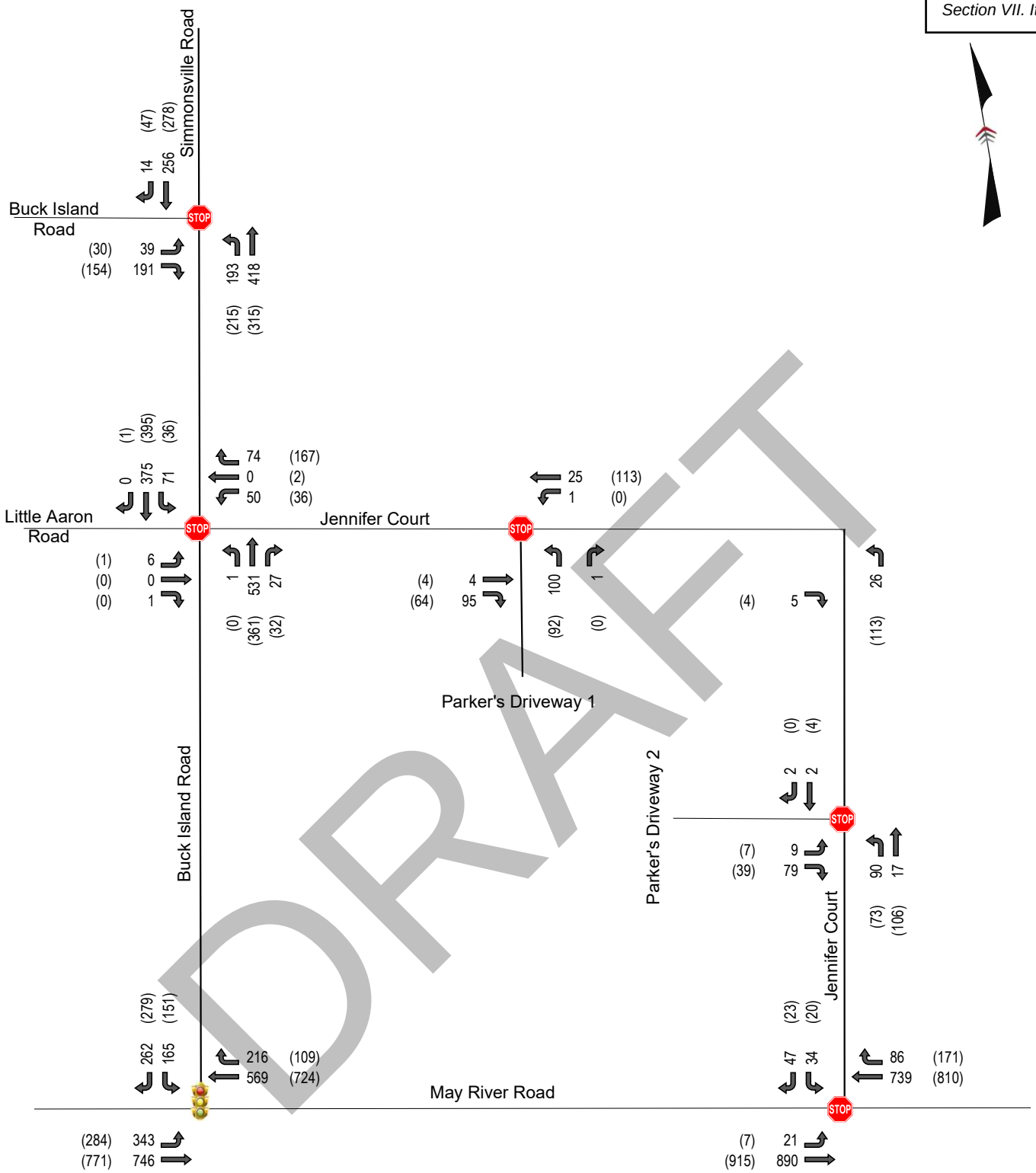
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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Jennifer Court Commercial Development

Figure 12 - 2030 No-Build Peak-Hour Traffic Volumes



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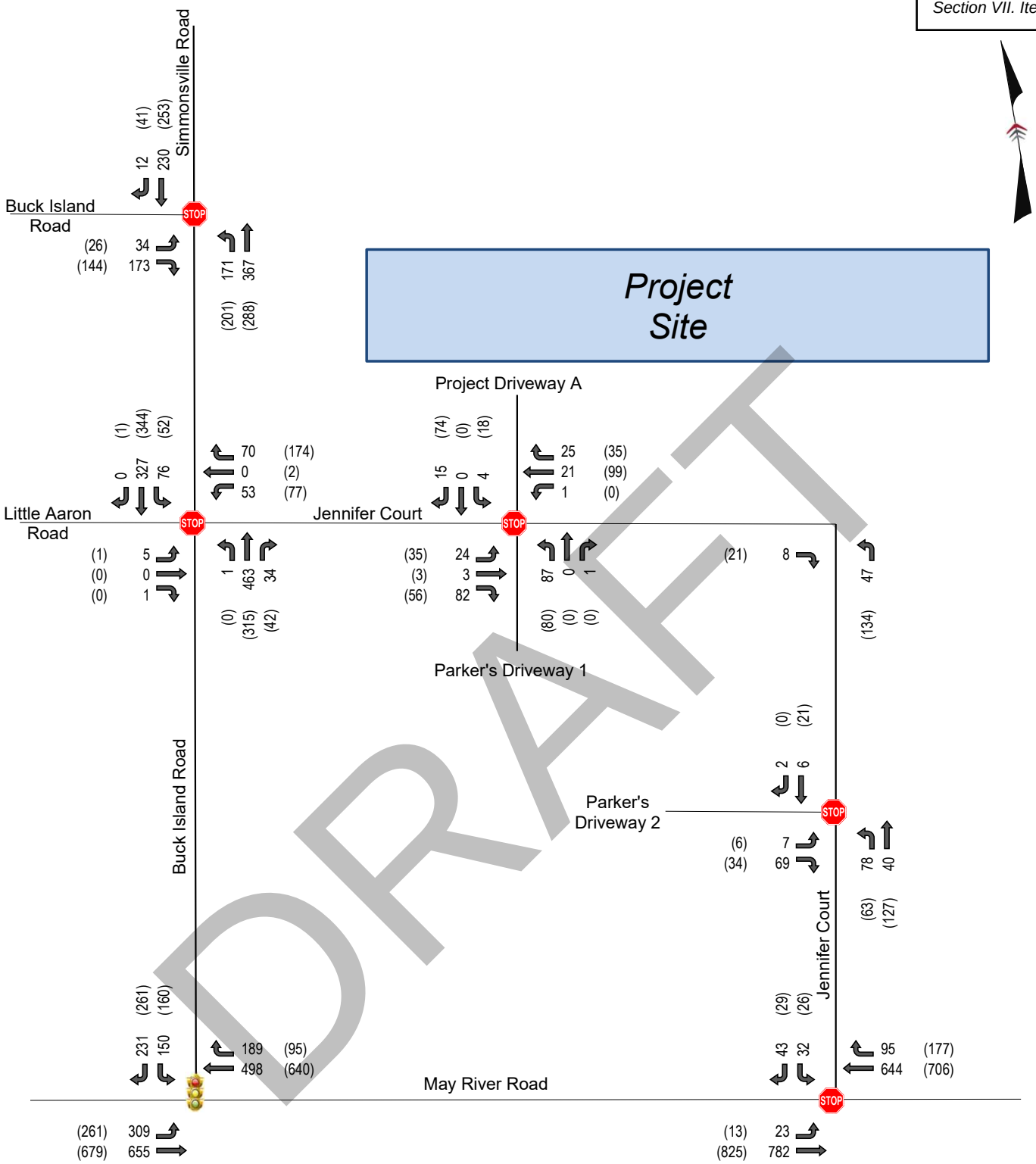
xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

Kimley»Horn

Jennifer Court Commercial Development

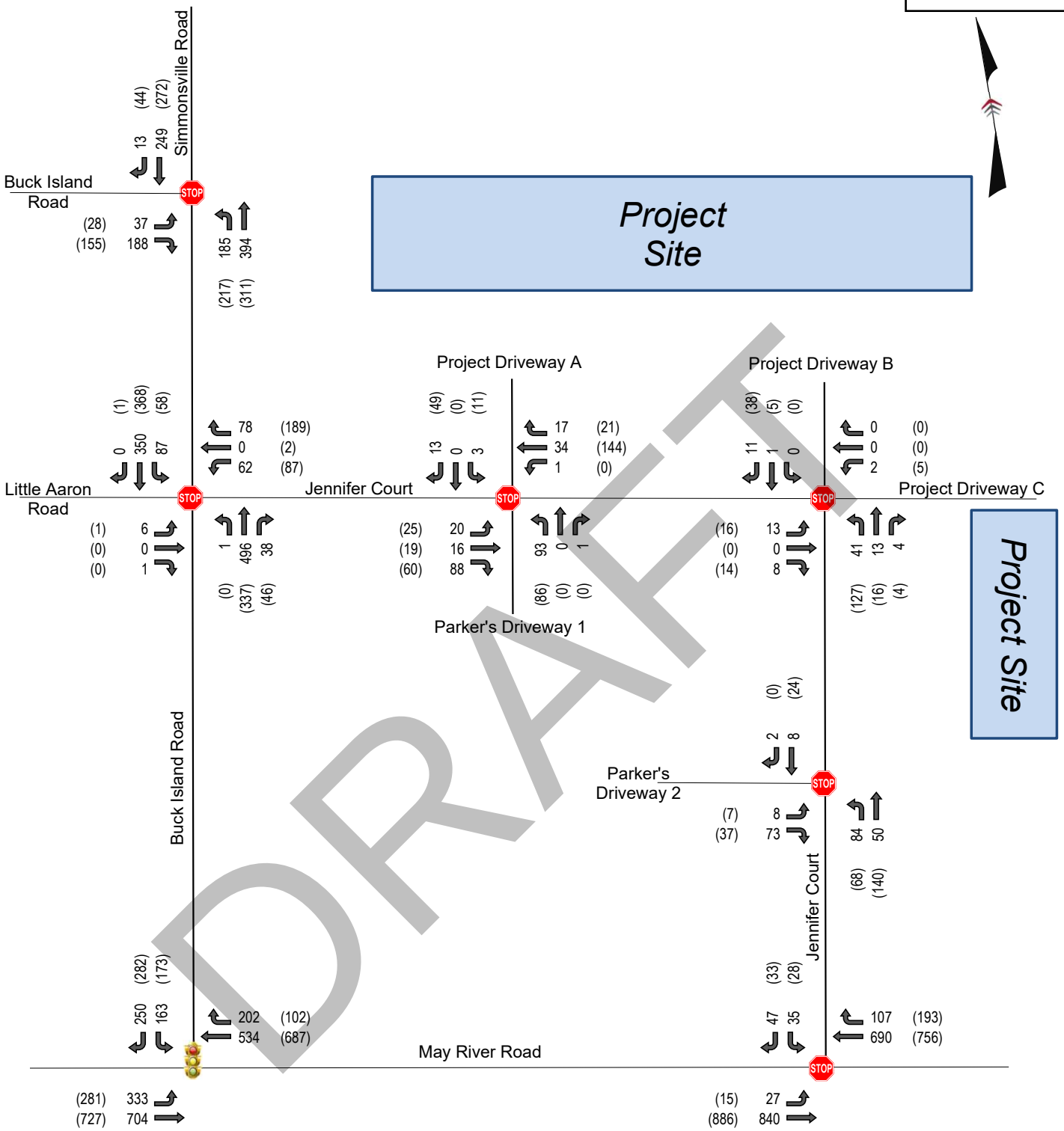
Figure 13 - 2032 No-Build Peak-Hour Traffic Volumes



Legend

xx AM Peak Hour Traffic Volumes

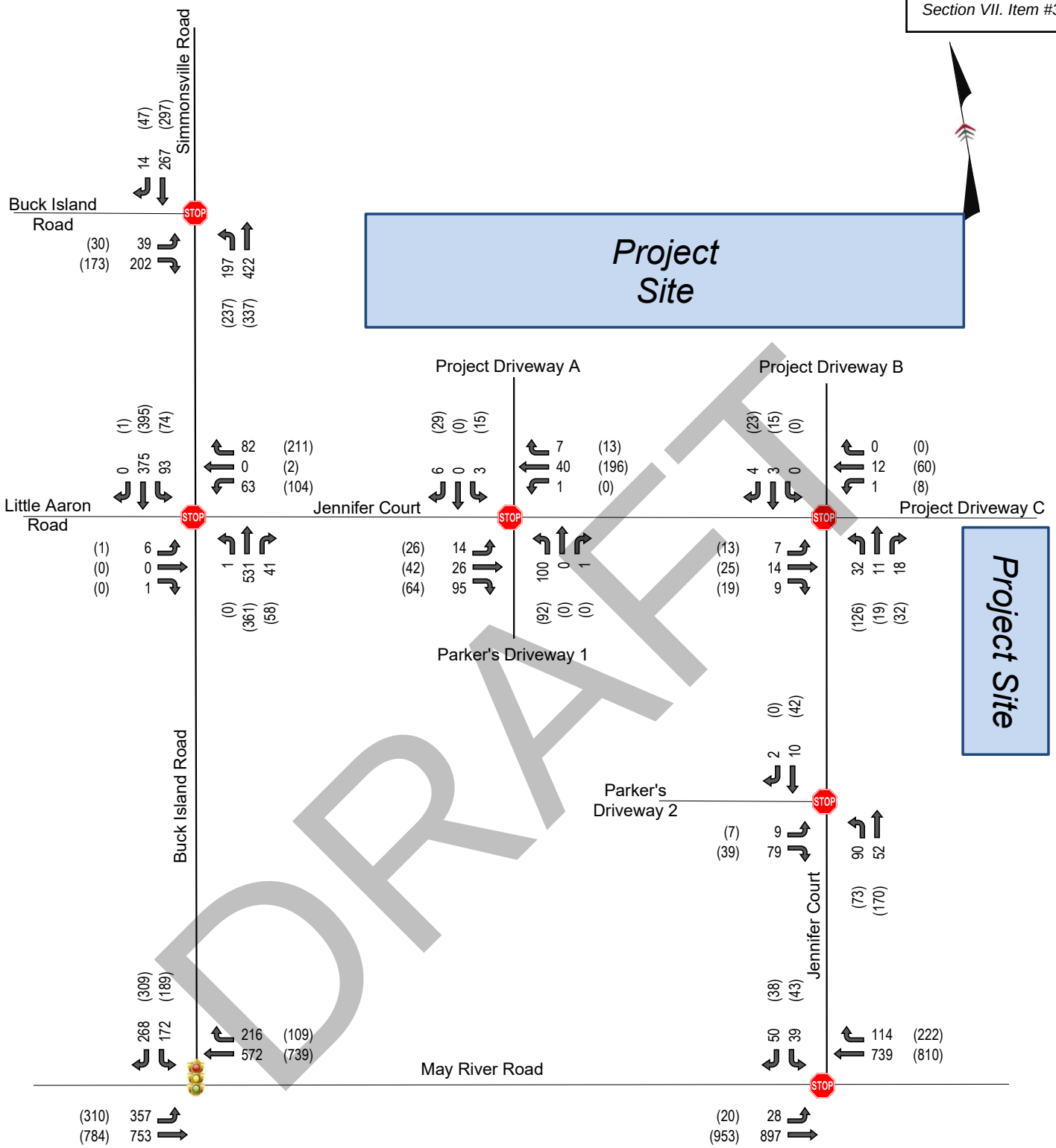
(xx) PM Peak Hour Traffic Volumes



Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes



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Legend

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

4 Capacity Analysis

Capacity/Level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM),* 7th Edition methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2026 Existing conditions, future 2028, future 2030, and future 2032 conditions analysis scenarios.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Table 2 – *HCM* Level of Service Criteria

LOS	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Existing peak-hour factors (PHF) were utilized for the existing scenarios, and future scenarios used a peak-hour factor (PHF) with a minimum of 0.90 and a maximum of 0.95. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

Unsignalized intersections operating at LOS A-LOS C are considered to operate with short delays, unsignalized intersections operating at LOS D-LOS E are considered to operate with moderate delays, and intersections operating at LOS F are considered to operate with long delays. It is assumed that one vehicle equates to approximately 25 feet of queuing.

The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix F.**

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4.1 Buck Island Road at Simmonsville Road

The capacity analysis results for Buck Island Road at Simmonsville Road intersection are summarized in **Table 3.**

Table 3 – Buck Island Road at Simmonsville Road Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	Buck Island Rd		Buck Island Rd		Simmonsville Rd	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	B (14.7)		A (8.2)*		A (0.0)	
	Synchro 95th Q	40'		13'	0'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	C (16.0)		A (8.2)*		A (0.0)	
	Synchro 95th Q	50'		13'	0'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	C (16.4)		A (8.3)*		A (0.0)	
	Synchro 95th Q	53'		13'	0'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (18.1)		A (8.3)*		A (0.0)	
	Synchro 95th Q	63'		15'	0'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	C (18.9)		A (8.4)*		A (0.0)	
	Synchro 95th Q	68'		15'	0'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	C (20.9)		A (8.5)*		A (0.0)	
	Synchro 95th Q	78'		15'	0'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	C (22.1)		A (8.5)*		A (0.0)	
	Synchro 95th Q	88'		9'	0'	0'	
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	B (13.1)		A (8.3)*		A (0.0)	
	Synchro 95th Q	25'		13'	0'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	B (14.1)		A (8.4)*		A (0.0)	
	Synchro 95th Q	33'		15'	0'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	B (14.8)		A (8.5)*		A (0.0)	
	Synchro 95th Q	35'		15'	0'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (15.3)		A (8.5)*		A (0.0)	
	Synchro 95th Q	38'		15'	0'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	C (16.3)		A (8.6)*		A (0.0)	
	Synchro 95th Q	43'		18'	0'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	C (16.9)		A (8.6)*		A (0.0)	
	Synchro 95th Q	45'		18'	0'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	C (18.8)		A (8.8)*		A (0.0)	
	Synchro 95th Q	58'		20'	0'	0'	
Existing Storage				250'			

***Left-turn delay reported for major-street free-flowing approach.**

The unsignalized intersection of Buck Island Road at Simmonsville Road currently operates with short delays. The stop-controlled eastbound approach and northbound left-turn movement are anticipated to operate with short delays during the analyzed conditions, therefore, no improvements are recommended.

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4.2 Buck Island Road at Jennifer Court/Little Aaron Road

The capacity analysis results for the Buck Island Road at Jennifer Court/Little Aaron Road intersection are summarized in **Table 4**.

Table 4 – Buck Island Road at Jennifer Court/Little Aaron Road Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Little Aaron Rd			Jennifer Ct			Buck Island Rd			Buck Island Rd		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2026 Existing	Approach LOS (Delay)	C (19.9)			C (16.5)			A (7.9)*			A (8.5)*		
	Synchro 95th Q	3'			15'		10'	0'			5'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	C (21.8)			C (17.9)			A (8.0)*			A (8.6)*		
	Synchro 95th Q	3'			20'		10'	0'			5'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	C (23.1)			C (19.9)			A (8.0)*			A (8.7)*		
	Synchro 95th Q	3'			28'		10'	0'			5'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (24.7)			C (19.8)			A (8.0)*			A (8.8)*		
	Synchro 95th Q	3'			25'		13'	0'			5'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	D (27.1)			C (24.0)			A (8.0)*			A (8.9)*		
	Synchro 95th Q	3'			40'		13'	0'			8'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	D (27.7)			C (22.3)			A (8.1)*			A (8.9)*		
	Synchro 95th Q	3'			33'		13'	0'			5'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	D (30.7)			D (27.7)			A (8.1)*			A (9.1)		
	Synchro 95th Q	5'			50'		15'	0'			8'	0'	
PM Peak Hour													
2026 Existing	Approach LOS (Delay)	C (19.3)			B (12.6)			A (0.0)*			A (8.1)*		
	Synchro 95th Q	0'			10'		20'	0'			3'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	C (21.0)			B (13.2)			A (0.0)*			A (8.2)*		
	Synchro 95th Q	0'			10'		23'	0'			3'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	C (23.8)			C (16.5)			A (0.0)*			A (8.3)*		
	Synchro 95th Q	0'			35'		30'	0'			5'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (23.1)			B (13.9)			A (0.0)*			A (8.2)*		
	Synchro 95th Q	0'			13'		25'	0'			3'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	D (27.0)			C (18.7)			A (0.0)*			A (8.4)*		
	Synchro 95th Q	0'			48'		35'	0'			5'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	D (25.9)			B (14.8)			A (0.0)*			A (8.3)*		
	Synchro 95th Q	0'			15'		30'	0'			3'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	D (33.1)			C (24.9)			A (0.0)*			A (8.5)*		
	Synchro 95th Q	0'			83'		43'	0'			5'	0'	
Existing Storage							50'				150'		

***Left-turn delay reported for major-street free-flowing approach.**

The unsignalized intersection of Buck Island Road at Jennifer Court/Little Aaron Road currently operates with short delays. The stop-controlled eastbound approach is anticipated to operate with moderate delays under 2030 Phase 2 Build, 2032 Phase 3 No-Build, and 2032 Phase 3 Build conditions during both the AM and PM peak hours.

The stop-controlled westbound approach is anticipated to operate with moderate delays under 2032 Phase 3 Build conditions during the AM peak hour. Unsignalized intersections may typically operate with moderate or long delays during the peak hours of travel. 95th percentile queues on the westbound approach are anticipated to involve up to 2 or 4 vehicles during the AM and PM peak hours. Therefore, no improvements are recommended at this intersection.

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4.3 Jennifer Court at Project Driveway A/Parker's Driveway 1

The capacity analysis results for the Jennifer Court at Project Driveway A/Parker's Driveway 1 intersection are summarized in **Table 5**.

Table 5 – Jennifer Court at Project Driveway A/Parker's Driveway 1 Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Jennifer Ct			Jennifer Ct			Parker's Driveway 1			Project Driveway A		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2026 Existing	Approach LOS (Delay)		A (0.0)			A (7.4)*			A (9.3)			-	
	Synchro 95th Q	-	0'		0'		-	8'		8'	-	-	
2028 Phase 1 No-Build	Approach LOS (Delay)		A (0.0)			A (7.4)*			A (9.3)				
	Synchro 95th Q	-	0'		0'		-	10'		10'	-	-	
2028 Phase 1 Build	Approach LOS (Delay)		A (7.4)*			A (7.4)*			B (10.0)			A (8.7)	
	Synchro 95th Q		3'			0'			10'			3'	
2030 Phase 2 No-Build	Approach LOS (Delay)		A (0.0)			A (7.4)*			A (9.4)			-	
	Synchro 95th Q	-	0'		0'		-	10'		10'	-	-	
2030 Phase 2 Build	Approach LOS (Delay)		A (7.4)*			A (7.4)*			B (10.2)			A (8.7)	
	Synchro 95th Q		0'			0'			13'			3'	
2032 Phase 3 No-Build	Approach LOS (Delay)		A (0.0)			A (7.4)*			A (9.5)			-	
	Synchro 95th Q	-	0'		0'		-	10'		10'	-	-	
2032 Phase 3 Build	Approach LOS (Delay)		A (7.3)*			A (7.5)*			B (10.3)			A (8.8)	
	Synchro 95th Q		0'			0'			13'			0'	
PM Peak Hour													
2026 Existing	Approach LOS (Delay)		A (0.0)			A (0.0)*			A (9.7)			-	
	Synchro 95th Q	-	0'		0'		-	8'	-	8'	-	-	
2028 Phase 1 No-Build	Approach LOS (Delay)		A (0.0)			A (0.0)*			A (9.7)			-	
	Synchro 95th Q	-	0'		0'		-	8'	-	8'	-	-	
2028 Phase 1 Build	Approach LOS (Delay)		A (7.6)*			A (0.0)*			B (11.4)			A (9.7)	
	Synchro 95th Q		3'			0'			13'			10'	
2030 Phase 2 No-Build	Approach LOS (Delay)		A (0.0)			A (0.0)*			A (9.9)			-	
	Synchro 95th Q	-	0'		0'		-	10'	-	10'	-	-	
2030 Phase 2 Build	Approach LOS (Delay)		A (7.6)*			A (0.0)*			B (11.8)			A (9.7)	
	Synchro 95th Q		3'			0'			13'			8'	
2032 Phase 3 No-Build	Approach LOS (Delay)		A (0.0)			A (0.0)*			A (10.0)			-	
	Synchro 95th Q	-	0'		0'		-	10'	-	10'	-	-	
2032 Phase 3 Build	Approach LOS (Delay)		A (7.8)*			A (0.0)*			B (12.9)			B (10.3)	
	Synchro 95th Q		3'			0'			18'			5'	
Existing Storage													

***Left-turn delay reported for major-street free-flowing approach.**

The unsignalized intersection of Jennifer Court at Project Driveway A/Parker's Driveway 1 currently operates with short delays and is anticipated to continue to operate with short delays under future conditions; therefore, no improvements are recommended. This project driveway is recommended to be constructed with one ingress lane and one egress lane. This driveway should align with Parker's Driveway 1.

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4.4 May River Road at Buck Island Road

The capacity analysis results for the May River Road at Buck Island Road signalized intersection are summarized in **Table 6.**

Table 6 – May River Road at Buck Island Road Capacity Analysis Results

Jennifer Court - LOS (Delay)								
Condition	Measure	May River Rd		May River Rd		Buck Island Rd		Intersection
		EBL	EBT	WBT	WBR	SBL	SBR	
AM Peak Hour								
2026 Existing	Approach LOS (Delay)	A (7.1)		B (12.2)		C (33.7)		B (13.8)
	Synchro 95th Q	79'	197'	238'	30'	114'	56'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.9)		B (14.0)		D (35.8)		B (15.6)
	Synchro 95th Q	93'	245'	283'	33'	125'	59'	
2028 Phase 1 Build	Approach LOS (Delay)	A (9.2)		B (14.3)		D (36.2)		B (16.0)
	Synchro 95th Q	99'	253'	288'	33'	130'	59'	
2030 Phase 2 No-Build	Approach LOS (Delay)	B (10.8)		B (15.6)		D (37.7)		B (17.4)
	Synchro 95th Q	103'	284'	315'	34'	133'	61'	
2030 Phase 2 Build	Approach LOS (Delay)	B (11.6)		B (16.2)		D (38.5)		B (18.2)
	Synchro 95th Q	#122'	297'	322'	35'	140'	61'	
2032 Phase 3 No-Build	Approach LOS (Delay)	B (13.9)		B (17.7)		D (40.1)		C (20.1)
	Synchro 95th Q	#152'	331'	355'	41'	141'	62'	
2032 Phase 3 Build	Approach LOS (Delay)	B (15.5)		B (18.1)		D (40.6)		C (21.1)
	Synchro 95th Q	#186'	354'	369'	42'	146'	62'	
2032 Phase 3 Build Improvements	Approach LOS (Delay)	B (13.4)		B (16.7)		C (26.4)		B (17.0)
	Synchro 95th Q	#178'	343'	361'	41'	146'	79'	
PM Peak Hour								
2026 Existing	Approach LOS (Delay)	A (8.3)		B (15.6)		D (35.2)		B (15.9)
	Synchro 95th Q	65'	215'	346'	25'	110'	59'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.6)		B (17.4)		D (36.5)		B (17.4)
	Synchro 95th Q	72'	247'	389'	28'	116'	60'	
2028 Phase 1 Build	Approach LOS (Delay)	B (10.8)		B (18.5)		D (37.8)		B (18.9)
	Synchro 95th Q	99'	277'	421'	30'	137'	61'	
2030 Phase 2 No-Build	Approach LOS (Delay)	B (11.8)		B (19.7)		D (38.0)		B (19.5)
	Synchro 95th Q	#133'	286'	443'	31'	123'	62'	
2030 Phase 2 Build	Approach LOS (Delay)	B (14.0)		C (21.8)		D (40.1)		C (22.0)
	Synchro 95th Q	#195'	333'	#539'	34'	146'	62'	
2032 Phase 3 No-Build	Approach LOS (Delay)	B (15.8)		C (23.6)		D (40.3)		C (23.2)
	Synchro 95th Q	#209'	336'	#560'	35'	130'	63'	
2032 Phase 3 Build	Approach LOS (Delay)	C (23.3)		C (29.4)		D (44.7)		C (29.8)
	Synchro 95th Q	#284'	382'	#607'	37'	159'	66'	
2032 Phase 3 Build Improvements	Approach LOS (Delay)	B (12.9)		B (17.6)		D (37.7)		B (19.6)
	Synchro 95th Q	#132'	287'	471'	28'	#194'	139'	
Existing Storage		200'			150'	125'		

95th Percentile volume exceeds capacity, queue may be longer.

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The signalized intersection of May River Road at Buck Island Road currently operates at LOS B during the AM and PM peak hours. The intersection is anticipated to continue operating at LOS C or better during the AM and PM peak hours under future conditions.

Queuing on the westbound approach is expected to exceed 24 vehicles under 2032 Build Phase 3 conditions during the PM peak hour. To mitigate the potential queuing, a permitted-overlap phase is recommended for the southbound right-turn movement along with optimized signal timing parameters. With these improvements in place, the westbound queue is expected to improve relative to 2032 Phase 3 No-Build conditions during the PM peak hour and remain approximately the same during the AM peak hour. The 3-section signal head currently serving the southbound right-turn will need to be replaced with a 5-section signal head to allow for the overlap movement.

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4.5 May River Road at Jennifer Court

The capacity analysis results for the May River Road at Jennifer Court intersection are summarized in **Table 7**.

Table 7 – May River Road at Jennifer Court Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	May River Rd		May River Rd		Jennifer Ct	
		EBL	EBT	WBT	WBR	SBL	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (9.0)*		A (0.0)		C (21.7)	
	Synchro 95th Q	3'	0'	0'	0'	18'	8'
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.3)*		A (0.0)		D (26.2)	
	Synchro 95th Q	3'	0'	0'	0'	23'	8'
2028 Phase 1 Build	Approach LOS (Delay)	A (9.4)*		A (0.0)		D (27.4)	
	Synchro 95th Q	3'	0'	0'	0'	25'	8'
2030 Phase 2 No-Build	Approach LOS (Delay)	A (9.5)*		A (0.0)		D (31.0)	
	Synchro 95th Q	3'	0'	0'	0'	30'	10'
2030 Phase 2 Build	Approach LOS (Delay)	A (9.7)*		A (0.0)		D (33.6)	
	Synchro 95th Q	3'	0'	0'	0'	35'	10'
2032 Phase 3 No-Build	Approach LOS (Delay)	A (9.8)*		A (0.0)		E (37.9)	
	Synchro 95th Q	3'	0'	0'	0'	40'	10'
2032 Phase 3 Build	Approach LOS (Delay)	A (10.0)*		A (0.0)		E (43.6)	
	Synchro 95th Q	3'	0'	0'	0'	50'	13'
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (9.7)*		A (0.0)		C (24.9)	
	Synchro 95th Q	0'	0'	0'	0'	13'	5'
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.9)*		A (0.0)		D (28.6)	
	Synchro 95th Q	0'	0'	0'	0'	15'	5'
2028 Phase 1 Build	Approach LOS (Delay)	B (10.1)*		A (0.0)		D (33.5)	
	Synchro 95th Q	3'	0'	0'	0'	28'	8'
2030 Phase 2 No-Build	Approach LOS (Delay)	B (10.2)*		A (0.0)		D (33.2)	
	Synchro 95th Q	0'	0'	0'	0'	20'	5'
2030 Phase 2 Build	Approach LOS (Delay)	B (10.5)*		A (0.0)		E (41.1)	
	Synchro 95th Q	3'	0'	0'	0'	35'	8'
2032 Phase 3 No-Build	Approach LOS (Delay)	B (10.6)*		A (0.0)		E (41.4)	
	Synchro 95th Q	0'	0'	0'	0'	25'	5'
2032 Phase 3 Build	Approach LOS (Delay)	B (11.0)*		A (0.0)		F (80.22)	
	Synchro 95th Q	3'	0'	0'	0'	78'	10'
Existing Storage		125'			250'		50'

***Left-turn delay reported for major-street free-flowing approach**

The unsignalized intersection of May River Road at Jennifer Court currently operates with short delays during the AM and PM peak hours. The stop-controlled southbound approach is anticipated to operate with moderate and long delays under future conditions. Moderate and long delays are typical for stop-controlled minor street approaches during peak hour conditions. An eastbound left-turn lane, westbound right-turn lane, and separate southbound left and right-turn lanes at the intersection currently exist, and queuing on the southbound approach is anticipated to include up to 2 or 3 vehicles during the AM and PM peak hours. Therefore, no improvements are recommended at this intersection.

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4.6 Jennifer Court at Parker's Driveway 2

The capacity analysis results for the Jennifer Court at Parker's Driveway 2 intersection are summarized in **Table 8**.

Table 8 – Jennifer Court at Parker's Driveway 2 Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	Parker's Driveway 2		Jennifer Ct		Jennifer Ct	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (8.7)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
2028 Phase 1 Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2030 Phase 2 Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2032 Phase 3 Build	Approach LOS (Delay)	A (8.93)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2028 Phase 1 Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2030 Phase 2 Build	Approach LOS (Delay)	A (9.0)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	A (8.9)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
2032 Phase 3 Build	Approach LOS (Delay)	A (9.2)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
Existing Storage							

***Left-turn delay reported for major-street free-flowing approach**

The unsignalized intersection of Jennifer Court at Parker's Driveway 2 currently operates with short delays. The stop-controlled eastbound approach and northbound left-turn movement are anticipated to operate with short delays during the analyzed conditions; therefore, no improvements are recommended.

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4.7 Jennifer Court at Project Driveway B/Project Driveway C

The capacity analysis results for the Jennifer Court at Project Driveway B/Project Driveway C intersection are summarized in **Table 9**.

Table 9 – Jennifer Court at Project Driveway B/Project Driveway C Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Jennifer Ct			Project Driveway C			Jennifer Ct			Project Driveway B		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2030 Phase 2 Build	Approach LOS (Delay)	A (9.0)			A (9.3)			A (7.3)*			A(0)*		
	Synchro 95th Q	3'			0'			3'			0'		
2032 Phase 3 Build	Approach LOS (Delay)	A (9.32)			A (9.7)			A (7.3)*			A(0)*		
	Synchro 95th Q	3'			3'			3'			0'		
PM Peak Hour													
2030 Phase 2 Build	Approach LOS (Delay)	B (10.1)			B (11.1)			A (7.5)*			A(0)*		
	Synchro 95th Q	3'			0'			8'			0'		
2032 Phase 3 Build	Approach LOS (Delay)	B (11.4)			B (12.9)			A (7.5)*			A(0)*		
	Synchro 95th Q	8'			13'			8'			0'		
Existing Storage													

***Left-turn delay reported for major-street free-flowing approach**

The stop-controlled eastbound and westbound approaches as well as the major-street left-turn movements are anticipated to operate with short delays under the analyzed conditions. Both project driveways are recommended to be constructed with one ingress lane and one egress lane.

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5 SCDOT Turn Lane Warrants

Turn lane improvements for the unsignalized intersections were assessed based on guidelines in the SCDOT *Roadway Design Manual*. The results of the warrants for left- and right-turn lanes are summarized by intersection below and included in **Appendix G**.

Buck Island Road at Jennifer Court/Little Aaron Road

- Northbound right-turn treatment is not warranted

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Eastbound left-turn treatment is not warranted
- Westbound right-turn treatment is not warranted

Jennifer Court at Project Driveway B/Project Driveway C

- Northbound left-turn treatment is not warranted
- Northbound right-turn treatment is not warranted

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6 Conclusion

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

It is assumed that the project will access the roadway network via the following three unsignalized, full-movement accesses:

- Project Driveway A – located approximately 130’ east of Buck Island Road along Jennifer Court. This access is proposed to align with the Parker’s Gas Station Access Point.
- Project Driveway B – located approximately 360’ east of Buck Island Road along Jennifer Court.
- Project Driveway C – located approximately 300’ north of May River Road along Jennifer Court.

It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses at the following study intersections:

1) Buck Island Road at Simmonsville Road
2) Buck Island Road at Jennifer Court/Little Aaron Road
3) Jennifer Court at Project Driveway A/Parker’s Driveway 1
4) May River Road at Buck Island Road
5) May River Road at Jennifer Court
6) Jennifer Court at Parker’s Driveway 2
7) Jennifer Court at Project Driveway B/Project Driveway C

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Based on the results of the traffic analyses, the following improvements are recommended to mitigate the impact of the proposed development's traffic on the study area intersections:

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Construct the site access with one ingress lane and one egress lane.

May River Road at Buck Island Road

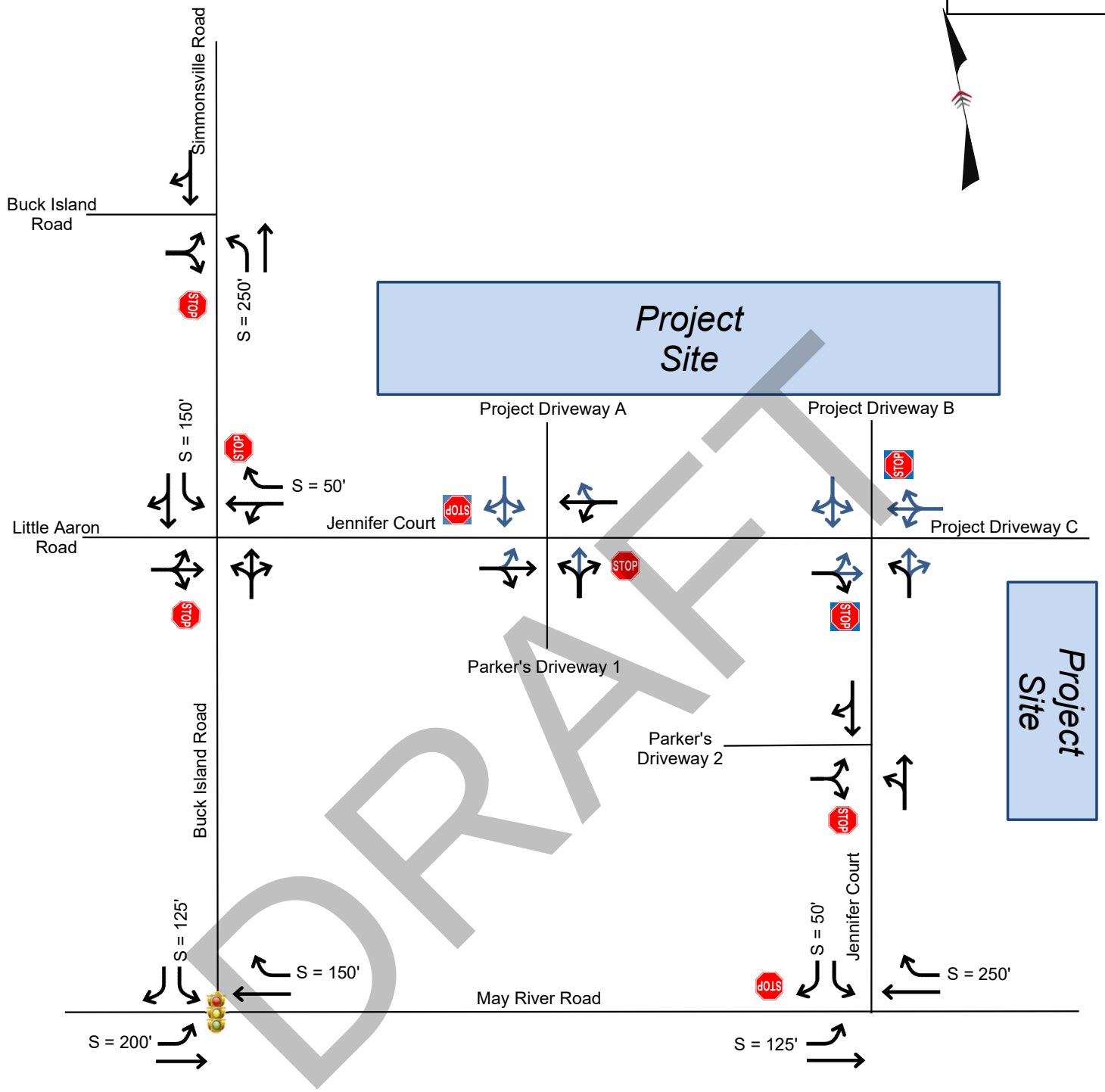
- Modify the southbound signal heads to provide a right-turn overlap phase for the southbound right-turn movement.
- Replace the existing 3-section signal head currently controlling the southbound right-turn movement with a 5-section signal head to facilitate the right-turn overlap signal phase.

Jennifer Court at Project Driveway B/Project Driveway C

- Construct the project driveways with one ingress lane and one egress lane.

The recommended future geometry and traffic control is illustrated in **Figure 17**.

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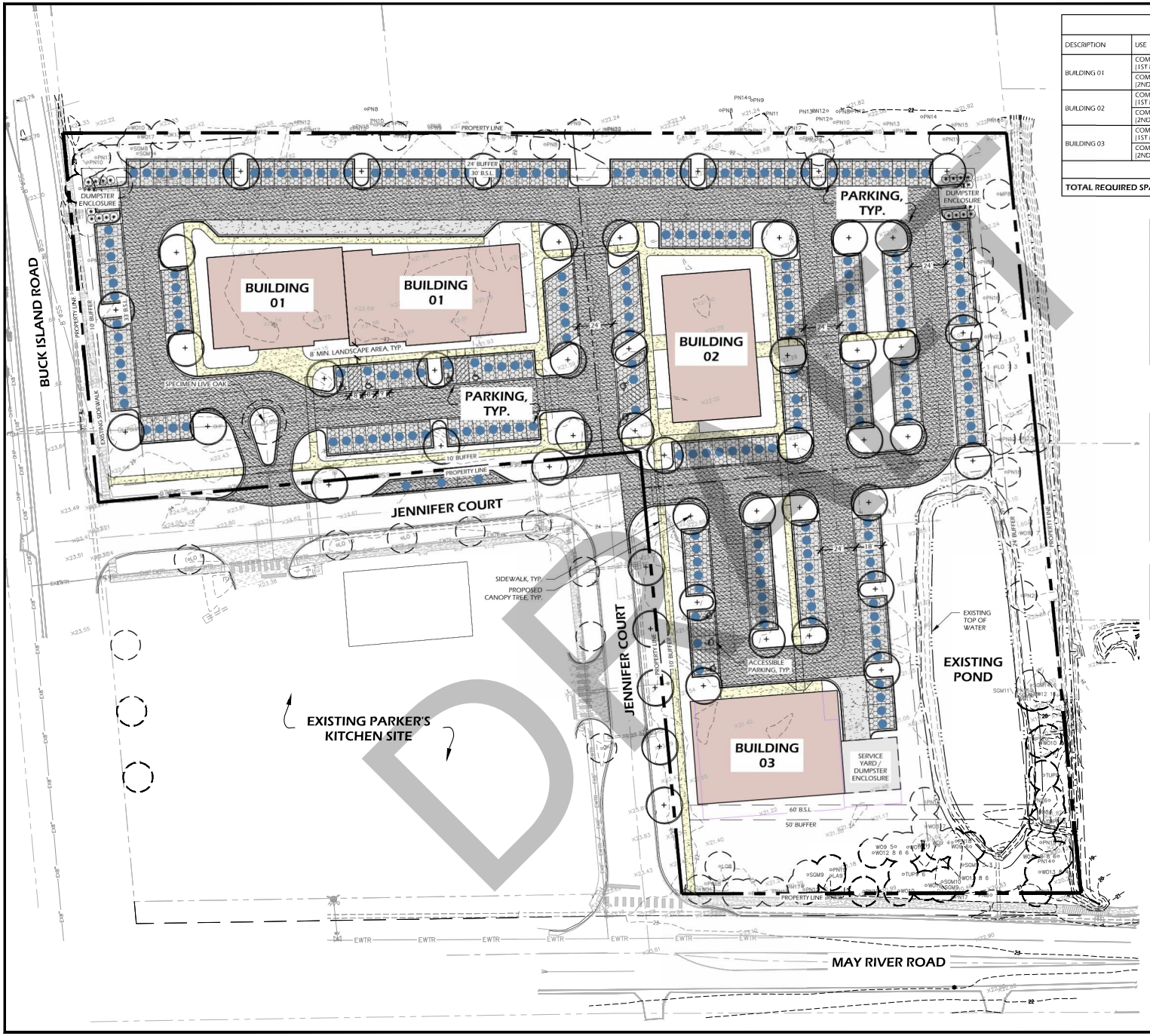


Legend

- Existing Laneage
- Recommended Laneage
- S = XX' Storage Length
- Existing Signal
- Existing Stop Control
- Recommended Stop Control

Appendix A – Site Plan

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REQUIRED PARKING				
DESCRIPTION	USE	S.F.	REQUIREMENTS	PARKING SPACES
BUILDING 01	COM. SERVICE (1ST FLOOR)	13,200 S.F. (EXCLUDES 5,600 S.F. RESTAURANT)	04 SPACES/1,000 S.F.	52
	COM. SERVICE (2ND FLOOR)	13,200 S.F.	04 SPACES/1,000 S.F.	52
BUILDING 02	COM. SERVICE (1ST FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
	COM. SERVICE (2ND FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
BUILDING 03	COM. SERVICE (1ST FLOOR)	7,500 S.F. (RESTAURANT)	04 SPACES/1,000 S.F.	30
	COM. SERVICE (2ND FLOOR)	3,000 S.F.	04 SPACES/1,000 S.F.	12
TOTAL REQUIRED SPACES				194

PARKING SUMMARY	
DESCRIPTION	PARKING SPACES
CAR	207
ACCESSIBLE CAR / VAN	11
TOTAL PROPOSED SPACES	218
TOTAL EXISTING SPACES	00
TOTAL PARKING SPACES	218

NOTE:
1. ONE BICYCLE SPACE REQUIRED PER 15 CARS (REDUCE BY 50% FOR SHARED USE).

PROPOSED SITE COVERAGE TABLE	
	ACTUAL COVERAGE (SF)
BUILDING	26700
IMPERVIOUS SURFACE	92,564
TOTAL IMPERVIOUS	119,264
TOTAL SITE	225,570
% SITE COVERAGE	52.87%

SITE DESCRIPTION	
EXISTING ZONING	NEIGHBORHOOD CORE
TOTAL SITE AREA (ACRES)	±5.18 A.C.

Wilmer Jones Keefer Ltd.
landscape architecture land planning
www.wjkltd.com
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THIS SHEET TO SCALE AT 24"X36"

SITE DEVELOPMENT PLANS
FOR
JENNIFER COURT COMMERCIAL
BLUFFTON, SOUTH CAROLINA

DATE:	AUG. 26, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	JM
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SITE PLAN PROPOSED CONDITIONS

DRAWING NUMBER
C

Appendix B – Trip Generation Calculations

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Scenario 1 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 225.89(X)	50%	50%	655	655	1,310	18.3%	13.8%	181	569	560	1,129
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	T = 6.18(X) + 207.96	50%	50%	136	135	271	48.3%	36.5%	99	95	77	172
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	T = 42.20(X) + 229.68	50%	50%	330	330	660	33.5%	25.3%	167	233	260	493
												Total:	1,121	1,120	2,241	26.4%	19.9%	447	897	897	1,794

Scenario 2 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 225.89(X)	50%	50%	655	655	1,310	24.0%	16.1%	211	556	543	1,099
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	16.2	KSF	T = 6.18(X) + 207.96	50%	50%	154	154	308	48.7%	32.5%	100	113	95	208
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	T = 42.20(X) + 229.68	50%	50%	457	456	913	32.1%	21.5%	196	343	374	717
												Total:	1,266	1,265	2,531	29.9%	20.0%	507	1,012	1,012	2,024

Scenario 3 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	T = 225.89(X)	50%	50%	1,502	1,502	3,004	10.7%	10.7%	320	1,351	1,333	2,684
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	T = 6.18(X) + 207.96	50%	50%	164	163	327	48.6%	48.6%	159	99	69	168
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	T = 42.20(X) + 229.68	50%	50%	457	456	913	32.5%	32.5%	297	285	331	616
												Total:	2,123	2,121	4,244	18.3%	18.3%	776	1,735	1,733	3,468

Scenario 1 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 1.40(X) + 0.40	64%	36%	6	3	9	44.4%	44.4%	4	3	2	5
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	T = 1.12(X) + 19.95	88%	12%	27	4	31	12.9%	12.9%	4	25	2	27
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	T = 3.93(X)	55%	45%	22	18	40	10.0%	10.0%	4	21	15	36
												Total:	55	25	80	15.0%	15.0%	12	49	19	68

Scenario 2 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 1.40(X) + 0.40	64%	36%	6	3	9	55.6%	55.6%	5	2	2	4
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	16.2	KSF	T = 1.12(X) + 19.95	88%	12%	33	5	38	10.5%	10.5%	4	31	3	34
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	T = 3.93(X)	55%	45%	35	29	64	7.8%	7.8%	5	34	25	59
												Total:	74	37	111	12.6%	12.6%	14	67	30	97

Scenario 3 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	T = 1.40(X) + 0.40	64%	36%	12	7	19	52.6%	52.6%	10	5	4	9
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	T = 1.12(X) + 19.95	88%	12%	36	5	41	17.1%	17.1%	7	33	1	34
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	T = 3.93(X)	55%	45%	35	29	64	10.9%	10.9%	7	33	24	57
												Total:	83	41	124	19.4%	19.4%	24	71	29	100

Scenario 1 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 14.35(X)	53%	47%	44	39	83	34.9%	20.5%	17	37	29	66
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	T = 0.99(X) + 31.14	16%	84%	7	34	41	14.6%	7.3%	3	6	32	38
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	39	38	77	40.3%	24.7%	19	27	31	58
												Total:	90	111	201	32.8%	19.4%	39	70	92	162

Scenario 2 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	T = 14.35(X)	53%	47%	44	39	83	37.3%	24.1%	20	35	28	63
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	16.2	KSF	T = 0.99(X) + 31.14	16%	84%	8	39	47	14.9%	8.5%	4	7	36	43
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	53	53	106	32.1%	20.8%	22	40	44	84
												Total:	105	131	236	30.5%	19.5%	46	82	108	190

Scenario 3 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	T = 14.35(X)	53%	47%	101	90	191	24.1%	16.8%	31	90	70	160
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	T = 0.99(X) + 31.14	16%	84%	8	42	50	18.0%	12.0%	6	6	38	44
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	Ln(T) = 0.68 Ln(X) + 2.77	50%	50%	53	53	106	44.3%	30.2%	32	32	42	74
												Total:	162	185	347	29.4%	19.9%	69	128	150	278

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Appendix C – Traffic Volume Development Worksheets

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Phase 1

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**32**	**0**	**155**	**0**	**0**	**0**	**0**	**0**	**157**	**340**	**0**	**0**	**0**	**208**	**11**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	2	0	11	0	0	0	0	0	11	24	0	0	0	15	1
AM 2028 NO-BUILD TRAFFIC	**0**	**34**	**0**	**166**	**0**	**0**	**0**	**0**	**0**	**168**	**364**	**0**	**0**	**0**	**223**	**12**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	7	0	0	0	0	0	3	3	0	0	0	7	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**7**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**34**	**0**	**173**	**0**	**0**	**0**	**0**	**0**	**171**	**367**	**0**	**0**	**0**	**230**	**12**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38
PM Volume Balancing	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**24**	**0**	**125**	**0**	**0**	**0**	**0**	**0**	**175**	**256**	**0**	**0**	**0**	**226**	**38**
PM Heavy Vehicle Percentage	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	2	0	9	0	0	0	0	0	12	18	0	0	0	16	3
PM 2028 NO-BUILD TRAFFIC	**0**	**26**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**187**	**274**	**0**	**0**	**0**	**242**	**41**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	10	0	0	0	0	0	14	14	0	0	0	11	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**0**	**0**	**0**	**11**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**26**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**201**	**288**	**0**	**0**	**0**	**253**	**41**

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.91 **PM FUTURE PEAK HOUR FACTOR:** 0.91

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	5	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing	0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC	**0**	**5**	**0**	**1**	**0**	**41**	**0**	**60**	**0**	**1**	**432**	**22**	**0**	**58**	**305**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	3	0	4	0	0	31	2	0	4	22	0
AM 2028 NO-BUILD TRAFFIC	**0**	**5**	**0**	**1**	**0**	**44**	**0**	**64**	**0**	**1**	**463**	**24**	**0**	**62**	**327**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						50%		30%								

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	9	0	6	0	0	0	10	0	14	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**9**	**0**	**6**	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**5**	**0**	**1**	**0**	**53**	**0**	**70**	**0**	**1**	**463**	**34**	**0**	**76**	**327**	**0**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1
PM Volume Balancing	0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0
PM 2026 EXISTING TRAFFIC	**0**	**1**	**0**	**0**	**0**	**29**	**2**	**136**	**0**	**0**	**294**	**26**	**0**	**29**	**321**	**1**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	2	0	10	0	0	21	2	0	2	23	0
PM 2028 NO-BUILD TRAFFIC	**0**	**1**	**0**	**0**	**0**	**31**	**2**	**146**	**0**	**0**	**315**	**28**	**0**	**31**	**344**	**1**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						50%		30%								

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	46	0	28	0	0	0	14	0	21	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**46**	**0**	**28**	**0**	**0**	**0**	**14**	**0**	**21**	**0**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**1**	**0**	**0**	**0**	**77**	**2**	**174**	**0**	**0**	**315**	**42**	**0**	**52**	**344**	**1**

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.86 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**77**	**0**	**1**	**20**	**0**	**0**	**81**	**0**	**1**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%

AM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	5	0	0	1	0	0	6	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**0**	**3**	**82**	**0**	**1**	**21**	**0**	**0**	**87**	**0**	**1**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		50%						50%								
	Exiting														20%		80%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	24	0	0	0	0	0	25	0	0	0	0	0	4	0	15
AM TOTAL PROJECT TRIPS		**0**	**24**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**15**
AM 2028 BUILD-OUT TRAFFIC		**0**	**24**	**3**	**82**	**0**	**1**	**21**	**25**	**0**	**87**	**0**	**1**	**0**	**4**	**0**	**15**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	3	49	0	0	92	0	0	75	0	0	0	0	0	0
PM Volume Balancing	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**52**	**0**	**0**	**92**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	4	0	0	7	0	0	5	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**0**	**3**	**56**	**0**	**0**	**99**	**0**	**0**	**80**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		50%						50%								
	Exiting														20%		80%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	35	0	0	0	0	0	35	0	0	0	0	0	18	0	74
PM TOTAL PROJECT TRIPS		**0**	**35**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**74**
PM 2028 BUILD-OUT TRAFFIC		**0**	**35**	**3**	**56**	**0**	**0**	**99**	**35**	**0**	**80**	**0**	**0**	**0**	**18**	**0**	**74**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing	0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**279**	**607**	**0**	**0**	**0**	**463**	**176**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**213**
AM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	20	43	0	0	0	33	13	0	0	0	0	0	10	0	15
AM 2028 NO-BUILD TRAFFIC	**0**	**299**	**650**	**0**	**0**	**0**	**496**	**189**	**0**	**0**	**0**	**0**	**0**	**144**	**0**	**228**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**20%**	**10%**													
	Exiting							**10%**							**30%**		**20%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**10**	**5**	0	0	0	**2**	0	0	0	0	0	0	**6**	0	**3**
AM TOTAL PROJECT TRIPS		**0**	**10**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**3**
AM 2028 BUILD-OUT TRAFFIC		**0**	**309**	**655**	**0**	**0**	**0**	**498**	**189**	**0**	**0**	**0**	**0**	**0**	**150**	**0**	**231**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223
PM Volume Balancing	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4
PM 2026 EXISTING TRAFFIC	**0**	**231**	**627**	**0**	**0**	**0**	**589**	**89**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**227**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	16	45	0	0	0	42	6	0	0	0	0	0	9	0	16
PM 2028 NO-BUILD TRAFFIC	**0**	**247**	**672**	**0**	**0**	**0**	**631**	**95**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**243**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**20%**	**10%**													
	Exiting							**10%**							**30%**		**20%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**14**	**7**	0	0	0	**9**	0	0	0	0	0	0	**28**	0	**18**
PM TOTAL PROJECT TRIPS		**0**	**14**	**7**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**18**
PM 2028 BUILD-OUT TRAFFIC		**0**	**261**	**679**	**0**	**0**	**0**	**640**	**95**	**0**	**0**	**0**	**0**	**0**	**160**	**0**	**261**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Jennifer Ct
COUNT DATE:
AM PEAK HOUR FACTOR: 0.98 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.92 **PM FUTURE PEAK HOUR FACTOR:** 0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**17**	**724**	**0**	**0**	**0**	**601**	**70**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**38**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	1	52	0	0	0	43	5	0	0	0	0	0	2	0	3
AM 2028 NO-BUILD TRAFFIC	**0**	**18**	**776**	**0**	**0**	**0**	**644**	**75**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**41**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		10%						40%								
Distribution	Exiting			30%											10%		10%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	5	6	0	0	0	0	20	0	0	0	0	0	2	0	2
AM TOTAL PROJECT TRIPS		**0**	**5**	**6**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
AM 2028 BUILD-OUT TRAFFIC		**0**	**23**	**782**	**0**	**0**	**0**	**644**	**95**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**43**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19
PM Volume Balancing	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**744**	**0**	**0**	**0**	**659**	**139**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**19**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	53	0	0	0	47	10	0	0	0	0	0	1	0	1
PM 2028 NO-BUILD TRAFFIC	**0**	**6**	**797**	**0**	**0**	**0**	**706**	**149**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**20**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		10%						40%								
Distribution	Exiting			30%											10%		10%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	28	0	0	0	0	28	0	0	0	0	0	9	0	9
PM TOTAL PROJECT TRIPS		**0**	**7**	**28**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**
PM 2028 BUILD-OUT TRAFFIC		**0**	**13**	**825**	**0**	**0**	**0**	**706**	**177**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**29**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.83 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**7**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**73**	**14**	**0**	**0**	**0**	**2**	**2**
AM Heavy Vehicle Percentage	2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	5	0	0	0	0	0	5	1	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**7**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**78**	**15**	**0**	**0**	**0**	**2**	**2**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											**50%**					
	Exiting															**20%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	**25**	0	0	0	**4**	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**4**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**7**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**78**	**40**	**0**	**0**	**0**	**6**	**2**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**59**	**86**	**0**	**0**	**0**	**3**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	2	0	0	0	0	0	4	6	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**6**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**63**	**92**	**0**	**0**	**0**	**3**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											**50%**					
	Exiting															**20%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	**35**	0	0	0	**18**	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**18**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**6**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**63**	**127**	**0**	**0**	**0**	**21**	**0**

DRAFT

Phase 2

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**32**	**0**	**155**	**0**	**0**	**0**	**0**	**0**	**157**	**340**	**0**	**0**	**0**	**208**	**11**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	5	0	23	0	0	0	0	0	23	50	0	0	0	31	2
AM 2030 NO-BUILD TRAFFIC	**0**	**37**	**0**	**178**	**0**	**0**	**0**	**0**	**0**	**180**	**390**	**0**	**0**	**0**	**239**	**13**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				**15%**											**15%**	
	Exiting										**15%**	**15%**					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	**10**	0	0	0	0	0	**5**	**4**	0	0	0	**10**	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**10**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**37**	**0**	**188**	**0**	**0**	**0**	**0**	**0**	**185**	**394**	**0**	**0**	**0**	**249**	**13**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38
PM Volume Balancing	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**24**	**0**	**125**	**0**	**0**	**0**	**0**	**0**	**175**	**256**	**0**	**0**	**0**	**226**	**38**
PM Heavy Vehicle Percentage	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	4	0	18	0	0	0	0	0	26	38	0	0	0	33	6
PM 2030 NO-BUILD TRAFFIC	**0**	**28**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**201**	**294**	**0**	**0**	**0**	**259**	**44**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				**15%**											**15%**	
	Exiting										**15%**	**15%**					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	**12**	0	0	0	0	0	**16**	**17**	0	0	0	**13**	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**16**	**17**	**0**	**0**	**0**	**13**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**28**	**0**	**155**	**0**	**0**	**0**	**0**	**0**	**217**	**311**	**0**	**0**	**0**	**272**	**44**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.91 **PM FUTURE PEAK HOUR FACTOR:** 0.91

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	5	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing	0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC	**0**	**5**	**0**	**1**	**0**	**41**	**0**	**60**	**0**	**1**	**432**	**22**	**0**	**58**	**305**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	1	0	0	0	6	0	9	0	0	64	3	0	9	45	0
AM 2030 NO-BUILD TRAFFIC	**0**	**6**	**0**	**1**	**0**	**47**	**0**	**69**	**0**	**1**	**496**	**25**	**0**	**67**	**350**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												20%		30%		
Distribution	Exiting						50%		30%								

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	15	0	9	0	0	0	13	0	20	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**9**	**0**	**0**	**0**	**13**	**0**	**20**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**6**	**0**	**1**	**0**	**62**	**0**	**78**	**0**	**1**	**496**	**38**	**0**	**87**	**350**	**0**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1
PM Volume Balancing	0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0
PM 2026 EXISTING TRAFFIC	**0**	**1**	**0**	**0**	**0**	**29**	**2**	**136**	**0**	**0**	**294**	**26**	**0**	**29**	**321**	**1**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	4	0	20	0	0	43	4	0	4	47	0
PM 2030 NO-BUILD TRAFFIC	**0**	**1**	**0**	**0**	**0**	**33**	**2**	**156**	**0**	**0**	**337**	**30**	**0**	**33**	**368**	**1**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												20%		30%		
Distribution	Exiting						50%		30%								

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	54	0	33	0	0	0	16	0	25	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**54**	**0**	**33**	**0**	**0**	**0**	**16**	**0**	**25**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**1**	**0**	**0**	**0**	**87**	**2**	**189**	**0**	**0**	**337**	**46**	**0**	**58**	**368**	**1**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.86 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**77**	**0**	**1**	**20**	**0**	**0**	**81**	**0**	**1**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%

AM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	11	0	0	3	0	0	12	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**3**	**88**	**0**	**1**	**23**	**0**	**0**	**93**	**0**	**1**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		30%	20%					25%								
Distribution	Exiting							35%							10%		45%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	20	13	0	0	0	11	17	0	0	0	0	0	3	0	13
AM TOTAL PROJECT TRIPS		**0**	**20**	**13**	**0**	**0**	**0**	**11**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**13**
AM 2030 BUILD-OUT TRAFFIC		**0**	**20**	**16**	**88**	**0**	**1**	**34**	**17**	**0**	**93**	**0**	**1**	**0**	**3**	**0**	**13**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	3	49	0	0	92	0	0	75	0	0	0	0	0	0
PM Volume Balancing	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**52**	**0**	**0**	**92**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	8	0	0	14	0	0	11	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**3**	**60**	**0**	**0**	**106**	**0**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		30%	20%					25%								
Distribution	Exiting							35%							10%		45%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	25	16	0	0	0	38	21	0	0	0	0	0	11	0	49
PM TOTAL PROJECT TRIPS		**0**	**25**	**16**	**0**	**0**	**0**	**38**	**21**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**49**
PM 2030 BUILD-OUT TRAFFIC		**0**	**25**	**19**	**60**	**0**	**0**	**144**	**21**	**0**	**86**	**0**	**0**	**0**	**11**	**0**	**49**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing	0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**279**	**607**	**0**	**0**	**0**	**463**	**176**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**213**
AM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	41	90	0	0	0	68	26	0	0	0	0	0	20	0	31
AM 2030 NO-BUILD TRAFFIC	**0**	**320**	**697**	**0**	**0**	**0**	**531**	**202**	**0**	**0**	**0**	**0**	**0**	**154**	**0**	**244**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%	10%													
Distribution	Exiting							10%							30%		20%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	13	7	0	0	0	3	0	0	0	0	0	0	9	0	6
AM TOTAL PROJECT TRIPS		**0**	**13**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**6**
AM 2030 BUILD-OUT TRAFFIC		**0**	**333**	**704**	**0**	**0**	**0**	**534**	**202**	**0**	**0**	**0**	**0**	**0**	**163**	**0**	**250**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223
PM Volume Balancing	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4
PM 2026 EXISTING TRAFFIC	**0**	**231**	**627**	**0**	**0**	**0**	**589**	**89**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**227**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	34	92	0	0	0	87	13	0	0	0	0	0	18	0	33
PM 2030 NO-BUILD TRAFFIC	**0**	**265**	**719**	**0**	**0**	**0**	**676**	**102**	**0**	**0**	**0**	**0**	**0**	**141**	**0**	**260**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%	10%													
Distribution	Exiting							10%							30%		20%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	16	8	0	0	0	11	0	0	0	0	0	0	32	0	22
PM TOTAL PROJECT TRIPS		**0**	**16**	**8**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**22**
PM 2030 BUILD-OUT TRAFFIC		**0**	**281**	**727**	**0**	**0**	**0**	**687**	**102**	**0**	**0**	**0**	**0**	**0**	**173**	**0**	**282**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Jennifer Ct
COUNT DATE:
AM PEAK HOUR FACTOR: 0.98 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.92 **PM FUTURE PEAK HOUR FACTOR:** 0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**17**	**724**	**0**	**0**	**0**	**601**	**70**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**38**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	3	107	0	0	0	89	10	0	0	0	0	0	4	0	6
AM 2030 NO-BUILD TRAFFIC	**0**	**20**	**831**	**0**	**0**	**0**	**690**	**80**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**44**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		10%						40%								
Distribution	Exiting			30%											10%		10%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	9	0	0	0	0	27	0	0	0	0	0	3	0	3
AM TOTAL PROJECT TRIPS		**0**	**7**	**9**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**
AM 2030 BUILD-OUT TRAFFIC		**0**	**27**	**840**	**0**	**0**	**0**	**690**	**107**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**47**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19
PM Volume Balancing	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**744**	**0**	**0**	**0**	**659**	**139**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**19**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	1	110	0	0	0	97	21	0	0	0	0	0	2	0	3
PM 2030 NO-BUILD TRAFFIC	**0**	**7**	**854**	**0**	**0**	**0**	**756**	**160**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**22**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		10%						40%								
Distribution	Exiting			30%											10%		10%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	8	32	0	0	0	0	33	0	0	0	0	0	10	0	11
PM TOTAL PROJECT TRIPS		**0**	**8**	**32**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**11**
PM 2030 BUILD-OUT TRAFFIC		**0**	**15**	**886**	**0**	**0**	**0**	**756**	**193**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**33**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.83 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**7**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**73**	**14**	**0**	**0**	**0**	**2**	**2**
AM Heavy Vehicle Percentage	2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	1	0	9	0	0	0	0	0	11	2	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**8**	**0**	**73**	**0**	**0**	**0**	**0**	**0**	**84**	**16**	**0**	**0**	**0**	**2**	**2**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering											**50%**					
Distribution	Exiting															**20%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	**34**	0	0	0	**6**	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**6**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**8**	**0**	**73**	**0**	**0**	**0**	**0**	**0**	**84**	**50**	**0**	**0**	**0**	**8**	**2**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**59**	**86**	**0**	**0**	**0**	**3**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	1	0	5	0	0	0	0	0	9	13	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**7**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**68**	**99**	**0**	**0**	**0**	**3**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering											**50%**					
Distribution	Exiting															**20%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	**41**	0	0	0	**21**	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**	**0**	**21**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**7**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**68**	**140**	**0**	**0**	**0**	**24**	**0**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Project Driveway B/Project Driveway C
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

AM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%								25%	20%	5%				
Distribution	Exiting				10%		5%									5%	35%

"AM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	13	0	3	0	2	0	0	0	17	13	4	0	0	1	11
AM TOTAL PROJECT TRIPS		**0**	**13**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**17**	**13**	**4**	**0**	**0**	**1**	**11**
AM 2030 BUILD-OUT TRAFFIC		**0**	**13**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**41**	**13**	**4**	**0**	**0**	**1**	**11**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	3	0	0	0	0	0	92	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		20%								25%	20%	5%				
Distribution	Exiting				10%		5%									5%	35%

"PM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	16	0	11	0	5	0	0	0	21	16	4	0	0	5	38
PM TOTAL PROJECT TRIPS		**0**	**16**	**0**	**11**	**0**	**5**	**0**	**0**	**0**	**21**	**16**	**4**	**0**	**0**	**5**	**38**
PM 2030 BUILD-OUT TRAFFIC		**0**	**16**	**0**	**14**	**0**	**5**	**0**	**0**	**0**	**127**	**16**	**4**	**0**	**0**	**5**	**38**

DRAFT

Phase 3

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**32**	**0**	**155**	**0**	**0**	**0**	**0**	**0**	**157**	**340**	**0**	**0**	**0**	**208**	**11**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	7	0	36	0	0	0	0	0	36	78	0	0	0	48	3
AM 2032 NO-BUILD TRAFFIC	**0**	**39**	**0**	**191**	**0**	**0**	**0**	**0**	**0**	**193**	**418**	**0**	**0**	**0**	**256**	**14**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	11	0	0	0	0	0	4	4	0	0	0	11	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**11**	**0**
AM 2032 BUILD-OUT TRAFFIC		**0**	**39**	**0**	**202**	**0**	**0**	**0**	**0**	**0**	**197**	**422**	**0**	**0**	**0**	**267**	**14**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38
PM Volume Balancing	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**24**	**0**	**125**	**0**	**0**	**0**	**0**	**0**	**175**	**256**	**0**	**0**	**0**	**226**	**38**
PM Heavy Vehicle Percentage	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	6	0	29	0	0	0	0	0	40	59	0	0	0	52	9
PM 2032 NO-BUILD TRAFFIC	**0**	**30**	**0**	**154**	**0**	**0**	**0**	**0**	**0**	**215**	**315**	**0**	**0**	**0**	**278**	**47**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	19	0	0	0	0	0	22	22	0	0	0	19	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**0**	**0**	**0**	**19**	**0**
PM 2032 BUILD-OUT TRAFFIC		**0**	**30**	**0**	**173**	**0**	**0**	**0**	**0**	**0**	**237**	**337**	**0**	**0**	**0**	**297**	**47**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.91 **PM FUTURE PEAK HOUR FACTOR:** 0.91

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	5	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing	0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC	**0**	**5**	**0**	**1**	**0**	**41**	**0**	**60**	**0**	**1**	**432**	**22**	**0**	**58**	**305**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	1	0	0	0	9	0	14	0	0	99	5	0	13	70	0
AM 2032 NO-BUILD TRAFFIC	**0**	**6**	**0**	**1**	**0**	**50**	**0**	**74**	**0**	**1**	**531**	**27**	**0**	**71**	**375**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						45%		30%								

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	13	0	8	0	0	0	14	0	22	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**13**	**0**	**8**	**0**	**0**	**0**	**14**	**0**	**22**	**0**	**0**
AM 2032 BUILD-OUT TRAFFIC		**0**	**6**	**0**	**1**	**0**	**63**	**0**	**82**	**0**	**1**	**531**	**41**	**0**	**93**	**375**	**0**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1
PM Volume Balancing	0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0
PM 2026 EXISTING TRAFFIC	**0**	**1**	**0**	**0**	**0**	**29**	**2**	**136**	**0**	**0**	**294**	**26**	**0**	**29**	**321**	**1**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	7	0	31	0	0	67	6	0	7	74	0
PM 2032 NO-BUILD TRAFFIC	**0**	**1**	**0**	**0**	**0**	**36**	**2**	**167**	**0**	**0**	**361**	**32**	**0**	**36**	**395**	**1**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						45%		30%								

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	68	0	44	0	0	0	26	0	38	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**68**	**0**	**44**	**0**	**0**	**0**	**26**	**0**	**38**	**0**	**0**
PM 2032 BUILD-OUT TRAFFIC		**0**	**1**	**0**	**0**	**0**	**104**	**2**	**211**	**0**	**0**	**361**	**58**	**0**	**74**	**395**	**1**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.86 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**77**	**0**	**1**	**20**	**0**	**0**	**81**	**0**	**1**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%

AM 2032 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	0	1	18	0	0	5	0	0	19	0	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC	**0**	**0**	**4**	**95**	**0**	**1**	**25**	**0**	**0**	**100**	**0**	**1**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	30%					10%								
	Exiting							55%							10%		20%

"AM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	14	22	0	0	0	15	7	0	0	0	0	0	3	0	6
AM TOTAL PROJECT TRIPS		**0**	**14**	**22**	**0**	**0**	**0**	**15**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**6**
AM 2032 BUILD-OUT TRAFFIC		**0**	**14**	**26**	**95**	**0**	**1**	**40**	**7**	**0**	**100**	**0**	**1**	**0**	**3**	**0**	**6**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	3	49	0	0	92	0	0	75	0	0	0	0	0	0
PM Volume Balancing	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**0**	**3**	**52**	**0**	**0**	**92**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2032 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	0	1	12	0	0	21	0	0	17	0	0	0	0	0	0
PM 2032 NO-BUILD TRAFFIC	**0**	**0**	**4**	**64**	**0**	**0**	**113**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	30%					10%								
	Exiting							55%							10%		20%

"PM PROJECT TRIPS" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	26	38	0	0	0	83	13	0	0	0	0	0	15	0	29
PM TOTAL PROJECT TRIPS		**0**	**26**	**38**	**0**	**0**	**0**	**83**	**13**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**29**
PM 2032 BUILD-OUT TRAFFIC		**0**	**26**	**42**	**64**	**0**	**0**	**196**	**13**	**0**	**92**	**0**	**0**	**0**	**15**	**0**	**29**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing	0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**279**	**607**	**0**	**0**	**0**	**463**	**176**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**213**
AM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	64	139	0	0	0	106	40	0	0	0	0	0	31	0	49
AM 2032 NO-BUILD TRAFFIC	**0**	**343**	**746**	**0**	**0**	**0**	**569**	**216**	**0**	**0**	**0**	**0**	**0**	**165**	**0**	**262**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**20%**	**10%**													
	Exiting							**10%**							**25%**		**20%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**14**	**7**	0	0	0	**3**	0	0	0	0	0	0	**7**	0	**6**
AM TOTAL PROJECT TRIPS		**0**	**14**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**6**
AM 2032 BUILD-OUT TRAFFIC		**0**	**357**	**753**	**0**	**0**	**0**	**572**	**216**	**0**	**0**	**0**	**0**	**0**	**172**	**0**	**268**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223
PM Volume Balancing	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4
PM 2026 EXISTING TRAFFIC	**0**	**231**	**627**	**0**	**0**	**0**	**589**	**89**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**227**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	53	144	0	0	0	135	20	0	0	0	0	0	28	0	52
PM 2032 NO-BUILD TRAFFIC	**0**	**284**	**771**	**0**	**0**	**0**	**724**	**109**	**0**	**0**	**0**	**0**	**0**	**151**	**0**	**279**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**20%**	**10%**													
	Exiting							**10%**							**25%**		**20%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**26**	**13**	0	0	0	**15**	0	0	0	0	0	0	**38**	0	**30**
PM TOTAL PROJECT TRIPS		**0**	**26**	**13**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**30**
PM 2032 BUILD-OUT TRAFFIC		**0**	**310**	**784**	**0**	**0**	**0**	**739**	**109**	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**309**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Jennifer Ct
COUNT DATE:
AM PEAK HOUR FACTOR: 0.98 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.92 **PM FUTURE PEAK HOUR FACTOR:** 0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**17**	**724**	**0**	**0**	**0**	**601**	**70**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**38**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	4	166	0	0	0	138	16	0	0	0	0	0	6	0	9
AM 2032 NO-BUILD TRAFFIC	**0**	**21**	**890**	**0**	**0**	**0**	**739**	**86**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**47**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**10%**						**40%**								
	Exiting			**25%**											**15%**		**10%**

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**7**	**7**	0	0	0	0	**28**	0	0	0	0	0	**5**	0	**3**
AM TOTAL PROJECT TRIPS		**0**	**7**	**7**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**3**
AM 2032 BUILD-OUT TRAFFIC		**0**	**28**	**897**	**0**	**0**	**0**	**739**	**114**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**50**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19
PM Volume Balancing	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**744**	**0**	**0**	**0**	**659**	**139**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**19**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	1	171	0	0	0	151	32	0	0	0	0	0	4	0	4
PM 2032 NO-BUILD TRAFFIC	**0**	**7**	**915**	**0**	**0**	**0**	**810**	**171**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**23**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		**10%**						**40%**								
	Exiting			**25%**											**15%**		**10%**

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**13**	**38**	0	0	0	0	**51**	0	0	0	0	0	**23**	0	**15**
PM TOTAL PROJECT TRIPS		**0**	**13**	**38**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**15**
PM 2032 BUILD-OUT TRAFFIC		**0**	**20**	**953**	**0**	**0**	**0**	**810**	**222**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**38**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.83 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	**0**	**7**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**73**	**14**	**0**	**0**	**0**	**2**	**2**
AM Heavy Vehicle Percentage	2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	2	0	15	0	0	0	0	0	17	3	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC	**0**	**9**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**90**	**17**	**0**	**0**	**0**	**2**	**2**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											50%					
	Exiting															25%	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	35	0	0	0	8	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**8**	**0**
AM 2032 BUILD-OUT TRAFFIC		**0**	**9**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**90**	**52**	**0**	**0**	**0**	**10**	**2**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**6**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**59**	**86**	**0**	**0**	**0**	**3**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	1	0	7	0	0	0	0	0	14	20	0	0	0	1	0
PM 2032 NO-BUILD TRAFFIC	**0**	**7**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**73**	**106**	**0**	**0**	**0**	**4**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering											50%					
	Exiting															25%	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	64	0	0	0	38	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**38**	**0**
PM 2032 BUILD-OUT TRAFFIC		**0**	**7**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**73**	**170**	**0**	**0**	**0**	**42**	**0**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Project Driveway B/Project Driveway C
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%	20%							10%	15%	25%				
	Exiting				10%		5%	40%								10%	15%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	14	4	0	1	12	0	0	6	11	18	0	0	3	4
AM TOTAL PROJECT TRIPS		**0**	**7**	**14**	**4**	**0**	**1**	**12**	**0**	**0**	**6**	**11**	**18**	**0**	**0**	**3**	**4**
AM 2032 BUILD-OUT TRAFFIC		**0**	**7**	**14**	**9**	**0**	**1**	**12**	**0**	**0**	**32**	**11**	**18**	**0**	**0**	**3**	**4**

PM Peak Hour

PM 2026 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	3	0	0	0	0	0	92	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2032 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	21	0	0	0	0	0	0
PM 2032 NO-BUILD TRAFFIC	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**113**	**0**	**0**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%	20%							10%	15%	25%				
	Exiting				10%		5%	40%								10%	15%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	13	25	15	0	8	60	0	0	13	19	32	0	0	15	23
PM TOTAL PROJECT TRIPS		**0**	**13**	**25**	**15**	**0**	**8**	**60**	**0**	**0**	**13**	**19**	**32**	**0**	**0**	**15**	**23**
PM 2032 BUILD-OUT TRAFFIC		**0**	**13**	**25**	**19**	**0**	**8**	**60**	**0**	**0**	**126**	**19**	**32**	**0**	**0**	**15**	**23**

DRAFT

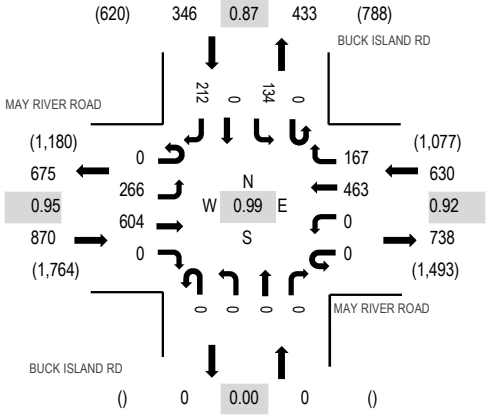
Appendix D – Raw Turning Movement Counts

DRAFT

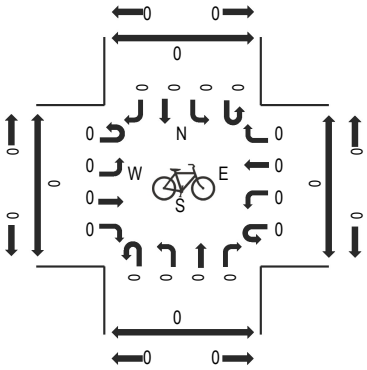
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BUCK ISLAND RD & MAY RIVER ROAD AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

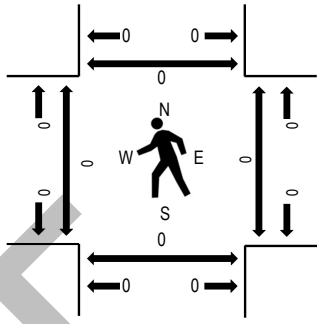
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	53	170	0	0	0	79	17	0	0	0	0	0	23	0	42	384	1,726	0	0	0	1
7:15 AM	0	68	152	0	0	0	100	30	0	0	0	0	0	22	0	50	422	1,808	0	0	0	0
7:30 AM	0	60	143	0	0	0	123	49	0	0	0	0	0	38	0	53	466	1,846	0	0	0	0
7:45 AM	0	73	144	0	0	0	111	48	0	0	0	0	0	33	0	45	454	1,798	0	0	0	0
8:00 AM	0	84	151	0	0	0	115	39	0	0	0	0	0	29	0	48	466	1,735	0	0	0	0
8:15 AM	0	49	166	0	0	0	114	31	0	0	0	0	0	34	0	66	460		0	0	0	0
8:30 AM	0	69	146	0	0	0	80	39	0	0	0	0	0	36	0	48	418		0	0	2	0
8:45 AM	0	56	180	0	0	0	79	23	0	0	0	0	0	26	0	27	391		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Lights	0	259	592	0	0	0	453	164	0	0	0	0	0	132	0	204	1,804
Mediums	0	6	11	0	0	0	10	3	0	0	0	0	0	2	0	7	39
Total	0	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212	1,846

Heavy Vehicle Percentage and Peak Hour Factor

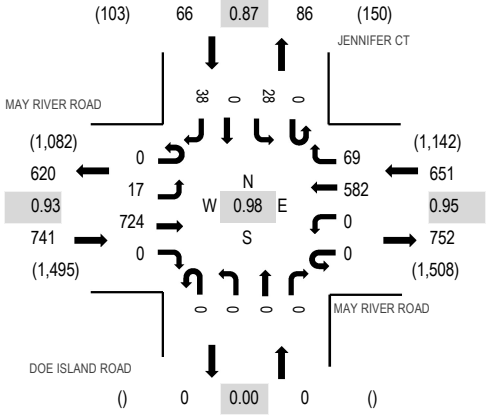
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.2%				2.1%				0.0%				2.9%			2.3%
Heavy Vehicle %	0.0%	2.6%	2.0%	0.0%	0.0%	0.0%	2.2%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	3.8%	2.3%
Peak Hour Factor		0.95				0.92				0.00				0.87			0.99
Peak Hour Factor	0.00	0.85	0.89	0.00	0.00	0.00	0.94	0.85	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.80	0.99

DRAFT

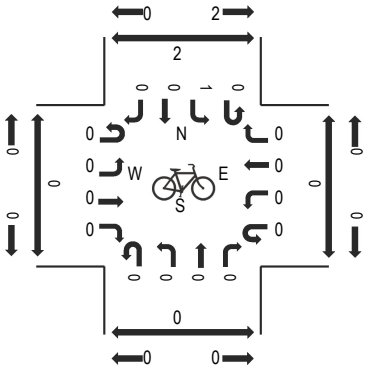
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DOE ISLAND ROAD & MAY RIVER ROAD AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

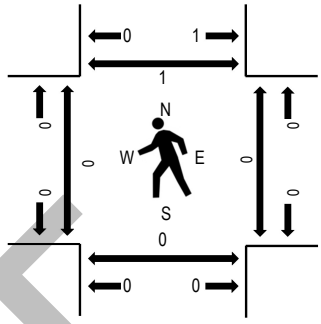
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				DOE ISLAND ROAD Northbound				JENNIFER CT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	190	0	0	0	92	8	0	0	0	0	0	5	0	3	300	1,367	0	0	0	1
7:15 AM	0	4	170	0	0	0	136	14	0	0	0	0	0	2	0	6	332	1,417	0	0	0	0
7:30 AM	0	2	179	0	0	0	150	18	0	0	0	0	0	8	0	11	368	1,458	0	0	0	0
7:45 AM	0	3	177	0	0	0	151	21	0	0	0	0	0	6	0	9	367	1,408	0	0	0	0
8:00 AM	0	6	169	0	0	0	144	14	0	0	0	0	0	7	0	10	350	1,373	0	0	0	0
8:15 AM	0	6	199	0	0	0	137	16	0	0	0	0	0	7	0	8	373		0	0	0	1
8:30 AM	0	3	179	0	0	0	111	15	0	0	0	0	0	2	0	8	318		0	0	0	0
8:45 AM	0	5	201	0	0	0	102	13	0	0	0	0	0	7	0	4	332		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	17	710	0	0	0	571	67	0	0	0	0	0	28	0	36	1,429
Mediums	0	0	13	0	0	0	11	2	0	0	0	0	0	0	0	2	28
Total	0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38	1,458

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			1.9%				2.0%				0.0%				3.0%		2.0%
Heavy Vehicle %	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.0%
Peak Hour Factor			0.93				0.95				0.00				0.87		0.98
Peak Hour Factor	0.00	0.83	0.93	0.00	0.00	0.00	0.96	0.82	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.86	0.98

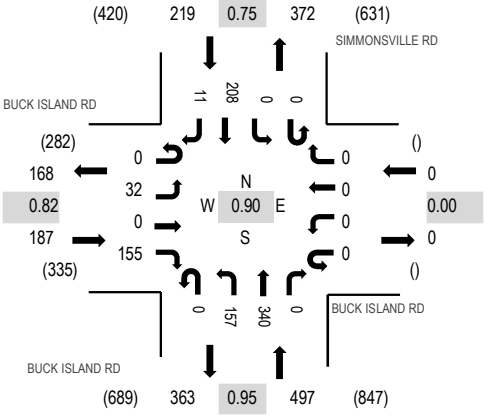
DRAFT

ATTACHMENT 7

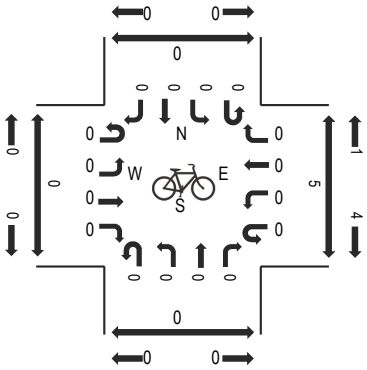
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BUCK ISLAND RD & BUCK ISLAND RD AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

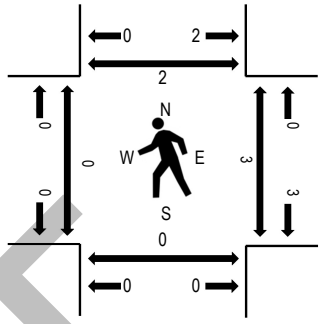
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUCK ISLAND RD Eastbound				BUCK ISLAND RD Westbound				BUCK ISLAND RD Northbound				SIMMONSVILLE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	0	42	0	0	0	0	0	23	48	0	0	0	35	0	155	827	0	1	0	0
7:15 AM	0	11	0	36	0	0	0	0	0	37	70	0	0	0	50	2	206	903	0	1	0	1
7:30 AM	0	7	0	52	0	0	0	0	0	38	93	0	0	0	60	2	252	893	0	0	0	0
7:45 AM	0	6	0	32	0	0	0	0	0	40	90	0	0	0	42	4	214	856	0	1	0	0
8:00 AM	0	8	0	35	0	0	0	0	0	42	87	0	0	0	56	3	231	775	0	1	0	1
8:15 AM	0	6	0	28	0	0	0	0	0	30	48	0	0	0	81	3	196		0	1	0	0
8:30 AM	0	3	0	38	0	0	0	0	0	38	82	0	0	0	52	2	215		0	0	0	0
8:45 AM	0	1	0	23	0	0	0	0	0	17	64	0	0	0	27	1	133		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	32	0	152	0	0	0	0	0	153	333	0	0	0	201	10	881
Mediums	0	0	0	3	0	0	0	0	0	4	6	0	0	0	5	1	19
Total	0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11	903

Heavy Vehicle Percentage and Peak Hour Factor

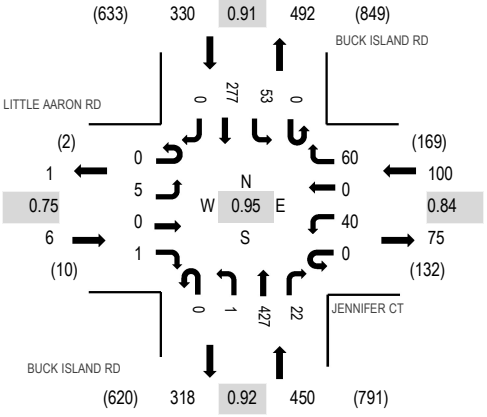
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				0.0%				2.2%				3.7%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.1%	0.0%	0.0%	0.0%	3.4%	9.1%	2.4%
Peak Hour Factor		0.82				0.00				0.95				0.75			0.90
Peak Hour Factor	0.00	0.73	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.93	0.91	0.00	0.00	0.00	0.74	0.75	0.90

DRAFT

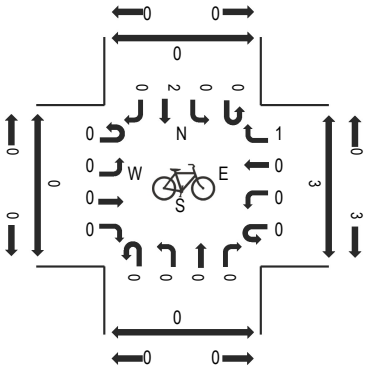
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BUCK ISLAND RD & JENNIFER CT AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

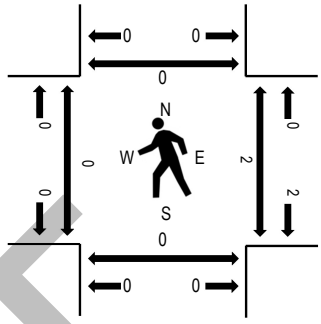
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE AARON RD Eastbound				JENNIFER CT Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	2	0	7	0	9	0	0	65	6	0	12	56	0	158	830	0	1	0	0
7:15 AM	0	2	0	1	0	10	0	18	0	1	89	8	0	17	63	0	209	886	0	1	0	0
7:30 AM	0	1	0	0	0	11	0	19	0	0	104	5	0	14	79	0	233	875	0	0	0	0
7:45 AM	0	2	0	0	0	12	0	15	0	0	117	5	0	13	66	0	230	861	0	0	0	0
8:00 AM	0	0	0	0	0	7	0	8	0	0	117	4	0	9	69	0	214	773	0	1	0	0
8:15 AM	0	0	0	0	0	11	0	11	0	0	72	9	0	5	89	1	198		0	1	0	0
8:30 AM	0	0	0	0	0	6	0	12	0	0	106	4	0	10	81	0	219		0	0	0	0
8:45 AM	0	0	0	1	0	5	0	8	0	0	73	6	0	5	44	0	142		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	5	0	1	0	39	0	60	0	1	418	22	0	52	268	0	866
Mediums	0	0	0	0	0	1	0	0	0	0	8	0	0	1	6	0	16
Total	0	5	0	1	0	40	0	60	0	1	427	22	0	53	277	0	886

Heavy Vehicle Percentage and Peak Hour Factor

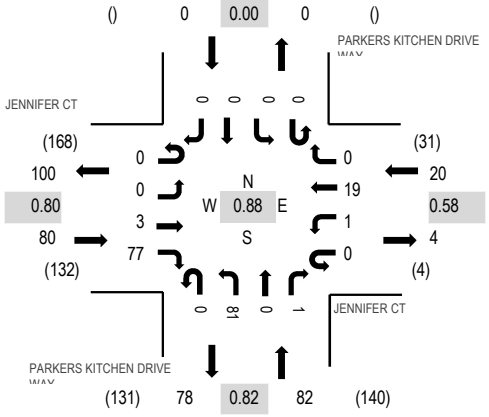
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.0%				2.0%				3.0%			2.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	1.9%	3.2%	0.0%	2.3%
Peak Hour Factor		0.75				0.84				0.92				0.91			0.95
Peak Hour Factor	0.00	0.75	0.00	0.38	0.00	0.85	0.00	0.80	0.00	0.25	0.91	0.75	0.00	0.82	0.86	0.25	0.95

DRAFT

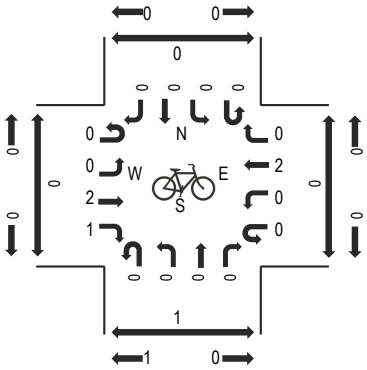
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 PARKERS KITCHEN DRIVEWAY & JENNIFER CT AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

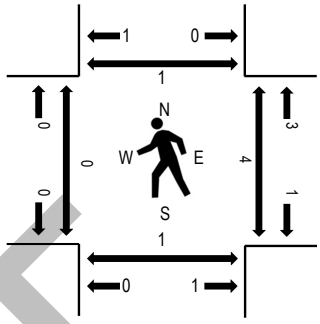
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JENNIFER CT Eastbound				JENNIFER CT Westbound				PARKERS KITCHEN DRIVEWAY Northbound				PARKERS KITCHEN DRIVEWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	17	0	0	1	0	0	17	0	0	0	0	0	0	35	182	0	1	1	1
7:15 AM	0	0	0	25	0	0	5	0	0	21	0	1	0	0	0	0	52	178	0	2	0	0
7:30 AM	0	0	1	19	0	0	5	0	0	25	0	0	0	0	0	0	50	161	0	1	0	0
7:45 AM	0	0	2	16	0	1	8	0	0	18	0	0	0	0	0	0	45	144	0	0	0	0
8:00 AM	0	0	0	13	0	1	1	0	0	16	0	0	0	0	0	0	31	121	0	0	0	0
8:15 AM	0	0	0	14	0	0	5	0	0	16	0	0	0	0	0	0	35		0	0	1	0
8:30 AM	0	0	0	14	0	0	3	0	0	16	0	0	0	0	0	0	33		0	0	0	0
8:45 AM	0	0	0	11	0	0	1	0	0	10	0	0	0	0	0	0	22		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	3	77	0	1	19	0	0	79	0	0	0	0	0	0	179
Mediums	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Total	0	0	3	77	0	1	19	0	0	81	0	1	0	0	0	0	182

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.0%				3.7%				0.0%		1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor			0.80				0.58				0.82				0.00		0.88
Peak Hour Factor	0.00	0.00	0.38	0.77	0.00	0.50	0.59	0.00	0.00	0.81	0.00	0.25	0.00	0.00	0.00	0.00	0.88

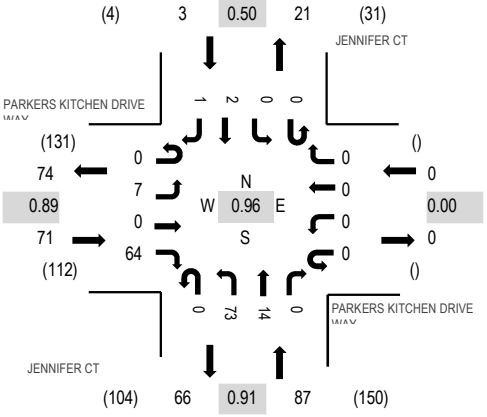
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ATTACHMENT 7

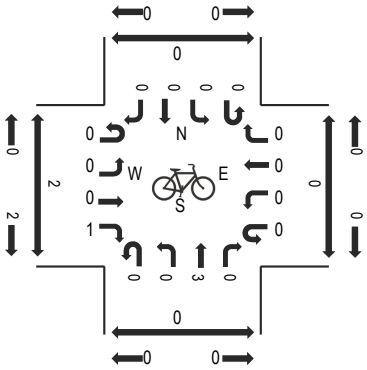
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JENNIFER CT & PARKERS KITCHEN DRIVEWAY AM
Date: Wednesday, August 26, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

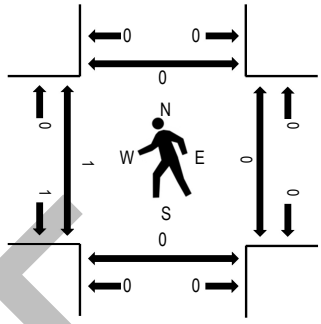
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKERS KITCHEN DRIVEWAY Eastbound				PARKERS KITCHEN DRIVEWAY Westbound				JENNIFER CT Northbound				JENNIFER CT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	8	0	0	0	0	0	9	1	0	0	0	0	0	19	130	0	0	0	0
7:15 AM	0	2	0	7	0	0	0	0	0	15	2	0	0	0	1	0	27	148	0	0	0	0
7:30 AM	0	2	0	18	0	0	0	0	0	18	3	0	0	0	1	0	42	161	0	0	0	0
7:45 AM	0	1	0	15	0	0	0	0	0	16	8	0	0	0	1	1	42	146	0	0	0	0
8:00 AM	0	1	0	16	0	0	0	0	0	19	1	0	0	0	0	0	37	136	0	0	0	0
8:15 AM	0	3	0	15	0	0	0	0	0	20	2	0	0	0	0	0	40		1	0	0	0
8:30 AM	0	0	0	10	0	0	0	0	0	14	3	0	0	0	0	0	27		0	0	0	0
8:45 AM	0	1	0	12	0	0	0	0	0	19	0	0	0	0	0	0	32		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	0	62	0	0	0	0	0	71	14	0	0	0	2	1	157
Mediums	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Total	0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1	161

Heavy Vehicle Percentage and Peak Hour Factor

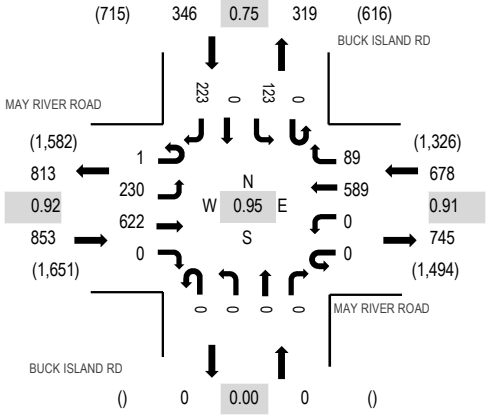
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.8%				0.0%				2.3%				0.0%			2.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor		0.89				0.00				0.91				0.50			0.96
Peak Hour Factor	0.00	0.58	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.91	0.44	0.00	0.00	0.00	0.75	0.25	0.96

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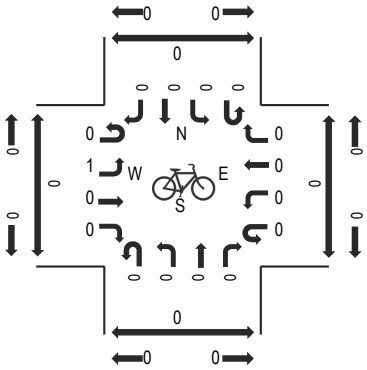
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BUCK ISLAND RD & MAY RIVER ROAD PM
Date: Wednesday, August 26, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

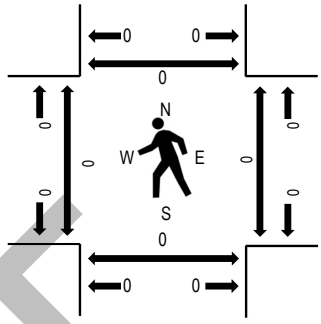
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	49	164	0	0	0	145	22	0	0	0	0	0	47	0	72	499	1,837	0	0	0	0
4:15 PM	0	65	157	0	0	0	135	36	0	0	0	0	0	41	0	43	477	1,834	0	0	0	0
4:30 PM	0	40	134	0	0	0	123	19	0	0	0	0	0	25	0	51	392	1,830	0	0	0	0
4:45 PM	0	67	151	0	0	0	136	35	0	0	0	0	0	28	0	52	469	1,877	0	0	0	0
5:00 PM	1	60	171	0	0	0	168	19	0	0	0	0	0	29	0	48	496	1,855	0	0	0	0
5:15 PM	0	49	165	0	0	0	149	18	0	0	0	0	0	27	0	65	473		0	0	0	0
5:30 PM	0	54	135	0	0	0	136	17	0	0	0	0	0	39	0	58	439		0	0	0	0
5:45 PM	0	44	145	0	0	0	146	22	0	0	0	0	0	36	0	54	447		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Lights	1	226	619	0	0	0	584	86	0	0	0	0	0	122	0	220	1,858
Mediums	0	2	3	0	0	0	5	3	0	0	0	0	0	1	0	2	16
Total	1	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223	1,877

Heavy Vehicle Percentage and Peak Hour Factor

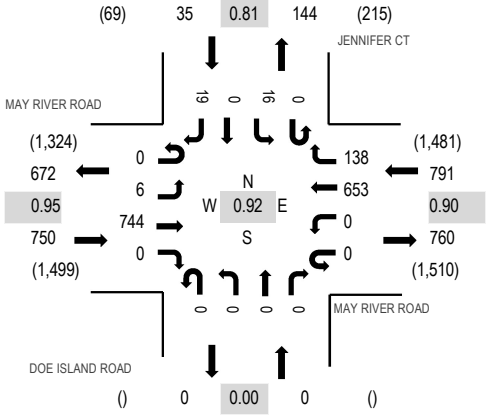
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				1.2%				0.0%				1.2%			1.0%
Heavy Vehicle %	0.0%	1.7%	0.5%	0.0%	0.0%	0.0%	0.8%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	1.3%	1.0%
Peak Hour Factor		0.92				0.91				0.00				0.75			0.95
Peak Hour Factor	0.25	0.87	0.91	0.00	0.00	0.00	0.89	0.78	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.87	0.95

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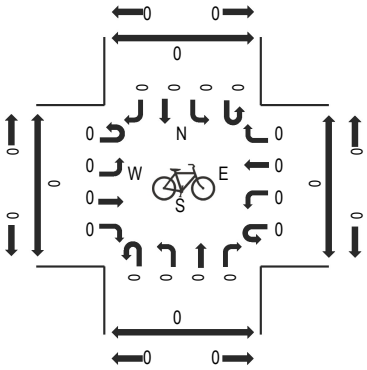
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 DOE ISLAND ROAD & MAY RIVER ROAD PM
Date: Wednesday, August 26, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

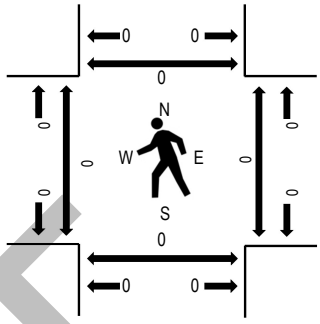
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				DOE ISLAND ROAD Northbound				JENNIFER CT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	205	0	0	0	155	13	0	0	0	0	0	1	0	7	386	1,473	0	0	0	0
4:15 PM	0	3	196	0	0	0	173	15	0	0	0	0	0	6	0	4	397	1,517	0	0	0	0
4:30 PM	0	1	159	0	0	0	141	14	0	0	0	0	0	2	0	5	322	1,511	0	0	0	0
4:45 PM	0	1	179	0	0	0	160	19	0	0	0	0	0	2	0	7	368	1,570	0	0	0	0
5:00 PM	0	3	195	0	0	0	187	33	0	0	0	0	0	6	0	6	430	1,576	0	0	0	0
5:15 PM	0	1	195	0	0	0	157	27	0	0	0	0	0	6	0	5	391		0	0	0	0
5:30 PM	0	1	171	0	0	0	155	47	0	0	0	0	0	2	0	5	381		0	0	0	0
5:45 PM	0	1	183	0	0	0	154	31	0	0	0	0	0	2	0	3	374		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	739	0	0	0	647	137	0	0	0	0	0	16	0	18	1,563
Mediums	0	0	5	0	0	0	6	1	0	0	0	0	0	0	0	1	13
Total	0	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19	1,576

Heavy Vehicle Percentage and Peak Hour Factor

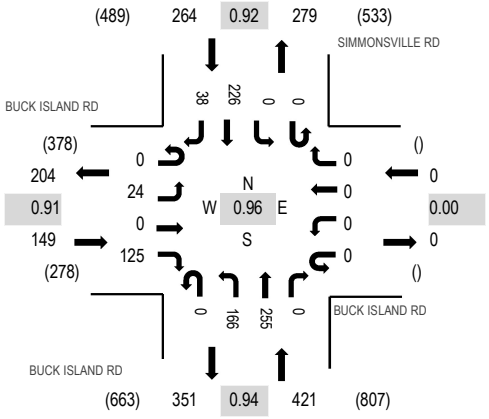
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.7%				0.9%				0.0%				2.9%		0.8%
Heavy Vehicle %	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.8%
Peak Hour Factor			0.95				0.90				0.00				0.81		0.92
Peak Hour Factor	0.00	0.50	0.95	0.00	0.00	0.00	0.88	0.73	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.82	0.92

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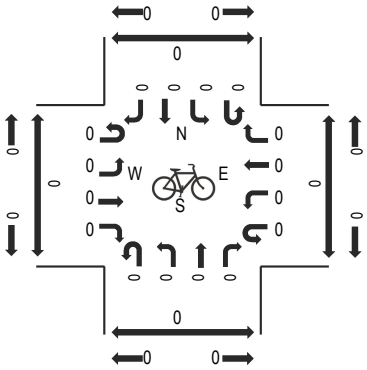
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 BUCK ISLAND RD & BUCK ISLAND RD PM
Date: Wednesday, August 26, 2026
Peak Hour: 05:00 PM - 05:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

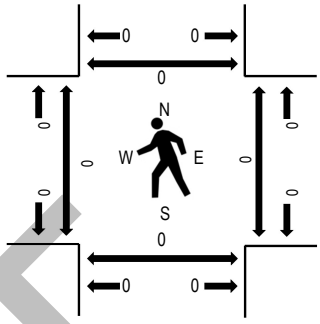
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUCK ISLAND RD Eastbound				BUCK ISLAND RD Westbound				BUCK ISLAND RD Northbound				SIMMONSVILLE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	0	36	0	0	0	0	0	35	45	0	0	0	67	4	192	740	0	1	0	1
4:15 PM	0	3	0	23	0	0	0	0	0	38	68	0	0	0	46	5	183	764	0	0	0	0
4:30 PM	0	3	0	25	0	0	0	0	0	32	60	0	0	0	41	9	170	783	0	0	0	0
4:45 PM	0	5	0	29	0	0	0	0	0	43	65	0	0	0	45	8	195	830	0	1	0	0
5:00 PM	0	10	0	30	0	0	0	0	0	51	65	0	0	0	51	9	216	834	0	0	0	0
5:15 PM	0	5	0	24	0	0	0	0	0	37	64	0	0	0	66	6	202		0	0	0	0
5:30 PM	0	5	0	34	0	0	0	0	0	46	63	0	0	0	59	10	217		0	0	0	0
5:45 PM	0	4	0	37	0	0	0	0	0	32	63	0	0	0	50	13	199		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Lights	0	23	0	124	0	0	0	0	0	165	252	0	0	0	221	37	822
Mediums	0	1	0	1	0	0	0	0	0	1	1	0	0	0	3	1	8
Total	0	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38	834

Heavy Vehicle Percentage and Peak Hour Factor

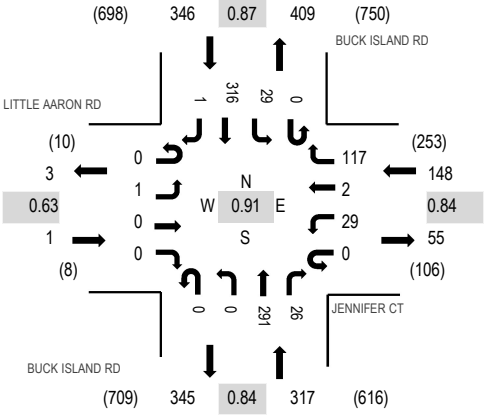
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				0.0%				1.0%				2.3%			1.4%
Heavy Vehicle %	0.0%	4.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	1.2%	0.0%	0.0%	0.0%	2.2%	2.6%	1.4%
Peak Hour Factor		0.91				0.00				0.94				0.92			0.96
Peak Hour Factor	0.00	0.63	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.87	0.95	0.00	0.00	0.00	0.86	0.73	0.96

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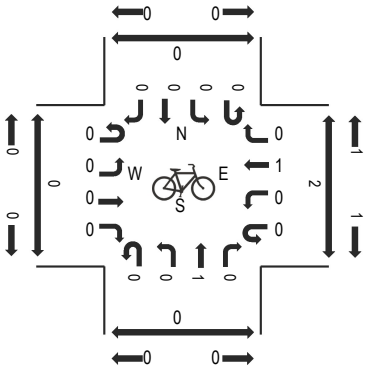
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BUCK ISLAND RD & JENNIFER CT PM
Date: Wednesday, August 26, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

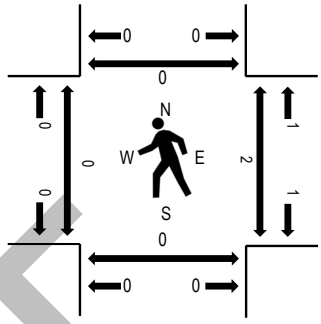
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE AARON RD Eastbound				JENNIFER CT Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	0	0	10	0	9	0	0	66	4	0	9	104	1	204	766	0	0	0	0
4:15 PM	0	1	1	0	0	13	0	14	0	0	92	10	0	5	70	1	207	764	0	0	2	0
4:30 PM	0	2	0	0	0	7	1	14	0	0	54	5	0	6	70	0	159	748	0	0	0	0
4:45 PM	0	0	0	0	0	7	0	11	0	0	92	10	0	4	72	0	196	812	0	2	0	0
5:00 PM	0	1	0	0	0	12	0	33	0	0	71	7	0	12	65	1	202	809	0	0	0	0
5:15 PM	0	0	0	0	0	8	1	26	0	0	62	4	0	5	85	0	191		0	0	0	0
5:30 PM	0	0	0	0	0	2	1	47	0	0	66	5	0	8	94	0	223		0	0	0	0
5:45 PM	0	1	1	0	0	11	2	24	0	2	63	3	0	7	79	0	193		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	1	0	0	0	29	2	117	0	0	285	25	0	28	312	1	800
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	9
Total	0	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1	812

Heavy Vehicle Percentage and Peak Hour Factor

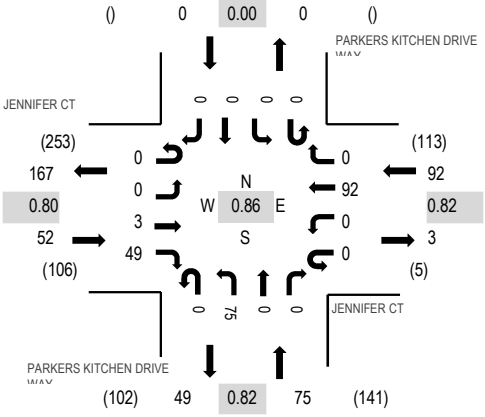
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.2%				1.4%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	3.8%	0.0%	3.4%	1.3%	0.0%	1.5%
Peak Hour Factor		0.63				0.84				0.84				0.87			0.91
Peak Hour Factor	0.00	0.50	0.25	0.00	0.00	0.75	0.50	0.69	0.00	0.25	0.84	0.80	0.00	0.67	0.86	0.50	0.91

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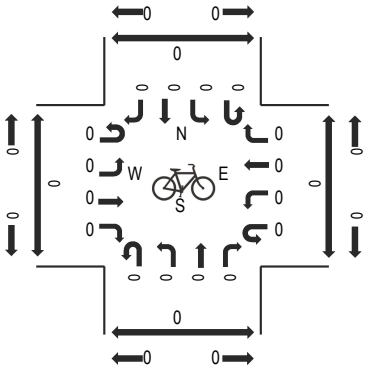
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 PARKERS KITCHEN DRIVEWAY & JENNIFER CT PM
Date: Wednesday, August 26, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

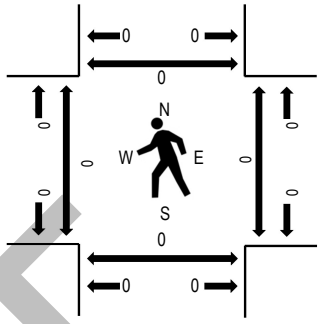
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JENNIFER CT Eastbound				JENNIFER CT Westbound				PARKERS KITCHEN DRIVEWAY Northbound				PARKERS KITCHEN DRIVEWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	12	0	0	6	0	0	15	0	0	0	0	0	0	33	141	0	1	0	1
4:15 PM	0	0	0	16	0	0	3	0	0	24	0	1	0	0	0	0	44	172	0	0	1	0
4:30 PM	0	0	0	10	0	0	7	0	0	13	0	0	0	0	0	0	30	176	0	0	0	0
4:45 PM	0	0	1	15	0	0	5	0	0	13	0	0	0	0	0	0	34	206	2	0	0	0
5:00 PM	0	0	2	17	0	0	22	0	0	23	0	0	0	0	0	0	64	219	0	0	0	0
5:15 PM	0	0	0	9	0	0	23	0	0	16	0	0	0	0	0	0	48		0	0	0	0
5:30 PM	0	0	0	13	0	0	28	0	0	19	0	0	0	0	0	0	60		0	0	0	0
5:45 PM	0	0	1	10	0	0	19	0	0	17	0	0	0	0	0	0	47		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	2	48	0	0	91	0	0	75	0	0	0	0	0	0	216
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	49	0	0	92	0	0	75	0	0	0	0	0	0	219

Heavy Vehicle Percentage and Peak Hour Factor

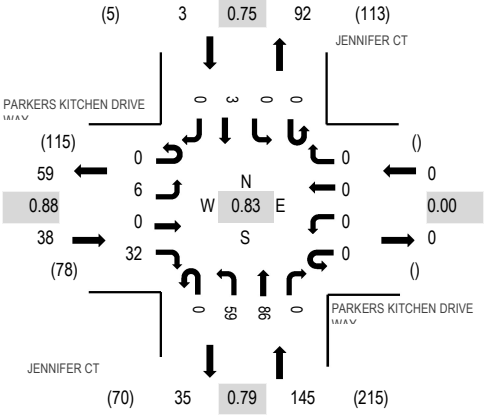
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.8%				1.1%				0.0%				0.0%			1.4%
Heavy Vehicle %	0.0%	0.0%	33.3%	2.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
Peak Hour Factor		0.80				0.82				0.82				0.00			0.86
Peak Hour Factor	0.00	0.00	0.38	0.85	0.00	0.00	0.82	0.00	0.00	0.82	0.00	0.25	0.00	0.00	0.00	0.00	0.86

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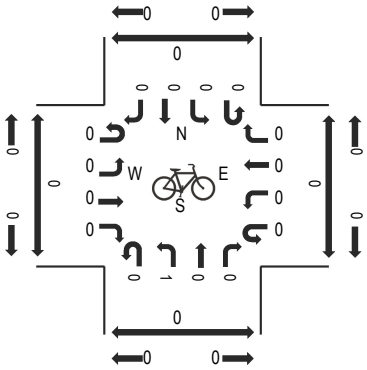
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JENNIFER CT & PARKERS KITCHEN DRIVEWAY PM
Date: Wednesday, August 26, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

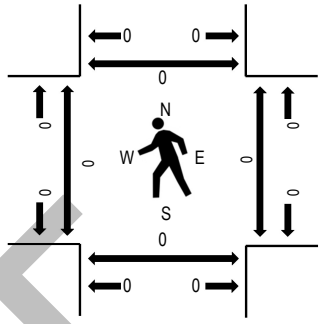
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKERS KITCHEN DRIVEWAY Eastbound				PARKERS KITCHEN DRIVEWAY Westbound				JENNIFER CT Northbound				JENNIFER CT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	8	0	0	0	0	0	15	3	0	0	0	0	0	29	112	0	0	0	0
4:15 PM	0	2	0	9	0	0	0	0	0	17	1	0	0	0	1	0	30	131	0	0	0	0
4:30 PM	0	1	0	7	0	0	0	0	0	9	6	0	0	0	0	0	23	142	0	0	0	0
4:45 PM	0	1	0	9	0	0	0	0	0	15	4	0	0	0	1	0	30	175	0	0	0	0
5:00 PM	0	1	0	10	0	0	0	0	0	15	21	0	0	0	1	0	48	186	0	0	0	0
5:15 PM	0	1	0	11	0	0	0	0	0	9	20	0	0	0	0	0	41		0	0	0	0
5:30 PM	0	3	0	6	0	0	0	0	0	19	27	0	0	0	1	0	56		0	0	0	0
5:45 PM	0	1	0	5	0	0	0	0	0	16	18	0	0	0	1	0	41		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	0	32	0	0	0	0	0	59	85	0	0	0	2	0	184
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Total	0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	186

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.7%				33.3%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	33.3%	0.0%	1.1%
Peak Hour Factor		0.88				0.00				0.79				0.75			0.83
Peak Hour Factor	0.00	0.58	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.78	0.80	0.00	0.00	0.00	0.75	0.00	0.83

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Appendix E – Historic Growth Rate Data

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SUMMARY STATISTICS BY ROADWAY/FUNCTIONAL CLASS			
Roadway Name	Functional Class	6-Year Growth (%)	11-Year Growth (%)
07-0334	S-29	3.4%	1.7%
07-0157	SC46	4.0%	6.5%
07-0337	S-474	2.1%	0.7%
Overall Weighted Average		**3.3%**	**3.5%**

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Appendix F – Capacity Analysis Worksheets

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2026 Existing

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Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	155	157	340	208	11
Future Vol, veh/h	32	155	157	340	208	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	36	172	174	378	231	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	964	237	243	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	283	802	1317	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	246	802	1317	-	-	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.68	2.57	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1317	-	578	-	-
HCM Lane V/C Ratio	0.132	-	0.36	-	-
HCM Ctrl Dly (s/v)	8.2	-	14.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.6	-	-

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	41	0	60	1	432	22	58	305	0
Future Vol, veh/h	5	0	1	41	0	60	1	432	22	58	305	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	43	0	63	1	455	23	61	321	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	900	923	321	912	912	466	321	0	0	478	0	0
Stage 1	443	443	-	468	468	-	-	-	-	-	-	-
Stage 2	457	480	-	443	443	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	259	270	720	254	274	596	1239	-	-	1084	-	-
Stage 1	594	576	-	573	561	-	-	-	-	-	-	-
Stage 2	584	554	-	592	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	254	720	239	258	596	1239	-	-	1084	-	-
Mov Cap-2 Maneuver	219	254	-	239	258	-	-	-	-	-	-	-
Stage 1	560	543	-	573	560	-	-	-	-	-	-	-
Stage 2	521	554	-	558	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.94	16.47	0.02	1.36
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	247	239	596	1084	-	-
HCM Lane V/C Ratio	0.001	-	-	0.026	0.181	0.106	0.056	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	19.9	23.4	11.8	8.5	-	-
HCM Lane LOS	A	A	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.4	0.2	-	-

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Intersection	
Int Delay, s/veh	4.2

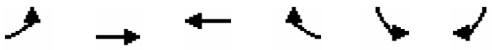
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	77	1	20	81	1
Future Vol, veh/h	3	77	1	20	81	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	3	88	1	23	92	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	72	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1504	-	932	802
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	931	802
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.35	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	86	-
HCM Lane V/C Ratio	0.1	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

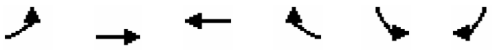
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	282	613	468	178	135	215
v/c Ratio	0.47	0.46	0.48	0.19	0.50	0.51
Control Delay (s/veh)	6.7	6.3	14.2	2.5	36.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	6.3	14.2	2.5	36.5	9.2
Queue Length 50th (ft)	37	99	134	0	61	0
Queue Length 95th (ft)	79	197	238	30	114	56
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	608	1346	978	916	465	566
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.46	0.48	0.19	0.29	0.38

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	279	607	463	176	134	213
Future Volume (veh/h)	279	607	463	176	134	213
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	282	613	468	178	135	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	551	1302	985	835	307	269
Arrive On Green	0.10	0.70	0.53	0.53	0.17	0.17
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	282	613	468	178	135	215
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	5.2	11.2	12.0	4.5	5.2	10.1
Cycle Q Clear(g_c), s	5.2	11.2	12.0	4.5	5.2	10.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	551	1302	985	835	307	269
V/C Ratio(X)	0.51	0.47	0.48	0.21	0.44	0.80
Avail Cap(c_a), veh/h	600	1302	985	835	469	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	5.2	11.3	9.6	28.2	30.2
Incr Delay (d2), s/veh	0.5	1.2	1.6	0.6	1.0	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	4.5	1.4	2.1	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	6.4	13.0	10.2	29.2	36.5
LnGrp LOS	A	A	B	B	C	D
Approach Vol, veh/h		895	646		350	
Approach Delay, s/veh		7.1	12.2		33.7	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		18.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		13.2		12.1	7.2	14.0
Green Ext Time (p_c), s		10.6		0.7	0.2	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	724	601	70	28	38
Future Vol, veh/h	17	724	601	70	28	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	17	739	613	71	29	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	685	0	-	0	1387	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	909	-	-	-	158	487
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	909	-	-	-	155	487
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	21.71
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	909	-	-	-	155	487
HCM Lane V/C Ratio	0.019	-	-	-	0.185	0.08
HCM Ctrl Dly (s/v)	9	-	-	-	33.5	13
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.3

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Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	64	73	14	2	2
Future Vol, veh/h	7	64	73	14	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	67	76	15	2	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	170	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	820	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	1078	1611	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	6.16	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	1039	-	-
HCM Lane V/C Ratio	0.047	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	125	175	256	226	38
Future Vol, veh/h	24	125	175	256	226	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	25	130	182	267	235	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	886	255	275	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	312	783	1288	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	783	1288	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	526	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.11	3.35	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	598	-	-
HCM Lane V/C Ratio	0.142	-	0.259	-	-
HCM Ctrl Dly (s/v)	8.3	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1	-	-

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Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	29	2	136	0	294	26	29	321	1
Future Vol, veh/h	1	0	0	29	2	136	0	294	26	29	321	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	32	2	149	0	323	29	32	353	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	741	769	353	754	755	337	354	0	0	352	0	0
Stage 1	417	417	-	337	337	-	-	-	-	-	-	-
Stage 2	324	352	-	416	418	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	332	332	690	326	338	705	1205	-	-	1202	-	-
Stage 1	613	591	-	677	641	-	-	-	-	-	-	-
Stage 2	688	632	-	614	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	253	323	690	317	329	705	1205	-	-	1202	-	-
Mov Cap-2 Maneuver	253	323	-	317	329	-	-	-	-	-	-	-
Stage 1	597	576	-	677	641	-	-	-	-	-	-	-
Stage 2	540	632	-	597	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.29	12.63	0	0.67
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1205	-	-	253	318	705	1202	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.107	0.212	0.027	-	-
HCM Ctrl Dly (s/v)	0	-	-	19.3	17.7	11.5	8.1	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.8	0.1	-	-

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Intersection	
Int Delay, s/veh	3.3

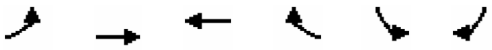
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	52	0	92	75	0
Future Vol, veh/h	3	52	0	92	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	3	60	0	107	87	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	64	0	141	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	852	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	852	1040
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	852	-	-	1538	-
HCM Lane V/C Ratio	0.102	-	-	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

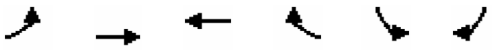
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	243	660	620	94	129	239
v/c Ratio	0.50	0.49	0.63	0.11	0.49	0.54
Control Delay (s/veh)	7.5	6.6	16.9	3.5	36.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	6.6	16.9	3.5	36.1	9.3
Queue Length 50th (ft)	30	109	198	2	58	0
Queue Length 95th (ft)	65	215	346	25	110	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	502	1354	985	869	468	594
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.63	0.11	0.28	0.40

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	231	627	589	89	123	227
Future Volume (veh/h)	231	627	589	89	123	227
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	243	660	620	94	129	239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	469	1284	971	817	328	291
Arrive On Green	0.10	0.69	0.52	0.52	0.18	0.18
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	243	660	620	94	129	239
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	4.5	13.2	18.4	2.4	4.9	11.2
Cycle Q Clear(g_c), s	4.5	13.2	18.4	2.4	4.9	11.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	469	1284	971	817	328	291
V/C Ratio(X)	0.52	0.51	0.64	0.12	0.39	0.82
Avail Cap(c_a), veh/h	518	1284	971	817	463	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	5.9	13.3	9.5	27.7	30.2
Incr Delay (d2), s/veh	0.7	1.5	3.2	0.3	0.8	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.4	7.1	0.7	2.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.8	7.3	16.5	9.7	28.4	38.9
LnGrp LOS	B	A	B	A	C	D
Approach Vol, veh/h		903	714		368	
Approach Delay, s/veh		8.3	15.6		35.2	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		19.2	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		15.2		13.2	6.5	20.4
Green Ext Time (p_c), s		11.0		0.7	0.2	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	15.9
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	744	659	139	16	19
Future Vol, veh/h	6	744	659	139	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	7	809	716	151	17	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	867	0	-	0	1538	716
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	822	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	776	-	-	-	127	425
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	776	-	-	-	126	425
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	432	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	24.92
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	776	-	-	-	126	425
HCM Lane V/C Ratio	0.008	-	-	-	0.138	0.049
HCM Ctrl Dly (s/v)	9.7	-	-	-	38	13.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.2

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Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	32	59	86	3	0
Future Vol, veh/h	6	32	59	86	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	39	71	104	4	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	1080	1618	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	1080	1618	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.79	2.98	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	996	-	-
HCM Lane V/C Ratio	0.044	-	0.046	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

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Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	166	168	364	223	12
Future Vol, veh/h	34	166	168	364	223	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	38	184	187	404	248	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1032	254	261	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	258	784	1297	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	784	1297	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.01	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1297	-	547	-	-
HCM Lane V/C Ratio	0.144	-	0.406	-	-
HCM Ctrl Dly (s/v)	8.2	-	16	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	2	-	-

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	44	0	64	1	463	24	62	327	0
Future Vol, veh/h	5	0	1	44	0	64	1	463	24	62	327	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	46	0	67	1	487	25	65	344	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	964	989	344	977	977	500	344	0	0	513	0	0
Stage 1	475	475	-	502	502	-	-	-	-	-	-	-
Stage 2	489	515	-	475	475	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	235	247	699	229	251	571	1215	-	-	1053	-	-
Stage 1	571	557	-	550	542	-	-	-	-	-	-	-
Stage 2	560	535	-	569	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	194	231	699	214	235	571	1215	-	-	1053	-	-
Mov Cap-2 Maneuver	194	231	-	214	235	-	-	-	-	-	-	-
Stage 1	535	523	-	549	541	-	-	-	-	-	-	-
Stage 2	494	534	-	533	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.81	17.94	0.02	1.38
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	220	214	571	1053	-	-
HCM Lane V/C Ratio	0.001	-	-	0.029	0.216	0.118	0.062	-	-
HCM Ctrl Dly (s/v)	8	0	-	21.8	26.4	12.1	8.6	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.4	0.2	-	-

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Intersection	
Int Delay, s/veh	4.3

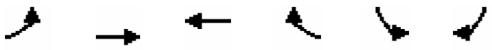
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	82	1	21	87	1
Future Vol, veh/h	3	82	1	21	87	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	3	91	1	23	97	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	74	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1500	-	929	800
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	928	800
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.34	9.34
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	82	-
HCM Lane V/C Ratio	0.106	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

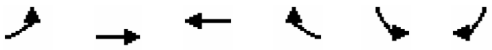
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	315	684	522	199	152	240
v/c Ratio	0.57	0.52	0.54	0.22	0.54	0.53
Control Delay (s/veh)	8.7	7.3	15.7	2.5	37.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.7	7.3	15.7	2.5	37.2	8.9
Queue Length 50th (ft)	44	123	159	0	69	0
Queue Length 95th (ft)	93	245	283	33	125	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	557	1332	969	919	460	581
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.51	0.54	0.22	0.33	0.41

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	299	650	496	189	144	228
Future Volume (veh/h)	299	650	496	189	144	228
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	315	684	522	199	152	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	505	1281	961	814	333	291
Arrive On Green	0.11	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	315	684	522	199	152	240
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	6.3	14.2	14.7	5.4	5.9	11.5
Cycle Q Clear(g_c), s	6.3	14.2	14.7	5.4	5.9	11.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1281	961	814	333	291
V/C Ratio(X)	0.62	0.53	0.54	0.24	0.46	0.82
Avail Cap(c_a), veh/h	542	1281	961	814	457	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.1	12.8	10.5	28.2	30.4
Incr Delay (d2), s/veh	1.7	1.6	2.2	0.7	1.0	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.8	5.6	1.7	2.5	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.4	7.7	15.0	11.2	29.1	40.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		999	721		392	
Approach Delay, s/veh		8.9	14.0		35.8	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.3		19.5	13.3	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		16.2		13.5	8.3	16.7
Green Ext Time (p_c), s		11.2		0.7	0.2	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	776	644	75	30	41
Future Vol, veh/h	18	776	644	75	30	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	19	817	678	79	32	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	757	0	-	0	1533	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	854	-	-	-	128	447
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	125	447
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	417	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	26.23
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	854	-	-	-	125	447
HCM Lane V/C Ratio	0.022	-	-	-	0.252	0.097
HCM Ctrl Dly (s/v)	9.3	-	-	-	43.1	13.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3

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Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	69	78	15	2	2
Future Vol, veh/h	7	69	78	15	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	73	82	16	2	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	183	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	806	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	765	1078	1611	-	-	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.76	6.17	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	1039	-	-
HCM Lane V/C Ratio	0.051	-	0.077	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

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Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	134	187	274	242	41
Future Vol, veh/h	26	134	187	274	242	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	27	141	197	288	255	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	958	276	298	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	762	1263	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	762	1263	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.12	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	562	-	-
HCM Lane V/C Ratio	0.156	-	0.3	-	-
HCM Ctrl Dly (s/v)	8.4	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.3	-	-

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	31	2	146	0	315	28	31	344	1
Future Vol, veh/h	1	0	0	31	2	146	0	315	28	31	344	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	34	2	160	0	346	31	34	378	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	794	824	379	808	809	362	379	0	0	377	0	0
Stage 1	447	447	-	362	362	-	-	-	-	-	-	-
Stage 2	347	377	-	446	447	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	306	308	668	300	314	683	1179	-	-	1176	-	-
Stage 1	591	574	-	657	625	-	-	-	-	-	-	-
Stage 2	669	616	-	591	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	226	299	668	291	305	683	1179	-	-	1176	-	-
Mov Cap-2 Maneuver	226	299	-	291	305	-	-	-	-	-	-	-
Stage 1	574	557	-	657	625	-	-	-	-	-	-	-
Stage 2	510	616	-	574	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.03	13.21	0	0.67
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	226	292	683	1176	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.124	0.235	0.029	-	-
HCM Ctrl Dly (s/v)	0	-	-	21	19.1	11.9	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.9	0.1	-	-

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Intersection	
Int Delay, s/veh	3.3

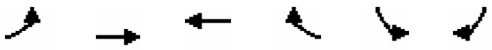
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	56	0	99	80	0
Future Vol, veh/h	3	56	0	99	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	3	62	0	110	89	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	144	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1536	-	848	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1536	-	848	1039
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.74
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	1536	-
HCM Lane V/C Ratio	0.105	-	-	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

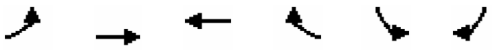
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	260	707	664	100	139	256
v/c Ratio	0.57	0.53	0.68	0.12	0.51	0.56
Control Delay (s/veh)	9.3	7.2	18.6	3.9	36.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	7.2	18.6	3.9	36.7	9.2
Queue Length 50th (ft)	34	125	222	4	63	0
Queue Length 95th (ft)	72	247	389	28	116	60
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	463	1344	977	862	464	604
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.53	0.68	0.12	0.30	0.42

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	247	672	631	95	132	243
Future Volume (veh/h)	247	672	631	95	132	243
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	260	707	664	100	139	256
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	432	1268	959	807	345	307
Arrive On Green	0.10	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	260	707	664	100	139	256
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.0	15.3	20.9	2.6	5.3	12.1
Cycle Q Clear(g_c), s	5.0	15.3	20.9	2.6	5.3	12.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	432	1268	959	807	345	307
V/C Ratio(X)	0.60	0.56	0.69	0.12	0.40	0.83
Avail Cap(c_a), veh/h	480	1268	959	807	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.5	14.3	9.9	27.5	30.2
Incr Delay (d2), s/veh	1.4	1.8	4.1	0.3	0.8	10.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.3	8.3	0.8	2.2	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.3	8.3	18.4	10.2	28.3	41.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		967	764		395	
Approach Delay, s/veh		9.6	17.4		36.5	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		20.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		17.3		14.1	7.0	22.9
Green Ext Time (p_c), s		11.3		0.7	0.2	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	797	706	149	17	20
Future Vol, veh/h	6	797	706	149	17	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	7	866	767	162	18	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	929	0	-	0	1647	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	879	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	736	-	-	-	109	397
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	108	397
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	406	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.07	0	28.56
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	736	-	-	-	108	397
HCM Lane V/C Ratio	0.009	-	-	-	0.171	0.055
HCM Ctrl Dly (s/v)	9.9	-	-	-	45	14.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.2

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Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	34	63	92	3	0
Future Vol, veh/h	6	34	63	92	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	38	70	102	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	246	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	743	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	1080	1619	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.76	2.98	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	1002	-	-
HCM Lane V/C Ratio	0.043	-	0.044	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	173	171	367	230	12
Future Vol, veh/h	34	173	171	367	230	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	38	192	190	408	256	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1050	262	269	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	252	776	1289	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	776	1289	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	448	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.42	2.63	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	543	-	-
HCM Lane V/C Ratio	0.147	-	0.424	-	-
HCM Ctrl Dly (s/v)	8.3	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	2.1	-	-

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Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	53	0	70	1	463	34	76	327	0
Future Vol, veh/h	5	0	1	53	0	70	1	463	34	76	327	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	56	0	74	1	487	36	80	344	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	994	1029	344	1012	1012	505	344	0	0	523	0	0
Stage 1	504	504	-	507	507	-	-	-	-	-	-	-
Stage 2	489	525	-	504	504	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	224	234	699	217	239	567	1215	-	-	1043	-	-
Stage 1	550	541	-	546	539	-	-	-	-	-	-	-
Stage 2	560	529	-	548	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	215	699	200	221	567	1215	-	-	1043	-	-
Mov Cap-2 Maneuver	180	215	-	200	221	-	-	-	-	-	-	-
Stage 1	508	499	-	545	538	-	-	-	-	-	-	-
Stage 2	487	529	-	505	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.1	19.86	0.02	1.65
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	205	200	567	1043	-	-
HCM Lane V/C Ratio	0.001	-	-	0.031	0.279	0.13	0.077	-	-
HCM Ctrl Dly (s/v)	8	0	-	23.1	29.9	12.3	8.7	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.4	0.2	-	-

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Intersection	
Int Delay, s/veh	4.7

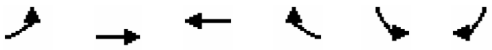
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	3	82	1	21	25	87	0	1	4	0	15
Future Vol, veh/h	24	3	82	1	21	25	87	0	1	4	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	27	3	91	1	23	28	97	0	1	4	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	94	0	0	128	156	49	96	187	37
Stage 1	-	-	-	-	-	-	102	102	-	39	39	-
Stage 2	-	-	-	-	-	-	26	53	-	57	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1500	-	-	845	736	800	887	707	1035
Stage 1	-	-	-	-	-	-	904	811	-	976	862	-
Stage 2	-	-	-	-	-	-	992	850	-	955	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1555	-	-	1500	-	-	816	722	800	868	694	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	722	-	868	694	-
Stage 1	-	-	-	-	-	-	887	796	-	975	861	-
Stage 2	-	-	-	-	-	-	975	850	-	937	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.62	0.16	10.01	8.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	816	332	-	-	35	-	-	995
HCM Lane V/C Ratio	0.12	0.017	-	-	0.001	-	-	0.021
HCM Ctrl Dly (s/v)	10	7.4	0	-	7.4	0	-	8.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

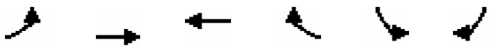
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	325	689	524	199	158	243
v/c Ratio	0.59	0.52	0.54	0.22	0.55	0.53
Control Delay (s/veh)	9.3	7.5	15.9	2.5	37.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	7.5	15.9	2.5	37.4	8.8
Queue Length 50th (ft)	47	127	162	0	72	0
Queue Length 95th (ft)	99	253	288	33	130	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	552	1327	965	916	458	582
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.52	0.54	0.22	0.34	0.42

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	309	655	498	189	150	231
Future Volume (veh/h)	309	655	498	189	150	231
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	325	689	524	199	158	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	505	1279	954	809	336	294
Arrive On Green	0.11	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	325	689	524	199	158	243
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	6.6	14.4	14.9	5.5	6.2	11.7
Cycle Q Clear(g_c), s	6.6	14.4	14.9	5.5	6.2	11.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1279	954	809	336	294
V/C Ratio(X)	0.64	0.54	0.55	0.25	0.47	0.83
Avail Cap(c_a), veh/h	536	1279	954	809	454	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	6.2	13.1	10.7	28.3	30.6
Incr Delay (d2), s/veh	2.2	1.6	2.3	0.7	1.0	10.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.9	5.8	1.8	2.6	10.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	7.8	15.3	11.5	29.4	40.6
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1014	723		401	
Approach Delay, s/veh		9.2	14.3		36.2	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.6		19.8	13.6	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		16.4		13.7	8.6	16.9
Green Ext Time (p_c), s		11.2		0.7	0.1	5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	782	644	95	32	43
Future Vol, veh/h	23	782	644	95	32	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	24	823	678	100	34	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	1549	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	839	-	-	-	125	447
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	122	447
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	409	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	27.43
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	839	-	-	-	122	447
HCM Lane V/C Ratio	0.029	-	-	-	0.277	0.101
HCM Ctrl Dly (s/v)	9.4	-	-	-	45.5	14
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.3

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Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	69	78	40	6	2
Future Vol, veh/h	7	69	78	40	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	73	82	42	6	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	214	7	8	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	775	1072	1605	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	1072	1605	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	4.87	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1190	-	1028	-	-
HCM Lane V/C Ratio	0.051	-	0.078	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

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Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	144	201	288	253	41
Future Vol, veh/h	26	144	201	288	253	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	27	152	212	303	266	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1014	288	309	0	-	0
Stage 1	288	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	262	751	1251	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	751	1251	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.76	3.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1251	-	546	-	-
HCM Lane V/C Ratio	0.169	-	0.327	-	-
HCM Ctrl Dly (s/v)	8.5	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.4	-	-

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Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	77	2	174	0	315	42	52	344	1
Future Vol, veh/h	1	0	0	77	2	174	0	315	42	52	344	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	85	2	191	0	346	46	57	378	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	840	885	379	862	863	369	379	0	0	392	0	0
Stage 1	493	493	-	369	369	-	-	-	-	-	-	-
Stage 2	347	392	-	492	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	285	284	668	275	293	676	1179	-	-	1161	-	-
Stage 1	558	547	-	651	621	-	-	-	-	-	-	-
Stage 2	669	606	-	558	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	270	668	262	278	676	1179	-	-	1161	-	-
Mov Cap-2 Maneuver	193	270	-	262	278	-	-	-	-	-	-	-
Stage 1	530	520	-	651	621	-	-	-	-	-	-	-
Stage 2	478	606	-	531	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.78	16.45	0	1.08
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	193	262	676	1161	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.331	0.283	0.049	-	-
HCM Ctrl Dly (s/v)	0	-	-	23.8	25.4	12.4	8.3	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.4	1.2	0.2	-	-

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Intersection	
Int Delay, s/veh	5.2

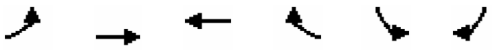
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	3	56	0	99	35	80	0	0	18	0	74
Future Vol, veh/h	35	3	56	0	99	35	80	0	0	18	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	3	62	0	110	39	89	0	0	20	0	82

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	66	0	0	222	261	34	211	273	129
Stage 1	-	-	-	-	-	-	112	112	-	129	129	-
Stage 2	-	-	-	-	-	-	110	149	-	81	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1433	-	-	1536	-	-	734	644	1039	747	634	920
Stage 1	-	-	-	-	-	-	893	803	-	874	789	-
Stage 2	-	-	-	-	-	-	895	774	-	927	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1433	-	-	1536	-	-	649	625	1039	725	616	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	625	-	725	616	-
Stage 1	-	-	-	-	-	-	867	780	-	874	789	-
Stage 2	-	-	-	-	-	-	815	774	-	901	756	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.82	0	11.42	9.66
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	649	563	-	-	1536	-	-	874
HCM Lane V/C Ratio	0.137	0.027	-	-	-	-	-	0.117
HCM Ctrl Dly (s/v)	11.4	7.6	0	-	0	-	-	9.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.4

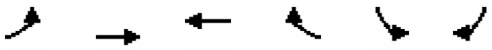
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	275	715	674	100	168	275
v/c Ratio	0.63	0.54	0.70	0.12	0.57	0.56
Control Delay (s/veh)	12.6	8.0	20.1	4.2	37.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	8.0	20.1	4.2	37.7	8.6
Queue Length 50th (ft)	39	139	238	4	77	0
Queue Length 95th (ft)	99	277	421	30	137	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	441	1322	961	849	456	612
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.54	0.70	0.12	0.37	0.45

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	261	679	640	95	160	261
Future Volume (veh/h)	261	679	640	95	160	261
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	275	715	674	100	168	275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	415	1251	946	796	365	324
Arrive On Green	0.10	0.67	0.51	0.51	0.20	0.20
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	275	715	674	100	168	275
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.6	16.2	22.0	2.7	6.5	13.2
Cycle Q Clear(g_c), s	5.6	16.2	22.0	2.7	6.5	13.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	415	1251	946	796	365	324
V/C Ratio(X)	0.66	0.57	0.71	0.13	0.46	0.85
Avail Cap(c_a), veh/h	462	1251	946	796	451	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	7.0	15.1	10.3	27.6	30.3
Incr Delay (d2), s/veh	2.7	1.9	4.5	0.3	0.9	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.7	8.9	0.8	2.7	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.7	8.9	19.6	10.6	28.5	43.4
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		990	774		443	
Approach Delay, s/veh		10.8	18.5		37.8	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		21.2	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		18.2		15.2	7.6	24.0
Green Ext Time (p_c), s		11.1		0.7	0.2	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

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Section VII. Item #3.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	825	706	177	26	29
Future Vol, veh/h	13	825	706	177	26	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	14	897	767	192	28	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	960	0	-	0	1692	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	925	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	717	-	-	-	102	397
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	717	-	-	-	100	397
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	386	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	33.54
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	717	-	-	-	100	397
HCM Lane V/C Ratio	0.02	-	-	-	0.282	0.079
HCM Ctrl Dly (s/v)	10.1	-	-	-	54.4	14.8
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	0.3

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	34	63	127	21	0
Future Vol, veh/h	6	34	63	127	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	38	70	141	23	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	304	23	23	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	687	1053	1592	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	655	1053	1592	-	-	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.91	2.44	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	597	-	965	-	-
HCM Lane V/C Ratio	0.044	-	0.046	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

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Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	178	180	390	239	13
Future Vol, veh/h	37	178	180	390	239	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	41	198	200	433	266	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1106	273	280	0	-	0
Stage 1	273	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	233	766	1277	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	766	1277	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.08	2.63	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1277	-	511	-	-
HCM Lane V/C Ratio	0.157	-	0.468	-	-
HCM Ctrl Dly (s/v)	8.3	-	18.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2.5	-	-

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	47	0	69	1	496	25	67	350	0
Future Vol, veh/h	6	0	1	47	0	69	1	496	25	67	350	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	49	0	73	1	522	26	71	368	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1034	1060	368	1047	1047	535	368	0	0	548	0	0
Stage 1	509	509	-	537	537	-	-	-	-	-	-	-
Stage 2	524	551	-	509	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	210	224	677	205	228	545	1190	-	-	1021	-	-
Stage 1	546	538	-	526	523	-	-	-	-	-	-	-
Stage 2	536	516	-	545	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	208	677	191	212	545	1190	-	-	1021	-	-
Mov Cap-2 Maneuver	170	208	-	191	212	-	-	-	-	-	-	-
Stage 1	509	501	-	525	522	-	-	-	-	-	-	-
Stage 2	464	515	-	506	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.72	19.82	0.02	1.41
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	190	191	545	1021	-	-
HCM Lane V/C Ratio	0.001	-	-	0.039	0.26	0.133	0.069	-	-
HCM Ctrl Dly (s/v)	8	0	-	24.7	30.4	12.6	8.8	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.5	0.2	-	-

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Intersection	
Int Delay, s/veh	4.3

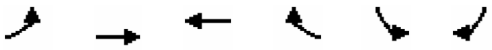
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	88	1	23	93	1
Future Vol, veh/h	3	88	1	23	93	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	3	98	1	26	103	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	80	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1491	-	922	796
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	922	796
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	9.41
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	75	-
HCM Lane V/C Ratio	0.114	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

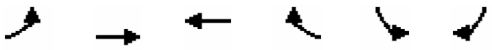
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	337	734	559	213	162	257
v/c Ratio	0.65	0.56	0.58	0.23	0.56	0.55
Control Delay (s/veh)	11.0	8.0	16.8	2.5	37.7	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.0	8.0	16.8	2.5	37.7	8.9
Queue Length 50th (ft)	49	142	178	0	74	0
Queue Length 95th (ft)	103	284	315	34	133	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	523	1322	961	919	456	591
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.56	0.58	0.23	0.36	0.43

Intersection Summary

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	697	531	202	154	244
Future Volume (veh/h)	320	697	531	202	154	244
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	337	734	559	213	162	257
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	480	1269	939	795	349	306
Arrive On Green	0.11	0.68	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	337	734	559	213	162	257
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	7.1	16.6	16.9	6.2	6.4	12.6
Cycle Q Clear(g_c), s	7.1	16.6	16.9	6.2	6.4	12.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	480	1269	939	795	349	306
V/C Ratio(X)	0.70	0.58	0.60	0.27	0.46	0.84
Avail Cap(c_a), veh/h	500	1269	939	795	447	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	6.8	14.1	11.4	28.3	30.8
Incr Delay (d2), s/veh	3.9	1.9	2.8	0.8	1.0	12.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.8	6.7	2.0	2.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.3	8.7	16.9	12.3	29.3	43.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1071	772		419	
Approach Delay, s/veh		10.8	15.6		37.7	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.1		20.6	14.1	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		18.6		14.6	9.1	18.9
Green Ext Time (p_c), s		11.3		0.7	0.1	5.8

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	831	690	80	32	44
Future Vol, veh/h	20	831	690	80	32	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	21	875	726	84	34	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	811	0	-	0	1643	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	917	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	815	-	-	-	110	419
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	815	-	-	-	107	419
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	390	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	30.99
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	815	-	-	-	107	419
HCM Lane V/C Ratio	0.026	-	-	-	0.315	0.11
HCM Ctrl Dly (s/v)	9.5	-	-	-	53.5	14.6
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.4

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Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	73	84	16	2	2
Future Vol, veh/h	8	73	84	16	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	77	88	17	2	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	197	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	792	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	1078	1611	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	6.19	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	1033	-	-
HCM Lane V/C Ratio	0.055	-	0.083	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

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Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	143	201	294	259	44
Future Vol, veh/h	28	143	201	294	259	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	29	151	212	309	273	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	296	319	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	257	744	1241	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	744	1241	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.3	3.45	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1241	-	528	-	-
HCM Lane V/C Ratio	0.17	-	0.341	-	-
HCM Ctrl Dly (s/v)	8.5	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.5	-	-

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Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	33	2	156	0	337	30	33	368	1
Future Vol, veh/h	1	0	0	33	2	156	0	337	30	33	368	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	36	2	171	0	370	33	36	404	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	849	881	405	864	865	387	405	0	0	403	0	0
Stage 1	477	477	-	387	387	-	-	-	-	-	-	-
Stage 2	371	403	-	477	478	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	281	286	646	275	292	661	1153	-	-	1150	-	-
Stage 1	569	556	-	637	610	-	-	-	-	-	-	-
Stage 2	649	600	-	569	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	277	646	266	282	661	1153	-	-	1150	-	-
Mov Cap-2 Maneuver	200	277	-	266	282	-	-	-	-	-	-	-
Stage 1	551	538	-	637	610	-	-	-	-	-	-	-
Stage 2	479	600	-	551	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.1	13.88	0	0.68
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	200	267	661	1150	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.144	0.259	0.032	-	-
HCM Ctrl Dly (s/v)	0	-	-	23.1	20.8	12.3	8.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	1	0.1	-	-

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Intersection	
Int Delay, s/veh	3.3

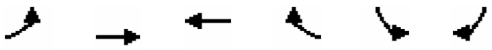
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	60	0	106	86	0
Future Vol, veh/h	3	60	0	106	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	3	67	0	118	96	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	70	0	154	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1531	-	837	1036
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	837	1036
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.85
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	837	-	-	1531	-
HCM Lane V/C Ratio	0.114	-	-	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

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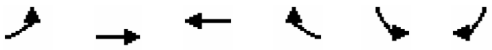


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	279	757	712	107	148	274
v/c Ratio	0.67	0.57	0.73	0.13	0.53	0.57
Control Delay (s/veh)	15.1	8.0	20.9	4.2	37.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	8.0	20.9	4.2	37.1	9.1
Queue Length 50th (ft)	37	143	252	5	67	0
Queue Length 95th (ft)	#133	286	443	31	123	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	422	1332	969	855	460	614
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.57	0.73	0.13	0.32	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	719	676	102	141	260
Future Volume (veh/h)	265	719	676	102	141	260
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	279	757	712	107	148	274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	393	1252	947	796	363	323
Arrive On Green	0.10	0.67	0.51	0.51	0.20	0.20
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	279	757	712	107	148	274
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.7	17.7	24.0	2.8	5.7	13.1
Cycle Q Clear(g_c), s	5.7	17.7	24.0	2.8	5.7	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	393	1252	947	796	363	323
V/C Ratio(X)	0.71	0.60	0.75	0.13	0.41	0.85
Avail Cap(c_a), veh/h	441	1252	947	796	451	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	7.2	15.5	10.3	27.3	30.3
Incr Delay (d2), s/veh	4.2	2.2	5.5	0.4	0.7	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.3	9.8	0.9	2.4	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	9.4	21.0	10.7	28.0	43.4
LnGrp LOS	B	A	C	B	C	D
Approach Vol, veh/h		1036	819		422	
Approach Delay, s/veh		11.8	19.7		38.0	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		21.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		19.7		15.1	7.7	26.0
Green Ext Time (p_c), s		11.1		0.7	0.2	6.7

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	854	756	160	18	22
Future Vol, veh/h	7	854	756	160	18	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	8	928	822	174	20	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	996	0	-	0	1765	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	943	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	695	-	-	-	92	370
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	378	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	695	-	-	-	91	370
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	378	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	695	-	-	-	91	370
HCM Lane V/C Ratio	0.011	-	-	-	0.214	0.065
HCM Ctrl Dly (s/v)	10.2	-	-	-	54.9	15.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.2

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Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	37	68	99	3	0
Future Vol, veh/h	7	37	68	99	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	41	76	110	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	264	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	725	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	1080	1619	-	-	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.82	2.99	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	733	-	991	-	-
HCM Lane V/C Ratio	0.047	-	0.049	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	188	185	394	249	13
Future Vol, veh/h	37	188	185	394	249	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	41	209	206	438	277	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1133	284	291	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	224	755	1265	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	755	1265	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.93	2.68	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1265	-	505	-	-
HCM Lane V/C Ratio	0.163	-	0.495	-	-
HCM Ctrl Dly (s/v)	8.4	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	2.7	-	-

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Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	62	0	78	1	496	38	87	350	0
Future Vol, veh/h	6	0	1	62	0	78	1	496	38	87	350	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	65	0	82	1	522	40	92	368	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1116	368	1096	1096	542	368	0	0	562	0	0
Stage 1	552	552	-	544	544	-	-	-	-	-	-	-
Stage 2	524	564	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	208	677	190	213	540	1190	-	-	1009	-	-
Stage 1	518	515	-	521	519	-	-	-	-	-	-	-
Stage 2	536	508	-	517	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	189	677	172	194	540	1190	-	-	1009	-	-
Mov Cap-2 Maneuver	152	189	-	172	194	-	-	-	-	-	-	-
Stage 1	471	468	-	521	518	-	-	-	-	-	-	-
Stage 2	454	508	-	469	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.05	24.03	0.02	1.78
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	171	172	540	1009	-	-
HCM Lane V/C Ratio	0.001	-	-	0.043	0.379	0.152	0.091	-	-
HCM Ctrl Dly (s/v)	8	0	-	27.1	38.1	12.9	8.9	-	-
HCM Lane LOS	A	A	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.6	0.5	0.3	-	-

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Intersection	
Int Delay, s/veh	4.4

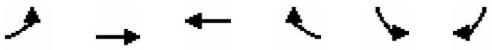
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	16	88	1	34	17	93	0	1	3	0	13
Future Vol, veh/h	20	16	88	1	34	17	93	0	1	3	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	22	18	98	1	38	19	103	0	1	3	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	116	0	0	151	170	67	112	209	47
Stage 1	-	-	-	-	-	-	111	111	-	49	49	-
Stage 2	-	-	-	-	-	-	40	59	-	62	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1548	-	-	1473	-	-	816	723	780	866	688	1022
Stage 1	-	-	-	-	-	-	894	803	-	964	854	-
Stage 2	-	-	-	-	-	-	975	846	-	949	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1548	-	-	1473	-	-	792	711	780	851	676	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	711	-	851	676	-
Stage 1	-	-	-	-	-	-	880	791	-	963	853	-
Stage 2	-	-	-	-	-	-	960	845	-	933	754	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.19	0.14	10.24	8.72
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	248	-	-	32	-	-	985
HCM Lane V/C Ratio	0.132	0.014	-	-	0.001	-	-	0.018
HCM Ctrl Dly (s/v)	10.2	7.4	0	-	7.4	0	-	8.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

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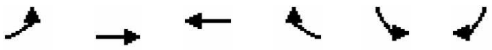


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	351	741	562	213	172	263
v/c Ratio	0.68	0.56	0.59	0.23	0.58	0.55
Control Delay (s/veh)	13.0	8.4	17.2	2.6	38.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	8.4	17.2	2.6	38.1	8.7
Queue Length 50th (ft)	53	148	182	0	79	0
Queue Length 95th (ft)	#122	297	322	35	140	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	515	1312	954	914	453	593
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.56	0.59	0.23	0.38	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	333	704	534	202	163	250
Future Volume (veh/h)	333	704	534	202	163	250
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	351	741	562	213	172	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	479	1265	929	787	355	311
Arrive On Green	0.12	0.68	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	351	741	562	213	172	263
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	7.6	17.1	17.4	6.3	6.9	13.1
Cycle Q Clear(g_c), s	7.6	17.1	17.4	6.3	6.9	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	479	1265	929	787	355	311
V/C Ratio(X)	0.73	0.59	0.61	0.27	0.48	0.85
Avail Cap(c_a), veh/h	490	1265	929	787	442	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	7.0	14.6	11.8	28.6	31.1
Incr Delay (d2), s/veh	5.2	2.0	2.9	0.8	1.0	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.1	6.9	2.1	2.9	11.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	9.0	17.5	12.6	29.6	44.3
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1092	775		435	
Approach Delay, s/veh		11.6	16.2		38.5	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.5		21.1	14.5	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		19.1		15.1	9.6	19.4
Green Ext Time (p_c), s		11.2		0.7	0.1	5.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	840	690	107	35	47
Future Vol, veh/h	27	840	690	107	35	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	28	884	726	113	37	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	839	0	-	0	1667	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	941	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	796	-	-	-	106	419
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	796	-	-	-	102	419
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	33.56
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	796	-	-	-	102	419
HCM Lane V/C Ratio	0.036	-	-	-	0.36	0.118
HCM Ctrl Dly (s/v)	9.7	-	-	-	58.8	14.7
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.4

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Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	73	84	50	8	2
Future Vol, veh/h	8	73	84	50	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	77	88	53	8	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	749	1069	1602	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	707	1069	1602	-	-	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.86	4.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	1018	-	-
HCM Lane V/C Ratio	0.055	-	0.084	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

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Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	8	2	0	0	41	13	4	0	1	11
Future Vol, veh/h	13	0	8	2	0	0	41	13	4	0	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	8	2	0	0	43	14	4	0	1	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	107	111	7	103	115	16	13	0	0	18	0	0
Stage 1	7	7	-	102	102	-	-	-	-	-	-	-
Stage 2	100	104	-	1	13	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	872	779	1076	877	775	1063	1606	-	-	1599	-	-
Stage 1	1015	890	-	904	811	-	-	-	-	-	-	-
Stage 2	906	809	-	1022	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	849	758	1076	847	754	1063	1606	-	-	1599	-	-
Mov Cap-2 Maneuver	849	758	-	847	754	-	-	-	-	-	-	-
Stage 1	1015	890	-	879	789	-	-	-	-	-	-	-
Stage 2	882	787	-	1014	885	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9	9.26	5.16	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1215	-	-	923	847	1599	-	-
HCM Lane V/C Ratio	0.027	-	-	0.024	0.002	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

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Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	155	217	311	272	44
Future Vol, veh/h	28	155	217	311	272	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	29	163	228	327	286	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	309	333	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	235	731	1227	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	731	1227	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.27	3.54	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1227	-	510	-	-
HCM Lane V/C Ratio	0.186	-	0.378	-	-
HCM Ctrl Dly (s/v)	8.6	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1.7	-	-

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Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	87	2	189	0	337	46	58	368	1
Future Vol, veh/h	1	0	0	87	2	189	0	337	46	58	368	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	96	2	208	0	370	51	64	404	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	904	953	405	927	929	396	405	0	0	421	0	0
Stage 1	532	532	-	396	396	-	-	-	-	-	-	-
Stage 2	371	421	-	532	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	258	259	646	249	268	654	1153	-	-	1133	-	-
Stage 1	531	525	-	630	604	-	-	-	-	-	-	-
Stage 2	649	589	-	531	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	244	646	235	253	654	1153	-	-	1133	-	-
Mov Cap-2 Maneuver	165	244	-	235	253	-	-	-	-	-	-	-
Stage 1	501	496	-	630	604	-	-	-	-	-	-	-
Stage 2	441	589	-	501	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.01	18.74	0	1.14
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	165	235	654	1133	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.416	0.318	0.056	-	-
HCM Ctrl Dly (s/v)	0	-	-	27	30.8	13.1	8.4	-	-
HCM Lane LOS	A	-	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.9	1.4	0.2	-	-

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Intersection	
Int Delay, s/veh	4.3

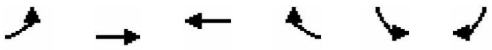
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	19	60	0	144	21	86	0	0	11	0	49
Future Vol, veh/h	25	19	60	0	144	21	86	0	0	11	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	21	67	0	160	23	96	0	0	12	0	54

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	88	0	0	270	293	54	248	315	172
Stage 1	-	-	-	-	-	-	110	110	-	172	172	-
Stage 2	-	-	-	-	-	-	160	183	-	77	143	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1508	-	-	683	618	1013	705	601	872
Stage 1	-	-	-	-	-	-	895	804	-	830	757	-
Stage 2	-	-	-	-	-	-	842	748	-	932	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1508	-	-	626	605	1013	690	588	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	626	605	-	690	588	-
Stage 1	-	-	-	-	-	-	876	787	-	830	757	-
Stage 2	-	-	-	-	-	-	790	748	-	913	762	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.84	0	11.78	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	376	-	-	1508	-	-	832
HCM Lane V/C Ratio	0.153	0.02	-	-	-	-	-	0.08
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	0	-	-	9.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3

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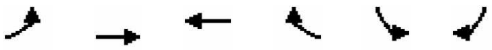


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	296	765	723	107	182	297
v/c Ratio	0.75	0.59	0.76	0.13	0.59	0.57
Control Delay (s/veh)	23.2	9.1	23.4	4.7	38.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	9.1	23.4	4.7	38.1	8.4
Queue Length 50th (ft)	45	161	271	6	84	0
Queue Length 95th (ft)	#195	333	#539	34	146	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	393	1303	947	838	450	623
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.59	0.76	0.13	0.40	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	281	727	687	102	173	282
Future Volume (veh/h)	281	727	687	102	173	282
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	296	765	723	107	182	297
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	379	1235	925	778	385	343
Arrive On Green	0.10	0.66	0.49	0.49	0.22	0.22
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	296	765	723	107	182	297
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	19.0	25.8	3.0	7.2	14.6
Cycle Q Clear(g_c), s	6.4	19.0	25.8	3.0	7.2	14.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379	1235	925	778	385	343
V/C Ratio(X)	0.78	0.62	0.78	0.14	0.47	0.87
Avail Cap(c_a), veh/h	414	1235	925	778	441	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	7.9	16.8	11.1	27.7	30.6
Incr Delay (d2), s/veh	8.2	2.3	6.5	0.4	0.9	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.9	10.9	1.0	3.0	13.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.6	10.2	23.4	11.4	28.6	47.2
LnGrp LOS	C	B	C	B	C	D
Approach Vol, veh/h		1061	830		479	
Approach Delay, s/veh		14.0	21.8		40.1	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.4		22.5	13.4	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		21.0		16.6	8.4	27.8
Green Ext Time (p_c), s		10.7		0.6	0.1	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

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Section VII. Item #3.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	886	756	193	28	33
Future Vol, veh/h	15	886	756	193	28	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	16	963	822	210	30	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1032	0	-	0	1817	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	996	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	674	-	-	-	86	370
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	674	-	-	-	84	370
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	357	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	41.12
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	674	-	-	-	84	370
HCM Lane V/C Ratio	0.024	-	-	-	0.364	0.097
HCM Ctrl Dly (s/v)	10.5	-	-	-	71	15.8
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.3

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	37	68	140	24	0
Future Vol, veh/h	7	37	68	140	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	41	76	156	27	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	333	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	662	1049	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	1049	1587	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.01	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	588	-	948	-	-
HCM Lane V/C Ratio	0.048	-	0.052	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	14	5	0	0	127	16	4	0	5	38
Future Vol, veh/h	16	0	14	5	0	0	127	16	4	0	5	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	15	5	0	0	134	17	4	0	5	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	314	25	292	332	19	45	0	0	21	0	0
Stage 1	25	25	-	286	286	-	-	-	-	-	-	-
Stage 2	284	288	-	5	45	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	643	602	1051	661	588	1059	1563	-	-	1595	-	-
Stage 1	992	874	-	721	675	-	-	-	-	-	-	-
Stage 2	723	673	-	1017	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	550	1051	595	537	1059	1563	-	-	1595	-	-
Mov Cap-2 Maneuver	587	550	-	595	537	-	-	-	-	-	-	-
Stage 1	992	874	-	659	616	-	-	-	-	-	-	-
Stage 2	660	615	-	1003	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.08	11.1	6.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	740	595	1595	-	-
HCM Lane V/C Ratio	0.086	-	-	0.043	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	11.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0	0	-	-

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Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	191	193	418	256	14
Future Vol, veh/h	39	191	193	418	256	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	43	212	214	464	284	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1186	292	300	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	209	747	1255	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	747	1255	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.85	2.67	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1255	-	478	-	-
HCM Lane V/C Ratio	0.171	-	0.535	-	-
HCM Ctrl Dly (s/v)	8.5	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	3.1	-	-

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Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	50	0	74	1	531	27	71	375	0
Future Vol, veh/h	6	0	1	50	0	74	1	531	27	71	375	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	53	0	78	1	559	28	75	395	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1105	1134	395	1119	1119	573	395	0	0	587	0	0
Stage 1	544	544	-	575	575	-	-	-	-	-	-	-
Stage 2	561	589	-	544	544	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	203	654	183	207	519	1164	-	-	988	-	-
Stage 1	523	519	-	501	503	-	-	-	-	-	-	-
Stage 2	512	495	-	521	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	187	654	169	191	519	1164	-	-	988	-	-
Mov Cap-2 Maneuver	148	187	-	169	191	-	-	-	-	-	-	-
Stage 1	484	480	-	501	502	-	-	-	-	-	-	-
Stage 2	435	495	-	481	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.71	22.26	0.01	1.42
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	166	169	519	988	-	-
HCM Lane V/C Ratio	0.001	-	-	0.044	0.312	0.15	0.076	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	27.7	35.7	13.2	8.9	-	-
HCM Lane LOS	A	A	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.5	0.2	-	-

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Intersection	
Int Delay, s/veh	4.3

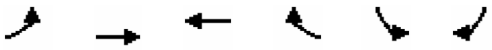
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	95	1	25	100	1
Future Vol, veh/h	4	95	1	25	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	4	106	1	28	111	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	110	0	87	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1480	-	914	790
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1480	-	913	790
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	912	-	-	69	-
HCM Lane V/C Ratio	0.123	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

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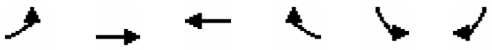


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	361	785	599	227	174	276
v/c Ratio	0.74	0.60	0.63	0.25	0.59	0.56
Control Delay (s/veh)	16.7	9.0	18.2	3.0	38.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	9.0	18.2	3.0	38.2	8.7
Queue Length 50th (ft)	55	164	200	3	80	0
Queue Length 95th (ft)	#152	331	355	41	141	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	486	1311	953	913	452	603
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.60	0.63	0.25	0.38	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	343	746	569	216	165	262
Future Volume (veh/h)	343	746	569	216	165	262
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	361	785	599	227	174	276
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	455	1256	915	775	367	322
Arrive On Green	0.12	0.67	0.49	0.49	0.21	0.21
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	361	785	599	227	174	276
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.0	19.4	19.7	7.0	7.0	14.0
Cycle Q Clear(g_c), s	8.0	19.4	19.7	7.0	7.0	14.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	455	1256	915	775	367	322
V/C Ratio(X)	0.79	0.62	0.65	0.29	0.47	0.86
Avail Cap(c_a), veh/h	456	1256	915	775	436	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	7.6	15.7	12.5	28.6	31.3
Incr Delay (d2), s/veh	9.0	2.4	3.6	1.0	0.9	15.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.0	8.0	2.3	2.9	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.6	10.0	19.4	13.4	29.5	46.8
LnGrp LOS	C	A	B	B	C	D
Approach Vol, veh/h		1146	826		450	
Approach Delay, s/veh		13.9	17.7		40.1	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.9		21.9	14.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		21.4		16.0	10.0	21.7
Green Ext Time (p_c), s		10.8		0.6	0.0	6.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	890	739	86	34	47
Future Vol, veh/h	21	890	739	86	34	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	22	937	778	91	36	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	868	0	-	0	1759	778
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	981	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	776	-	-	-	93	392
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	776	-	-	-	90	392
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	37.88
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	776	-	-	-	90	392
HCM Lane V/C Ratio	0.028	-	-	-	0.396	0.126
HCM Ctrl Dly (s/v)	9.8	-	-	-	68.8	15.5
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6	0.4

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Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	79	90	17	2	2
Future Vol, veh/h	9	79	90	17	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	9	83	95	18	2	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	211	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	778	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	1078	1611	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.85	6.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	1028	-	-
HCM Lane V/C Ratio	0.059	-	0.09	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

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Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	154	215	315	278	47
Future Vol, veh/h	30	154	215	315	278	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	32	162	226	332	293	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1102	317	342	0	-	0
Stage 1	317	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	232	723	1217	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	723	1217	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.87	3.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1217	-	495	-	-
HCM Lane V/C Ratio	0.186	-	0.391	-	-
HCM Ctrl Dly (s/v)	8.6	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	1.8	-	-

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	36	2	167	0	361	32	36	395	1
Future Vol, veh/h	1	0	0	36	2	167	0	361	32	36	395	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	40	2	184	0	397	35	40	434	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	912	946	435	927	929	414	435	0	0	432	0	0
Stage 1	514	514	-	414	414	-	-	-	-	-	-	-
Stage 2	398	432	-	513	514	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	255	262	621	249	268	638	1125	-	-	1122	-	-
Stage 1	543	536	-	615	593	-	-	-	-	-	-	-
Stage 2	628	582	-	544	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	252	621	240	258	638	1125	-	-	1122	-	-
Mov Cap-2 Maneuver	174	252	-	240	258	-	-	-	-	-	-	-
Stage 1	524	517	-	615	593	-	-	-	-	-	-	-
Stage 2	446	582	-	525	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	25.86	14.79	0	0.69
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	174	241	638	1122	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.173	0.288	0.035	-	-
HCM Ctrl Dly (s/v)	0	-	-	25.9	23.1	12.9	8.3	-	-
HCM Lane LOS	A	-	-	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	1.2	0.1	-	-

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Intersection	
Int Delay, s/veh	3.4

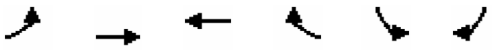
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	64	0	113	92	0
Future Vol, veh/h	4	64	0	113	92	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	4	71	0	126	102	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	166	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	825	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	825	1031
Mov Cap-2 Maneuver	-	-	-	-	825	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1524	-
HCM Lane V/C Ratio	0.124	-	-	-	-
HCM Ctrl Dly (s/v)	10	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

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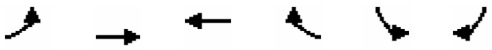


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	299	812	762	115	159	294
v/c Ratio	0.79	0.61	0.79	0.14	0.56	0.59
Control Delay (s/veh)	28.1	9.0	24.1	4.6	37.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	9.0	24.1	4.6	37.6	9.0
Queue Length 50th (ft)	57	167	286	7	73	0
Queue Length 95th (ft)	#209	336	#560	35	130	63
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	378	1321	961	850	456	626
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.61	0.79	0.14	0.35	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	284	771	724	109	151	279
Future Volume (veh/h)	284	771	724	109	151	279
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	299	812	762	115	159	294
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	358	1238	927	779	382	340
Arrive On Green	0.10	0.66	0.50	0.50	0.21	0.21
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	299	812	762	115	159	294
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	20.9	28.0	3.2	6.2	14.4
Cycle Q Clear(g_c), s	6.4	20.9	28.0	3.2	6.2	14.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	358	1238	927	779	382	340
V/C Ratio(X)	0.83	0.66	0.82	0.15	0.42	0.87
Avail Cap(c_a), veh/h	393	1238	927	779	441	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	8.2	17.3	11.1	27.4	30.6
Incr Delay (d2), s/veh	12.9	2.7	8.1	0.4	0.7	16.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.7	12.1	1.0	2.6	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.1	10.9	25.5	11.5	28.1	46.9
LnGrp LOS	C	B	C	B	C	D
Approach Vol, veh/h		1111	877		453	
Approach Delay, s/veh		15.8	23.6		40.3	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.4		22.3	13.4	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		22.9		16.4	8.4	30.0
Green Ext Time (p_c), s		10.4		0.6	0.1	5.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.2
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	915	810	171	20	23
Future Vol, veh/h	7	915	810	171	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	8	995	880	186	22	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1066	0	-	0	1890	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	1010	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	653	-	-	-	77	342
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	653	-	-	-	76	342
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	352	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	41.36
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	653	-	-	-	76	342
HCM Lane V/C Ratio	0.012	-	-	-	0.285	0.073
HCM Ctrl Dly (s/v)	10.6	-	-	-	70.1	16.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	1	0.2

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Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	39	73	106	4	0
Future Vol, veh/h	7	39	73	106	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	43	81	118	4	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	706	1079	1617	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	668	1079	1617	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.85	2.99	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	734	-	987	-	-
HCM Lane V/C Ratio	0.05	-	0.052	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

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Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	202	197	422	267	14
Future Vol, veh/h	39	202	197	422	267	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	43	224	219	469	297	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1211	304	312	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	201	735	1242	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	735	1242	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.1	2.71	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	473	-	-
HCM Lane V/C Ratio	0.176	-	0.566	-	-
HCM Ctrl Dly (s/v)	8.5	-	22.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	3.5	-	-

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Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	63	0	82	1	531	41	93	375	0
Future Vol, veh/h	6	0	1	63	0	82	1	531	41	93	375	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	66	0	86	1	559	43	98	395	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1152	1195	395	1173	1173	581	395	0	0	602	0	0
Stage 1	591	591	-	583	583	-	-	-	-	-	-	-
Stage 2	561	604	-	591	591	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	175	186	654	168	192	514	1164	-	-	975	-	-
Stage 1	494	495	-	497	499	-	-	-	-	-	-	-
Stage 2	512	488	-	492	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	167	654	151	172	514	1164	-	-	975	-	-
Mov Cap-2 Maneuver	131	167	-	151	172	-	-	-	-	-	-	-
Stage 1	444	445	-	496	498	-	-	-	-	-	-	-
Stage 2	426	487	-	442	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.68	27.74	0.01	1.81
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	3	-	-	148	151	514	975	-	-
HCM Lane V/C Ratio	0.001	-	-	0.05	0.44	0.168	0.1	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	30.7	46.4	13.4	9.1	-	-
HCM Lane LOS	A	A	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2	0.6	0.3	-	-

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Intersection	
Int Delay, s/veh	4.2

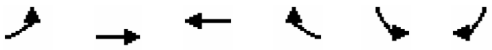
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	26	95	1	40	7	100	0	1	3	0	6
Future Vol, veh/h	14	26	95	1	40	7	100	0	1	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	16	29	106	1	44	8	111	0	1	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	134	0	0	159	167	82	111	216	48
Stage 1	-	-	-	-	-	-	113	113	-	51	51	-
Stage 2	-	-	-	-	-	-	47	54	-	60	166	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1450	-	-	806	726	763	868	682	1020
Stage 1	-	-	-	-	-	-	892	802	-	962	853	-
Stage 2	-	-	-	-	-	-	967	850	-	951	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1450	-	-	792	717	763	856	674	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	717	-	856	674	-
Stage 1	-	-	-	-	-	-	882	793	-	962	852	-
Stage 2	-	-	-	-	-	-	960	849	-	940	753	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.76	0.16	10.3	8.79
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	161	-	-	36	-	-	959
HCM Lane V/C Ratio	0.142	0.01	-	-	0.001	-	-	0.01
HCM Ctrl Dly (s/v)	10.3	7.3	0	-	7.5	0	-	8.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

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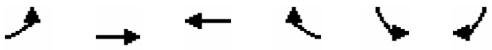


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	376	793	602	227	181	282
v/c Ratio	0.78	0.61	0.64	0.25	0.59	0.56
Control Delay (s/veh)	20.1	9.5	18.7	3.1	38.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	9.5	18.7	3.1	38.0	8.5
Queue Length 50th (ft)	60	171	204	4	84	0
Queue Length 95th (ft)	#186	354	369	42	146	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	479	1303	947	909	450	605
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.61	0.64	0.25	0.40	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	357	753	572	216	172	268
Future Volume (veh/h)	357	753	572	216	172	268
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	376	793	602	227	181	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	451	1251	910	771	373	327
Arrive On Green	0.12	0.67	0.49	0.49	0.21	0.21
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	376	793	602	227	181	282
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.5	20.0	20.0	7.1	7.4	14.3
Cycle Q Clear(g_c), s	8.5	20.0	20.0	7.1	7.4	14.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	451	1251	910	771	373	327
V/C Ratio(X)	0.83	0.63	0.66	0.29	0.49	0.86
Avail Cap(c_a), veh/h	451	1251	910	771	433	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	7.8	16.0	12.7	28.6	31.4
Incr Delay (d2), s/veh	12.4	2.5	3.8	1.0	1.0	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.3	8.2	2.4	3.1	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.5	10.3	19.8	13.6	29.6	47.7
LnGrp LOS	C	B	B	B	C	D
Approach Vol, veh/h		1169	829		463	
Approach Delay, s/veh		15.5	18.1		40.6	
Approach LOS		B	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		22.2	15.0	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		22.0		16.3	10.5	22.0
Green Ext Time (p_c), s		10.6		0.6	0.0	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	897	739	114	39	50
Future Vol, veh/h	28	897	739	114	39	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	29	944	778	120	41	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	898	0	-	0	1781	778
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	1003	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	756	-	-	-	90	392
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	756	-	-	-	87	392
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	43.56
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	756	-	-	-	87	392
HCM Lane V/C Ratio	0.039	-	-	-	0.474	0.134
HCM Ctrl Dly (s/v)	10	-	-	-	79.4	15.6
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2	0.5

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Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	79	90	52	10	2
Future Vol, veh/h	9	79	90	52	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	9	83	95	55	11	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	256	12	13	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	733	1066	1600	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	1066	1600	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.93	4.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1141	-	1010	-	-
HCM Lane V/C Ratio	0.059	-	0.092	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

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Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	14	9	1	12	0	32	11	18	0	3	4
Future Vol, veh/h	7	14	9	1	12	0	32	11	18	0	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	15	9	1	13	0	34	12	19	0	3	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	103	5	99	96	21	7	0	0	31	0	0
Stage 1	5	5	-	88	88	-	-	-	-	-	-	-
Stage 2	85	98	-	11	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	894	787	1078	883	794	1056	1613	-	-	1582	-	-
Stage 1	1017	891	-	919	822	-	-	-	-	-	-	-
Stage 2	923	814	-	1010	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	861	770	1078	840	777	1056	1613	-	-	1582	-	-
Mov Cap-2 Maneuver	861	770	-	840	777	-	-	-	-	-	-	-
Stage 1	1017	891	-	900	804	-	-	-	-	-	-	-
Stage 2	889	797	-	985	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.32	9.69	3.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	866	782	1582	-	-
HCM Lane V/C Ratio	0.021	-	-	0.036	0.018	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.7	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

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Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	173	237	337	297	47
Future Vol, veh/h	30	173	237	337	297	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	32	182	249	355	313	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1191	337	362	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	205	705	1196	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	705	1196	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.79	3.63	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1196	-	472	-	-
HCM Lane V/C Ratio	0.209	-	0.453	-	-
HCM Ctrl Dly (s/v)	8.8	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.8	-	2.3	-	-

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Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	104	2	211	0	361	58	74	395	1
Future Vol, veh/h	1	0	0	104	2	211	0	361	58	74	395	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	4	3	2	2
Mvmt Flow	1	0	0	114	2	232	0	397	64	81	434	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	995	1058	435	1025	1026	429	435	0	0	460	0	0
Stage 1	597	597	-	429	429	-	-	-	-	-	-	-
Stage 2	398	460	-	597	598	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	224	225	621	213	235	626	1125	-	-	1095	-	-
Stage 1	489	491	-	604	584	-	-	-	-	-	-	-
Stage 2	628	566	-	490	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	208	621	197	217	626	1125	-	-	1095	-	-
Mov Cap-2 Maneuver	129	208	-	197	217	-	-	-	-	-	-	-
Stage 1	453	455	-	604	584	-	-	-	-	-	-	-
Stage 2	394	566	-	453	455	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	33.11	24.89	0	1.35
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	129	198	626	1095	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.589	0.37	0.074	-	-
HCM Ctrl Dly (s/v)	0	-	-	33.1	46.4	14.1	8.5	-	-
HCM Lane LOS	A	-	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	3.3	1.7	0.2	-	-

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Intersection	
Int Delay, s/veh	3.8

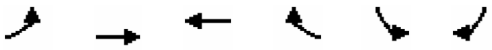
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	42	64	0	196	13	92	0	0	15	0	29
Future Vol, veh/h	26	42	64	0	196	13	92	0	0	15	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	47	71	0	218	14	102	0	0	17	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	118	0	0	358	372	82	329	401	225
Stage 1	-	-	-	-	-	-	140	140	-	225	225	-
Stage 2	-	-	-	-	-	-	218	232	-	104	176	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1335	-	-	1470	-	-	598	558	977	624	538	814
Stage 1	-	-	-	-	-	-	863	781	-	778	718	-
Stage 2	-	-	-	-	-	-	785	712	-	901	754	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1335	-	-	1470	-	-	561	545	977	609	525	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	545	-	609	525	-
Stage 1	-	-	-	-	-	-	843	763	-	778	718	-
Stage 2	-	-	-	-	-	-	753	712	-	880	736	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.53	0	12.85	10.28
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	561	316	-	-	1470	-	-	731
HCM Lane V/C Ratio	0.182	0.022	-	-	-	-	-	0.067
HCM Ctrl Dly (s/v)	12.8	7.8	0	-	0	-	-	10.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.2

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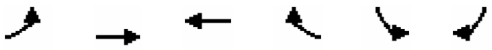


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	825	778	115	199	325
v/c Ratio	0.94	0.64	0.83	0.14	0.63	0.59
Control Delay (s/veh)	54.6	10.3	27.3	5.0	39.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	10.3	27.3	5.0	39.1	8.4
Queue Length 50th (ft)	94	192	314	8	93	1
Queue Length 95th (ft)	#284	382	#607	37	159	66
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	346	1293	940	832	446	640
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.64	0.83	0.14	0.45	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	310	784	739	109	189	309
Future Volume (veh/h)	310	784	739	109	189	309
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	326	825	778	115	199	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	349	1221	888	746	408	363
Arrive On Green	0.12	0.65	0.47	0.47	0.23	0.23
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	326	825	778	115	199	325
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	8.7	23.1	31.5	3.5	8.2	16.8
Cycle Q Clear(g_c), s	8.7	23.1	31.5	3.5	8.2	16.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	349	1221	888	746	408	363
V/C Ratio(X)	0.93	0.68	0.88	0.15	0.49	0.90
Avail Cap(c_a), veh/h	349	1221	888	746	423	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	9.1	19.9	12.6	28.2	31.5
Incr Delay (d2), s/veh	31.5	3.0	11.9	0.4	0.9	22.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	8.8	14.6	1.2	3.4	15.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	51.5	12.1	31.8	13.0	29.1	54.2
LnGrp LOS	D	B	C	B	C	D
Approach Vol, veh/h		1151	893		524	
Approach Delay, s/veh		23.3	29.4		44.7	
Approach LOS		C	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		24.3	15.0	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		25.1		18.8	10.7	33.5
Green Ext Time (p_c), s		9.4		0.2	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	953	810	222	43	38
Future Vol, veh/h	20	953	810	222	43	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	22	1036	880	241	47	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1122	0	-	0	1960	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	1079	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	623	-	-	-	70	342
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	623	-	-	-	67	342
Mov Cap-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	326	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	80.22
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	623	-	-	-	67	342
HCM Lane V/C Ratio	0.035	-	-	-	0.694	0.121
HCM Ctrl Dly (s/v)	11	-	-	-	136.1	17
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1	0.4

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	39	73	170	42	0
Future Vol, veh/h	7	39	73	170	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	43	81	189	47	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	398	47	47	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	608	1023	1561	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	1023	1561	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.18	2.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	541	-	913	-	-
HCM Lane V/C Ratio	0.052	-	0.056	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

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Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	25	19	8	60	0	126	19	32	0	15	23
Future Vol, veh/h	13	25	19	8	60	0	126	19	32	0	15	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	26	20	8	63	0	133	20	34	0	16	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	345	347	28	331	342	37	40	0	0	54	0	0
Stage 1	28	28	-	302	302	-	-	-	-	-	-	-
Stage 2	317	319	-	29	40	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	577	1047	622	580	1035	1570	-	-	1552	-	-
Stage 1	989	872	-	707	664	-	-	-	-	-	-	-
Stage 2	694	653	-	988	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	526	1047	532	529	1035	1570	-	-	1552	-	-
Mov Cap-2 Maneuver	495	526	-	532	529	-	-	-	-	-	-	-
Stage 1	989	872	-	645	606	-	-	-	-	-	-	-
Stage 2	568	596	-	940	862	-	-	-	-	-	-	-

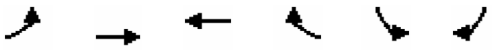
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.43	12.86	5.34	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1138	-	-	620	530	1552	-	-
HCM Lane V/C Ratio	0.084	-	-	0.097	0.135	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.4	12.9	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.5	0	-	-

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2032 Build Improved

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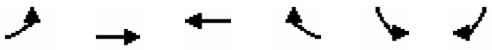


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	376	793	602	227	181	282
v/c Ratio	0.78	0.61	0.63	0.25	0.60	0.40
Control Delay (s/veh)	19.6	9.3	18.6	3.1	38.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	9.3	18.6	3.1	38.4	7.2
Queue Length 50th (ft)	60	171	204	4	84	26
Queue Length 95th (ft)	#178	343	361	41	146	79
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	481	1305	949	910	450	700
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.61	0.63	0.25	0.40	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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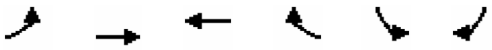


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	357	753	572	216	172	268
Future Volume (veh/h)	357	753	572	216	172	268
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	376	793	602	227	181	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	469	1282	934	791	338	497
Arrive On Green	0.12	0.69	0.50	0.50	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	376	793	602	227	181	282
Grp Sat Flow(s),veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.0	18.5	19.0	6.7	7.3	12.0
Cycle Q Clear(g_c), s	8.0	18.5	19.0	6.7	7.3	12.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	469	1282	934	791	338	497
V/C Ratio(X)	0.80	0.62	0.64	0.29	0.54	0.57
Avail Cap(c_a), veh/h	471	1282	934	791	445	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	6.9	14.8	11.7	29.3	22.7
Incr Delay (d2), s/veh	9.3	2.2	3.4	0.9	1.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	6.4	7.6	2.2	3.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.4	9.1	18.2	12.6	30.6	23.7
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1169	829		463	
Approach Delay, s/veh		13.4	16.7		26.4	
Approach LOS		B	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.9		20.2	14.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		20.5		14.0	10.0	21.0
Green Ext Time (p_c), s		11.3		0.9	0.0	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.0
HCM 7th LOS	B

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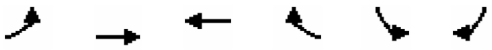


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	825	778	115	199	325
v/c Ratio	0.85	0.61	0.76	0.13	0.73	0.51
Control Delay (s/veh)	32.0	8.2	21.0	3.3	50.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.0	8.2	21.0	3.3	50.9	13.6
Queue Length 50th (ft)	66	188	312	5	103	62
Queue Length 95th (ft)	#132	287	471	28	#194	139
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	388	1354	1026	906	295	643
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.61	0.76	0.13	0.67	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	310	784	739	109	189	309
Future Volume (veh/h)	310	784	739	109	189	309
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	326	825	778	115	199	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	404	1342	1047	880	293	426
Arrive On Green	0.10	0.72	0.56	0.56	0.16	0.16
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	326	825	778	115	199	325
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	18.9	26.7	3.0	8.9	14.0
Cycle Q Clear(g_c), s	6.4	18.9	26.7	3.0	8.9	14.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	404	1342	1047	880	293	426
V/C Ratio(X)	0.81	0.61	0.74	0.13	0.68	0.76
Avail Cap(c_a), veh/h	437	1342	1047	880	293	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	6.1	14.1	8.9	33.4	28.6
Incr Delay (d2), s/veh	9.6	2.1	4.8	0.3	6.1	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.4	10.5	0.9	4.2	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.7	8.2	18.9	9.2	39.5	36.6
LnGrp LOS	C	A	B	A	D	D
Approach Vol, veh/h		1151	893		524	
Approach Delay, s/veh		12.9	17.6		37.7	
Approach LOS		B	B		D	

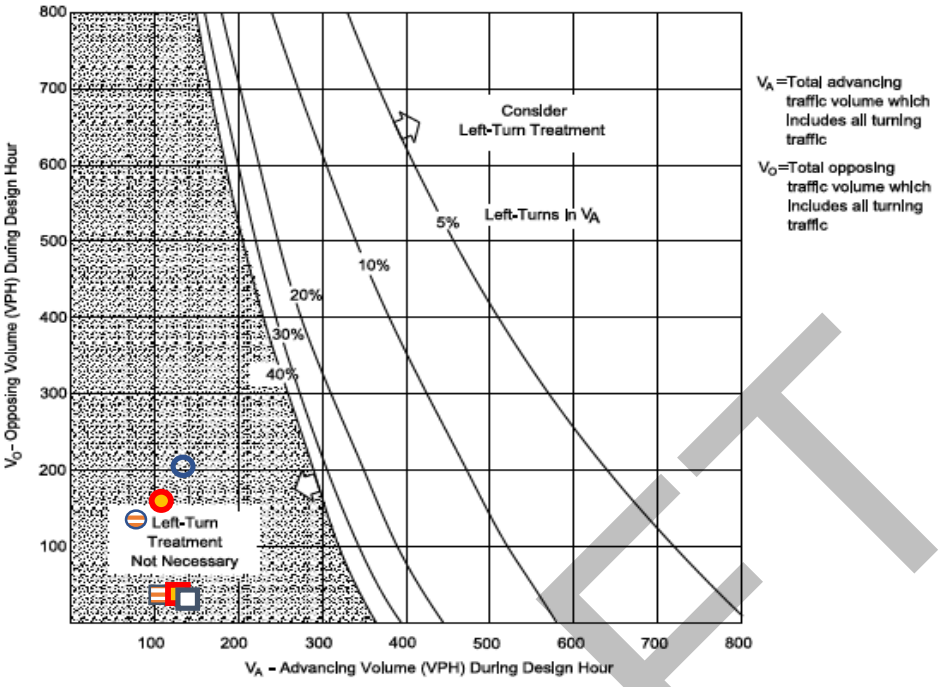
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.0		19.0	13.4	52.6
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		59.7		13.7	10.1	44.7
Max Q Clear Time (g_c+I1), s		20.9		16.0	8.4	28.7
Green Ext Time (p_c), s		19.6		0.0	0.2	8.8

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

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Appendix G – Turn Lane Warrant Analysis

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Instructions:

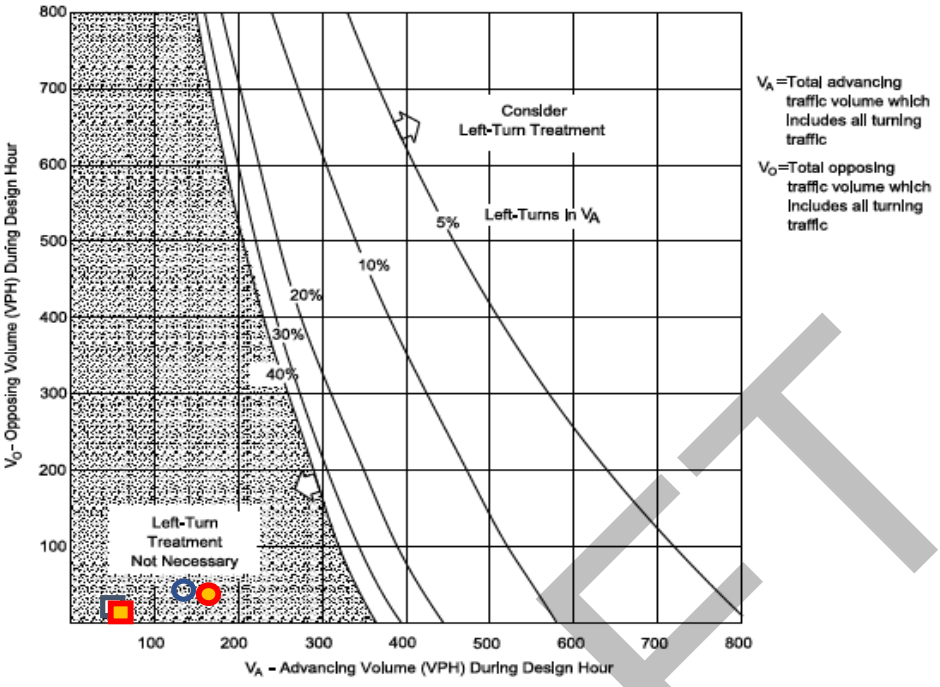
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*
3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Jennifer Court at Project Driveway A/Parker's Driveway 1

Eastbound	Left	Va	Vo	LTs	LT %
	2028 Phase 1 Build AM	109	47	24	22.0%
	2030 Phase 2 Build AM	124	52	20	16.1%
	2032 Phase 3 Build AM	135	48	14	10.4%
	2028 Phase 1 Build PM	94	134	35	37.2%
	2030 Phase 2 Build PM	104	165	25	24.0%
	2032 Phase 3 Build PM	132	209	26	19.7%

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Instructions:

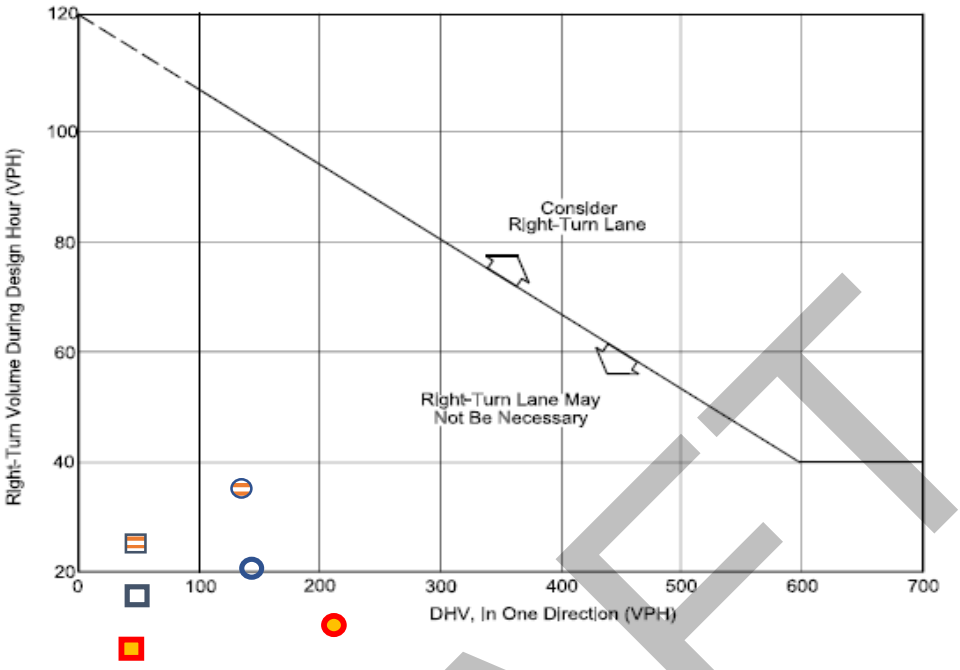
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*
3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

DRAFT

Jennifer Court at Project Driveway B/Project Driveway C

Northbound	Left	Va	Vo	LTs	LT %
	2030 Phase 2 Build AM	58	12	41	70.7%
	2032 Phase 3 Build AM	61	7	32	52.5%
	2030 Phase 2 Build PM	147	43	127	86.4%
	2032 Phase 3 Build PM	177	38	126	71.2%



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
DHV = 250 vehicles per hour
Right Turns = 100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

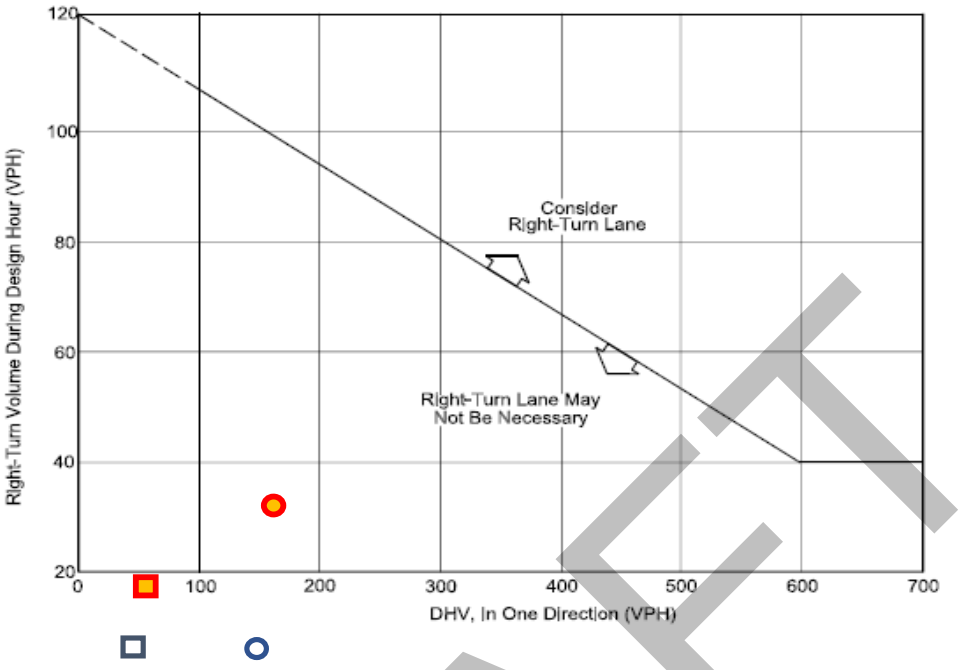
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

DRAFT

Jennifer Court at Project Driveway A/Parker's Driveway 1

Westbound	Right	DHV	RTs
	2028 Phase 1 Build AM	47	25
	2030 Phase 2 Build AM	52	17
	2032 Phase 3 Build AM	48	7
	2028 Phase 1 Build PM	134	35
	2030 Phase 2 Build PM	165	21
	2032 Phase 3 Build PM	209	13



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
DHV = 250 vehicles per hour
Right Turns = 100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

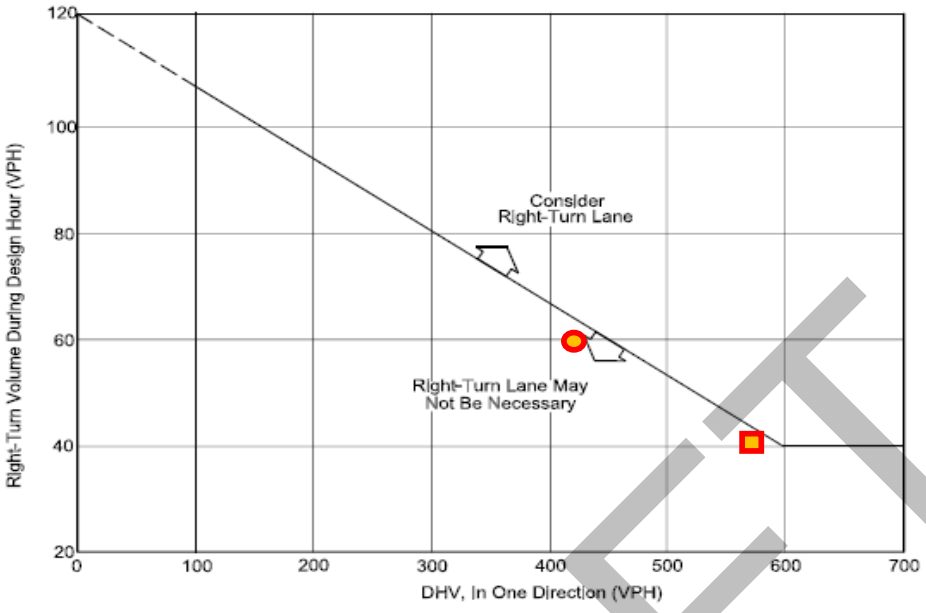
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

DRAFT

Jennifer Court at Project Driveway B/Project Driveway C

Northbound	Right	DHV	RTs
☐	2030 Phase 2 Build AM	58	4
■	2032 Phase 3 Build AM	61	18
○	2030 Phase 2 Build PM	147	4
●	2032 Phase 3 Build PM	177	32



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Buck Island Road at Jennifer Court

Northbound	Right	DHV	RTs
■	2032 Phase 3 Build AM	573	41
●	2032 Phase 3 Build PM	419	58

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
69A HAGOOD AVENUE
CHARLESTON, SC 29403-5107

May 8, 2023

Regulatory Division

Ms. Dawna Gray
River Dog Brewing
P O Box 5010 PMP 195
Rancho Santa Fe, California 92067

Dear Ms. Gray:

This is in response to a Pre-Construction Notification (PCN) (SAC-2017-01210) received on December 21, 2022, and considered complete on January 3, 2023. In submitting the PCN, you requested verification the proposed project is authorized by a Department of the Army (DA) Nationwide Permit (NWP).

The work affecting waters of the United States is part of an overall project known as River Dog Brewing Project Site, to construct a parking lot. The activities in waters of the United States include placing approximately 252 cubic yards of fill within 0.156 acre of wetlands for the construction of a parking lot. The project involves impacts to not more than 0.156 acre of waters of the United States. The project is located at the southeastern corner of the Buck Island Road/Highway 46 Intersection, in Bluffton, Beaufort County, South Carolina (Latitude: 32.2396 °, Longitude: -80.8773 °). The PCN also includes the following supplemental information:

a. Drawing sheets 1-7 of 7 titled “Project Name: River Dog Brewing" and dated July 6, 2017.

b. A mitigation plan/statement titled "River Dog Brewing Project Site" and dated December 2022.

c. A delineation of wetlands, other special aquatic sites, and other waters.

Based on a review of the PCN, including the supplemental information indicated above, the Corps has determined the proposed activity will result in minimal individual and cumulative adverse environmental effects and is not contrary to the public interest. Furthermore, the activity meets the terms and conditions of NWP 39 Commercial and Institutional Developments.

For this authorization to remain valid, the project must comply with the enclosed NWP General Conditions, Charleston District Regional Conditions, and the following special conditions:

a. That prior to beginning the authorized work the permittee must obtain and provide the Corps with a copy of all appropriate state certifications and/or authorizations (e.g., 401 Water Quality Certification, Coastal Zone Management Act concurrence, State Navigable Waters Permit, etc.). This PROVISIONAL NWP is NOT VALID until the permittee obtains and provides the requisite state certification(s) and/or authorization(s) in accordance with this special condition.

b. That impacts to aquatic areas do not exceed those specified in the above mentioned PCN, including any supplemental information or revised permit drawings that were submitted to the Corps by the permittee.

c. That the construction, use, and maintenance of the authorized activity is in accordance with the information given in the PCN, including the supplemental information listed above, and is subject to any conditions or restrictions imposed by this letter.

d. That the permittee shall submit the attached signed compliance certification to the Corps within 30 days following completion of the authorized work.

e. That the permittee shall use only clean fill material obtained from an upland source.

f. That the permittee shall incorporate Best Management Practices (BMPs) during construction to protect adjacent wetlands and Waters of the United States from sediment and erosion during construction. BMPs to be utilized, independently or in combination, may include but are not limited to; erosion control matting, mulch, silt fences, sediment tubes, and other devices. BMPs shall be maintained until the fill material is stabilized.

g. That the permittee understands the Northern Long-Eared Bat, Myotis septentrionalis (NLEB) has been reclassified as Federally Endangered pursuant to the Endangered Species Act of 1973, as amended, with an effective date of March 31, 2023. Furthermore, the permittee understands that if certain activities, including but not limited to tree cutting, limbing, trimming, and/or topping activities associated with this GP verification letter will NOT be completed by April 1, 2024, additional consultation with the US Fish and Wildlife Service (USFWS) may be required and this DA Authorization may be suspended until consultation with USFWS has concluded.

h. The permittee recognizes that their commitment to perform and implement the following conditions was a deciding factor in the favorable and timely

decision on this permit and recognizes that a failure on their part to both actively pursue and implement these conditions may be grounds for modification, suspension or revocation of this Department of the Army authorization:

1. That as compensatory mitigation for impacts to aquatic resources, the permittee agrees to purchase or debit a total of 1.7 credits from a Corps approved mitigation bank. The permittee must submit the name of the proposed mitigation bank from which the credits will be purchased to the Corps for approval prior to credit purchase. At least one half of the required credits [0.85 credits] must be restoration/non-buffer enhancement credits. In addition, no more than one half of the required mitigation credits [0.85 credits] may be preservation credits.

2. That in order to fulfill your responsibility to complete the required compensatory mitigation as set forth in Special Condition h.1, the permittee must submit evidence of the purchase or debit of the required mitigation credits to both the Corps of Engineers and SCDHEC prior to commencement of the authorized work.

This verification is valid until March 14, 2026, unless the district engineer modifies, suspends, or revokes the NWP authorization in accordance with 33 CFR 330.5(d). If prior to this date, the NWP authorization is reissued without modification or the activity complies with any subsequent modification of the NWP authorization, the verification continues to remain valid until March 14, 2026. If you commence, or are under contract to commence this activity before the NWP expires, or the NWP is modified, suspended, or revoked by the Chief of Engineers or division engineer in accordance with 33 CFR 330.5(b) or (c), respectively, in such a way that the activity would no longer comply with the terms and conditions of the NWP, you will have 12 months after the date the NWP expires or is modified, suspended, or revoked, to complete the activity under the present terms and conditions of this NWP.

This NWP is verified based on information you provided. It is your responsibility to read the attached NWP(s) along with the General, Regional, and Special Conditions before you begin work. If you determine your project will not be able to meet the NWP and the conditions, you must contact the Corps before you proceed. Enclosed you will also find a copy of the Section 401 Water Quality Certification which are conditions of your authorization under Nationwide Permit NWP. If you have questions concerning compliance with the conditions of the 401 certification or Coastal Zone Management concurrence, you should contact the South Carolina Department of Health and Environmental Control (SCDHEC).

In all future correspondence, please refer to file number SAC-2017-01210. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact Matthew Murphy, Project Manager, at 843-329-8055, or by email at Matthew.J.Murphy@usace.army.mil.

Sincerely,

Chelsea Fannin

Chelsea B Fannin
Team Lead

Attachments
Permit Drawings
NWP 39 Commercial and Institutional Developments
Nationwide Permit General Conditions
Nationwide Permit Regional Conditions
401 Water Quality Certification
Compliance Certification Form

Copies Furnished:

Mr. Asher Howell
Newkirk Environmental, Inc.
73 Sea Island Parkway, Suite 20
Beaufort, South Carolina 29907
asher@newkirkenv.com

SC DHEC - Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201
WQCWetlands@dhec.sc.gov

SC DHEC - OCRM
1362 McMillan Avenue, Suite 400
North Charleston, South Carolina 29405
OCRMPermitting@dhec.sc.gov



Andrews Engineering & Surveying
2712 Bull Street Suite A
Beaufort, SC 29902
843.379.2222
Fax 843.379.2223

SAC-2017-01210

TOPOGRAPHIC MAP

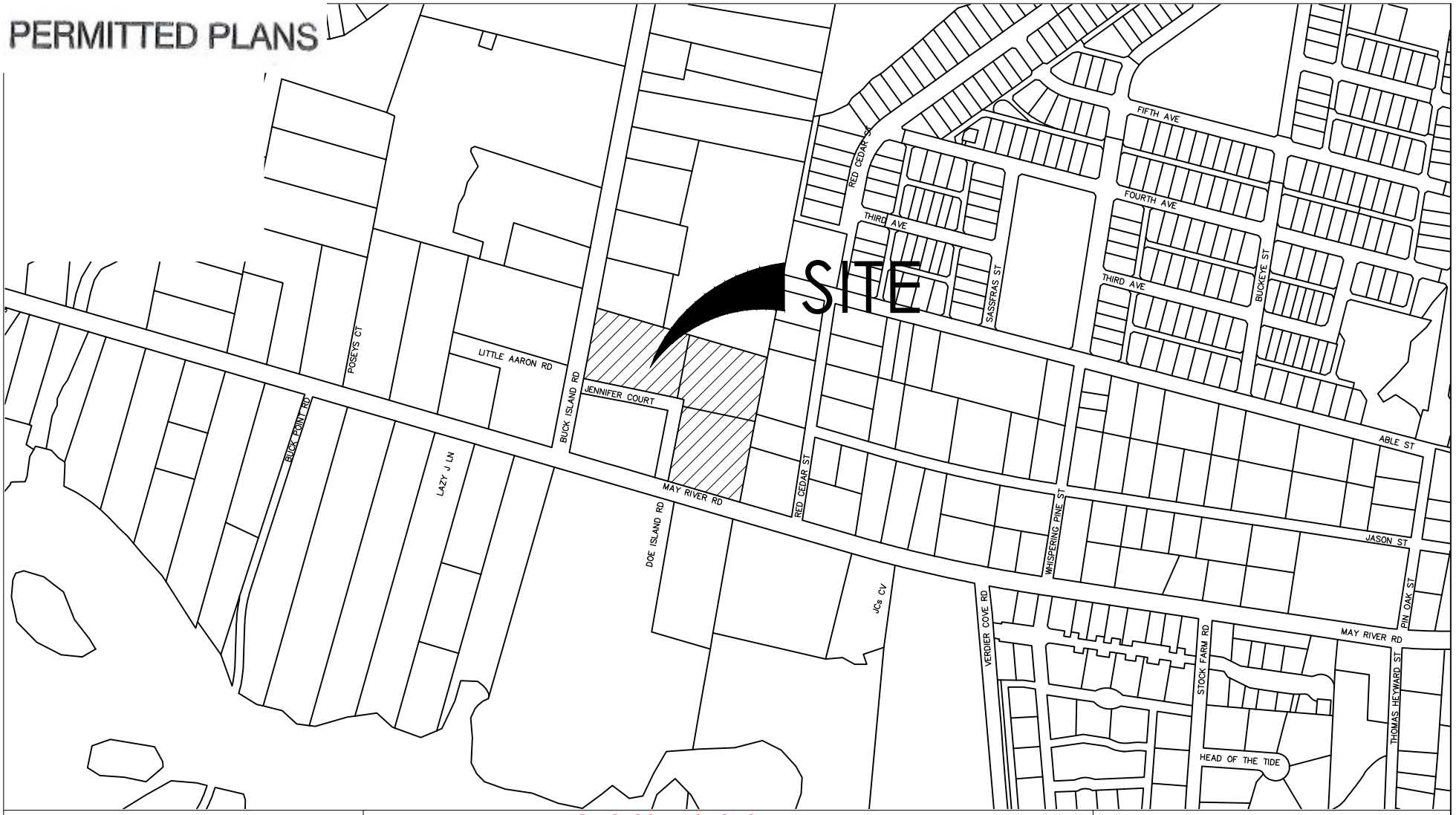
USGS TOPOGRAPHIC MAP - PRITCHARDVILLE/BLUFFTON QUADRANGLE
NTS

PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17 SHEET: 1/7

PERMITTED PLANS



Andrews Engineering & Surveying
2712 Bull Street Suite A
Beaufort, SC 29902
843.379.2222
Fax 843.379.2223

SAC-2017-01210

VICINITY MAP

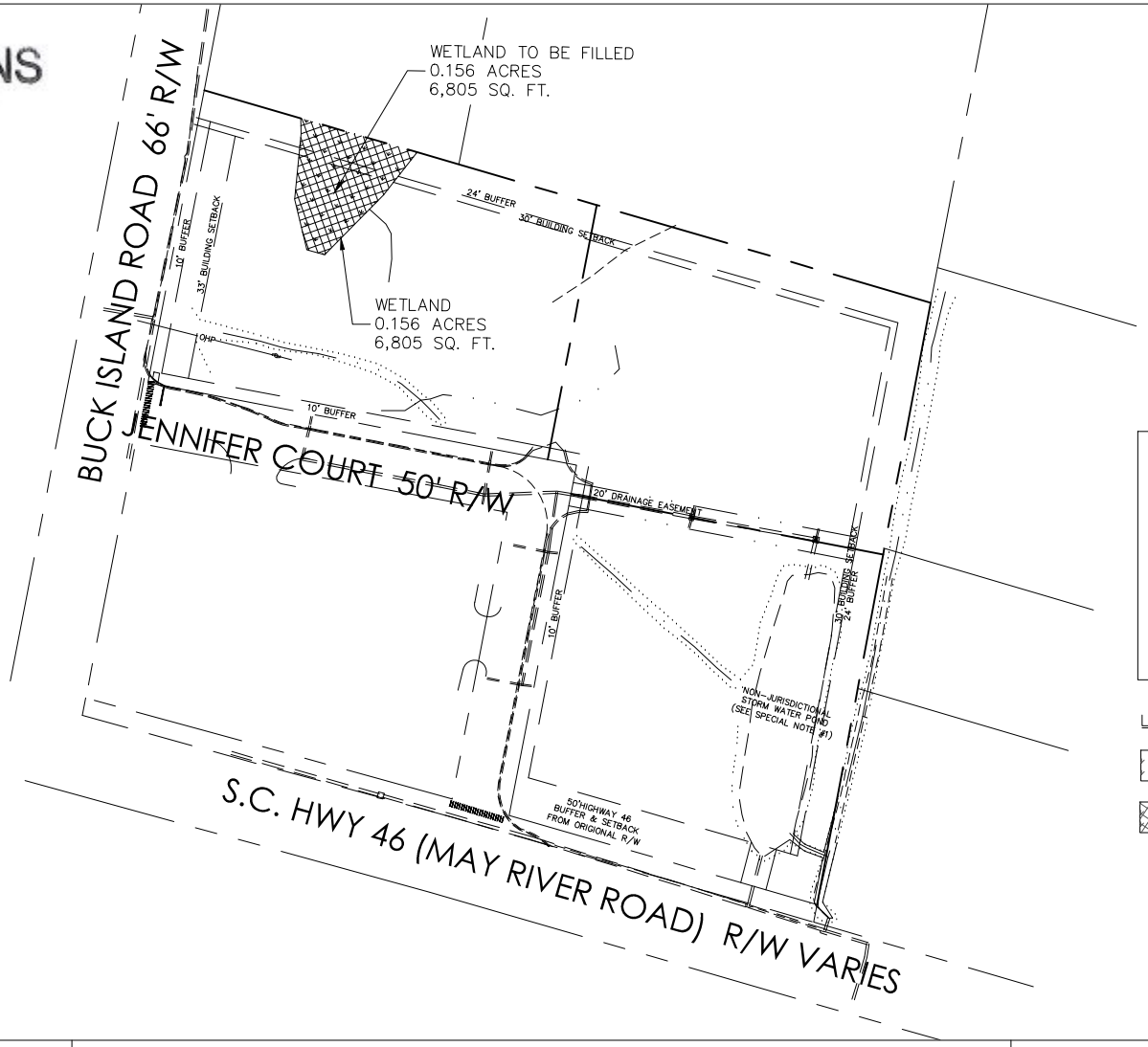
BEAUFORT COUNTY GIS
NTS

PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17 SHEET: 2/7

PERMITTED PLANS



AREA TABLE

TOTAL SITE
5.179 ACRES

TOTAL UPLAND AREA
5.023 ACRES

TOTAL WETLAND AREA
0.156 ACRES

TOTAL WETLAND FILL
168 CY

LEGEND

JURISDICTIONAL WETLANDS

JURISDICTIONAL WETLAND FILL

Andrews Engineering & Surveying
2712 Bull Street Suite A
Beaufort, SC 29902
843.379.2222
Fax 843.379.2223

SAC-2017-01210

EXISTING SITE PLAN

SCALE: 1"=150'

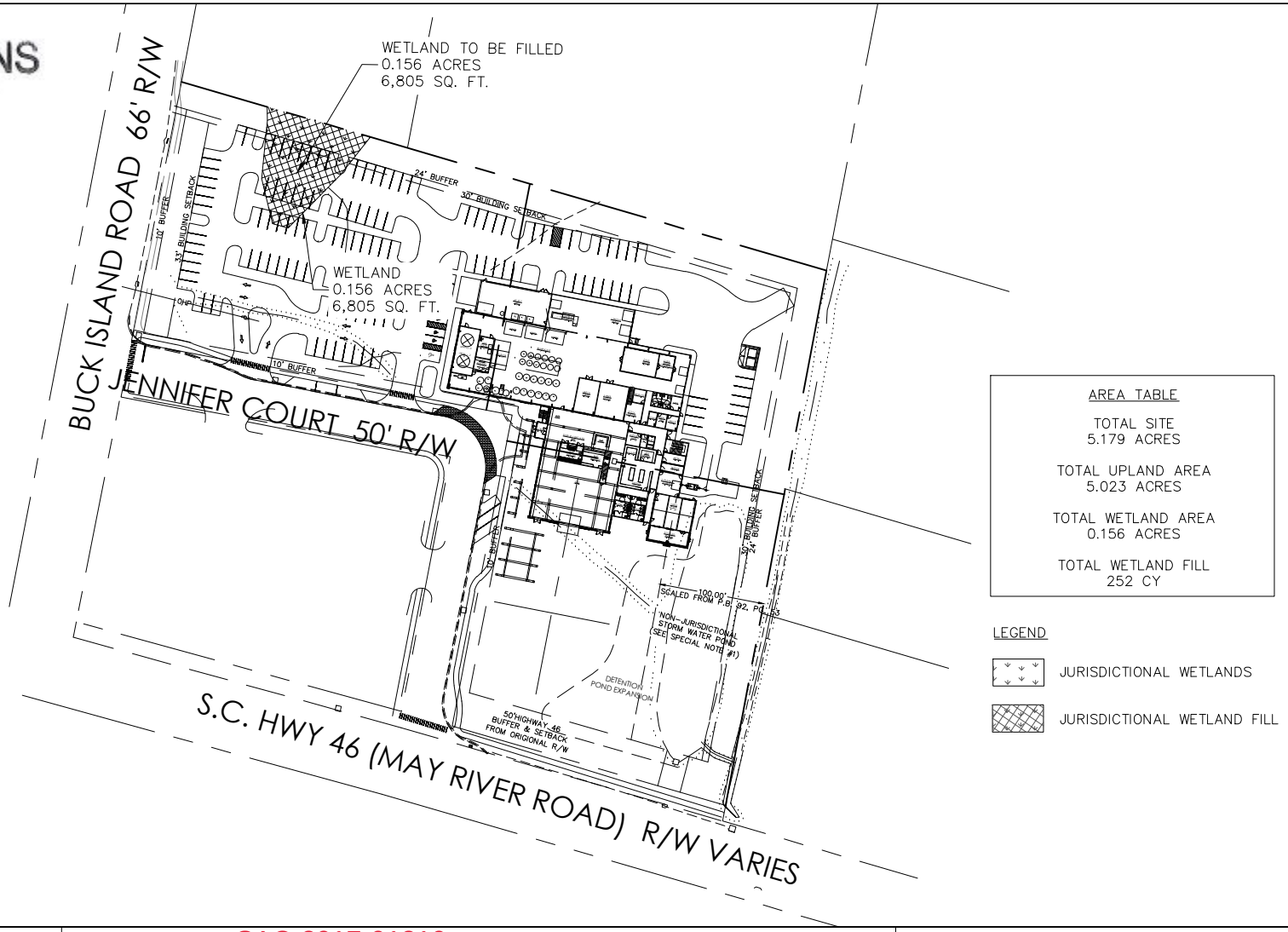
PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17

SHEET: 3/7

PERMITTED PLANS



AREA TABLE

TOTAL SITE
5.179 ACRES

TOTAL UPLAND AREA
5.023 ACRES

TOTAL WETLAND AREA
0.156 ACRES

TOTAL WETLAND FILL
252 CY

LEGEND

JURISDICTIONAL WETLANDS

JURISDICTIONAL WETLAND FILL

Andrews Engineering & Surveying
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SAC-2017-01210

OVERALL SITE PLAN

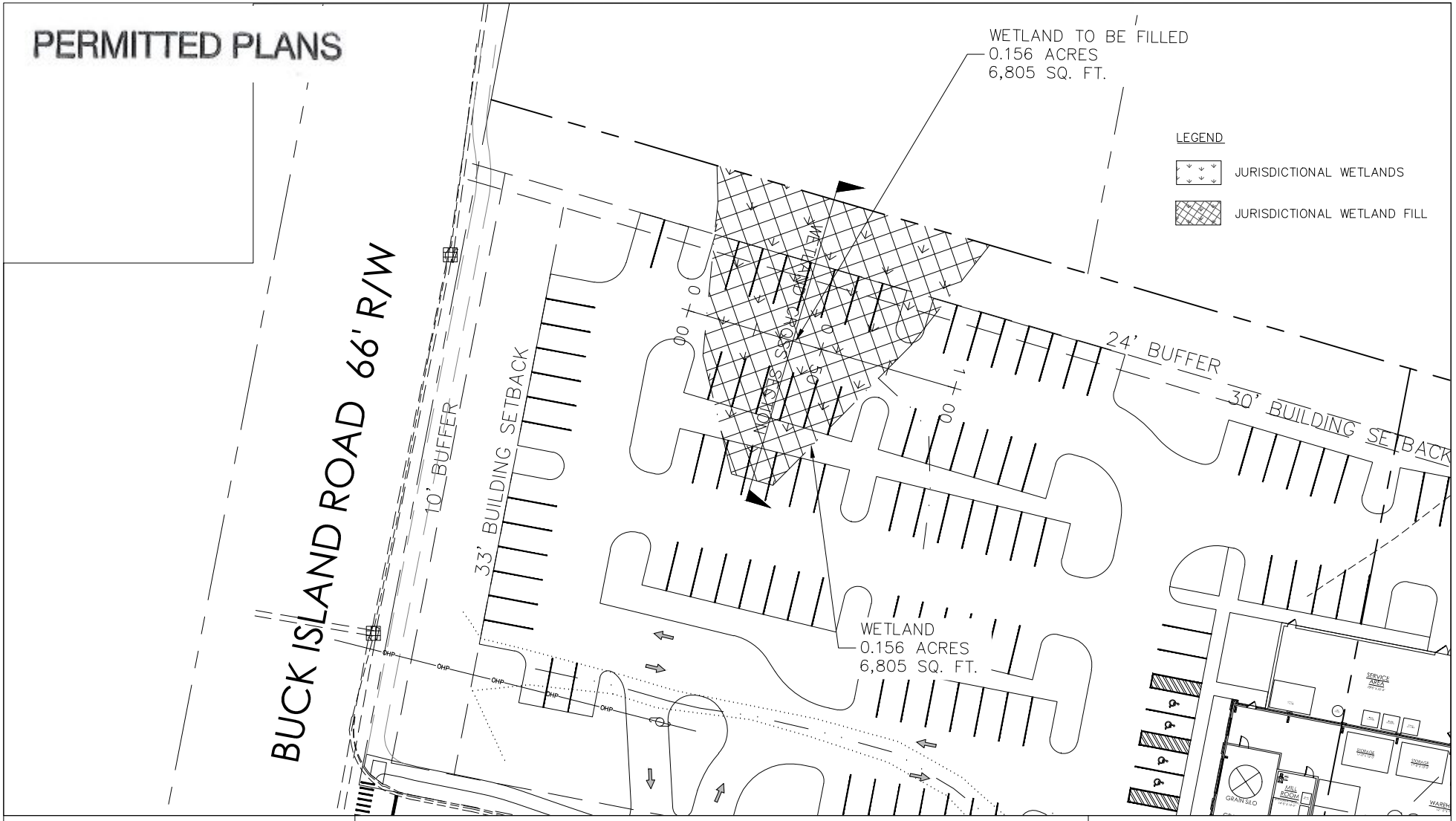
SCALE: 1"=150'

PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17

SHEET: 4/7



SAC-2017-01210

WETLAND IMPACT

SCALE: 1"=50'

Andrews Engineering & Surveying
2712 Bull Street Suite A
Beaufort, SC 29902
843.379.2222
Fax 843.379.2223

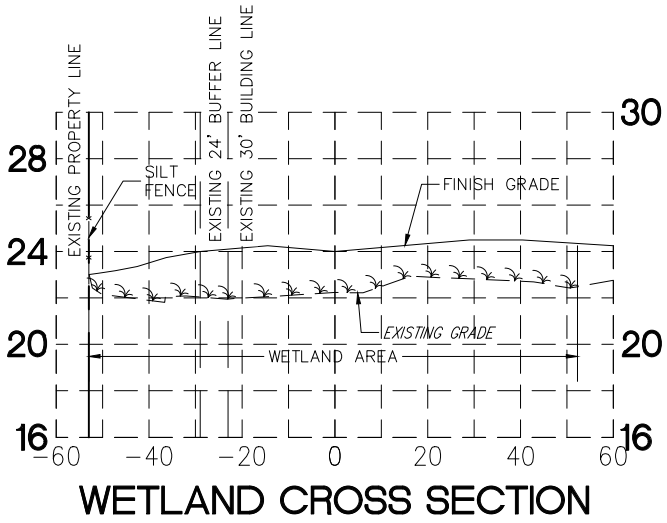
PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17

SHEET: 5/7

PERMITTED PLANS



WETLAND CROSS SECTION

SCALE: HORZ. 1"=40' VERT. 1"=4'

Andrews Engineering & Surveying
2712 Bull Street Suite A
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Fax 843.379.2223

SAC-2017-01210

WETLAND CROSS SECTION

SCALE: 1"=40'

PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17 SHEET: 6/7

PERMITTED PLANS

WETLAND IMPACT SUMMARY

AREA TABLE (SEE SURVEY PLAT)

TOTAL UPLANDS	5.023 ac
TOTAL WETLANDS	0.156 ac
TOTAL AREA	5.179 ac

TOTAL IMPACT 0.156 ac

TOTAL WET. FILL 252 CY

Andrews Engineering & Surveying
2712 Bull Street Suite A
Beaufort, SC 29902
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Fax 843.379.2223

SAC-2017-01210

IMPACT SUMMARY

PROP. ACTIVITY: WETLAND FILL

PROJECT NAME:
RIVER DOG BREWING

DATE: 07/06/17 SHEET: 7/7

39. Commercial and Institutional Developments. Discharges of dredged or fill material into non-tidal waters of the United States for the construction or expansion of commercial and institutional building foundations and building pads and attendant features that are necessary for the use and maintenance of the structures. Attendant features may include, but are not limited to, roads, parking lots, garages, yards, utility lines, storm water management facilities, wastewater treatment facilities, and recreation facilities such as playgrounds and playing fields. Examples of commercial developments include retail stores, industrial facilities, restaurants, business parks, and shopping centers. Examples of institutional developments include schools, fire stations, government office buildings, judicial buildings, public works buildings, libraries, hospitals, and places of worship. The construction of new golf courses and new ski areas is not authorized by this NWP.

The discharge must not cause the loss of greater than 1/2-acre of non-tidal waters of the United States. This NWP does not authorize discharges of dredged or fill material into non-tidal wetlands adjacent to tidal waters.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity. (See general condition 32.) (Authorities: Sections 10 and 404)

Note: For any activity that involves the construction of a wind energy generating structure, solar tower, or overhead transmission line, a copy of the PCN and NWP verification will be provided by the Corps to the Department of Defense Siting Clearinghouse, which will evaluate potential effects on military activities.

Nationwide Permit General Conditions

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization. Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

1. Navigation. (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his or her authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

3. Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

4. Migratory Bird Breeding Areas. Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

5. Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWPs 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

6. Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

7. Water Supply Intakes. No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

8. Adverse Effects From Impoundments. If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

9. Management of Water Flows. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

10. Fills Within 100-Year Floodplains. The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

11. Equipment. Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

12. Soil Erosion and Sediment Controls. Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

13. Removal of Temporary Structures and Fills. Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued.

Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

14. Proper Maintenance. Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable NWP general conditions, as well as any activity-specific conditions added by the district engineer to an NWP authorization.

15. Single and Complete Project. The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

16. Wild and Scenic Rivers. (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed NWP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the PCN with the Federal agency with direct management responsibility for that river. Permittees shall not begin the NWP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed NWP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: http://www.rivers.gov/.

17. Tribal Rights. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

18. Endangered Species. (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR

402.02 for the definition of “effects of the action” for the purposes of ESA section 7 consultation, as well as 50 CFR 402.17, which provides further explanation under ESA section 7 regarding “activities that are reasonably certain to occur” and “consequences caused by the proposed action.”

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity “may affect” or will have “no effect” to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps’ determination within 45 days of receipt of a complete pre-construction notification. For activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have “no effect” on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the NWPs.

(e) Authorization of an activity by an NWP does not authorize the “take” of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with “incidental take”

provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word “harm” in the definition of “take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed NWP activity, the non-federal applicant should provide a copy of that ESA section 10(a)(1)(B) permit with the PCN required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed NWP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete pre-construction notification whether the ESA section 10(a)(1)(B) permit covers the proposed NWP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their world wide web pages at http://www.fws.gov/ or http://www.fws.gov/ipac and http://www.nmfs.noaa.gov/pr/species/esa/ respectively.

19. Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring that an action authorized by an NWP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether "incidental take" permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

20. Historic Properties. (a) No activity is authorized under any NWP which may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR

330.4(g)(1)). If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the NWP activity might have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the PCN and these identification efforts, the district engineer shall determine whether the proposed NWP activity has the potential to cause effects on the historic properties. Section 106 consultation is not required when the district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: no historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed NWP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects to historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the non-Federal applicant that he or she cannot begin the activity until section 106

consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

21. Discovery of Previously Unknown Remains and Artifacts. Permittees that discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by an NWP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

22. Designated Critical Resource Waters. Critical resource waters include, NOAA-managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these NWPs only

after she or he determines that the impacts to the critical resource waters will be no more than minimal.

23. Mitigation. The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the

required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency

to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan needs to address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(6) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

24. Safety of Impoundment Structures. To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

25. Water Quality. (a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an NWP with CWA section 401, a CWA section 401 water quality certification for the proposed discharge must be obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by certifying authority for the issuance of the NWP, then the permittee must obtain a water quality certification or waiver for the proposed discharge in order for the activity to be authorized by an NWP.

(b) If the NWP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an NWP with CWA section 401, the proposed discharge is not authorized by an NWP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge, the permittee must submit a copy of the certification to the district engineer. The discharge is not authorized by an NWP until the district engineer has notified the permittee that the water quality certification requirement has been satisfied by the issuance of a water quality certification or a waiver.

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

26. Coastal Zone Management. In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an NWP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

27. Regional and Case-By-Case Conditions. The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

28. Use of Multiple Nationwide Permits. The use of more than one NWP for a single and complete project is authorized, subject to the following restrictions:

(a) If only one of the NWPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States cannot exceed the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank

stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(b) If one or more of the NWPs used to authorize the single and complete project has specified acreage limits, the acreage loss of waters of the United States authorized by those NWPs cannot exceed their respective specified acreage limits. For example, if a commercial development is constructed under NWP 39, and the single and complete project includes the filling of an upland ditch authorized by NWP 46, the maximum acreage loss of waters of the United States for the commercial development under NWP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States due to the NWP 39 and 46 activities cannot exceed 1 acre.

29. Transfer of Nationwide Permit Verifications. If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

"When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below."

_____
(Transferee)

_____
(Date)

30. Compliance Certification. Each permittee who receives an NWP verification letter from the Corps must provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

31. Activities Affecting Structures or Works Built by the United States. If an NWP activity also requires review by, or permission from, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an NWP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

32. Pre-Construction Notification. (a) *Timing*. Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee

cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed. If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the procedure set forth in 33 CFR 330.5(d)(2).

(b) *Contents of Pre-Construction Notification*: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require pre-construction notification, the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an NWP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non-PCN NWP activities into NWP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial and intermittent streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible

inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the "study river" (see general condition 16); and

(10) For an NWP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

(c) *Form of Pre-Construction Notification*: The nationwide permit pre-construction notification form (Form ENG 6082) should be used for NWP PCNs. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.

(d) *Agency Coordination*: (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity's compliance with the terms and conditions of the NWPs and the need for mitigation to reduce the activity's adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for: (i) all NWP activities that require pre-construction notification and result in the loss of greater than 1/2-acre of waters of the United States; (ii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iii) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via e-mail, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or e-mail that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the proposed activity's compliance with the terms and conditions of the NWPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were

considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

District Engineer's Decision

1. In reviewing the PCN for the proposed activity, the district engineer will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. If a project proponent requests authorization by a specific NWP, the district engineer should issue the NWP verification for that activity if it meets the terms and conditions of that NWP, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require PCNs to determine whether they individually satisfy the terms and conditions of the NWP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by an NWP. If an applicant requests a waiver of an applicable limit, as provided for in NWPs 13, 36, or 54, the district engineer will only grant the waiver upon a written determination that the NWP activity will result in only minimal individual and cumulative adverse environmental effects.

2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the NWP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by an NWP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also consider site specific factors, such as the environmental setting in the vicinity of the NWP activity, the type of resource that will be affected by the NWP activity, the functions provided by the aquatic resources that will be affected by the NWP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the NWP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource

functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add case-specific special conditions to the NWP authorization to address site-specific environmental concerns.

3. If the proposed activity requires a PCN and will result in a loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed, the prospective permittee should submit a mitigation proposal with the PCN. Applicants may also propose compensatory mitigation for NWP activities with smaller impacts, or for impacts to other types of waters. The district engineer will consider any proposed compensatory mitigation or other mitigation measures the applicant has included in the proposal in determining whether the net adverse environmental effects of the proposed activity are no more than minimal. The compensatory mitigation proposal may be either conceptual or detailed. If the district engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the NWP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan within 45 calendar days of receiving a complete PCN and determine whether the proposed mitigation would ensure that the NWP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the NWP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the NWP activity can proceed under the terms and conditions of the NWP, including any activity-specific conditions added to the NWP authorization by the district engineer.

4. If the district engineer determines that the adverse environmental effects of the proposed activity are more than minimal, then the district engineer will notify the applicant either: (a) that the activity does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an individual permit; (b) that the activity is authorized under the NWP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or (c) that the activity is authorized under the NWP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day PCN period (unless additional time is

required to comply with general conditions 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation.

Further Information

1. District engineers have authority to determine if an activity complies with the terms and conditions of an NWP.

2. NWPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.

3. NWPs do not grant any property rights or exclusive privileges.

4. NWPs do not authorize any injury to the property or rights of others.

5. NWPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

Nationwide Permit Definitions

Best management practices (BMPs): Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Discharge: The term “discharge” means any discharge of dredged or fill material into waters of the United States.

Ecological reference: A model used to plan and design an aquatic habitat and riparian area restoration, enhancement, or establishment activity under NWP 27. An ecological reference may be based on the structure, functions, and dynamics of an aquatic habitat type or a riparian area type that currently exists in the region where the proposed NWP 27 activity is located. Alternatively, an ecological reference may be based on a conceptual model for the aquatic habitat type or riparian area type to be restored, enhanced, or established as a result of the proposed NWP 27 activity. An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Establishment (creation): The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

High Tide Line: The line of intersection of the land with the water's surface at the maximum height reached by a rising tide. The high tide line may be determined, in the absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Independent utility: A test to determine what constitutes a single and complete non-linear project in the Corps Regulatory Program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Loss of waters of the United States: Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an NWP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

Navigable waters: Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329.

Non-tidal wetland: A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

Open water: For purposes of the NWPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of “open waters” include rivers, streams, lakes, and ponds.

Ordinary High Water Mark: The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Perennial stream: A perennial stream has surface water flowing continuously year-round during a typical year.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Pre-construction notification: A request submitted by the project proponent to the Corps for confirmation that a particular activity is authorized by nationwide permit. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit.

Preservation: The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms. Preservation does not result in a gain of aquatic resource area or functions.

Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area and functions.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: re-establishment and rehabilitation.

Riffle and pool complex: Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a course substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

Riparian areas: Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

Shellfish seeding: The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or other appropriate materials placed into waters for shellfish habitat.

Single and complete linear project: A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term "single and complete project" is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. However, individual channels in a braided stream or river, or individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

Single and complete non-linear project: For non-linear projects, the term "single and complete project" is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. A single and complete non-linear project must have independent utility (see definition of "independent utility"). Single and complete non-linear projects may not be "piecemealed" to avoid the limits in an NWP authorization.

Stormwater management: Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment.

Stormwater management facilities: Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff.

Stream bed: The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

Stream channelization: The manipulation of a stream's course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized jurisdictional stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

Tidal wetland: A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tide line.

Tribal lands: Any lands title to which is either: 1) held in trust by the United States for the benefit of any Indian tribe or individual; or 2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

Tribal rights: Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies.

Vegetated shallows: Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

Waterbody: For purposes of the NWPs, a waterbody is a “water of the United States.” If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, CHARLESTON DISTRICT
69A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

FINAL REGIONAL CONDITIONS FOR THE 2021 NATIONWIDE PERMITS IN CHARLESTON DISTRICT (SAC)

Effective Date for Modified Regional Conditions for 16 NWPs: January 19, 2022
Effective Date for Regional Conditions for 41 NWPs: February 25, 2022
Expiration Date for Regional Conditions for All NWPs: March 14, 2026

This Regional Condition document supersedes all prior Regional Condition documents for the Charleston District.

A. BACKGROUND/APPLICABILITY

1. The following regional conditions have been approved by the Division Engineer for the South Atlantic Division (SAD) for use in the Charleston District (SAC) for the following Nationwide Permits (NWPs):

   a. The NWPs published in the January 13, 2021 Federal Register (86 FR 2744) announcing the reissuance of twelve (12) existing NWPs (that is, NWPs 12, 21, 29, 39, 40, 42, 43, 44, 48, 50, 51, and 52) and issuance of four (4) new NWPs (that is, NWPs 55, 56, 57, and 58), as well as the reissuance of NWP general conditions and definitions with some modifications. These 16 NWPs were effective on March 15, 2021 and will expire on March 14, 2026; and

   b. The NWPs published in the December 27, 2021 Federal Register (86 FR 73522) announcing the reissuance of the remaining unmodified forty (40) existing NWPs (that is, NWPs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 41, 45, 46, 49, 53, and 54) and issuance of one (1) new NWP (that is, NWP 59). At this time, NWPs 26 and 47 are reserved. These 41 NWPs will be effective as of February 25, 2022 and will expire on March 14, 2026.

2. Status of Activities Under Prior NWPs and/or Regional Conditions.

   i. 16 NWPs: The modified regional conditions that were issued on January 19, 2022 and are incorporated in this document **supersede** the previous regional conditions that were approved for the 16 NWPs that went into effect on March 15, 2021, **except** for the following scenarios:

      1. NWP verification letters for one or more of the 16 NWPs that were issued **prior** to January 19, 2022; or

2. NWP activities that do not require a pre-construction notification (PCN)[1], are covered by one or more of the 16 NWPs, and have either commenced, are under contract to commence, or have been completed **prior** to January 19, 2022.

ii. 40 NWPs: For information about whether an activity can continue under the 2017 versions of the 40 existing NWPs (for example, the status of prior permit verifications and pre-construction notifications) and, accordingly, the 2017 Regional Conditions, see the discussion in the Reissuance and Modification of Nationwide Permits at 86 FR 73522 in Section I.D. on page 73525 or contact the Charleston District Regulatory Office directly.

3. The following regional conditions will provide additional protection for the aquatic environment that is necessary to ensure that the NWPs authorize only those activities with no more than minimal adverse environmental effects.

4. As specified, under NWP General Condition 27, Regional and Case-By-Case Conditions: The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case-specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its Section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

B. EXCLUDED WATERS AND/OR AREAS

Not applicable.

C. REGIONAL CONDITIONS APPLICABLE TO ALL NWPs

1. Use of nationwide permits does not preclude requirements to obtain all other applicable Federal, State, county, and local government authorizations.

2. NWP activities are not authorized in areas known or suspected to have sediment contamination, with the exception of the following: (1) activities authorized by NWP 38; (2) activities authorized by NWP 53 when used in combination with NWP 38; (3) sediment sampling for dredging projects authorized by NWP 6; and (4) activities authorized by NWP 20.

3. For all proposed activities, both temporary and permanent, that would be located within a FEMA designated floodway, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition 32.

[1] The acronym “PCN” used throughout this document refers to *Pre-Construction Notification*, as defined in NWP General Condition 32.

4. For all NWPs, the prospective permittee must submit a PCN to the District Engineer in accordance with General Conditions 31 and 32, for any activity that would be located in or adjacent to an authorized USACE Civil Works project, including Federal Navigation projects:

   a. **USACE Civil Works projects:** Buck Creek in Horry County, Eagle Creek in Dorchester County, Kingstree Branch in Williamsburg County, Sawmill Branch in Berkeley and Dorchester Counties, Scotts Creek in Newberry County, Socastee Creek in Horry County and Turkey Creek in Sumter County, Wilson Branch in Chesterfield County, Edisto River in Orangeburg and Dorchester Counties, North Edisto River in Aitken and Orangeburg Counties, Folly Beach in Charleston County, Hunting Island Beach, waste water treatment plant and water line in Beaufort County, Myrtle Beach in Georgetown and Horry County, Pawleys Island Beach in Georgetown County, Edisto Island Beach in Charleston County, Crab Bank in Charleston County, Morris Island Lighthouse in Charleston County, Miller Corner Disposal area Phragmites Control in Georgetown County, Cape Marsh Management area (Santee Coastal Reserve) in Charleston County, Murphy Island in Charleston County, Pocotaligo River and Swamp in Clarendon and Sumter Counties, Pinopolis Dam in Berkeley County, Battery Pringle in Charleston County, Castle Pinckney in Charleston County, Pompion Hill Chapel along the Cooper River in Berkeley County, Drayton Hall in Charleston County, Indian Bluff in Orangeburg County, Singleton Swash at Shore Drive in Horry County, Turkey Creek Bridge at Pineview Drive in Lancaster, Big Dutchman Creek Bridge at West Oak Drive in Rock Hill, SC, Calabash Branch Bridge at Tom Joye Road in Clover, Blue Branch Bridge at Fortanberry Road in Gaffney, Glenn Creek Bridge at Sulphur Springs Road in Spartanburg County, Cow Castle Creek (Bowman) in Orangeburg County, Cowpen Swamp at Simpson Creek in Horry County, Crabtree Swamp in Horry County, Saluda River (North, South, and Middle Fork) in Greenville County, Shot Pouch Creek in Sumter County, Simpson Creek in Horry County, and Todd Swamp in Horry County.

   b. **Defined Federal Navigation projects:** Ashley River (0.5 miles east of Hwy 7 bridge downstream to the Atlantic Intracoastal Waterway (AIWW)), Atlantic Intracoastal Waterway ((AIWW) GA/SC line to SC/NC line), Brookgreen Garden Canal, Calabash Creek, Charleston Harbor (including the Cooper River, Town Creek, Shem Creek to Coleman Blvd and Mount Pleasant Channel), Folly River, Georgetown Harbor (Winyah Bay, Sampit River and Bypass Channel), Jeremy Creek, Little River Inlet, Murrells Inlet (Main Creek), Port Royal Harbor, Shipyard River, Savannah River (Below Augusta) and Town Creek McClellanville (i.e., Five Fathoms Creek, AIWW to Bulls Bay).

   c. **Undefined Federal Navigation projects**: Adams Creek, Archers Creek (From intersection with Beaufort River for 2 miles), Edisto River (River mile 0.00 to 175.0), Great Pee Dee River (Waccamaw River via Bull Creek then to

Smith Mills, then to Cheraw), Lynches River/Clark Creek (Clark Creek to Lynches River, River Mile 0.0 to 56.0), Mingo Creek (to Hemmingway Bridge), Salkehatchie River (5 miles above Toby's Bluff to Hickory Hill, River mile 20.4 to 62.3), Santee River (Closed to navigation at mile 87 (Santee Dam)), Waccamaw River (river mile 0.0 to 90 (state line)), Wateree River (Mouth to Camden), and Village Creek (Morgan River to Porpoise Fish Co., 2.2 miles).

5. For all proposed activities that would be located in or adjacent to an authorized Federal Navigation project, as referenced in Regional Condition C.4.b, the project drawings must include the following information: (1) State Plane Coordinates (NAD 1983) for a minimum of two corners of each structure or fill where it is closest to the Federal channel; (2) the distance from the watermost edge of the proposed structure or fill to the nearest edge of the Federal channel; and (3) Mean Low Water line and the Mean High Water line.

6. For all NWPs requiring a PCN and when the activity involves the discharge of dredged or fill material into waters of the U.S. associated with mechanized land clearing that results in the permanent conversion of forested or scrub-shrub wetlands to herbaceous wetlands, the PCN should include the following information: (1) a written description and/or drawings of the proposed conversion activity and (2) acreage of the permanent conversion.

D. REGIONAL CONDITIONS APPLICABLE TO SPECIFIC NWPs

1. For NWP 3, paragraph (a) activities, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition #32 for the repair, rehabilitation or replacement of existing utility lines, which include electric lines and/or telecommunication lines, constructed over navigable waters of the United States (i.e., Section 10 waters), and existing utility lines, electric lines, telecommunication lines and/or pipelines routed in or under navigable waters of the United States (i.e., Section 10 waters), even if no discharge of dredged or fill material occurs.

2. For NWP 3, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition 32, for maintenance activities related to stormwater management that would occur in tidal waters, including tidal wetlands.

3. For NWPs 3, 11, 12, 13, 14, 15, 20, 22, 33, 57, 58, and 59, temporary structures, fills, and/or work, including the use of temporary mats, are authorized for the minimum amount of time necessary to accomplish the work, which shall not exceed a period of 180 days without additional Corps approval. **However, temporary sidecast material authorized by NWPs 12, 57, or 58 cannot ever exceed a period of 180 days.** The temporary structures, fills, and/or work, including the use of temporary mats, shall be removed as soon as the work is

complete and the disturbed areas be restored to pre-construction contours and conditions. The temporary mats include timber mats, metal, synthetic and/or artificial mats, or other materials that may serve the purpose of mats.

4. For NWPs 3, 11, 12, 13, 14, 15, 20, 22, 33, 57, 58 and 59 that require PCNs and when the activity involves temporary structures, fills, and/or work, including the use of temporary mats, the PCN should include the following information: (1) a written description and/or drawings of the proposed temporary activities that will be used during project construction; (2) the timeframe that the proposed temporary activities will be in place; and (3) specifications of how pre-construction contours will be re-established and verified after construction. Temporary mats include timber mats, metal, synthetic and/or artificial mats, or other materials that may serve the purpose of mats.

5. For NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 in accordance with General Condition 22(a) and for NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38 and 54, in accordance with General Condition 22(b), the ACE Basin National Estuarine Research Reserve and the North Inlet Winyah Bay National Estuarine Research Reserve are Designated Critical Resource Waters. Activities described in the NWPs listed herein are subject to the limitations and/or PCN requirements listed in General Condition 22 (a) and (b).

6. For NWPs 7 and 58 activities that involve intake structures, the associated intake structure must be screened to prevent entrainment of juvenile and larval organisms, and the inflow velocity of the associated intake structures cannot exceed 0.5 feet/second.

7. For NWPs 12, 57 and 58 activities that involve horizontal directional drilling beneath navigable waters of the United States (i.e., Section 10 waters), the PCN should include a proposed remediation plan (i.e., frac-out plan).

8. For NWPs 12, 14, 29, 39, 46, 51, 52, 57 and 58 activities that involve crossings, all culverts must be adequately sized to maintain flow. For these activities that require submittal of a PCN, the PCN should include the minimum size of and number of culvert/pipes that are proposed.

9. For NWPs 12, 14, 18, 43, 51, 57 and 58, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition #32, for activities that involve the loss of greater than 0.005 acre of stream bed.

10. For NWPs 12, 14, 18, 21, 29, 39, 40, 42, 43, 44, 50, 51, 52, 57, 58 and 59, activities that involve the loss of greater than 0.005 acre of stream bed, compensatory mitigation will be required and the PCN should include a compensatory mitigation plan.

11. For NWPs 12, 14, 18, 21, 27, 29, 39, 40, 42, 43, 44, 50, 51, 52, 57, 58, and 59, the discharge cannot cause the loss of greater than 0.05 acre of stream bed.

12. For NWPs 29 and 39, the discharges of dredged or fill material for the construction of stormwater management facilities in perennial streams are not authorized.

13. For NWP 33, the prospective permittee must submit a PCN to the District Engineer, in accordance with General Condition #32, for temporary construction, access, and dewatering activities that impact greater than 0.1 acre of non-tidal waters of the United States, including wetlands. In addition, the PCN should include a restoration plan.

14. For existing NWP 48 activities that involve changing from bottom culture to floating or suspended culture OR proposed NWP 48 activities that involve floating or suspended culture, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition #32.

15. For proposed NWP 48 activities involving floating or suspended culture and/or proposed NWPs 55 and 56 activities that will occur adjacent to property that is not owned by the prospective permittee, the PCN should include the following information:

    a. A map or depiction that shows the adjacent property(ies) and adjacent property owners' contact information. Note: This information may be obtained online from the applicable county's tax information pages.

    b. A signed letter(s) of "no objection" to the proposed mariculture activity from each of the adjacent property owner(s). Each letter shall include the name, mailing address, property address, property Tax Map Parcel (TMS) number, and signature of the property owner. Or, if the prospective permittee is unable to obtain a letter(s) of "no objection", the Corps will notify the adjacent property owner(s) of the proposed project by letter wherein the adjacent property owner will be given 15 days to provide comments.

16. For NWP 53, the PCN should include a Tier I evaluation, in accordance with the Inland Testing Manual, for the project area immediately upstream of the low-head dam. If the Tier I evaluation indicates contaminated sediments are present, a Tier II evaluation may be required.

17. The prospective permittee is advised of the following for activities under any NWP for which (1) the 401 Water Quality Certifications (WQC) were denied (see F.1.a), and/or (2) activities under the NWP were found to be inconsistent with the S.C. Coastal Zone Management Program and, therefore, concurrence with the Coastal Zone Consistency determination was denied (see F.2.a), and/or (3) the

proposed activity is located in one of the “Critical Areas” of the Coastal Zone (see F.3):

a. For NWPs 12, 14, 16, 17, 21, 23, 29, 34, 39, 44, 46, 49, 50, 54, 57, 58 and 59 where WQC was denied, the prospective permittee should provide to the Corps a copy of the Individual WQC or evidence demonstrating a waiver was granted.

b. For NWPs 12, 14, 16, 17, 21, 23, 24, 29, 34, 35, 39, 42, 44, 46, 49, 50, 51, 55, 56, 57, 58 and 59 where concurrence with the Coastal Zone Consistency was denied, the prospective permittee should provide to the Corps a copy of the Individual CZC Concurrence or presumed concurrence for the proposed activity.

c. For all NWPs in any of the “Critical Areas” of the Coastal Zone, an Individual Critical Area permit is required (see F.3). Therefore, the prospective permittee should provide a copy of the Individual Critical Area permit to the Corps for the proposed activity.

Note: For WQC conditions on activities under NWPs 43, 51, and 52, see F.1.b. For Coastal Zone Consistency conditions on activities under NWPs 43 and 52, see F.2.b.

18. For NWPs 12, 57 and 58, the prospective permittee must submit a PCN to the District Engineer in accordance with General Condition 32 if the activity involves the discharge of dredged or fill material into waters of the U.S. associated with mechanized land clearing that results in the permanent conversion of forested or scrub-shrub wetlands to herbaceous wetlands for a maintained right-of-way.

E. ACTIVITY SPECIFIC REGIONAL CONDITIONS

Not applicable.

F. SECTION 401 WATER QUALITY CERTIFICATION (WQC) AND/OR COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY DETERMINATION SUMMARY AND APPLICABLE CONDITIONS

1. Water Quality Certification (WQC)

a. WQC Denied

The Water Quality Certifications (WQC) for the following NWPs are denied; therefore, an Individual WQC, or evidence demonstrating a waiver was granted, from the South Carolina Department of Health and Environmental Control (SCDHEC) will be required for authorization under these NWPs:

NWPs 12, 14, 16, 17, 21, 23, 29, 34, 39, 44, 46, 49, 50, 54, 57, 58 and 59.

b. **WQC Granted With Conditions**

The following WQC Conditions, as stated in the SCDHEC's Notice of Department Decision dated November 25, 2020, are also considered 2021 NWP Regional Conditions:

i. For NWP 43, "Activities authorized by this certification are limited to maintenance of existing facilities, such as stormwater ponds, detention and retention basins, water control structures, outfall structures, emergency spillways, and existing ponds, that are proposed for use as water quantity or volume control. This NWP cannot be used for existing ponds that are proposed to be converted into water quality treatment facilities, such as sediment basins, sediment traps, or other similar structures."

ii. For NWP 51, "This NWP is not certified for activities that cause the loss of more than 300 linear feet of stream bed."

iii. For NWP 52, "This NWP is not certified for activities that cause the loss of more than 300 linear feet of stream bed."

c. **WQC Granted Without Conditions**

The WQCs for NWPs 3, 4, 5, 6, 7, 13, 15, 18, 19, 20, 22, 25, 27, 30, 31, 32, 33, 36, 37, 38, 40, 41, 42, 45, 48 and 53 were granted without conditions.

d. **No WQC Required**
NWPs 1, 2, 8, 9, 10, 11, 24, 28, 35, 55 and 56 do not require WQCs.

2. **Coastal Zone Consistency (CZC)**

a. **CZC Concurrence Denied**

The following NWPs were found to be inconsistent with the S.C. Coastal Zone Management Program; thus, the CZC concurrence is denied and an Individual CZC concurrence, or presumed concurrence for the proposed activity, will be required for these NWPs:

NWPs 12, 14, 16, 17, 21, 23, 24, 29, 34, 35, 39, 42, 44, 46, 49, 50, 51, 54, 55, 56, 57, 58 and 59.

b. **CZC Concurrence Granted With Conditions**

The following CZC Conditions, as stated in the SCDHEC's Notice of Department Decision dated November 25, 2020, are also considered 2021 NWP Regional Conditions:

i. For NWP 43, "Activities authorized by this certification are limited to maintenance of existing facilities, such as stormwater ponds, detention and retention basins, water control structures, outfall structures, emergency spillways, and existing ponds that are proposed for use as water quantity or volume control. This NWP cannot be used for existing ponds that are proposed to be converted into water quality treatment facilities such as sediment basins, sediment traps, or other similar structures."

ii. For NWP 52, "This NWP is not certified for activities that cause the loss of more than 300 linear feet of stream bed."

c. **CZC Concurrence Granted Without Conditions**

The CZCs for NWPs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 18, 19, 20, 22, 25, 27, 28, 30, 31, 32, 33, 36, 37, 38, 40, 41, 45, 48 and 53 were granted without conditions.

d. **No CZC required**

Not applicable.

3. Coastal Zone Consistency (CZC) General Condition

The following CZC General Condition, as stated in the SCDHEC 401/CZC Letter dated December 14, 2020, is considered a 2021 NWP Regional Condition:

For all NWPs, "Activities in the Critical Areas (as defined in 48-39-10, R 30.1(D) and R 30.10) require a direct permit from SCDHEC OCRM. SCDHEC OCRM's action on direct critical areas permits will serve as the consistency determination for the critical area activity."

G. DISTRICT POINT OF CONTACT

Tracy D. Sanders
USACE- Charleston District
69A Hagood Avenue
Charleston, South Carolina 29403
843-329-8044
Tracy.d.sanders@usace.army.mil
SAC.RD.Charleston@usace.army.mil

dhec
Healthy People. Healthy Communities.

February 2, 2023

Ms. Dawna Gray
River Dog Brewing Company, LLC
103 Stallings Island Street
Bluffton, South Carolina 29910
dawna@riverdogbrewing.com

Re: 401 Certification for Authorization Pursuant to Nationwide Permit 39 (Commercial and Institutional Developments)

Applicant Permit ID No.: SAC 2017-01210

Applicant: River Dog Brewing Company, LLC

County: Beaufort

Project: River Dog Brewing

Dear Ms. Gray:

On September 15, 2020, the U.S. Army Corps of Engineers (Corps) issued a proposed rule in the Federal Register (85 FR 57298) that announced the reissuance of all the existing NWPs and the proposal to issue five new NWPs. In response to the September 15th proposed rule, the South Carolina Department of Health and Environmental Control (Department) initiated actions to certify the proposed NWPs and on December 14, 2020, the Department issued a final certification in accordance with Section 401 of the Federal Clean Water Act (CWA), as amended, and a certification of consistency with the Coastal Zone Management Act (48-39-10 et.seq.).

On January 13, 2021, the Corps published a final rule in the Federal Register (86 FR 2744). In this notice, the Corps announced that it was reissuing only 12 of the existing NWPs and four new NWPs.

On March 8, 2021, the Corps' Charleston District issued their Final Regional Conditions for the 16 NWPs. In that notice, the Charleston District denied the Section 401 Water Quality Certification (401 Certification) for NWP 12, 29, 39, 44, 57 and 58 as well as the Coastal Zone Consistency (CZC) for NWPs 12, 29, 39, 42, 44, 51, 57 and 58. Subsequently, on February 7, 2022 the Corps' Charleston District denied the WQCs for NWP 14, 23, and 46. As a result, the Department is proposing to revise the

Individual State Certification for the NWPs that were denied by the Corps Regional conditions to include NWP 14, 23, and 46.

On September 16, 2022, a General State Certification to authorize activities in accordance with S.C. Code Ann. §§ 48-1-10 et seq. and S.C. Code Ann. Regulation 61-101, and S.C. Code Ann. § 48-39-10 et seq. and the S.C. Coastal Zone Management Program document was issued by the South Carolina Department of Health and Environmental Control (DHEC or the Department) for the Nationwide Permits (NWPs) 12, 14, 23, 29, 39, 44, 46, 57, and 58.

The Department has reviewed the above-reference project in accordance with the September 16, 2022 general certification and, provided the applicant adheres to the certification conditions outlined in the attached document, the Department has determined that there is a reasonable assurance that the work authorized will be conducted in a manner consistent with the certification requirements of Section 401 of the Clean Water Act.

If any questions arise please contact me at (803) 898-4179 or amedeemd@dhec.sc.gov.

Sincerely,

Morgan Amedee

Morgan D. Amedee
Water Quality Certification and Wetlands Section

cc: USACE Charleston Regulatory Office
Mr. J. Asher Howell
OCRM

Nationwide Permit Number 39: Commercial and Institutional Developments

Proposed Conditions for the 401 Water Quality Certification:

1. The impounding of water and creating of lakes or ponds is not authorized.
2. This NWP is not certified for activities located in or adjacent to (as determined by SCDHEC) waters defined (as per Regulation 61-68) as Outstanding National Resource Waters (ONRW), Outstanding Resource Waters (ORW), Trout Waters, or SCDNR designated State Scenic Rivers.
3. This NWP is not certified or activities that cause the loss of more than 300 linear feet of stream bed.

Permit Number: _____

Name of Permittee: _____

Date of Issuance: _____

Upon completion of the activity authorized by this permit and any mitigation required by the permit, sign this certification and return it to the following address:

U.S. Army Corps of Engineers
Regulatory Division
69A Hagood Avenue
Charleston, South Carolina 29403-5107

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

==========

I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of the said permit, and required mitigation was completed in accordance with the permit conditions.

_____
Signature of Permittee

N:\Jobs\Exen\32102.00\Production\Civil\Drawings\32102.00-SITE.dwg, 8/26/2026 3:42:55 PM, luke wilen, pe
THESE DRAWINGS AND THE DESIGN THEREON ARE THE PROPERTY OF DAVIS & FLOYD, INC. AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF THE ENGINEER / ARCHITECT AND ANY INFRINGEMENT WILL BE SUBJECT TO LEGAL ACTION

JAMES McLEOD & CLARA PRIOLEAU
R610-039-000-0758-0000
DEED BOOK 162, PAGE 108

ALBERT E BROWN III & ALLENA LEE BROWN
R610-039-000-0745-0000
DEED BOOK 1307, PAGE 234

BUILDING 3
24,800 SF
MICHAEL BRADLEY HOLDINGS LLC
R610-039-000-0757-0000
DEED BOOK 3527, PAGE 2924
PLAT BOOK 92, PAGE 53

MICHAEL BRADLEY HOLDINGS LLC
R610-039-000-0756-0000
DEED BOOK 3527, PAGE 2924
PLAT BOOK 92, PAGE 53

BUILDING 2
12,000 SF

MICHAEL BRADLEY HOLDINGS LLC
R610-039-000-0021-0000
DEED BOOK 3527, PAGE 2924
DEED BOOK 875, PAGE 2427
PLAT BOOK 92, PAGE 53
PLAT BOOK 63, PAGE 102

BUILDING 1
10,500 SF

1 STORY PARKER'S GAS STATION
FFE=25.07

DRAYTON-PARKER COMPANIES LLC
R610-039-000-0758-0000
DEED BOOK 3215, PAGE 3361
PLAT BOOK 92, PAGE 53
PLAT BOOK 127, PAGE 80

JAMES W JEFFCOAT &
MICHELE R JEFFCOAT
R610-039-000-0138-0000
DEED BOOK 3435, PAGE 995
PLAT BOOK 16, PAGE 76
DEED BOOK 467, PAGE 255 (MAP)

MARSH RENTALS LLC
R610-039-000-108C-0000
DEED BOOK 2877, PAGE 1138
PLAT BOOK 16, PAGE 76

EXISTING POND
TOB=22.00
NWL=18.50

JENNIFER COURT 50' R/W

BUCK ISLAND ROAD 66' R/W

S.C. HWY 46 (MAY RIVER ROAD) R/W VARIES

50'HIGHWAY 46
BUFFER & SETBACK
FROM ORIGINAL R/W

15' RIGHT-OF-WAY EASEMENT
DEED BOOK 1485, PAGE 371
PLAT BOOK 83, PAGE 29

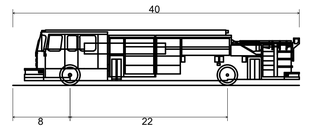
20' DRAINAGE EASEMENT
DEED BOOK 1485, PAGE 371
PLAT BOOK 83, PAGE 29

EXISTING SIDEWALK

EXISTING TELEPHONE AND
FIBER OPTIC PEDESTALS

24' BUFFER
30' BUILDING SETBACK
10' BUFFER
15' BUILDING SETBACK
45' BUILDING SETBACK
33' BUILDING SETBACK

IPF CAP
IPS 5/8" REBAR
CMF 3X3
CMF 3X3 BROKEN
CMF 3X3 OFFLINE @ 1+92.05 0.42' LT
IPF 3/4" REBAR OFFLINE @ 2+11.37 0.64' RT
IPF 1/2" REBAR OFFLINE @ 1+15.29 0.52' LT
MP8
PN23
100 SCALED FROM P.B. 92, PG. 53



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

SITE PLAN NOTES

1. REFER TO GENERAL NOTES, SPECIFICATIONS, AND CONTRACT DOCUMENTS.
2. ALL PUBLIC RIGHT-OF-WAYS AND ALL AMENITIES SHALL BE ADA COMPLIANT.
3. EXISTING ADA ACCESSIBLE PUBLIC RIGHT-OF-WAYS MUST REMAIN ADA COMPLIANT DURING CONSTRUCTION OR AN ALTERNATIVE ROUTE MUST BE PROVIDED.
4. REFER TO LANDSCAPE PLANS FOR HARDSCAPE, FENCING, AND PLANTING DETAILS.
5. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB. TYPICAL CURB WIDTH IS 0.5'. WHERE NO CURB IS EXISTING OR PROPOSED, DIMENSIONS SHOWN ARE TO THE EDGE OF PAVEMENT.

811 Know what's below. Call before you dig.

PROJECT DATUM INFORMATION:

HORIZONTAL DATUM: SC83IF
VERTICAL DATUM: NAVD88

0 30' 60'
SCALE: 1" = 30'

STATE PLANE

NOT FOR CONSTRUCTION

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER
DAVISFLOYD.COM
2712 BULL STREET, SUITE A
SOUTH CAROLINA, 29902
843-379-2222

OWNER
MICHAEL BRADLEY HOLDINGS, LLC

PROJECT TITLE
JENNIFER COURT

JENNIFER COURT COMMERCIAL

DRAWING TITLE
FIRE TRUCK TURNING PLAN

NO.	REVISIONED	CHECKED	DATE

JOB NO. 32102.00
DATE 08/25/2026
DESIGNED RL
DRAWN LW
CHECKED RL
APPROVED RL

C900

PAGE 1 OF 1

PLANNING COMMISSION

STAFF REPORT
Department of Growth Management

MEETING DATE:	October 28, 2026
PROJECT:	Village at Verdier (aka Seagrass Station) – Expiration of Development Agreement and UDO Amendments to Establish/Embed Planned Unit Development (PUD) Standards (UDO Article 4, Article 5, and new Appendix B)
PROJECT MANAGER:	Dan Frazier, AICP, Planning Manager

INTRODUCTION: As set forth in Section 3.5.2 of the Unified Development Ordinance (UDO), "an application for a UDO Text Amendment may be initiated by a Town of Bluffton property owner, Town Council, Planning Commission, or the UDO Administrator when public necessity, convenience, State or Federal law, general welfare, new research, or published recommendations on zoning and land development justifies such action."

REQUEST: The UDO Administrator requests that the Planning Commission recommend approval to Town Council of a Text Amendment to the following UDO sections:

> Article 4 - Zoning Districts, Article 5 - Design Standards, and to add Appendix B to include any standards from the soon-to-expire Village at Verdier Development Agreement.

BACKGROUND: The General Assembly adopted the South Carolina Local Government Development Agreement Act in 1993 S.C. Code Title 6, Chapter 31, § 6-31-10, et seq. The Act authorizes binding agreements between local governments and developers for the long-term development of large tracts of land. A development agreement gives a developer a vested right for the term of the agreement to process according to land use regulations in existence on the execution date of the agreement.

The original Village at Verdier Development Agreement was approved by Town Council on December 18, 2002, and first amended on April 12, 2011, and then again for a second amendment on January 10, 2017.

> *Original Agreement:* The Agreement (2002) established a mixed-use development with 510 residential dwelling units and 200,000 square feet of commercial space for 10 years.
>
> *First Amendment:* The first amendment to the Agreement (2011) altered the entitlements and dedications to the following.

- 404 residential dwelling units (RDUs).
- 404,000 square feet of commercial space.
- 30,000 square feet of civic use.
- Allocate five percent (5%) of the RDUs for affordable/workforce housing.
- Development standards governed by the UDO.
- Granted a Second Renewal Term for an additional five (5) years.

Second Amendment: The second amendment to the Agreement in 2017 amended the PUD Text and Master Plan to incorporate Health/Human Care as a Planning Area.

Tolling: In 2010 & 2013, SC State Acts 297 & 112 (respectively) provided an additional nine (9) years of tolling. With additional years, the Village at Verdier Development Agreement has been extended to December 17, 2026.

Development Rights: The Development Rights outlined in the agreement (first amendment) permitted 404 RDUs, 404,000 square feet of non-residential use, and 30,000 square feet of civic use. In 2018 (approximate), the Security Bank of Kansas City converted 108,000 SF of non-residential square footage to 54 RDUs. These RDUs were sold to ESA P Portfolio, LLC and were used for the construction of the Extended Stay America hotel, in conjunction with the 6 RDUs to create the 120-room hotel.

As the Development Agreement nears expiration, the remaining development rights include 9 RDUs to be dedicated to the workforce housing obligation and 30,582 SF of non-residential use will be transferred to the Town of Bluffton's Density Bank (See Attachment 1).

During the April 7, 2026 Town Council workshop, Town Staff requested direction on the process to expire the Development Agreement and incorporate the PUD into the UDO, noting the Agreement expiration date of December 17, 2026, and providing a tentative timeline for UDO amendments. A workshop was held with Planning Commission on July 22, 2026 where a draft of the proposed UDO amendments was presented.

Two community meetings were held to gather input from the residents and tenants of Village at Verdier. The first meeting was held on August 20, 2026. Five community members attended the meeting. The second meeting took place on September 3, 2026 and three residents participated in the meeting. Town staff was present at both meetings to answer any questions regarding the expiration of the Development Agreement and how the incorporation of Village at Verdier into the Unified Development Ordinance would impact the properties.

Town Staff is proposing to incorporate language into the UDO to include the Village at Verdier PUD description and allowed densities. Planning Commission is now asked to continue the public process and assist in refining the ordinance prior to hearings and formal recommendations.

PROPOSED AMENDMENTS: See Attachment 1 for proposed amendments.

REVIEW CRITERIA & ANALYSIS: When assessing an application for UDO Text Amendments, Town Council is required to consider the criteria set forth in UDO Section 3.5.3, Application Review Criteria. These criteria are provided below, followed by a Finding.

1. **Section 3.5.3.A**. Consistency with the Comprehensive Plan or, if conditions have changed since the Comprehensive Plan was adopted, consistency with the overall intent of the Plan, recent development trends and the general character of the area.

   Finding. The proposed amendment is consistent with the Comprehensive Plan. There will be no alterations to the intensity or density of future developments.

2. **Section 3.5.3.B.** Consistency with demographic changes, prevailing economic trends, and/or newly recognized best planning practices.

   Finding. The proposed amendment has no relationship to this criterion.

3. **Section 3.5.3.C.** Enhancement of the health, safety, and welfare of the Town of Bluffton.

   Finding. The proposed amendment has no relationship to this criterion.

4. **Section 3.5.3.D.** Impact of the proposed amendment on the provision of public services.

   Finding. Integrating the Village at Verdier PUD into the UDO before the expiration of the Development Agreement will prevent a lapse in regulatory requirements.

5. **Section 3.5.3.E.** The application must comply with applicable requirements in the Applications Manual.

   Finding. The application complies with all applicable requirements of the Applications Manual.

PLANNING COMMISSION ACTIONS: As granted by the powers and duties set forth in Section 2.2.6.C.4 of the UDO, the Planning Commission has the authority to take the following actions with respect to this application:

1. Approval of the application as submitted;
2. Approval of the application with amendments; or
3. Denial of the application as submitted by the Applicant.

STAFF RECOMMENDATION: As submitted, Growth Management staff recommends that the Planning Commission recommend approval of the proposed Text Amendments to Town Council.

NEXT STEPS: If Planning Commission recommends approval to Town Council, Town Staff will proceed with the following expiration schedule.

- Town Council Workshop: 04-07-2026

- Planning Commission Workshop: 07-22-2026
- Community Meeting #1: 08-20-2026
- Community Meeting #2: 09-03-2026
- Planning Commission Public Hearing and Recommendation: 10-28-2026
- Town Council 1st Reading: 11-10-2026*
- Town Council 2nd Reading: 12-08-2026*

ATTACHMENTS:

1. Proposed UDO Text Amendments
2. Verdier Development Rights Calculations 02.23.2026
3. Amended Master Plan 05.09.2023

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  - Appendix A: Planned Unit Development for Bluffton Village
  - Appendix B: Planned Unit Development for Village at Verdier

Article 4 (Zoning Districts)

Sec. 4.1.1, Establishment of Zoning District, Zoning Districts

Zoning District	District Character	Maximum Density
Preserve (PR)	Permanently preserved lands	N/A
Agricultural (AG)	Agricultural; rural residential at very low densities	1 dwelling unit per acre, nonresidential density based upon the lot standards of Article 5, Design Standards
Rural Mixed Use (RMU)	Low-intensity, mixed-use development	Density based upon the lot standards of Article 5, Design Standards
Residential General (RG)	Moderate-density residential	4 dwelling units per acre, nonresidential density based upon the lot standards of Article 5, Design Standards
Neighborhood Core (NC)	Moderate-intensity, mixed-use development	Density based upon the lot standards of Article 5, Design Standards
General Mixed-Use (GM)	High-intensity, mixed-use development	Density based upon the lot standards of Article 5, Design Standards
Light Industrial	Primarily industrial-based employment centers	Density based upon the lot standards of Article 5, Design Standards
Riverfront Edge Historic District (RV-HD)	Low-density residential along the May River within the Historic District	Density based upon the lot standards of Article 5, Design Standards
Neighborhood Conservation Historic District (NCV-HD)	Low-density residential within the Historic District	Density based upon the lot standards of Article 5, Design Standards
Neighborhood General Historic District (NG-HD)	Moderate-density residential with limited commercial uses within the Historic District	Density based upon the lot standards of Article 5, Design Standards
Neighborhood Center Historic District (NCE-HD)	Moderate-intensity, mixed-use development within the Historic District	Density based upon the lot standards of Article 5, Design Standards
Neighborhood Core Historic District (NC-HD)	Commercial heart of the Historic District with the greatest potential for mixed-use within multi-story buildings	Density based upon the lot standards of Article 5, Design Standards
Planned Unit Development (PUD)	Mixed use master planned communities	Density based upon the lot standards of Article 5, Design Standards

Planned Unit Development (PUD) for Bluffton Village	Mixed use master planned community	Density based on standard in Appendix A, *Planned Unit Development for Bluffton Village*
Planned Unit Development (PUD) for Village at Verdier	Mixed use master planned community	Density based upon the lot standards of Appendix B, *Planned Unit Development for Village at Verdier*
Highway Corridor Overlay (HCO)	Overlay district for major corridors	Density based upon the lot standards of Article 5, Design Standards

Sec. 4.2.16 Planned Unit Development (PUD) for Village at Verdier – NEW SUBSECTION

A. Purpose and Intent. The PUD district provides certain zoning regulations for Village at Verdier (also known as Seagrass Station) after the expiration of its Development Agreement with the Town of Bluffton.

B. Applicability. The boundaries of the Village at Verdier PUD district are illustrated on the Official Zoning Map and the district is shown as "PUD."

C. Allowed Uses. Uses permitted and conditions and standards for those permitted uses are provided in Section 4.3, Section 4.4 and Appendix B, Section 3.

D. Density. Maximum residential density shall be subject to the lot standards of Article 5, *Design Standards* and not exceed the development rights in Appendix B, Section 2.

E. Square Footage. Maximum square footage allocated for the entirety of Village at Verdier shall be subject to Appendix B of this UDO.

F. Planning Areas. The Village at Verdier PUD is divided into Planning Areas as identified in the approved Master Plan. The Planning Areas and their associated allowed land uses are provided in Appendix B of this UDO.

G. Lot Standards. All lots shall be subject to the standards of Article 5, except as otherwise provided in Appendix B of this UDO.

H. Building Standards. All buildings shall be subject to the standards of Article 5, except as otherwise provided in Appendix B of this UDO.

Table 4.3 Uses by District

	Preserve (PR)	Agricultural (AG)	Rural Mixed Use (RMU)	Residential General (RG)	Neighborhood Core (NC)	General Mixed Use (GM)	Light Industrial (LI)	Riverfront Edge Historic District (RV-HD)	Neighborhood Conservation Historic District (NCV-HD)	Neighborhood General Historic District (NG-HD)	Neighborhood Center Historic District (NCE-HD)	Neighborhood Core Historic District (NC-HD)	PUD for Bluffton Village	PUD for Village at Verdier
Residential														
Single-family Detached	-	P	P	P	P	P	P	P	P	P	P	P	-	C
Single-family Attached	-	-	P	P	P	P	P	-	-	P	P	P	P	C
Multi-Family	-	-	-	-	P	P	P	-	-	-	P	P	P	C
Accessory Dwelling Unit	-	C	C	C	C	C	C	C	C	C	C	C	C	C
Agriculture/Conservation														
Agricultural Use and Structures	P	P	P	P	P	P	P	P	P	P	P	P	-	C
Animal Hospital, Veterinary Clinic, Kennel	-	-	*SE*	-	*SE*	*SE*	*SE*	-	-	-	-	*SE*	*SE*	-
Horse Riding School, Horse Training Facility and/or Commercial Stables	-	P	P	-	-	P	P	-	-	-	-	-	-	-
Seafood/Shellfish Packaging/ Processing	-	-	-	-	-	*SE*	P	*SE*	-	-	-	-	-	-
Commercial Services														
Outdoor Sales	-	C	C	-	C	C	C	-	C	C	C	C	C	C
Retail Businesses	-	-	P	-	P	P	P	-	C	C	C	C	P	C
Personal Service Establishments	-	-	P	-	P	P	P	-	P	P	P	P	-	C
Restaurant	-	-	C	-	C	C	C	-	-	C	C	C	C	C
Motor Vehicle Sales and Service	-	-	-	-	-	P	P	-	-	-	-	-	-	C
Fueling/Service Station including fuel pumps/ Convenience Store	-	-	C	- -	C	P	P	-	-	C	-	C	-	C
Car Wash	-	-	C	-	C	P	P	-	-	C	-	C	-	C
Tattoo/Body Art Parlor	-	-	-	-	-	P	P	-	-	-	-	-	P	C
Adult Oriented Business	-	-	-	-	-	*SE*	*SE*	-	-	-	-	-	-	-
Low Speed Recreational Vehicle Sales	-	-	-	-	-	-	-	-	-	-	-	C	-	-
Lodging														
Short-term rental	-	C	C	C	C	C	-	C	C	C	C	C	C	-
Homestay Rental (1-bedroom)	-	P	P	P	P	P	-	P	P	P	P	P	C	-
Bed and Breakfast - maximum of 6 guest rooms	-	P	P	P	P	P	-	P	P	P	P	P	-	-
Inns - maximum of 12 guest rooms	-	-	P	-	P	P	-	-	C	P	P	P	-	-
Hotel (no room limit)	-	-	-	-	-	P	P	-	-	-	-	P	-	C
Office														

Table 4.3 Uses by District

	Preserve (PR)	Agricultural (AG)	Rural Mixed Use (RMU)	Residential General (RG)	Neighborhood Core (NC)	General Mixed Use (GM)	Light Industrial (LI)	Riverfront Edge Historic District (RV-HD)	Neighborhood Conservation Historic District (NCV-HD)	Neighborhood General Historic District (NG-HD)	Neighborhood Center Historic District (NCE-HD)	Neighborhood Core Historic District (NC-HD)	PUD for Bluffton Village	PUD for Village at Verdier
Home Occupation	-	P	P	P	P	P	P	P	P	P	P	P	P	-
Professional Offices	-	-	P	-	P	P	P	-	P	P	P	P	P	-
Health/Human Care														
Family Day Care Home (6 or less	-	P	P	P	P	P	P	P	P	P	P	P	P	C
Group Day Care Home (7 to 12 children)	-	P	P	P	P	P	P	-	-	P	P	P	P	C
Child Care Center (13 or more children)	-	P	P	P	P	P	P	-	-	P	P	P	P	C
Hospitals	-	-	-	-	-	P	P	-	-	-	-	-	-	C
Medical Offices and Clinics	-	-	P	-	P	P	P	-	-	P	P	P	P	C
Nursing Homes and Long-term Care	-	P	P	-	P	P	P	-	-	P	P	P	-	C
Recreation/Entertainment														
Campgrounds and Recreational Vehicle Parks	P	P	-	-	-	-	-	-	-	-	-	-	-	-
Golf Course	-	P	-	P	-	P	P	-	-	-	-	-	-	C
Recreation Facility	C	C	C	-	C	C	C	-	-	-	C	C	P	C
Theaters and Auditoriums	-	-	-	-	P	P	-	-	-	-	P	P	P	-
Civic/Institutional														
Cemetery	-	P	P	P	P	P	P	-	-	P	P	P	-	C
Club, Lodge, Union Hall, or Social Center	-	-	P	-	P	P	P	-	-	P	P	P	P	C
Conference or Exhibition Center	-	-	-	-	P	P	P	-	-	-	-	P	P	C
Government Building	P	P	P	P	P	P	P	P	P	P	P	P	P	C
Parks	P	P	P	P	P	P	P	P	P	P	P	P	P	C
Museum	P	P	P	P	P	P	-	P	P	P	P	P	P	C
Religious Assembly	-	P	P	P	P	P	P	P	P	P	P	P	P	C
School	-	P	P	P	P	P	P	P	P	P	P	P	P	C
Utilities	P	P	P	P	P	P	P	P	P	P	P	P	P	C
Industrial														
Artisan Workshop	-	P	P	-	P	P	P	-	P	P	P	P	P	-
Concrete and Asphalt Plants	-	-	-	-	-	-	SE	-	-	-	-	-	-	-
Contractor's Office	-	-	C	-	C	C	C	-	-	C	-	-	-	-
Junk and Salvage Operations	-	-	-	-	-	-	C	-	-	-	-	-	-	-
Light Assembly/Fabrication	-	-	-	-	-	C	P	-	-	-	-	P	-	-
Manufacturing	-	-	-	-	-	-	C	-	-	-	-	-	-	-
Manufacturing, Storefront	-	-	C	-	C	C	C	-	-	C	C	C	C	-
Manufacturing, Storehouse	-	-	-	-	C	C	C	-	-	-	-	C	-	-

Table 4.3 Uses by District

	Preserve (PR)	Agricultural (AG)	Rural Mixed Use (RMU)	Residential General (RG)	Neighborhood Core (NC)	General Mixed Use (GM)	Light Industrial (LI)	Riverfront Edge Historic District (RV-HD)	Neighborhood Conservation Historic District (NCV-HD)	Neighborhood General Historic District (NG-HD)	Neighborhood Center Historic District (NCE-HD)	Neighborhood Core Historic District (NC-HD)	PUD for Bluffton Village	PUD for Village at Verdier
Research and Laboratory	-	C	C	-	P	P	P	-	-	-	P	P	-	-
Solid Waste Transfer Facility/ Recycling Center	-	-	-	-	-	-	C	-	-	-	-	-	-	-
Telecommunication Towers	-	C	C	C	C	C	C	-	-	-	-	-	-	-
Warehouse or Distribution Operation	-	-	-	-	-	-	P	-	-	-	-	-	-	-
Other														
Public and Private Parking Structures and Stand Alone Parking Lots	-	-	-	-	-	-	-	-	-	-	P	P	-	-

Sec. 4.4.2.E — Restaurants

E. **Restaurants**

1. Any outdoor patio and café located on property in the Neighborhood General Historic District (NG-HD) or Neighborhood Center Historic District (NCE-HD) and is adjacent to a residential use is only permitted to have entertainment in the form of an acoustic (unamplified) guitar and/or televisions without the aid of microphones, additional speakers or other amplification.
2. Within the Historic District, any outdoor patio and café on which alcoholic beverages will be possessed, consumed, or sold shall be located a minimum of 150 feet from the property line of an existing place of religious assembly, publicly owned park, school, residential use (only if it is the sole use of the property) or other outdoor patio or café on which alcoholic beverages are possessed, consumed, or sold. If an intervening property line does not exist, then the distance measurement shall be measured from the nearest point of the existing use to the proposed outdoor patio or café.
3. Property must have frontage on SC Highway 46, Bruin Road or Burnt Church Road within the Neighborhood General – HD zoning district and Calhoun Street within the Neighborhood Center – HD zoning district. In the Neighborhood Core – HD, Light Industrial (LI), General Mixed Use (GM,) Neighborhood Core (NC), and Rural Mixed Use (RMU), where restaurants are conditionally permitted, restaurants are allowed on all properties regardless of frontage location.
4. The outdoor patio and cafe shall be delineated with railings, ornamental walls, landscaping or other suitable features that are a minimum of three feet tall.
5. Within the Planned Unit Development District for Bluffton Village, drive-thru and drive-in service is not permitted.
6. Within the Planned Unit Development District for Village at Verdier, restaurants are permitted within the Mixed-Use Planning Area and the Health/Human Care Planning Area as identified in Appendix B. Drive-thru and drive-in service is not permitted.

Sec. 4.4.2.J — Health/Human Care, Hospital – NEW SUBSECTION

J. Within the Planned Unit Development District for Village at Verdier, hospitals are permitted only within the Health/Human Care Planning Area as identified in Appendix B.

Sec. 4.4.2.K - Conditional Uses for Village at Verdier Planned Unit Development (PUD)– NEW SUBSECTION

K. All conditional uses for the Village at Verdier Planned Unit Development are governed by the planning areas defined in Appendix B.

Article 5 (Design Standards)

Sec. 5.8 Lot and Building Standards

Sec. 5.8.2 Applicability

These standards are applicable to all development and redevelopment within the Town of Bluffton outside of the *Old Town Bluffton Historic District*. For the Planned Unit Development (PUD) District for Bluffton Village, standards are provided in *Sec. 5.8.4*.

For the Planned Unit Development (PUD) District for Village at Verdier, development standards are governed by the UDO, as established in the First Amendment to the Development Agreement. Any standards specific to the PUD are provided in Appendix B of this UDO.

5.8.5 Planned Unit Development for Village at Verdier – NEW SUBSECTION

Lot and building standards are governed by Article 5 of this UDO. Where Appendix B of this UDO provides a standard that differs from Article 5, Appendix B shall govern.

Sec. 5.13 Signs

Sec. 5.13.2.A to add a new subsection:

A. This Section shall apply to all properties within the Town except where otherwise specified by this UDO.

1. **Old Town Bluffton Historic District.** For properties with a Historic District (HD) zoning designation, *Sec. 5.15.6.Q*. shall also apply; however, where a standard exists in this Section and in *Sec. 5.15.6.Q.*, *Sec. 5.15.6.Q*. shall govern.
2. **Planned Unit Development Districts.** For properties within a Planned Unit Development zoning designation, not including the Planned Unit Development District for Bluffton Village, where a standard exists in this Section and the approved Development Agreement, the approved Development Agreement shall apply and govern.
3. **Planned Unit Development for Bluffton Village.** Signage for Bluffton Village shall comply with the requirements of this UDO and, when applicable, *Appendix A* of this UDO. The more restrictive standard shall apply and govern.
4. **Planned Unit Development for Village at Verdier.** Signage for Village at Verdier shall comply with the requirements of this UDO.

Appendix B: Planned Unit Development for Village at Verdier

Section 1 — Vicinity Map

Planned Unit Development for Village at Verdier

Total Acreage
±125.32 acres

Original Development Agreement
December 18, 2002
(Ordinance No. 2002-12)

First Amendment
April 12, 2011
(Ordinance No. 2011-05)

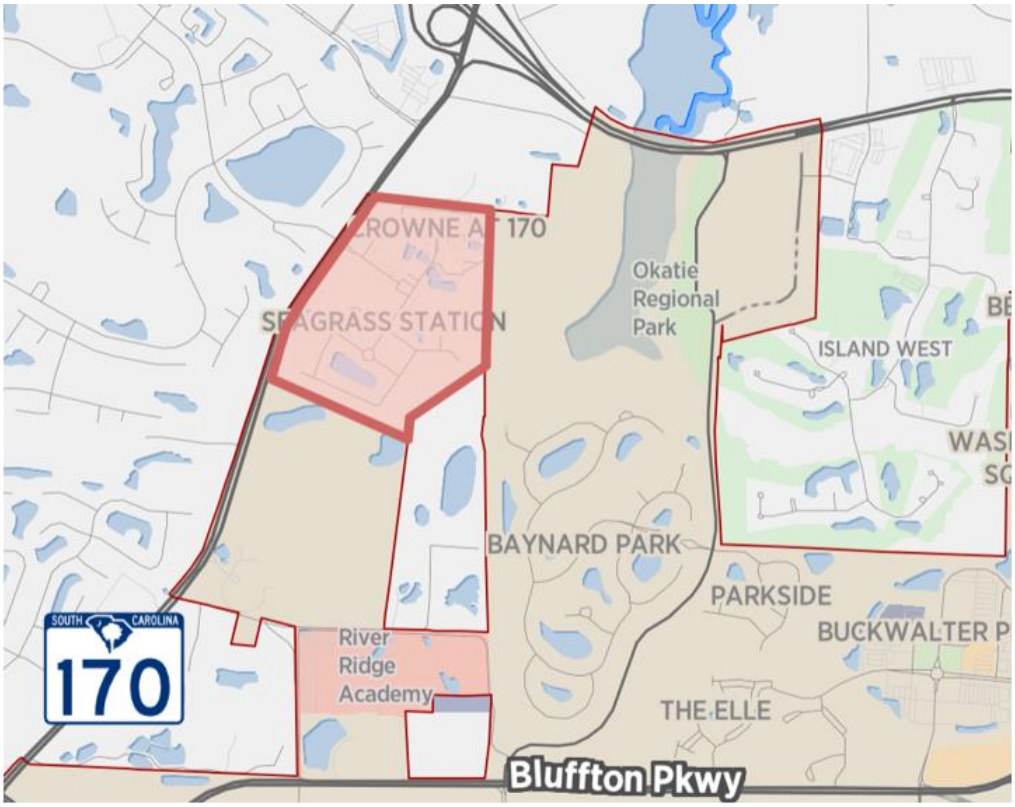
Second Amendment
January 10, 2017

Third Amendment (Master Plan only)
May 9, 2023

Development Agreement Expiration
December 17, 2026

Allowed Uses
See Sec. 4.3, Table 4.3

Allowed Planning Areas
See Section 3 of this Appendix



ATTACHMENT 1

Description	Development Rights Assigned			Assigned Development Rights Utilized and Remaining as of September 23, 2026	
	Residential Dwelling Unit (RDU)	Non-Residential Square Feet (Non-Res SF)	Civic Square Feet (Civic SF)	Utilized RDU/Non-Res SF Civic SF	Remaining RDU/Non-Res SF/ Civic SF
Total Development Rights per Development Agreement *(Per Section XI.K., 5% must be allocated for Workforce Housing which equates to 21 DUs [404 x 5% = 20.2 rounded up to 21])*	**404 RDU**	**404,000 Non-Res SF**	**30,000 Civic SF**	**n/a**	**n/a**
Phase 1 - Platted *(92 RDU Lots were initially platted which were later purchased and reconfigured by Centex and/or Pulte)*	(72) RDU	0 Non-Res SF	0 Civic SF	72 RDUs	0 RDUs
Phase 2B - Platted *(0 RDU Lots were initially platted which were later purchased and reconfigured by Centex and/or Pulte)*	(53) RDU	0 Non-Res SF	0 Civic SF	53 RDUs	0 RDUs
Phase 2C - Platted *(40 RDU Lots were initially platted which were later purchased and reconfigured by Centex and/or Pulte)*	(14) RDU	0 Non-Res SF	0 Civic SF	14 RDUs	0 RDUs
Parcel A-1, A-2, and A-3 Recombination - Sale and Assignment for Multi-Family to Crowne at 170, Limited Partnership *(Crowne agrees to fulfill a portion of the Workforce Housing obligation with 12 RDU rentals dedicated to Workforce Housing and the remaining 238 RDU rentals at market rate)*	(250) RDU	0 Non-Res SF	0 Civic SF	250 RDUs	0 RDUs
25 Pearce Road - Sold to LMD Holdings, Inc. *(Existing structure initially constructed as a Business Center/Office for the residents of Verdier)*	0 RDU	(4,900) Non-Res SF	0 Civic SF	4,900 Non-Res SF	0 Non-Res SF
39 Pearce Road - Sold to Stallings Holding Company, LLC *(Existing structure initially constructed as a Spa/ Fitness Center for the residents of Verdier)*	0 RDU	(4,900) Non-Res SF	0 Civic SF	4,900 Non-Res SF	0 Non-Res SF
41 Pearce Road - Sold to Stallings Holding Company, LLC *(Future Expansion of Chiropractic Clinic)*	0 RDU	(18,000) Non-Res SF	0 Civic SF	1,900 Non-Res SF	16,100 Non-Res SF
Parcel A-2 - Sold to HealthSouth South Carolina Real Estate, LLC	0 RDU	(45,000) Non-Res SF	0 Civic SF	44,533 Non-Res SF	467 Non-Res SF
Conversion of 108,000 Square Feet to 54 RDUs	54 RDU	(108,000) Non-Res SF	0 Civic SF	n/a	n/a
New Parcel 3.496 Acres - Sold to ESA P Portfolio, LLC *(Comprised of remaining market rate/unrestricted 6 RDUS and 54 RDUs created from conversion which were utilized for a 120 room hotel. The Verdier PUD specifies that each hotel room requires 1/2 RDU.)*	(60) RDU	0 Non-Res SF	0 Civic SF	60 RDUs	0 RDUs
Parcels A & B - 1.6 Acres Total - Donated to Town of Bluffton	0 RDU	0 Non-Res SF	(30,000) Civic SF	0 Civic SF	30,000 Civic SF
New Parcel A - 5 Acres - Sold to Charlie & Brown, LLC	0 RDU	(80,000) Non-Res SF	0 Civic SF	0 Non-Res SF	80,000 Non-Res SF
Commercial Parcel Remainder A - 5.49 Acres - Sold to Bright Holdings, LLC	0 RDU	(85,520) Non-Res SF	0 Civic SF	0 Non-Res SF	85,250 Non-Res SF
Outparcel - 1.17 Acres - Sold to Parcel 4 Seagrass Station, LLC	0 RDU	(15,000) Non-Res SF	0 Civic SF	0 Non-Res SF	15,000 Non-Res SF
Security Bank of Kansas City Current Holdings *(9 RDUs resaved to fulfill the remaining Workforce Housing obligation)*	**9 RDU**	**42,680 Non-Res SF**	**0 Civic SF**		
Pending Assignment - Parcel A-3 - 3.289 Acres - Encompass Health South Carolina Real Estate, LLC	0 RDU	(12,098) Non-Res SF	0 Civic SF		
Security Bank of Kansas City Holdings After Pending Assignment *(9 RDUs resaved to fulfill the remaining Workforce Housing obligation)*	**9 RDU**	**30,582 Non-Res SF**	**0 Civic SF**		

- Note 1: Upon expiration of the Development Agreement, no additional conversions of non-residential square footage to residential dwelling units shall be permitted unless authorized by a UDO text amendment approved by Town Council.

Section 3 — Planning Areas

The Planning Areas included below shall be used to identify allowed land uses within each tract. The tract boundaries indicated on the Master Plan and land use areas within tract boundaries are not intended to be rigid, exact boundary lines. The Master Plan shall maintain constraints, tree preservation, market conditions, and design parameters.

The Village at Verdier PUD is divided into the following Planning Areas as identified on the approved Master Plan:

1. **Town Home** — Single-family detached, single-family attached, two or three family dwelling, interior apartment dwelling, Bluffton Historic Small Home, accessory dwelling unit/ dependency unit, manufactured home, manufactured home park

2. **Neighborhood Residential** — Single-family detached, single-family attached, two or three family dwelling, interior apartment dwelling, Bluffton Historic Small Home, accessory dwelling unit/ dependency unit, manufactured home, manufactured home park

3. **Village Hamlet** — Single-family detached, single-family attached, two or three family dwelling, interior apartment dwelling, Bluffton Historic Small Home, accessory dwelling unit/ dependency unit, manufactured home, manufactured home park

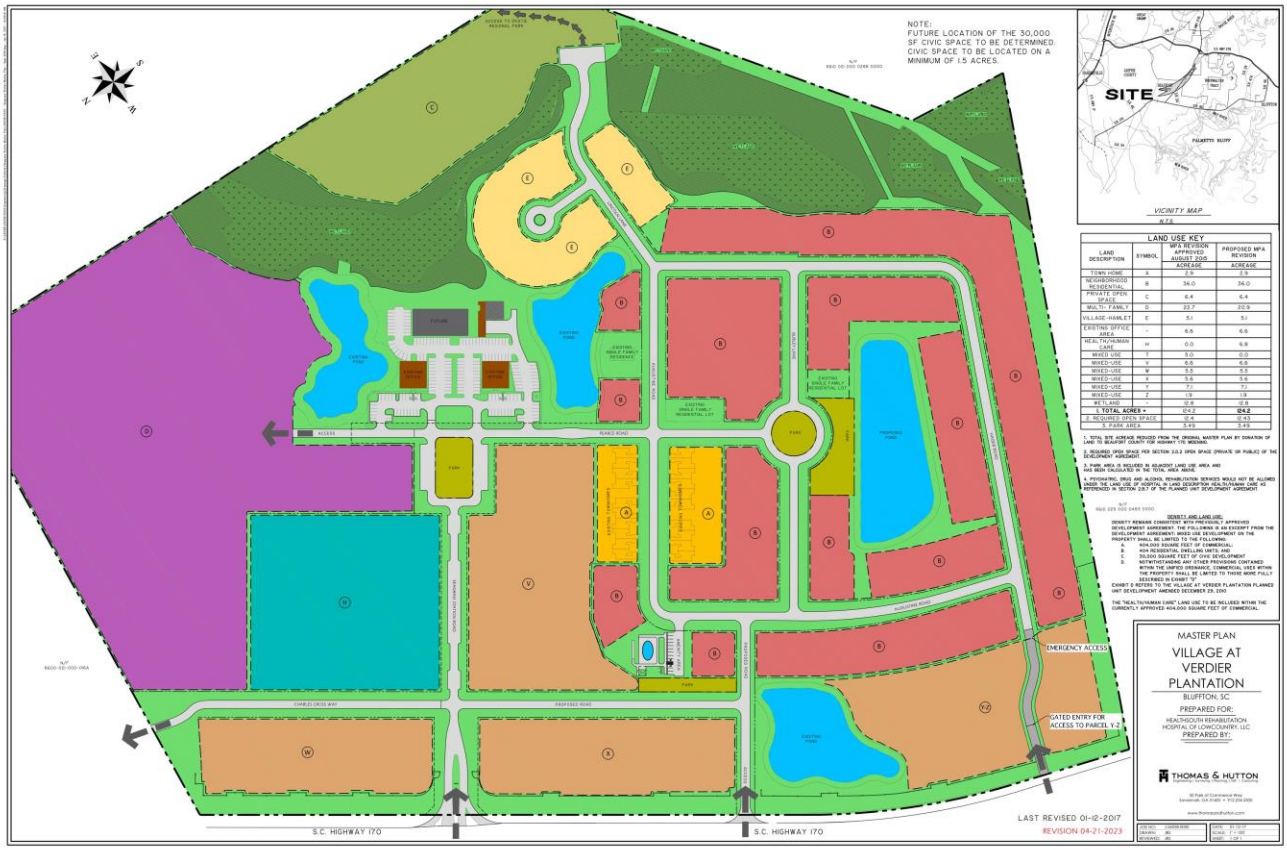
4. **Private Open Space** — Activities related to soil and water conservation, measurement and control, Agricultural use and structures, breeding bird and endangered species habitat, other conservation purposes, government nature preserves, publicly owned and/or operated park, open space, recreational facility or use, and the equipment necessary for servicing such use, wildlife refuge, golf learning and practice facility

5. **Multi-Family** — Single-family detached, single-family attached, two or three family dwelling, interior apartment dwelling, Bluffton Historic Small Home, accessory dwelling unit/ dependency unit, manufactured home, manufactured home park

6. **Mixed-Use** — Two or three family dwelling, interior apartment dwelling, family day care home (6 or less children), group day care home (7 to 12 children), child care center (13 to 22 children), civic or institutional use, library, museum, post office, public emergency service facilities, public parks, school, and other commercial uses as permitted in Section 4.3, Table 4.3 of this UDO.

7. **Health/Human Care** — All uses authorized in the Mixed-Use Planning Area, plus hospital, medical/dental/health practitioner office, outpatient care/treatment/diagnostic facility, nursing home/assisted living facility, and home health care service.

Section 4 — Master Plan



Village at Verdier Planning Areas

- Town Home
- Neighborhood Residential
- Private Open Space
- Multi-Family
- Village Hamlet
- Health/Human Care
- Mixed-Use

Section 5 — Design Standards

Development within the Village at Verdier PUD shall comply with the design standards of Article 5 of the UDO. The First Amendment to the Development Agreement (2011) established that development standards shall be governed by the UDO.

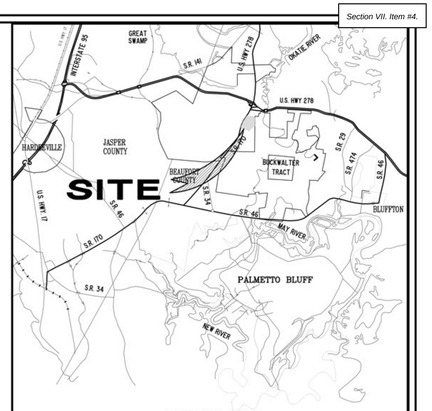
Properties within the Highway Corridor Overlay District (HCOD) shall be subject to the architectural, landscaping, and lighting standards set forth in Section 5.14 of this UDO. These standards apply to all development and redevelopment activity on parcels meeting the criterion of UDO Section 4.2.14.

ATTACHMENT 2

Village at Verdier
Security Bank of Kansas City
Residential Non-Residential Development Rights Transfers Summary

Description	Development Rights		
	Residential Dwelling Unit (RDU)	Non-Residential Square Feet (SF)	Civic Square Feet (SF)
Total Development Rights per Development Agreement *(Per Section XI.K., 5% must be allocated for Workforce Housing which equates to 21 DUs [404 x 5% = 20.2 rounded up to 21])*	404 RDU	404,000 SF	30,000 SF
Phase 1 - Platted *(92 RDU Lots were initally platted which were later purchased and reconfigured by Centex and/or Pulte)*	(72) RDU	0 SF	0 SF
Phase 2B - Platted *(0 RDU Lots were initally platted which were later purchased and reconfigured by Centex and/or Pulte)*	(53) RDU	0 SF	0 SF
Phase 2C - Platted *(40 RDU Lots were initally platted which were later purchased and reconfigured by Centex and/or Pulte)*	(14) RDU	0 SF	0 SF
Parcel A-1, A-2, and A-3 Recombination - Sale and Assignment for Multi-Family to Crowne at 170, Limited Partnership *(Crowne agrees to filfill a portion of the Workforce Housing obligation with 12 RDU rentals dedicated to Workforce Housing and the remaining 238 RDU rentals at market rate)*	(250) RDU	0 SF	0 SF
25 Pearce Road - Sold to LMD Holdings, Inc. *(Existing structure initially constructed as a Business Center/Office for the residents of Verdier)*	0 RDU	(4,900) SF	0 SF
39 Pearce Road - Sold to Stallings Holding Company, LLC *(Existing structure initially constructed as a Spa/ Fitness Center for the residents of Verdier)*	0 RDU	(4,900) SF	0 SF
Parcel A-2 - Sold to Healtsouth South Carolina Real Estate, LLC *(43,031 Heated SF Constructed; 1,969 SF Remaining)*	0 RDU	(45,000) SF	0 SF
Conversion of 108,000 Square Feet to 54 RDUs	54 RDU	(108,000) SF	0 SF
New Parcel 3.496 Acres - Sold to ESA P Portfolio, LLC *(Comprised of remaining market rate/unrestricted 6 RDUS and 54 RDUs created from conversion)*	(60) RDU	0 SF	0 SF
39 Pearce Road - Sold to Stallings Holding Company, LLC *(Future Expansion of Chiropractic Clinic)*	0 RDU	(18,000) SF	0 SF
Parcels A & B - 1.6 Acres Total - Donated to Town of Bluffton	0 RDU	0 SF	(30,000) SF
New Parcel A - 5 Acres - Sold to Charlie & Brown, LLC	0 RDU	(80,000) SF	0 SF
Commercial Parcel Remainder A - 5.49 Acres - Sold to Bright Holdings, LLC	0 RDU	(85,520) SF	0 SF
Outparcel - 1.17 Acres - Sold to Parcel 4 Seagrass Station, LLC	0 RDU	(15,000) SF	0 SF
Security Bank of Kansas City Current Holdings *(9 RDUs reseved to fulfill the remaining Workforce Housing obligation)*	**9 RDU**	**42,680 SF**	**0 SF**
Pending Assignment - Parcel A-3 - 3.289 Acres - Encompass Health South Carolina Real Estate, LLC	0 RDU	(12,098) SF	0 SF
Security Bank of Kansas City Holdings After Pending Assignment *(9 RDUs reseved to fulfill the remaining Workforce Housing obligation)*	**9 RDU**	**30,582 SF**	**0 SF**

NOTE:
FUTURE LOCATION OF THE 30,000 SF CIVIC SPACE TO BE DETERMINED. CIVIC SPACE TO BE LOCATED ON A MINIMUM OF 1.5 ACRES.



VICINITY MAP
N.T.S.

LAND USE KEY			
LAND DESCRIPTION	SYMBOL	MPA REVISION APPROVED AUGUST 2015	PROPOSED MPA REVISION
		ACREAGE	ACREAGE
TOWN HOME	A	2.9	2.9
NEIGHBORHOOD RESIDENTIAL	B	36.0	36.0
PRIVATE OPEN SPACE	C	6.4	6.4
MULTI- FAMILY	D	22.7	20.9
VILLAGE-HAMLET	E	5.1	5.1
EXISTING OFFICE AREA	-	6.6	6.6
HEALTH/HUMAN CARE	H	0.0	6.8
MIXED USE	T	5.0	0.0
MIXED-USE	V	6.6	6.6
MIXED-USE	W	5.5	5.5
MIXED-USE	X	5.6	5.6
MIXED-USE	Y	7.1	7.1
MIXED-USE	Z	1.9	1.9
WETLAND	-	12.8	12.8
1. TOTAL ACRES =		124.2	**124.2**
2. REQUIRED OPEN SPACE		12.4	12.43
3. PARK AREA		3.49	3.49

1. TOTAL SITE ACREAGE REDUCED FROM THE ORIGINAL MASTER PLAN BY DONATION OF LAND TO BEAUFORT COUNTY FOR HIGHWAY 170 WIDENING.

2. REQUIRED OPEN SPACE PER SECTION 2.D.2 OPEN SPACE (PRIVATE OR PUBLIC) OF THE DEVELOPMENT AGREEMENT.

3. PARK AREA IS INCLUDED IN ADJACENT LAND USE AREA AND HAS BEEN CALCULATED IN THE TOTAL AREA ABOVE.

4. PSYCHIATRIC, DRUG AND ALCOHOL REHABILITATION SERVICES WOULD NOT BE ALLOWED UNDER THE LAND USE OF HOSPITAL IN LAND DESCRIPTION HEALTH/HUMAN CARE AS REFERENCED IN SECTION 2.B.7 OF THE PLANNED UNIT DEVELOPMENT AGREEMENT.

N/F
R610 029 000 0483 0000

DENSITY AND LAND USE:

DENSITY REMAINS CONSISTENT WITH PREVIOUSLY APPROVED DEVELOPMENT AGREEMENT. THE FOLLOWING IS AN EXCERPT FROM THE DEVELOPMENT AGREEMENT: MIXED USE DEVELOPMENT ON THE PROPERTY SHALL BE LIMITED TO THE FOLLOWING:

A. 404,000 SQUARE FEET OF COMMERCIAL;
B. 404 RESIDENTIAL DWELLING UNITS; AND
C. 30,000 SQUARE FEET OF CIVIC DEVELOPMENT
D. NOTWITHSTANDING ANY OTHER PROVISIONS CONTAINED WITHIN THE UNIFIED ORDINANCE, COMMERCIAL USES WITHIN THE PROPERTY SHALL BE LIMITED TO THOSE MORE FULLY DESCRIBED IN EXHIBIT "D"

EXHIBIT D REFERS TO THE VILLAGE AT VERDIER PLANTATION PLANNED UNIT DEVELOPMENT AMENDED DECEMBER 29, 2010

THE "HEALTH/HUMAN CARE" LAND USE TO BE INCLUDED WITHIN THE CURRENTLY APPROVED 404,000 SQUARE FEET OF COMMERCIAL.

ACCESS TO OKATIE REGIONAL PARK
N/F
R610 021 000 0288 0000
WETLAND
LINCOLN LANE
EXISTING POND
FUTURE
EXISTING OFFICE
EXISTING SINGLE FAMILY RESIDENCE
AUGUSTINE ROAD
EXISTING SINGLE FAMILY RESIDENTIAL LOT
BURLEY LANE
PROPOSED POND
HAGER ROAD
ACCESS
PEARCE ROAD
PARK
EXISTING TOWNHOMES
SEAGRASS STATION ROAD
AMENITY AREA
PROPOSED ROAD
CHARLES CROSS WAY
N/F
R600-021-000-016A
EMERGENCY ACCESS
GATED ENTRY FOR ACCESS TO PARCEL Y-Z
S.C. HIGHWAY 170
S.C. HIGHWAY 170

Approved
5-9-2023

MASTER PLAN

VILLAGE AT VERDIER PLANTATION

BLUFFTON, SC

PREPARED FOR:
HEALTHSOUTH REHABILITATION HOSPITAL OF LOWCOUNTRY, LLC

PREPARED BY:

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

LAST REVISED 01-12-2017
REVISION 04-21-2023

JOB NO:	J-26038.0000	DATE:	01-12-17
DRAWN:	JRS	SCALE:	1" = 100'
REVIEWED:	JRS	SHEET:	1 OF 1