MEETING AGENDA

The City of Beaufort

PLANNING COMMISSION

1911 Boundary Street, Beaufort, SC 29902

Phone: 843-525-7011 ~ Fax: 843-986-5606

Monday, August 17, 2026, 5:00 P.M.

City Hall, Council Chambers, 2nd Floor – 1911 Boundary Street, Beaufort, SC

Please click the link below to join the webinar:
https://us02web.zoom.us/j/87300376427?pwd=Vj7efBM1K1BktbP8jCwoFqo6zzBXF1.1
Password: 164150 Meeting ID: 873 0037 6427 Call in Phone #: 1+929-205-6099

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place and agenda of this meeting."

Please note, this meeting will be broadcast via zoom and live-streamed on YouTube. You can view the meeting at the City's page; City of Beaufort Government

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I. Call to Order

II. Pledge of Allegiance

III. Review of Commission Meeting Minutes:

A. **June 15, 2026 Regular Meeting Minutes**
B. **July 20, 2026 Regular Meeting Minutes**

IV. Questions Relating to Military Operations

V. Applications:

A. **Public Hearing: Preliminary Plat and Preliminary Site - Beaufort Free-Standing Emergency Department (FSED) – 396 Robert Smalls Parkway**. The Applicant, Conor Blaney with Ward Edwards is proposing a commercial development to include a free-standing Emergency Department. The property is further identified as R120 028 000 1248 0000.

VI. Discussion:

A. **Comprehensive Plan**

VII. Adjournment

Note: If you have special needs due to a physical challenge, please call Julie Bachety at (843) 525-7011.

Planning Commission
Regular Meeting Minutes – July 20, 2026

CALL TO ORDER 1:00

A regular meeting of the Planning Commission was called to order by Chairman Mike Tomy and was held in-person in the Planning Conference Room on July 20, 2026 at 5:01 PM. The meeting was broadcasted via live-streamed on YouTube. You can view this meeting at the City's page; City Beaufort Government.

ATTENDEES

Members in attendance: Mike Tomy, Chairman, Libby Anderson, Secretary, Clinton Hallman, Michael Holle, Kim McFann, and Benjie Morillo.

Absent: Bill Bardenwerper, Vice-Chairman

Staff in attendance: Curt Freese, Community Development Department Director, Christopher Kelement, Planner III, and Nick Navia, Planner II.

REVIEW OF MINUTES 1:24

A. April 6, 2026 Worksession Minutes

Ms. Anderson noted the following in the April 6, 2026 Worksession minutes:

- On page 2, Remove the word *Force* in the third line and then in the last line, *r*emove the word *allow*.
- Also, on page 2 under Chris Ramm's comments, replace the word *his* with the words *he and* so it reads, Chris Ramm, Bay Street, said he and his wife are owners of the Cuthbert House. Also, under Mr. Ramm's comments, replace 20 guest rooms with 10 guest rooms. At the bottom of the page 2 remove the words *a Hostel*.
- On page 3, add the word *and* after (IBC). Also, under Wallace Scarborough's comment, change the word *on* to *in* that is in two separate places.
- On page 4, in the last paragraph in the last sentence, add the words Bladen words *Redevelopment District*.
- On page 5, change the word *not* to *lot.*

Motion: Ms. McFann made a motion to approve the minutes with the changes noted. Mr. Hallman seconded the motion. The motion passed unanimously.

B. June 1, 2026 Worksession Minutes

Ms. Anderson noted the following in the June 1, 2026 Worksession minutes:

- On page 1, correct the date to say June 1. Also under General Discussion, add the word *an* after the word *use.*
- On page 3, under iv. delete the word *of* before the words bed and breakfast.
- On page 4, recheck Wallace Scarborough's comment.
- On page 5, in the fifth line under Paul Trask's comment, change the word *ad* to *and*. Also, under Mr. Freese's summary, remove the word *of* before the word *RMX.*
- On page 6, at the bottom under Ms. Anderson's comment, in the first sentence, change the word *said* to *asked if*.
- On page 7, under Mr. Bardenwerper's comment, change the word *suggesting* to *suggested*.
- Page 8, under the title 100' width for Apartment Buildings, in the second sentence, change the word *development* to *develop*. Also in the next paragraph, change the number *10* to *100'*.

Motion: Ms. McFann made a motion to approve the minutes subject to staff checking on the issues raised by Ms. Anderson today. Mr. Hallman seconded the motion. The motion passed unanimously.

C. <u>June 15, 2026 Regular Meeting Minutes</u>

Ms. Anderson noted the following to the June 15, 2026 Regular meeting minutes:

- Page 1, replace the word *approved* with the words moved to recommend so it reads, *Ms. McFann moved to recommend approval of the rezoning request to RMX (Regional Mixed-Use).*
- Page 4, under the poll of the Board, the vote was 3:4, and the members against the vote were Mr. Tomy, Mr. Bardenwerper, Mr. Suter & Ms. McFann against).

Chairman Tomy recommended that staff correct the errors in these minutes before the PC moves to approve them.

QUESTIONS RELATING TO MILITARY OPERATIONS 9:12

None.

APPLICATIONS 9:26

A. <u>Preliminary Plat and Site Plan - Beaufort Free-Standing Emergency Department (FSED) – 396 Robert Smalls Parkway</u>. The Applicant, Conor Blaney with Ward Edwards is proposing a commercial development to include a free-standing Emergency Department. The property is further identified as R120 028 000 1248 0000. **REQUEST TO TABLE.**

Christopher Klement stated that staff received an email Thursday morning from the applicant, Connor Bailey from Davids & Floyd, for Novant Health, requesting that their project be removed from tonight's agenda. Since this project was already advertised for this meeting, we still included the packet with the staff report and all supporting documents. Mr. Klement stated staff would like to request that the Planning Commission (PC) table it. Chairman Tomy clarified that the request is to table the project indefinitely until the application comes back. Mr. Freese stated the project can be tabled to next regular scheduled PC meeting. But, if the applicant

does come back to the next meeting, we will need to readvertised and a new application will be need to be submitted.

Motion: Ms. McFann made a motion to table the project to the next meeting. Mr. Hallman seconded the motion. The motion passed unanimously.

OLD BUSINESS: PUBLIC HEARING 9:26

Mr. Freese referred to the documents that were in the PC's packets. The goal of these is to reinforce the form-based code to create a lowcountry architectural kind of standard or vernacular for the code and clearer standards in general.

Mr. Freese went over the recent updates with the code.

- Correction of Chapter 4 left out at the last meeting.
- Corrected all the diagrams in Chapter 4.
- Elimination of PUD section (Legacy PUD's remain).
- Adoption of State Statute language for Bed and Breakfast uses
- Adoption of alternative heights and requirements (to include pedestrian activation/patios) for liner buildings.

Apartment House (4.5.7) revisions:

- Removal of House Module and Mixed-Use req.
- Addition of Location and Pedestrian Activation.
- Addition of Housing Module Diversity.
- T-4N limit of 12 dwelling units per building and three stories in height.
- Revisions to allow 160 ft width in T5-UC (100 elsewhere).

Rewrite of Drive-thru section for clarity:

- Elimination of separate 4.5.13.
- Relaxation of RMX drive-thrus while still requiring opaque screening from the roadway.
- Allowance of pass-through/egress lanes in some situations at discretion of PC.
- Requirement for Secondary Access.
- Addition of stacking, fenestration requirements.

Existing Building Discussion:

Discussion of adding Existing Building Category to T4-N.

- Staff researched other buildings in T4-N, not aware of anything outside of the historic district. Might consider adding the E use to the district.
- There are other non-conforming uses in the City – mostly older retail buildings, body/auto shops and car sales, in T-5 UC district.
- 75% rule would require upgrades to building, such as landscaping or more and trigger PC review.
- Also warehouse buildings in T4-NA are strictly limited. Adding the existing building to this district might be beneficial.

Mr. Freese referred to the Complete Express Auto in the T-1 district that was grandfathered; the Harris Teeter in the T5-UC that was adopted under the previous code, Unified Development Ordinance and then constructed much later and the Burger King on Ribaut Road is zoned T4-N.

Mr. Freese referred to the Bladen Street that came up recently. The Historic District Task Force unanimously recommended tabling of Bladen Street Overlay Removal. There is a presentation today sponsored by the Freedman's Arts District that they've done an analysis and that the properties within the Bladen Street Overlay according to their data has had a higher evaluation than other properties in the historic district. Concern that there should be consideration of a less onerous approval process for vacant and dilapidated buildings. Desire to further research Bladen Street overlay for the next 6 months, to arrive at a clear understanding of whether a streamlined administrative approval process is positive or negative to the area. The Historic District Task Force feels removing the Bladen Street is a bit hasty.

Mr. Freese went over the summary of Chapter 2 – Maps and Districts. Refines transect district standards including lot coverage, setbacks, frontage build-out, building heights, and parking placement. Strengthens form-based development standards supporting walkability and compatibility with surrounding neighborhoods. Adds or revises standards for detached garages, alley access, and large footprint buildings. Significantly revises height standards, including a height transition requirement and allowance for one tory with pedestrian activation for liner buildings on significant intersections.

Mr. Freese went over the summary of Chapter 3 – Land Use Provisions. Updates to the Table of Permitted Uses. Revised conditional use and special exception standards for multifamily housing, rowhomes, storage and vehicle-related uses. Places Overlay and other standards in the zoning section where they are more appropriate. Added standards for RMX/T5-UC split-zoned properties.

Mr. Freese went over the summary of Chapter 4 – Infill Standards. Major revision of each building type. Greatly expanded contextual design guidance focused on Beaufort's Lowcountry vernacular architecture. Adds standards for building mass, proportions, porches, materials, roof forms, and pedestrian orientation. Discouraged prototype and corporate architecture inconsistent with Beaufort's character. Emphasized compatibility and human-scaled design.

Once these chapters are approved, we can move onto the discussion of the Comprehensive Plan. However, we still need to do Chapter 8 and Chapter 9.

Public Comment:

Lise Sundrla, Director of Historic Beaufort Foundation (HBF) and representative of the Historic Task Force, said Mr. Tomy told the Historic District Task Force Committee that the PC was considering removal of the Bladen Street Redevelopment and specifically putting it back under the Historic District ordinance. A question that came out this discussion was is the redevelopment incentives a part of that removal. Ms. Sundrla said coming from HBF's perspective as long as the city-wide incentive remain, removal of that designation is the right thing to do within that district. But from the Historic District Task Force perspective, the Task Force is going to be looking at additional incentives and additional programs to be able to incentivize property redevelopment within the district, specifically vacant and dilapidated structures within the whole historic landmark district. Over the next six (6) months, looking at what other incentives can be added to the Preservation Overlay to help to incentive redevelopment those areas. Ms. Sundrla said the Historic District Task Force definitely asked for deferral because they wanted time to be able to look at what would happen if it was removed and what the impact would be.

Public Comment was closed.

After discussing whether or not the Bladen Street information should go back in the code, the **PC agreed** to keep the Bladen Street Overlay language where it existed in chapter 2 and move the other stuff to chapter 3 like the PC had discussed and to put a footnote so that staff remembers, city council knows and everyone else knows this section is under review and not being changed at this time because of the request to have time to review.

Chairman Tomy asked if there were any more discussion issues on Chapter 2, 3, or 4 before we vote for approval. Ms. McFann reminded the PC that the applicant for the rezoning of Salem Road said his contract is running out soon and he would need to get an extension and is not interested in waiting for a code change. She does like the solution proposed adding the E to T4-N. She has concerns about the Burger King on Ribaut Road. Mr. Morillo asked for clarification of the 75% Rule.

Motion: Ms. McFann made a motion approve the clean final draft of Chapter 2, except to add back the Bladen Street Overlay language that previously had been eliminated and put a note in there to alert Council that this is under consideration for further review. Ms. Anderson seconded. The motion passed unanimously.

Motion: Ms. McFann made a motion to approve the clean final draft of Chapter 4 as is. Mr. Hallman seconded. The motion passed unanimously.

Mr. Freese asked if there are any scrivener's error to send them to him within the next two days. The code will then be sent to the City Attorney and then City Council.

Chairman Tomy referred to Chapter 8 that the PC table awhile back and asked staff for an explanation of why the PC should or should not take it up now. Mr. Freese stated it needs to be taken up so our code is consistent on stormwater. He referred to the Resolution that City Council adopted to use the SoLoCo (Sothern Lowcountry Regional Board) Stormwater Requirements. The PC also was stuck on the Wetland issue. **PC agreed** to discuss the Comp Plan and their next a *lunch* worksession on August 3 at 1:00 pm.

ADJOURNMENT 1:40:08

Mr. Hallman made a motion to adjourn seconded by Ms. McFann. The meeting ended at 6:40 pm.

Planning Commission
Work Session Minutes – July 15, 2026

CALL TO ORDER 4:13

A work session of the Planning Commission was called to order by Chairman Tomy and was held in-person in the Planning Conference Room on July 15, 2026 at 1:00 PM. The meeting was broadcasted via zoom and live-streamed on YouTube. You can view this meeting at the City's page; City of Beaufort Government.

ATTENDEES

Members in attendance: Mike Tomy, Chairman, Libby Anderson, Secretary, Clinton Hallman, Michael Holle, Kim McFann, and Benjie Morillo.

Members Absent: Bill Bardenwerper, Vice-Chairman.

Staff in attendance: Curt Freese, Community Development Department Director, Christopher Klement, Planner III, and Nick Navia, Planner II.

WELCOME NEW PLANNING COMMISSION MEMBER 4:37

Chairman Tomy introduced the new Planning Commission member, Michael Holle.

GENERAL DISCUSSION 5:04

Chairman Tomy stated there are some additional items that have been added to the agenda. He referred to the email that was sent out by Vice-Chairman Bardenwerper with proposed language for Chapter 3 - Drive-Thru Lanes. The Planning Commission (PC) has considerations for changes in Chapter 3 as well. Chairman Tomy also referred to the rezoning of a parcel on 1556 Salem Road, the Gazette Building. The PC had the same concerns that City Council has, but they did not approve it the way the PC did. Instead, several councilmen have rewritten that section for our consideration for inclusion in Chapter 3. Chairman Tomy asked if staff had anything to discuss. Mr. Freese clarified that the two additional items are actually on the agenda but just not specified because the PC have all of chapters 2, 3, and 4 for review.

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PUBLIC COMMENT 8:45

None.

Public comment was closed.

DISCUSSION – GAZETTE BUILDING REZONING 9:00

Chairman Tomy suggested the two additions be discussed first. The applicant, Randy Martin, was present who is under contract to purchase the Gazette Building at 1556 Salem Road and is proposing the rezoning.

Chairman Tomy had some suggested changes to Council's rewrite of the ordinance. Mr. Freese said staff didn't get a chance to spend a lot on this. He suggested asking the applicant if he would be interested in an ordinance of this nature. Also, a special exception would still be required plus this text would have to be approved. There are several things that could no longer happen on this property and might change the applicant's decision to continue with the contract to purchase the property. Ms. McFann asked if staff could give the members a brief summary of the issue. Mr. Freese said at the first reading, Council voted 4 to 1 in favor of the rezoning request, and then at second reading, some members of the public had voiced their concern that rezoning it to RMX could allow for drive-thrus and specific commercial/retail uses that could eventually impact traffic and infrastructure on Salem Road and the surrounding neighborhoods. Councilman Josh Scallate also shared these concerns and suggested amending Section 3 of the Development Ordinance to allow for the requested uses within existing, and non-conforming, structures as an amendment to the existing T3-N zoning district. . The suggested rewrite of Councilman Scallate had been shared with Planning Commissioners for further discussion. The original rezoning request was tabled by City Council until the August 18, 2026 City Council meeting.

Public Comment:

Randy Martin, the applicant for the Gazette Building, residing at 2610 Mossy Oaks Road, said he read through the re-written draft ordinance and felt it wasn't right to put so many restrictions on just one particular piece of property. He's been operating directly across the street at 1555 Salem Road for five years doing the same thing of loading and unloading windows and sliders from the back of a semi-truck. He stated: "We're not a manufacturer, just a distributor." Moreover he reiterated that staff had recommended he go with RMX. He also stated that the PC unanimously approved the rezoning in May; then went to City Council for 1st reading and everybody seemed to be in agreement that the rezoning would be a good thing. It would be great to have a business there because right now it's a place for drug dealings, a homeless man lives there, and there is a lot of trash. Mr. Martin said he is wanting to split the property three ways, which would be 1 for his business and the other two eventually will grow and be similar businesses. Our loading docks will be in the back of the building where trucks will go and it will be screened, per the City. He suggested having a Deed Restriction done. He referred to the State of South Carolina Tax Credit program for abandoned buildings to get repurposed. He said he could not have a business with all the restrictions that have been placed in the re-written ordinance. He is very concerned about the way this was handled.

DRAFT

Paul Trask, 610 Bladen Street, said he was at the PC when the project was approved unanimously and spoke against the project because (1) the 500 foot or the thousand foot notice rule in this particular case illustrates the fact that rules doesn't work properly. He referred to all the people who travel and live down Salem Road were completely unaware of this proposed rezoning. Mr. Trask recommended a mailer be done along with a large rezoning sign posted on the property similar to Beaufort County. A rezoning at this stage without the Comp Plan proceeding first was in error. Salem Road has become inundated with traffic. Mr. Trask agreed to Mr. Martin coming up with a Deed Restriction and having it worked into the ordinance for Council to consider. Mr. Trask sees nothing overwhelming with Mr. Martin's proposed window business.

Public Comment was closed.

Chairman Tomy clarified that Mr. Martin does not want to see his rezoning proceed under current zoning. He feels staff need to look at the rewrite more before the PC goes through it and have further conversations with the applicant to see if this can move forward. We need to have a more latitude and flexibility reuse for all of our buildings that are sitting vacant whether they are historical or not. This could be a future amendment. Mr. Freese agrees with Chairman Tomy and working on an adaptive reuse would be a good thing that could be very simple. Mr. Freese confirmed that Council did tabled the rezoning to their August 18 meeting. Mr. Martin stated his contract to purchase the property expires August 31.

DISCUSSION – CHAPTERS 2, 3, AND 4 REVIEW 100:00

Mr. Freese referred to the clean version of Chapters 2, 3, and 4 that has been given to the PC prior to tonight's meeting. The redlined versions of each Chapter, which were revised and edited at each Worksession meeting, are also included for the PC's reference. If approved, the final changes will be sent to the City Attorney for review and then scheduled for two readings with City Council.

Mr. Freese gave updates on Chapters 2, 3, and 4. He said there were some errors with the draft at the June 15th meeting but have been corrected. In addition, drive-thrus were a topic of interest at the PC meeting. Staff has significantly revised Section 3.7.2 B, after emails and discussion with multiple commissioners and interested citizens. In addition, the new standalone drive-thru design section of 4.5.13 has been removed in its entirety. The proposed drive-thru section is an attempt to reflect the will of the PC at the worksession to make drive-thrus easier by allowing lanes at times in the front of the building, while also retaining some of the design characteristics of the form-based code.

All of the final apartment changes have been included. These included the removal of the housing module approach, the mixed use requirement, and addition of the correct lot diversity, pedestrian accessibility and EV charging station requirements. In addition, this draft reflects the removal of the PUD, Bladen Street overlay, and a change from 60-75% minimum for liner buildings.

There are not any changes to structured parking in this packet, as there was not a clear direction at the PC meeting other than a desire to not always require a liner building. Again, the code currently has an exemption for not providing a liner building, so Staff does not believe further changes are needed. However, if the PC desires to make changes, Staff will provide a draft as quickly as possible for the July 20th meeting. Mr. Freese said the recommendation is to recommend Chapter 2,3, and 4 revisions to City Council.

Ms. Anderon stated she cannot support allowing the drive-thru to come around the front of the building in the T5-UC District. Ms. McFann referred to the drive-thru lanes at Maryland Fried Chicken and Burger King both on Ribaut Road. She also noted that there are other types of businesses that have drive-thrus such as banks. Chairman Tomy said the PC's thought process in writing the code was to allow for some design flexibility by reviewing those requests and making decisions on a Planning Commission level as opposed to having such requests go through the Zoning Board of Appeals (ZBOA). The other concern he had, was a possible scenario that a developer may come to PC with a parcel that is too small to do anything with and to request a variated drive-thru design rather than choosing another parcel where a better drive-thru design could be accomplished from the get-go.

Chairman Tomy referred to the fifth line down on page 22, #3, as it says, A pass-through (ingress lane) or egress lane meaning not a service window lane, kiosk lane or stacking lane), may be allowed, he would add *it not compromise the planning integrity of the adjacent parcels.* **Mr. Freese said this can be added.**

Ms. Anderson referred to the Finding of Facts that have to meet by the applicant when applying to the Zoning Board of Appeals (ZBOA). She suggest before a project application goes to the ZBOA, if design review is required, they have to come before the PC to get conceptual approval. This should be added to the process.

PC agreed in Section 3.7.2.B.ii.1 (a) Specific to RMX, #1 to *remove* the words *as found in Section of.*

PC agreed to *add* Mr. Thomas' information to Section 3.7.2.B.ii.1 (a)Specific to RMX, #2.

PC agreed to r*emove* the words *as found in Section of* in *3.7.2.B.ii.1 (a)Specific to RMX, #2.*

Mr. Hallman suggested changing the Code to permit two signs for a drive-thru. He referred to the Culver's restaurant. Ms. McFann suggested adding screening as well.

PC agreed in Section 3.7.2c.d - Menu Board (page 23), to *remove* the sentence and *replace it with, See Section 6.7.*

Mr. Holle referred to Section 3.7.2.B.ii.c. Staking (page 22) and suggested when using acronyms like *ITE*, *OCRM,* to add an explanation or definition. He referred to page 23 and said the acronym *TIA* needs t explanation or definition as well. He also referred to 3.72.F - Passenger Terminal and didn't understand why this was in the code.

Chairman Tomy asked the PC if anyone had any substantive changes that needed to be discussed for Chapters 2, 3, and 4. **The PC agreed** that the only substantives changes were in Chapter 4. Mr. Morillo referred to the Clean Version of Chapter 4, page 19, and suggested the current image be replaced with one of the student housing pictures because the current image doesn't match the city's standards. Chairman Tomy said this also applies to the image on page 22 under Section 4.5.8 - Livework/Mixed-Use. Staff stated there is a note below this image that states, *The above images are for illustrative purposes only and are not meant to encompass all building requirements.* Mr. Morillo also referred to page 22, under Elevation, 3 inches in height should be 18 inches.

DRAFT

PC agreed in Section 4.5.5.D.6 Elevations in the redline version of Chapter 4 *to remove* the last sentence.

PC agreed with Mr. Bardenwerper's comment regarding lot diversity and that *it should be changed to building and unit diversity.*

PC agreed in Section 4.5.7. D.10 Lot Diversity, *change title* to Housing Model Diversity.

PC agreed in Section 4.7.2.F after the word construction in the last sentence to *add except as set forth in Section 9.10 as such removal or other activity is approved by the HRB.*

Chairman Tomy left the Worksession at this point.

Public Comment:

Paul Trask, 610 Bladen Street, thanked the PC for all their hard work. He said he has gone through all the language and it's great and hopefully after Monday's meeting it will go before City Council.

Public Comment was closed.

ADJOURNMENT 2:08:50

Ms. Anderson made a motion to adjourn seconded by Mr. Morillo. The meeting ended at 3:08 pm.

DRAFT

STAFF REPORT: PLANNING COMMISSION (PC) – PRELIMINARY PLAT / SITE PLAN

396 ROBERT SMALLS PARKWAY

DATE: August 17, 2026

GENERAL INFORMATION	
Applicant:	Conor Blaney with Ward Edwards (Engineer) for Novant Health South Carolina Holdings, LLC
Site Address / Tax PIN:	396 Robert Smalls Parkway / PIN: R120 028 000 1248 0000
Applicant's Request:	Applicant is requesting Preliminary Plat and Site Plan approval for the proposed development of a 11,620 sq. ft. Free-Standing Emergency Department (FSED) as part of a new Medical Office Campus that will encompass the 14.4-acre site along SC Hwy 170 (Robert Smalls Parkway). A previously included 5,750 sq. ft. "Primary Care Clinic" (PCC) has been removed. The overall area of the Medical Complex tract encompasses 14.4-acres along SC Hwy 170 (Robert Smalls Parkway).
Current Zoning:	INSTITUTIONAL & CAMPUS DISTRICT (IC)
Current Land Use	Undeveloped (Forested)
Flood Zone/Base Flood	Flood Zone: X; Elevations: 19 – 21 ft. (Base-Flood Elevation: > 13 ft.)
Existing Landmark/Specimen Trees affected:	A total of 27 Specimen and one (1) Landmark are proposed to be removed
ZONING DISTRICT INFORMATION	
INSTITUTIONAL & CAMPUS DISTRICT (IC)	
Minimum Lot Width:	50 ft min
Minimum Lot Size:	5,000 sq. ft min
Impervious Surface Coverage:	65% max
Front Setback – Primary:	10 ft min / Max setback shall not exceed average max setback on same side of block; build-to line of adjacent T-zone shall also be considered
Side Setback – Primary:	Corner: 5 ft min Interior: 10 ft min
Rear Setback – Primary:	25 ft min
Building Height:	Primary Structures: 4 stories max
Parking Location:	Parking areas and drive aisles shall be located in the side or rear yard whenever possible. Parking areas and drive aisles shall not be located within the front setback, but may be placed in front of the building. However head-in rows of parking shall not be permitted to front Primary Streets. Diagonal rows of parking shall not front Primary Streets except as part of a slip or frontage-road design, or when there are less than 10 consecutive spaces. Where 10 or more parking spaces are required, the majority of the parking shall be located in the side or rear of the building.

SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS		
Adjacent Zoning	Adjacent Land Uses	Setbacks for Adjacent Zoning /Buffer required if rezoned
North: Unincorporated	Robert Smalls Leadership Academy (Beaufort County Schools)	N/A
South: IC	Remainder of "Gray tract" adjacent to "Beaufort Station" (undeveloped)	Front Buffer Requirement along Robert Smalls Pkwy.: "Type E" (Sec. 5.4.1 & 5.4.2)
East: Unincorporated	Forested buffer along W.K. Alston Dr. (Beaufort County Schools)	N/A
West: IC	4000 Margaret - Multi-family residential	"Type D" (Sec. 5.4.1 & 5.4.3)

Background:

The applicant is requesting Preliminary Plat & Site Plan approval pursuant to Code Section 7.5.4 for construction of an 11,620 sq. ft. Free-Standing Emergency Department (FSED) as the first part of a future medical & healthcare office campus by Novant Health. The first phase of the FSED encompasses a total construction area of ~ 7.4 acres of the overall 14.4-acre tract (~ 51%). This includes 1.17 ac. in open space area, which is slightly more than the 15% required per Sec. 7.4.2.

The Planning Commission reviewed and tabled the original Sketch Plan approval request at their regular PC Meeting on 12/15/2025. A revised version of the Sketch Plan was last presented at the regular PC Meeting on 4/20/2026 with Findings and Recommendations provided in this report below.

Findings and Recommendations from PC Meeting on 4/20/2026 (Conditional Sketch Plan Approval):

Staff Recommendation: Approve Sketch Plan with conditions that Preliminary Plat submittal includes the following items to be approved at future PC meeting:

- Provide final architectural renderings for FSED that demonstrates that proposed building(s) is/are architecturally compliant with the local vernacular of the Lowcountry (see previous architectural staff comments below).
- Amend site layout for FSED whereas all parking lots are located at either the side and/or the rear of the lot as well as change dumpster location to be located at a more interior/unobtrusive location.
- Provide final encroachment permit from Beaufort County School District for connecting new road into WK Alston Dr.
- Provide landscaping plan for FSED specifying street tree planting, parking lot landscaping, and any types of provided community green spaces and open spaces (as required in Sec. 7.4.2: 15% of the area between 3 – 10 ac. shall be provided for community green/open spaces).
- Provide updated arborist report and/or tree survey for any specimen/landmark trees that may be impacted by proposed FSED (future development).

Update Since Sketch Plan Approval:

Staff met multiple times with the Applicant on revisions to the Sketch Plan, Preliminary Plat, and Site Plan. Thus far, the applicant has been to three (3) TRC Meetings (7/01/2025; 8/26/2025; 3/03/2026) two (2) regular PC Meetings, as well as four (4)other meetings with Staff and Meadors Architecture including a meeting on Tuesday August 11, 2026. The following is a list of revisions made since the Sketch Plan meeting in April:

Overall Plan Changes:

- A previously planned 5,750 sq. ft. Primary Care Clinic (PCC) had been removed from the previously revised and presented Sketch Plan request.
- The proposed site and building layout for the remainder of the site has been revised to where the main parking lot areas are located more within the center of the medical office complex, thus being visually less discernible from Robert Smalls Parkway and better screened by future medical office buildings #3 and #4.
- The Medical Office Campus, as a whole, is enveloped with green/open spaces, which are accessible by a well-connected sidewalk & trail system, offering pedestrian and bicycle accessibility to these green spaces from within as well as from and to adjacent neighborhoods and regional destinations.
- The integration and connectivity with multi-use pathways and sidewalks also offers alternative transportation accessibility of the medical office campus to the surrounding City and County areas, e.g. Spanish Moss Trail, proposed multi-use trails running along SC Hwy. 170.
- Existing wetlands as well as new stormwater retention areas (wet ponds, raingardens, etc.) are also evenly distributed and integrated into existing as well as planned green/open spaces.

Ste Plan Changes:

- Numerous revisions to architectural materials and requirements to include addition of fenestration/windows, parapet walls, board and batten exterior siding, new porches, entryway overhangs, awnings, shutters.
- Shifting of the building and emergency entryway to the side entrance away from the front façade.
- Shifting of parking to side and rear
- Addition of fenestration and entryway on front entryway.

Tree Removal / Mitigation / Canopy Coverage Proposed:

In October of 2025 the applicant has already contracted with an arborist (Ossabaw Consulting, LLC) to assess the existence and possible impact on Specimen and Landmark trees on the overall 14.4-acre tract by conducting a Level 2 Assessment. As a result, the Arborist Site Report identifies a total of 47 “Specimen & Landmark trees” of which one (1) is a Mulberry tree, which according to the City of Beaufort’s Specimen and Landmark Trees list (see Code Sec. 5.3.1) is not considered either. Hence, with this Preliminary Site Plan approval request for the FSED, a total of 27 Specimen and one (1) Landmark tree have been identified for removal, constituting a combined Tree Canopy Area (CA) of approx. 1,498 sq. ft.

On the other hand, the applicant is proposing to plant at least 60 overstory trees (Shumard and Live Oak trees) along new streets and parking lots, together with numerous understory trees and shrubs, bringing the total provided Tree Canopy Area (including the saving of a 36-in. Live Oak tree) to 139,043 sq. ft. After subtracting the 1,498 sq. ft. of to be removed and to be mitigated specimen tree coverage area, this ultimately results to a provided Tree Canopy Area of 137,545 sq. ft. constituting ~ 42% of the subject plan area of 7.4 ac. [a minimum of 30% Tree Canopy Area is required for Commercial Developments as per Code Sec. 5.3.2].

➔ Note: The remainder of the area of the preliminary plat is not addressed by the tree canopy coverage.

Street Plan (street access & network connectivity)

The proposed FSED will be accessible via two (2) direct points of ingress/egress from S.C. Hwy. 170 (Right-in, right-out only - RIRO) as well as be accessible from a newly created connector/neighborhood road on the north-side of the property that will connect between W.K. Alston Drive and the "4000 Margaret" community. Moreover, the Site Development Plan for future medical office development of the entire site includes a second neighborhood road to the south of the tract right along SC 170 that will further provide (inter-)connectivity. After the PC meeting in mid-December 2025, the applicant provided staff with a written motion by Beaufort County School District (BCSD) to provide Novant Health with the requested encroachment permit for traversing BCSD property and connecting into WK Alston Drive.

Alternate Transportation (Pedestrian, Bicycle) Accessibility & Connectivity

The revised Site Development Plan indicates the proposed installation of both separated multi-use trails for pedestrian and bicycle use along the new neighborhood and connector roads to both the north and south of the overall development tract. The southern multi-use pathway will eventually connect into a regional trail system along the SC Hwy 170 corridor that is being proposed by Beaufort County in their corridor study. It is also located as a recreational facility within the 50 ft.-deep frontage buffer area along Robert Smalls Parkway. Both multi-use pathways will connect the future Medical Office campus with adjacent and regional neighborhoods (e.g. 4000 Margaret) as well as commercial and institutional destinations, such as the Robert Smalls Leadership Academy / Beaufort Station and other regional trails, i.e. the Spanish Moss Trail.

Required elements of a Preliminary Plat to be reviewed and discussed at a public meeting in accordance with Code Sec. 7.5.4.D:

1. **"The Preliminary Plat is consistent with the rationale and criteria set forth in this Code":**

Proposed Land-Use and Land-Development/-Design Compliance according to the specific Zoning District

Staff analysis:

- For the lot proposed, it is in accordance with Sec. 2.3.3, as per "IC district" zoning, designed to support institutional uses, such as for hospitals, universities, research facilities, and offices in a campus-like setting. The proposed "Free-Standing Emergency Department" (FSED) as part of a future Medical Offices & Health Campus setting, clearly aligns with this zoning-specific designation.

Community Green Space, Open Space and Tree Canopy Areas

Staff analysis:

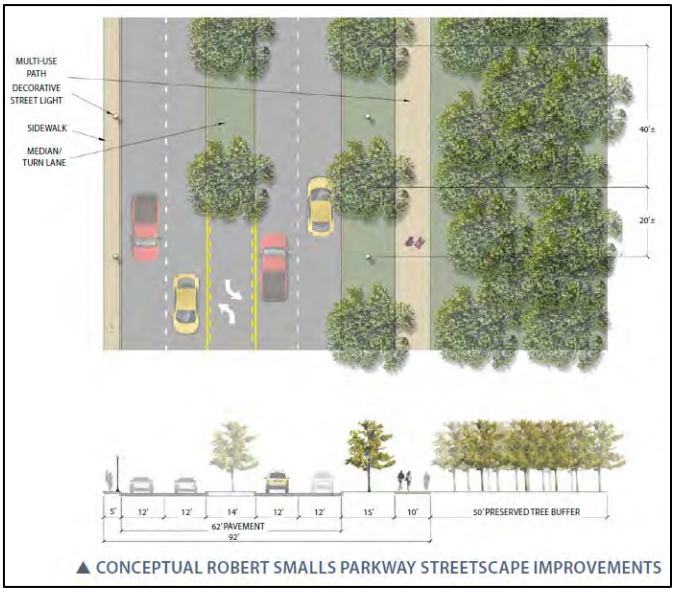
- In accordance with Code Sec. 5.3.2 (Tree Coverage requirement) and Sec. 7.4.2 (Community Green Space/Open Space requirement), both the revised Site Plan and the Preliminary Plat show for adequate tree coverage and open space areas for the lot to be developed but lack any plan for the remainder future lots.
- Specifically, the Preliminary Plat shows a great deal of landscaping and planting of street trees along new roads and parking lots, which together with the preservation of Specimen/ Landmark trees in the North-West corner (designated Open Space/Park) and within the 50 ft.-deep highway frontage buffer accrues to more than 42% of Tree Canopy Coverage Area (min. 30% required).
- Also, the Preliminary Plat shows for 1.17 ac. of Community Green/Open Space of the overall 7.4 ac. FSED site plan fulfilling the requirement of 15% of Community Green/Open Space provided as per Sec. 7.4.2 (Table). The specific Green/Open Spaces include a park at the previously planned "Primary Care Clinic" (PCC) location as well as a park with Specimen/Landmark trees at the North-West section of the overall tract and existing wetlands along the norther connector road.

2. **"The land use mix within the project conforms to the City's Development Code and complies with the Comprehensive Plan and Civic Master Plan":**

Consistency according to the City's Comprehensive Plan (2021)

Staff analysis:

- As per Future Land Use Map (see Appendix A), the current Beaufort Comprehensive Plan identifies the location of the proposed development as both "Institutional" and part of an "Urban Center". Moreover, the concurrent Land Use – Zoning Matrix (see Appendix B), shows that the "IC" zoning designation is compliant with both the "Urban Center" and "Institutional" categories. As such, the goal of the "Urban Center" classification, as defined in the 2021 Comprehensive Plan, is "intended to accommodate regional and community businesses (...)". Under the city's Needs and Goals of implementing Smart Growth and New Urbanism, the Comprehensive Plan further specifies to "(...) promote diverse neighborhoods and ensure that new development is designed for the pedestrian, transit, and the automobile" as well as to be "(...) committed to mixed-use development that promotes walkability and connectivity (...)". (see Land Use Element, Needs and Goads, page LU-6).



▲ CONCEPTUAL ROBERT SMALLS PARKWAY STREETSCAPE IMPROVEMENTS

Compliance with the City's Civic Master Plan

Staff analysis:

- In Chapter 8.3 of the Civic Master Plan, Robert Smalls Parkway is identified as a "mixed-use corridor of vibrant activity".

Regarding streetscape improvements, the Civic Plan recommends "the installation of an off-street multi-use path with a wide landscaped separation from vehicular travel lanes in order to provide a comfortable, safe and beautiful option for pedestrian and cyclists." (Civic Master Plan, page 172 et. seq.) – see right-hand chart:

3. **"The utility and transportation design are adequate, given existing and planned capacities of those systems":**

Overall

Staff analysis:

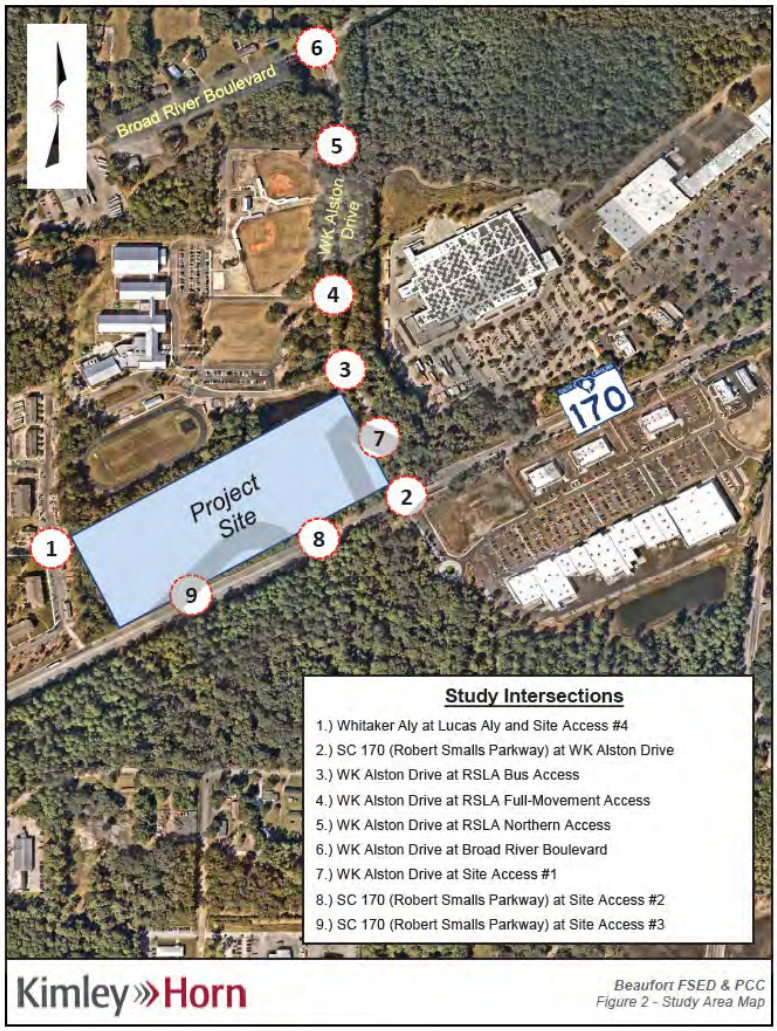
- In the Preliminary Plat, main water and sewer lines are shown to be provided via the new access road in between WK Alston Dr. and 4000 Margaret, with sufficient capacity and connections supplied by "Beaufort Jasper Water & Sewer Authority – BJWSA" through an existing 8-inch water main located along WK Alston Dr. and a newly built gravity sewer pump station (SP-75) by the new 4000 Margaret community.

Scope and Findings of Traffic Impact Analysis (TIA), incl. Supplementary Study from May 15, 2026

Staff analysis:

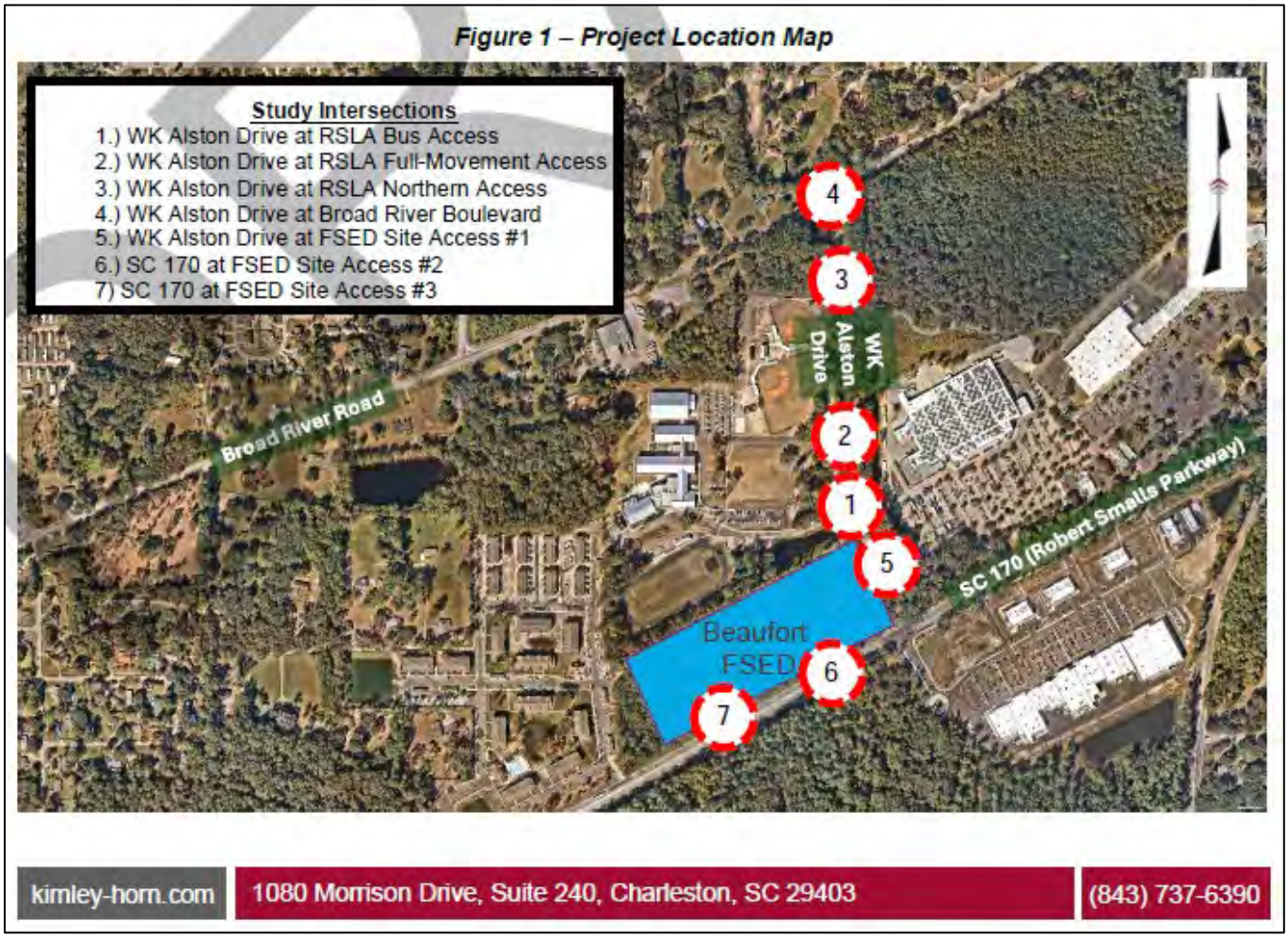
- Under current capacity and build/no-build impact scenarios within the submitted TIA study, the surrounding area and intersections between Broad River Road, Robert Smalls Leadership Academy access drives, WK Alston Drive and particularly the new access road to the FSED and Medical Offices Campus site with proposed intersection to WK Alson Dr. and the two proposed RIRO-access points off of SC Hwy 170, were analyzed.
- The recommendations of the **January 2026, TIA Report** by Kimley-Horn for shown Study Area (see Study Area Map 1 below) are as follows (Executive Summary):
  - **"Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have impact on the surrounding road network warranting additional turn lanes as follows:**
    - **A westbound left-turn lane with 200 ft. of storage at the intersection of WK Alston Dr. and Broad River Blvd. [indicated as intersection #6 on the Study Map 1]**

- **A northbound left-turn lane with 100 ft. of storage at the intersection of WK Alston Dr. and Site Access #1 [indicated as intersection #7 on the Study Map 1].”**



Map 1: TIA Study Area, January 2026

- The recommendations of the **May 15, 2026, Supplementary Study** of the TIA Report by Kimley-Horn for amended Study Area (see Study Area Map 2 below) are as follows (Summary):
  - **“(…) The analysis supplement is to determine the operations and turn lane warrants if the Watercrest Apartments are not constructed. The proposed FSED development consists of six new medical buildings in the northwest quadrant of the intersection of WK Alston Dr. and SC 170 in Beaufort, SC. The anticipated trips generated by the new site are not expected to cause significant degradations in the LOS of the study area. Therefore, no additional mitigation is recommended resulting from the analysis.”**



Map 2: TIA Supplementary Study Area, May 2026

4. **"Lot layout, including structure, location, and design of each lot":**

FSED – Lot Layout: Preliminary Plat (revised, July 2026) vs. Conceptual Site Plan (April 2026)

Staff analysis:

- The FSED-specific parking lots to the south and east of the building, as previously presented, have been revised and are now generally located to the east and north of the building (rather than to the south and east). The access to the FSED-building is provided through a RIRO-ingress/egress point directly from SC Hwy 170 and via the new neighborhood connector road to the north of the tract. The parking access road on the south side of the FSED-building is proposed to eventually tie into a neighborhood/connector road that will run parallel to SC Hwy 170.

Required elements of a Site Plan as per Sec. 7.5.7 D.3

a. The plan is consistent with the City of Beaufort Comprehensive Plan and Civic Master Plan.

- See comments from Preliminary Plat.

b. The site plan complies with all applicable requirements of this Code.

- The architecture does not fully comply with Low Country Design Standards in its current form.
- See architectural direction/conditions below.

c. There exists adequate infrastructure (transportation and utilities) to support the plan as proposed.

- Adequate infrastructure does exist to support this plan.
- Staff questions whether a regional stormwater solution for the entire development would be more appropriate than the site-specific stormwater detention.

d. The plan conforms to the character of the neighborhood, considering the location, type and height of buildings or structures and the type and extent of landscaping on the site.

- Scale, height, massing and building design should meet Comprehensive Plan, Civic Master Plan and Beaufort Development Code expectations for this location. The current design, frontage and fenestration requires improvement.
- See architectural direction/conditions below.

Recommended Architectural Direction/Conditions for Site Plan (conditions

A. Emergency entrance and architectural hierarchy

1. **Gabled entrance form.** Retain the gabled emergency entry element but study a modest increase in roof pitch and overall form height so that it reads as the principal public entrance. The change should remain proportional to the one-story building and should not suggest a separate tower or added story.
2. **Gable feature.** Replace the two undersized, shutter-like elements with one appropriately scaled and centered feature, such as a louver, window-like opening, or simplified cladding panel. The element should be integral to the gable composition rather than applied ornament.
3. **Entrance alignment.** Improve the relationship between the double doors and the gabled form. If minor plan coordination, including relocation of wheelchair storage, is practical, centering the doors may be considered. If that change disrupts operations, revise the architectural composition so the existing door location appears intentional.
4. **Porch and supports.** Simplify the entrance canopy and develop it as a functional, weather-protective porch that visibly engages the building wall. Use simple square columns or piers with well-proportioned bases and caps. Painted metal, fiberglass, GFRC, composite, or similar durable assemblies may be considered; full-height brick columns are not the only acceptable response. Avoid thin trellis-like members or excessive classical detailing.
5. **Cornice and screen transitions.** Resolve the visual gaps and competing horizontal lines where the entrance form, cornice, parapet, and rooftop screen meet. The rooftop equipment screen may remain, but its edges and terminations should be visually coordinated with the entrance composition.

B. Robert Smalls Parkway frontage and pedestrian shelter

1. **Public-facing porch.** Study a shallow covered porch or colonnade along the waiting area frontage facing Robert Smalls Parkway. This element could provide meaningful shade and weather protection, add depth to the long elevation, and connect the public frontage to the emergency entrance without changing the principal flat roof or enclosed floor area.
2. **Corner transition.** Consider wrapping the porch a limited distance around the corner where it would improve the transition between elevations and reinforce the entrance sequence. The extent should respond to the plan, circulation, and landscape rather than becoming a continuous applied roof around the building.
3. **Porch organization.** Align porch columns with the primary window bays wherever practical. A low-slope standing-seam metal roof, simple painted fascia, and restrained square columns would be appropriate, although an alternative system that provides comparable depth, shelter, and rhythm may also be successful.

C. Fenestration and window detailing

1. **Public transparency.** Increase transparent glazing along the waiting area and other public-facing portions of the building where compatible with the interior program. Organize the glazing as vertically proportioned commercial bays using mullions, transoms, or restrained subdivisions to establish pedestrian scale. Residential-style grids are not required.
2. **Additional openings.** Evaluate opportunities for additional windows on secondary elevations, particularly at corridors, offices, alcoves, and other regularly occupied spaces. Any added openings should remain subject to clinical privacy, security, imaging shielding, equipment layouts, and operational requirements; windows are not expected where they would compromise the facility's function.
3. **Optional plan coordination.** The plan markup identifies a possible shared plumbing-wall arrangement at the public restrooms and relocation of the drinking fountains, which may permit additional glazing at the alcove or restroom frontage. This is offered as an exploratory opportunity, not a required plan revision. Privacy glazing or other screening would be necessary for any restroom opening.
4. **Brick openings.** Consider eliminating the small applied trim pieces currently shown above brick openings and using a consistent brick soldier-course treatment to relate window heads around the building. The final detail should be coordinated with lintels, flashing, and the selected brick module.
5. **Clad-wall openings.** Windows within board-and-batten, lap-siding, or other fiber-cement-clad areas should receive wider, consistently proportioned head and jamb casings and projecting sills. Trim dimensions and terminations should be coordinated across all elevations.

D. Ambulance canopy and service-side composition

1. **Connection to the building.** Strengthen the visual connection between the ambulance canopy and the main building. Pilasters or engaged wall elements at the canopy-to-building junction may help anchor the structure and clarify how the freestanding supports relate to the brick façade.
2. **Door and pilaster coordination.** A minor shift of the adjacent service door may be considered if it permits a better-proportioned pilaster and does not disrupt the operational plan. If the door must

remain, develop an alternative connection detail that accommodates the opening without appearing unresolved.

3. **Canopy detailing.** Refine the canopy columns with simple bases and caps and study the depth and spacing of the exposed beams. Board-and-batten or lap siding within the gable end may help relate the canopy to other painted-cladding areas, provided the cladding is used consistently and the structure retains the required ambulance clearance and durability.

E. Cladding, secondary volumes, and roof-edge treatment

1. **Consistent volumes.** Where one projecting or recessed form is presently divided between brick and painted cladding, simplify the composition so the entire volume reads as one intentional material expression. Avoid isolated brick panels or abrupt cladding changes that do not correspond to a clear change in massing.
2. **Fiber-cement cladding.** Use durable fiber-cement or another approved cementitious cladding for board-and-batten or lap-siding areas rather than relying on EIFS to imitate those materials. Provide clear corner boards, top and base terminations, and consistent trim at openings.
3. **Low roof and cornice edges.** Increase the visual depth or vertical presence of selected low porch, canopy, and screen-wall edges where noted so they do not appear underscaled against the principal brick volume. Coordinate cornice heights and close or visually resolve unintended gaps while maintaining proper drainage, flashing, movement joints, and rooftop screening.

F. Equipment-yard screening

1. Revise the generator, fuel-tank, and other equipment enclosures so they read as site-screening or garden-wall elements rather than small windowless board-and-batten buildings. A composition of masonry or painted piers, opaque recessed panels, durable caps, gates, and landscaping may be appropriate. The final system must maintain required opacity, security, ventilation, acoustical performance, fire separation, equipment clearances, and service access. An equivalent screening design that meets these objectives is acceptable.

G. Materials and color

2. **Brick selection.** Reconsider the bright, uniform red brick represented in the renderings. A lighter, softer, and slightly varied range of warm gray, tan, brown, muted red, or Savannah Grey-type tones may be more compatible with Beaufort and the broader Lowcountry. Staff is not prescribing a single manufacturer or blend; physical samples and a field mockup should be used to evaluate color, texture, mortar, and overall effect under local daylight.
3. **Base and trim colors.** Confirm whether the renderings intentionally show a lighter masonry or painted base. Coordinate the base, painted cladding, window trim, cornices, canopy roofing, coping, scuppers, and downspouts as a restrained palette. Dark bronze or a similarly subdued metal color may help unify the roof and drainage components.

I. Conclusion

Staff recommends that the next submission concentrate first on the emergency entrance, the public-facing porch and fenestration, the ambulance-canopy connection, and the equipment-yard screening. These changes offer the greatest opportunity to strengthen the building's Lowcountry character without altering the principal plan or flat-roofed clinical mass.

Updated elevations and renderings should demonstrate a consistent treatment on all sides of the building. Enlarged details or wall sections should be provided as the design advances for the entrance and porch columns, canopy beams and gable ends, window heads and sills, cornice and parapet transitions, cladding terminations, drainage components, and equipment screens. Material and color samples should accompany the next appropriate review stage.

The purpose of these comments is to support the architect in developing a successful Lowcountry vernacular expression appropriate to Beaufort while respecting the facility's specialized program, accepted footprint, and rooftop mechanical requirements. Staff welcomes continued dialogue and is open to alternative design responses that address the underlying objectives of architectural unity, pedestrian shelter, human scale, material coherence, and Lowcountry character.

II. Relevant Beaufort Code references

The applicant and design team should review Chapter 4, Building Design and Infill Standards, of the Beaufort Development Code in its entirety, together with all other applicable provisions. The references below identify provisions most directly related to these comments; they are not intended as a complete code review or a substitute for confirmation by the Code Administrator. The following applicable sections are listed and summarized.

Sections 4.1.1 and 4.1.2 - Purpose and Intent. Protect and enhance Beaufort's aesthetic character, support high-quality streets and public spaces, and encourage architecture that relates harmoniously to its surroundings without stifling innovative design.

Sections 4.3.1 and 4.3.2 - Contextual Design Guidelines. For projects subject to Major Design Review, direct the reviewing body to consider the immediate context and broader community character, including building form, façade treatment, siting, scale, and related contextual elements.

Sections 4.6.1.A through C - Scale, Bays, Openings, and Materials. Require building and canopy scale appropriate to the surrounding context; generally favor square or vertically proportioned bays and openings; and regulate how heavier and lighter wall materials are combined across a façade.

Section 4.6.1.F - Trash, Mechanical, Utility, and Service Areas. Require loading, service, trash, and mechanical equipment to be hidden or screened from streets, public spaces, waterways, and significant pedestrian areas, with screening maintained and equipment airflow protected.

Section 4.6.4.A - Conventional-District Building Materials and Details. Limit primary wall finishes to no more than three listed materials, including brick and smooth-finish fiber-cement siding, or other compatible and authentic materials approved by the Administrator.

Section 4.6.4.B - Roof Forms in RMX and IC Districts. Permit flat roofs while requiring shed, flat, and mono-pitch roofs to be concealed by parapets along street frontages. IC provisions also address coordinated gutters and downspouts and the screening or color treatment of roof penetrations.

Section 4.6.4.C.1 - Street-Facing Transparency. Require at least 40 percent of the first-floor wall area of elevations facing a street in the IC district to consist of windows and/or doors.

Section 4.6.4.D - Massing and Articulation. Prohibit visible blank-wall expanses of 20 linear feet or more; require visible façades to be divided into architecturally distinct, harmonious sections or bays averaging no more than 35 feet; and call for distinct roof or building elements such as porches, canopies, arcades, or towers on corner lots.

Section 4.6.4.E - Architectural Proportions, Details, and Color. Require a discernible base, body, and cap; recommend cornices and expression lines; and recommend traditional historic colors and earth-tone palettes.

FINDINGS AND RECOMMENDATIONS

Findings and Recommendations:

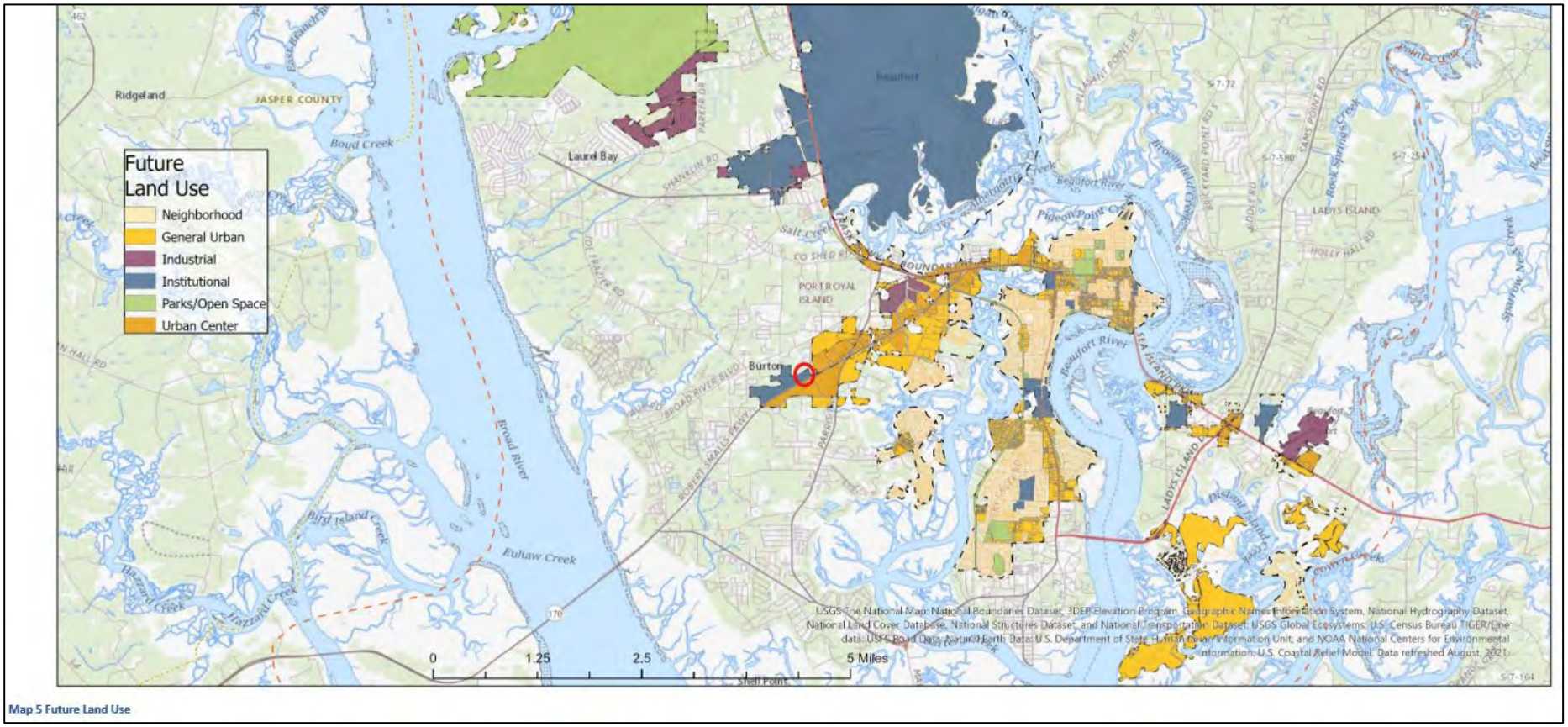
Preliminary Plat :

- ✓ Staff recommends the PC approve the preliminary plat, finding it satisfies the requirements of Code Sec. 7.5.4.D. as found in pages 4-9 of the staff report.

Site Plan:

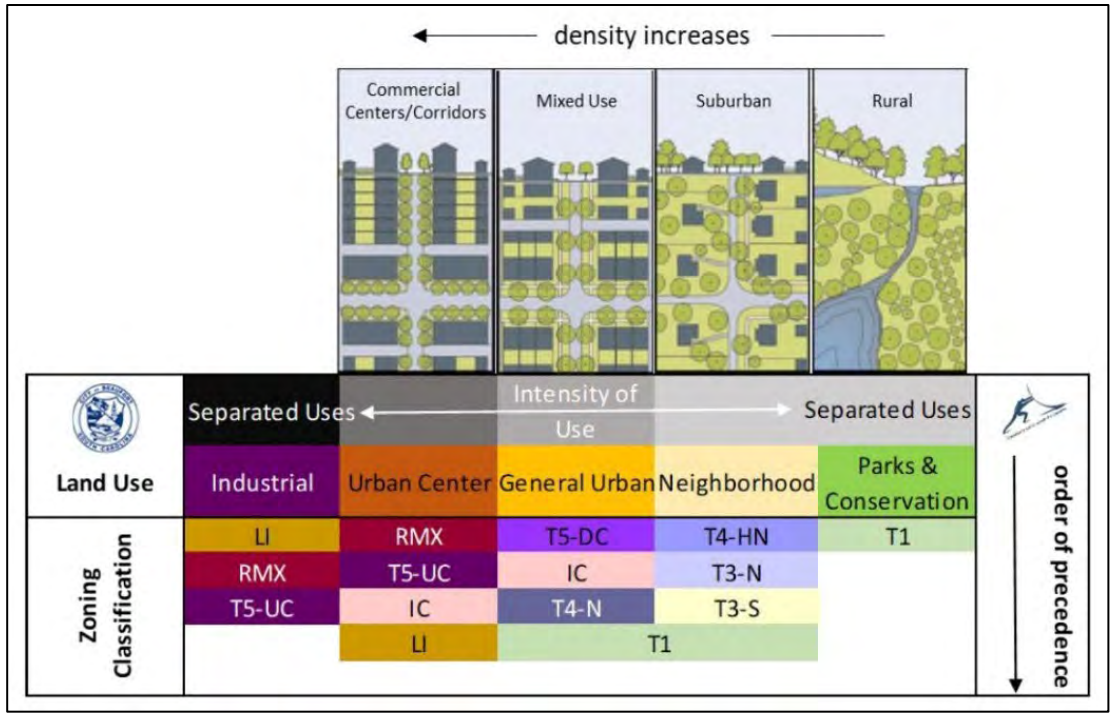
- ✓ Staff recommends preliminary Site Plan approval, with architectural recommendations found on pages to 8-13 to be recommended for a future Final Site Plan approval.

Appendix A: Location of development on Future Land Use Map; Land Use Element, City of Beaufort Comprehensive Plan, 2021; page LU-13



Map 5 Future Land Use

Appendix B: Land Use – Zoning Matrix – City of Beaufort Comprehensive Plan (2021), Land Use Element, page LU-5

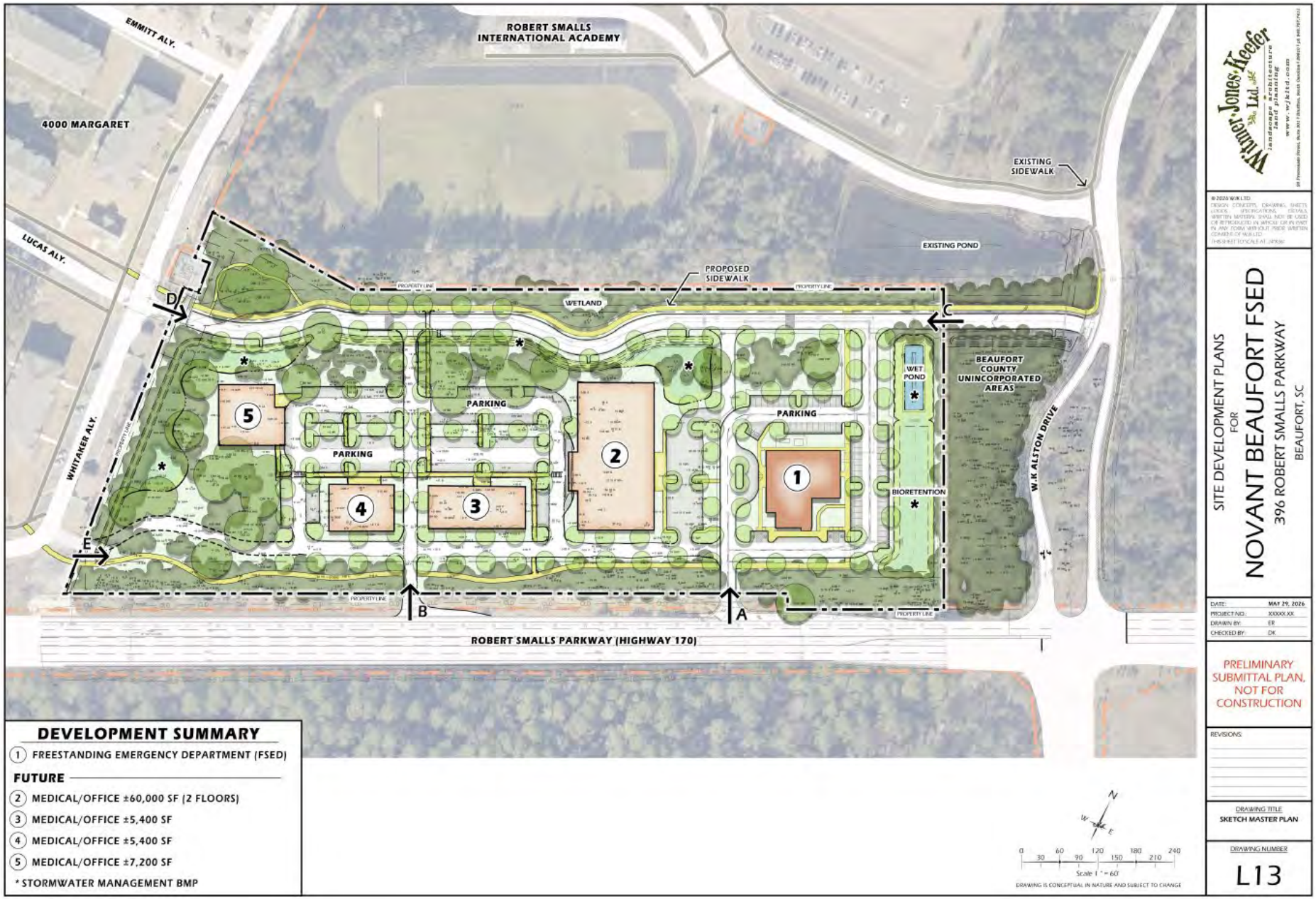


REVISED SKETCH PLAN

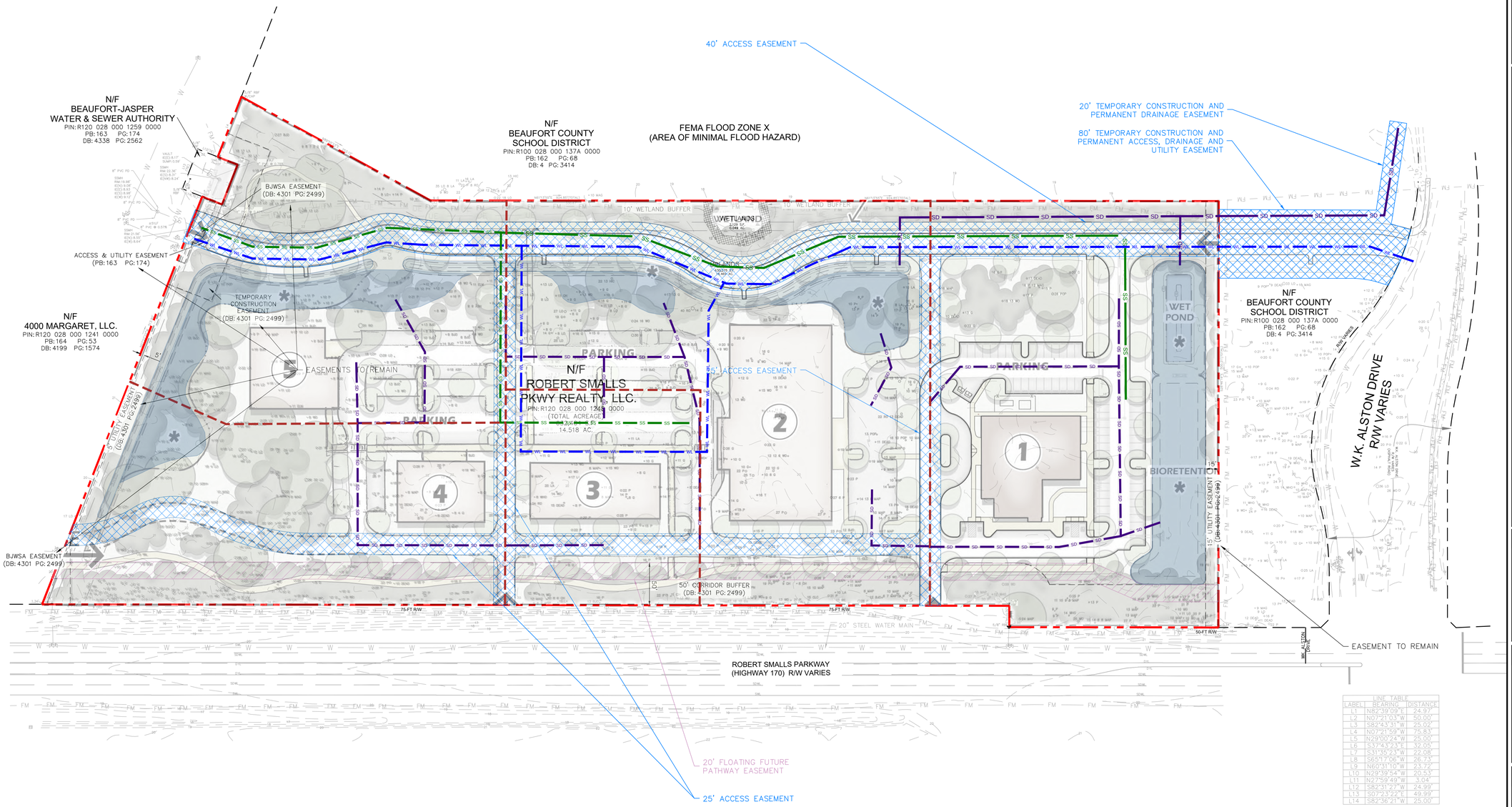
Appendix C: Site Development Plan (Master Plan), Previous version, March 18, 2026



Appendix D: Site Development Plan (Master Plan), Latest version, May 29, 2026



Preliminary Plat



LINE TABLE		
LABEL	BEARING	DISTANCE
L1	N82°39'09"E	24.97'
L2	N07°21'03"W	50.00'
L3	S82°43'41"W	25.02'
L4	N07°21'50"W	75.83'
L5	N29°00'24"W	25.00'
L6	S37°43'23"E	32.05'
L7	S31°56'53"W	22.08'
L8	S65°17'06"W	26.73'
L9	N60°31'10"W	23.72'
L10	N29°39'54"W	20.53'
L11	N27°59'49"W	3.04'
L12	S82°31'27"W	24.99'
L13	S07°23'22"E	49.99'
L14	S82°36'21"W	25.00'

LEGEND

- MASTERPLAN WATER LINE ROUTING
- MASTERPLAN SANITARY SEWER ROUTING
- MASTERPLAN STORM DRAIN ROUTING
- POSSIBLE FUTURE LOT LINES



VICINITY MAP
Not To Scale

PRELIMINARY PLAT EXHIBIT FUTURE

BEAUFORT FSED

CITY OF BEAUFORT, SC

PREPARED FOR:
NOVANT HEALTH

Owner/Applicant:
Novant Health
2085 Frontis Plaza Blvd
Winston Salem, NC 27103

Surveyor:
Daniel B. Langan, PLS
Atlas Surveying
168 Boardwalk Drive, Suite A
Ridgeland, SC 29936.

Civil Engineer:
Paul Moore, PE
Ward Edwards Engineering
119 Palmetto Way
Bluffton, SC 29910

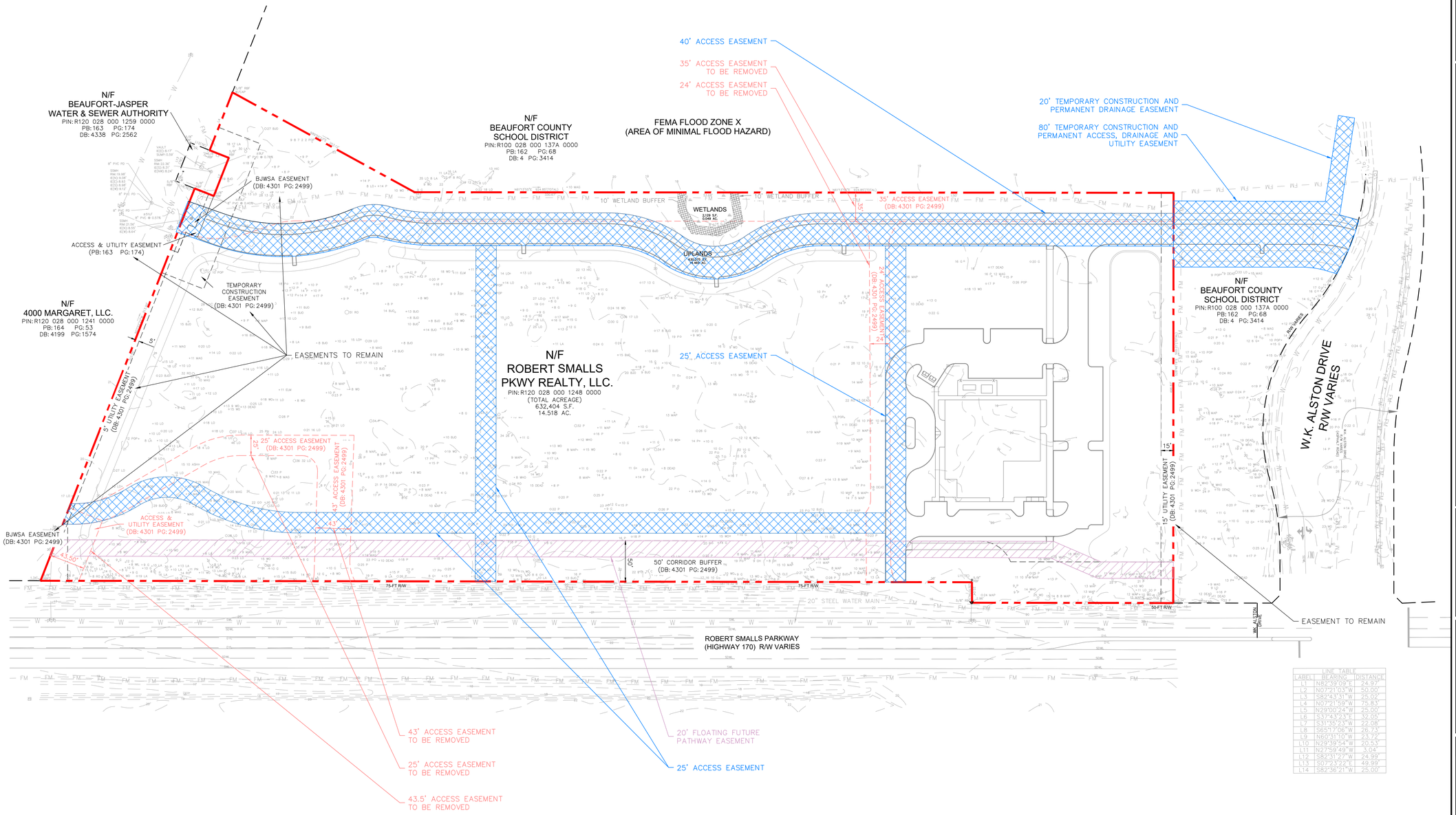
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0 60 120 Feet
Scale: 1" = 60'

Ward Edwards
ENGINEERING
P.O. BOX 381, BLUFFTON, SOUTH CAROLINA 29910
PH (843) 837-5250 / FAX (843) 837-2558
WWW.WARDEDWARDS.COM

PROJECT #:	230643
DATE:	08/12/26
PREPARED BY:	LYJ
SHEET NUMBER:	1 OF 1





VICINITY MAP
Not To Scale

PRELIMINARY PLAT EXHIBIT

BEAUFORT FSED

CITY OF BEAUFORT, SC

PREPARED FOR:
NOVANT HEALTH

Owner/Applicant:
Novant Health
2085 Frontis Plaza Blvd
Winston Salem, NC 27103

Surveyor:
Daniel B. Langan, PLS
Atlas Surveying
168 Boardwalk Drive, Suite A
Ridgeland, SC 29936.

Civil Engineer:
Paul Moore, PE
Ward Edwards Engineering
119 Palmetto Way
Bluffton, SC 29910

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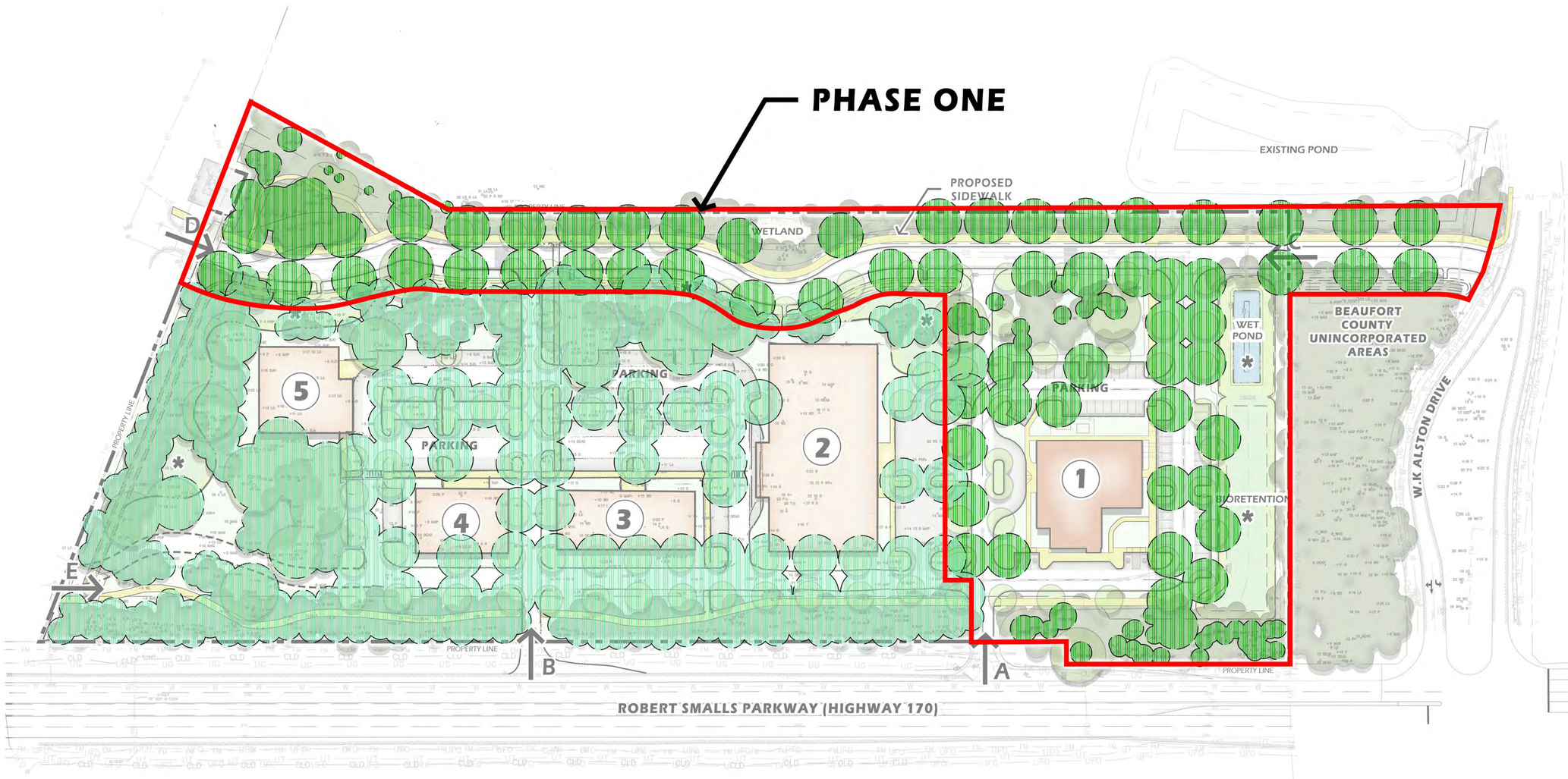
0 60 120 Feet
Scale:1"= 60'

LINE TABLE		
LABEL	BEARING	DISTANCE
L1	N62°39'09"E	24.97'
L2	N07°21'03"W	50.00'
L3	S82°43'31"W	25.02'
L4	N07°21'59"W	75.83'
L5	N29°00'24"W	25.00'
L6	S37°43'23"E	32.05'
L7	S31°45'23"W	22.08'
L8	S65°17'06"W	26.73'
L9	N60°31'10"W	23.72'
L10	N29°39'54"W	20.53'
L11	N27°59'49"W	3.04'
L12	S82°31'27"W	24.99'
L13	S07°23'22"E	49.99'
L14	S82°36'21"W	25.00'

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PROJECT #:	230643
DATE:	08/12/26
PREPARED BY:	LYJ
SHEET NUMBER:	1 OF 1



PHASE ONE CANOPY COVERAGE TABLE

DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL DISTURBED AREA	320,665 SF
BUILDING FOOTPRINTS	11,620 SF
REMAINING SITE AREA	309,045 SF
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	139,043 SF
% CANOPY COVERAGE (30% MIN.)	**45%**

FUTURE PHASE CANOPY COVERAGE TABLE

DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL DISTURBED AREA	346,554 SF
BUILDING FOOTPRINTS	55,142 SF
REMAINING SITE AREA	291,412 SF
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	248,147 SF
% CANOPY COVERAGE (30% MIN.)	**85%**

*CANOPY COVERAGE AND OPEN SPACE WILL BE ALLOCATED FOR EACH PHASE OF DEVELOPMENT AS PART OF THE APPLICABLE FUTURE PHASE SUBMITTAL. THIS PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON THE FINAL SITE PLAN. OPEN SPACE AND CANOPY COVERAGE MAY BE REDUCED TO THE MINIMUM REQUIRED BY APPLICABLE CODE.

N W E

0 30 60 90 120 150 180 210 240

Scale 1 " = 60'

DRAWING IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE

Wimer, Jones, Keefer Ltd.
landscape architecture
land planning
www.wjkltd.com
23 Promenade Street, Suite 201 | Bluffton, South Carolina | 29910 | ph 843.757.7411

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
NOVANT BEAUFORT FSED
396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

DATE:	AUG 12, 2026
PROJECT NO.:	XXXXX.XX
DRAWN BY:	ER
CHECKED BY:	DK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

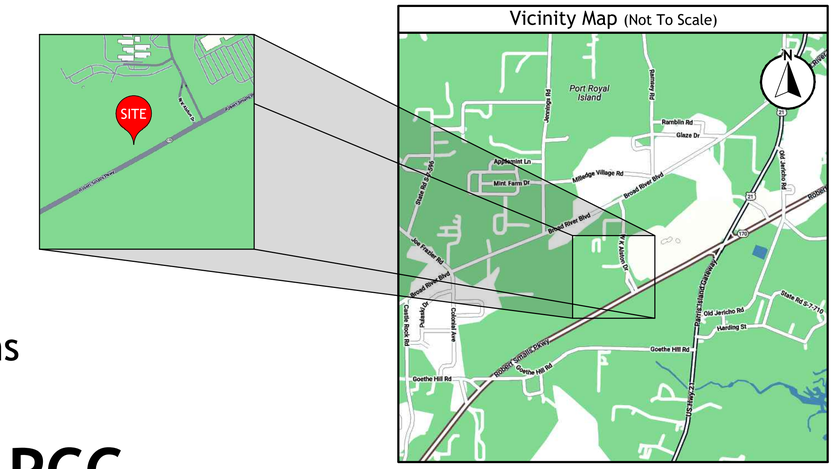
REVISIONS:

DRAWING TITLE
TREE CANOPY EXHIBIT

DRAWING NUMBER
L12A

Site Plan

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Site Development Plans

for

Beaufort FSED & PCC

Usage : Commercial

Release Schedule

Rel #	Description	Date
A.	Released for Permitting	07-18-25
B.	Released for Permitting	08-01-25
C.	Released for Permitting	08-15-25
D.	Released for Permitting	09-12-25
E.	Released for Permitting	09-25-25
F.	Released for Permitting	10-10-25
G.	Released for Permitting	10-31-25
H.	Released for Permitting	11-14-25
I.	Revision 1	12-12-25
J.	Released for Permitting	05-29-26

Schedule of Drawings

Sht No.	Description
C001	Cover Sheet
C002	Construction Notes
C003	Sheet Index
C101-C102	Existing Conditions Plans
C201-C202	Initial Erosion Control Plans
C203	Initial Erosion Control Details
C301-C302	Clearing & Demolition Plans
C401-C402	Site Layout Plans
C501-C502	Grading Plans
C601-C602	Drainage Plans
C603-C604	Drainage Plans Details
C700	Overall Utility Plan
C701-C702	Utility Plans
C703-C704	Utility Details
C705	Utility Profiles
C801-C802	Intermediate & Final Erosion Control Plans
C803	Intermediate & Final Erosion Control Details
C901-C902	Paving Plans
C903-C905	Paving Details
C906	Road Profiles
C1001	ADA Accessible Route Plan
C1101	SCDOT Sight Distance Exhibit
C1102	SCDOT Details

City of Beaufort, South Carolina

Tax Map #: R120 028 000 1248 0000

911 Address: 396 Robert Smalls Pky

GIS coord: N32° 25' 21", W80° 44' 13"

Design Team

Wetland Consultant:
Newkirk Environmental Inc.
Phone

Geotechnical Engineer:
Whitaker Laboratory Inc.
912.234.0696

Landscape Architect:
Whitmer Jones Keefer, Ltd.
843.757.7411

Architect:
Giattina Aycock Architecture Studios Inc.
205.933.9060

Land Surveyor:
Atlas Surveying Inc.
843.645.9277

Developer:
Matthew Stiene
Novant Health
2085 Frontis Plaza Blvd
Winston Salem, NC 27103
704.316.4351, mhstiene@novanthealth.org

Beaufort FSED
BJWSA Project #: 2026-004

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER No. 22816 PAUL R. MOORE 05/29/26

SOUTH CAROLINA WARD EDWARDS, INC. No. C00152 CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	C901, C902, C904	12-12-25
2		
3		
4		
5		
6		
7		
8		

Plan Revisions

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Cover Sheet

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C001

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General Notes:

1. Boundary information provided by an as-built/tree and topographic survey of #396 Robert Smalls Parkway, dated 04-16-2025, by Atlas Surveying Inc.
2. Topographic data provided by Atlas Surveying Inc., dated 04-16-2025.
3. Approximate location of certain existing underground utility lines and structures are shown on the plans for information only. Additional underground lines or structures may exist that are not shown. Call South Carolina 811 at 811 or 1-888-721-7877 between the hours of 7:00 am and 7:00 pm Monday thru Friday at least three working days before commencing construction. Request underground utilities to be located and marked within and near the construction site.
4. Comply with "South Carolina Underground Facility Damage Prevention Act (effective June 7, 2012). Notification of Intent to excavate may be given by calling the toll free number: 1-800-922-0983.
5. Protect bench marks and property monuments from damage during construction operations. Replace any bench marks or monuments damaged or destroyed as a result of contractor's operations, at no cost to the owner, by a licensed surveyor in the state of South Carolina.
6. Off-street parking for the contractor's employees and authorized visitors to the site must be provided and maintained throughout construction.
7. The contractor is responsible for adhering to weight limits prescribed for all public roads when hauling equipment and materials to and from the project site. Damages to existing pavement due to the contractor's construction operations or improper transportation of materials and equipment shall be the responsibility of the contractor.
8. At least one driving lane on public roads shall remain open to traffic at all times. Traffic lanes will only be closed with the express written consent of the agency having jurisdiction over the roadway. Notify agency having jurisdiction at least 5 days before closing any driving lanes to traffic. Provide traffic control devices, signs and flagmen as required to ensure public safety.
9. Contractor shall coordinate demolition, clearing and construction of improvements to minimize interference with vehicular and pedestrian traffic and with operations of existing facilities.

Water and Sewer Line Construction:

1. All water and sewer line construction shall conform to applicable state and Beaufort Jasper Water and Sewer Authority (BJWSA) requirements, standards and specifications.
2. BJWSA will be responsible for inspection and approval of all water and sewer system construction and for acceptance for operation and maintenance.
3. All utilities shown are approximate locations. The contractor is responsible for notification of all utility owners and for field verification of both horizontal and vertical locations prior to commencing construction. Any damages to existing utilities due to this construction shall be the responsibility of the contractor.
4. Notify the project engineer if conflicts with existing structures require that proposed utilities be relocated.
5. The contractor must notify BJWSA forty-eight (48) hours prior to any construction, inspection or testing of the water distribution system.
6. Pipe, fittings, valves and appurtenances for water and sewer lines shall all be in accordance with the requirements contained in the BJWSA technical specifications.
7. Installation of water and sewer lines and appurtenances shall be in accordance with the BJWSA standard construction details and specifications.
8. Contractor shall install mechanical restraints on all bends, plugs and tees, 2" or larger, on waterlines and sanitary sewer force mains.
9. All water mains shall be sterilized and pressure tested in accordance with BJWSA specifications.
10. Separation of water mains and sewers:
    A. Parallel installation: unless otherwise specifically shown in a special detail on the plans, install water mains at least 10-ft. horizontally from any existing or proposed sanitary sewer or sanitary sewer force main, the distance being measured in a horizontal plane between the outside surfaces of the pipes.
    B. Crossings: unless otherwise specifically shown in a special detail on the plans, install water lines crossing sanitary sewers or sanitary sewer force mains to provide a minimum vertical separation of 18-inches between the outside surfaces of the pipes. This shall be the case whether the water line is above or below the sanitary sewer line, whenever possible locate the water line above the sewer line. Where a new water line crosses a new sewer line, place a full length of ductile iron pipe for water line at the crossing with pipe positioned so that the joints are as far as possible from the point of crossing, where a new water line crosses an existing sewer line, place one full length of ductile iron pipe water line so that the joints are as far from the point of crossing as possible.
11. The contractor shall cut and patch existing pavement as required for the installation of utility lines.
12. Sanitary manhole rim grades shown are approximate. Adjust rim elevations to be flush with finished grade.
13. The contractor under this contract shall not make any connections to the existing water or sanitary sewer systems unless expressly authorized to do so by the BJWSA. All water and sewer improvements under this contract must be constructed complete, tested, inspected and approved by the BJWSA before any authorization to connect will be given. Coordination of testing, inspection and connections with the bjwsa is the responsibility of the contractor under this contract.
14. All water mains shall be installed with thirty-six inches (36") minimum cover (from finished grade). Maximum depth shall be five feet (5'). Where water mains may conflict with other utilities, the water main crossing shall be constructed with ductile iron pipe, mechanical joint 45-deg. bends and mechanical restraints.

Work on South Carolina Department of Transportation Right-of-Way:

1. Contractor shall review and comply with all conditions and special provisions contained in the SCDOT encroachment permit(s) issued for this project.
2. Contractor to refer to the most current edition of the SCDOT standard drawings.
3. Contractor is responsible for submitting construction notification form (48 hour minimum) and coordination of all work within SCDOT rights-of-way with the local and/or district SCDOT engineering representative.
4. Contractor is responsible for preparing and submitting a traffic control plan to SCDOT for approval minimum 48 hours prior to conducting work in the right-of-way. All traffic control plans shall conform to current MUTCD and current SCDOT guidelines and specifications.
5. All signage, pavement markings, and markers shall conform to current MUTCD guidelines and current SCDOT standard specifications and drawings.
6. All paving and drainage construction shall conform to current SCDOT standard specifications and drawings.
7. All pavement markings in SCDOT right-of-way shall be thermoplastic and conform to current MUTCD guidelines and current SCDOT standard specifications and drawings.
8. Removal of pavement markings shall conform to current SCDOT standard specifications for highway construction section 609.4.1.2.

Tree Protection-Beaufort

1. All trees having a trunk diameter of 8-inches (dbh) or larger, and specimen trees must be preserved unless specifically approved for removal in accordance with the City Beaufort zoning and development standards ordinance and indicated on the plans to be removed.
2. Prior to commencing any clearing or construction operations on the site, the contractor shall erect tree protection barriers around each tree or group of trees designated for preservation in accordance with the details on the plans and the requirements contained in article 7, section 7.3, par. d.3 of the City of Beaufort, South Carolina unified development ordinance.
3. A tree protection zone shall be established in accordance with the provisions contained in article 5, section 5.3.3 of the City of Beaufort, South Carolina unified development ordinance for each existing tree or grouping of trees designated for preservation. The minimum tree protection zone as defined in the ordinance is a circular area measured from the leading edge of the root flare and having a radius of the greater of 5-ft. or one-half foot per inch dbh (diameter at breast height). The size or configuration of the tree protection zone may be adjusted at the discretion of the city's administrator of the ordinance.
    A. Placement or storage of any soil, debris, oils, fuel, paints, building materials or any other materials.
    B. Burning
    C. Vehicle parking
    D. Paving
    E. Trenching for utilities
4. Where utility lines must pass thru the tree protection zone, they shall be installed by horizontal boring beneath the roots of the tree.
5. Where it is necessary for machinery and equipment to pass within the tree protection zone, approval must be obtained from the zoning and development administrator. Special measures will be required to protect the roots from excessive compaction.
6. The contractor is responsible for obtaining all tree removal permits and for coordinating all inspections required by Beaufort County in connection with tree preservation and removal activities during construction.

BJWSA Utility As-Built Survey Requirements

1. Contractor shall provide engineer with electronic file of surveyed utility as-built points. Point descriptions shall be clear and understandable.
2. Contractor shall also provide corresponding redline drawing to supplement or clarify electronic file content.
3. Contractor shall schedule surveyor to be present during installation in order to obtain accurate information on underground fittings and sanitary/storm crossing elevations. multiple surveyor mobilizations may be needed. If surveyor is not present during installation, contractor shall ensure surveyor has access to all utility components listed in these notes.
4. Contractor's surveyor shall be a professional land surveyor licensed in South Carolina. Contractor's surveyor will review and sign the BJWSA certification on the utility as-built drawing prepared by engineer upon completion.
5. Utility as-built points shall be based upon the SC NAD83 coordinate system and the elevations shall be based upon the same vertical datum used in the engineering plans.
6. As built survey shall include, but not necessarily be limited to, the following:
    a. **GRAVITY SEWER**
        i. Manhole locations, frame elevation, all invert elevations
        ii. Cleanout locations, ground elevation, invert elevation
        iii. Points for permanent visible structures nearby manholes and cleanouts for reference (pavement, buildings, manholes, catch basins, power poles, or property corners)
    b. **FORCE MAIN**
        i. Elevation on top of force main connection to manhole or force main manifold
        ii. Air release valves
        iii. Simple force main alignments on 100 lf increments
        iv. Arcs, bends on 50 lf increments
    c. **WATER**
        i. Horizontal and vertical location of all valves, bends, tees, and storm/sanitary crossing points (for as-built separation calculations)
        ii. Fire hydrants
        iii. Concrete markers, connections to existing lines, backflow preventors, air release valves
        iv. Points for permanent visible structures near water system elements described above for reference (pavement, buildings, manholes, catch basins, power poles, or property corners). two surveyed reference point locations are required for each fitting.
    d. **PUMP STATIONS**
        i. Complete layout of pump station
        ii. Manhole locations, frame elevation, all invert elevations
        iii. Fencing & gates, control panel
        iv. Top of slab (incl. brass benchmark) & bottom of wetwell
        v. Influent line invert
        vi. Float levels (pump off, pump on, lead/lag, both pumps on, high water)
        vii. Property corners, yard hydrant, light pole, discharge piping/valves
        viii. Bypass pump
        ix. Electrical power service from meter to transformer

NOTES:
1. Gate valves shown for graphical purposes only. Contractor to place all valves at 18' from tee. see BJWSA detail G-15.
2. Contractor to provide 18' of separation between tapping saddles for all water laterals.
3. See construction notes sheet for BJWSA as-built survey requirements

Site Grading and Drainage:

1. All utilities shown are approximate locations. The contractor shall be responsible for providing 72-hour notice to all respective utility companies for field verification of existing utilities prior to construction. Any damages to existing utilities due to this construction shall be the responsibility of the contractor.
2. Temporary control of storm water drainage shall be the responsibility of the contractor. Sequencing and construction techniques shall prevent obstruction of storm sewers, ponding in traffic areas or rising of water levels which would enter adjacent buildings or structures.
3. Full width of street and road rights-of-way must be cleared and graded as shown in the details on the drawings.
4. Subgrade preparation: top soil shall be removed from paved areas to a minimum depth as recommended in the project's geotechnical report. All excavation shall be to subgrade limits.
5. All utility pipe lines, conduits and sleeves under paved areas must be in place prior to completion of the roadway subgrade compaction.
6. Finish grading shall include the placement of topsoil over all unpaved areas not occupied by buildings or structures and fine grading around buildings, adjacent to walks, curbs, gutters and structures to assure positive drainage.

SCDES/BCM Sediment and Erosion Control Standard Notes (Revised Dec-2012):

1. If necessary, slopes, which exceed eight (8) vertical feet should be stabilized with synthetic or vegetative mats, in addition to hydroseeding. 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 installed, 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 sediment before being pumped back into any waters of the state.
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, inspections 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 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:
    A. Wastewater from washout of concrete, unless managed by an appropriate control.
    B. Wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials.
    C. Fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance.
    A. 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.

Dry Utility Conduits for Electric, Telephone and Cable TV:

1. All dry utility conduit ends shall be capped and marked with a steel rebar stake imbedded one (1) foot below ground surface.
2. 48" Minimum bury depth for all electrical conduits.
3. Maintain minimum 12" vertical clearance when crossing water, sewer, and storm drain lines.
4. Maintain minimum 18" horizontal clearance when paralleling water, sewer and storm drain lines.
5. Extend conduit beyond pavement, curb, and sidewalks.
6. The contractor shall be responsible for coordination of the installation of all utility service connections. Refer to approved building plans for the exact location of all service connections. The contractor must install all conduits, as shown on the plans or as required by respective utility companies. The contractor shall be responsible to ensure strict compliance with all applicable codes and regulations with regards to the installation of utilities and conduit.
7. Locations shown on the plans for proposed dry utility conduits are approximate only. All dimensioning and staking should be based on economical and practical construction. The contractor shall be responsible for coordination with the respective utility representatives, prior to any conduit installation.
8. Transformer pads shall be located as directed by the respective utility representative. The contractor shall be responsible for compliance with applicable code requirements.
9. Notify the engineer if conflicts with existing or proposed structures require proposed utilities be relocated.

Site Clearing and Demolition:

1. No clearing shall occur within designated buffer zones, tree protection zones, outside of the property lines or beyond the clearing limits unless otherwise specifically shown on the plans.
2. Only those trees designated on the drawings for removal are to be removed as part of the site clearing operations.
3. The contractor shall install a continuous line of flagging or fencing along the limits of clearing prior to commencing any clearing, demolition, or construction work on the project.
4. Exercise caution during clearing operations to avoid felling trees into designated tree protection zones.
5. No burning will be allowed within 50 feet of a tree protection zone or tree drip line. Contractor shall coordinate any burning operations with local jurisdiction and fire departments.
6. Selective clearing areas shall be cleared of all brush and understory growth.

Sequence of Construction Activities

Estimated Start Date: 03-09-26 Estimated Completion Date: 03-09-27

Items must occur in the order listed; items cannot occur concurrently unless specifically noted.

Phase 1: (initial)
1. Receive NPDES coverage from SCDES.
2. Hold pre-construction meeting.
3. Notify SCDES EQC regional office or BCM office 48 hours prior to beginning land-disturbing activities.
4. Installation of construction entrance.
5. Clearing & grubbing only as necessary for installation of perimeter controls.
6. Installation of perimeter controls (e.g. silt fence).
7. Install tree protection.
8. Install inlet protection.
9. Install sediment tubes.
10. Clearing & grubbing only in areas of basin.

Phases 2 & 3: (Intermediate & Final)
11. Installation of basin and installation of diversions to those structures (outlet structures must be completely installed as shown on the details before proceeding to next step; areas draining to these structures cannot be disturbed until the structures & diversions to the structures are completely installed). Install surface dewatering skimmer prior to moving to next step.
12. Clearing & grubbing of site or demolition (sediment & erosion control measures for these areas must already be installed).
13. Rough grading.
14. Installation of storm drain system and placement of inlet protection as each inlet is installed.
15. Install all required utilities and curbing.
16. Fine grading, paving, etc.
17. Place topsoil & establish finish grades.
18. Permeable pavers shall be laid when all heavy construction is completed.
19. Clean-out of detention basins that were used as sediment control structures and re-grading of detention pond bottoms; if necessary, modification of sediment basin riser to convert to detention basin outlet structure.
20. Install permanent seeding.
21. Flush any sediment from storm sewer pipes and inlets.
22. Removal of temporary sediment & erosion control measures (including skimmer) after entire area draining to the structure is finally stabilized (the department recommends that the project owner / operator have the SWPPP preparer or registration equivalent approve the removal of temporary structures).
23. Perform as-built surveys of all detention structures and submit to SCDES or MS4 for acceptance.
24. Submit notice of termination (NOT) to SCDES as appropriate.

- NOTE: Perform weekly site inspections during land disturbing activities and make recommendations for additional BMPs or maintenance of existing BMPs
- NOTE: All pumped dewatering shall be performed using an appropriately sized pumped water filter bag.

Project Information

Source of Title:
Beaufort county register of deeds,
deed book 4421 page 474

Use:
Existing: Undeveloped
Proposed: Commercial
1 building
FSED: 11,620 sq ft

Required Setbacks:
Front: 10 Feet
Rear: 25 Feet
Side Corner: 5 Feet
Side Interior: 10 Feet

Surface Coverage:
Max impervious allowed: XX %
Min open space required: XX %
Existing impervious: XX,XXX sq. ft. (XX %)
Proposed impervious: XX,XXX sq. ft. (XX %)
Open space provided: XX,XXX sq. ft. (XX %)
Wetlands/nat. resource: XX,XXX sq. ft. (XX %)

Parking Summary:
Parking use types
Use type = 1 spaces/ 2 beds, plus 1 spaces/staff, plus 1 spaces/ 4 employees
Parking required:
Use type = 39 spaces
Parking provided:
Total = 60 spaces
Accessible parking required: 4 spaces
Accessible parking provided: 4 spaces

Property Owner:
Novant Health South Carolina Holdings LLC
2085 Frontis Plaza Blvd
Winston Salem, NC 27103
Phone
Email

Surveyor:
Name: Daniel B. Langan
PLS #: 42680

Flood Zone:
X

Property Zoning:
IC

Site Area:
Total: 14.41 acres
Disturbed: 6 acres

Building Height:
Maximum: (4 Stories) xx feet
Proposed: xx feet

Required Buffers:
Front: 50 Feet
Rear: 5 Feet
Side: 5 Feet
Street: 50 Feet

Utility Contacts:

Palmetto Electric	843-208-5512	1 Cooperative Way, Hardeeville, SC 29927
Dominion Energy	800-251-7234	PO Box 100255 Columbia, SC 29202
BJWSA	843-987-9200	6 Snake Road, Okatie, SC 29909
Hargray Communications	843-815-1675	PO Box 3380, Bluffton, SC 29910
Century Link	843-525-0044	2127 Boundary ST #16, Beaufort, SC 29902
Santee Cooper	843-761-8000	1 Riverwood Drive, Moncks Corner, SC 29461

Contractor Note:
Contractor to obtain and become familiar with geotechnical report #_08-01-25-7_&_11-11-24-8_prepared by_____Whitaker Lab_____.

All work must conform to project technical specifications for Beaufort FSED prepared by Ward Edwards Engineering. The contractor is responsible for obtaining a copy of the technical specifications if not provided with the drawings.

Permits

Permit	Permit #	Issued	Expires
BJWSA			
Fire Marshal			
SCDES/MS4 Stormwater			
SCDES Water			
SCDES Wastewater			
SCDOT Utility	298017	10/07/2025	10/07/2026
SCDOT Driveway			
Municipality Development			
USACE Determination			
USACE Permit			
CZC			
NPDES			

SCDES-BCM Certification:

"I have placed my signature and seal on the design documents submitted signifying that I accept responsibility for the design of the system. Further, I certify to the best of my knowledge and belief that the design is consistent with the requirements of title 48, chapter 14 of the code of laws of SC, 1976 as amended, pursuant to regulation 72-300 et seq. (if applicable), and in accordance with the terms and conditions of scr100000."

STANDARD ABBREVIATIONS

Ac	Acre
ADT	Average Daily Traffic
ASPH	Asphalt
BEG	Begin
BL	Baseline
Bm	Benchmark
BOB	Bottom Of Bank
BOTT	Bottom
BRG	Bearing
BT	Buried Telephone
B/C	Back of Curb
C	Rate of Change in Slope
C & G	Curb and Gutter
CATV	Cable Television
CB	Catch Basin
CI	Curb Inlet
CL	Clearance or Centerline
CONST	Construction
CORR	Correction
CF	Cubic Feet
CY	Cubic Yard
DA	Drainage Area
DBI	Ditch Bottom Inlet
DBL	Double
DHV	Design Hourly Volume
DI	Drop Inlet
DIA or D	Diameter
DIP	Ductile Iron Pipe
DT	Ditch
e	Superelevation
E	East or External distance
EGL	Existing Grade Line
EL or ELEV	Elevation
EMBK	Embankment
ENGR	Engineer
EQ	Equal
ESMT	Easement
EW	Endwall
EXIST	Existing
F & I	Furnish and Install
FES	Flared End Section
FFE	Finish Floor Elevation
FH	Fire Hydrant
FM	Force Main
FT	Foot or Feet
FUT	Future
GI	Grate Inlet
GRD	Grade
H or HT	Height
HDPE	High Density Polyethylene
HDWL	Headwall
HORIZ	Horizontal
HP	High Point
HW	Highwater
HWY	Highway
HYD	Hydrant or hydraulic
ID	Inside Diameter
IE	Invert Elevation
IN	Inch
INSTL	Install
JB	Junction Box
LF	Linear Feet
LGTH	Length
LOW	Limit Of Work
LP	Low Point
LT	Left
MES	Mitred End Section
MH	Manhole
MHW	Mean High Water
MJ	Mechanical Joint
N	North
NBR	North Bound Roadway
NC	Normal Crown
NGVD	National Geodetic Vertical Datum
NIC	Not In Contract
OD	Outside Diameter
OH	Overhead
OHP	Overhead Power
PAVT	Pavement
PC	Point of Curvature
PCC	Point of Compound Curvature
PERF	Perforated
PG	Profile Grade
PGE	Profile Grade Elevation
PGL	Profile Grade Line
PI	Point of Intersection
PL	Property Line
PR	Point of Rotation
PRC	Point of Reverse Curvature
PRCST	Precast
PT	Point of Tangency
PVC	Polyvinyl Chloride
PVI	Point of Vertical Intersection
Q	Peak discharge or flow volume (cfs)
R	Rate of change in elevation
R or RAD	Radius
RCP	Reinforced Concrete Pipe
RDWY	Roadway
REQ or REQD	Required
RT	Right
R/W	Right Of Way
S	Speed or South or Slope
SAHM	Sand-asphalt hot mix
SAN	Sanitary
SF	Square Foot or Silt Fence
SY	Square Yard
SBR	South Bound Roadway
SD	Storm sewer
SED	Sediment
SHW	Seasonal High Water
SS	Sanitary Sewer
SSMH	Sanitary Sewer Manhole
STA	Station
SUBGR	Subgrade
SUR	Survey
SW OR SWK	Sidewalk
TC	Top of Curb
TCE	Temporary Construction Easement
TEL	Telephone
TEMP	Temperature or temporary
TG	Top of Grate
TOB	Top of Bank
TP	Top of Pavement
TW	Top of Sidewalk
TYP	Typical
UNDDR	Underdrain
UG	Underground
UE	Underground Electric
UT	Underground Telephone
UTIL	Utilities
VERT	Vertical
W	Width or West
WL	Water Line
WM	Water Main
WT	Water Table or weight
WV	Water Valve
WWF	Welded Wire Fabric
YI	Yard Inlet

Paving Hatch Legend

Proposed Concrete Paving	4"
Proposed Heavy Duty Concrete Paving	6"
Proposed Pervious Concrete Paving	4"
Proposed Sidewalk/Concrete	4"
Reinforced Grass Fire Lane	
Proposed Aggregate/Stones	
Proposed Asphalt (light duty)	
Proposed Asphalt (heavy duty)	
Mill & Overlay Asphalt	
Proposed Concrete Pavers	
Demolition	
Milling	
Tree to be Removed	
Tree Protection	

Storm Sewer/Drainage Legend

	Proposed
Drop Inlet	DI: A1
Curb Inlet (with Grate)	CI: A1
Type 16 Curb Inlet	CI: A1
Valley Gutter Inlet	VI: A1
Trench Drain	TD: A1
Weir Inlet	WI: A1
Yard Inlet	YI: A1
Junction Box	JB: A1
Cleanout	CO
Downspout	
Storm Drain	
Underdrain	
Roof Drain Collector	
Flared End Section	
Headwall	
Headwall with Wings	
Outlet Control Structure	
Ditch Centerline	
Direction of Flow	

Sanitary Sewer Legend

	Proposed
Sanitary Sewer Manhole	MH: A1
Sanitary Sewer Cleanout	CO
Sanitary Sewer Wye	
Check Valve in Manhole	
Plug Valve	
Air Release Valve	
Sewer Line	S
Force Main	F
Reuse Main	R
Service Lateral	

Water System Legend

	Proposed
Water Meter	
Water Valve	
Reducer	
Post Indicator Valve	
Fire Hydrant	
Blowoff Hydrant	
Yard Hydrant	
Fire Depart. Connection (FDC)	FDC
Cap	
Plug	
Backflow Preventor	
Butterfly Valve	
Fittings	
Water Line	W
Service Lateral	

Grading Legend

	Proposed
Top of Pavement Elevation	TP: 22.50
Top of Walk Elevation	TW: 22.50
Top of Curb Elevation	TC: 22.50
Finish Grade	FG: 22.5
High Point	HP
Low Point	LP
Contour	19
Ditch Centerline	
Direction of Flow	

Limits of Disturbance:	NPDES

Erosion Prevention

Land Grading:	LG OR
Surface Roughening:	
Topsoiling:	
Temporary Seeding:	TS
Mulching:	M
ECB or TRM:	
FGM:	FGM
BFM:	BFM
Permanent Seeding:	PS
Sodding:	SO
Riprap:	
Outlet Protection:	RIPRAP / ECB or TRM
Dust Control:	DC
Polyacrylamide (PAM):	PAM

Runoff Conveyance Measures

Vegetated Channels:	PC PC PC
Riprap-Lined Channels:	PC PC PC
ECB OR TRM-Lined Channels:	
Paved Channels:	PC PC PC
Pipe Slope Drains:	
Temporary Stream Crossing:	
Temporary Diversion Ditch or Swale:	TD TD
Permanent Diversion Ditch:	PD PD
Diversion Dike or Berm:	DD DB
Level Spreader:	
Subsurface Drain:	SSD SSD

Sediment Control

Sediment Basin:	
Temporary Sediment Trap:	
Rock Sediment Dike:	
Rock Check Dam:	OR
Sediment Tube:	
Silt Fence:	
Reinforced Silt Fence:	
Type A-Fabric Inlet Protection:	A
Type A-Sediment Tube Inlet Protection:	A
Type B - Wire Mesh and Stone Drop Inlet Protection:	B
Type C - Block and Gravel Inlet Protection:	C
Type D - Rigid Inlet Filters:	D
Type E - Surface Course Curb Inlet Filter:	E
Type F - Inlet Tube:	F
Type FC - Filter Bag Curb Inlet Protection:	FC
Type FB - Filter Bag Grate Inlet Protection:	FG
Concrete Washout	CWS

ADA Accessible Route

NOTE:
The accessible route shall comply with the current version of the ADA Standards for Accessible Design.

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

Permit Set - NOT FOR CONSTRUCTION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Construction Notes

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

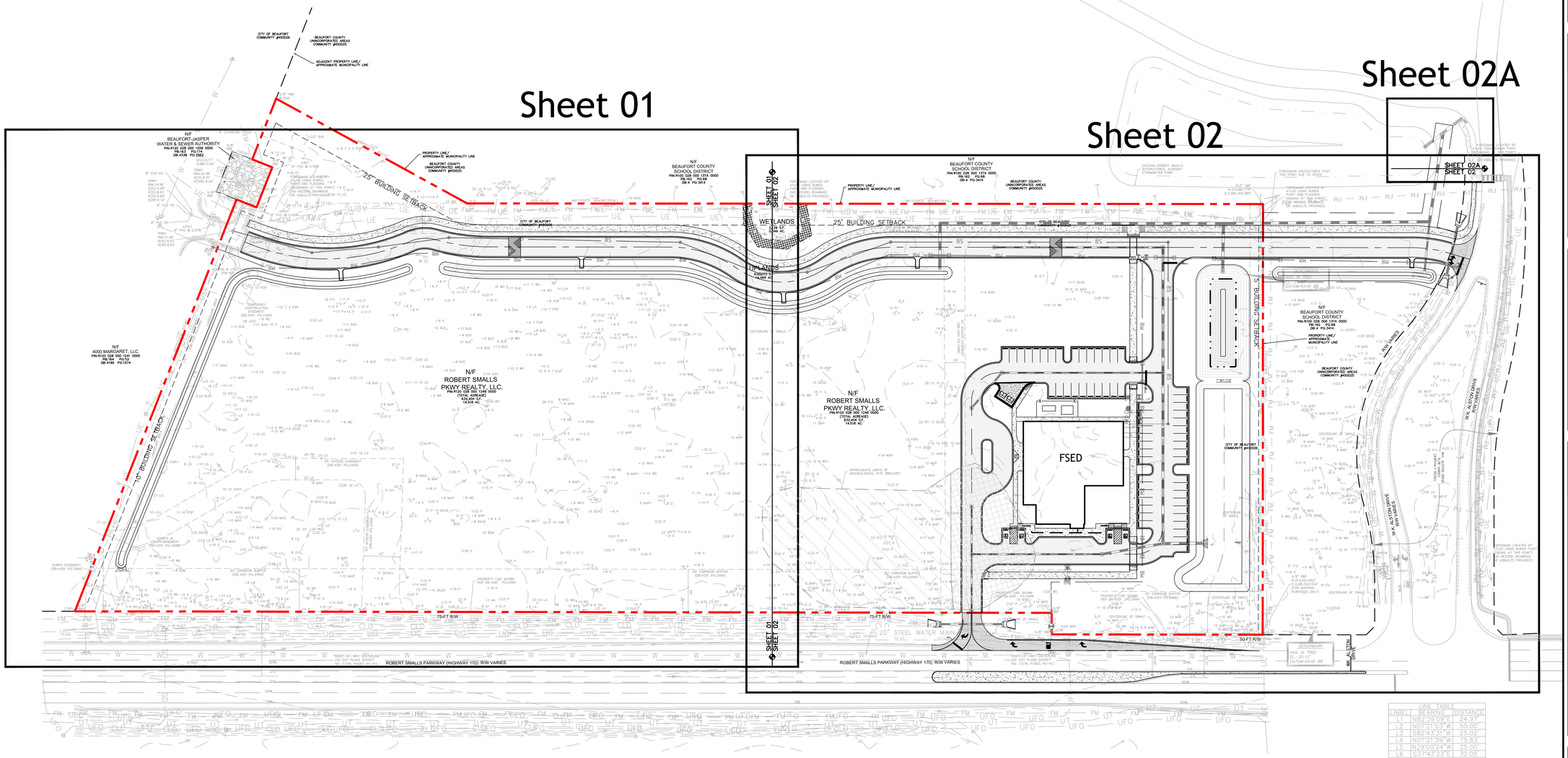
C002

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Sheet 01

Sheet 02

Sheet 02A



LINE TABLE		
LABEL	BEARING	DISTANCE
L1	N82°19'09"E	24.97'
L2	N07°21'03"W	50.00'
L3	S82°43'31"W	25.02'
L4	N07°01'59"W	75.83'
L5	N29°00'24"W	25.00'
L6	S37°43'23"E	32.05'
L7	S31°55'23"W	22.08'
L8	S85°17'06"W	26.73'
L9	N60°31'10"W	23.72'
L10	N29°49'54"W	20.53'
L11	N27°59'49"W	3.04'
L12	S82°31'27"W	24.99'
L13	S07°23'22"E	49.99'
L14	S82°36'21"W	25.00'

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 22816 05/29/26 PAUL R. MOORE

SOUTH CAROLINA WARD EDWARDS, INC. No. C00152 CERTIFICATE OF AUTHORIZATION

No.	Description	Date
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Beaufort FSED

City of Beaufort, South Carolina

Prepared for

Novant Health

Sheet Index

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 60 120 Feet
Scale:1"= 60'

C003

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LEGEND

▲	CALC POINT – CORNER NOT SET
CMF ■	CONC. MONUMENT FOUND
CMFD ■	CONC. MONUMENT FOUND DISTURBED
RBF ●	IRON REBAR FOUND
RBFD ●	IRON REBAR FOUND DISTURBED
AV	AIR RELEASE VALVE
	FIRE HYDRANT
FO	FIBER OPTIC BOX
×	GUY WIRE
	IRRIGATION CONTROL VALVE
	LIGHT POLE
	POWER POLE
×12.9	SPOT ELEVATION
Ⓒ SSCO	SANITARY SEWER CLEAN OUT
Ⓢ	SANITARY SEWER MANHOLE
TM	TRANSFORMER–ELECTRIC
TF	TRAFFIC SIGNAL BOX
CP	CONTROL PANEL
US	UNDERGROUND SEWER MARKER
	WATER PUMP
W	WATER METER
	WATER VALVE
WV	WATER VALVE MARKER
G	GENERATOR
	WETLAND
BOC	BACK OF CURB
DYL	DOUBLE YELLOW LINE
FOC	FACE OF CURB
IE	INVERT ELEVATION
HDPE	HIGH DENSITY POLYETHYLENE
LF	LINEAR FEET
PD	PIPE DIRECTION
PIN	PARCEL IDENTIFICATION NUMBER
PVC	POLYVINYL CHLORIDE PIPE
RCP	REINFORCED CONCRETE PIPE
SWL	SINGLE WHITE LINE
SDWL	SINGLE DASHED WHITE LINE
ASH	ASH
BJO	BLACKJACK OAK
BP	BRADFORD PEAR
CH	CHERRY
CLC	CAROLINA LAUREL CHERRY
ELM	ELM
G	SWEET GUM
HIC	HICKORY
LA	LAUREL OAK
LO	LIVE OAK
MAP	RED MAPLE
MAG	MAGNOLA
PN	PIN OAK
P	PINE
PO	POST OAK
POP	POPLAR
RO	RED OAK
T	TALLOW
WHO	WHITE OAK
WIL	WILLOW OAK
WO	WATER OAK
BB	BOTTOM OF BANK
8	CONTOUR LINE
CLD	CENTERLINE OF DITCH
× ×	FENCE LINE
FM	FORCEMAIN
OHP	OVERHEAD POWER LINE
WET	WETLAND LINE
LSA	LANDSCAPE AREA LINE
TB	TOP OF BANK
SD	UNDERGROUND DRAINAGE LINE
UE	UNDERGROUND ELECTRIC LINE
UFO	
UG	UNDERGROUND GAS LINE
SS	UNDERGROUND SEWER LINE
UT	UNDERGROUND TELEPHONE
W	UNDERGROUND WATER LINE
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	CONCRETE
	DIRT PATH
	EDGE OF PAVEMENT
	GRAVEL

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

PREPARED FOR:
MEADOWS & OHLY

AN AS–BUILT/TREE AND TOPOGRAPHIC SURVEY OF

#396 ROBERT SMALLS PARKWAY

PIN:R120 028 000 1248 0000

BURTON
BEAUFORT COUNTY, SOUTH CAROLINA

FIELD WORK: SAD
FIELD CHECK: DBL
DRAWN BY: DTJ
FIELD DATE: 04-01-2025
PLAT DATE: 04-16-2025
PROJECT No.: BFT-25063
FILE: BFT-25063-TI.DWG

COVER SHEET

ATLAS
SURVEYING, INC.
168 BOARDWALK DRIVE, SUITE A.
RIDGELAND, SC 29936.
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

WETLANDS
2,229 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

10' WETLAND BUFFER

EXISTING X" WATER MAIN

EXISTING PUMP STATION #SP75

FORCEMAIN LOCATED BY
ATLAS USING BJWSA
PAINT AND FLAGGING
(BEGINNING AT THIS POINT)
(NO RECORD DRAWINGS
OR ASBUILTS PROVIDED)

I.E. IN:10.00 (E)

35' ACCESS EASEMENT
(DB:4301 PG:2499)

BJWSA EASEMENT
(DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT
(PB:163 PG:174)

TEMPORARY
CONSTRUCTION
EASEMENT
(DB:4301 PG:2499)

5' UTILITY EASEMENT
(DB:4301 PG:2499)

LANDSCAPE AREA

25' ACCESS EASEMENT
(DB:4301 PG:2499)

43' ACCESS EASEMENT
(DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

(FLOOD ZONE "X")

75-FT R/W

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

SHEET 01
SHEET 02

SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

Permit Set - NOT FOR CONSTRUCTION

No.	Description	Date
8		
7		
6		
5		
4		
3		
2		
1	Plan Revisions	

Ward Edwards ENGINEERING
119C Palmetto Way
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(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

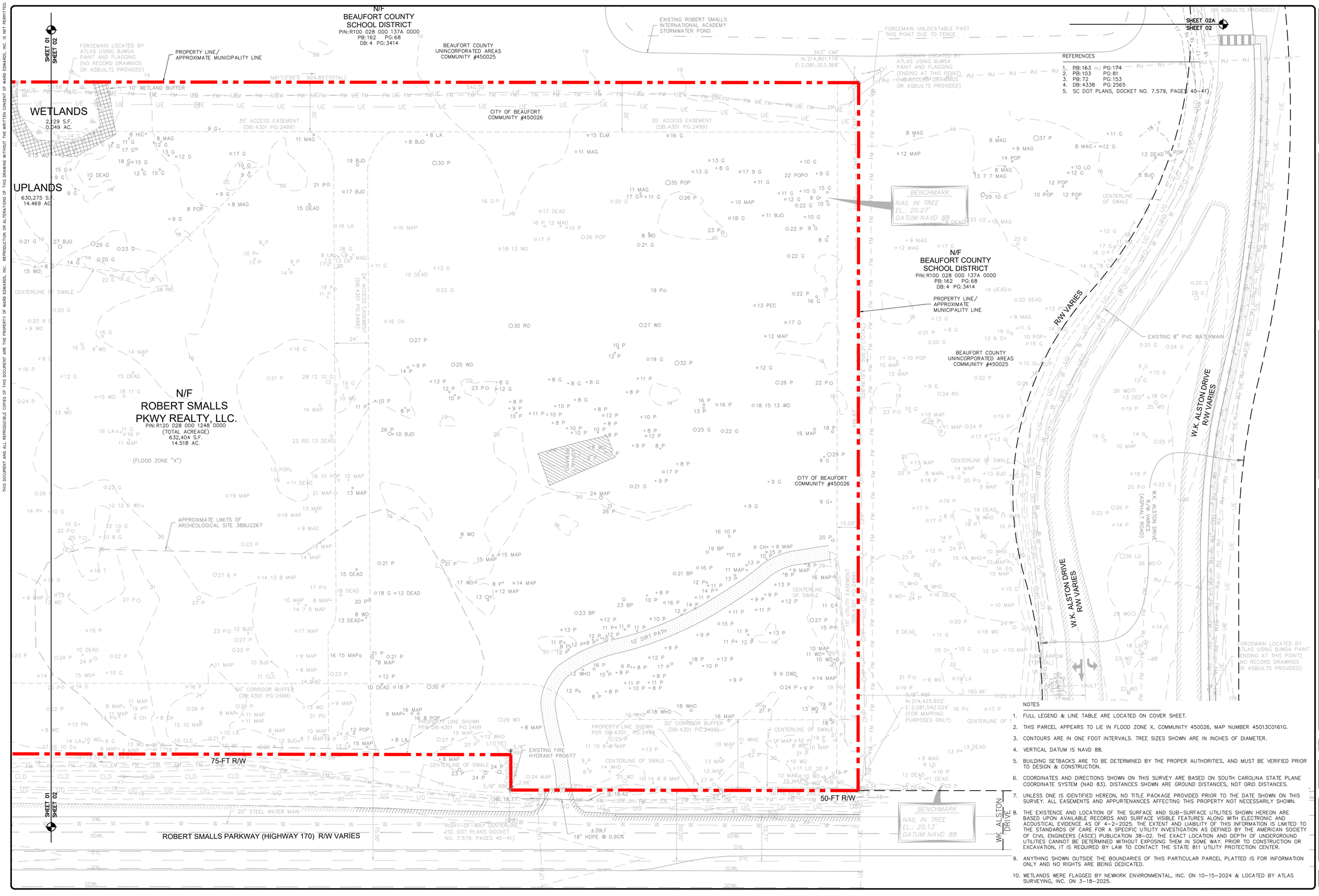
Existing Conditions Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Scale: 1"= 30' (0, 30, 60 Feet)

C101

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REFERENCES

1. PB:163 PG:174
2. PB:103 PG:81
3. PB:72 PG:153
4. DB:4338 PG:2565
5. SC DOT PLANS, DOCKET NO. 7.579, PAGES 40-41)

NOTES

1. FULL LEGEND & LINE TABLE ARE LOCATED ON COVER SHEET.
2. THIS PARCEL APPEARS TO LIE IN FLOOD ZONE X, COMMUNITY 450026, MAP NUMBER 45013C0161G.
3. CONTOURS ARE IN ONE FOOT INTERVALS. TREE SIZES SHOWN ARE IN INCHES OF DIAMETER.
4. VERTICAL DATUM IS NAVD 88.
5. BUILDING SETBACKS ARE TO BE DETERMINED BY THE PROPER AUTHORITIES, AND MUST BE VERIFIED PRIOR TO DESIGN & CONSTRUCTION.
6. COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD 83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
7. UNLESS ONE IS IDENTIFIED HEREON, NO TITLE PACKAGE PROVIDED PRIOR TO THE DATE SHOWN ON THIS SURVEY. ALL EASEMENTS AND APPURTENANCES AFFECTING THIS PROPERTY NOT NECESSARILY SHOWN.
8. THE EXISTENCE AND LOCATION OF THE SURFACE AND SUB-SURFACE UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE RECORDS AND SURFACE VISIBLE FEATURES ALONG WITH ELECTRONIC AND ACOUSTICAL EVIDENCE AS OF 4-2-2025. THE EXTENT AND LIABILITY OF THIS INFORMATION IS LIMITED TO THE STANDARDS OF CARE FOR A SPECIFIC UTILITY INVESTIGATION AS DEFINED BY THE AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) PUBLICATION 38-02. THE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES CANNOT BE DETERMINED WITHOUT EXPOSING THEM IN SOME WAY. PRIOR TO CONSTRUCTION OR EXCAVATION, IT IS REQUIRED BY LAW TO CONTACT THE STATE 811 UTILITY PROTECTION CENTER.
9. ANYTHING SHOWN OUTSIDE THE BOUNDARIES OF THIS PARTICULAR PARCEL PLATTED IS FOR INFORMATION ONLY AND NO RIGHTS ARE BEING DEDICATED.
10. WETLANDS WERE FLAGGED BY NEWKIRK ENVIRONMENTAL, INC. ON 10-15-2024 & LOCATED BY ATLAS SURVEYING, INC. ON 3-18-2025.

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
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1	Plan Revisions	

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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Existing Conditions Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C102

Permit Set - NOT FOR CONSTRUCTION

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Limits of Disturbance:	NPDES

Erosion Prevention

Land Grading:	LG OR
Surface Roughening:	
Topsoiling:	
Temporary Seeding:	TS
Mulching:	M
ECB or TRM:	
FGM:	FGM
BFM:	BFM
Permanent Seeding:	PS
Sodding:	SO
Riprap:	
Outlet Protection:	RIPRAP / ECB or TRM
Dust Control:	DC
Polyacrylamide (PAM):	PAM

Sediment Control

Sediment Basin:	
Temporary Sediment Trap:	
Rock Sediment Dike:	
Rock Check Dam:	OR
Sediment Tube:	
Silt Fence:	
Reinforced Silt Fence:	
Type A-Fabric Inlet Protection:	A
Type A-Sediment Tube Inlet Protection:	A
Type B - Wire Mesh and Stone Drop Inlet Protection:	B
Type C - Block and Gravel Inlet Protection:	C
Type D - Rigid Inlet Filters:	D
Type E - Surface Course Curb Inlet Filter:	E
Type F - Inlet Tube:	F
Type FC - Filter Bag Curb Inlet Protection:	FC
Type FB - Filter Bag Grate Inlet Protection:	FG
Concrete Washout	CWS

Runoff Conveyance Measures

Vegetated Channels:	
Riprap-Lined Channels:	
ECB OR TRM-Lined Channels:	
Paved Channels:	PC PC PC
Pipe Slope Drains:	
Temporary Stream Crossing:	
Temporary Diversion Ditch or Swale:	TD TD
Permanent Diversion Ditch:	PD PD
Diversion Dike or Berm:	DD DB
Level Spreader:	
Subsurface Drain:	SSD SSD

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
000 MARGARET, LLC.
N:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

WETLANDS
2,229 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

10' WETLAND BUFFER
DOUBLE ROW
SILT FENCE (TYP.)

NPDES LIMITS OF DISTURBANCE = 6.00 AC

SILT FENCE (TYP.)

TREE PROTECTION (TYP.)

USE DUST CONTROL MEASURES AND SWEEPING AS NEEDED TO KEEP SEDIMENT OFF EXISTING STREETS.

DC

I.E. IN: 10.00 (E)

EXISTING 'X" WATER MAIN

8" PVC @ 0.78%
EXISTING PUMP STATION #SP75

FORCEMAIN LOCATED BY
ATLAS USING BJWSA
PAINT AND FLAGGING
BEGINNING AT THIS POINT)
(NO RECORD DRAWINGS
OR ASBUILTS PROVIDED

8" PVC @ 0.40%

8" PVC @ 0.57%

±60LF

±51LF

±102LF
18" RCP @ 0.31%

SSMH
RIM: 19.98'
IE(N): 9.08'
IE(E): 8.93
IE(S): 8.98'
IE(W): 9.12'

SSMH
RIM: 22.36'
IE(S): 8.31'
IE(NW): 8.24'

SSMH
RIM: 21.56'
IE(N): 8.55'
IE(W): 8.64'

IE(E): 8.17'
SUMP: 0.59'

35' ACCESS EASEMENT
(DB:4301 PG:2499)

BJWSA EASEMENT
(DB:4301 PG:2499)

ACCESS UTILITY EASEMENT
(DB:4301 PG:174)

TEMPORARY
CONSTRUCTION
EASEMENT
(DB:4301 PG:2499)

ACCESS &
UTILITY EASEMENT
(DB:4301 PG:2499)

25' ACCESS EASEMENT
(DB:4301 PG:2499)

43' ACCESS EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

75-FT R/W

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

(FLOOD ZONE "X")

N613°35'55"E 824.85'(TOTAL)

SHEET 01
SHEET 02

Permit Set - NOT FOR CONSTRUCTION

SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Initial Erosion Control Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale: 1"= 30' Feet

C201

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Permit Set - NOT FOR CONSTRUCTION

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

SHEET 01
SHEET 02

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

10' WETLAND BUFFER

DOUBLE ROW SILT FENCE (TYP.)

WETLANDS
2,29 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

TREE PROTECTION (TYP.)

NPDES LIMITS OF DISTURBANCE =6.00 AC

CENTERLINE OF SWALE

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

SILT FENCE (TYP.)

ANY GROUND DISTURBANCE, INCLUDING HEAVY EQUIPMENT TRAFFIC DURING WET CONDITIONS, HAS THE POTENTIAL TO ADVERSELY IMPACT THE SITE AND MAY REQUIRE ADDITIONAL MITIGATION. CONTRACTOR SHALL RESTRICT CONSTRUCTION ACCESS ADJACENT TO THE WESTERN PORTION OF SITE 38BU2267 AND INSTALL TEMPORARY PROTECTIVE BARRIER FENCING (ORANGE SAFETY FENCING OR APPROVED EQUAL) ALONG THE PERIMETER ADJOINING THE WESTERN HALF OF THE SITE TO MINIMIZE DISTURBANCE AND PROTECT REMAINING ARCHAEOLOGICAL RESOURCES.

APPROXIMATE LIMITS OF ARCHEOLOGICAL SITE 38BU2267

75-FT R/W

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

20" STEEL WATER MAIN

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

3X3" CMF
N:214,861.178'
E:2,081,303.368'

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

(NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

CONSTRUCTION ENTRANCE (TYP.)

I.E.:17.00

39 LF 15" RCP
S=1.91%

I.E.:16.25

TEMPORARY CULVERT UNDER CONSTRUCTION ENTRANCE

USE DUST CONTROL MEASURES AND SWEEPING AS NEEDED TO KEEP SEDIMENT OFF EXISTING STREETS.

BENCHMARK
NAIL IN TREE
EL.: 27.27'
DATUM:NAVD 88

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE
MUNICIPALITY LINE

R/W VARIE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

EXISTING 8" PVC WATERMAIN

ALSTON DRIVE
R/W VARIES

CITY OF BEAUFORT
COMMUNITY #450026

EXISTING FIRE HYDRANT PR0677

PROPERTY LINE SHOWN PER DB: 4301 PG:2499

50' CORRIDOR BUFFER (DB: 4301 PG: 2499)

24' ACCESS EASEMENT (DB: 4301 PG:2499)

35' ACCESS EASEMENT (DB: 4301 PG:2499)

CENTERLINE OF SWALE

DIRT PATH

18" HDPE @ 0.90%
±.39LF

50-FT R/W

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM:NAVD 88

WK ALSTON DRIVE

SHEET 02A
SHEET 02

SHEET 01
SHEET 02

SDOS
TOP=20.46
I.E. OUT=13.50

SDMH
TOP=19.49
I.E.=13.54 (SW)
I.E.=13.46 (SE)

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (BEGINNING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

SHEET 02A
SHEET 02

Runoff Conveyance Measures

Vegetated Channels:	DC DC DC
Riprap-Lined Channels:	DCR DCR DCR
ECB OR TRM-Lined Channels:	
Paved Channels:	PC PC PC
Pipe Slope Drains:	
Temporary Stream Crossing:	
Temporary Diversion Ditch or Swale:	TD TD
Permanent Diversion Ditch:	PD PD
Diversion Dike or Berm:	DD DB
Level Spreader:	
Subsurface Drain:	SSD SSD

Limits of Disturbance:	NPDES

Erosion Prevention

Land Grading:	LG OR
Surface Roughening:	
Topsoiling:	
Temporary Seeding:	TS
Mulching:	M
ECB or TRM:	
FGM:	FGM
BFM:	BFM
Permanent Seeding:	PS
Sodding:	SO
Riprap:	
Outlet Protection:	RIPRAP ECB or TRM
Dust Control:	DC
Polyacrylamide (PAM):	PAM

Sediment Control

Sediment Basin:	
Temporary Sediment Trap:	
Rock Sediment Dike:	
Rock Check Dam:	OR
Sediment Tube:	
Silt Fence:	
Reinforced Silt Fence:	
Type A-Fabric Inlet Protection:	A
Type A-Sediment Tube Inlet Protection:	A
Type B - Wire Mesh and Stone Drop Inlet Protection:	B
Type C - Block and Gravel Inlet Protection:	C
Type D - Rigid Inlet Filters:	D
Type E - Surface Course Curb Inlet Filter:	E
Type F - Inlet Tube:	F
Type FC - Filter Bag Curb Inlet Protection:	FC
Type FB - Filter Bag Grate Inlet Protection:	FG
Concrete Washout	CWS

SOUTH CAROLINA
REGISTERED
PROFESSIONAL
No. 22816
05/29/26
PAUL R. MOORE
ENGINEER

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
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4		
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P.O. Box 381, Bluffton, South Carolina 29910
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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Initial Erosion Control Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C202

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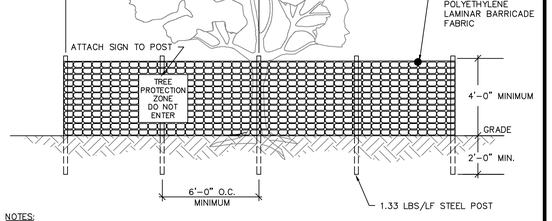
ADHESIVE	WATER DILUTION	NOZZLE TYPE	APPLICATION (GAL./ACRE)
ANIONIC ASPHALT EMULSION	7:1*	COARSE SPRAY	1,200
LATEX EMULSION	12.5:1*	FINE SPRAY	235
RESIN-IN-WATER EMULSION	4:1*	FINE SPRAY	300

*USE MANUFACTURER'S RECOMMENDATIONS WHEN AVAILABLE.

MAINTENANCE:
- PROHIBIT TRAFFIC ON SURFACE AFTER SPRAYING.
- SUPPLEMENT SURFACE COVERING AS NEEDED.

INSTALLATION:
- APPLY ACCORDING TO APPROVED PLAN.
- MULCH DISTURBED AREAS AMD TACKIFY WITH RESINS SUCH AS ASPHALT, CURASOL OR TERRATACK ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
- STABILIZE DISTURBED AREAS WITH TEMPORARY OR PERMANENT VEGETATION.
- IRRIGATE DISTURBED AREAS UNTIL SURFACE IS WET.
- COVER SURFACES WITH CRUSHED STONE OR GRAVEL.
- APPLY CALCIUM CHLORIDE AT A RATE TO KEEP SURFACES MOIST.
- APPLY SPRAY-ON ADHESIVES TO MINERAL SOILS (NOT MUCK SOILS) AS DESCRIBED IN TABLE 1.

(DC) DUST CONTROL ON DISTURBED AREAS



NOTES:
1. ALL TREES DESIGNATED TO BE SAVED SHALL BE PROTECTED BY FENCING.
2. INSTALL TREE PROTECTION FENCE TO RADIUS INDICATED IN TABLE UNLESS OTHERWISE INDICATED ON PLANS.
3. WARNING SIGNS TO BE MADE OF DURABLE WATERPROOF MATERIAL.
4. ALL WARNING SIGN LETTERS TO BE AT LEAST 3 INCHES HIGH, CLEARLY LEGIBLE AND SPACED A MINIMUM OF ONE EVERY 40 FT. FOR PROTECTION AREAS LESS THAN 40 FT IN PERIMETER, PROVIDE NO LESS THAN ONE SIGN PER SIDE.
5. THE SIZE OF EACH WARNING SIGN MUST BE A MINIMUM OF 2' x 2' AND BE VISIBLE FROM BOTH SIDES OF THE FENCE.
6. ATTACH SIGNS SECURELY TO FENCE POSTS AND FABRIC.
7. THERE SHALL BE NO STORAGE OF MATERIAL WITHIN THE BOUNDARIES OF THE TREE PROTECTION FENCING.
8. TREE PROTECTION FENCING SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. FENCING MUST REMAIN UPRIGHT AND SLACK FREE.

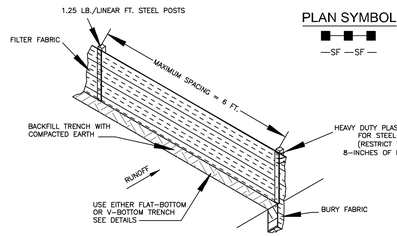
TABLE – RADIUS OF TREE PROTECTION ZONE (TPZ)	
JURISDICTION	RADIUS OF CIRCULAR TPZ
BEAUFORT COUNTY BEAUFORT CO. DEV. CODE 5.11.100	1 FOOT PER INCH OF TRUNK DBH
TOWN OF BLUFFTON UDO 5.3.3	1.5 FEET PER INCH OF TRUNK DBH OR 10 FEET WHICHEVER IS GREATER
TOWN OF HILTON HEAD LMO 16-6-104, J-3A	FENCING AT DRIP LINE FOR ALL TREES TO BE RETAINED
CITY OF BEAUFORT BEAUFORT CODE 5.3.3	0.5 FOOT PER INCH OF TRUNK DBH
JASPER COUNTY ZONING ORD. ART. 13.5	FENCING AT DRIP LINE FOR ALL TREES TO BE RETAINED
TOWN OF PORT ROYAL PORT ROYAL CODE 5.7.70	1.5 FEET PER INCH OF TRUNK DBH OR 5 FEET WHICHEVER IS GREATER
CITY OF HARDEEVILLE MZ&DO 4.8, F-3	FENCING AT DRIP LINE FOR ALL TREES TO BE RETAINED

DBH = TRUNK DIAMETER AT BREAST HEIGHT

TREE PROTECTION FENCE

DETAIL #02915-008

SILT FENCE INSTALLATION



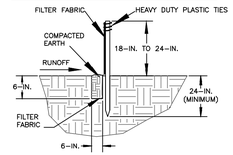
PLAN SYMBOL

—SF —SF—

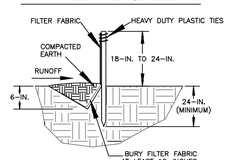
SILT FENCE – GENERAL NOTES

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 stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
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.

FLAT-BOTTOM TRENCH DETAIL



V-SHAPED TRENCH DETAIL



South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC-03 Page 1 of 2

NOT TO SCALE FEBRUARY 2014 DATE

SILT FENCE – 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.

SILT FENCE – 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 SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT 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.

SILT FENCE – INSPECTION & MAINTENANCE

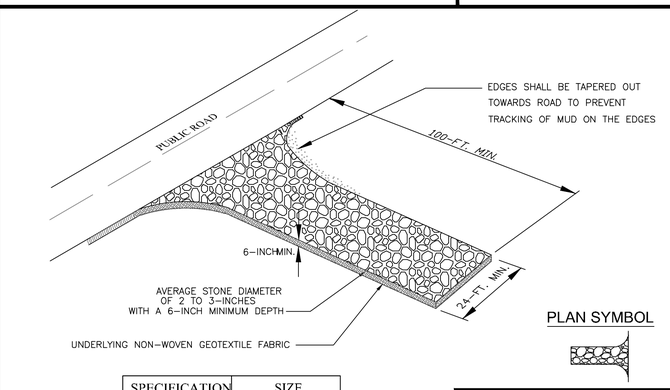
1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24-hours after each rainfall even that produces 1/2-inch or more of precipitation.
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 stormwater 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. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC-03 PAGE 2 of 2

GENERAL NOTES FEBRUARY 2014 DATE



PLAN SYMBOL

SPECIFICATION	SIZE
ROCK PAD THICKNESS	6 INCHES
ROCK PAD WIDTH	24 FEET
ROCK PAD LENGTH	100 FEET
ROCK PAD STONE SIZE	D = 2-3 INCHES

South Carolina Department of Health and Environmental Control

CONSTRUCTION ENTRANCE

STANDARD DRAWING NO. SC-06 PAGE 1 of 2

NOT TO SCALE FEBRUARY 2014 DATE

CONSTRUCTION ENTRANCE – 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-inch to 3-inch D50 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.

CONSTR. 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 even 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.

South Carolina Department of Health and Environmental Control

CONSTRUCTION ENTRANCE

STANDARD DRAWING NO. SC-06 PAGE 2 of 2

GENERAL NOTES FEBRUARY 2014 DATE

SOUTH CAROLINA PROFESSIONAL ENGINEER No. 22816 05/29/26 PAUL R. MOORE

SOUTH CAROLINA WARD EDWARDS, INC. No. C00152 CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
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6		
7		
8		

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Initial Erosion Control Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C203

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N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 00
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE / APPROXIMATE MUNICIPALITY LINE
BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

10' WETLAND BUFFER

TREE TO BE REMOVED (TYP.)

TREE PROTECTION (TYP.)

NPDES LIMITS OF DISTURBANCE = 6.00 AC

75-FT R/W

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET NO. 7.579, PAGES 40-41)

TEMPORARY CONSTRUCTION EASEMENT (DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT (DB:4301 PG:2499)

25' ACCESS EASEMENT (DB:4301 PG:2499)

43' ACCESS EASEMENT (DB:4301 PG:2499)

50' CORRIDOR BUFFER (DB:4301 PG:2499)

BJWSA EASEMENT (DB:4301 PG:2499)

PROPERTY LINE SHOWN PER DB:4301 PG:2499

CENTERLINE OF SWALE

(FLOOD ZONE "X")

N61°13'55"E 924.85'(TOTAL)

SHEET 01
SHEET 02

Clearing / Demolition Legend

Demolition	
Milling	
Tree to be Removed	
Tree Protection	

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Clearing & Demolition Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
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Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C301

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No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
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Beaufort FSED
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Clearing & Demolition Plan

Vert. Datum:	NAVD88
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Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Clearing / Demolition Legend

Demolition	
Milling	
Tree to be Removed	
Tree Protection	

Scale: 1"= 30' (0, 30, 60 Feet)

C302

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN: R100 028 000 137A 0000
PB: 162 PG: 68
DB: 4 PG: 3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN: R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

10' WETLAND BUFFER

25' BUILDING SETBACK

35' ACCESS EASEMENT
(DB: 4301 PG: 2499)

24' ACCESS EASEMENT
(DB: 4301 PG: 2499)

50' CORRIDOR BUFFER
(DB: 4301 PG: 2499)

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) -NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

TREE PROTECTION (TYP.)

NPDES LIMITS OF DISTURBANCE =6.00 AC

TREE TO BE REMOVED (TYP.)

DEMOLISH EXISTING ASPHALT

DEMOLISH EXISTING DIRT ROAD

EXISTING FIRE HYDRANT PR0677 TO BE REMOVED AND RELOCATED

DEMOLISH EXISTING ASPHALT APRON AND 18" HDPE

18" HDPE @ 0.90%

±39LF

SAW CUT CLEAN EDGE AND REMOVE ASPHALT

DEMOLISH EXISTING CURB

IE: 18.77'

IE: 18.42

75-FT R/W

50-FT R/W

R/W VARIES

W.K. ALSTON DRIVE
R/W VARIES
(ASPHALT ROAD)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

5/8" REBAR
N: 214,425.652'
E: 2,081,542.524'
(FOR MAPPING PURPOSES ONLY)

NOTE:
CONTRACTOR TO CLEAR ALL UNDERBRUSH AND LIME TREES AS NEEDED TO PROVIDE ADEQUATE VISIBILITY WITHIN THE SIGHT DISTANCE LINES.

SHEET 01
SHEET 02

SHEET 02A
SHEET 02

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N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

25' BUILDING SETBACK

10' BUILDING SETBACK

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
631,279 S.F.
14.469 AC.

N 214371.05
E 2080493.26

N 214322.00
E 2080426.70

N 214279.11
E 2080362.16

N 214495.82
E 2080731.46

N 214508.40
E 2080830.02

R212'

R236'

R65'

R157.5'

R81'

24'

25.5'

8'

5'

DRY SWALE

BIORETENTION 2

TEMPORARY
CONSTRUCTION
EASEMENT
(DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT
(DB:4301 PG:2499)

25' ACCESS EASEMENT
(DB:4301 PG:2499)

43' ACCESS EASEMENT
(DB:4301 PG:2499)

BJWSA EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

75-FT R/W

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7,579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

CENTERLINE OF SWALE

(FLOOD ZONE "X")

SHEET 01
SHEET 02

Permit Set - NOT FOR CONSTRUCTION

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Site Layout Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C401

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Permit Set - NOT FOR CONSTRUCTION

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
632,675 S.F.
14.469 AC.

25' BUILDING SETBACK

5' BUILDING SETBACK

APPROXIMATE EASEMENT LIMITS

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

3X3" CMF
N: 214,861.178
E: 2,081,303.368

N61°13'55"E 924.85'(TOTAL)

N 214660.95
E 2080985.38

N 214613.97
E 2080945.60

N 214536.52
E 2080877.47

N 214666.81
E 2081054.28

N 214691.55
E 2081086.89

N 214819.20
E 2081273.96

N 214769.13
E 2081228.18

N 214760.98
E 2081225.80

N 214936.41
E 2081482.78

N 214948.32
E 2081513.90

N 214770.30
E 2081299.90

N 214884.58
E 2081504.94

N 214891.35
E 2081530.13

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

BIORETENTION 2

BIORETENTION 3

BIORETENTION 1

WET POND

FSED
11,620 SQ. FT
FFE: 22.5

FUEL TANK

GENERATOR

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE
MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

R/W VARIES

N 215034.62
E 2081446.80

SHEET 02A
SHEET 02

SHEET 01
SHEET 02

N 214543.21
E 2081131.92

N 214514.52
E 2081137.25

N 214633.44
E 2081295.94

N 214490.48
E 2081120.85

N 214514.44
E 2081160.79

N 214573.64
E 2081283.07

N 214561.81
E 2081289.35

N 214584.31
E 2081329.81

N 214561.77
E 2081282.86

N 214390.17
E 2081176.03

N 214408.24
E 2081251.43

N 214341.27
E 2081202.30

N 214381.38
E 2081308.05

N 214414.51
E 2081335.18

N 214482.13
E 2081431.67

N 214459.59
E 2081391.56

N 214284.34
E 2081234.14

N 214252.54
E 2081209.28

N 214288.38
E 2081274.48

75-FT R/W

50-FT R/W

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

W.K. ALSTON DRIVE
R/W VARIES

W.K. ALSTON DRIVE
(ASPHALT ROAD)
R/W VARIES

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

TURN ARROW
(TYP. DUAL)

CENTERLINE OF SWALE

PROPERTY LINE SHOWN PER DB:4301 PG:2499

50' CORRIDOR BUFFER (DB:4301 PG:2499)

24' ACCESS EASEMENT (DB:4301 PG:2499)

APPROXIMATE LIMITS OF ARCHEOLOGICAL SITE 38BU2267

(FLOOD ZONE "X")

20" STEEL WATER MAIN

RIGHT-OF-WAY CENTERLINE (SC DOT PLANS DOCKET NO. 7.579, PAGES 40-41)

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (BEGINNING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
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6		
7		
8		

Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED

City of Beaufort, South Carolina

Prepared for
Novant Health

Site Layout Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30 ' Feet

C402

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N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 00
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

25' BUILDING SETBACK

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

TIE IN FLUSH WITH
EXISTING PAVEMENT

BIORETENTION 2
BOB: 19'
25 YR: 20.34'
100 YR: 20.62'
TOB: 20.75'

TREE PROTECTION (TYP.)

DRY SWALE
BOB: 19.5'
25 YR: 20.13'
100 YR: 20.44'
TOB: 20.5'

TEMPORARY CONSTRUCTION EASEMENT
(DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT
(DB:4301 PG:2499)

25' ACCESS EASEMENT
(DB:4301 PG:2499)

43' ACCESS EASEMENT
(DB:4301 PG:2499)

BJWSA EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

75-FT R/W

107' BUILDING SETBACK

CENTERLINE OF SWALE

(FLOOD ZONE "X")

N61°13'55"E 924.85'(TOTAL)

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

SHEET 01
SHEET 02

Grading Legend

	Proposed
Top of Pavement Elevation	TP: 22.50
Top of Walk Elevation	TW: 22.50
Top of Curb Elevation	TC: 22.50
Finish Grade	FG: 22.5
High Point	HP
Low Point	LP
Contour	19
Ditch Centerline	
Direction of Flow	

SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 22816
PAUL R. MOORE
05/29/26

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

Permit Set - NOT FOR CONSTRUCTION

No.	Description	Date
1	Plan Revisions	
2		
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Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Grading Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83

Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C501

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Permit Set - NOT FOR CONSTRUCTION

SHEET 01 / SHEET 02

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

APPROXIMATE LOCATION OF EXISTING CONTOURS

SHEET 02A
SHEET 02

TIE IN FLUSH WITH EXISTING SIDEWALK

TIE IN FLUSH WITH EXISTING PAVEMENT

APPROXIMATE EASEMENT LIMITS

10' WETLAND BUFFER

25' BUFFER

WETLANDS
2,229 S.F.
0.049 AC.

UPLANDS
638,273 S.F.
14.469 AC.

BIORETENTION 2
BOB: 19'
25 YR: 20.34'
100 YR: 20.62'
TOB: 20.75'

TREE PROTECTION (TYP.)

BIORETENTION 3
BOB: 17'
25 YR: 18.55'
100 YR: 18.60'
TOB: 19'

WET POND
BOB: 10.0'
NWL:14.0'
25 YR: 16.76'
100 YR: 19.02'
TOB: 19.5'

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE
MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

R/W VARIES

W.K. ALSTON DRIVE
R/W VARIES

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

(FLOOD ZONE "X")

FSED
11,620 SQ. FT
FFE: 22.5

CITY OF BEAUFORT
COMMUNITY #450016

BIORETENTION 1
BOB: 16.5'
25 YR: 19.06'
100 YR: 19.41'
TOB: 19.5'

APPROXIMATE LIMITS OF ARCHEOLOGICAL SITE 38BU2267

50' CORRIDOR BUFFER (DB:4301 PG:2499)

PROPERTY LINE SHOWN PER DB:4301 PG:2499

CENTERLINE OF SWALE

75-FT R/W

50-FT R/W

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

TIE IN FLUSH WITH EXISTING PAVEMENT

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

W.K. ALSTON DRIVE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

5/8" RBF
N: 214,425.652'
E: 2,081,542.524'
(FOR MAPPING PURPOSES ONLY)

DATUM: NAVD 88

Grading Legend

	Proposed
Top of Pavement Elevation	TP: 22.50
Top of Walk Elevation	TW: 22.50
Top of Curb Elevation	TC: 22.50
Finish Grade	FG: 22.5
High Point	HP
Low Point	LP
Contour	19
Ditch Centerline	
Direction of Flow	

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
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Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Grading Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

N

0 30 60
Scale:1"= 30' Feet

C502

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AS-BUILT SURVEY REQUIREMENTS

Contractor is responsible for providing an as-built topographic survey of the constructed project site. the survey shall conform to SCDES and local government as-built requirements including, but not necessarily limited to the following:

The survey shall be prepared and signed by a south carolina licensed land surveyor.

A signed hard copy and autocad file shall be provided to the engineer.

Elevations shall be based upon the same vertical datum used in the engineering plans.

The drawing shall be on the sc nad83 state plane coordinate system.

The survey shall include the following as-built information to include location and elevations:

a. Property lines
b. Building(s) with finished floor elevations
c. Paving to include elevations along edges and internal ridges and valleys (i.e. road crowns, inverted crown flow lines)
d. ADA-accessible ramps
e. Curb and gutter
f. Sidewalks
g. Signage
h. Storm inlets with pipe diameter(s), frame, and invert
i. Junction boxes with pipe diameter(s), frame, and invert
j. Sanitary sewer manholes with frame and invert
k. Pump stations to include fencing, controls, driveway, wetwell top/bottom elevations
l. Ditches to include top of bank, bottom of bank, and centerline
m. Ponds to include contours from top of bank to water surface and measured depth from water surface to pond bottom
n. Weir elevations and dimensions
o. Outlet control structures to include elevations and dimensions of all risers, grates, orifices, weirs, and outlet pipe inverts and diameters
p. Emergency spillway dimensions and elevations
q. Locations and inverts for all pipes discharging into the pond
r. All other visible site features to include valves, fdcs, hydrants, transformers, light poles, clean-outs, pedestals, service yards, fencing, hvac/mechanical devices, and bollards.

Storm Sewer/Drainage Legend

	Proposed
Drop Inlet	DI: A1
Curb Inlet (with Grate)	CI: A1
Type 16 Curb Inlet	CI: A1
Valley Gutter Inlet	VI: A1
Trench Drain	TD: A1
Weir Inlet	WI: A1
Yard Inlet	YI: A1
Junction Box	JB: A1
Cleanout	CO
Downspout	
Storm Drain	
Underdrain	
Roof Drain Collector	
Flared End Section	
Headwall	
Headwall with Wings	
Outlet Control Structure	
Ditch Centerline	
Direction of Flow	

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN: R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
4000 MARGARET, LLC.
PIN: R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN: R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN: R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

SHEET 01
SHEET 02

25' BUILDING SETBACK

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
632,275 S.F.
14.469 AC.

BIORETENTION 2
BOB: 19'
25 YR: 20.34'
100 YR: 20.62'
TOB: 20.75'

DRY SWALE
BOB: 19.5'
25 YR: 20.13'
100 YR: 20.44'
TOB: 20.5'

10' BUILDING SETBACK

LANDSCAPE AREA

10' RIP-RAP EMERGENCY
OVERFLOW WEIRD
I.E.: 20.35'

TEMPORARY CONSTRUCTION EASEMENT (DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT (DB:4301 PG:2499)

BJWSA EASEMENT (DB:4301 PG:2499)

25' ACCESS EASEMENT (DB:4301 PG:2499)

43' ACCESS EASEMENT (DB:4301 PG:2499)

50' CORRIDOR BUFFER (DB:4301 PG:2499)

PROPERTY LINE SHOWN PER DB:4301 PG:2499

75-FT R/W

RIGHT-OF-WAY CENTERLINE (SC DOT PLANS DOCKET NO. 7,579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

CENTERLINE OF SWALE

(FLOOD ZONE "X")

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

Permit Set - NOT FOR CONSTRUCTION

No.	Description	Date
1	Plan Revisions	
2		
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119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

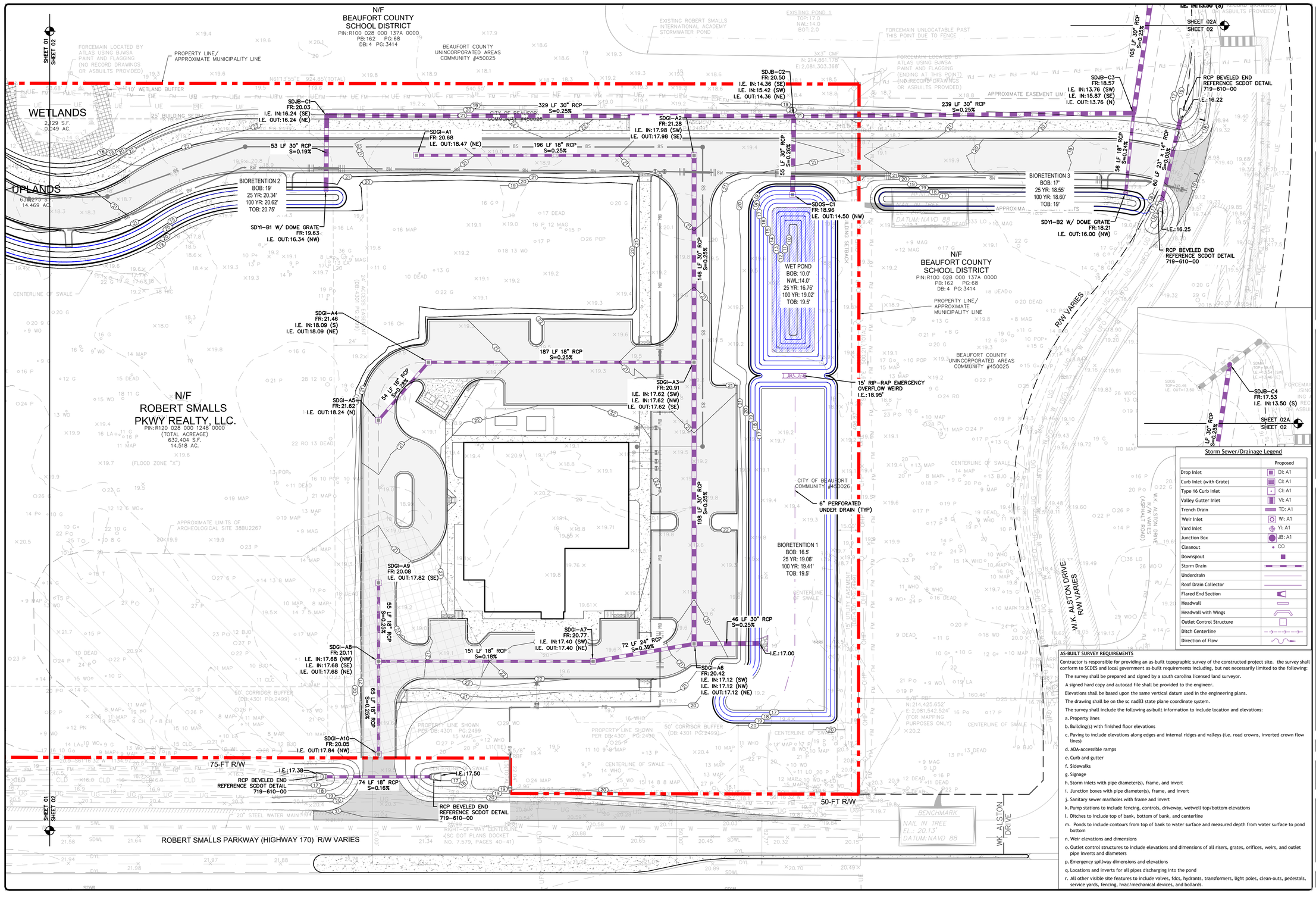
Drainage Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale: 1"= 30' Feet

C601

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Storm Sewer/Drainage Legend

	Proposed
Drop Inlet	DI: A1
Curb Inlet (with Grate)	CI: A1
Type 16 Curb Inlet	CI: A1
Valley Gutter Inlet	VI: A1
Trench Drain	TD: A1
Weir Inlet	WI: A1
Yard Inlet	YI: A1
Junction Box	JB: A1
Cleanout	CO
Downspout	
Storm Drain	
Underdrain	
Roof Drain Collector	
Flared End Section	
Headwall	
Headwall with Wings	
Outlet Control Structure	
Ditch Centerline	
Direction of Flow	

AS-BUILT SURVEY REQUIREMENTS

Contractor is responsible for providing an as-built topographic survey of the constructed project site. the survey shall conform to SCDES and local government as-built requirements including, but not necessarily limited to the following:

The survey shall be prepared and signed by a south carolina licensed land surveyor.

A signed hard copy and autocad file shall be provided to the engineer.

Elevations shall be based upon the same vertical datum used in the engineering plans.

The drawing shall be on the sc nad83 state plane coordinate system.

The survey shall include the following as-built information to include location and elevations:

a. Property lines

b. Building(s) with finished floor elevations

c. Paving to include elevations along edges and internal ridges and valleys (i.e. road crowns, inverted crown flow lines)

d. ADA-accessible ramps

e. Curb and gutter

f. Sidewalks

g. Signage

h. Storm inlets with pipe diameter(s), frame, and invert

i. Junction boxes with pipe diameter(s), frame, and invert

j. Sanitary sewer manholes with frame and invert

k. Pump stations to include fencing, controls, driveway, wetwell top/bottom elevations

l. Ditches to include top of bank, bottom of bank, and centerline

m. Ponds to include contours from top of bank to water surface and measured depth from water surface to pond bottom

n. Weir elevations and dimensions

o. Outlet control structures to include elevations and dimensions of all risers, grates, orifices, weirs, and outlet pipe inverts and diameters

p. Emergency spillway dimensions and elevations

q. Locations and inverts for all pipes discharging into the pond

r. All other visible site features to include valves, fdcs, hydrants, transformers, light poles, clean-outs, pedestals, service yards, fencing, hvac/mechanical devices, and bollards.

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

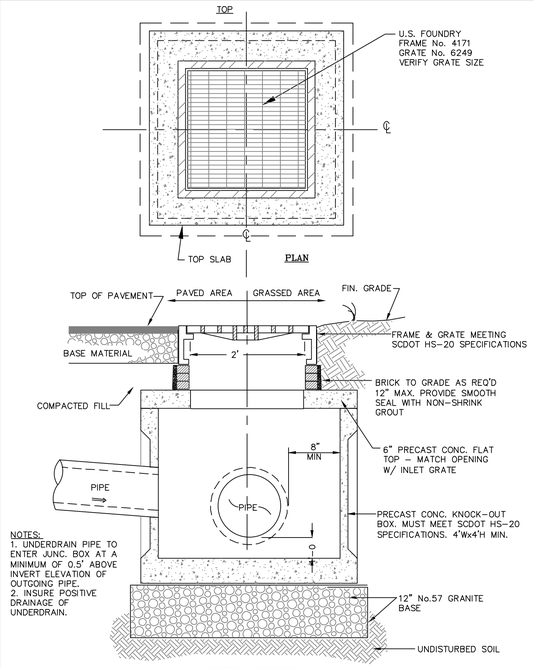
Drainage Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30 ' Feet

C602

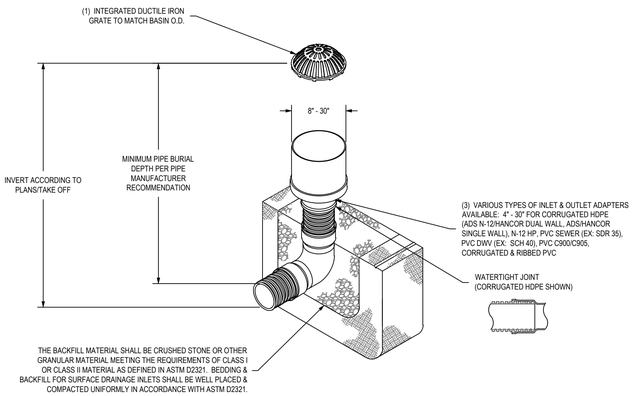
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GRATE INLET

DETAIL 02630-027

NYLOPLAST INLINE DRAIN WITH DOME GRATE



1 - 8" - 30" DOME GRATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER (4" - 24").
3 - 8" - 30" DOME GRATES HAVE NO LOAD RATING

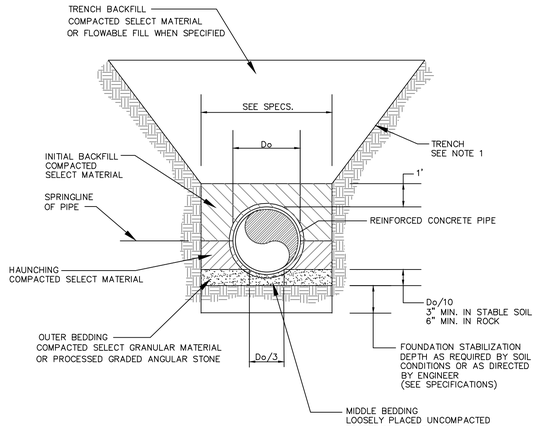
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DRAWN BY	EBC	MATERIAL	
DATE	03-25-10		
APPD BY	CCA	PROJECT NO./NAME	
DATE	08-27-13		
DWG SIZE	A	SCALE 1:40	SHEET 1 OF 1

Nyloplast
3130 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

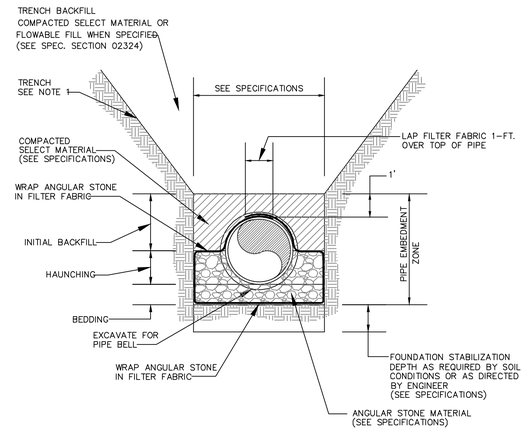
TITLE: INLINE DRAIN WITH DOME GRATE QUICK SPEC INSTALLATION DETAIL

DWG NO. 7003-110-057 REV C



NOTES:
1: DEPTH OF VERTICAL TRENCH AND SIDE SLOPES OF TRENCH MAY VARY DEPENDING ON DEPTH OF EXCAVATION AND TRENCH PROTECTION SYSTEM USED. COMPLY WITH OSHA REGULATIONS (STANDARDS – 29 CFR) PART 1956 SUBPART P, EXCAVATIONS.
2. WHEN PROCESSED ANGULAR STONE IS USED FOR MIDDLE AND OUTER BEDDING, THE STONE SHALL BE COMPLETELY WRAPPED IN FILTER FABRIC TO PREVENT MIGRATION OF SURROUNDING SOILS.

EMBEDMENT DETAIL FOR REINFORCED CONCRETE PIPE

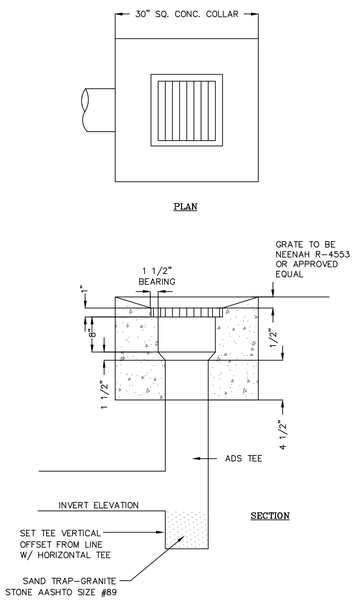


NOTE 1: DEPTH OF VERTICAL TRENCH AND SIDE SLOPES OF TRENCH MAY VARY DEPENDING ON DEPTH OF EXCAVATION AND TRENCH PROTECTION SYSTEM USED. COMPLY WITH OSHA REGULATIONS (STANDARDS – 29 CFR) PART 1956 SUBPART P, EXCAVATIONS.

EMBEDMENT DETAIL FOR THERMOPLASTIC GRAVITY SEWERS AND DRAINS

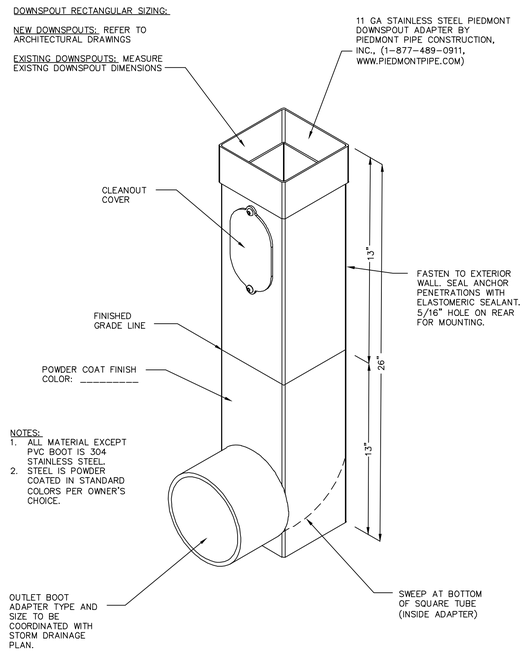
DETAIL 02537 - XX

SCALE: NONE

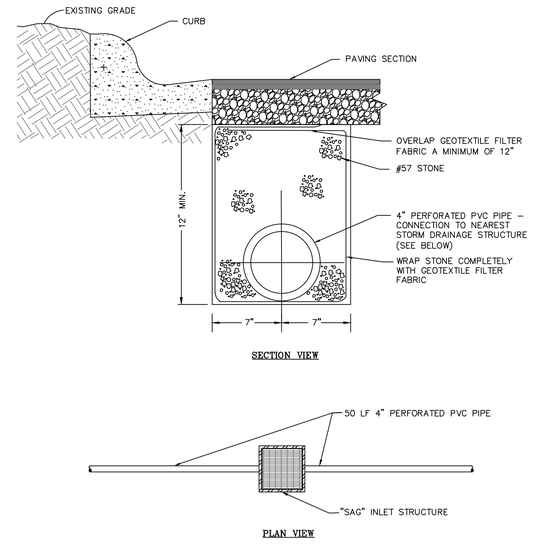


YARD INLET

DETAIL 02630-020



GUTTER DOWNSPOUT ADAPTER



NOTE: PROVIDE UNDERDRAINS AT "SAG" INLET LOCATIONS ONLY.

UNDERDRAIN DETAIL

DETAIL 02630-025

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Beaufort FSED
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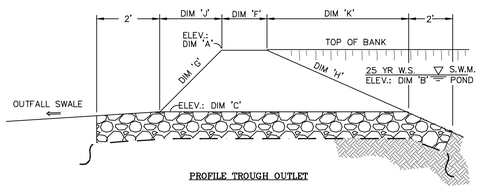
Drainage Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C603

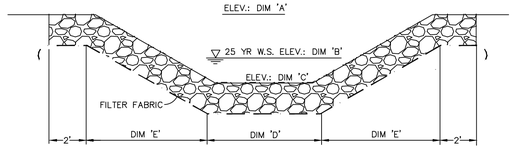
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PROFILE TROUGH OUTLET

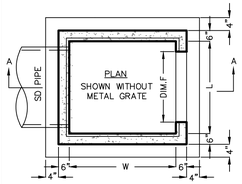
DIMENSION DATA

	DRY SWALE	BIO 1	
DIM 'A'	20.50'	19.50'	TOP OF BANK
DIM 'B'	20.13'	19.06'	25 YR. PEAK
DIM 'C'	20.35'	18.95'	WEIR ELEV.
DIM 'D'	10.00'	15.00'	WIDTH
DIM 'E'	3	3	SLOPE RUN
DIM 'F'	4.00'	3.30'	TOP WIDTH
DIM 'G'	3:1	3:1	SLOPE OUT
DIM 'H'	3:1	3:1	SLOPE IN
DIM 'J'	3	3	RUN OUT
DIM 'K'	3	3	RUN IN



CROSS SECTION

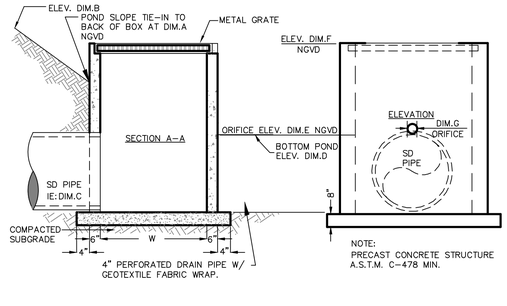
EMERGENCY SPILLWAY - WET POND
DETAIL 02630-013



DIMENSIONS

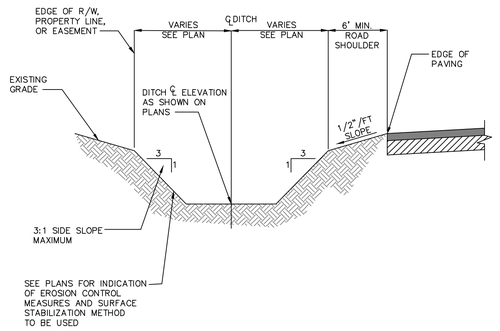
	DROP-POND 1	DROP-BIO 2	DROP-BIO 3	
A =	3:1	3:1	3:1	SLOPE TIE-IN
B =	19.50'	20.75'	19.00'	TOP OF BERM
C =	14.50'	16.34'	16.00'	INV. OUT
D =	10.00'	19.00'	17.00'	POND BOTTOM
E =	15.50'	19.95'	17.50'	ORIFICE INV.
F =	18.96'	20.50'	18.50'	TOP OF BOX
G =	0.25'	0.75'	0.25'	ORIFICE DIA.
L =	4.00'	4.00'	4.00'	BOX LENGTH
W =	4.00'	4.00'	4.00'	BOX WIDTH

NOTE:
TYPICAL SIDE-SLOPE OF POND MAY VARY IN THE VICINITY OF CONTROL BOX AS DIRECTED BY ENGINEER IN FIELD.

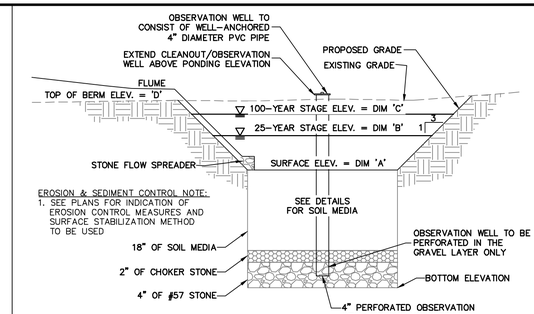


NOTE:
PRECAST CONCRETE STRUCTURE A.S.T.M. C-478 MIN.

BMP OUTLET CONTROL STRUCTURE
DETAIL 02630-031



TYPICAL DRY SWALE CROSS SECTION
DETAIL 02630-006



INSTALLATION:

The planting texture should be sandy loam or loamy sand. The mix should be approximately 85-88% clean, washed sand, 8-12% silt or topsoil, and 3-5% organic or leaf compost.
The soils should have an infiltration rate of atleast 0.25 in/hr, while a rate between 1 and 2 in/hr is preferred.
The soils should have a P-index of less than 30.
The soils should have an exchange capacity (CEC) that exceeds 10 milliequivalents (meq) per 100 grams of dry weight
The soils should have a pH of 6-8
The minimum depth of the planting mix shall be based on the following:

1.5-feet for grass only bioretention areas,
3.0-feet for bioretention areas that utilize shrubs, and
4.0-feet for bioretention areas that utilize trees.

INSPECTION AND MAINTENANCE:

Regular inspection and maintenance is critical to the effective operation of bioretention areas as designed. Maintenance responsibility of the bioretention area shall be vested with a responsible authority by means of a legally binding and enforceable maintenance agreement that is executed as a condition of plan approval.

The surface of the ponding area may become clogged with fine sediments over time. Core aeration or cultivating unvegetated areas may be required to ensure adequate filtration.

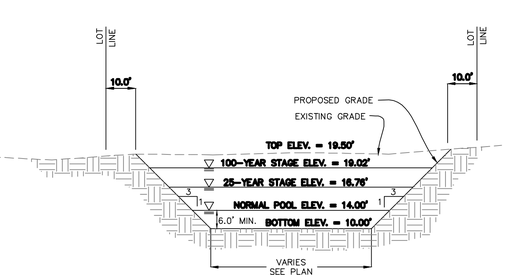
Other required maintenance includes but is not limited to:

Pruning and weeding to maintain appearance shall be done periodically as needed.
Hardwood mulch shall be replaced or replenished 2-to 3-inches thick periodically as needed.
Trash and debris shall be removed periodically as needed.

DIMENSION TABLE

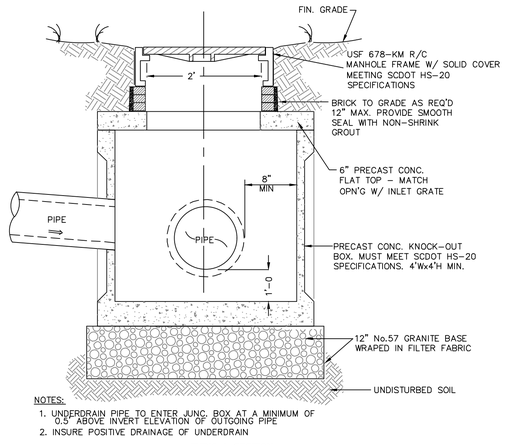
DIM.	BIO 1	BIO 2	BIO 3
A	16.50	19.00	17.00
B	19.06	20.34	18.55
C	19.41	20.62	18.60
D	19.50	20.75	19.00

ENHANCED BIORETENTION CROSS SECTION
DETAIL 02630-007



EROSION & SEDIMENT CONTROL NOTE:
1. SEE PLANS FOR INDICATION OF EROSION CONTROL MEASURES AND SURFACE STABILIZATION METHOD TO BE USED

WET DETENTION BASIN CROSS SECTION
DETAIL 02630-034



NOTES:
1. UNDERDRAIN PIPE TO ENTER JUNC. BOX AT A MINIMUM OF 0.5' ABOVE INVERT ELEVATION OF OUTGOING PIPE
2. INSURE POSITIVE DRAINAGE OF UNDERDRAIN

TYPICAL SECTION

JUNCTION BOX WITH FRAME AND COVER
DETAIL 02630-030

SOUTH CAROLINA PROFESSIONAL ENGINEER PAUL R. MOORE No. 22816 05/29/26

SOUTH CAROLINA WARD EDWARDS, INC. No. C00152 CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Drainage Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C604

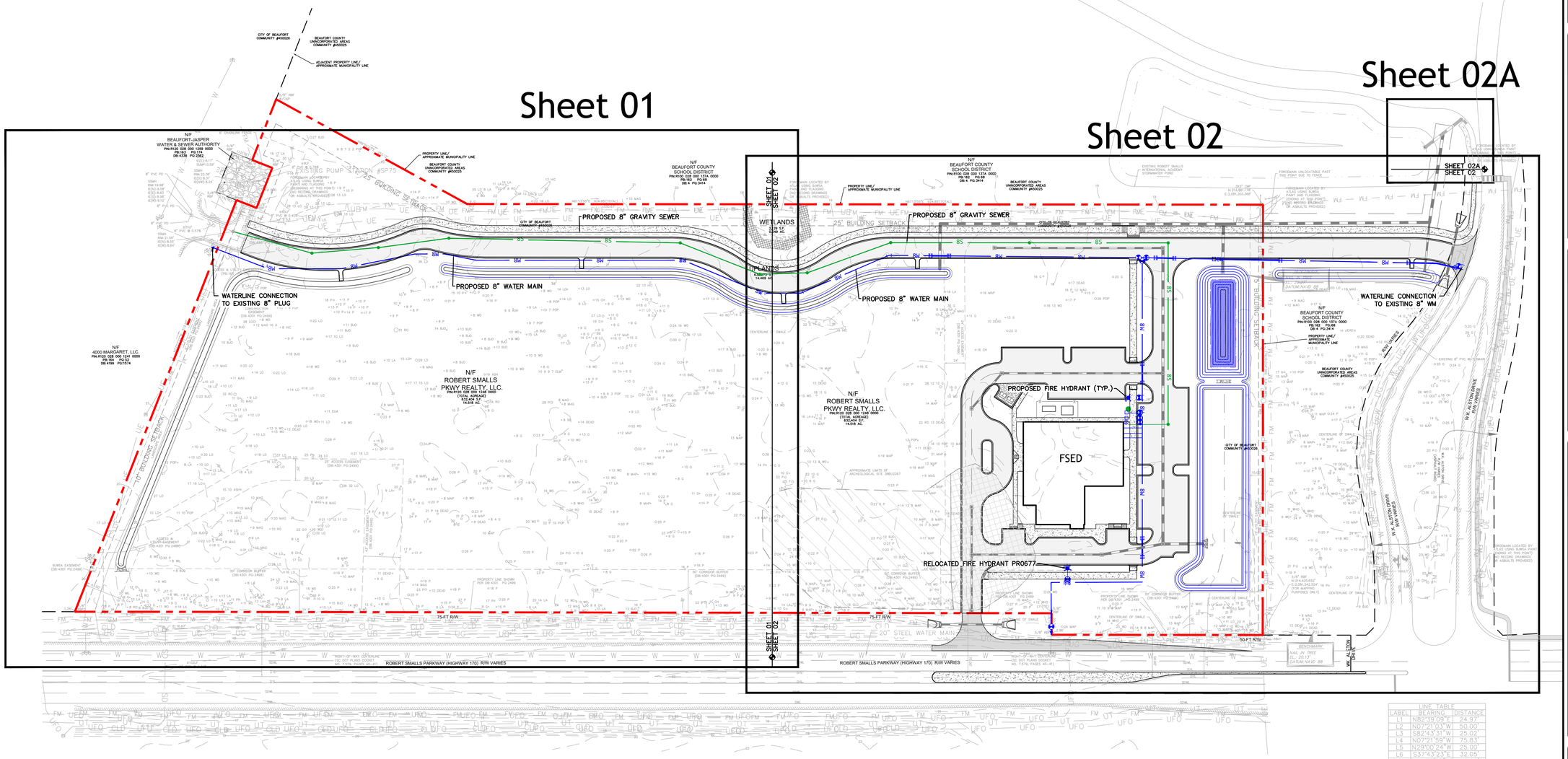
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Sheet 01

Sheet 02

Sheet 02A



LINE TABLE		
LABEL	BEARING	DISTANCE
L1	N82°39'09"E	24.97'
L2	N07°21'03"W	50.00'
L3	S82°43'31"W	25.02'
L4	N07°01'59"W	75.83'
L5	N29°00'24"W	25.00'
L6	S37°43'23"E	32.05'
L7	S31°55'23"W	22.08'
L8	S85°17'06"W	26.73'
L9	N60°31'10"W	23.72'
L10	N29°39'54"W	20.53'
L11	N27°59'49"W	3.04'
L12	S82°31'27"W	24.99'
L13	S07°23'22"E	49.99'
L14	S82°36'21"W	25.00'

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER No. 22816 05/29/26 PAUL R. MOORE

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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Overall Utility Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
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Designed by:	LYJ
Checked by:	PRM

0 60 120 Feet
Scale:1"= 60 '

C700

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Water System Legend

	Proposed
Water Meter	
Water Valve	
Reducer	
Post Indicator Valve	
Fire Hydrant	
Blowoff Hydrant	
Yard Hydrant	
Fire Depart. Connection (FDC)	
Cap	
Plug	
Backflow Preventor	
Butterfly Valve	
Fittings	
Water Line	W
Service Lateral	

Sanitary Sewer Legend

	Proposed
Sanitary Sewer Manhole	MH: A1
Sanitary Sewer Cleanout	CO
Sanitary Sewer Wye	
Check Valve in Manhole	
Plug Valve	
Air Release Valve	
Sewer Line	S
Force Main	F
Reuse Main	R
Service Lateral	

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

LIFT STATION: SP_75

EXISTING 6" WATER MAIN

6' CHAINLINK FENCE

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

CITY OF BEAUFORT
COMMUNITY #450026

EXISTING PUMP STATION #SP75

FORCEMAIN LOCATED BY
ATLAS USING BJWSA
PAINT AND FLAGGING
(BEGINNING AT THIS POINT)
(NO RECORD DRAWINGS
OR ASBUILTS PROVIDED)

25' BUILDING SETBACK

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
14,469 S.F.
0.332 AC.

CORE DRILL & BOOT EXISTING
MANHOLE FOR 8" CONNECTION

EXISTING SSMH
FR:21.56
I.E. IN:8.64 (W)
I.E. OUT:8.55 (N)

S-0+I.E. IN:10.00 (E)
I.E. OUT:8.55 (N)

REMOVE EXISTING 8" PLUG FOR
NEW WATERLINE CONNECTION

EXISTING FIRE
HYDRANT PR4151

95 LF 8" PVC SDR26
S=0.40%

8" 22.5° BEND

SSMH-A1
FR:20.76
I.E. IN:10.48 (NE)
I.E. OUT:10.38 (W)

77 LF 8" PVC SDR26
S=0.40%

8" 11.25° BEND

SSMH-A2
FR:20.89
I.E. IN:10.89 (NE)
I.E. OUT:10.79 (SW)

83 LF 8" PVC SDR26
S=0.40%

SSMH-A3
FR:22.01
I.E. IN:11.32 (NE)
I.E. OUT:11.22 (SW)

1100 LF 8" C900 DR18 PVC WATERLINE
TEE TO TEE

269 LF 8" PVC SDR26
S=0.40%

SSMH-A4
FR:21.22
I.E. IN:12.50 (E)
I.E. OUT:12.40 (SW)

8" 22.5° BEND

99 LF 8" PVC SDR26
S=0.40%

8" 22.5° BEND

SSMH-A5
FR:20.87
I.E. IN:13.00 (NE)
I.E. OUT:12.90 (W)

55 LF 8" PVC SDR
S=0.40%

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

(FLOOD ZONE "X")

TEMPORARY
CONSTRUCTION
EASEMENT
(DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT
(DB:4301 PG:2499)

25' ACCESS EASEMENT
(DB:4301 PG:2499)

43' ACCESS EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

BJWSA EASEMENT
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

75-FT R/W

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

CENTERLINE OF SWALE

SHEET 01
SHEET 02

SOUTH CAROLINA
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Beaufort FSED
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Prepared for
Novant Health

Utility Plan

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Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C701

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SHEET 01
SHEET 02

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

3X3" CMF
N: 214,861.178'
E: 2,081,303.368'

924.85'(TOTAL)

10' WETLAND BUFFER

25' BUILDING SETBACK

WETLANDS
2,229 S.F.
0.049 AC.

UPLANDS
63,229 S.F.
1.452 AC.

SSMH-A6
FR:21.04
I.E. IN:13.32 (NE)
I.E. OUT:13.22 (SW)

103 LF 8" PVC SDR26
S=0.40%

SSMH-A7
FR:21.34
I.E. IN:13.83 (NE)
I.E. OUT:13.73 (SW)

SSMH-A8
FR:21.06
I.E. IN:14.57 (NE)
I.E. OUT:14.47 (SW)

SSMH-A9
FR:20.56
I.E. IN:15.31 (SE)
I.E. OUT:15.21 (SW)

8" SS UNDER SD
SEPARATION 1.27'

8" SS UNDER WL
SEPARATION 0.90'

374 LF 8" C900 DR18 PVC WATERLINE
TEE TO TIE-IN

APPROXIMATE EASEMENT LIMITS

161 LF 8" PVC SDR26
S=0.40%

161 LF 8" PVC SDR26
S=0.40%

55 LF 8" PVC SDR26
S=0.40%

8" 22.5° BEND

8" 22.5° BEND

8" 11.25° BEND

1100 LF 8" C900 DR18 PVC WATERLINE
TEE TO TEE

18 LF 8" DIP CL350 WL CENTERED
ON CROSSING (TYP.)
USE 4-45° BENDS W/MARKER TO LOCATE WL UNDER SD
SEPARATION 1.50'

8"X 8" MJ TEE
(3)-8" G.V. & BOXES (TRAFFIC RATED)

211 LF 8" PVC SDR26
S=0.40%

54 LF 8" DIP CL350 WL CENTERED
ON CROSSING (TYP.)
USE 4-45° BENDS W/MARKER TO LOCATE WL UNDER SD
SEPARATION 1.50'

CUT IN 8"X8" TEE

8" G.V. IN BOX W/ MARKER (TRAFFIC RATED)
CONTRACTOR TO FIELD VERIFY LOCATION

BENCHMARK
NAIL IN TREE
EL.: 20.2'
DATUM: NAVD 88

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:68
PG:3414

18 LF 8" DIP CL350 WL CENTERED
ON CROSSING (TYP.)
USE 4-45° BENDS TO LOCATE WL UNDER SD
SEPARATION 1.50'

120 LF 8" DIP CL350 WL CENTERED
ON CROSSING (TYP.)
USE 4-45° BENDS W/MARKER TO LOCATE WL UNDER SD
SEPARATION 1.50'

FIRE HYDRANT ASSEMBLY
#XXXXXX/??
8"X6" MJ SWIVEL TEE
6" G.V., BOX & COVER
8 LF 6" DIP CL350

45 LF 6" SDR26 PVC SS SERVICE

SSMH-A10
FR:21.16
I.E. OUT:16.15 (NW)

4" DUAL SWEEP CLEAN-OUT AT
BUILDING CONNECTION (TYP.)

APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

FIRE LINE
8"X6" M.J. TEE
6" LOCKING G.V. & COVER
6" POST INDICATOR VALVE (P.I.V.)
30 LF 6" DIP CL350 (LOCATION TO BE
DETERMINED BY FIRE PROTECTION ENGINEER)
2" RPZ BACKFLOW PREVENTER
IN RISER ROOM WITH EXTERNAL ACCESS
6" DIP FIRE LINE 2013 NFPA 13 REQUIREMENTS-
SEE FIRE PROTECTION DESIGN (BY OTHERS) FOR
SPECIFICATIONS OF PIPE AND BACKFLOW
PREVENTION (INSIDE OF BUILDING) ON BUILDING
SIDE OF P.I.V.

5 LF 8" C900 DR18 PVC WATERLINE
TEE TO TEE

DOMESTIC WATER SERVICE
8"X 2" TAPPING SADDLE
2" G.V. & COVER
WATER METER BY BJWSA (TBD)
30 LF 2" HDPE SDR11 WATER SERVICE (TYP)
2" RPZ BACKFLOW PREVENTER
IN RISER ROOM WITH EXTERNAL ACCESS
6 LF 8" C900 DR18 PVC WATERLINE TEE TO TEE

DOMESTIC WATER SERVICE
8"X 2" TAPPING SADDLE
2" G.V. & COVER
WATER METER BY BJWSA (TBD)
30 LF 2" HDPE SDR11 WATER SERVICE (TYP)
2" RPZ BACKFLOW PREVENTER
IN RISER ROOM WITH EXTERNAL ACCESS

18 LF 8" DIP CL350 WL CENTERED
ON CROSSING (TYP.)
USE 4-45° BENDS TO LOCATE WL UNDER SD
SEPARATION 1.50'

8" 90° BEND W/ MARKER

RELOCATED FIRE HYDRANT ASSEMBLY
(PROJECT/?)
8"X6" MJ SWIVEL TEE
6" G.V., BOX & COVER
10 LF 6" DIP CL350

8" 90° BEND W/ MARKER

470 LF 8" C900 DR18 PVC WATERLINE TEE TO TIE IN
8" G.V. IN BOX
8"X6" REDUCER

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

(FLOOD ZONE "X")

APPROXIMATE LIMITS OF
ARCHEOLOGICAL SITE 38BU2267

CENTERLINE OF SWALE

24' ACCESS EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

20' STEEL WATER MAIN

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

75-FT R/W

50-FT R/W

W.K. ALSTON DRIVE
R/W VARIES

W.K. ALSTON DRIVE
(ASPHALT ROAD)

EXISTING 8" PVC WATERMAIN

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

SHEET 02A
SHEET 02

SHEET 01
SHEET 02

Water System Legend

	Proposed
Water Meter	
Water Valve	
Reducer	
Post Indicator Valve	
Fire Hydrant	
Blowoff Hydrant	
Yard Hydrant	
Fire Depart. Connection (FDC)	
Cap	
Plug	
Backflow Preventor	
Butterfly Valve	
Fittings	
Water Line	W
Service Lateral	

Sanitary Sewer Legend

	Proposed
Sanitary Sewer Manhole	MH: A1
Sanitary Sewer Cleanout	CO
Sanitary Sewer Wye	
Check Valve In Manhole	
Plug Valve	
Air Release Valve	
Sewer Line	S
Force Main	F
Reuse Main	R
Service Lateral	

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

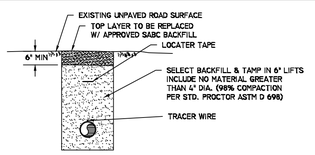
Utility Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

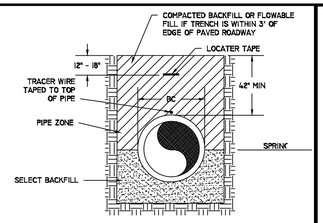
0 30 60
Scale:1"= 30 ' Feet

C702

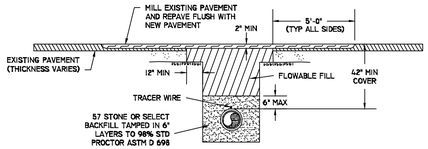
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UNPAVED ROADWAY BEDDING DETAIL



TYPICAL BEDDING DETAIL

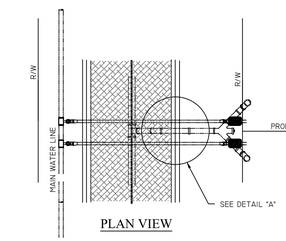


PAVED AREA DETAIL

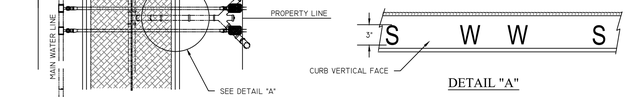
NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH AS SHOWN.
2. MILL AND REPLACE OF ASPHALT TO EXTENTS SHOWN SHALL BE BY SCDOT CERTIFIED PAVING CONTRACTOR. MINIMUM THICKNESS OF ASPHALT REPLACEMENT SHALL BE 2 INCHES.
3. FLOWABLE FILL SHALL BE PLACED FLUSH WITH BOTTOM OF EXISTING PAVEMENT MILL. NO VOIDS OR FILL SHALL BE EVIDENT BETWEEN FLOWABLE FILL AND NEW ASPHALT PAVEMENT.
4. LANE STRIPING SHALL ONLY BE REPLACED ON NEW ASPHALT PAVEMENT AND ANY AREAS OF EXISTING ROADWAY DAMAGED BY CONSTRUCTION ACTIVITIES.
5. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON THE APPLICABLE ENCROACHMENT PERMIT.

BEAUFORT - JASPER WATER & SEWER AUTHORITY		
BEDDING PRESSURE PIPE DETAIL		
DATE: 05/07/18	DRAWN BY: SBF	DRAWING #: G-02
SCALE: N.T.S.	APPROVED BY: BMC	

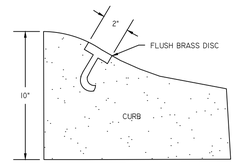
NOTES:
1. CURB MARKING SHALL BE PERPENDICULAR WITH SERVICE LOCATION.
2. CURB MARKING SHALL BE EMBOSSED INTO CURB FACE.
   A. WATER SERVICES SHALL BE DENOTED WITH A "W".
   B. SEWER SERVICES SHALL BE DENOTED WITH A "S".
   C. VALVES SHALL BE DENOTED BY A "V".
   D. BENDS SHALL BE DENOTED WITH A "B".
3. VALVE AND PIPELINE MARKERS ARE NOT REQUIRED IF A SURVEYORS 2"Ø BRASS DISK IS EMBEDDED ADJACENT TO EMBOSSED LETTER AND MARKED TO INDICATE LOCATION OF REFERENCED ITEM.
4. DISC MUST BE EMBEDDED, MAY NOT PROTRUDE PASS CONCRETE SURFACE OR EMBEDDED MORE THAN 3/8".



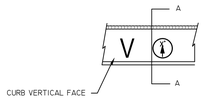
PLAN VIEW



DETAIL "A"

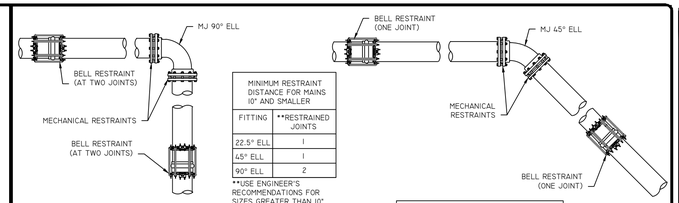


SECTION A-A



DETAIL "B"

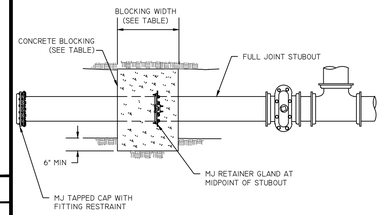
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
CURB MARKING DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: G-07
SCALE: N.T.S	APPROVED BY: ERS	



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

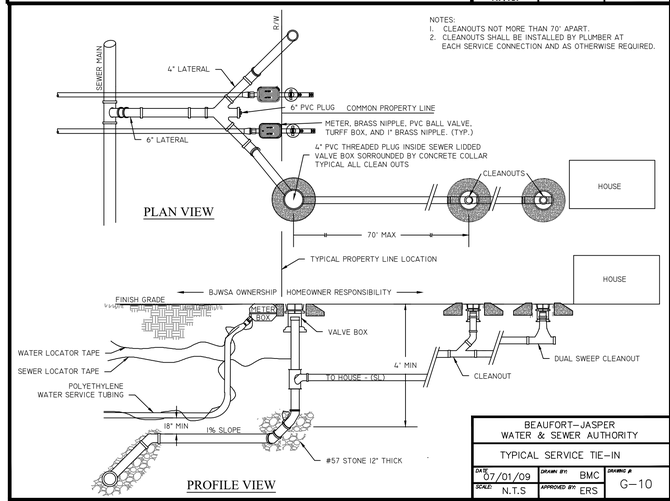


TYPICAL FUTURE STUBOUT

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	

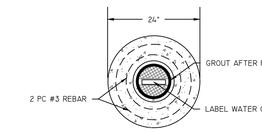


PLAN VIEW

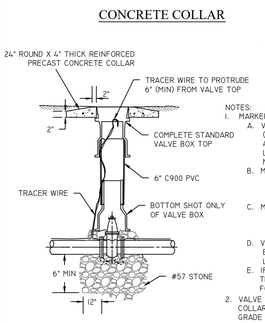
PROFILE VIEW

NOTES:
1. CLEANOUTS NOT MORE THAN 70' APART.
2. CLEANOUTS SHALL BE INSTALLED BY PLUMBER AT EACH SERVICE CONNECTION AND AS OTHERWISE REQUIRED.

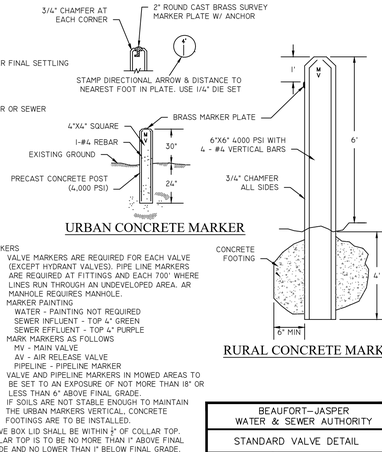
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
TYPICAL SERVICE TIE–IN		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: G-10
SCALE: N.T.S	APPROVED BY: ERS	



CONCRETE COLLAR



VALVE AND VALVE BOX

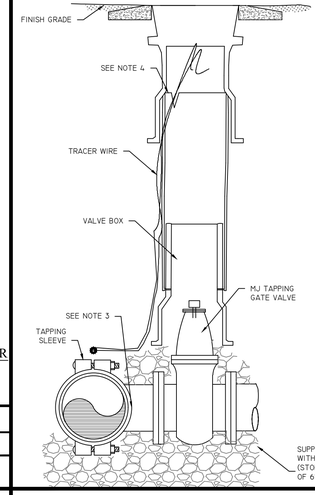


URBAN CONCRETE MARKER

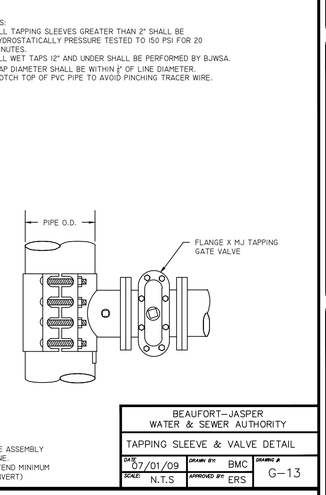
NOTES:
I. MARKERS
   A. VALVE MARKERS ARE REQUIRED FOR EACH VALVE (EXCEPT HYDRANT VALVES). PIPE LINE MARKERS ARE REQUIRED AT FITTINGS AND EACH 700' WHERE LINES RUN THROUGH AN UNDEVELOPED AREA. AR MANHOLE REQUIRES MANHOLE.
   B. MARKER PAINTING
      WATER - PAINTING NOT REQUIRED
      SEWER INFLUENT - TOP 4" 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.

RURAL CONCRETE MARKER

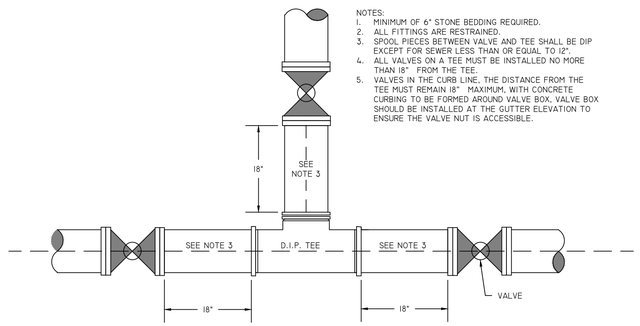
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
STANDARD VALVE DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: G-12
SCALE: N.T.S	APPROVED BY: ERS	



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 ½" OF LINE DIAMETER.
4. NOTCH TOP OF PVC PIPE TO AVOID PINCHING TRACER WIRE.



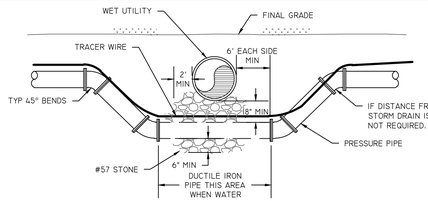
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
TAPPING SLEEVE & VALVE DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: G-13
SCALE: N.T.S	APPROVED BY: ERS	



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".
4. ALL VALVES ON A TEE MUST BE INSTALLED NO MORE THAN 18" FROM THE TEE.
5. VALVES IN THE CURB LINE, THE DISTANCE FROM THE TEE MUST REMAIN 18" MAXIMUM, WITH CONCRETE CURBING TO BE FORMED AROUND VALVE BOX, VALVE BOX SHOULD BE INSTALLED AT THE GUTTER ELEVATION TO ENSURE THE VALVE NUT IS ACCESSIBLE.

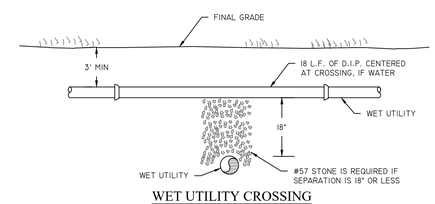
REVISED BY WARD EDWARDS 07/19/21 TO INCLUDE NOTES 4 & 5.

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	



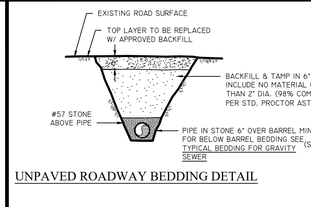
PRESSURE PIPE UNDER WET UTILITY FOR FINAL DEPTH 5' OR GREATER

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

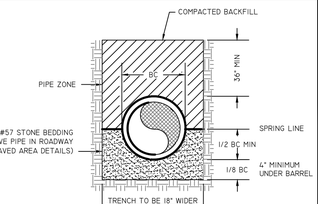


WET UTILITY CROSSING

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	

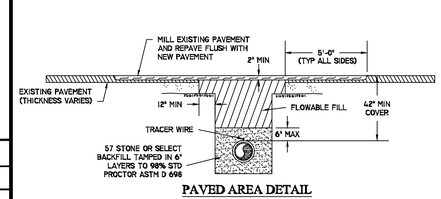


UNPAVED ROADWAY BEDDING DETAIL



TYPICAL BEDDING FOR GRAVITY SEWER PIPE

NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH AS SHOWN.
2. MILL AND REPLACE OF ASPHALT TO EXTENTS SHOWN SHALL BE BY SCDOT CERTIFIED PAVING CONTRACTOR. MINIMUM THICKNESS OF ASPHALT REPLACEMENT SHALL BE 2".
3. FLOWABLE FILL SHALL BE PLACED FLUSH WITH BOTTOM OF EXISTING PAVEMENT MILL. NO VOIDS OR FILL SHALL BE EVIDENT BETWEEN FLOWABLE FILL AND NEW ASPHALT PAVEMENT.
4. LANE STRIPING SHALL BE ONLY REPLACED ON NEW ASPHALT PAVEMENT AND ANY AREAS OF EXISTING ROADWAY DAMAGED BY CONSTRUCTION ACTIVITIES.
5. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON THE APPLICABLE ENCROACHMENT PERMIT.



PAVED AREA DETAIL

BEAUFORT–JASPER WATER & SEWER AUTHORITY		
BEDDING DETAIL, GRAVITY PIPE		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S-01
SCALE: N.T.S	APPROVED BY: ERS	

SOUTH CAROLINA PROFESSIONAL ENGINEER No. 22816 PAUL J. MOORE 05/29/26

SOUTH CAROLINA WARD EDWARDS, INC. No. C00152 CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Utility Details

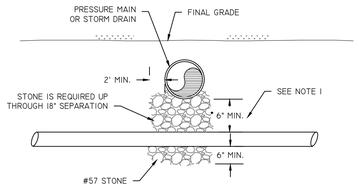
Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

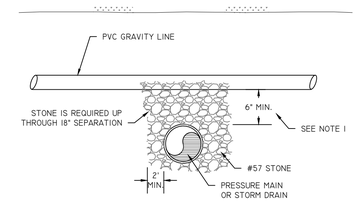
C703

Permit Set - NOT FOR CONSTRUCTION

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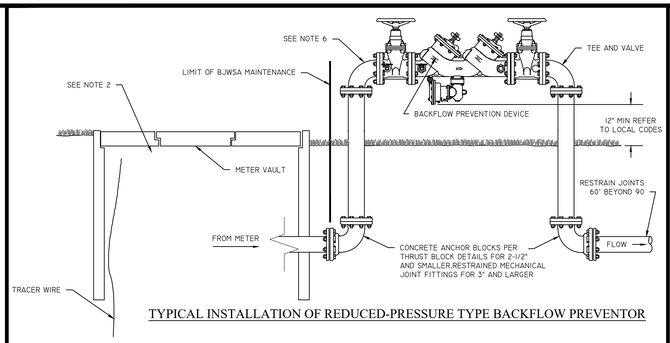
GRAVITY MAIN CROSSING UNDER
STORM DRAIN / PRESSURE MAIN



GRAVITY MAIN CROSSING OVER
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.

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	



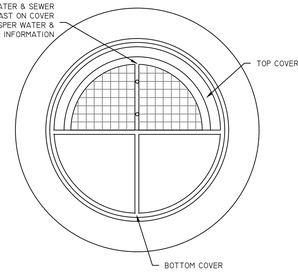
TYPICAL INSTALLATION OF REDUCED-PRESSURE TYPE BACKFLOW PREVENTOR

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).

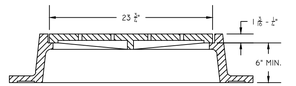
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
BACKFLOW PREVENTION DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: W–01
SCALE: N.T.S	APPROVED BY: ERS	

LOGO

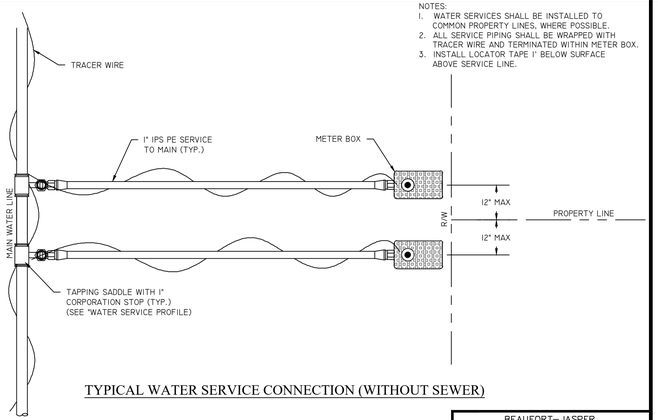
BEAUFORT–JASPER WATER & SEWER AUTHORITY LOGO TO BE CAST ON COVER
CONTACT BEAUFORT JASPER WATER & SEWER AUTHORITY FOR INFORMATION



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



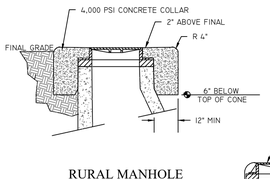
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
MANHOLE, COVER AND FRAME		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S–05
SCALE: N.T.S	APPROVED BY: ERS	



TYPICAL WATER SERVICE CONNECTION (WITHOUT SEWER)

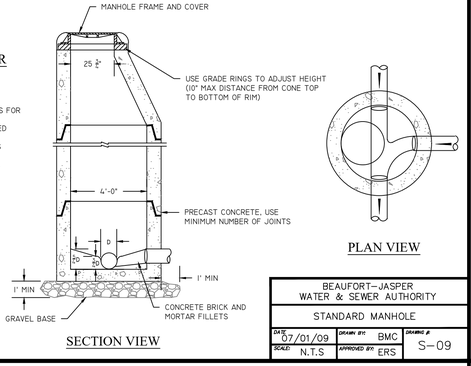
NOTES:
1. WATER SERVICES SHALL BE INSTALLED TO COMMON PROPERTY LINES, WHERE POSSIBLE.
2. ALL SERVICE PIPING SHALL BE WRAPPED WITH TRACER WIRE AND TERMINATED WITHIN METER BOX.
3. INSTALL LOCATOR TAPE 1' BELOW SURFACE ABOVE SERVICE LINE.

BEAUFORT–JASPER WATER & SEWER AUTHORITY		
WATER SERVICE PLAN VIEW		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: W–08
SCALE: N.T.S	APPROVED BY: ERS	



RURAL MANHOLE
PROTECTIVE COLLAR

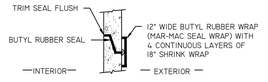
NOTES:
1. REFER TO STANDARD SPECIFICATIONS FOR INTERIOR COATING REQUIREMENTS.
2. CONCRETE GROUTING IS NOT ALLOWED INSIDE MANHOLES.
3. RIM ELEVATION ON RURAL MANHOLES SHALL BE 6" HIGHER THAN NEAREST MANHOLE OUTSIDE THE RURAL AREA.



SECTION VIEW

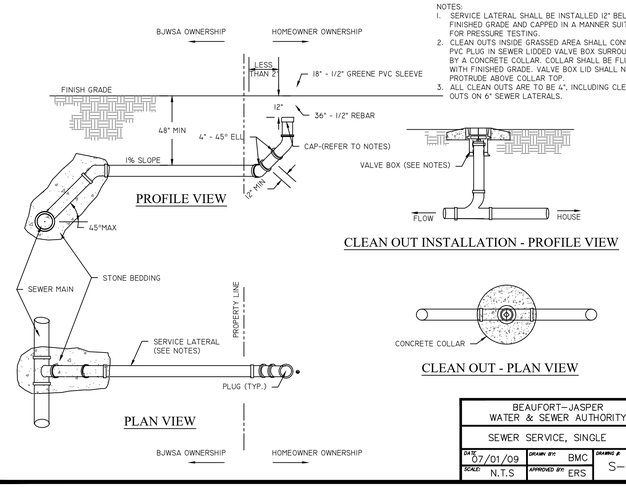
PLAN VIEW

BEAUFORT–JASPER WATER & SEWER AUTHORITY		
STANDARD MANHOLE		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S–09
SCALE: N.T.S	APPROVED BY: ERS	



JOINT DETAIL

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 LODED 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.



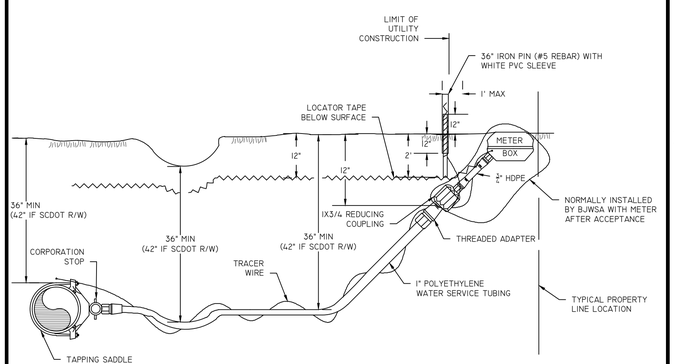
PROFILE VIEW

CLEAN OUT INSTALLATION - PROFILE VIEW

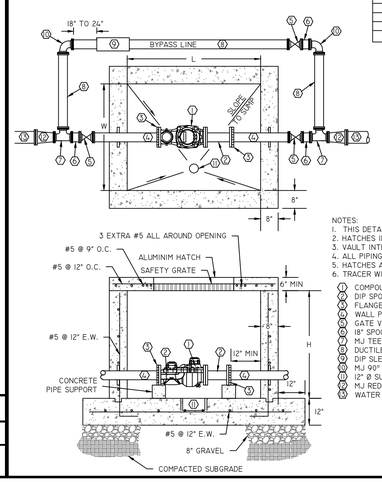
CLEAN OUT - PLAN VIEW

PLAN VIEW

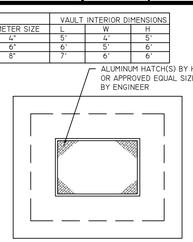
BEAUFORT–JASPER WATER & SEWER AUTHORITY		
SEWER SERVICE, SINGLE		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: S–11
SCALE: N.T.S	APPROVED BY: ERS	



BEAUFORT–JASPER WATER & SEWER AUTHORITY		
WATER SERVICE PROFILE		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: W–09
SCALE: N.T.S	APPROVED BY: ERS	



METER SIZE	VAULT INTERIOR DIMENSIONS L	W	H
4"	5'	4'	5'
6"	6'	5'	6'
8"	7'	6'	6'

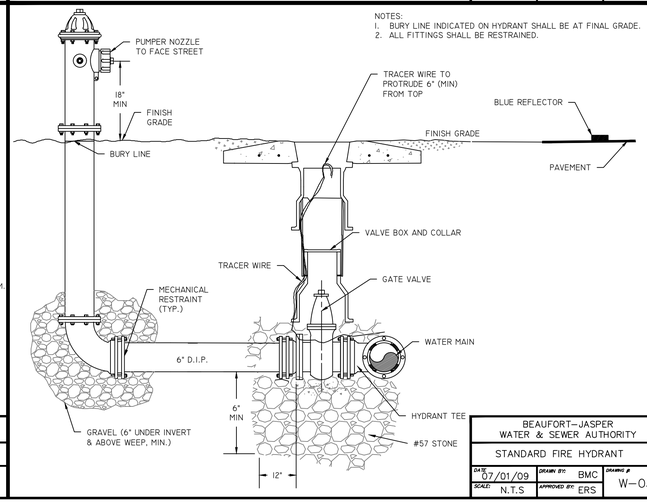


NOTES:
1. THIS DETAIL IS TO BE USED FOR 4", 6" & 8" METERS ONLY.
2. HATCHES IN POSSIBLE TRAFFIC AREAS SHALL BE H20 TRAFFIC RATED.
3. VAULT INTERIOR DIMENSIONS SHOWN SHALL BE THE ACCEPTABLE MINIMUM.
4. ALL PIPING INSIDE METER BOX SHALL BE DIP.
5. HATCHES ARE TO BE EQUIPPED WITH A PAD-LOCKABLE RECESSED LOCKING MECHANISM.
6. TRACER WIRE TO BE PRESENT AT VALVES AND AROUND BYPASS LINE.

(1) COMPOUND METER
(2) DIP SPOOL PIECE FLG X FLG
(3) FLANGE ADAPTER
(4) WALL PIPE WITH INTEGRAL WATER STOP PE X PE
(5) GATE VALVE MJ X MJ
(6) 18" SPOOL PIECE PE X PE
(7) MJ TEE
(8) DUCTILE IRON PIPE PE X PE
(9) DIP SLEEVE
(10) MJ 90° BEND
(11) 12" Ø SUMP
(12) MJ REDUCER
(13) WATER MAIN

BEAUFORT–JASPER WATER & SEWER AUTHORITY		
4", 6" & 8" METER DETAIL		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: W–13
SCALE: N.T.S	APPROVED BY: ERS	

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		
DATE: 07/01/09	DRAWN BY: BMC	DRAWING #: W–03
SCALE: N.T.S	APPROVED BY: ERS	

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
8		
7		
6		
5		
4		
3		
2		
1	Plan Revisions	

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

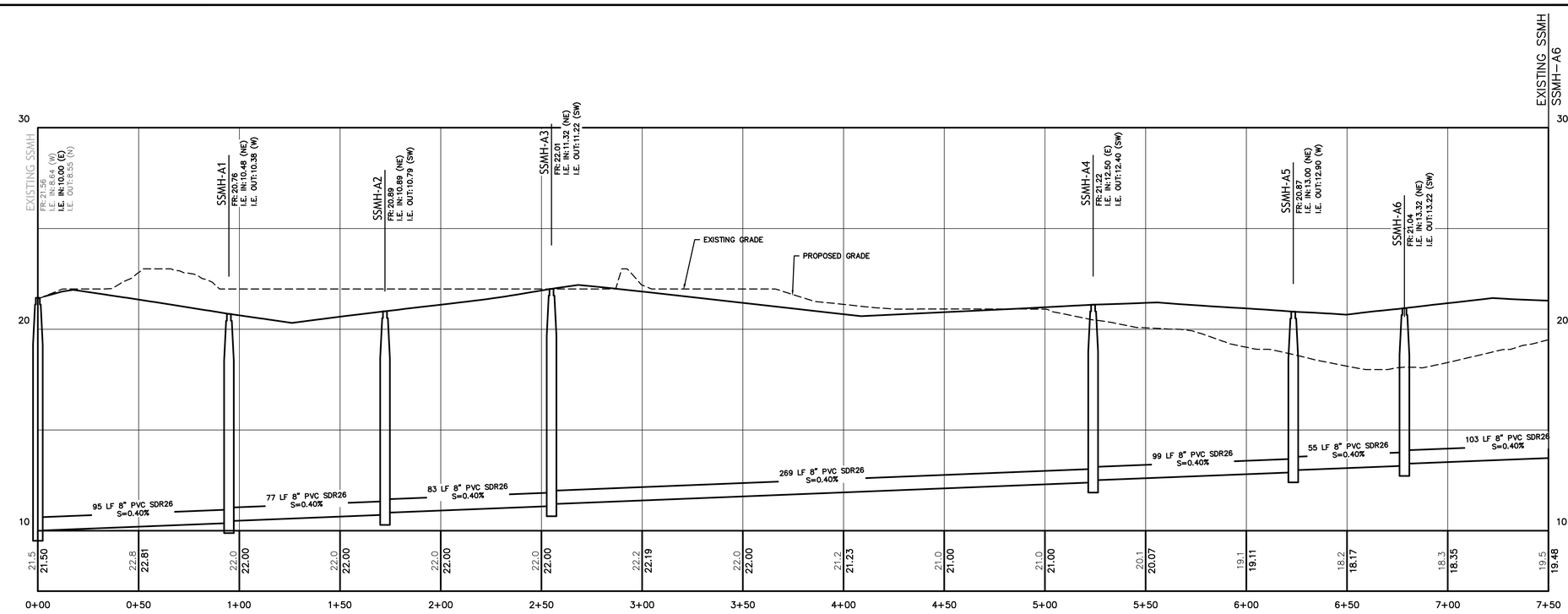
Utility Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

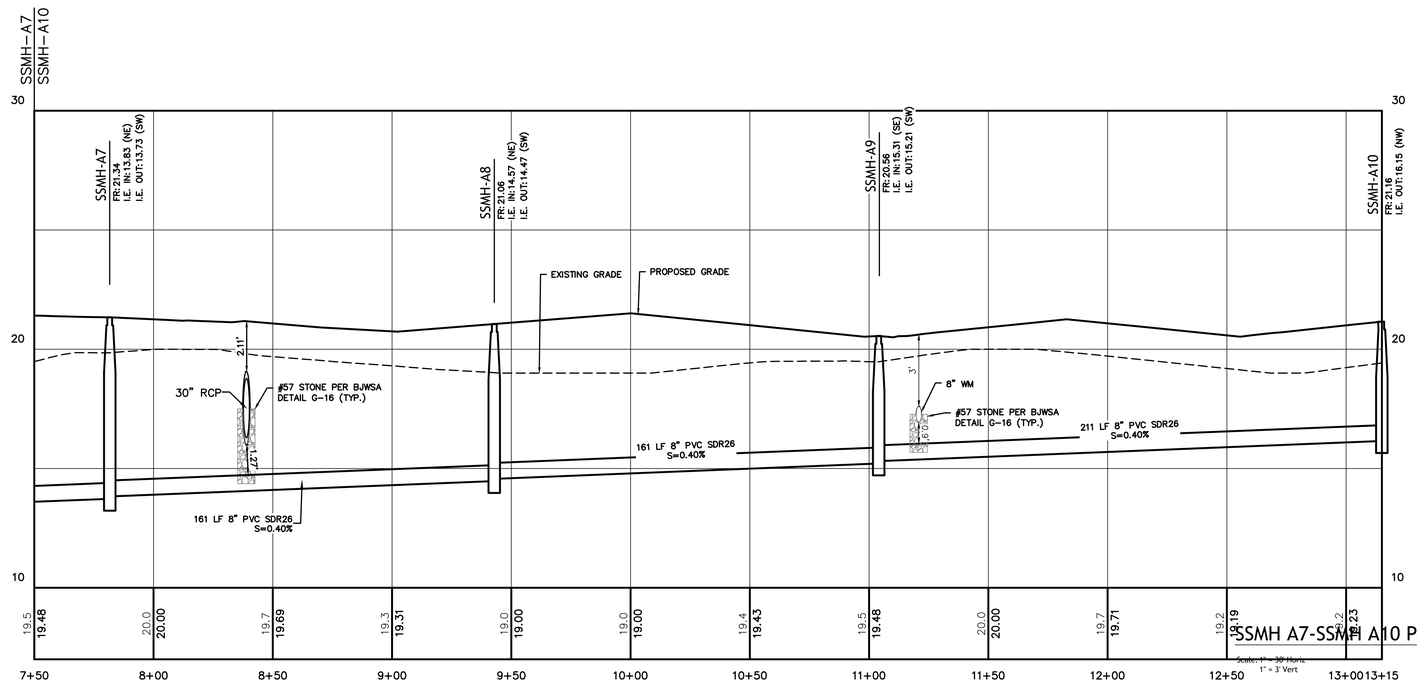
C704

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EX SSMH-SSMH A6 Profile

Scale: 1" = 30' Horiz
1" = 3' Vert



SSMH A7-SSMH A10 Profile

Scale: 1" = 30' Horiz
1" = 3' Vert

Permit Set - NOT FOR CONSTRUCTION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
CERTIFICATE OF AUTHORIZATION
WARD EDWARDS, INC.
No. C00152

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Sanitary Sewer Profiles

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83

Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

C705

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Permit Set - NOT FOR CONSTRUCTION

Limits of Disturbance:	NPDES

Erosion Prevention

Land Grading:	LG OR AGG
Surface Roughening:	SURF
Topsoiling:	TOP
Temporary Seeding:	TS
Mulching:	M
ECB or TRM:	
FGM:	FGM
BFM:	BFM
Permanent Seeding:	PS
Sodding:	SO
Riprap:	
Outlet Protection:	RIPRAP / ECB or TRM
Dust Control:	DC
Polyacrylamide (PAM):	PAM

Sediment Control

Sediment Basin:	
Temporary Sediment Trap:	
Rock Sediment Dike:	
Rock Check Dam:	OR
Sediment Tube:	
Silt Fence:	
Reinforced Silt Fence:	
Type A-Fabric Inlet Protection:	A
Type A-Sediment Tube Inlet Protection:	A
Type B - Wire Mesh and Stone Drop Inlet Protection:	B
Type C - Block and Gravel Inlet Protection:	C
Type D - Rigid Inlet Filters:	D
Type E - Surface Course Curb Inlet Filter:	E
Type F - Inlet Tube:	F
Type FC - Filter Bag Curb Inlet Protection:	FC
Type FB - Filter Bag Grate Inlet Protection:	FG
Concrete Washout	CWS

Runoff Conveyance Measures

Vegetated Channels:	
Riprap-Lined Channels:	
ECB OR TRM-Lined Channels:	
Paved Channels:	PC PC PC
Pipe Slope Drains:	
Temporary Stream Crossing:	
Temporary Diversion Ditch or Swale:	TD TD
Permanent Diversion Ditch:	PD PD
Diversion Dike or Berm:	DD DB
Level Spreader:	
Subsurface Drain:	SSD SSD

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
00 MARGARET, LLC.
:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
14.469 AC.

10' WETLAND BUFFER
DOUBLE ROW
SILT FENCE (TYP.)

SEDIMENT
TUBE (TYP)

NPDES LIMITS OF DISTURBANCE = 6.00 AC

TREE PROTECTION (TYP.)

SILT FENCE (TYP.)

USE DUST CONTROL MEASURES AND
SWEEPING AS NEEDED TO KEEP
SEDIMENT OFF EXISTING STREETS.

TEMPORARY SEEDING PER SCDHEC-OCRM DETAIL.
TEMPORARY SEEDING IS TO BE USED TO STABILIZE ALL
DISTURBED AREAS WHEN WORK IS TEMPORARILY CEASED
PER SCDHEC-OCRM NOTES

ALL DISTURBED AREAS TO BE
PERMANENTLY SEEDED (TYP.)

TEMPORARY
CONSTRUCTION
EASEMENT
(DB:4301 PG:2499)

25' ACCESS EASEMENT
(DB:4301 PG:2499)

45' ACCESS EASEMENT
(DB:4301 PG:2499)

ACCESS &
UTILITY EASEMENT
(DB:4301 PG:2499)

50' CORRIDOR BUFFER
(DB:4301 PG:2499)

PROPERTY LINE SHOWN
PER DB:4301 PG:2499

10' BUILDING SETBACK

25' BUILDING SETBACK

6' CHAINLINK FENCE

EXISTING "X" WATER MAIN

FORCEMAIN LOCATED BY
ATLAS USING BUWSA
PAINT AND FLAGGING
(BEGINNING AT THIS POINT)
(NO RECORD DRAWINGS
OR ASBUILTS PROVIDED)

SSMH
RIM:19.98'
IN(N):9.08'
IN(E):8.93
IS(S):8.98'
IE(W):9.12'

SSMH
RIM:22.36'
IE(S):8.31'
IE(NW):8.24'

SSMH
RIM:21.56'
IN(E):8.55'
IE(W):8.64'

IE(E):8.17'
SUMP:0.59'

±51LF
8" PVC @ 0.57%

±60LF
8" PVC @ 0.40%

±102LF
8" PVC @ 0.78%
EXISTING PUMP STATION #SP75

N61°13'55"E 324.85'(TOTAL)

330.67'

SHEET 01
SHEET 02

75-FT R/W

RIGHT-OF-WAY CENTERLINE
~SC DOT PLANS DOCKET
NO. 7.578, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

CENTERLINE OF SWALE

(FLOOD ZONE "X")

SOUTH CAROLINA
LICENSED
PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
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4		
5		
6		
7		
8		

Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Intermediate & Final Erosion Control Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C801

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N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450028

SHEET 01
SHEET 02

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

10' WETLAND BUFFER

DOUBLE ROW SILT FENCE (TYP.)

25' BUFFER SETBACK

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
630,275 S.F.
14.469 AC.

TREE PROTECTION (TYP.)

NPDES LIMITS OF DISTURBANCE =6.00 AC

CENTERLINE OF SWALE

24' ACCESS EASEMENT (DB:4301 PG:2499)

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

ANY GROUND DISTURBANCE, INCLUDING HEAVY EQUIPMENT TRAFFIC DURING WET CONDITIONS, HAS THE POTENTIAL TO ADVERSELY IMPACT THE SITE AND MAY REQUIRE ADDITIONAL MITIGATION. CONTRACTOR SHALL RESTRICT CONSTRUCTION ACCESS ADJACENT TO THE WESTERN PORTION OF SITE 38BU2267 AND INSTALL TEMPORARY PROTECTIVE BARRIER FENCING (ORANGE SAFETY FENCING OR APPROVED EQUAL) ALONG THE PERIMETER ADJOINING THE WESTERN HALF OF THE SITE TO MINIMIZE DISTURBANCE AND PROTECT REMAINING ARCHAEOLOGICAL RESOURCES.

APPROXIMATE LIMITS OF ARCHEOLOGICAL SITE 38BU2267

50' CORRIDOR BUFFER (DB:4301 PG:2499)

SILT FENCE (TYP.)

TYPE "FB" INLET PROTECTION (TYP.)

SEDIMENT TUBE CHECK DAMS (TYP)

75-FT R/W

ALL DISTURBED AREAS TO BE PERMANENTLY SEEDED (TYP.)

TEMPORARY SEEDING PER SCDHEC-OCRM DETAIL. TEMPORARY SEEDING IS TO BE USED TO STABILIZE ALL DISTURBED AREAS WHEN WORK IS TEMPORARILY CEASED PER SCDHEC-OCRM NOTES

RIP RAP (TYP)

50-FT R/W

20" STEEL WATER MAIN

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES
(SC DOT PLANS DOCKET NO. 7.579, PAGES 40-41)

WK ALSTON DRIVE

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM:NAVD 88

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

3X3" CMF
N: 214,861.178'
E: 2,081,303.368'

SHEET 02A
SHEET 02

CONSTRUCTION ENTRANCE (TYP.)
APPROXIMATE EASEMENT LIMITS

CONCRETE WASHOUT STATION

39 LF 15" RCP
S=1.91%

TEMPORARY CULVERT UNDER CONSTRUCTION ENTRANCE

SEDIMENT TUBE (TYP)

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

PROPERTY LINE/
APPROXIMATE
MUNICIPALITY LINE

USE DUST CONTROL MEASURES AND SWEEPING AS NEEDED TO KEEP SEDIMENT OFF EXISTING STREETS.

R/W VARIF

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

EXISTING 8" PVC WATERMAIN

ALSTON DRIVE
R/W VARIES

CITY OF BEAUFORT
COMMUNITY #450028

W.K. ALSTON DRIVE
R/W VARIES
(ASPHALT ROAD)

W.K. ALSTON DRIVE
R/W VARIES

Limits of Disturbance:	NPDES

Erosion Prevention

Land Grading:	LG OR AGR
Surface Roughening:	
Topsoiling:	
Temporary Seeding:	TS
Mulching:	M
ECB or TRM:	
FGM:	FGM
BFM:	BFM
Permanent Seeding:	PS
Sodding:	SO
Riprap:	
Outlet Protection:	RIPRAP / ECB or TRM
Dust Control:	DC
Polyacrylamide (PAM):	PAM

Sediment Control

Sediment Basin:	
Temporary Sediment Trap:	
Rock Sediment Dike:	
Rock Check Dam:	OR
Sediment Tube:	
Silt Fence:	
Reinforced Silt Fence:	
Type A-Fabric Inlet Protection:	A
Type A-Sediment Tube Inlet Protection:	A
Type B - Wire Mesh and Stone Drop Inlet Protection:	B
Type C - Block and Gravel Inlet Protection:	C
Type D - Rigid Inlet Filters:	D
Type E - Surface Course Curb Inlet Filter:	E
Type F - Inlet Tube:	F
Type FC - Filter Bag Curb Inlet Protection:	FC
Type FB - Filter Bag Grate Inlet Protection:	FG
Concrete Washout	CWS

Runoff Conveyance Measures

Vegetated Channels:	
Riprap-Lined Channels:	
ECB OR TRM-Lined Channels:	
Paved Channels:	PC PC PC
Pipe Slope Drains:	
Temporary Stream Crossing:	
Temporary Diversion Ditch or Swale:	TD TD
Permanent Diversion Ditch:	PD PD
Diversion Dike or Berm:	DD DB
Level Spreader:	
Subsurface Drain:	SSD SSD

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Intermediate & Final Erosion Control Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale:1"= 30' Feet

C802

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TEMPORARY SEEDING – COASTAL

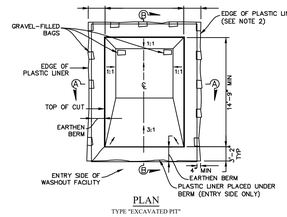
SPECIES	LBS/AC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SANDY, DROUGHTY SITES													
BROWNTOP MILLET	40 LBS/AC												
RYE, GRAIN	56 LBS/AC												
RYEGRASS	50 LBS/AC												
WELL DRAINED, CLAYEY/LOAMEY SITES													
BROWNTOP MILLET OR JAPANESE MILLET	40 LBS/AC												
RYE, GRAIN OR OATS	56 LBS/AC 75 LBS/AC												
RYEGRASS	50 LBS/AC												

TS

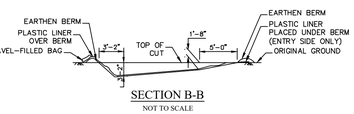
TEMPORARY SEEDING - COASTAL

DETAIL 02370-011

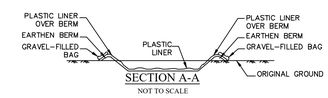
EXCAVATED PIT CONCRETE WASHOUT



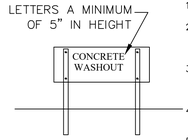
PLAN
TYPE "EXCAVATED PIT"



SECTION B-B
NOT TO SCALE



SECTION A-A
NOT TO SCALE



CONCRETE WASHOUT SIGN DETAIL

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.

South Carolina Department of Health and Environmental Control

CONCRETE WASHOUT
EXCAVATED PIT

STANDARD DRAWING NO. RC-08 PAGE 1 of 1

NOT TO SCALE — FEBRUARY 2014 DATE

CWS

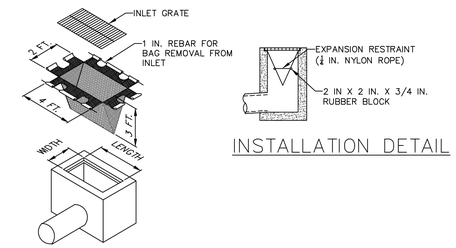
PERMANENT SEEDING – COASTAL

SPECIES	LBS/AC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SANDY, DROUGHTY SITES													
BROWNTOP MILLET BAHIAGRASS	10 LBS/AC 40 LBS/AC												
BROWNTOP MILLET BAHIAGRASS SERICEA LESPEDEZA	10 LBS/AC 30 LBS/AC 40 LBS/AC												
BROWNTOP MILLET ATLANTIC COASTAL PANICGRASS	10 LBS/AC 15 LBS/AC PLS												
BROWNTOP MILLET SWITCHGRASS (ALAMO) LITTLE BLUESTEM SERICEA LESPEDEZA	10 LBS/AC 8 LBS/AC PLS 4 LBS/AC 20 LBS/AC												
BROWNTOP MILLET WEEPING LOVEGRASS	10 LBS/AC 8 LBS/AC												
WELL DRAINED, CLAYEY/LOAMEY SITES													
BROWNTOP MILLET BAHIAGRASS	10 LBS/AC 40 LBS/AC												
RYE, GRAIN BAHIAGRASS CLOVER, CRIMSON (ANNUAL)	10 LBS/AC 40 LBS/AC 5 LBS/AC												
BROWNTOP MILLET BAHIAGRASS SERICEA LESPEDEZA	10 LBS/AC 30 LBS/AC 40 LBS/AC												
BROWNTOP MILLET BERMUDA, COMMON SERICEA LESPEDEZA	10 LBS/AC 10 LBS/AC 40 LBS/AC												
BROWNTOP MILLET BERMUDA, COMMON KOBE LESPEDEZA (ANNUAL)	10 LBS/AC 12 LBS/AC 10 LBS/AC												
BROWNTOP MILLET BAHIAGRASS BERMUDA, COMMON SERICEA LESPEDEZA	10 LBS/AC 20 LBS/AC 6 LBS/AC 40 LBS/AC												
BROWNTOP MILLET SWITCHGRASS LITTLE BLUESTEM INDIANGRASS	10 LBS/AC 8 LBS/AC PLS 3 LBS/AC PLS 3 LBS/AC PLS												

PS

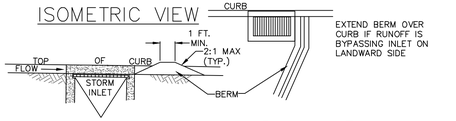
PERMANENT SEEDING - COASTAL

DETAIL 02370-010



ISOMETRIC VIEW

INSTALLATION DETAIL



SECTION VIEW PLAN VIEW

NOTES:

MAXIMUM DRAINAGE AREA = 1/2 ACRE.

INLET PROTECTION SHALL NOT BE REQUIRED FOR INLET TRIBUTARY TO SEDIMENT BASIN OR TRAP. BERMS SHALL BE REQUIRED FOR ALL INSTALLATIONS.

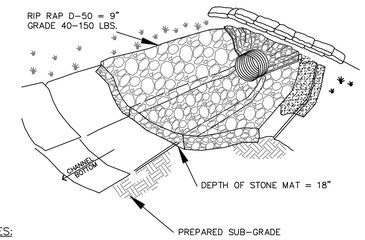
ROLLED EARTHEN BERM SHALL BE MAINTAINED UNTIL ROADWAY IS STONED. ROAD SUBBASE BERM SHALL BE MAINTAINED UNTIL ROADWAY IS PAVED. SIX INCH MINIMUM HEIGHT ASPHALT BERM SHALL BE MAINTAINED UNTIL ROADWAY SURFACE RECEIVES FINAL COAT. AT A MINIMUM, THE FABRIC SHALL HAVE A MINIMUM GRAB TENSILE STRENGTH OF 120 LBS, A MINIMUM BURST STRENGTH OF 200 PSI, AND A MINIMUM TRAPEZOIDAL TEAR STRENGTH OF 50 LBS. FILTER BAGS SHALL BE CAPABLE OF TRAPPING ALL PARTICLES NOT PASSING A NO. 40 SIEVE.

INLET FILTER BAGS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH RUNOFF EVENT. BAGS SHALL BE EMPTIED AND RINSED OR REPLACED WHEN HALF FULL OR WHEN FLOW CAPACITY HAS BEEN REDUCED SO AS TO CAUSE FLOODING OR BYPASSING OF THE INLET. DAMAGED OR CLOGGED BAGS SHALL BE REPLACED. A SUPPLY SHALL BE MAINTAINED ON SITE FOR REPLACEMENT OF BAGS. ALL NEEDED REPAIRS SHALL BE INITIATED IMMEDIATELY AFTER THE INSPECTION. DISPOSE OF ACCUMULATED SEDIMENT AS WELL AS ALL USED BAGS ACCORDING TO THE PLAN NOTES.

DO NOT USE ON MAJOR PAVED ROADWAYS WHERE PONDING MAY CAUSE TRAFFIC HAZARDS.

FILTER BAG GRATE INLET PROTECTION

NO SCALE



NOTES:

1. PLACE ALL RIP RAP ON 8 OUNCE NON-WOVEN FILTER CLOTH.
2. STAKING OF FILTER CLOTH PER MANUFACTURER'S SPECIFICATIONS.
3. LENGTH OF OUTLET STABILIZATION = 8 TIMES PIPE DIA.
   TOP WIDTH OF OUTLET STABILIZATION = 3 TIMES PIPE DIA.
   BOTTOM WIDTH OF OUTLET STABILIZATION = 6 TIMES PIPE DIA.

RIP RAP OUTLET STABILIZATION DETAIL

DETAIL #02370-009

SOUTH CAROLINA PROFESSIONAL ENGINEER No. 22816 05/29/26 PAUL R. MOORE

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION WARD EDWARDS, INC. No. C00152

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Intermediate & Final Erosion Control Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C803

Permit Set - NOT FOR CONSTRUCTION

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Paving Hatch Legend

Proposed Concrete Paving	
Proposed Heavy Duty Concrete Paving	
Proposed Pervious Concrete Paving	
Proposed Sidewalk/Concrete	
Reinforced Grass Fire Lane	
Proposed Aggregate/Stones	
Proposed Asphalt (light duty)	
Proposed Asphalt (heavy duty)	
Mill & Overlay Asphalt	
Proposed Concrete Pavers	

N/F
BEAUFORT-JASPER
WATER & SEWER AUTHORITY
PIN:R120 028 000 1259 0000
PB:163 PG:174
DB:4338 PG:2562

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN:R100 028 000 137A 0000
PB:162 PG:68
DB:4 PG:3414

N/F
4000 MARGARET, LLC.
PIN:R120 028 000 1241 0000
PB:164 PG:53
DB:4199 PG:1574

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN:R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

PROPERTY LINE / APPROXIMATE MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

25' BUILDING SETBACK

10' BUILDING SETBACK

SPEED HUMP (TYP.)

LIGHT DUTY ASPHALT PAVEMENT (TYP.)

STANDARD 18" CURB AND GUTTER

CONCRETE SIDEWALK (TYP.)

10' WETLAND BUFFER

CONCRETE FLUME (TYP.)

WETLANDS
2,229 S.F.
0.049 AC.

UPLANDS
632,275 S.F.
14.469 AC.

SHEET 01
SHEET 02

75-FT R/W

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

CENTERLINE OF SWALE

(FLOOD ZONE "X")

N61°13'55"E 924.85'(TOTAL)
330.67' 330.67'

25' ACCESS EASEMENT (DB:4301 PG:2499)

43' ACCESS EASEMENT (DB:4301 PG:2499)

50' CORRIDOR BUFFER (DB:4301 PG:2499)

TEMPORARY CONSTRUCTION EASEMENT (DB:4301 PG:2499)

ACCESS & UTILITY EASEMENT (DB:4301 PG:2499)

BJWSA EASEMENT (DB:4301 PG:2499)

PROPERTY LINE SHOWN PER DB:4301 PG:2499

LANDSCAPE AREA

RIGHT-OF-WAY CENTERLINE (SC DOT PLANS DOCKET NO. 7.579, PAGES 40-41)

±102LF 18" RCP @ 0.31%

IE:16.62'

IE(E):8.17' SUMP:0.59'

SSMH RIM:22.36' IE(S):8.31' IE(NW):8.24'

SSMH RIM:19.98' IE(N):9.08' IE(E):8.93' IE(S):8.98' IE(W):9.12'

SSMH RIM:21.56' IE(N):8.55' IE(W):8.64'

8" PVC @ 0.78%

8" PVC @ 0.40%

8" PVC @ 0.57%

±9LF

±60LF

±51LF

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (BEGINNING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

Permit Set - NOT FOR CONSTRUCTION

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	SPEED HUMP ADDED	12-12-25
2		
3		
4		
5		
6		
7		
8		

Plan Revisions

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Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Paving Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Scale:1"= 30' (0, 30, 60 Feet)

C901

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N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN: R100 028 000 137A 0000
PB: 162 PG: 68
DB: 4 PG: 3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

WETLANDS
2,129 S.F.
0.049 AC.

UPLANDS
634,273 S.F.
14.469 AC.

10' WETLAND BUFFER

25' BUILDING SETBACK

5' BUILDING SETBACK

CONCRETE SIDEWALK (TYP.)

CONCRETE FLUME (TYP.)

SPEED HUMP (TYP.)

TYPE B ADA RAMP

STOP SIGN R1-1-36
AND 24" WHITE STOP BAR
FOR INSTALLATION IN ACCORDANCE WITH SCDOT
SEE DETAIL 625-305-00

APPROXIMATE LOCATION TIE IN TO EXISTING SIDEWALK

HEAVY DUTY ASPHALT PAVEMENT (TYP.)

LIGHT DUTY ASPHALT PAVEMENT (TYP.)

APPROXIMATE EASEMENT LIMITS

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

DO NOT ENTER SIGN
R5-1

TYPE D ADA RAMP

TYPE A ADA RAMP

TYPE B ADA RAMP

TYPE C ADA RAMP

CONCRETE SIDEWALK (TYP.)

WHEEL STOP (TYP.)

N/F
ROBERT SMALLS
PKWY REALTY, LLC
PIN: R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

LIGHT DUTY ASPHALT PAVEMENT (TYP.)

STANDARD 18" CURB AND GUTTER

APPROXIMATE LIMITS OF ARCHEOLOGICAL SITE 38BU2267

24' ACCESS EASEMENT (DB: 4301 PG: 2499)

50' CORRIDOR BUFFER (DB: 4301 PG: 2499)

PROPERTY LINE SHOWN PER DB: 4301 PG: 2499

CENTERLINE OF SWALE

(FLOOD ZONE "X")

R/W VARIES

W.K. ALSTON DRIVE
R/W VARIES

W.K. ALSTON DRIVE
R/W VARIES
(ASPHALT ROAD)

50-FT R/W

BENCHMARK
NAIL IN TREE
EL.: 20.13'
DATUM: NAVD 88

W.K. ALSTON DRIVE

75'-[HEAVY DUTY ASPHALT PAVEMENT (TYP.)

30" STOP SIGN R1-1-36
NO LEFT TURN SIGN R3-2
AND 24" WHITE STOP BAR
FOR INSTALLATION IN ACCORDANCE WITH SCDOT
SEE DETAIL 625-305-00

WHITE THERMOPLASTIC PAVEMENT MARKINGS
PER MUTCD STANDARDS (TYP.)

SAW CUT CLEAN EDGE
4" WHITE OUTSIDE EDGE LINE

4" YELLOW EDGE LINES ON INNER
RADII OF CHANNELIZED ISLAND

4" WHITE 10'-30' DASHED LINES
SCDOT STD DETAIL 625-305-00

4" WHITE "ONLY" MARKING
SCDOT STD DETAIL 625-305-00

WHITE RIGHT TURN ARROW
SCDOT STD DETAIL 625-410-00

4" SOLID WHITE LINE
SCDOT STD DETAIL 625-305-00

4" WHITE 2'-6" SKIP LINES
SCDOT STD DETAIL 625-305-00

4" WIDE EDGE LINE IN FRONT OF
CHANNELIZED ISLAND PARALLEL TO SC 170

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

INSTALL CONCRETE MEDIAN ISLAND
IN ACCORDANCE WITH SCDOT
DETAIL 720-105-03

EDGES OF CONCRETE ISLAND TO BE
PAINTED YELLOW IN ACCORDANCE WITH
SCDOT SEE DETAIL 630-215-00

SHEET 01
SHEET 02

SHEET 02A
SHEET 02

Paving Hatch Legend

Proposed Concrete Paving	
Proposed Heavy Duty Concrete Paving	
Proposed Pervious Concrete Paving	
Proposed Sidewalk/Concrete	
Reinforced Grass Fire Lane	
Proposed Aggregate/Stones	
Proposed Asphalt (light duty)	
Proposed Asphalt (heavy duty)	
Mill & Overlay Asphalt	
Proposed Concrete Pavers	

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Beaufort FSED
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Prepared for
Novant Health

Paving Plan

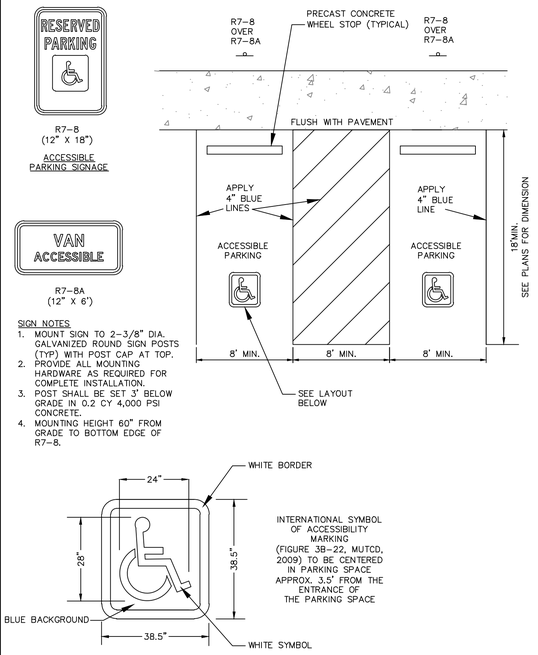
Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale: 1" = 30' Feet

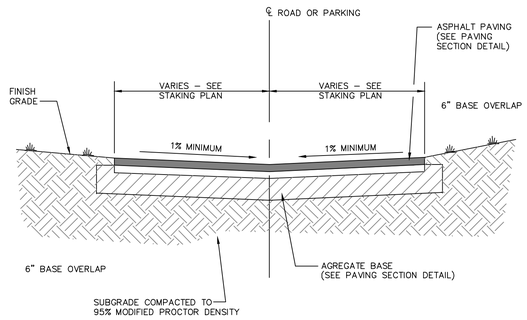
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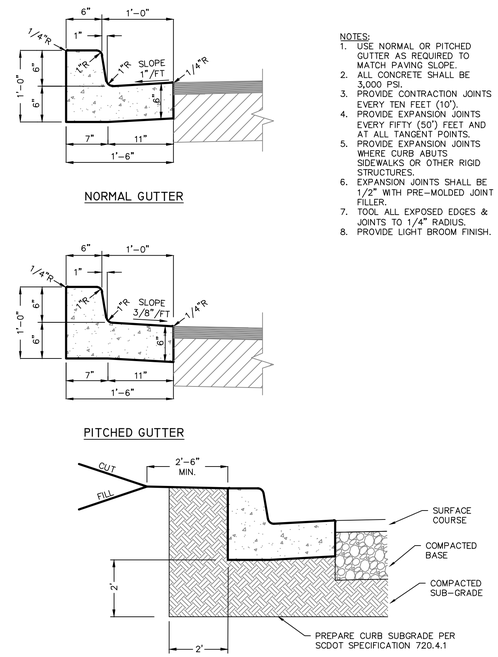


ACCESSIBLE PARKING DETAIL



INVERTED CROWN ASPHALT PAVING SECTION

DETAIL 02740-002

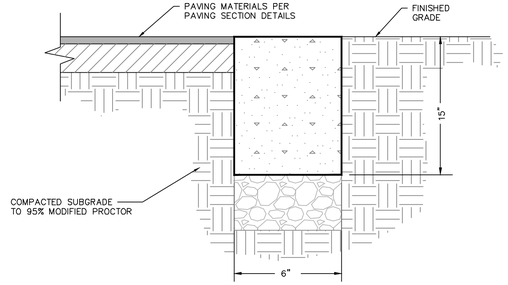


NOTES:
1. USE NORMAL OR PITCHED GUTTER AS REQUIRED TO MATCH PAVING SLOPE.
2. ALL CONCRETE SHALL BE 3,000 PSI.
3. PROVIDE CONTRACTION JOINTS EVERY TEN FEET (10').
4. PROVIDE EXPANSION JOINTS EVERY FIFTY (50') FEET AND AT ALL TANGENT POINTS.
5. PROVIDE EXPANSION JOINTS WHERE CURB ABUTS SIDEWALKS OR OTHER RIGID STRUCTURES.
6. EXPANSION JOINTS SHALL BE 1/2" WITH PRE-MOLDED JOINT FILLER.
7. TOOL ALL EXPOSED EDGES & JOINTS TO 1/4" RADIUS.
8. PROVIDE LIGHT BROOM FINISH.

18" CURB AND GUTTER

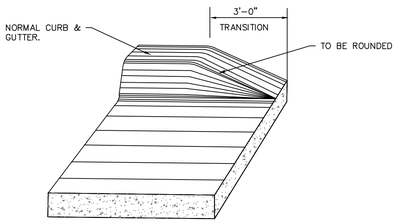
DETAIL 03300-004A

NOTES:
1. ALL CONCRETE SHALL BE 3,000 PSI.
2. PROVIDE CONTRACTION JOINTS EVERY TEN FEET (10').
3. PROVIDE EXPANSION JOINTS EVERY FIFTY (50') FEET AND AT ALL TANGENT POINTS.
4. PROVIDE EXPANSION JOINTS WHERE CURB ABUTS SIDEWALKS OR OTHER RIGID STRUCTURES.
5. EXPANSION JOINTS SHALL BE 1/2" WITH PRE-MOLDED JOINT FILLER.
6. TOOL ALL EXPOSED EDGES & JOINTS TO 1/4" RADIUS.
7. PROVIDE LIGHT BROOM FINISH.



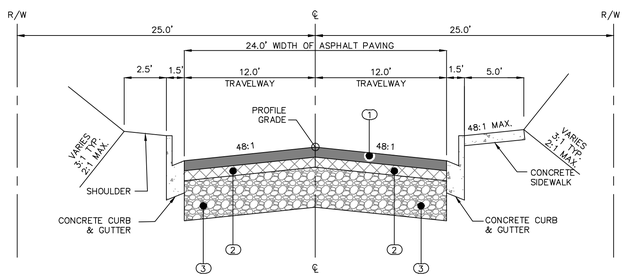
FLUSH HEADER CURB

DETAIL 03300-005A



CURB AND GUTTER TRANSITION DETAIL

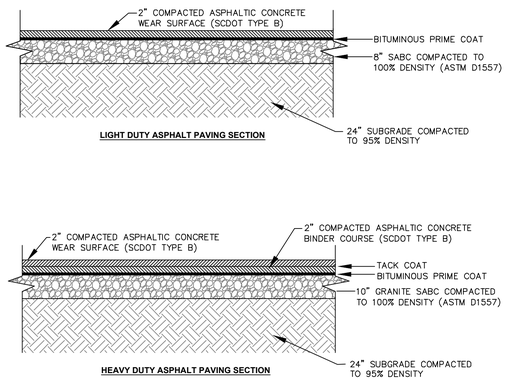
DETAIL 03300-020



① HOT MIX ASPHALT COURSE(S) – SEE PAVING SECTIONS
② HOT MIX ASPHALT INTERMEDIATE COURSE – SEE PAVING SECTIONS
③ AGGREGATE BASE COURSE – SEE PAVING SECTIONS

NOTES:
1. SEE PLANS FOR INTERSECTIONS.

TYPICAL ROAD SECTION



TYPICAL PAVING SECTIONS

DETAIL 02740-016

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE
SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
8		
7		
6		
5		
4		
3		
2		
1	Plan Revisions	

Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Paving Details

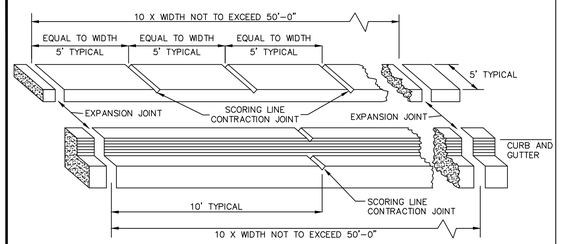
Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

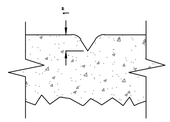
C903

Permit Set - NOT FOR CONSTRUCTION

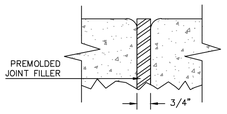
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ISOMETRIC



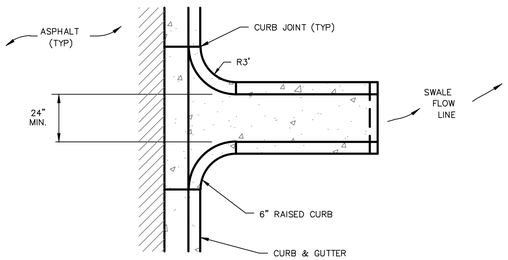
CONTRACTION JOINT
SCORING LINE



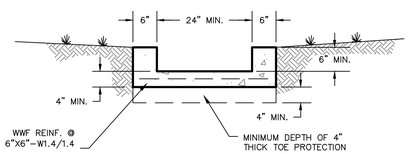
EXPANSION JOINT

NOTES:
1. EXPANSION JOINTS, 3/4 INCH THICK, SHALL BE PLACED IN THE SIDEWALK AND CURBING AT THE POINT OF CURVATURE (PC) AND POINT OF TANGENCY (PT) OF ALL CURVES, AT THE OUTER EDGES OF DRIVEWAYS, AND AT UNIFORM INTERVALS AS SHOWN. EXPANSION JOINTS SHALL MEET SCDOT SPECIFICATION SECTION 702.2.2.1.
2. TRANSVERSE SCORING LINES (CONTRACTION JOINTS) IN THE SIDEWALK SHALL BE PLACED BETWEEN EXPANSION JOINTS AT UNIFORM INTERVALS EQUAL TO THE WIDTH OF THE WALK AS SHOWN.
3. LONGITUDINAL SCORING LINES WILL BE REQUIRED IN WALKS WIDER THAN 5 FEET OR AS DIRECTED BY THE ENGINEER.
4. TRANSVERSE CONTRACTION JOINTS IN THE CURBING SHALL BE PLACED BETWEEN EXPANSION JOINTS AT UNIFORM 10' INTERVALS.
5. TRANSVERSE AND LONGITUDINAL SCORING LINES SHALL BE A DEPTH OF 1" AND NOT LESS THAN 1/4 INCH OR MORE THAN 1/2 INCH IN WIDTH. THE CORNERS OF THE SCORING LINES SHALL HAVE A 1/2 INCH MINIMUM RADII.
6. JOINTS IN THE CURB AND GUTTER SHALL ALIGN WITH CORRESPONDING JOINTS IN THE SIDEWALK.

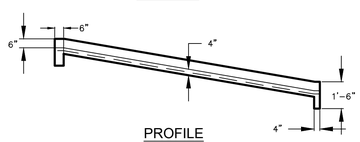
EXPANSION JOINTS AND SCORING LINES
DETAIL 03300-007A



PLAN



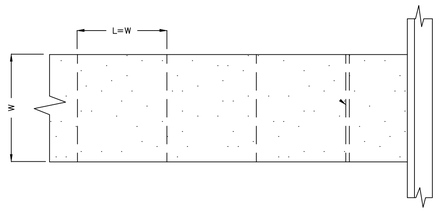
SECTION

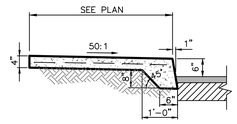


PROFILE

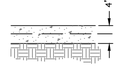
NOTES:
1. DRAINAGE FLUME SHALL EXTEND DOWN TO THE BOTTOM OF THE POND OR SWALE
2. TO BE USED ON GRADUAL SLOPES OF 3:1 OR LESS

CONCRETE FLUME - TYPE A





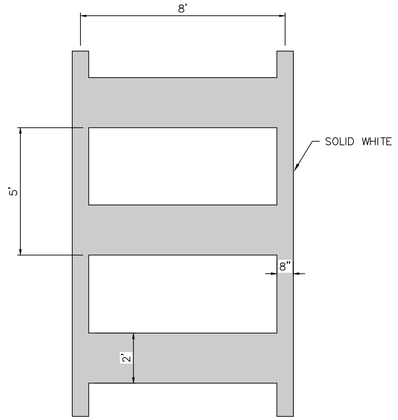
TURNED DOWN SIDEWALK



REINFORCED SIDEWALK

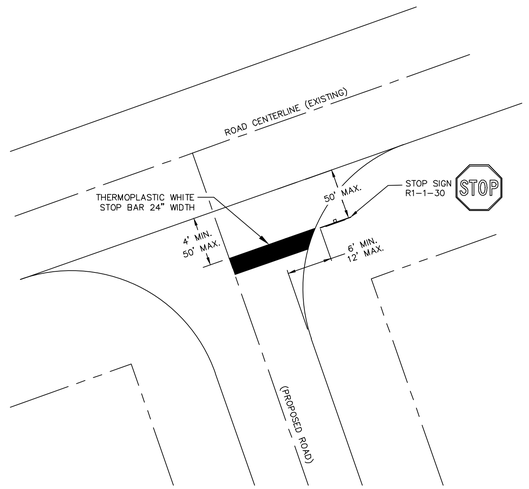
NOTES:
1. W = VARIES, REFER TO STAKING PLAN FILL IN BASED ON SITE PLAN
2. L = WIDTH OF PAVING UNLESS OTHERWISE INDICATED ON PLAN.
3. SLOPE = AS INDICATED ON GRADING PLAN, NOT TO EXCEED 2% CROSS OF 8.33% LONGITUDINAL
4. ALL CONCRETE SHALL BE CLASS A 3000 PSI
5. FINISH BROOM WITH HAND TOOLED JOINTS AND EDGES.

CONCRETE SIDEWALK
DETAIL 03300-006

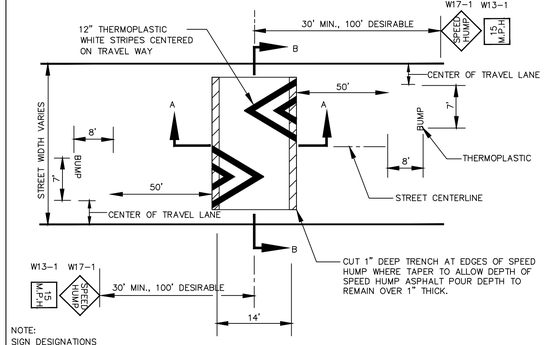


NOTE:
POSITION TRANSVERSE MARKINGS IN LANES SO AS TO NOT BE IN WHEEL PATH.

CROSSWALK DETAIL

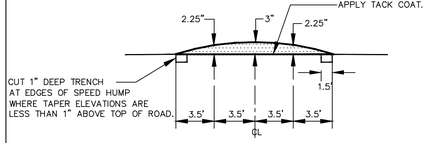


TYPICAL STOP SIGN & STOP BAR STRIPING AT INTERSECTION
DETAIL #02740-018

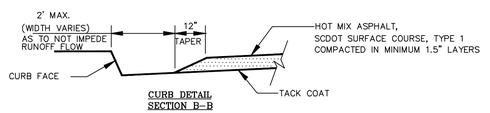


NOTE:
SIGN DESIGNATIONS
ARE MUTCD NUMBERS.

SPEED HUMP (TYPICAL)



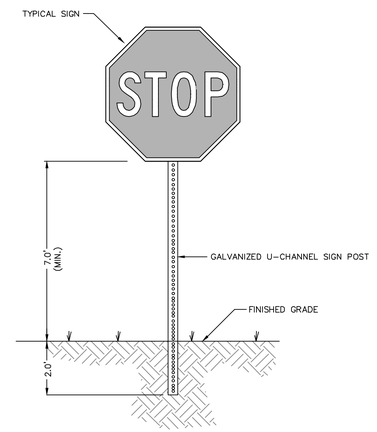
PARABOLIC CROWN
SECTION A-A



CURB DETAIL
SECTION B-B

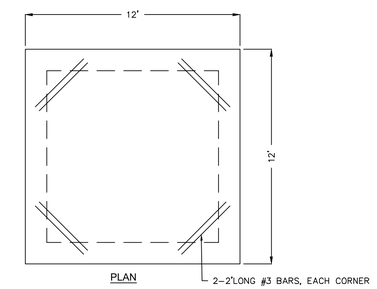
SPEED HUMP DETAIL
DETAIL 02740-017



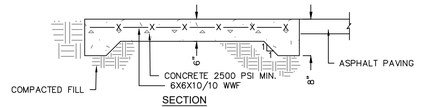


NOTE:
ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (LATEST EDITION) AND THE DEPARTMENT OF TRANSPORTATION STANDARDS AT THE LOCATIONS SHOWN ON THE PLANS.

TYPICAL SIGNAGE
DETAIL #02890-002A



PLAN



SECTION

HEAVY DUTY CONCRETE DUMPSTER PAD
DETAIL 03300-017

Permit Set - NOT FOR CONSTRUCTION

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	SPEED HUMP ADDED	12-12-25
2	Plan Revisions	
3		
4		
5		
6		
7		
8		

Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton, South Carolina 29910
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Beaufort FSED
City of Beaufort, South Carolina

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Novant Health

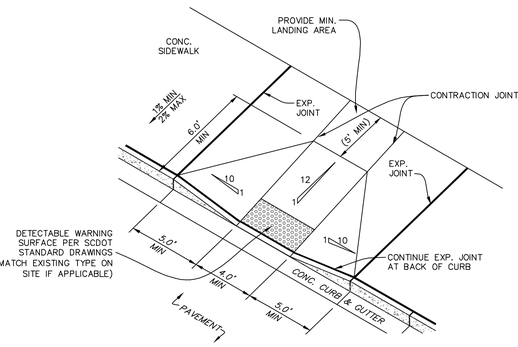
Paving Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

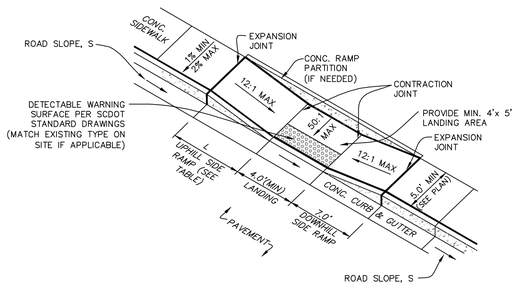
C904

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NOTES:
1. ALL CONCRETE SHALL BE CLASS A, 3,000 PSI.
2. REFER TO STANDARD DETAILS FOR SIDEWALKS, CURB & GUTTER, AND CONCRETE JOINTS.
3. CURB RAMP SHALL BE BROOM–FINISHED TO PROVIDE A ROUGH, SKID–RESISTANT SURFACE. ALL JOINTS AND EDGES SHALL BE HAND TOOLED.
4. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA. THE SURFACE OF THE RAMP SHALL BE FLUSH WITH THE FLOWLINE OF THE CURB AND GUTTER.
5. PLACE DETECTABLE WARNING IN LINE AND FLUSH WITH BACK OF "DROPPED CURB".
6. SIDE SLOPES OF THE RAMP ARE NOT TO EXCEED 12:1 (8.33%) AT ANY LOCATION WHERE PEDESTRIAN TRAFFIC CROSSES THE RAMP.
7. CROSS SLOPES OF SIDEWALK, RAMP, AND LANDING TO BE BETWEEN 100:1 (1%) AND 50:1 (2%).
8. LONGITUDINAL SLOPE OF SIDEWALK TO BE NO GREATER THAN 1:20 (5%).
9. CONSTRUCTION OF ACCESSIBLE CURB RAMP SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES.

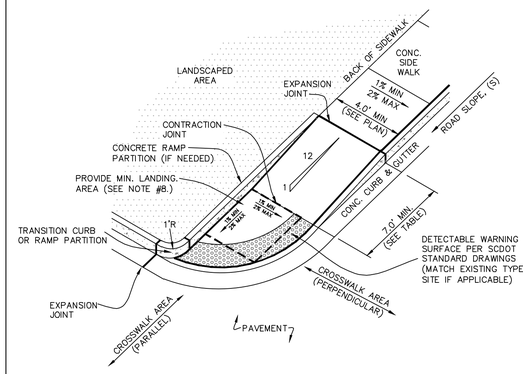
CONCRETE CURB RAMP-TYPE A
DETAIL 03300-028



ROAD SLOPE, S (%)	L, (UPHILL SIDE RAMP), [FT]
S ≤ 1%	7'–0"
1% < S ≤ 3%	10'–0"
S > 3%	15'–0"

NOTES:
1. ALL CONCRETE SHALL BE CLASS A, 3,000 PSI.
2. REFER TO STANDARD DETAILS FOR SIDEWALKS, CURB & GUTTER, AND CONCRETE JOINTS.
3. CURB RAMP SHALL BE BROOM–FINISHED TO PROVIDE A ROUGH, SKID–RESISTANT SURFACE. ALL JOINTS AND EDGES SHALL BE HAND TOOLED.
4. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA. THE SURFACE OF THE RAMP SHALL BE FLUSH WITH THE FLOWLINE OF THE CURB AND GUTTER.
5. PLACE DETECTABLE WARNING IN LINE AND FLUSH WITH BACK OF "DROPPED CURB".
6. SIDE SLOPES OF THE RAMP ARE NOT TO EXCEED 12:1 (8.33%) AT ANY LOCATION WHERE PEDESTRIAN TRAFFIC CROSSES THE RAMP.
7. CROSS SLOPES OF SIDEWALK, RAMP, AND LANDING TO BE BETWEEN 100:1 (1%) AND 50:1 (2%).
8. LONGITUDINAL SLOPE OF SIDEWALK TO BE NO GREATER THAN 1:20 (5%).
9. CONSTRUCTION OF ACCESSIBLE CURB RAMP SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES.

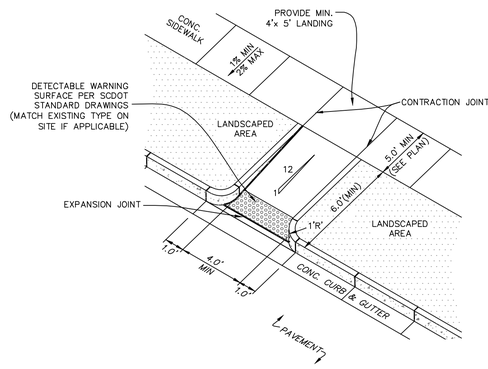
CONCRETE CURB RAMP TYPE-B
DETAIL 03300-029A



ROAD SLOPE, S (%)	L, (UPHILL SIDE RAMP), [FT]
S ≤ 1%	7'–0"
1% < S ≤ 3%	10'–0"
S > 3%	15'–0"

NOTES:
1. ALL CONCRETE SHALL BE CLASS A, 3,000 PSI.
2. REFER TO STANDARD DETAILS FOR SIDEWALKS, CURB & GUTTER, AND CONCRETE JOINTS.
3. CURB RAMP SHALL BE BROOM–FINISHED TO PROVIDE A ROUGH, SKID–RESISTANT SURFACE. ALL JOINTS AND EDGES SHALL BE HAND TOOLED.
4. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA. THE SURFACE OF THE RAMP SHALL BE FLUSH WITH THE FLOWLINE OF THE CURB AND GUTTER.
5. PLACE DETECTABLE WARNING IN LINE AND FLUSH WITH BACK OF "DROPPED CURB".
6. SIDE SLOPES OF THE RAMP ARE NOT TO EXCEED 12:1 (8.33%) AT ANY LOCATION WHERE PEDESTRIAN TRAFFIC CROSSES THE RAMP.
7. CROSS SLOPES OF SIDEWALK, RAMP, AND LANDING TO BE BETWEEN 100:1 (1%) AND 50:1 (2%).
8. IF CROSSWALK IS PARALLEL WITH WALK, A MIN. LANDING OF 4'x 4' MUST BE PROVIDED. HOWEVER, IF THE CROSSWALK IS PERPENDICULAR TO THE WALK, A MIN. LANDING OF 5'x 5' MUST BE PROVIDED
9. LONGITUDINAL SLOPE OF SIDEWALK TO BE NO GREATER THAN 1:20 (5%).
10. CONSTRUCTION OF ACCESSIBLE CURB RAMP SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES.

CONCRETE CURB RAMP TYPE-C
DETAIL 03300-031



NOTES:
1. ALL CONCRETE SHALL BE CLASS A, 3,000 PSI.
2. REFER TO STANDARD DETAILS FOR SIDEWALKS, CURB & GUTTER, AND CONCRETE JOINTS.
3. CURB RAMP SHALL BE BROOM–FINISHED TO PROVIDE A ROUGH, SKID–RESISTANT SURFACE. ALL JOINTS AND EDGES SHALL BE HAND TOOLED.
4. GUTTER FLOW LINE AND PLAN PROFILE SHALL BE MAINTAINED THROUGH THE RAMP AREA. THE SURFACE OF THE RAMP SHALL BE FLUSH WITH THE FLOWLINE OF THE CURB AND GUTTER.
5. PLACE DETECTABLE WARNING IN LINE AND FLUSH WITH BACK OF "DROPPED CURB".
6. SIDE SLOPES OF THE RAMP ARE NOT TO EXCEED 12:1 (8.33%) AT ANY LOCATION WHERE PEDESTRIAN TRAFFIC CROSSES THE RAMP.
7. CROSS SLOPES OF SIDEWALK, RAMP, AND LANDING TO BE BETWEEN 100:1 (1%) AND 50:1 (2%).
8. LONGITUDINAL SLOPE OF SIDEWALK TO BE NO GREATER THAN 1:20 (5%).
9. CONSTRUCTION OF ACCESSIBLE CURB RAMP SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES AND ORDINANCES.

CONCRETE CURB RAMP- TYPE D
DETAIL 03300-033

SOUTH CAROLINA PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE
SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

Permit Set - NOT FOR CONSTRUCTION

No.	Description	Date
1	Plan Revisions	
2		
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Ward Edwards ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

Paving Details

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83

Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

Not to Scale

C905

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N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN: R100 028 000 137A 0000
PB: 162 PG: 68
DB: 4 PG: 3414

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

SHEET 01
SHEET 02

SHEET 02A
SHEET 02

PROPERTY LINE/
APPROXIMATE MUNICIPALITY LINE

10' WETLAND BUFFER

WETLANDS
2,129 S.F.
0.049 AC.

25' BUILDING SETBACK

UPLANDS
630,273 S.F.
14.469 AC.

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

FORCEMAIN UNLOCATABLE PAST THIS POINT DUE TO FENCE

FORCEMAIN LOCATED BY ATLAS USING BJWSA PAINT AND FLAGGING (ENDING AT THIS POINT) (NO RECORD DRAWINGS OR ASBUILTS PROVIDED)

EXISTING ROBERT SMALLS INTERNATIONAL ACADEMY STORMWATER POND

3X3" CMF
N: 214,861.178'
E: 2,081,303.368'

N61°15'55"E 924.85'(TOTAL)
540.50'

APPROXIMATE EASEMENT LIMITS

BENCHMARK
NAIL IN TREE
DATUM: NAVD 88

N/F
BEAUFORT COUNTY
SCHOOL DISTRICT
PIN: R100 028 000 137A 0000
PB: 162 PG: 68
DB: 4 PG: 3414

PROPERTY LINE/
APPROXIMATE
MUNICIPALITY LINE

BEAUFORT COUNTY
UNINCORPORATED AREAS
COMMUNITY #450025

CITY OF BEAUFORT
COMMUNITY #450026

CENTERLINE OF SWALE

CENTERLINE OF EASEMENT

S 36°46'19" E 2,602.21' (TOTAL)

5/8" RBF
N: 214,425.652'
E: 2,081,542.524'
(FOR MAPPING
PURPOSES ONLY)

BENCHMARK
NAIL IN TREE
EL: 20.13'
DATUM: NAVD 88

N/F
ROBERT SMALLS
PKWY REALTY, LLC.
PIN: R120 028 000 1248 0000
(TOTAL ACREAGE)
632,404 S.F.
14.518 AC.

(FLOOD ZONE "X")

APPROXIMATE LIMITS OF
ARCHEOLOGICAL SITE 38BU2267

50' CORRIDOR BUFFER
(DB: 4301 PG: 2499)

PROPERTY LINE SHOWN
PER DB: 4301 PG: 2499

75-FT R/W

50-FT R/W

20" STEEL WATER MAIN

RIGHT-OF-WAY CENTERLINE
(SC DOT PLANS DOCKET
NO. 7.579, PAGES 40-41)

ROBERT SMALLS PARKWAY (HIGHWAY 170) R/W VARIES

WK. ALSTON DRIVE
R/W VARIES

SHEET 01
SHEET 02

ADA Accessible Route

NOTE:
The accessible route shall comply with the current version of the ADA Standards for Accessible Design.

NOTES:

1. ACCESSIBLE ROUTE - EXTERIOR:
   - Minimum clear width is 3'.
   - If accessible route has less than 5' clear width, then passing spaces at least 5'x5' shall be located every 200' or less (intersecting sidewalks meet this requirement).
   - Longitudinal (running) slope may not exceed 5% unless ramp is installed (ramps may not exceed 8.33%).
   - Cross slope may not exceed 2%.
   - Gaps in route may not exceed ½" in width.
2. FINISHED SURFACE HEIGHT REQUIREMENTS:
   - 0 TO ¼": No requirements
   - ¼" TO ½": Bevel with 1:2 slope
   - Larger than ½": conform to requirements for ramp
3. RAMPS:
   - Max slope 8.33% (1:12).
   - Ramps steeper than 8.33% are not acceptable.
   - Max rise for any ramp run is 30" (at 8.33% slope, maximum run of ramp is 30').
   - Max cross slope of ramp 2% (1:50).
4. RAMP LANDINGS:
   - Ramps shall have level landings at bottom and top of each ramp.
   - Landing shall be at least as wide as ramp leading to it.
   - Landing length shall be minimum 5' clear.
   - If ramps change direction at landing, minimum landing size shall be 5'x5'.
   - All landings are to be no more than 2% slope in any direction.
5. RAMP HANDRAILS:
   - Handrails required on both sides (min. 36" clear between handrails) when ramp rise is greater than 6".
   - Provide minimum 12" long handrail extensions at top and bottom landings.
   - Provide minimum 2" high edge protection or rail with less than 4" clear to ramp if ramp has drop-offs.
   - Routes between buildings with only dwelling units do not have to have handrails.
   - Stairs not allowed as part of accessible route but if adjacent to route or part of tenant space must meet requirements for stair rails.
6. CURB AND SIDEWALK RAMPS:
   - Max slope of curb ramp 8.33%.
   - Max slope of side flares 10%.
   - Max slope of adjoining gutters, road surface, or accessible route 5%.
   - Min width 36" (not including side flares).
   - Detectable warning is required on curb ramps in public rights of way, and shall be 24" minimum in the direction of travel and extend the full width of the curb ramp or flush surface. detectable warnings shall be located so the edge nearest the curb line is 6" to 8" from the curb line.
7. PAVEMENT MARKINGS:
   - As required by local jurisdictional authority (recommended crosswalk marking to designate accessible pedestrian route)
8. PARKING SPACES:
   - Minimum 8' wide accessible parking space.
   - Minimum 5' wide access aisle at standard spaces.
   - Minimum 8' wide access aisle at van-accessible spaces.
   - Maximum 2% (1:50) slope in any direction.
9. SIGNAGE:
   - Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. van-accessible spaces shall have an additional sign "van-accessible" mounted below the symbol. such signs shall be located so they cannot be obscured by a vehicle parked in the space (60" above grade unless other height required by local jurisdiction).
10. ACCESSIBLE ROUTES:
    - Must comply with ADA, the fair housing act, and icc/ansi a117.1-2017.

SOUTH CAROLINA
PROFESSIONAL ENGINEER
No. 22816
05/29/26
PAUL R. MOORE

SOUTH CAROLINA
WARD EDWARDS, INC.
No. C00152
CERTIFICATE OF AUTHORIZATION

No.	Description	Date
1	Plan Revisions	
2		
3		
4		
5		
6		
7		
8		

Permit Set - NOT FOR CONSTRUCTION

Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

Beaufort FSED
City of Beaufort, South Carolina

Prepared for
Novant Health

ADA Accessible Route Plan

Vert. Datum:	NAVD88
Horiz. Datum:	NAD83
Project #:	230643
Date:	05/29/26
Designed by:	LYJ
Checked by:	PRM

0 30 60
Scale: 1" = 30' Feet

C1001

GENERAL NOTES:

1. ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES.
2. REFER TO ENGINEERING PLANS FOR LAYOUT AND LOCATION OF UTILITIES AND ROADS
3. ALL SURVEY AND SITE INFORMATION WERE COMPILED FROM A VARIETY OF SOURCES AT VARIOUS TIMES. SITE INFORMATION MUST BE FIELD VERIFIED BEFORE CONSTRUCTION BEGINS. REPORT ANY DISCREPANCIES TO THE OWNER OR OWNER'S REPRESENTATIVE.
4. IT IS THE RESPONSIBILITY OF ALL CONTRACTORS AND TRADES TO COORDINATE THE INSTALLATION OF THEIR WORK WITH THE INSTALLATION OF WORK BY ALL OTHER CONTRACTORS AND TRADES.
5. THE REQUIREMENTS OF THE SPECIFICATIONS, DRAWINGS, GENERAL REQUIREMENTS, AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING FOR ALL CONTRACTORS AND TRADES.
6. EACH CONTRACTOR IS REQUIRED TO MAINTAIN FULL (COLOR) SETS OF THE CONTRACT DOCUMENTS FOR HIS EMPLOYEES USE ON THE PROJECT TO ASSURE THAT ALL WORK IS PROPERLY COORDINATED AND FOR REVIEWS BY COUNTY AND / OR MUNICIPALITY OFFICIALS FOR INSPECTIONS.
7. ALL CONTRACTORS AND ALL TRADES ARE RESPONSIBLE FOR OBTAINING THE CORRECT PERMITS AND INSPECTIONS PRIOR TO CONSTRUCTION AS REQUIRED BY LOCAL PLANNING, ZONING, BUILDING CODE AND OTHER TOWN AUTHORITIES.
8. W.J.K. LTD., THE OWNER AND / OR THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED OF ANY SITE CONDITIONS WHICH MAY NECESSITATE MODIFICATION TO THE PLAN. THE OWNER OR OWNER'S REPRESENTATIVE SHALL MAKE 'INFIELD MODIFICATIONS,' IF NECESSARY.
9. CONTRACTOR SHALL PROVIDE AND FURNISH ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY FOR ALL CONSTRUCTION, PROTECTION, MAINTENANCE AND RELATED ITEMS TO COMPLETE WORK INDICATED ON THE DRAWINGS.
10. BEFORE COMMENCING ANY WORK CONTRACTOR SHALL ASCERTAIN THE LOCATION OF ALL UTILITIES, SUB-SURFACE DRAINAGE, AND UNDERGROUND CONSTRUCTION SO THAT PROPER PRECAUTIONS MAY BE TAKEN NOT TO DISTURB ANY SUB-SURFACE IMPROVEMENTS. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS IN BRINGING EQUIPMENT ON TO AND OFF OF THE SITE, PROTECTING WALKS, PAVING, STEPS AND OTHER EXISTING CONSTRICTION ON THE SITE. CONTACTS SHALL BE MADE BY CONTRACTOR WITH PROPER AUTHORITIES BEFORE AND DURING THIS WORK SO AS TO COMPLY WITH ALL REGULATIONS AND ORDINANCES.
11. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES AND CONFIRM / DETERMINE UTILITY ELEVATIONS PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE AND MAKE REPAIRS, AT THEIR OWN EXPENSE, THAT MAY OCCUR TO EXISTING UTILITIES IN ACCORDANCE WITH NATIONAL, STATE AND LOCAL CODES.
12. CONTRACTOR SHALL VERIFY ALL EXISTING TREE CONDITIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES PRIOR TO THEIR REMOVAL.
13. CONTRACTOR SHALL PROTECT AND INSTALL TREE PROTECTION FENCE AROUND THE DRIP LINE OF ALL TREES, NATURAL AREAS AND EXISTING VEGETATION TO REMAIN. TREE PROTECTION LOCATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
14. ALL CONSTRUCTION FOR ALL TRADES SHALL CONFORM TO OR EXCEED THE PRODUCT MANUFACTURER'S RECOMMENDATIONS, REGULATIONS OF BEAUFORT COUNTY AND THE AMERICANS WITH DISABILITIES ACT, AND / OR OTHER APPLICABLE NATIONAL, STATE, AND LOCAL CODES AND ANY OTHER GOVERNING AUTHORITIES.
15. CONTRACTOR ACCESS FOR CONSTRUCTION AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE.
16. CONTRACTOR SHALL PROTECT THE GENERAL PUBLIC FROM CONSTRUCTION AREAS DURING CONSTRUCTION.
17. THE OWNER MAY REQUIRE FLAG MEN TO BE AVAILABLE DURING THE CONSTRUCTION PROCESS.
18. ANY DEVIATIONS FROM THESE PLANS MUST BE SPECIFICALLY APPROVED BY W.J.K. LTD., AND THE OWNER OR OWNER'S REPRESENTATIVE.

DEMOLITION NOTES:

1. THE CONTRACTOR, BEFORE BEGINNING ANY DEMOLITION ACTIVITY, SHALL CONTACT THE LOCAL UTILITIES FOR INSTRUCTION ON SPECIAL PROCEDURES THAT MAY BE REQUIRED BY THE UTILITIES CONCERNING DEMOLITION.
2. ALL DEMOLISHED MATERIAL SHALL BE HAULED AWAY AND DISPOSED OF PROPERLY IN A LANDFILL AS APPLICABLE PER BEAUFORT COUNTY CODE(S).
3. THE CONTRACTOR SHALL FOLLOW ALL REQUIREMENTS OF LOCAL, STATE AND FEDERAL REGULATORY AGENCIES WHICH MAY HAVE JURISDICTION OVER SUCH ACTIVITIES.
4. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DATA PROVIDED IN THESE DRAWINGS. THE CONTRACTOR SHALL PERFORM HIS OWN ESTIMATE OF MATERIAL FOR DEMOLITION AND REPORT ANY DISCREPANCIES TO THE OWNER OR THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
5. ALL UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND FOR ESTIMATING PURPOSES ONLY. THE EXACT LOCATIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO BEGINNING DEMOLITION WORK. ALL UTILITIES SHALL BE LOCATED AND PROTECTED TO PREVENT DAMAGE. ANY DAMAGE WHICH MAY OCCUR DURING THE CONSTRUCTION PROCESS IS TO BE PROMPTLY REPORTED TO THE APPROPRIATE UTILITY AUTHORITY AND REPAIRS SHALL BE MADE IN ACCORDANCE WITH THEIR REQUIREMENTS. THE SAFE DEMOLITION AND REMOVAL OF UTILITIES, STRUCTURES AND EQUIPMENT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
6. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY, AT THE DIRECTION OF THE OWNER OR OWNER'S REPRESENTATIVE, THE UTILITIES HAVING JURISDICTION OVER ANY UTILITY EASEMENTS OF ANY KIND FOR APPROVAL OF WORK WITHIN THE EASEMENT.
7. REMOVAL OF ANY AND ALL MATERIALS INDICATED INCLUDES ALL MATERIALS ASSOCIATED WITH THAT ITEM INCLUDING SUBSURFACE MATERIAL, IF APPLICABLE, NOT NEEDED OR IN NEED OF REPAIR OR REPLACEMENT.
8. THE CONTRACTOR SHALL TAKE CARE WHEN WORKING AROUND EXISTING TREES SCHEDULED TO REMAIN. PROPER TREE PROTECTION IN ACCORDANCE WITH LOCAL CODES SHALL BE MADE PRIOR TO CONSTRUCTION BEGINNING AND THROUGHOUT THE CONSTRUCTION PROCESS.
9. SOME TREES AND SHRUBS SCHEDULED FOR RELOCATION AND REUSE ON THE PROPERTY MAY NOT BE SALVAGEABLE DUE TO UNDERGROUND UTILITIES.
10. BARRIERS AND / OR FLAG MEN MAY BE REQUIRED FOR SAFETY, VERIFY REQUIREMENTS WITH THE OWNER FOR SUCH NEEDS PRIOR TO BEGINNING THE WORK.
11. THE OWNER SHALL BE NOTIFIED AS TO THE TIMING OF THE WORK SO THAT PROPER SECURITY NOTIFICATION IS MADE.

GENERAL DISTURBANCE NOTES:

1. CONTRACTOR SHALL IMPLEMENT ALL SILT FENCE OR OTHER SEDIMENT CONTROL MEASURES AROUND ALL DISTURBED AREAS PRIOR TO ANY CONSTRUCTION ACTIVITIES.
2. TEMPORARY CONSTRUCTION ENTRANCE SHALL BE INSTALLED AFTER SILT FENCE AND PRIOR TO ALL OTHER CONSTRUCTION ACTIVITIES.
3. ALL SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSPECTED BY THE CONTRACTOR AT LEAST ONCE EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT OF 0.5 INCHES OR GREATER. IF SITE INSPECTIONS IDENTIFY B.M.P.S. THAT ARE DAMAGED OR ARE NOT OPERATING EFFECTIVELY, MAINTENANCE MUST BE PERFORMED AS SOON AS PRACTICAL AND BEFORE THE NEXT STORM EVENT IF PRACTICAL.
4. CONTRACTOR TO 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.
5. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED BY THE CONTRACTOR 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 SURFACES FROM CONSTRUCTION AREAS AND THE GENERATION OF DUST. THE CONTRACTOR SHALL REMOVE MUD / SOIL DAILY FROM PAVED SURFACES, AS 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 (W.O.S.), 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 W.O.S. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL W.O.S.
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 STORMWATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORMWATER DISCHARGES.
11. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL 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:
    - 11.1. WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS, STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICAL.
    - 11.2. WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED AND EARTH-DISTUBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.

LAYOUT NOTES:

1. ALL CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. CONTRACTOR TO USE DIGITAL FILES PROVIDED BY WITMER-JONES-KEEFER, LTD. TO LAYOUT AND STAKE ALL SITE IMPROVEMENTS AND ELEMENTS. FINAL LAYOUT AND STAKING TO BE FIELD VERIFIED AND APPROVED BY LANDSCAPE ARCHITECT AND OWNER OR OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL FIELD LOCATE, STAKE AND USE COLOR CODED SPRAY PAINT FOR ALL ABOVE AND BELOW GROUND UTILITIES. CONTRACTOR TO CONFIRM / DETERMINE UTILITY ELEVATIONS PRIOR TO CONSTRUCTION. ANY EXISTING UTILITY CONFLICTS WITH SITE IMPROVEMENTS TO BE REPORTED TO OWNER, OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES AS STATED IN THE GENERAL NOTES.
4. ALL SITE IMPROVEMENTS REPRESENTED IN THIS SET OF PLANS SHALL BE STAKED AND REVIEWED WITH THE OWNER OR OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES TO BE REPORTED TO THE OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT.
5. ALL DIMENSIONS ARE TO EDGE OF PAVING AND CENTERLINE OF WALLS AND COLUMNS UNLESS OTHERWISE INDICATED.
6. ALL ANGLES ARE 90 UNLESS OTHERWISE INDICATED.
7. CONTRACTOR SHALL PROVIDE LIGHTING, IRRIGATION AND ANY OTHER CONDUIT NEEDED TO ALL LANDSCAPE AREAS.
8. ANY AND ALL FIELD ADJUSTMENTS SHALL RECEIVE APPROVAL FROM THE OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.

GRADING NOTES:

1. CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION AND NOTIFY OWNER'S REPRESENTATIVE OF DISCREPANCIES.
2. CROSS SLOPES ON ALL HARDSCAPE WALKWAYS / PATHWAYS ARE NOT TO EXCEED 2%.
3. ALL ACCESSIBLE WALKWAYS / PATHWAYS RUNNING SLOPE (GRADIENT) MAY NOT EXCEED 4.9%, UNLESS A RAMP IS INSTALLED. IF A RAMP IS INSTALLED THE RUNNING SLOPE (GRADIENT) SHALL NOT EXCEED 8.33%, AND HANDRAILS SHALL BE INSTALLED ON BOTH SIDES (MINIMUM 36" CLEARANCE BETWEEN HANDRAILS) WHEN RAMP RISE IS GREATER THAN 6".
4. IF DISCREPANCIES DEVELOP BETWEEN THE PROPOSED GRADES AS SHOWN ON THE PLAN AND THE EXISTING GROUND SURFACE, THE CONTRACTOR, WITH PRIOR APPROVAL FROM THE OWNER'S REPRESENTATIVE, SHALL MAKE GRADING ADJUSTMENTS NECESSARY TO MAINTAIN THE GENERAL INTENT OF THE DESIGN.
5. CONTRACTOR IS RESPONSIBLE FOR ALL PAVED AREAS DAMAGED DURING CONSTRUCTION.
6. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM ALL ADJACENT PROPERTIES, WALLS, WALKS AND PLANTING BEDS AND TOWARDS EXISTING DRAIN INLETS, SWALES, STORMWATER LAGOONS OR ROADS.
7. ALL DISTURBED AREAS INCLUDING SHALLOW SWALES SHALL BE MULCHED OR PLANTED AS INDICATED ON PLANTING PLANS.
8. IF REQUIRED, POP UP EMITTER SHALL BE N.D.S. 6" POP UP DRAINAGE EMITTER BLACK IN COLOR.
9. LANDSCAPE DRAIN SHALL BE AS SPECIFIED ON PLANS.
10. LANDSCAPE DRAINS SHALL BE ADDED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS IN LOW / FLAT AREAS THAT DID NOT SHOW UP ON THE TOPOGRAPHIC SURVEY. LANDSCAPE DRAIN SHALL BE APPROVED BY OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

LIGHTING NOTES:

1. THE INTENT OF THE LIGHTING DESIGN IS TO PROVIDE LOW LEVEL UNOBTRUSIVE SITE LIGHTING OR ARCHITECTURAL ELEMENTS. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CREATE THIS EFFECT BY CLOSE COORDINATION WITH THE LANDSCAPE ARCHITECT AND CAREFUL PLACEMENT OF ALL FIXTURES.
2. THE CONTRACTOR SHALL ENGINEER THE ELECTRICAL SYSTEM BASED ON THE LOCATION AND TYPE OF FIXTURES AS SHOWN ON THE PLAN. PROPERLY SIZED WIRING, TRANSFORMERS, BREAKERS, ACCESSORIES, ETC., SHALL BE PROVIDED BY THE CONTRACTOR AS NECESSARY TO GUARANTEE A COMPLETELY FUNCTIONAL LIGHTING, DISTRIBUTION AND CONTROL SYSTEM.
3. CONTRACTOR TO PROVIDE ELECTRICAL PLANS AND SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT AND OWNER OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
4. ALL LIGHTING EQUIPMENT SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS AND RECOMMENDATIONS, AND MUST COMPLY WITH ALL APPLICABLE STATE AND COUNTY CODES.
5. THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ALL NECESSARY PERMITS AND INSPECTION / APPROVALS REQUIRED.
6. THE CONTRACTOR SHALL STAKE OUT ALL LIGHT FIXTURE AND TRANSFORMER LOCATIONS FOR APPROVAL BY THE LANDSCAPE ARCHITECT, OWNER, OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. EXACT LOCATIONS OF CONTROLLERS, ELECTRICAL PANELS, ETC. TO BE COORDINATED WITH AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT.
7. FINAL AIMING AND ADJUSTMENT SHALL BE MADE AT NIGHT WITH LANDSCAPE ARCHITECT PRESENT TO GIVE FINAL APPROVAL.
8. THE CONTRACTOR SHALL COORDINATE, STAKE AND FLAG ALL LOCATIONS WHERE ELECTRICAL CONDUIT OR P.V.C. SLEEVING MAY BE REQUIRED BENEATH WALKS OR OTHER PAVED AREAS PRIOR TO HARDSCAPE INSTALLATION.
9. ALL ELECTRICAL WIRING RUNNING UNDER PAVED AREAS SHALL BE PLACED IN ELECTRICAL CONDUIT OR PVC SLEEVES PROVIDED BY CONTRACTOR.
10. CONTRACTOR SHALL RUN ALL NECESSARY ELECTRICAL WIRING TO UTILITY PANEL AND TRANSFORMER.
11. CONTRACTOR SHALL PROVIDE A MINIMUM OF 36" OF BURIES EXCESS CABLE AT EACH FIXTURE TO ALLOW FOR FIXTURE ADJUSTMENT.
12. ALL LIGHTING TO BE PLACED ON AN APPROPRIATE TIMER. THE CONTRACTOR SHALL SELECT AN APPROPRIATE TIMER FOR ALL LIGHTS AND SET THE TIME APPROPRIATELY FOR PROPER NIGHT TIME ILLUMINATION, FOR APPROVAL BY OWNER OR OWNER'S REPRESENTATIVE.
13. CONTRACTOR SHALL PROVIDE GROUND FAULT CIRCUIT BREAKERS FOR ALL CIRCUITS AS REQUIRED BY NATIONAL, STATE AND LOCAL CODES.
14. THE CONTRACTOR SHALL PROVIDE ALL EQUIPMENT, LABOR, EXCAVATION AND BACKFILL NECESSARY TO COMPLETE THE WORK.
15. ALL FIXTURES PER MODELS SPECIFIED UNLESS CONTRACTOR GETS APPROVAL FROM LANDSCAPE ARCHITECT FOR A SUBSTITUTION.
16. SYSTEM INSTALLATION, INCLUDING PARTS AND LABOR, SHALL BE GUARANTEED AND REPAIRED AS NECESSARY BY THE CONTRACTOR FOR ONE YEAR.
17. CONTRACTOR TO PROVIDE "AS-BUILT" DRAWINGS IMMEDIATELY AFTER FINAL ACCEPTANCE, ALONG WITH ALL INSTRUCTION MANUALS FOR ALL EQUIPMENT INSTALLED.
18. IF POSSIBLE, FIELD MODIFICATIONS WILL BE DIRECTED BY THE LANDSCAPE ARCHITECT, OWNER OR OWNER'S REPRESENTATIVE.

CONSTRUCTION NOTES:

1. ALL CONTRACTORS AND ALL TRADES ARE RESPONSIBLE FOR OBTAINING THE CORRECT PERMITS AND INSPECTIONS PRIOR TO CONSTRUCTION AS REQUIRED BY LOCAL PLANNING, ZONING, BUILDING CODE AND OTHER TOWN AUTHORITIES.
2. CONTRACTOR SHALL PROVIDE SAMPLES OF ALL MATERIALS AND OBTAIN APPROVAL FROM OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
3. ON SITE TOPOGRAPHY MAY REQUIRE ADJUSTMENTS OF FINAL SPOT ELEVATIONS ON SITE FOR PROPOSED VERTICAL CONSTRUCTION ELEMENTS. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S REPRESENTATIVE PROMPTLY UPON THE DISCOVERY OF ANY SUCH REQUIRED ADJUSTMENTS.
4. THE CONTRACTOR SHALL PROVIDE FILL AS IS REQUIRED TO OBTAIN PROPER RELATIONSHIP OF FOOTING TO FINISH GRADE REQUIREMENTS - FEATHER FILL TO ADJACENT EXISTING GRADE TO ASSURE A COORDINATED AND DESIRED EFFECT.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING CONDITIONS SCHEDULED TO REMAIN DURING CONSTRUCTION.
6. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND FOR ANY DAMAGE THAT MAY OCCUR TO EXISTING UTILITIES DURING CONSTRUCTION.
7. 'IN-FIELD MODIFICATIONS' MAY BE NECESSARY TO PRODUCE DESIRED EFFECT. MODIFICATIONS TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER OR OWNER'S REPRESENTATIVE.
8. ALL WELDS TO BE CONTINUOUS.
9. FOR ALL WOOD MEMBERS, ALL CUTS SHALL BE EVEN AND JOINTS FLUSH. SAND FOUR SIDES AND FILL IMPERFECTIONS, COUNTERSINKS AND NAIL HOLES TO ASSURE EVEN FINISH.
10. CONTRACTOR SHALL VERIFY ALL WOOD MEMBERS FOR APPROPRIATE SIZE, SPACING, ATTACHMENTS AND STRUCTURAL STABILITY PRIOR TO CONSTRUCTION. CONTRACTOR TO REPORT ANY DISCREPANCIES TO OWNER, OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT.
11. ALL NOTCHES SHALL BE SHOP CUT TO ASSURE TIGHT JOINTS. EACH MEMBER SHALL BE DRIVEN HOME TO ASSURE TIGHT FIT. PILOT HOLES SHALL BE DRILLED FOR EACH CARRIAGE BOLT. PLUG, SEAL AND PRIME.
12. FINISH ALL SIDES AND CAULK ALL JOINTS WITH APPROPRIATE EXTERIOR CAULK PRIOR TO FINISHING.
13. ALL CONNECTORS, UNLESS OTHERWISE SPECIFIED, SHALL BE STAINLESS STEEL. BOLTS, THREADED RODS, WASHERS, NUTS AND ALL BUILDING HARDWARE SHALL BE STAINLESS STEEL AND SUITABLE FOR PRESSURE TREATED WOOD. ALL THROUGH BOLTS TO BE SMOOTH SHAFT WITH STAINLESS STEEL NUTS, BOLTS AND WASHERS. ALL NAILS AND FINISH NAILS SHALL BE ANNULAR STAINLESS STEEL.
14. ALL DECKING SHALL BE SECURED WITH STAINLESS STEEL SCREWS SIZED FOR DECK APPLICATION. MINIMUM 3" APART.

SOIL AMENDMENT NOTES:

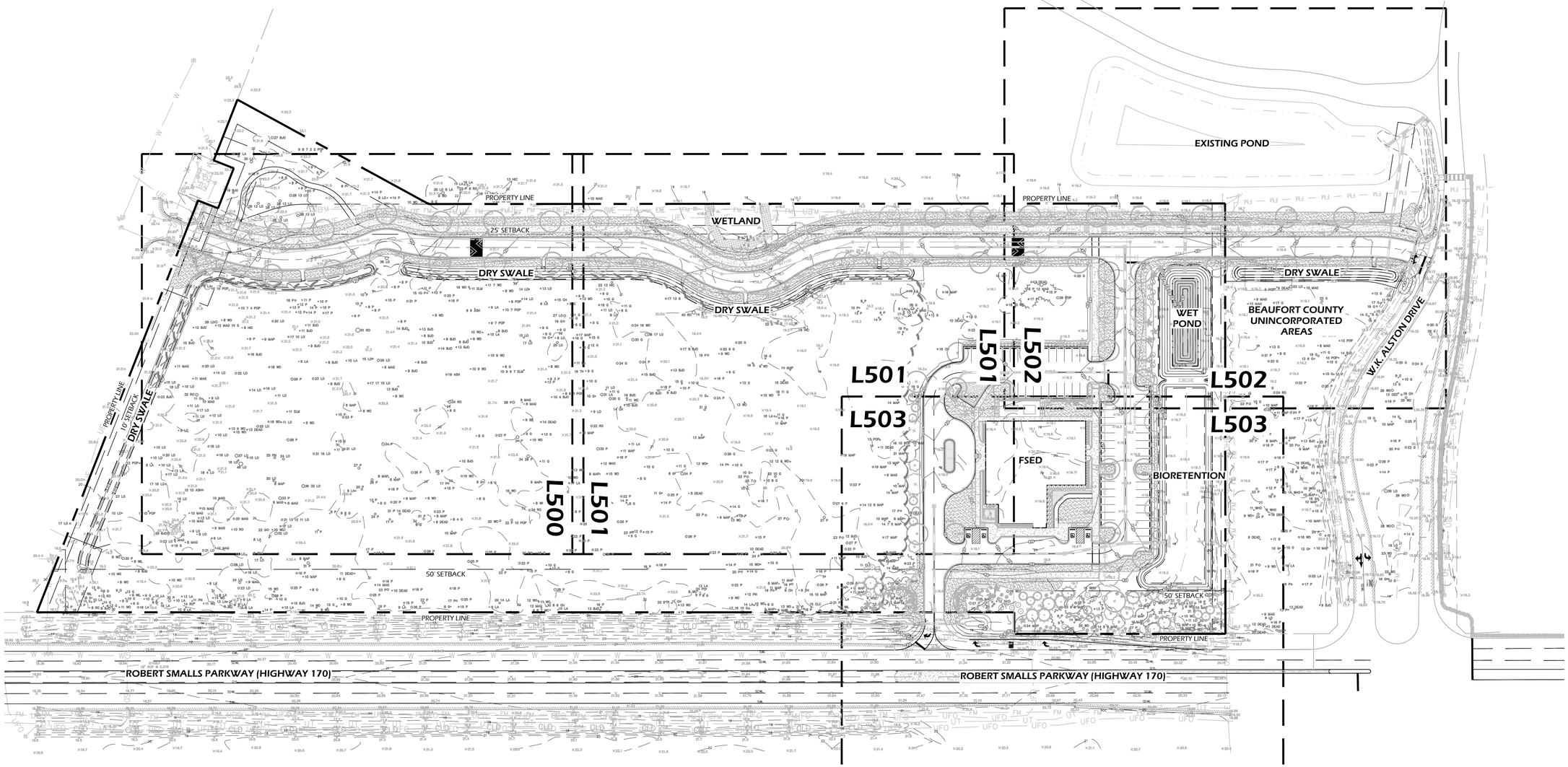
1. TOPSOIL SHALL CONSIST OF THE NATURAL LOAM, SANDY LOAM, SILT LOAM, OR CLAY LOAM HUMUS BEARING SOILS, ADAPTED TO THE SUSTENANCE OF PLANT LIFE, WITH THE FOLLOWING TEXTURE:
    - 1.1. ORGANIC MATERIAL - TWO (2) TO TWENTY (20) PERCENT BY MASS
    - 1.2. SAND CONTENT - TWENTY (20) TO SIXTY (60) PERCENT BY MASS
    - 1.3. CLAY-SILT CONTENT – THIRTY FIVE (35) TO SEVENTY (70) PERCENT BY MASS.
    - 1.4. TOPSOIL PH SHALL BE BETWEEN FIVE (5) AND SEVEN (7).
2. TOPSOIL SHALL BE OF UNIFORM QUALITY AND FREE FROM FOREIGN MATERIAL SUCH HARD CLODS, SOD, STIFF CLAY, HARD PAN, STONES LARGER THAN ONE (1) INCH DIAMETER, LIME CEMENT, ASHES, SLAG, CONCRETE, TAR RESIDUES, TARRED PAPER, BOARDS, CHIPS, STICKS, OR OTHER UNDESIRABLE MATERIALS. IT SHALL ALSO BE REASONABLY FREE FROM WEEDS AND OBJECTIONABLE PLANT MATERIAL.
3. AFTER ALL DEMOLITION, CLEARING AND DISPOSAL IS COMPLETED, THE CONTRACTOR SHALL STRIP FROM THE TOP OF THE EXISTING GROUND ALL TOPSOIL IN ALL AREAS TO BE GRADED.
4. PRIOR TO STOCKPILING OF TOPSOIL, TOPSOIL SHALL BE SCREENED WITH A ONE HALF (1/2) INCH SIZE SIEVE. STOCKPILE TOPSOIL IN DESIGNATED OR APPROVED LOCATIONS WITH PROPER DRAINAGE AND WHERE IT WILL NOT INTERFERE WITH THE WORK. AFTER TOPSOIL HAS BEEN STOCKPILED, CONTRACTOR SHALL QUANTIFY THE AMOUNTS AT NO ADDITIONAL COST TO THE OWNER. QUANTITIES SHALL BE GIVEN TO THE ARCHITECT, OWNER AND SITE DESIGN PROFESSIONAL.
5. IF AMOUNT OF SCREENED TOPSOIL STOCKPILED FROM STRIPING OPERATIONS IS INSUFFICIENT TO PROVIDE THE NECESSARY AMOUNTS (4" MINIMUM DEPTH), IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN (FROM OFF-SITE SOURCE) THE NECESSARY AMOUNT OF SCREENED TOPSOIL TO COMPLETE THE PROJECT.
6. SCREENED TOPSOIL SHALL BE DISTRIBUTED WITH A MINIMUM DEPTH OF FOUR (4) INCHES TO ALL GRADED AREAS (NOT INCLUDING BUILDING, PAVED, SYNTHETIC TURF, PERVIOUS PAVEMENT, ETC.) AND / OR AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE. GROUND SHALL BE SCARIFIED BEFORE PLACING TOPSOIL. AREAS WHERE SCREENED TOPSOIL IS DISTRIBUTED SHALL BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATION (SEASON DEPENDENT) OR TEMPORARY MULCH WITHIN FOURTEEN (14) CALENDAR DAYS OF DISTRIBUTION.

PLANTING NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR INSPECTION OF EXISTING CONDITIONS, INCLUDING UTILITIES, AND PROMPTLY REPORTING ANY DISCREPANCIES OR CONFLICTS WITH PLANTING AREAS. REPORT INFORMATION TO OWNER, OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT.
2. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE AND MAKE REPAIRS THAT MAY OCCUR TO EXISTING UTILITIES IN ACCORDANCE WITH NATIONAL, STATE AND LOCAL CODES.
3. LANDSCAPE PLANTING AND / OR MULCHED AREAS TO BE FINE GRADED, HAND RAKED SMOOTH AND FREE OF DEBRIS.
4. CONTRACTOR TO PERFORM SOIL TESTS AS NECESSARY TO ASSURE PLANT HEALTH AND GROWTH.
5. MULCH ALL PLANTING BEDS TO A MIN. 3" DEPTH WITH MULCH SPECIFIED IN PLANT SCHEDULE.
6. CONTRACTOR VERIFIES THAT ALL PLANT MATERIAL IS DETERMINED AVAILABLE AS SPECIFIED WHEN BID / PROPOSAL IS SUBMITTED.
7. PLANT SCHEDULE WAS PREPARED FOR ESTIMATING PURPOSES ONLY. CONTRACTOR SHALL MAKE OWN QUANTITY TAKEOFFS USING DRAWINGS TO DETERMINE QUANTITIES TO HIS SATISFACTION, REPORTING PROMPTLY ANY DISCREPANCIES WHICH MAY AFFECT BIDDING.
8. GALLON SIZES ARE FOR PRICING PURPOSES ONLY. PLANT MUST MEET HEIGHTS AND WIDTHS SPECIFIED IN PLANT SCHEDULE.
9. ROOT TYPE MAY BE FREELY SUBSTITUTED IN CASE OF BALLED AND BURLAPPED OR CONTAINER GROWN, OTHER SPECIFICATIONS REMAINING UNCHANGED, EXCEPT IN THE CASE OF CONTAINER GROWN SPECIMEN TREES AS INDICATED IN THE TREE PLANTING SCHEDULE.
10. ANY SIGNIFICANT ROOTS ENCOUNTERED 2" DIA. AND LARGER SHALL BE DUG OUT BY HAND AND CLEANLY CUT BACK IN THE FOOTING / FOUNDATION AREA TO PROMOTE ROOT RE-GROWTH AND HELP PREVENT ROOT DIEBACK.
11. ALL PLANT MATERIAL (EXCEPT SEASONAL COLOR) SHALL BE GUARANTEED AND REPLACED AS NECESSARY BY THE CONTRACTOR FOR ONE YEAR.
12. ALL SEASONAL COLOR SHALL BE GUARANTEED AND REPLACED AS NECESSARY BY THE CONTRACTOR FOR THREE MONTH TIME FRAMES.

TURF AND GRASSING NOTES:

1. GRASS SEED: PROVIDE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY OFFICIAL SEED ANALYSIS OF NORTH AMERICA. PROVIDE SEED MIXTURE COMPOSED OF GRASS SPECIES, PROPORTIONS AND MINIMUM PERCENTAGES OF PURITY, GERMINATION, AND MAXIMUM PERCENTAGE OF WEED SEED, AS SPECIFIED SEED MANUFACTURER.
2. SOD SHALL BE STRONGLY ROOTED AND FREE OF PERNICIOUS WEEDS. ALL NETTING SHALL BE REMOVED FROM SOD BEFORE IT IS LAID.
3. ALL AREAS IN WHICH EARTHWORK SHALL BE SUSPENDED FOR MORE THAN TWO (2) WEEKS SHALL BE GRASSED WITH TEMPORARY GRASS.
4. AFTER TOPSOIL HAS BEEN INSTALLED, AND BEFORE ANY SOD IS LAID, CORRECT ALL SOFT SPOTS AND IRREGULARITIES IN GRADE. SOD SHALL BE LAID BY BUTTING THE ENDS AND SIDES UP EVENLY AND STAGGERING THE ROLLS OF SOD. CONTRACTOR SHALL NOT OVERLAP SOD, AS SOON AS THE SOD IS LAID OR AS IT IS BEING LAID ROLL OVER WITH A LIGHT ROLLER, MAKING CERTAIN THAT ALL OF THE SOD IS IN CONTACT WITH THE SOIL. THE COMPLETED SODDED AREAS SHALL BE TRUE TO FINISH GRADE, EVEN AND FIRM AT ALL POINTS.
5. SEED SHALL BE AT A RATE OF 10 POUNDS PER ACRE.
6. THIRTY DAYS AFTER LAST SEEDING/SODDING OPERATION, APPLY 1 POUND OF TYPE A NITROGEN FERTILIZER PER ACRE OF LAWN AREAS AND IMMEDIATELY WATER.
7. UPON COMPLETION OF PLANTINGS ALL EXCESS SOIL STONES AND DEBRIS WHICH HAS NOT PREVIOUSLY BEEN CLEANED UP SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
8. ALL LAWN AREAS THAT DO NOT SHOW SATISFACTORY GROWTH WITHIN (18) DAYS AFTER PLANTING SHALL BE RE-PLANTED AND RE-FERTILISZED AS SPECIFIED UNTIL A SATISFACTORY LAWN IS ESTABLISHED. THE LAWN SHALL BE CONSIDERED ESTABLISHED WHEN ITS REASONABLY FREE FROM WEED, GREEN IN APPEARANCE AND THE SP



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Scale 1 " = 60'

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SITE DEVELOPMENT PLANS
FOR

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

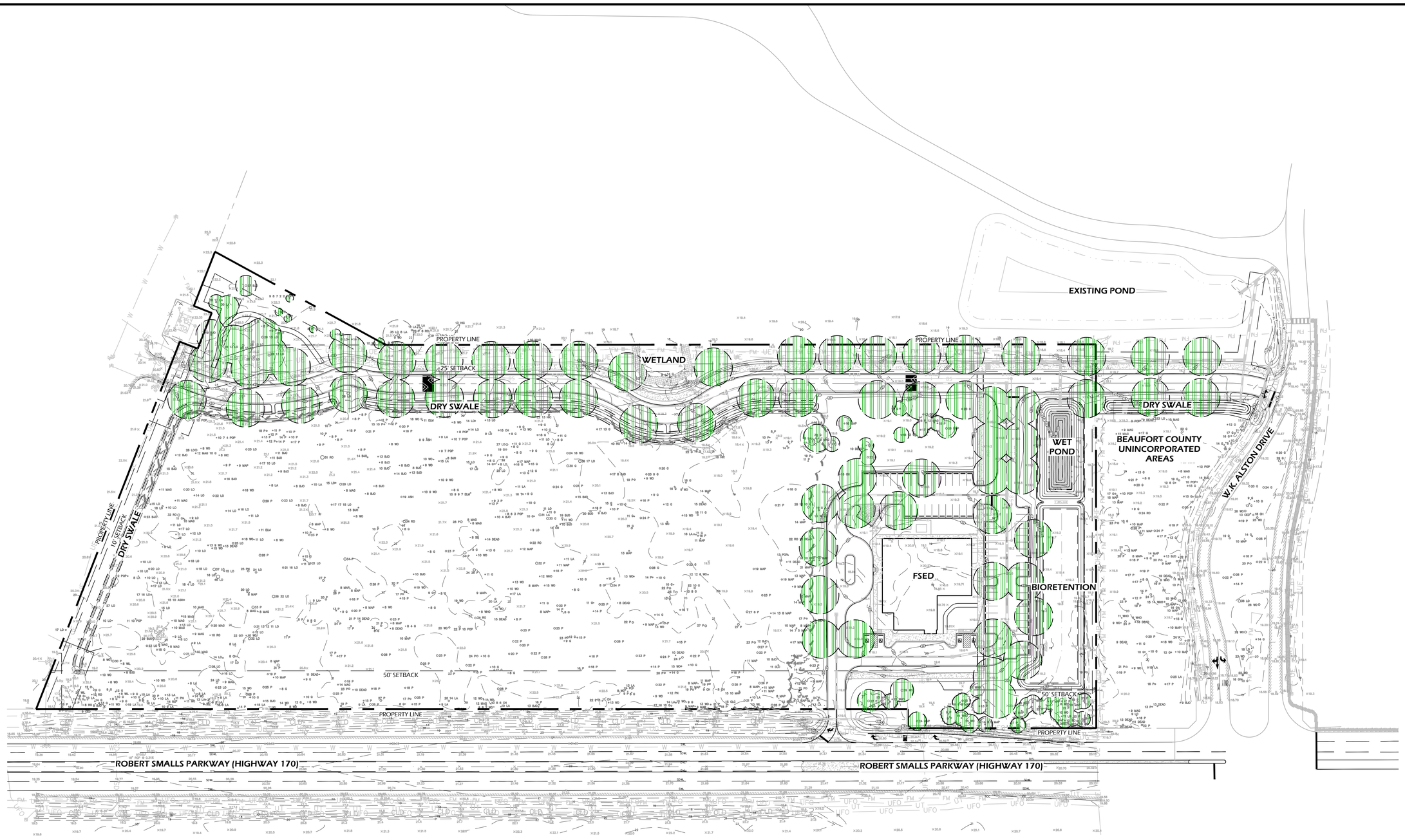
DATE:	JUNE 12, 2026
PROJECT NO.:	25097.01
DRAWN BY:	ER
CHECKED BY:	DK

SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
REFERENCE PLAN
PROPOSED CONDITIONS

DRAWING NUMBER
L11



CANOPY COVERAGE TABLE	
DESCRIPTION	ACTUAL COVERAGE (SF)
TOTAL DISTURBED AREA	322,764 SF
BUILDING FOOTPRINTS	11,620 SF
REMAINING SITE AREA	311,144 SF
MATURE CANOPY COVERAGE (EXISTING AND PROPOSED)	139,043 SF
% CANOPY COVERAGE (30% MIN.)	**44.69%**

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30 90 150 210
Scale 1 " = 60'

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SITE DEVELOPMENT PLANS
FOR

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

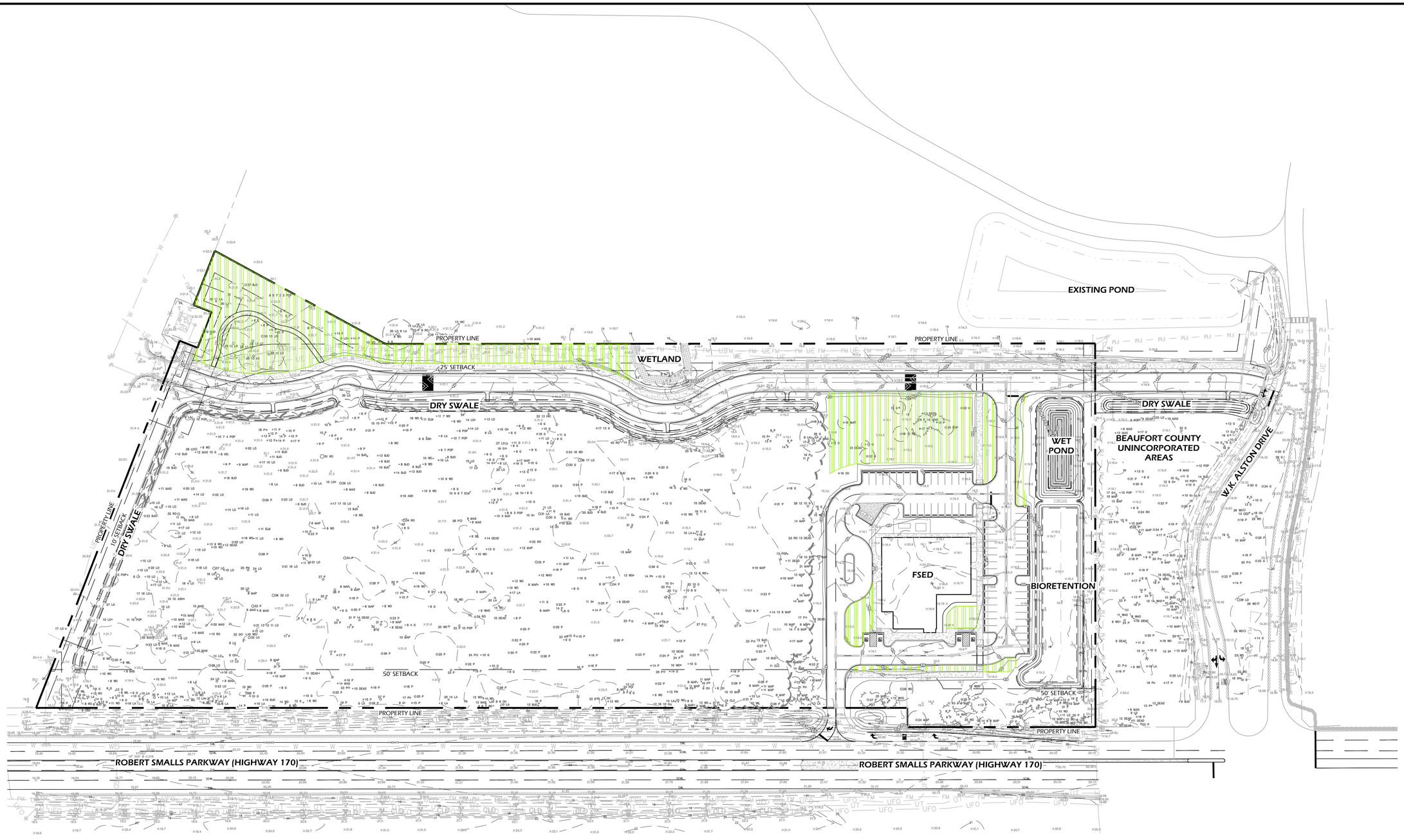
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SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
CANOPY COVERAGE EXHIBIT

DRAWING NUMBER
L12



OPEN SPACE TABLE		
DESCRIPTION	ACTUAL COVERAGE (SF)	ACTUAL COVERAGE (AC)
TOTAL DISTURBED AREA	322,764 SF	7.41 AC
OPEN SPACE REQUIRED (15% MIN)	48,415 SF	1.11 AC
OPEN SPACE PROVIDED	**57,160 SF**	**1.17 AC**

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SITE DEVELOPMENT PLANS FOR

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PARKWAY

BEAUFORT, SC

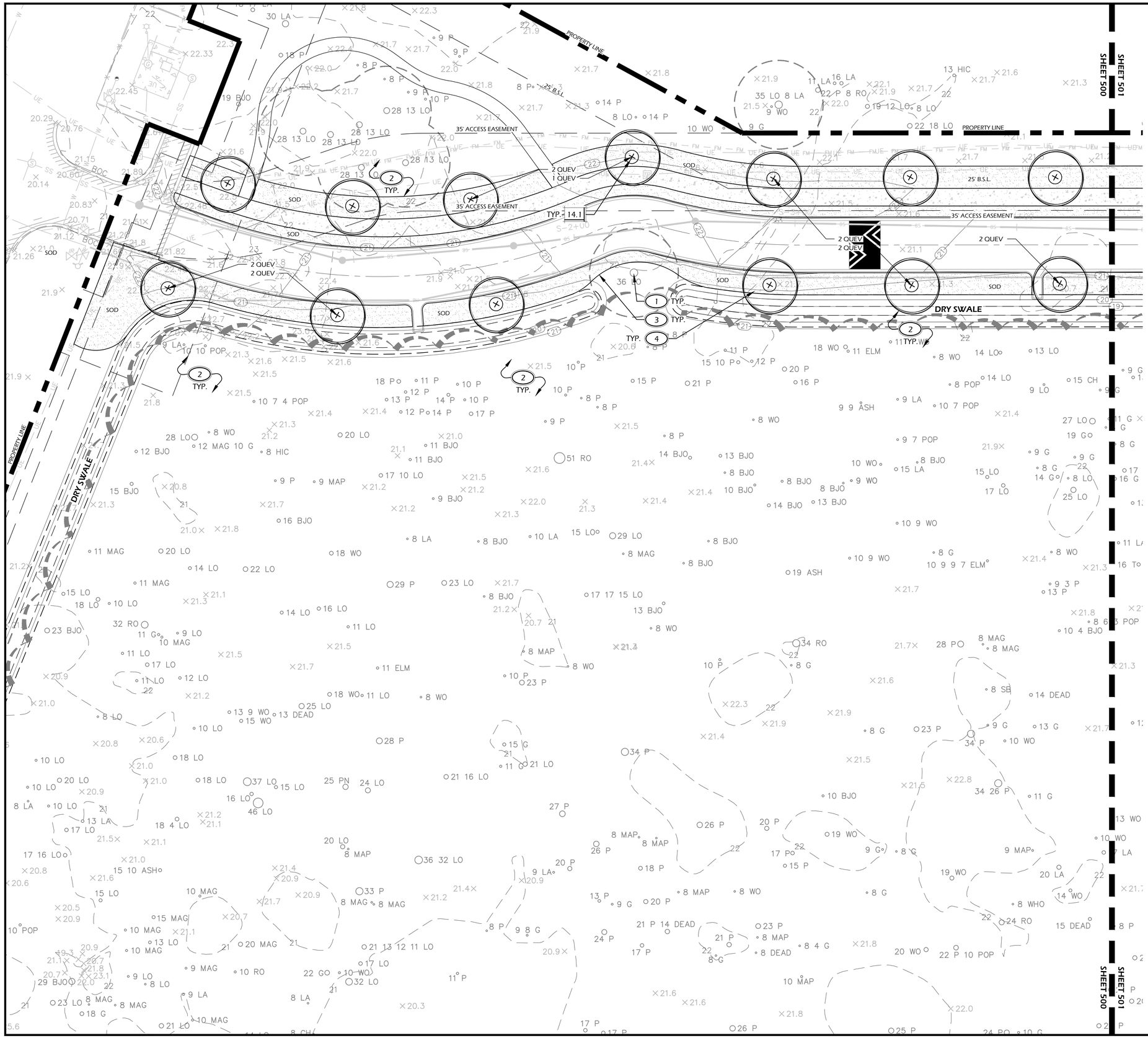
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REVISIONS:

DRAWING TITLE
OPEN SPACE EXHIBIT

DRAWING NUMBER
L13



PLANTING DETAILS

CALL-OUT	DESCRIPTION	DETAIL
14.1	TREE PLANTING	1/L504
14.2	PALM TREE PLANTING	2/L504
14.3	SHRUB PLANTING	3/L504
14.4	GROUND COVER PLANTING	4/L504

PLANT KEY LEGEND

Abbrev	Botanical Name	Common Name
TREES		
QUES	Quercus shumardii	Shumard Oak
QUEV	Quercus virginiana	Live Oak
SABP	Sabal palmetto	Cabbage Palm
UNDERSTORY TREES		
ILAE	Ilex x attenuata 'Eagleston'	Eagleston Holly
ILEO	Ilex opaca	American Holly
ILEV	Ilex vomitoria 'Pride of Houston'	Yaupon Holly
JUVT	Juniperus virginiana 'Taylor'	Taylor Juniper
LAGM	Lagerstroemia indica x fauriei 'Muskogee'	Muskogee Crape Myrtle
LAGN	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle
MAGV	Magnolia virginiana	Sweetbay Magnolia
MYRC	Myrica cerifera	Wax Myrtle
SABM	Sabal minor	Dwarf Palmetto
SHRUBS		
ILEN	Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly
ILLP	Illicium parviflorum	Yellow Anise
LORC	Loropetalum chinense 'Chang Nian Hong'	Ever Red Fringe Flower
OSMF	Osmanthus fragrans	Fragrant Tea Olive
PODM	Podocarpus macrophyllus	Podocarpus
PODP	Podocarpus macrophyllus 'Pringles Dwarf'	Dwarf Podocarpus
SERR	Serenoa repens	Saw Palmetto
VIBS	Viburnum suspensum	Sandankwa Viburnum
ORNAMENTAL GRASSES & FERNS		
MUHC	Muhlenbergia capillaris	Pink Muhly Grass
GROUND COVERS, VINES & PERENNIALS		
LIRE	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope
SALL	Salvia leucantha	Mexican Sage
TRAA	Trachelospermum asiaticum	Asiatic Jasmine

PLANTING REFERENCE NOTES:

1. EXISTING TREES TO REMAIN.
2. UNDISTURBED BUFFER.
3. REVEGETATE DISTURBED AREAS, DUE TO CONSTRUCTION, WITH NATIVE LANDSCAPE PLANTINGS.
4. SELECTIVELY THIN AND UNDERBRUSH, REMOVE DEAD LIMBS AND PINE STRAW DISTURBED AREAS ± 15' ALONG SIDE OF ROADWAY.

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Scale 1 " = 20'

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SITE DEVELOPMENT PLANS
FOR

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

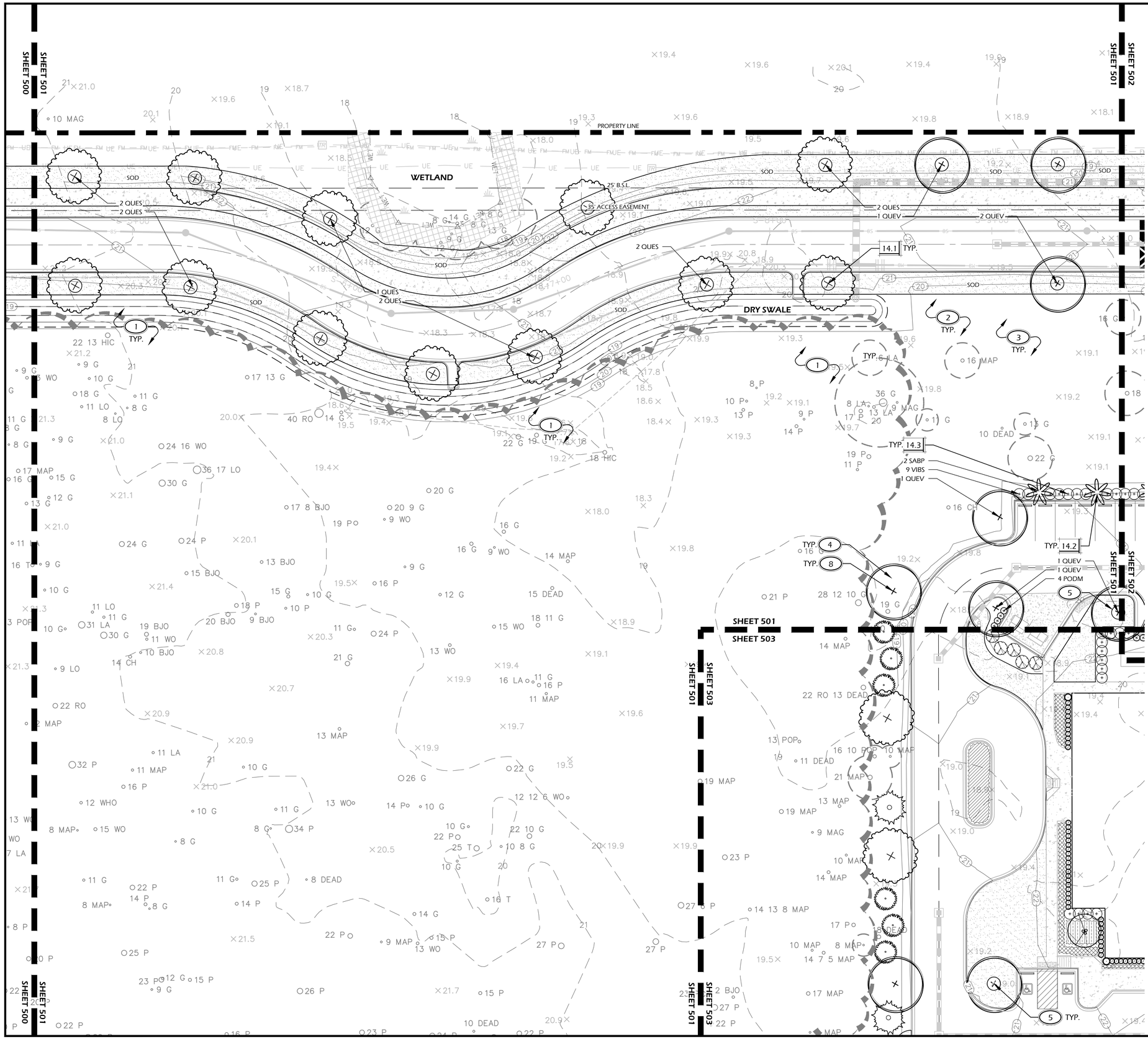
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REVISIONS:

DRAWING TITLE
PLANTING PLAN

DRAWING NUMBER
L500



PLANTING DETAILS

CALL-OUT	DESCRIPTION	DETAIL
14.1	TREE PLANTING	1/L504
14.2	PALM TREE PLANTING	2/L504
14.3	SHRUB PLANTING	3/L504
14.4	GROUND COVER PLANTING	4/L504

PLANT KEY LEGEND

Abbrev	Botanical Name	Common Name
TREES		
QUES	Quercus shumardii	Shumard Oak
QUEV	Quercus virginiana	Live Oak
SABP	Sabal palmetto	Cabbage Palm
UNDERSTORY TREES		
ILAE	Ilex x attenuata 'Eagleston'	Eagleston Holly
ILEO	Ilex opaca	American Holly
ILEV	Ilex vomitoria 'Pride of Houston'	Yaupon Holly
JUVT	Juniperus virginiana 'Taylor'	Taylor Juniper
LAGM	Lagerstroemia indica x fauriei 'Muskogee'	Muskogee Crape Myrtle
LAGN	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle
MAGV	Magnolia virginiana	Sweetbay Magnolia
MYRC	Myrica cerifera	Wax Myrtle
SABM	Sabal minor	Dwarf Palmetto
SHRUBS		
ILEN	Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly
ILLP	Illicium parviflorum	Yellow Anise
LORC	Loropetalum chinense 'Chang Nian Hong'	Ever Red Fringe Flower
OSMF	Osmanthus fragrans	Fragrant Tea Olive
PODM	Podocarpus macrophyllus	Podocarpus
PODP	Podocarpus macrophyllus 'Pringles Dwarf'	Dwarf Podocarpus
SERR	Serenoa repens	Saw Palmetto
VIBS	Viburnum suspensum	Sandankwa Viburnum
ORNAMENTAL GRASSES & FERNS		
MUHC	Muhlenbergia capillaris	Pink Muhly Grass
GROUND COVERS, VINES & PERENNIALS		
LIRE	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope
SALL	Salvia leucantha	Mexican Sage
TRAA	Trachelospermum asiaticum	Asiatic Jasmine

PLANTING REFERENCE NOTES:

1. UNDISTURBED BUFFER.
2. REVEGETATE DISTURBED AREAS, DUE TO CONSTRUCTION, WITH NATIVE LANDSCAPE PLANTINGS.
3. SELECTIVELY THIN AND UNDERBRUSH, REMOVE DEAD LIMBS AND PINE STRAW DISTURBED AREAS ± 15' ALONG SIDE OF ROADWAY.
4. MULCH DISTURBED AREAS DUE TO CONSTRUCTION.
5. MULCH RING, TYP.
6. ALL PARKING LOT PALM TREES SHALL BE PLACED IN LINE WITH EACH OTHER CENTERED IN THE MEDIAN.
7. ALL PARKING LOT MEDIAN PLANTINGS SHALL BE 12"-18" OFF EDGE OF ROAD / PARKING AREA AT TIME OF MATURITY.
8. CAREFULLY EXCAVATE SHRUB PITS IN VICINITY OF EXISTING TREES, WITHOUT DISTURBING TREE ROOTS.

0 10 20 30 40 50 60 70 80
Scale 1 " = 20'

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SITE DEVELOPMENT PLANS
FOR

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BEAUFORT, SC

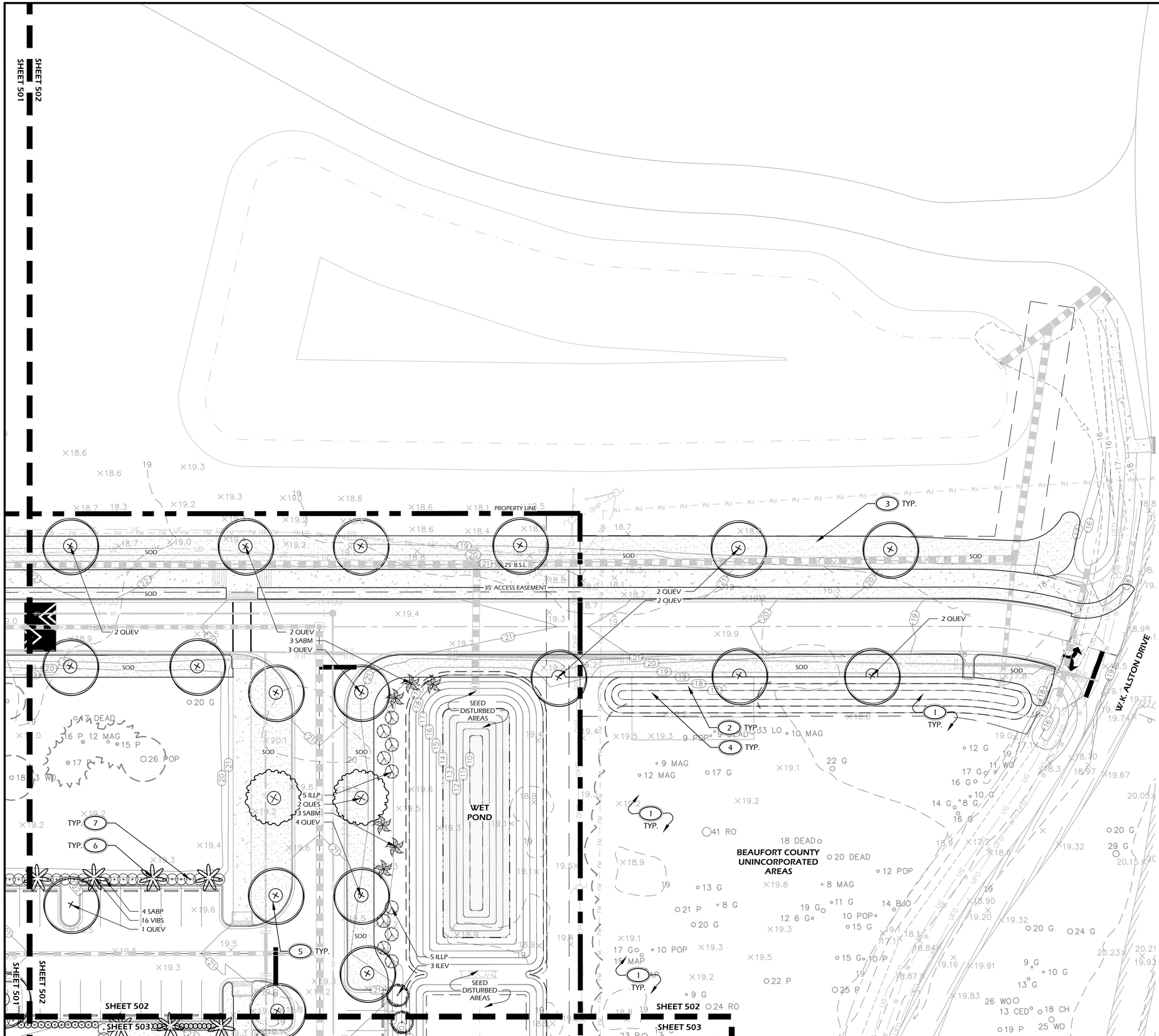
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REVISIONS:

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PLANTING PLAN

DRAWING NUMBER
L501



PLANTING DETAILS

CALL-OUT	DESCRIPTION	DETAIL
14.1	TREE PLANTING	1/L504
14.2	PALM TREE PLANTING	2/L504
14.3	SHRUB PLANTING	3/L504
14.4	GROUND COVER PLANTING	4/L504

PLANT KEY LEGEND

Abbrev	Botanical Name	Common Name
TREES		
QUES	Quercus shumardii	Shumard Oak
QUEV	Quercus virginiana	Live Oak
SABP	Sabal palmetto	Cabbage Palm
UNDERSTORY TREES		
ILAE	Ilex x attenuata 'Eagleston'	Eagleston Holly
ILEO	Ilex opaca	American Holly
ILEV	Ilex vomitoria 'Pride of Houston'	Yaupon Holly
JUVT	Juniperus virginiana 'Taylor'	Taylor Juniper
LAGM	Lagerstroemia indica x fauriei 'Muskogee'	Muskogee Crape Myrtle
LAGN	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle
MAGV	Magnolia virginiana	Sweetbay Magnolia
MYRC	Myrica cerifera	Wax Myrtle
SABM	Sabal minor	Dwarf Palmetto
SHRUBS		
ILEN	Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly
ILLP	Illicium parviflorum	Yellow Anise
LORC	Loropetalum chinense 'Chang Nian Hong'	Ever Red Fringe Flower
OSMF	Osmanthus fragrans	Fragrant Tea Olive
PODM	Podocarpus macrophyllus	Podocarpus
PODP	Podocarpus macrophyllus 'Pringles Dwarf'	Dwarf Podocarpus
SERR	Serenoa repens	Saw Palmetto
VIBS	Viburnum suspensum	Sandankwa Viburnum
ORNAMENTAL GRASSES & FERNS		
MUHC	Muhlenbergia capillaris	Pink Muhly Grass
GROUND COVERS, VINES & PERENNIALS		
LIRE	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope
SALL	Salvia leucantha	Mexican Sage
TRAA	Trachelospermum asiaticum	Asiatic Jasmine

PLANTING REFERENCE NOTES:

1. UNDISTURBED BUFFER.
2. REVEGETATE DISTURBED AREAS, DUE TO CONSTRUCTION, WITH NATIVE LANDSCAPE PLANTINGS.
3. SELECTIVELY THIN AND UNDERBRUSH, REMOVE DEAD LIMBS AND PINE STRAW DISTURBED AREAS ± 15' ALONG SIDE OF ROADWAY.
4. MULCH DISTURBED AREAS DUE TO CONSTRUCTION.
5. MULCH RING, TYP.
6. ALL PARKING LOT PALM TREES SHALL BE PLACED IN LINE WITH EACH OTHER CENTERED IN THE MEDIAN.
7. ALL PARKING LOT MEDIAN PLANTINGS SHALL BE 12'-18" OFF EDGE OF ROAD / PARKING AREA AT TIME OF MATURITY.

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SITE DEVELOPMENT PLANS
FOR
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396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

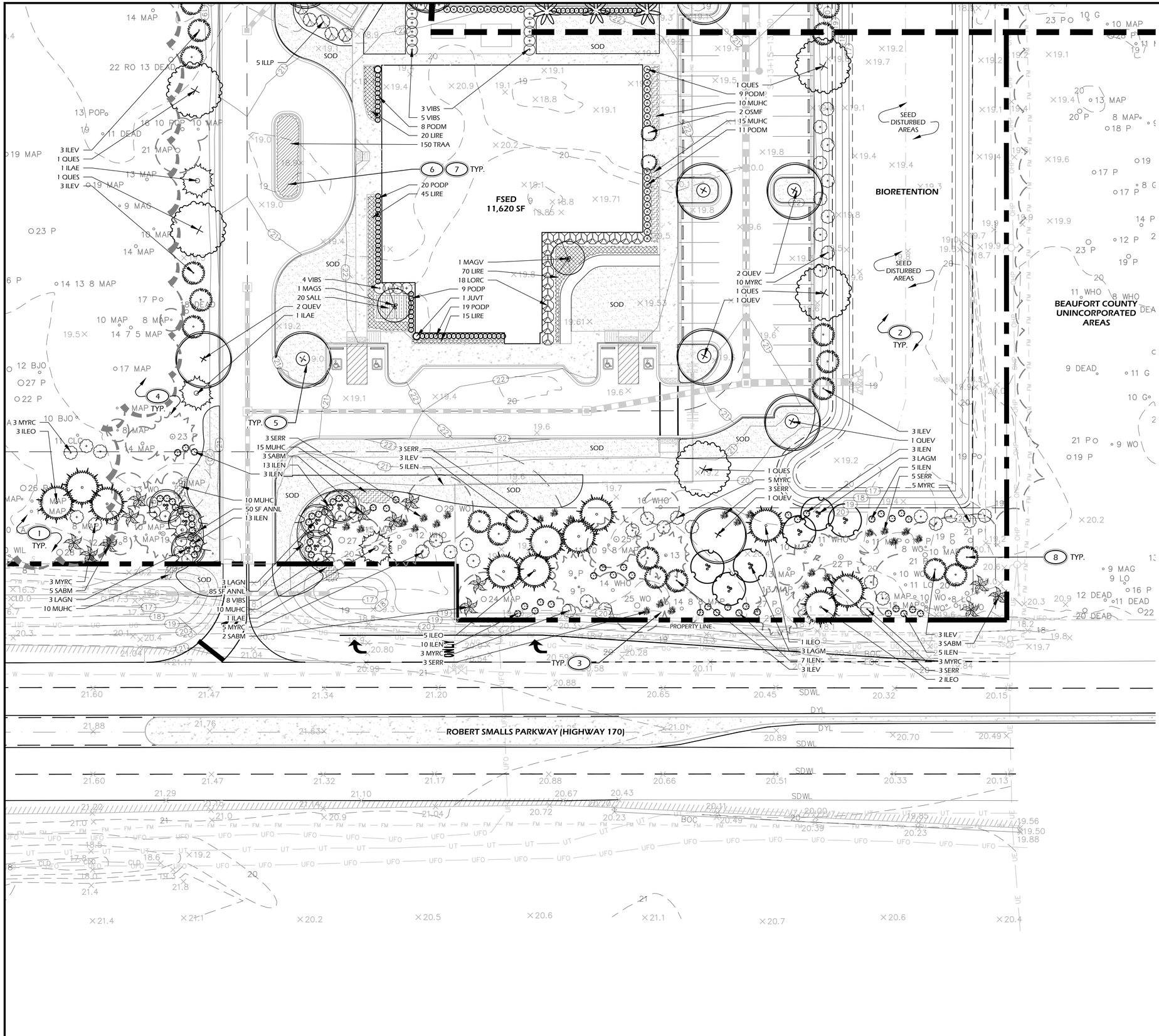
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L502



PLANTING DETAILS

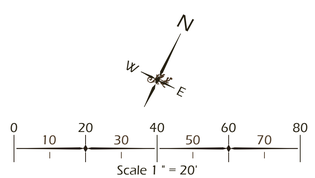
CALL-OUT	DESCRIPTION	DETAIL
14.1	TREE PLANTING	**1/L504**
14.2	PALM TREE PLANTING	**2/L504**
14.3	SHRUB PLANTING	**3/L504**
14.4	GROUND COVER PLANTING	**4/L504**

PLANT KEY LEGEND

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ORNAMENTAL GRASSES & FERNS		
MUHC	Muhlenbergia capillaris	Pink Muhly Grass
GROUND COVERS, VINES & PERENNIALS		
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TRAA	Trachelospermum asiaticum	Asiatic Jasmine

PLANTING REFERENCE NOTES:

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SITE DEVELOPMENT PLANS
FOR
NOVANT BEAUFORT FSED
396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

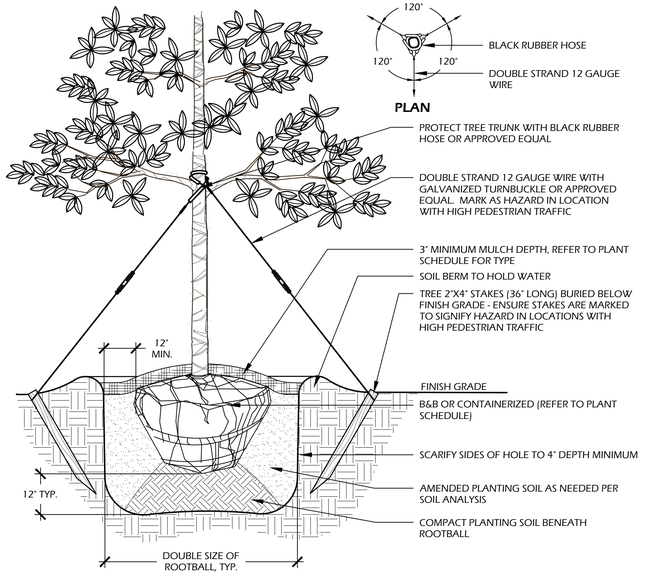
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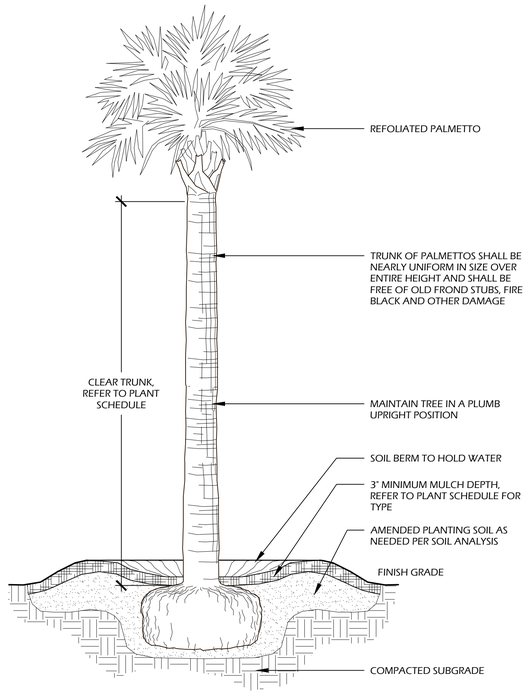
DRAWING TITLE
PLANTING PLAN

DRAWING NUMBER
L503



NOTES:
1. TREE STAKING OPTIONAL, HOWEVER, LANDSCAPE CONTRACTOR RESPONSIBLE FOR MAINTAINING TREES IN AN UPRIGHT (90 DEGREE/ PERPENDICULAR) POSITION FOR 1 YEAR AFTER PLANTING IS COMPLETE OR UNTIL TREE ROOT SYSTEM IS FULLY ESTABLISHED AND STURDY. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER'S REPRESENTATIVE.
2. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
3. IN SEMI-IMPERVIOUS SOIL CONDITIONS, ROOTBALL ELEVATION SHALL BE 2" ABOVE FINISH GRADE. COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO SETTING ROOTBALL ELEVATIONS.

1 // L504 TREE PLANTING
SCALE: N.T.S.

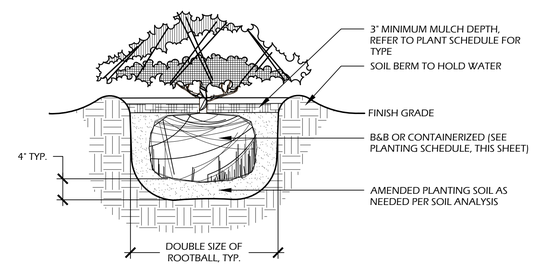


NOTES:
1. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER OR OWNER'S REPRESENTATIVE.
2. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
3. SABAL PALMETTOS SHALL BE REFOLIATED, PROTECT CABBAGE HEAD FROM DAMAGE.

2 // L504 PALM TREE PLANTING
SCALE: N.T.S.

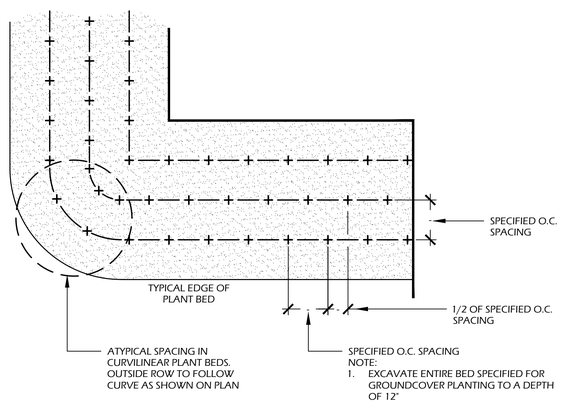
PLANT SCHEDULE:

Quantity	Abbrev	Botanical Name	Common Name	Height	Spread	Container	Cal./Spacing	Notes
TREES								
19	OUES	Quercus shumardii	Shumard Oak	14'-16'	6'-8'	Cont.	4"	Full
45	OUEV	Quercus virginiana	Live Oak	14'-16'	6'-8'	Cont.	4"	Full
9	SABP	Sabal palmetto	Cabbage Palm	12'-16'	-	Cont.	-	Full
UNDERSTORY TREES								
3	ILAE	Ilex x attenuata 'Eagleston'	Eagleston Holly	6'-7'	3'-4'	15 gal.	-	Full
11	ILEO	Ilex opaca	American Holly	6'-7'	3'-4'	15 gal.	-	Tree form, Multi-stem, Full
21	ILEV	Ilex vomitoria 'Pride of Houston'	Yaupon Holly	5'-6'	3'-4'	15 gal.	-	Tree form, Multi-stem, Full
2	JUVT	Juniperus virginiana 'Taylor'	Taylor Juniper	5'-7'	1'-2'	15 gal.	-	Full to ground
6	LAGM	Lagerstroemia indica x fauriei 'Muskogee'	Muskogee Crape Myrtle	10'-12'	5'-6'	45 gal.	-	Full
6	LAGN	Lagerstroemia indica x fauriei 'Natchez'	Natchez Crape Myrtle	10'-12'	5'-6'	45 gal.	-	Full
2	MAGV	Magnolia virginiana	Sweetbay Magnolia	8'-10'	4'-5'	30 gal.	-	Full
38	MYRC	Myrica cerifera	Wax Myrtle	4'-5'	2'-3'	15 gal.	-	Full
19	SABM	Sabal minor	Dwarf Palmetto	4'-5'	4'-5'	15 gal.	-	Full
SHRUBS								
62	ILEN	Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly	4'-5'	2'-3'	15 gal.	-	Full
15	ILLP	Illicium parviflorum	Yellow Anise	30"-36"	24"-30"	7 gal.	-	Full
18	LORC	Loropetalum chinense 'Chang Nian Hong'	Ever Red Fringe Flower	30"-36"	24"-30"	7 gal.	-	Full
2	OSMF	Osmanthus fragrans	Fragrant Tea Olive	36"-42"	18"-24"	7 gal.	-	Full
36	PODM	Podocarpus macrophyllus	Podocarpus	36"-42"	24"-30"	15 gal.	-	Full
77	PODP	Podocarpus macrophyllus 'Pringles Dwarf'	Dwarf Podocarpus	18"-24"	16"-20"	7 gal.	-	Full
24	SERR	Serenoa repens	Saw Palmetto	24"-30"	24"-30"	15 gal.	-	Full
62	VIBS	Viburnum suspensum	Sandankwa Viburnum	30"-36"	24"-30"	7 gal.	-	Full
ORNAMENTAL GRASSES & FERNS								
300	MUHC	Muhlenbergia capillaris	Pink Muhly Grass	14"-16"	10"-16"	1 gal.	30" O.C.	Full
GROUND COVERS, VINES & PERENNIALS								
970	LIRE	Liriope muscari 'Evergreen Giant'	Evergreen Giant Liriope	12"-16"	8"-12"	1 gal.	24" O.C.	Full
20	SALL	Salvia leucantha	Mexican Sage	12"-18"	8"-12"	1 gal.	24" O.C.	Full
150	TRAA	Trachelospermum asiaticum	Asiatic Jasmine	4"-6"	12" runners	1 gal.	18" O.C.	Full
SOD & MULCH								
175	ANNL-SF	-	Annuals	-	-	-	-	Full
53,000	SOD-SF	-	Centipede Sod	-	-	-	-	-
32,000	SEED-SF	-	Coastal Showy Rain Garden Seed Mix	-	-	-	-	Roundstone Native Seed Co. (1oz/50 SF)
124,000	MULCH-SF	Pine Straw - all disturbed areas	Pine Straw	-	-	-	-	-

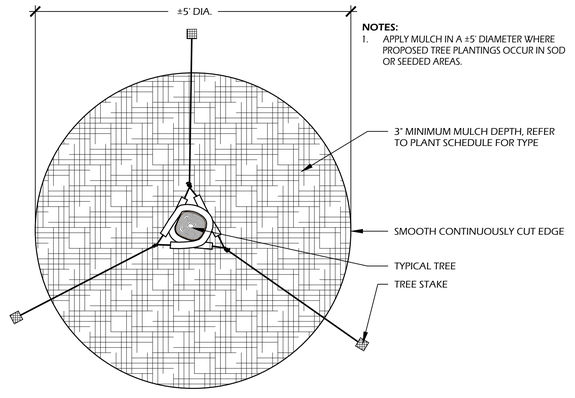


NOTES:
1. WHEN GROUNDCOVERS AND SHRUBS ARE USED IS MASSES, ENTIRE BED TO BE EXCAVATED TO RECEIVE PLANTING SOIL AND PLANT MATERIAL.
2. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
3. IN SEMI-IMPERVIOUS SOIL CONDITIONS, ROOTBALL ELEVATION SHALL BE ±2" ABOVE FINISH GRADE. COORDINATE WITH OWNER'S REPRESENTATIVE PRIOR TO SETTING ROOTBALL ELEVATIONS.

3 // L504 SHRUB PLANTING
SCALE: N.T.S.



4 // L504 GROUND COVER PLANTING
SCALE: N.T.S.



NOTES:
1. APPLY MULCH IN A ±5' DIAMETER WHERE PROPOSED TREE PLANTINGS OCCUR IN SOD OR SEEDED AREAS.

5 // L504 TREE STAKING
SCALE: N.T.S.

Wimer, Jones, Keefer Ltd.
landscape architecture
land planning
www.wjkltd.com
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SITE DEVELOPMENT PLANS
FOR

NOVANT BEAUFORT FSED

396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

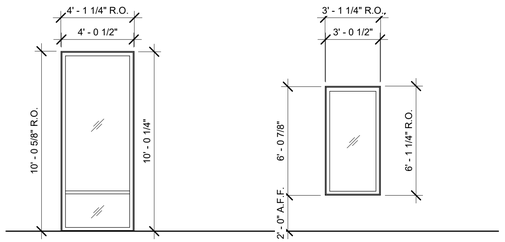
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PLANT SCHEDULE AND DETAILS

DRAWING NUMBER
L504



B EXTERIOR WINDOW-FRONT

FRAME: KAWNEER 1630 SS IR CURTAINWALL (LMI LEVEL E) FRONT SET THERMAL
FINISH: CLEAR ANNODIZED
GLASS:
IGU SYSTEM - 1 5/16" SB 70 OPTIBULE w/. 180 SGP (EXTERIOR)
- GLASS 1: 1/4" VITRO OPTIBULE
- SPACE: 3/8" AIR GAP
- GLASS 2: 0.122" GUARDIAN CLEAR
- INTERLAYER 1: 0.090 SENTRYGLASS
- INTERLAYER 2: 0.090 SENTRYGLASS
- GLASS 3: 0.122" GUARDIAN CLEAR (INTERIOR)

C EXTERIOR WINDOW-FRONT

FRAME: KAWNEER 1630 SS IR CURTAINWALL (LMI LEVEL E) FRONT SET THERMAL
FINISH: CLEAR ANNODIZED
GLASS:
IGU SYSTEM - 1 5/16" SB 70 OPTIBULE w/. 180 SGP (EXTERIOR)
- GLASS 1: 1/4" VITRO OPTIBULE
- SPACE: 3/8" AIR GAP
- GLASS 2: 0.122" GUARDIAN CLEAR
- INTERLAYER 1: 0.090 SENTRYGLASS
- INTERLAYER 2: 0.090 SENTRYGLASS
- GLASS 3: 0.122" GUARDIAN CLEAR (INTERIOR)

2 STORE FRONT ELEVATION
1/4" = 1'-0"

D SIDE ENTRY - DOOR 003

FRAME: KAWNEER 1630 SS IR CURTAINWALL
KAWNEER IR 500 DOOR
(LMI LEVEL E)

FINISH: CLEAR ANNODIZED

GLASS: VITRO LARGE MISSLE IMPACT LEVEL E
O.A. INSULATED LAMINATED GLASS

- IGU SYSTEM - 1 5/16" SB70 OPTIBLUE w/ .180 SGP (EXTERIOR)
- GLASS 1: 1/4" VITRO OPTIBLUE
- SPACER: 3/8" AIR GAP
- GLASS 2: 1/4" GUARDIAN CLEAR
- INTERLAYER 1: 0.090" SENTRYGLASS
- INTERLAYER 2: 0.090" SENTRYGLASS
- GLASS 3: 1/4" GUARDIAN CLEAR (INTERIOR)

DOOR IGU SYSTEM - 1" SB OPTIBULE w/. 180 SGP (EXTERIOR)
- GLASS 1: 1/4" VITRO OPTIBULE
- SPACE: 3/8" AIR GAP
- GLASS 2: 0.122" GUARDIAN CLEAR
- INTERLAYER 1: 0.090 SENTRYGLASS
- INTERLAYER 2: 0.090 SENTRYGLASS
- GLASS 3: 0.122" GUARDIAN CLEAR (INTERIOR)

HARDWARE:

- PROVIDED AND INSTALLED BY STOREFRONT SUPPLIER, COORDINATE WITH ACCESS CONTROL INSTALLER FOR CARD READER AND WIRIING.

DOOR FUNCTION TO ACCOMODATE:

- EMERGENCY EGRESS EXIT DEVICE
- PERFORMANCE OF FLORIDA PRODUCT APPROVAL
- 15 SECOND DELAYED ACCESS
- CARD READER SECURITY BYPASS WITH DOOR POSITION SENSOR AT HEAD AND PREP FOR INTERIOR MULLION-MOUNTED CARD READER

DOOR: WIDE STYLE WITH 10" ADA BOTTOM RAIL

HINGE: CONTINUOUS HINGE KAWNEER STANDARD

CLOSER: CONCEALED WITH HOLD OPEN

THRESHOLD: KAWNEER STANDARD

WEATHER STRIPPING: KAWNEER STANDARD

3 SIDE DOOR ELEVATION
1/4" = 1'-0"



1 DIMENSIONAL PLAN
1/8" = 1'-0"

NOVANT SOUTH CAROLINA BEAUFORT FSER

396 ROBERT SMALLS PKWY
BEAUFORT, SOUTH CAROLINA
29906

GA PROJECT No: 25FD18
DHEC: DPH# TBD

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2625 5th Avenue North, Building C
Bessemer, AL 35020
P: 205.933.9060
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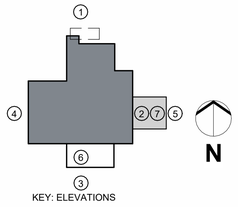
- 1 HOUR FIRE BARRIER (U419)
- 1 HOUR FIRE BARRIER V497
- 1 HOUR SMOKE BARRIER (U419)
- SMOKE PARTITION (NON RATED)
- LEAD LINED

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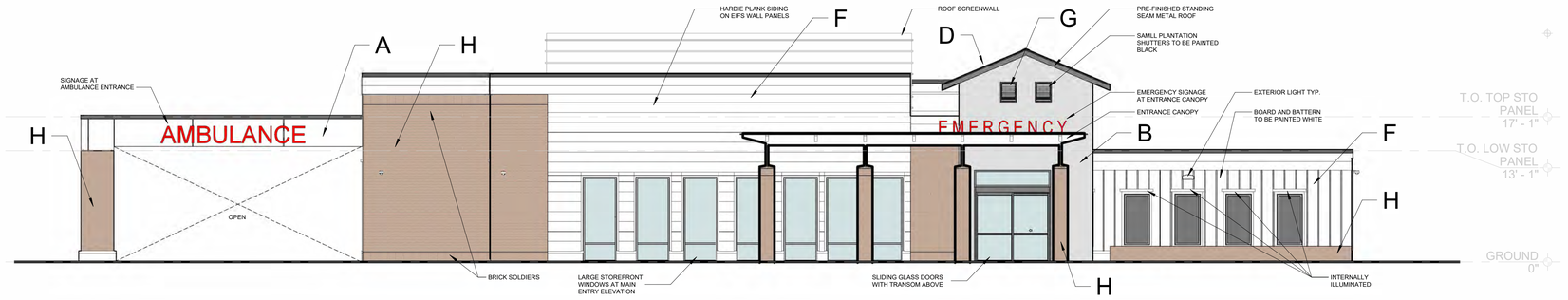
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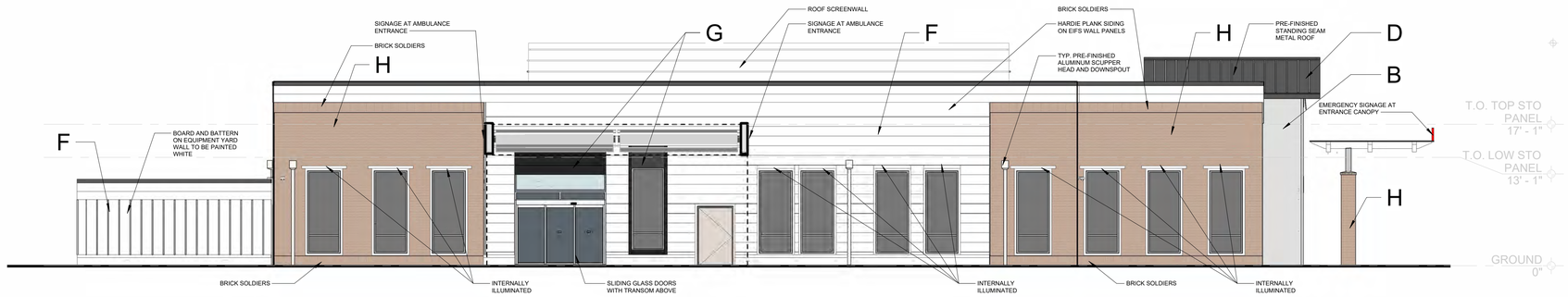
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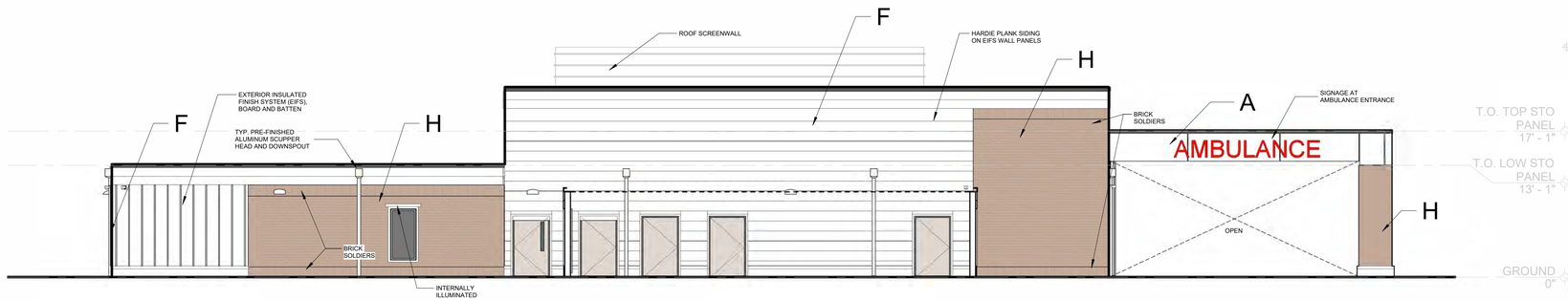
KEY: ELEVATIONS



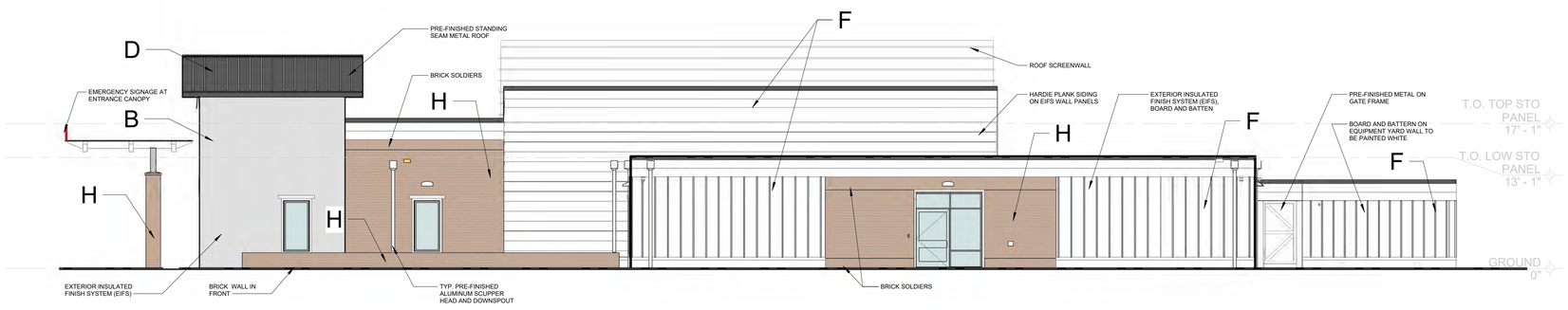
1 ELEVATION - FACING NORTH (HWY 170)
1/8" = 1'-0"



2 ELEVATION - FACING WEST
1/8" = 1'-0"



3 ELEVATION - FACING SOUTH (HWY-170)
1/8" = 1'-0"



4 ELEVATION - FACING EAST
1/8" = 1'-0"

NOVANT SOUTH CAROLINA BEAUFORT FSER

396 ROBERT SMALLS PKWY
BEAUFORT, SOUTH CAROLINA
29906

GA PROJECT No: 25FD18
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A		**STO COLORS** PANTONE 000C - WHITE (EXTRA WHITE - SW 7006)
B		CHIANATURCLAD-B
D		**METAL COLORS** PAC-CLAD (MUSKET GRAY)
E		PAC-CLAD (BONE WHITE)
F		**PAINT COLORS** PANTONE 000C - WHITE (EXTRA WHITE - SW 7006)
G		PANTONE 179-16C - BLACK (TRICORN - SW6528)
H		**NATURAL FINISH** REDDISH BRICK

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BUILDING ELEVATIONS

A201

Elevations



NORTH-EAST CORNER OF FED

NOVANT SOUTH CAROLINA BEAUFORT FSER

396 ROBERT SMALLS PKWY
BEAUFORT, SOUTH CAROLINA
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BUILDING RENDERING

A203



NORTH-WEST CORNER OF FED

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A204



SOUTH-EAST CORNER OF FED

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A205



SOUTH-WEST CORNER OF FED

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A206


AMBULANCE


EMERGENCY


AMBULANCE




AMBULANCE



Beaufort FSED & PCC

Traffic Impact Analysis

Beaufort, South Carolina

Prepared for

Ward Edwards Engineering

Prepared by

Kimley»Horn

January 2026

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DRAFT

Beaufort FSED & PCC

Traffic Impact Analysis

Beaufort, South Carolina

Prepared for

Ward Edwards Engineering

Prepared by

Kimley»Horn

DRAFT

January 2026

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

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Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 96,200 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #2
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #3
- One full-movement driveway with one ingress and one egress lane as the proposed east leg of the intersection of Whitaker Aly at Lucas Aly and Site Access #4

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

- Whitaker Aly at Lucas Aly and Site Access #4
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at Site Access #1
- SC 170 (Robert Smalls Parkway) at Site Access #2
- SC 170 (Robert Smalls Parkway) at Site Access #3

Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have impact on the surrounding road network warranting additional turn lanes as follows:

- A westbound left-turn lane with 200 feet of storage at the intersection of WK Alston Drive and Broad River Boulevard
- A northbound left-turn lane with 100 feet of storage at the intersection of WK Alston Drive and Site Access #1

DRAFT

1 Introduction

The purpose of this TIA is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 96,200 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #2
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #3
- One full-movement driveway with one ingress and one egress lane as the proposed east leg of the intersection of Whitaker Aly at Lucas Aly and Site Access #4

The conceptual site plan can be seen in **Figure 1**.

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections and is illustrated in **Figure 2**.

- Whitaker Aly at Lucas Aly and Site Access #4
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at Site Access #1
- SC 170 (Robert Smalls Parkway) at Site Access #2
- SC 170 (Robert Smalls Parkway) at Site Access #3

As part of the *Watercrest Apartments (Kimley-Horn 2025)* study and other development in the area, improvements were recommended along WK Alston Drive. These improvements are included in the 2030 No-Build condition and 2030 Build condition analysis and are not the responsibility of the FSED site and are listed here:

WK Alston Drive at RSLA Northern Access / Watercrest Apartments Access

- A northbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- A southbound right-turn lane with 100 feet of full width storage and a 100-foot taper

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- The proposed Watercrest Access was analyzed with a single ingress and a single egress lane

WK Alston Drive at RSLA Full-Movement Access

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

WK Alston Drive at Broad River Boulevard

- An eastbound right-turn lane with 200 feet of full width storage and a 100-foot taper

1.1 Existing Conditions

The primary roadways in the vicinity of the site are SC 170 (Robert Smalls Parkway), WK Alston Drive, and Broad River Boulevard.

SC 170 (Robert Smalls Parkway) is a five-lane, undivided local road with a posted speed limit of 45 mph in the vicinity of the FSED site. SC 170 (Robert Smalls Parkway) had an Annual Average Daily Traffic (AADT) of 20,800 vehicles per day in 2024 per SCDOT count station 07-0175.

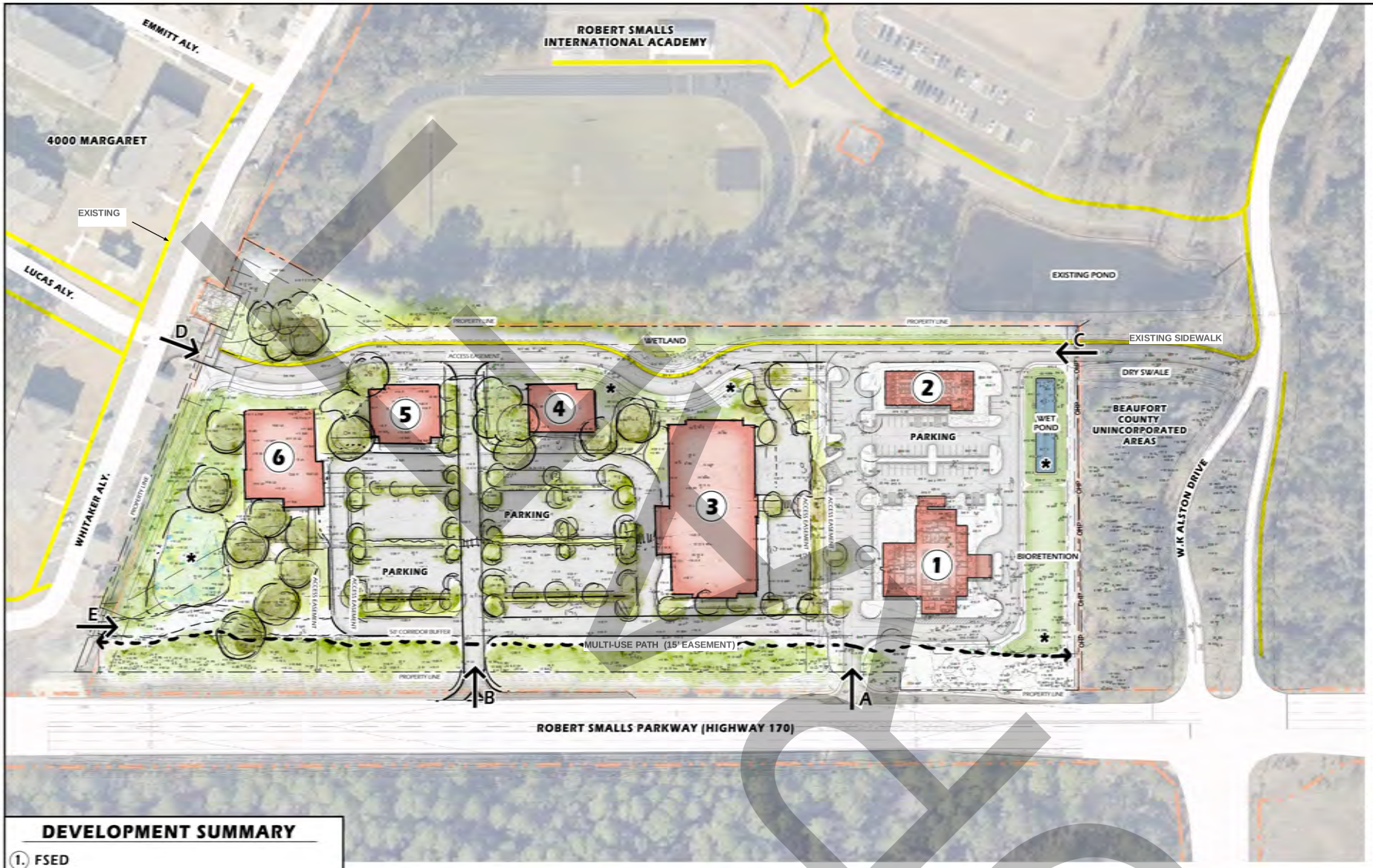
WK Alston Drive is a is a two-lane, undivided minor arterial with a posted speed limit of 35 mph in the vicinity of the FSED site. SCDOT does not provide AADT data for WK Alston Drive.

Broad River Boulevard is a is a two-lane, undivided major collector with a posted speed limit of 45 mph in the vicinity of the FSED site. Broad River Boulevard had an AADT of 7,200 vehicles per day in 2024 per SCDOT count station 07-0251.

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

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Figure 1 - Conceptual Site Plan



DEVELOPMENT SUMMARY

1. FSED
2. PCC
3. MEDICAL/OFFICE +/- 60,000 SF (2 FLOORS)
4. MEDICAL/OFFICE +/- 5,400 SF
5. MEDICAL/OFFICE +/- 5,400 SF
6. MEDICAL/OFFICE +/- 8,000 SF

*STORMWATER MANAGEMENT BMP

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Scale 1" = 60'

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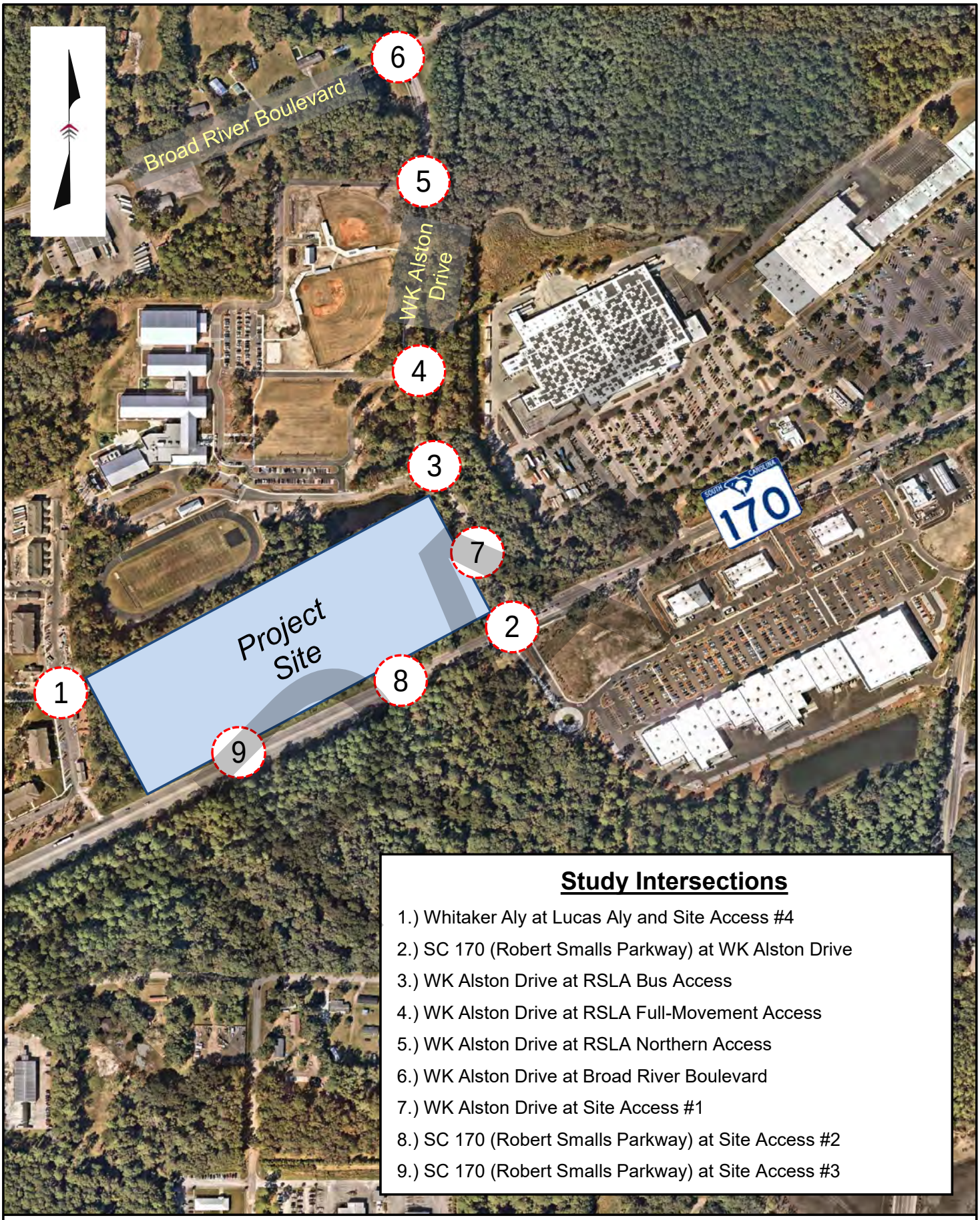
DATE:	JAN. 15, 2026
PROJECT NO.:	25097.01
DRAWN BY:	ER
CHECKED BY:	CK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SKETCH MASTER PLAN

DRAWING NUMBER
L13

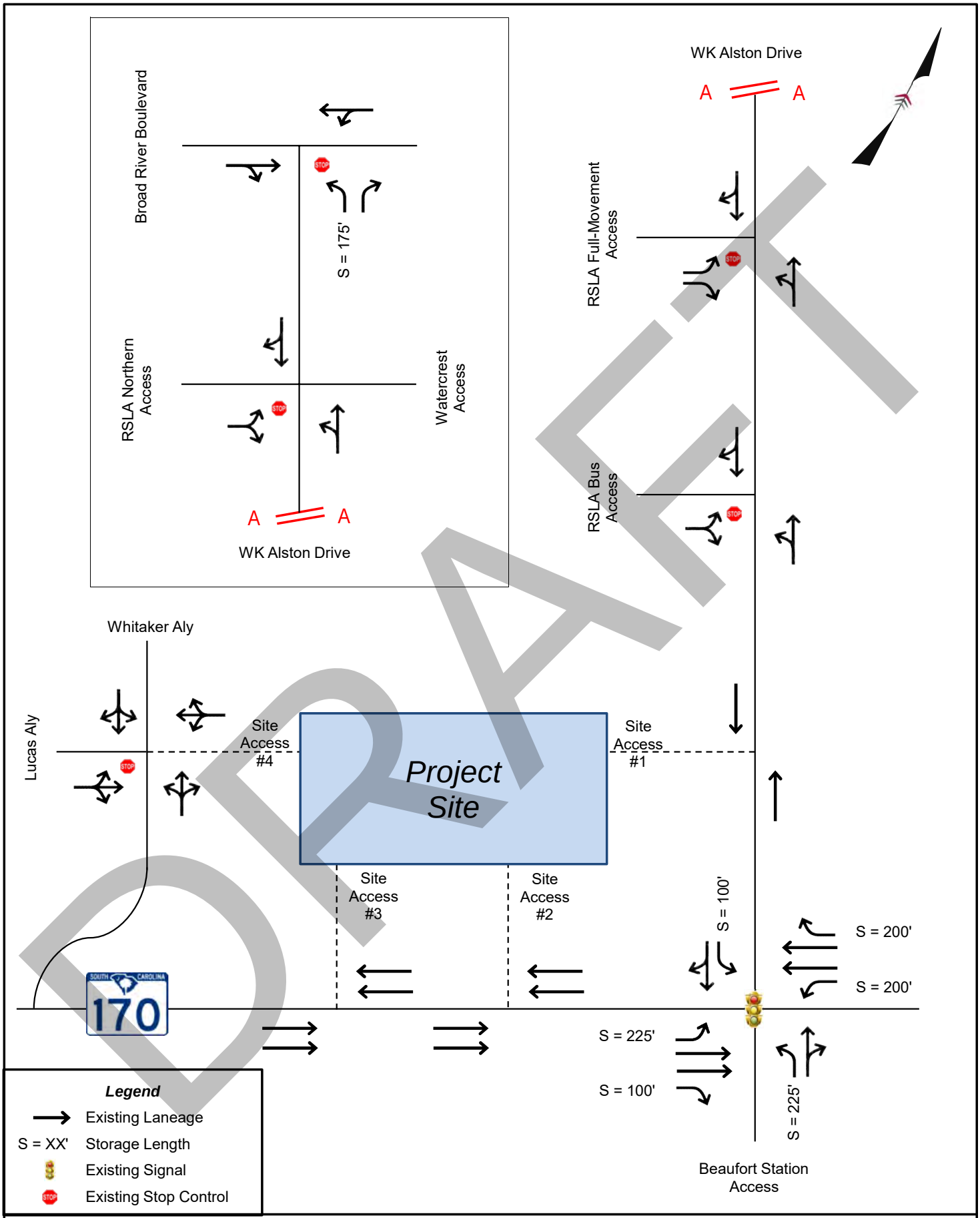


Study Intersections

1.) Whitaker Aly at Lucas Aly and Site Access #4
2.) SC 170 (Robert Smalls Parkway) at WK Alston Drive
3.) WK Alston Drive at RSLA Bus Access
4.) WK Alston Drive at RSLA Full-Movement Access
5.) WK Alston Drive at RSLA Northern Access
6.) WK Alston Drive at Broad River Boulevard
7.) WK Alston Drive at Site Access #1
8.) SC 170 (Robert Smalls Parkway) at Site Access #2
9.) SC 170 (Robert Smalls Parkway) at Site Access #3

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Figure 2 - Study Area Map



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Figure 3 - Existing Roadway Geometry and Intersection 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 proposed medical development. The analysis was performed using the information provided for the following land use code (LUC):

- LUC 720 – Medical-Dental Office Building – 96,200 square-feet (SF)

For buildings designated as Free-Standing Emergency Room or Person-Centered Care, LUC 720 was used because it has more reliable and conservative data than LUC 650 – Free-Standing Emergency Room. Internal capture and pass-by trip reductions were not considered in the trip generation analysis.

The estimated trip generation for the Beaufort FSED is summarized in **Table 1**, which indicates that the development is anticipated to generate 230 trips (179 in/51 out) during the AM peak hour and 350 trips (105 in/245 out) during the PM peak hour.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
720 – Medical-Dental Office Building	96.2	KSF	3,274	230	179	51	350	105	245
Total Net New External Trips			**3,274**	**230**	**179**	**51**	**350**	**105**	**245**
Daily Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 40.60 * (X) + (-75.15); (50% In; 50% Out)					
AM Peak-Hour Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 0.9 * LN (X) + (1.33); (78% In; 22% Out)					
PM Peak-Hour Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 3.70 * (X) + (-5.75); (30% In; 70% Out)					

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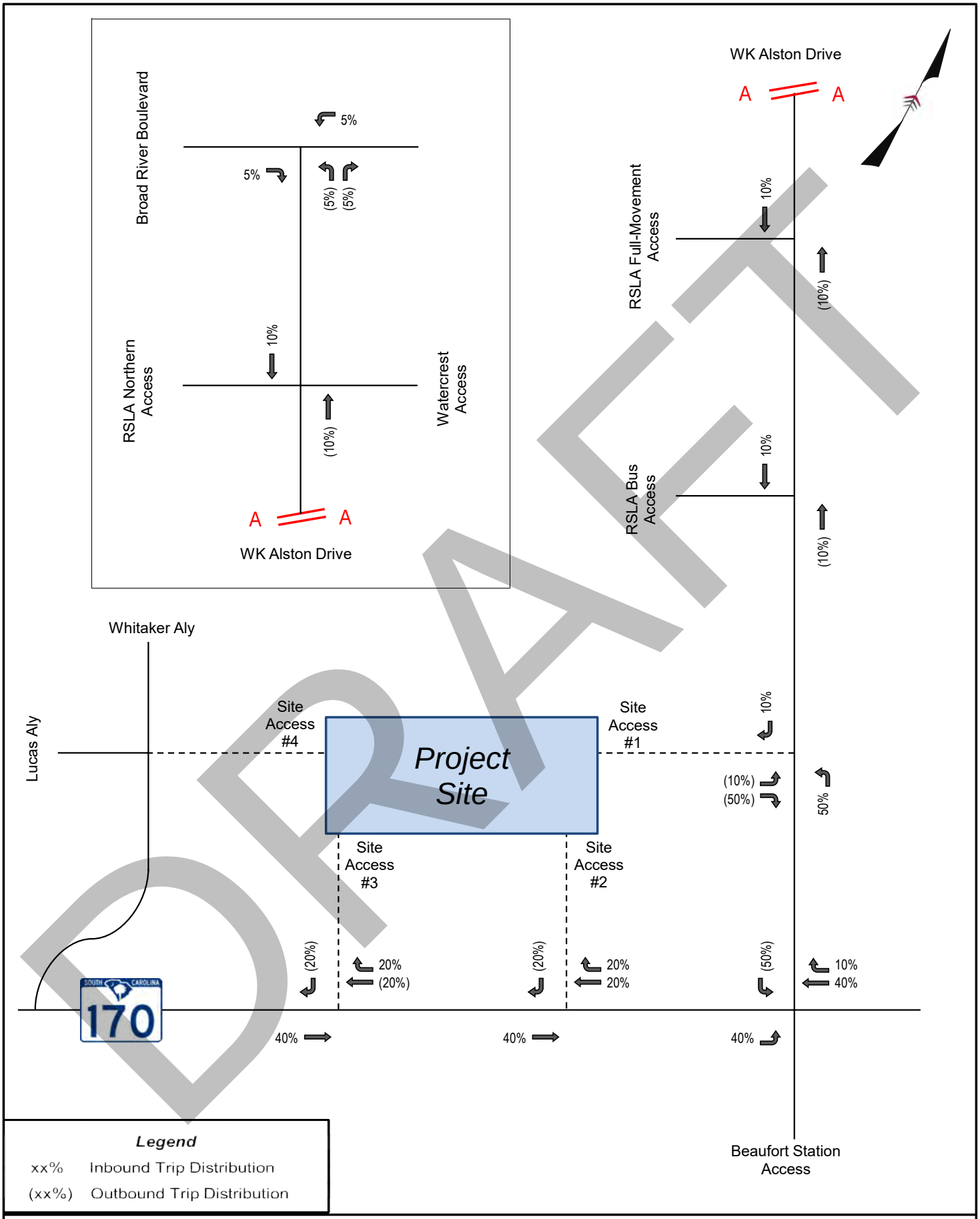
2.2 Trip Distribution & Assignment

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, and the proposed site layout. The trip distribution percentages used in this analysis are as follows:

- 50% to/from the East via SC 170 (Robert Smalls Parkway)
- 40% to/from the West via SC 170 (Robert Smalls Parkway)
- 5% to/from the West via Broad River Boulevard
- 5% to/from the East via Broad River Boulevard

The site trip distribution and assignment and project trips are illustrated in **Figure 4** and **Figure 5**, respectively.

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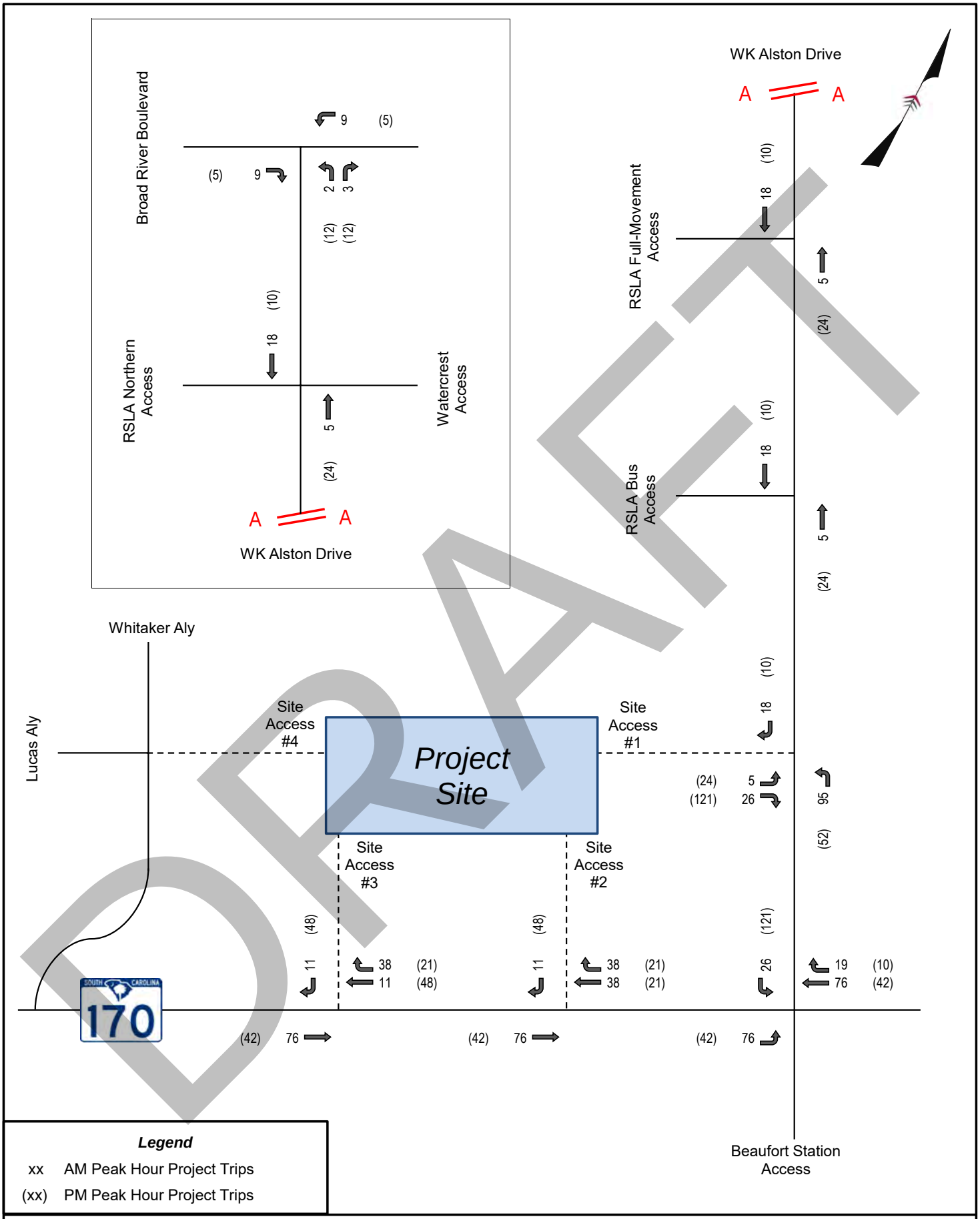


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Figure 4 - Trip Distribution and Assignment



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Legend

xx AM Peak Hour Project Trips

(xx) PM Peak Hour Project Trips

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Figure 5 - Project Trips

3 Existing and Future Traffic Volume Development

3.1 Existing Traffic Development

Peak-period turning movement counts were collected at the intersections of SC 170 (Robert Smalls Parkway) & WK Alston Drive and Lucas Aly & Whitaker Aly on Tuesday, October 14th, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Previously collected counts were used for the peak-period volumes at the RSLA access driveways. These counts were collected on Thursday, March 27th, 2025 from 6:00 AM to 9:00 AM and 2:00 PM to 6:00 PM. **Figure 6** illustrates the 2025 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix A.**

3.2 Future-Year No-Build Traffic Development

Historic traffic growth represents the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area (i.e., that not associated with the subject development). SCDOT count station ID 07-0175 data on SC 170 (Robert Smalls Parkway) shows an annual growth rate of 3.9% for traffic volume since 2019. Therefore, an annual growth rate of 4.0% was used to capture the expected increase in traffic volume associated with the surrounding developments over the next 5 years.

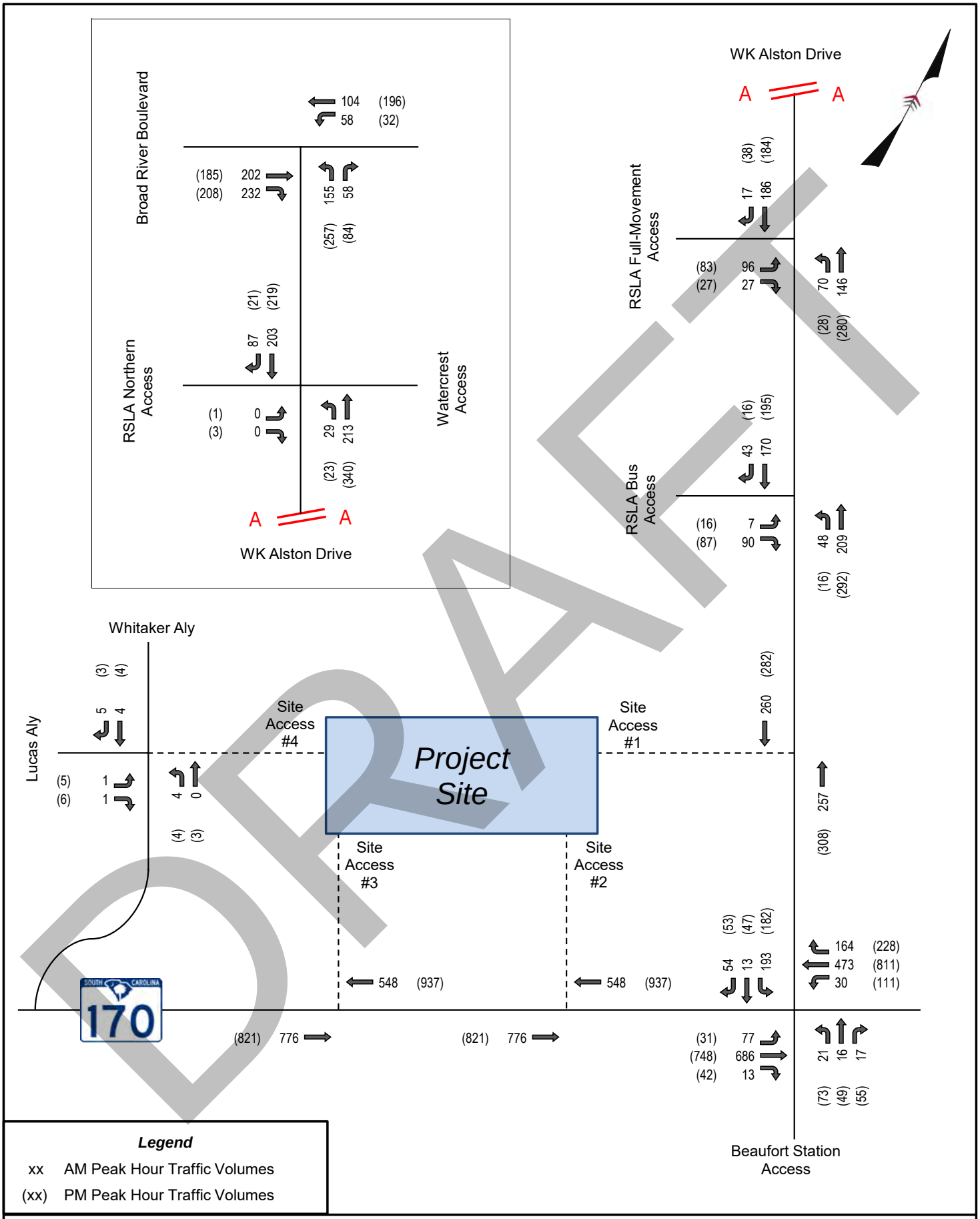
The 2030 No-Build traffic volumes were estimated by increasing the 2025 Existing traffic volumes at a rate of 4.0% for five years. The 2030 No-Build AM and PM peak hour traffic volumes are shown in **Figure 7**.

3.3 Future-Year Build Traffic Development

The Beaufort FSED project traffic volumes were added to the 2030 No-Build traffic volumes to develop 2030 Build traffic volumes. **Figure 8** illustrates the 2030 Build traffic volumes for the AM and PM peak hours.

Worksheets documenting the traffic volume development are provided in **Appendix B**.

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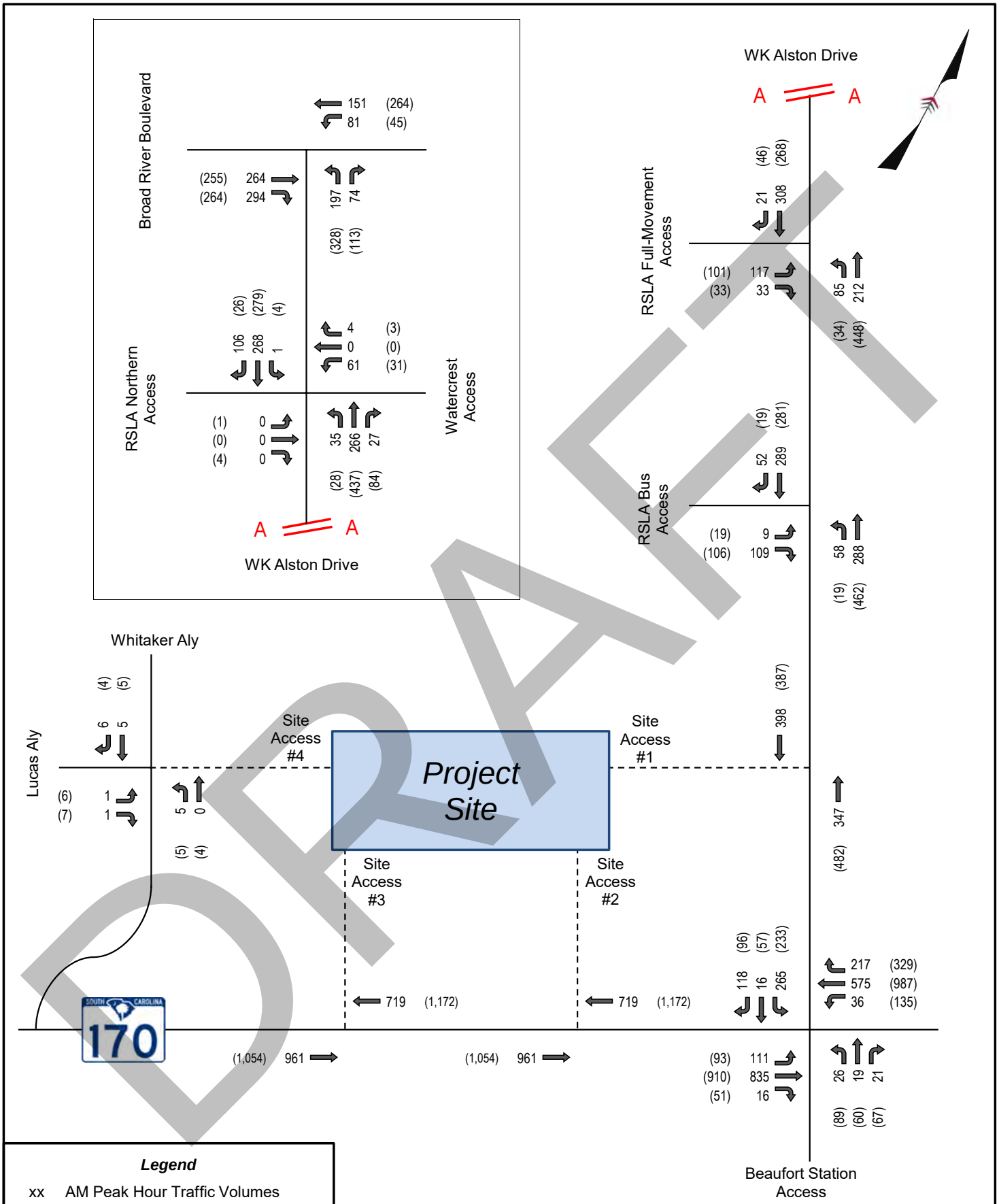


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Figure 6 - 2025 Existing Peak Hour Traffic Volumes

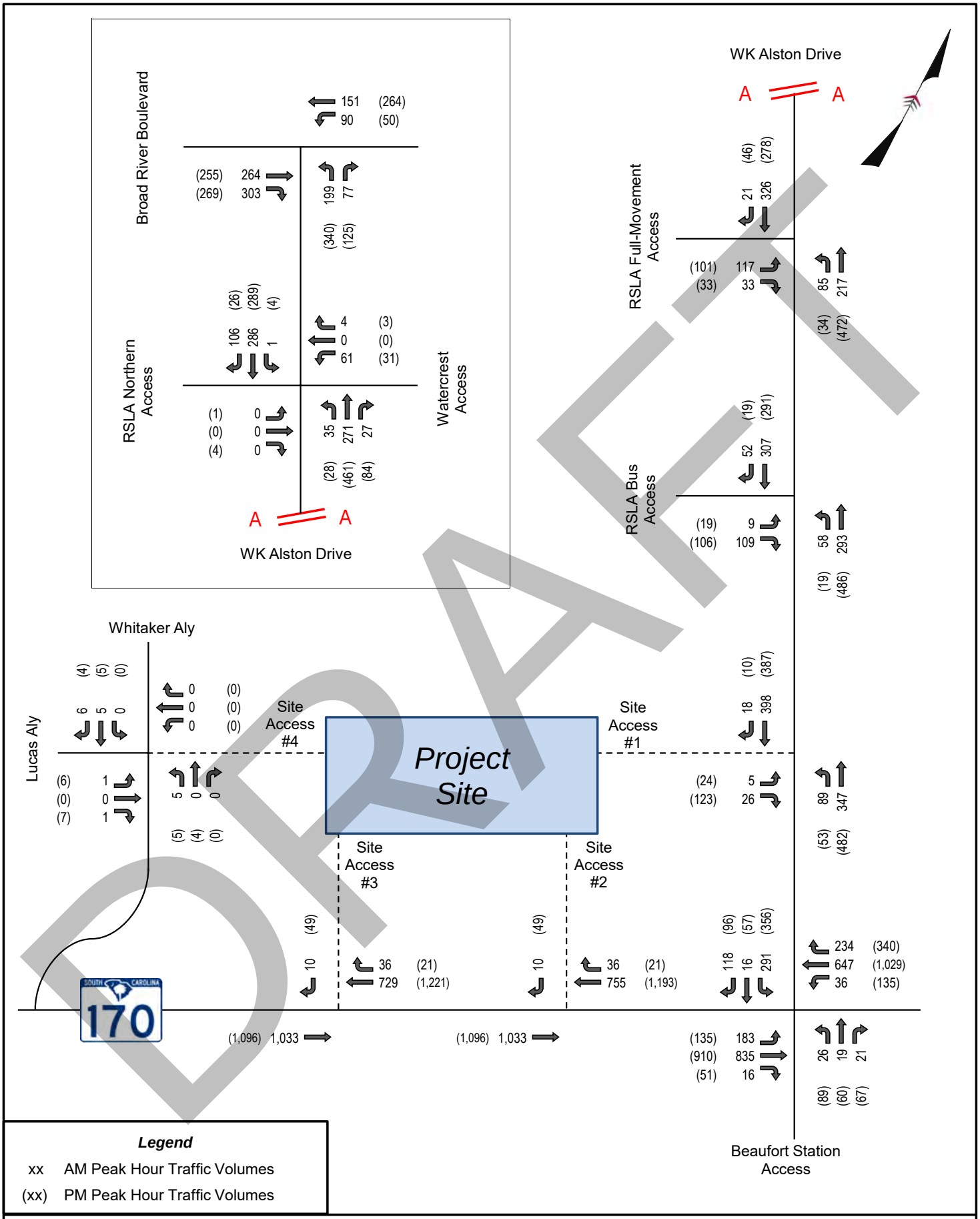


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Figure 7 - 2030 No-Build Peak Hour Traffic Volumes



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Figure 8 - 2030 Build 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 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build 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 and future scenarios. 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.

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

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4.1 Whitaker Aly at Lucas Aly and Site Access #4

The capacity analysis results for the unsignalied intersection of Whitaker Aly at Lucas Aly and Site Access #4 are summarized in **Table 3**.

Table 3 – Whitaker Aly at Lucas Aly and Site Access #4 Analysis Results

Condition	Measure	EB (Lucas Aly)		NB (Whitaker Aly)		SB (Whitaker Aly)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	A (8.5)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 No-Build	LOS (Delay)	A (8.6)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 Build	LOS (Delay)	A (8.6)		A (7.3)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	A (8.5)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 No-Build	LOS (Delay)	A (8.6)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 Build	LOS (Delay)	A (8.6)		A (7.2)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	

* Major street approach left-turn delay reported

Under 2025 Existing, 2030 No-Build, and 2030 Build conditions, all intersection approaches are anticipated to operate at LOS A during the AM and PM peak hours.

The intersection currently has an east leg stub for a future connection to the site access. Upon the addition of this leg, less than 1% of site traffic is anticipated to use the route to access the site. With the addition of the proposed development, all approaches and movements are expected to operate with an acceptable LOS.

Based on the results presented in **Table 3**, no mitigation is recommended at this intersection due to the proposed development.

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4.2 SC 170 (Robert Smalls Parkway) at WK Alston Drive

The capacity analysis results for the signalized intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive are summarized in **Table 4**.

Table 4 – SC 170 (Robert Smalls Parkway) at WK Alston Drive Analysis Results

Condition	Measure	EB (SC 170)			WB (SC 170)			NB (Plaza Access)			SB (WK Alston Drive)			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
2025 Existing	LOS (Delay)	B (18.6)			B (16.7)			C (23.8)			C (21.3)			B (18.4)
	Synchro 95th Q	48'	243'	0'	25'	166'	46'	20'	33'		123'	36'		
2030 No-Build	LOS (Delay)	C (21.7)			B (19.3)			C (30.0)			C (26.5)			C (21.9)
	Synchro 95th Q	74'	344'	0'	32'	233'	53'	27'	44'		207'	53'		
2030 Build	LOS (Delay)	C (22.5)			C (23.0)			C (30.3)			C (26.5)			C (23.6)
	Synchro 95th Q	122'	357'	0'	33'	300'	60'	28'	47'		236'	53'		
PM Peak Hour														
2025 Existing	LOS (Delay)	C (20.8)			B (16.4)			C (28.6)			C (25.8)			B (19.9)
	Synchro 95th Q	23'	284'	0'	66'	278'	46'	59'	91'		132'	73'		
2030 No-Build	LOS (Delay)	C (22.3)			B (19.6)			D (35.6)			C (31.9)			C (23.1)
	Synchro 95th Q	66'	431'	0'	95'	448'	109'	87'	141'		213'	122'		
2030 Build	LOS (Delay)	C (27.1)			C (26.6)			D (39.0)			C (33.2)			C (28.6)
	Synchro 95th Q	122'	454'	0'	106'	543'	160'	93'	161'		366'	123'		

95th percentile volume exceeds capacity, queue may be longer

Under 2025 Existing conditions, the intersection operates at an LOS B overall. All approaches operate at LOS C or better. Under the 2030 No-Build conditions, the eastbound approach is anticipated to go from LOS B to LOS C in the AM peak hour. In the PM peak hour, the northbound approach is anticipated to drop from LOS C to LOS D. In the 2030 Build condition, the intersection is anticipated to operate at LOS C overall in the AM and PM peak hours.

Based on the results presented in **Table 4**, no mitigation is recommended at this intersection due to the proposed development.

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4.3 WK Alston Drive at RSLA Bus Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Bus Access are summarized in **Table 5**.

Table 5 – WK Alston Drive at RSLA Bus Access Analysis Results

Condition	Measure	EB (RSLA Bus Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	B (10.8)		A (8.0)*		A (0.0)	
	Synchro 95th Q	15'		3'		0'	
2030 No-Build	LOS (Delay)	B (13.2)		A (8.5)*		A (0.0)	
	Synchro 95th Q	25'		5'		0'	
2030 Build	LOS (Delay)	B (13.6)		A (8.6)*		A (0.0)	
	Synchro 95th Q	25'		5'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	B (11.8)		A (8.1)*		A (0.0)	
	Synchro 95th Q	18'		0'		0'	
2030 No-Build	LOS (Delay)	B (14.9)		A (8.4)*		A (0.0)	
	Synchro 95th Q	30'		3'		0'	
2030 Build	LOS (Delay)	C (15.4)		A (8.4)*		A (0.0)	
	Synchro 95th Q	33'		3'		0'	

* Major street approach left-turn delay reported

Under 2025 Existing and 2030 No-Build conditions, the eastbound left-turn and northbound left-turn are expected to operate at LOS A. With the addition of project trips, all approaches are anticipated to continue to operate at LOS C or better.

Based on the results presented in **Table 5**, no mitigation is recommended at this intersection due to the proposed development.

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4.4 WK Alston Drive at RSLA Full-Movement Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Full-Movement Access are summarized in **Table 6**.

Table 6 – WK Alston Drive at RSLA Full-Movement Access Analysis Results

Condition	Measure	EB (RSLA Full-Movement Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	B (14.9)		A (7.9)*		A (0.0)	
	Synchro 95th Q	28'	3'	5'		0'	
2030 No-Build	LOS (Delay)	C (24.6)		A (8.4)*		A (0.0)	
	Synchro 95th Q	63'	5'	8'		0'	
2030 Build	LOS (Delay)	D (26.0)		A (8.5)*		A (0.0)	
	Synchro 95th Q	68'	5'	8'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	C (16.5)		A (8.0)*		A (0.0)	
	Synchro 95th Q	30'	5'	3'		0'	
2030 No-Build	LOS (Delay)	D (34.2)		A (8.3)*		A (0.0)	
	Synchro 95th Q	85'	5'	3'		0'	
2030 Build	LOS (Delay)	E (38.4)		A (8.4)*		A (0.0)	
	Synchro 95th Q	95'	5'	3'		0'	

* Major street approach left-turn delay reported

Under 2030 No-Build conditions, all major street approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours. The eastbound approach is anticipated to operate at LOS D in the PM peak hour. With the addition of project traffic, all approaches and movements are expected to continue to operate at similar LOS during the AM and PM peak hours. Additionally, it is not uncommon for the minor street approaches to experience more delays during the peak hours. As part of previous studies and existing traffic conditions, a northbound left turn lane with 100 feet of storage has been recommended and included in the 2030 No-Build and 2030 Build analysis. This improvement is not the responsibility of the FSED development as previously existing conditions have warranted this improvement.

Based on the results presented in **Table 6**, no mitigation is recommended at this intersection due to the proposed development.

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4.5 WK Alston Drive at RSLA Northern Access

The capacity analysis results for the unsignalized intersection of WK Alston Drive at RSLA Northern Access are summarized in **Table 7**.

Table 7 – WK Alston Drive at RSLA Northern Access Analysis Results

Condition	Measure	EB (RSLA North Access)			WB (Watercrest Access)			NB (WK Alston Drive)			SB (WK Alston Drive)		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2025 Existing	LOS (Delay)	A (0.0)			-			A (8.1)*			A (0.0)		
	Synchro 95th Q	0'			-			3'			0'		
2030 No-Build	LOS (Delay)	A (0.0)			C (21.0)			A (8.5)*			A (8.0)*		
	Synchro 95th Q	0'			28'			3'			0'		
2030 Build	LOS (Delay)	A (0.0)			C (22.0)			A (8.5)*			A (8.1)*		
	Synchro 95th Q	0'			28'			3'			0'		
PM Peak Hour													
2025 Existing	LOS (Delay)	B (11.2)			-			A (7.9)*			A (0.0)		
	Synchro 95th Q	0'			-			3'			0'		
2030 No-Build	LOS (Delay)	B (12.7)			C (24.8)			A (8.2)*			A (8.9)*		
	Synchro 95th Q	0'			18'			3'			0'		
2030 Build	LOS (Delay)	B (13.0)			D (26.6)			A (8.2)*			A (9.0)*		
	Synchro 95th Q	0'			18'			3'			0'		

* Major street approach left-turn delay reported

Under 2030 No-Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate a similar LOS to the 2030 No-Build conditions during the AM and PM peak hours. Additionally, it is not uncommon for the minor street approaches to experience more delays during the peak hours.

As part of the Watercrest Apartments development, a northbound right-turn lane with 100 feet of storage and a southbound right-turn lane with 100 feet of storage have been recommended to maintain acceptable operations at the intersection. The additional turn lane improvements are included in the 2030 No-Build and 2030 Build analysis.

Based on the results presented in **Table 7**, no mitigation is recommended at this intersection due to the proposed development.

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4.6 WK Alston Drive at Broad River Boulevard

The capacity analysis results for the unsignalized intersection of WK Alston Drive at Broad River Boulevard are summarized in **Table 8**.

Table 8 – WK Alston Drive at Broad River Boulevard Analysis Results

Condition	Measure	EB (Broad River Boulevard)		WB (Broad River Boulevard)		NB (WK Alston Drive)	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
2025 Existing	LOS (Delay)	A (0.0)		A (8.7)*		C (19.1)	
	Synchro 95th Q	0'		5'		63'	10'
2030 No-Build	LOS (Delay)	A (0.0)		A (9.4)*		D (27.8)	
	Synchro 95th Q	0'		10'		120'	10'
2030 Build	LOS (Delay)	A (0.0)		A (9.5)*		D (29.9)	
	Synchro 95th Q	0'		10'		130'	10'
PM Peak Hour							
2025 Existing	LOS (Delay)	A (0.0)		A (8.4)*		C (24.6)	
	Synchro 95th Q	0'		3'		123'	13'
2030 No-Build	LOS (Delay)	A (0.0)		A (8.9)*		F (56.5)	
	Synchro 95th Q	0'		5'		278'	15'
2030 Build	LOS (Delay)	A (0.0)		A (9.0)*		F (64.7)	
	Synchro 95th Q	0'		5'		313'	18'

* Major street approach left-turn delay reported

Under 2025 Existing conditions, the northbound approach is anticipated to operate at LOS C. Under 2030 No-Build conditions, it is anticipated to lower to LOS D and LOS F in the AM and PM peak hours, respectively. With the addition of project traffic, the approach is anticipated to continue to operate at LOS D and LOS F in the AM and PM peak hours, respectively. The additional delay is 1.0 seconds or less for the analyzed conditions. Additionally, it is not uncommon for the minor street approaches to experience more delays during the peak hours.

Background conditions have shown an eastbound right-turn lane with 200 feet of storage to be warranted at this intersection to provide acceptable operations. This is warranted based on anticipated conditions without the additional project trips. Therefore, it is not the responsibility of the proposed FSED Development.

Based on the results presented in **Table 8**, an additional westbound left-turn lane with 200 feet of storage is warranted and recommended at this intersection to provide acceptable operations.

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4.7 WK Alston Drive at Site Access #1

The capacity analysis results for the unsignalized intersection of WK Alston Drive at Site Access #1 are summarized in **Table 9**.

Table 9 – WK Alston Drive at Site Access #1 Analysis Results

Condition	Measure	EB (FSED Access #1)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2030 Build	LOS (Delay)	B (13.0)		A (8.6)*		A (0.0)	
	Synchro 95th Q	5'		8'		0'	
PM Peak Hour							
2030 Build	LOS (Delay)	C (16.2)		A (8.4)*		A (0.0)	
	Synchro 95th Q	38'		5'		0'	

* Major street approach left-turn delay reported

Under 2030 Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours.

Based on the results presented in **Table 9** and the results of the turn lane warrant analysis, a northbound left-turn lane with 100 feet of storage is recommended to provide acceptable operations at this intersection. It is recommended the access operate as full-movement with one ingress and one egress lane.

DRAFT

4.8 SC 170 (Robert Smalls Parkway) at Site Access #2

The capacity analysis results for the unsignalized intersection of SC 170 (Robert Smalls Parkway) at Site Access #2 are summarized in **Table 10**.

Table 10 – SC 170 (Robert Smalls Parkway) at Site Access #2 Analysis Results

Condition	Measure	EB (SC 170)	WB (SC 170)		SB (FSED Access #2)
		EBT	WBT	WBR	SBR
AM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (11.5)
	Synchro 95th Q	0'	0'		3'
PM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		C (15.5)
	Synchro 95th Q	0'	0'		13'

Under 2030 Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours.

Based on the results presented in **Table 10**, no mitigation is recommended at this intersection due to the proposed development. It is recommended the access operate as right-in/right-out only with one ingress and one egress lane.

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4.9 SC 170 (Robert Smalls Parkway) at Site Access #3

The capacity analysis results for the unsignalized intersection of SC 170 (Robert Smalls Parkway) at Site Access #3 are summarized in **Table 10**.

Table 11 – SC 170 (Robert Smalls Parkway) at Site Access #3 Analysis Results

Condition	Measure	EB (SC 170)	WB (SC 170)		SB (FSED Access #3)
		EBT	WBT	WBR	SBR
AM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (11.4)
	Synchro 95th Q	0'	0'		3'
PM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		C (15.8)
	Synchro 95th Q	0'	0'		13'

Under 2030 Build conditions, all approaches and movements are expected to operate at LOS C or better during the AM and PM peak hours.

Based on the results presented in **Table 10**, no mitigation is recommended at this intersection due to the proposed development. It is recommended the access operate as right-in/right-out only with one ingress and one egress lane.

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5 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersections beyond those necessary for capacity were determined based on a review of the 2021 SCDOT Highway Design Manual. The results of the warrants for the left-turn and right-turn lanes under 2030 Build conditions are summarized below and included in **Appendix D**.

A turn lane warrant analysis was conducted to determine the impact of the proposed project on the RSLA access driveways and the site access driveways for the proposed Beaufort FSED development. The following turn lane warrants were met and recommended in previous studies:

WK Alston Drive at RSLA Northern Access / Watercrest Apartments Access

- A northbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- A southbound right-turn lane with 100 feet of full width storage and a 100-foot taper

WK Alston Drive at RSLA Full-Movement Access

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

WK Alston Drive at Broad River Boulevard

- An eastbound right-turn lane with 200 feet of full width storage and a 100-foot taper

The findings of this study support the recommendation to install the listed turn lanes to maintain acceptable operating conditions for the RSLA access driveways and proposed Beaufort FSED site access driveways. These turn lanes are not the responsibility of the FSED development. They are warranted prior to the site traffic being added to the study area network.

Additional turn lanes are warranted and recommended as a result of the impacts of the development:

- A westbound left-turn lane with 200 feet of storage at the intersection of WK Alston Drive and Broad River Boulevard
- A northbound left-turn lane with 100 feet of storage at the intersection of WK Alston Drive and Site Access #1

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6 Conclusion

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Beaufort FSED development. The development is proposed to be located at the northwest quadrant of the intersection of SC 170 (Robert Smalls Parkway) at WK Alston Drive and is planned to consist of the following:

- 96,200 SF of Medical-Office Building Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the following site accesses:

- One full-movement driveway with one ingress and one egress lane as the west leg of the proposed intersection of WK Alston Drive at Site Access #1
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #2
- One right-in/right-out access only driveway with one ingress and one egress lane as the north leg of the proposed intersection of SC 170 (Robert Smalls Parkway) at Site Access #3
- One full-movement driveway with one ingress and one egress lane as the proposed east leg of the intersection of Whitaker Aly at Lucas Aly and Site Access #4

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

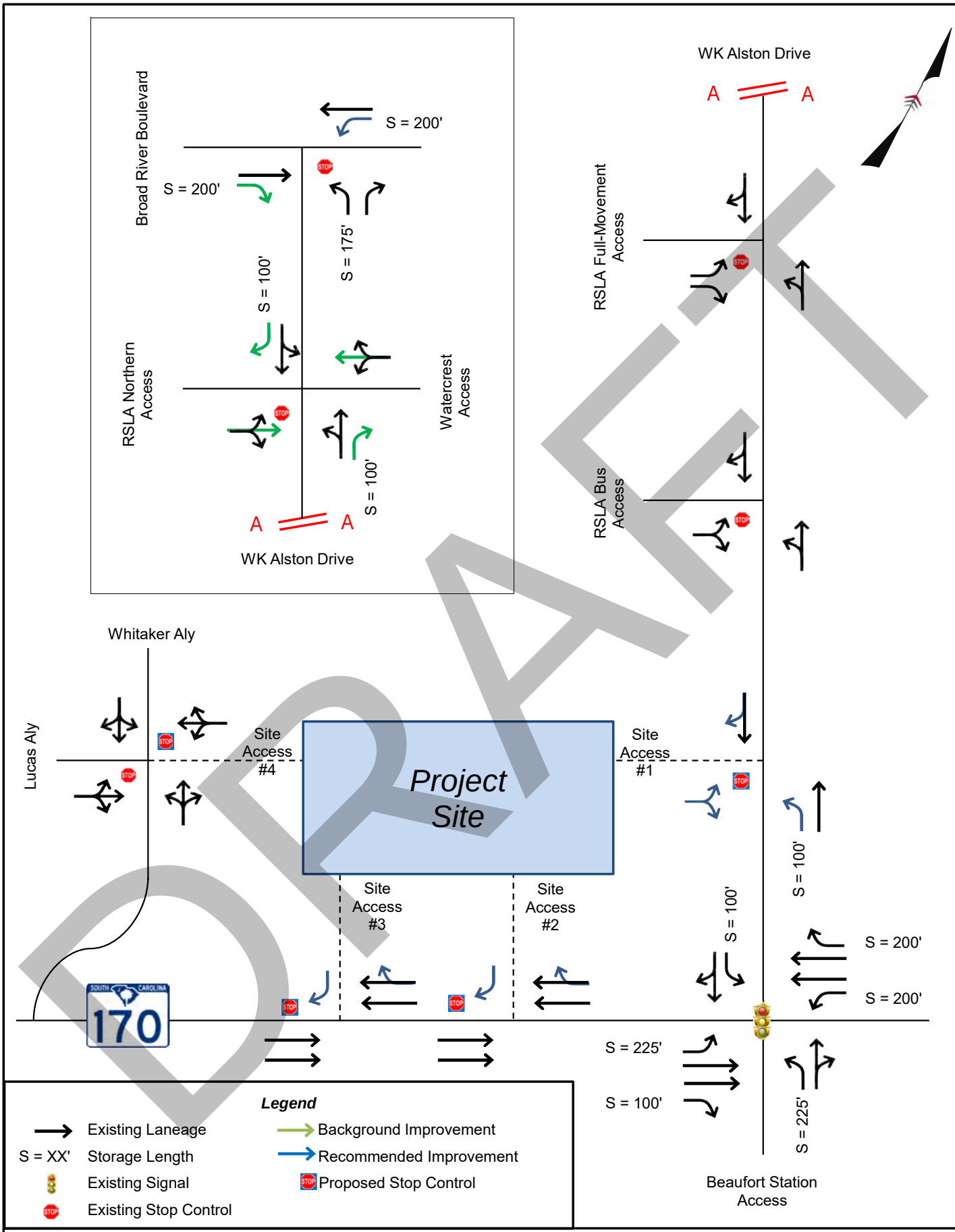
- Whitaker Aly at Lucas Aly and Site Access #4
- SC 170 (Robert Smalls Parkway) at WK Alston Drive
- WK Alston Drive at RSLA Bus Access
- WK Alston Drive at RSLA Full-Movement Access
- WK Alston Drive at RSLA Northern Access
- WK Alston Drive at Broad River Boulevard
- WK Alston Drive at Site Access #1
- SC 170 (Robert Smalls Parkway) at Site Access #2
- SC 170 (Robert Smalls Parkway) at Site Access #3

Based on the results of the traffic analysis, the proposed Beaufort FSED Development is anticipated to have impact on the surrounding road network warranting additional turn lanes as follows:

- A westbound left-turn lane with 200 feet of storage at the intersection of WK Alston Drive and Broad River Boulevard
- A northbound left-turn lane with 100 feet of storage at the intersection of WK Alston Drive and Site Access #1

Recommended roadway geometry and traffic control is illustrated in **Figure 9**.

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Kimley»Horn

Beaufort FSED & PCC

Figure 9 - Recommended Roadway Geometry and Intersection Control

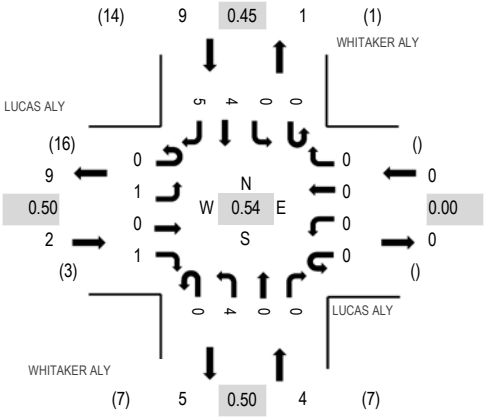
Appendix A – Turning Movement Counts

DRAFT

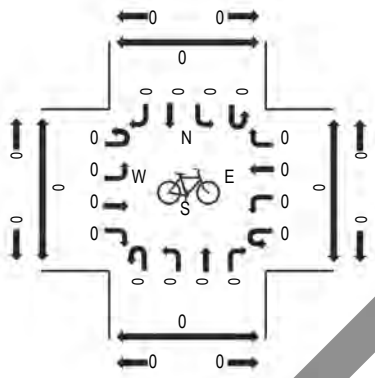
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WHITAKER ALY & LUCAS ALY AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

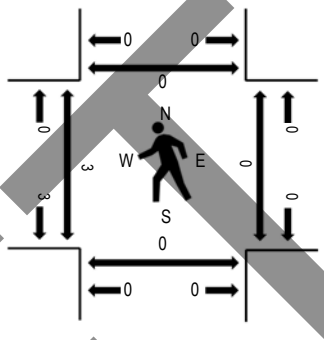
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCAS ALY Eastbound				LUCAS ALY Westbound				WHITAKER ALY Northbound				WHITAKER ALY 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	0	0	0	0	0	0	0	0	0	0	0	0	2	2	15	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	4	13	3	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	2	7	13	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	8	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3		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	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5	15

Heavy Vehicle Percentage and Peak Hour Factor

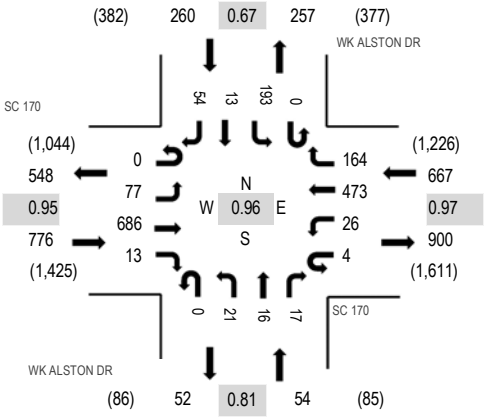
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.50				0.00				0.50				0.45			0.54
Peak Hour Factor	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.33	0.50	0.54

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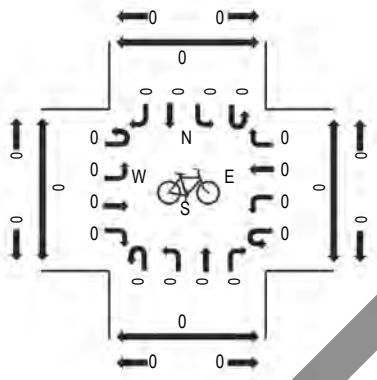
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & SC 170 AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

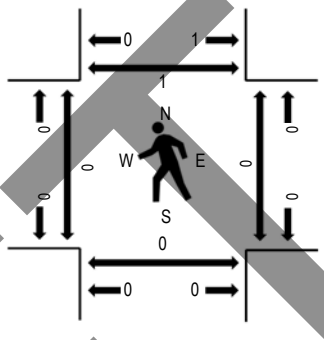
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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	123	1	0	3	119	16	0	5	2	1	0	15	1	7	295	1,365	0	0	0	0
7:15 AM	0	11	144	1	0	2	104	19	0	3	3	0	0	17	2	0	306	1,496	0	1	0	0
7:30 AM	0	11	155	3	0	2	104	18	0	4	2	1	0	25	2	4	331	1,631	0	0	0	0
7:45 AM	0	17	183	4	1	5	127	39	0	5	3	1	0	39	4	5	433	1,757	0	0	0	0
8:00 AM	0	21	174	2	1	7	124	35	0	5	2	6	0	34	4	11	426	1,753	0	0	0	1
8:15 AM	0	22	165	3	2	5	123	41	0	5	5	5	0	54	2	9	441		0	0	0	0
8:30 AM	0	17	164	4	0	9	99	49	0	6	6	5	0	66	3	29	457		0	0	0	0
8:45 AM	0	6	190	2	0	10	136	26	0	3	4	3	0	37	5	7	429		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	4	1	0	0	6	0	0	0	0	0	0	0	0	0	11
Lights	0	77	672	11	4	25	448	156	0	21	16	17	0	177	13	52	1,689
Mediums	0	0	10	1	0	1	19	8	0	0	0	0	0	16	0	2	57
Total	0	77	686	13	4	26	473	164	0	21	16	17	0	193	13	54	1,757

Heavy Vehicle Percentage and Peak Hour Factor

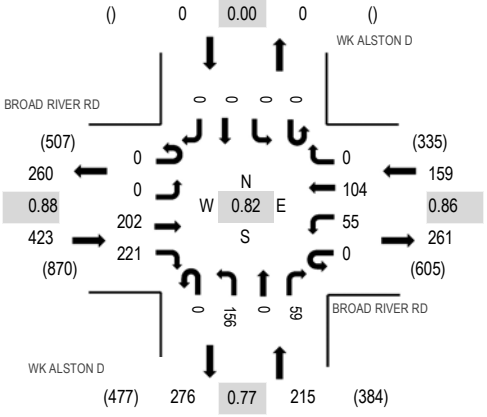
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				0.9%				0.0%				0.0%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.6%	7.7%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Peak Hour Factor		0.95				0.97				0.81				0.67			0.96
Peak Hour Factor	0.00	0.88	0.91	0.81	0.50	0.78	0.89	0.84	0.00	0.88	0.71	0.79	0.00	0.73	0.70	0.48	0.96

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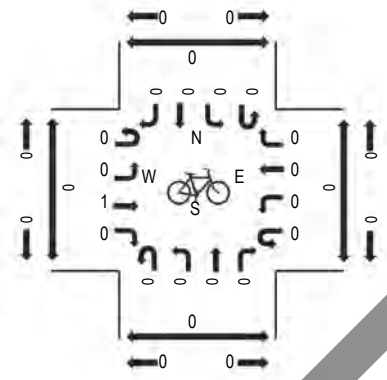
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WK ALSTON D & BROAD RIVER RD AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

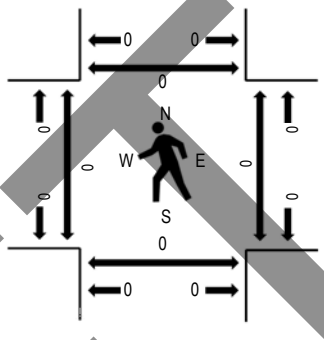
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON D Northbound				WK ALSTON D 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
6:00 AM	0	0	13	4	0	5	3	0	0	1	0	2	0	0	0	0	28	207	0	0	0	0
6:15 AM	0	0	21	6	0	5	7	0	0	6	0	3	0	0	0	0	48	297	0	0	0	0
6:30 AM	0	0	20	11	0	5	10	0	0	6	0	0	0	0	0	0	52	416	0	0	0	0
6:45 AM	0	0	39	14	0	5	14	0	0	4	0	3	0	0	0	0	79	533	0	0	0	0
7:00 AM	0	0	37	19	0	10	25	0	0	20	0	7	0	0	0	0	118	624	0	0	0	0
7:15 AM	0	0	67	33	0	3	29	0	0	20	0	15	0	0	0	0	167	675	0	0	0	0
7:30 AM	0	0	66	34	0	8	28	0	0	22	0	11	0	0	0	0	169	724	0	0	0	0
7:45 AM	0	0	52	53	0	11	24	0	0	24	0	6	0	0	0	0	170	797	0	0	0	0
8:00 AM	0	0	53	36	0	13	26	0	0	33	0	8	0	0	0	0	169	758	0	0	0	0
8:15 AM	0	0	46	63	0	16	23	0	0	46	0	22	0	0	0	0	216		0	0	0	0
8:30 AM	0	0	51	69	0	15	31	0	0	53	0	23	0	0	0	0	242		0	0	0	0
8:45 AM	0	0	29	34	0	5	14	0	0	38	0	11	0	0	0	0	131		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	199	205	0	54	102	0	0	152	0	58	0	0	0	0	770
Mediums	0	0	3	16	0	1	2	0	0	4	0	1	0	0	0	0	27
Total	0	0	202	221	0	55	104	0	0	156	0	59	0	0	0	0	797

Heavy Vehicle Percentage and Peak Hour Factor

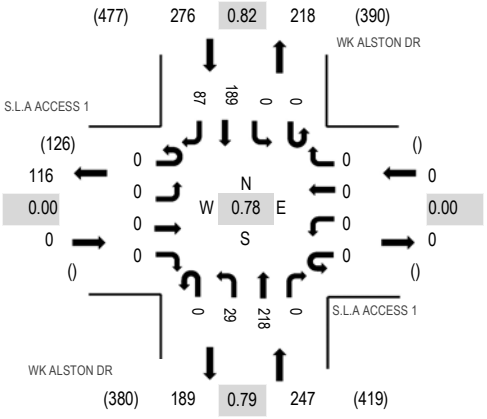
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.88				0.86				0.77				0.00			0.82
Peak Hour Factor	0.00	0.00	0.89	0.80	0.00	0.86	0.92	0.00	0.00	0.80	0.00	0.70	0.00	0.00	0.00	0.00	0.82

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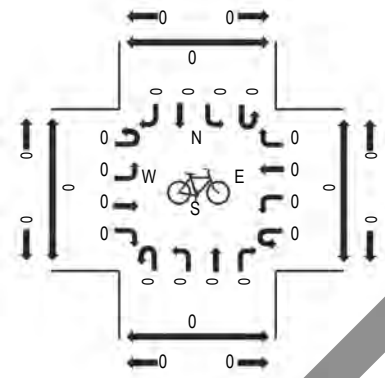
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & S.L.A ACCESS 1 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

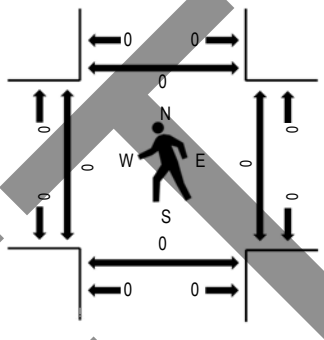
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 1 Eastbound				S.L.A ACCESS 1 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	1	12	79	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	20	124	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	22	177	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	18	0	25	228	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	30	0	57	298	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	35	0	73	337	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	41	2	73	429	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	30	0	0	0	60	4	95	523	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	7	41	0	0	0	42	6	96	519	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	15	70	0	0	0	44	36	165		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	6	77	0	0	0	43	41	167		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	32	7	91		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	0	0	0	0	0	0	0	29	214	0	0	0	172	87	502
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	17	0	21
Total	0	0	0	0	0	0	0	0	0	29	218	0	0	0	189	87	523

Heavy Vehicle Percentage and Peak Hour Factor

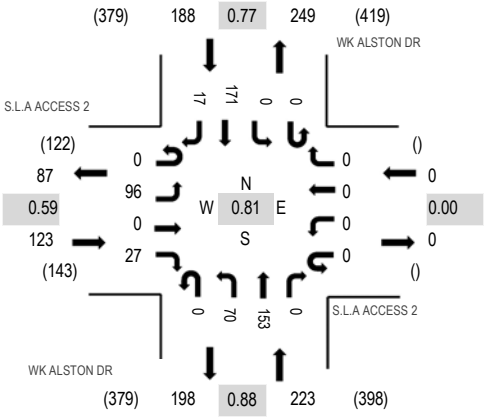
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.00				0.00				0.79				0.82			0.78
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.78	0.00	0.00	0.00	0.79	0.55	0.78

DRAFT

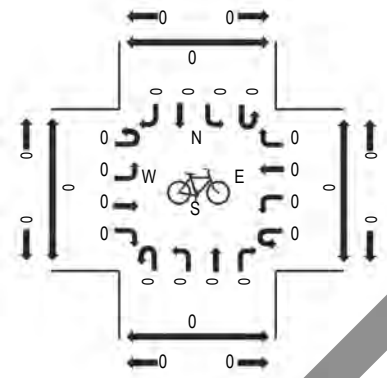
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WK ALSTON DR & S.L.A ACCESS 2 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

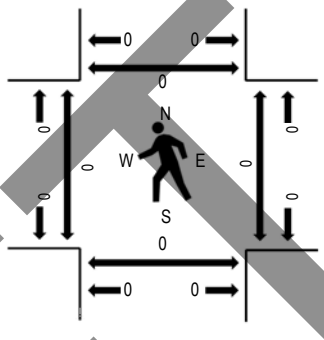
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 2 Eastbound				S.L.A ACCESS 2 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9	0	12	82	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	11	0	21	128	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	22	183	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	2	7	0	0	0	18	0	27	234	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	1	27	0	0	0	29	0	58	313	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	39	0	0	0	34	1	76	358	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	3	29	0	0	0	36	5	73	447	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	14	30	0	0	0	55	6	106	534	0	0	0	0
8:00 AM	0	5	0	1	0	0	0	0	0	12	43	0	0	0	35	7	103	525	0	0	0	0
8:15 AM	0	43	0	14	0	0	0	0	0	19	45	0	0	0	42	2	165		0	0	0	0
8:30 AM	0	47	0	12	0	0	0	0	0	25	35	0	0	0	39	2	160		0	0	0	0
8:45 AM	0	16	0	2	0	0	0	0	0	13	34	0	0	0	25	7	97		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	95	0	27	0	0	0	0	0	69	149	0	0	0	154	17	511
Mediums	0	1	0	0	0	0	0	0	0	1	4	0	0	0	17	0	23
Total	0	96	0	27	0	0	0	0	0	70	153	0	0	0	171	17	534

Heavy Vehicle Percentage and Peak Hour Factor

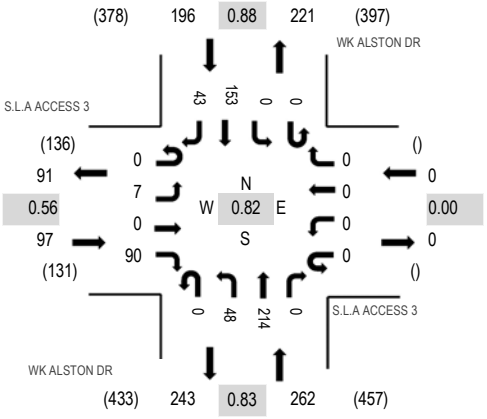
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.59				0.00				0.88				0.77			0.81
Peak Hour Factor	0.00	0.59	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.70	0.87	0.00	0.00	0.00	0.78	0.71	0.81

DRAFT

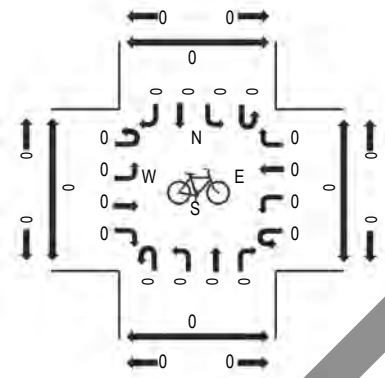
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 WK ALSTON DR & S.L.A ACCESS 3 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

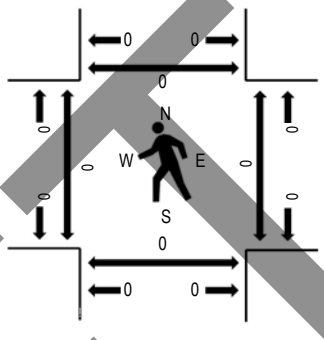
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 3 Eastbound				S.L.A ACCESS 3 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9	0	12	85	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	21	141	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	2	6	0	0	0	16	0	24	206	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	0	0	1	8	0	0	0	16	2	28	266	0	0	0	0
7:00 AM	0	4	0	2	0	0	0	0	0	6	26	0	0	0	27	3	68	356	0	0	0	0
7:15 AM	0	4	0	3	0	0	0	0	0	10	35	0	0	0	31	3	86	396	0	0	0	0
7:30 AM	0	3	0	6	0	0	0	0	0	8	31	0	0	0	31	5	84	480	0	0	0	0
7:45 AM	0	4	0	10	0	0	0	0	0	10	40	0	0	0	46	8	118	555	0	0	0	0
8:00 AM	0	1	0	4	0	0	0	0	0	14	53	0	0	0	29	7	108	525	0	0	0	0
8:15 AM	0	0	0	35	0	0	0	0	0	15	64	0	0	0	41	15	170		0	0	0	0
8:30 AM	0	2	0	41	0	0	0	0	0	9	57	0	0	0	37	13	159		0	0	0	0
8:45 AM	0	1	0	10	0	0	0	0	0	4	45	0	0	0	27	1	88		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	5	0	81	0	0	0	0	0	43	210	0	0	0	143	36	518
Mediums	0	2	0	9	0	0	0	0	0	5	4	0	0	0	10	7	37
Total	0	7	0	90	0	0	0	0	0	48	214	0	0	0	153	43	555

Heavy Vehicle Percentage and Peak Hour Factor

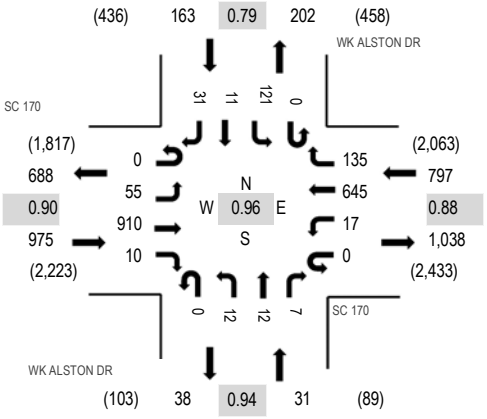
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.56				0.00				0.83				0.88			0.82
Peak Hour Factor	0.00	0.94	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.80	0.86	0.00	0.00	0.00	0.83	0.72	0.82

DRAFT

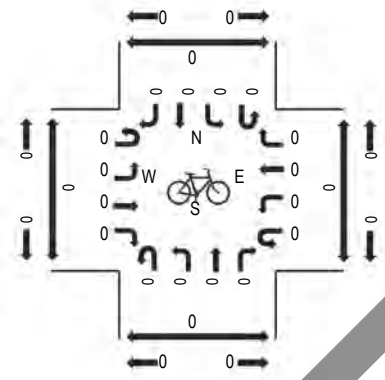
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WK ALSTON DR & SC 170 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

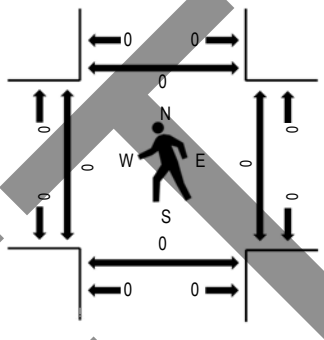
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	1	79	1	0	0	101	2	0	4	0	0	0	6	2	2	198	1,062	0	0	0	0
6:15 AM	0	2	119	0	1	3	114	8	0	1	0	1	0	5	0	4	258	1,274	0	0	0	0
6:30 AM	0	1	109	2	1	2	130	6	0	4	1	0	0	10	4	4	274	1,517	0	0	0	0
6:45 AM	0	3	152	4	1	4	142	6	0	1	1	2	0	8	2	6	332	1,747	0	0	0	0
7:00 AM	0	10	176	1	0	4	163	20	0	3	1	5	0	17	1	9	410	1,928	0	0	0	0
7:15 AM	0	11	213	5	0	2	193	31	0	4	5	1	0	23	4	9	501	1,966	0	0	0	0
7:30 AM	0	17	250	1	0	4	166	22	0	3	1	2	0	32	0	6	504	1,935	0	0	0	0
7:45 AM	0	11	258	3	0	4	147	35	0	2	2	0	0	36	3	12	513	1,893	0	0	0	0
8:00 AM	0	16	189	1	0	7	139	47	0	3	4	4	0	30	4	4	448	1,821	0	0	0	0
8:15 AM	0	18	170	0	2	4	141	54	0	3	6	2	0	52	2	16	470		0	0	0	0
8:30 AM	0	12	197	3	0	6	112	48	0	2	6	3	0	54	5	14	462		0	0	0	0
8:45 AM	0	2	181	5	1	6	141	43	0	4	5	3	0	38	4	8	441		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	5	0	0	0	8	0	0	0	0	0	0	0	1	0	14
Lights	0	54	892	10	0	17	622	132	0	12	11	7	0	120	9	30	1,916
Mediums	0	1	13	0	0	0	15	3	0	0	1	0	0	1	1	1	36
Total	0	55	910	10	0	17	645	135	0	12	12	7	0	121	11	31	1,966

Heavy Vehicle Percentage and Peak Hour Factor

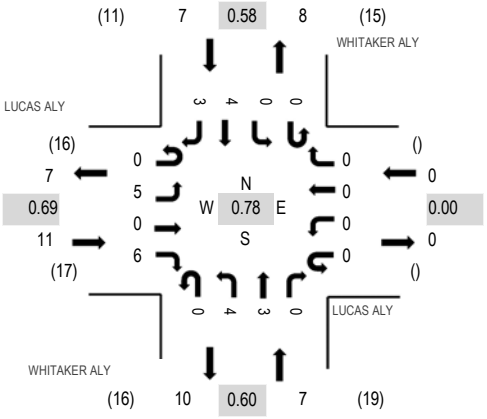
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.5%				1.0%				0.0%				0.6%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.7%
Peak Hour Factor		0.90				0.88				0.94				0.79			0.96
Peak Hour Factor	0.00	0.86	0.88	0.60	0.38	0.82	0.87	0.89	0.00	0.75	0.88	0.75	0.00	0.81	0.75	0.72	0.96

DRAFT

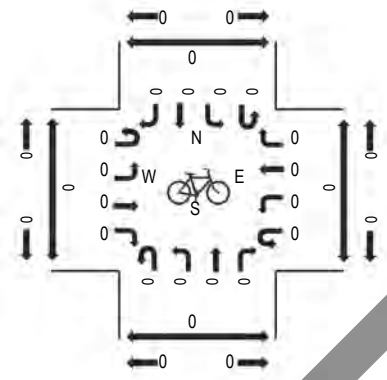
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WHITAKER ALY & LUCAS ALY PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

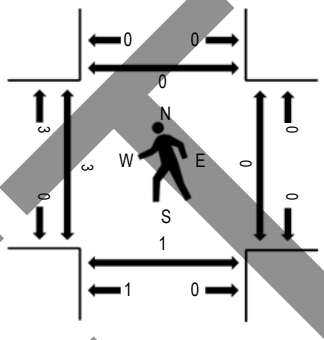
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCAS ALY Eastbound				LUCAS ALY Westbound				WHITAKER ALY Northbound				WHITAKER ALY 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	2	0	0	0	0	0	0	1	0	0	0	0	0	3	23	0	0	0	0
4:15 PM	0	2	0	2	0	0	0	0	0	1	0	0	0	0	1	0	6	25	0	0	1	0
4:30 PM	0	1	0	1	0	0	0	0	0	1	2	0	0	0	1	2	8	23	0	0	0	0
4:45 PM	0	1	0	2	0	0	0	0	0	1	1	0	0	0	1	0	6	25	2	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	1	5	24	1	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	4		2	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	3	2	0	0	0	2	1	10		1	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	5		0	0	2	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	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3	25

Heavy Vehicle Percentage and Peak Hour Factor

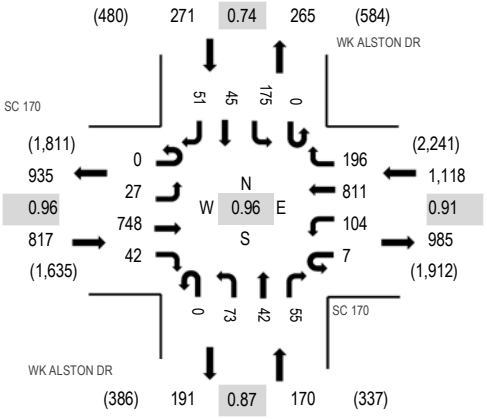
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.69				0.00				0.60				0.58			0.78
Peak Hour Factor	0.00	0.63	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.67	0.50	0.00	0.00	0.00	0.50	0.38	0.78

DRAFT

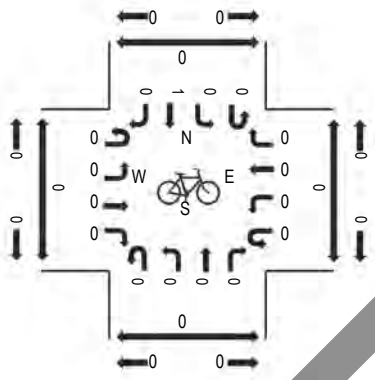
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & SC 170 PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

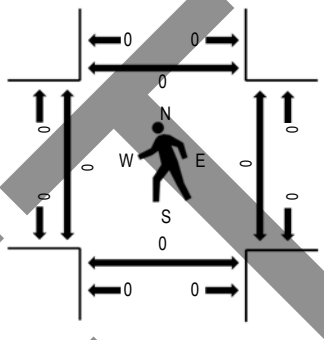
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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	10	189	10	1	26	195	46	0	26	8	15	0	63	11	17	617	2,376	0	0	0	0
4:15 PM	0	5	189	12	2	26	203	53	0	11	11	13	0	47	10	19	601	2,328	0	0	0	0
4:30 PM	0	6	170	9	1	25	215	47	0	19	14	13	0	36	14	8	577	2,363	0	0	0	0
4:45 PM	0	6	200	11	3	27	198	50	0	17	9	14	0	29	10	7	581	2,374	0	0	0	0
5:00 PM	0	7	168	15	0	39	204	64	0	14	6	13	0	27	8	4	569	2,317	0	0	0	0
5:15 PM	0	9	188	11	1	28	228	75	0	24	8	8	0	42	5	9	636		0	0	0	0
5:30 PM	0	5	190	19	2	14	191	50	0	19	19	13	0	37	12	17	588		0	0	0	0
5:45 PM	0	13	185	8	2	29	143	53	0	20	10	13	0	38	7	3	524		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	7	0	0	0	2	0	0	0	0	1	0	0	0	0	10
Lights	0	27	732	42	7	104	796	193	0	73	42	54	0	168	45	51	2,334
Mediums	0	0	9	0	0	0	13	3	0	0	0	0	0	7	0	0	32
Total	0	27	748	42	7	104	811	196	0	73	42	55	0	175	45	51	2,376

Heavy Vehicle Percentage and Peak Hour Factor

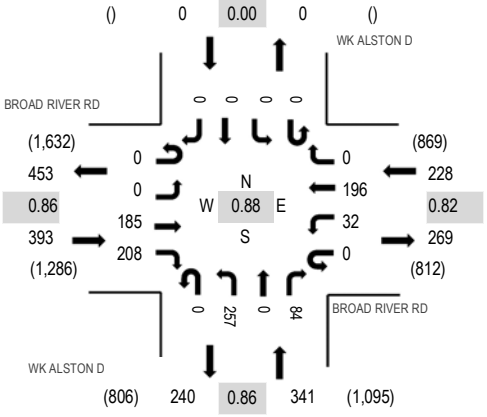
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.9%				0.2%				0.6%				0.0%		0.4%
Heavy Vehicle %	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor			0.96				0.91				0.87				0.74		0.96
Peak Hour Factor	0.00	0.65	0.94	0.74	0.58	0.76	0.93	0.81	0.00	0.80	0.57	0.92	0.00	0.69	0.80	0.67	0.96

DRAFT

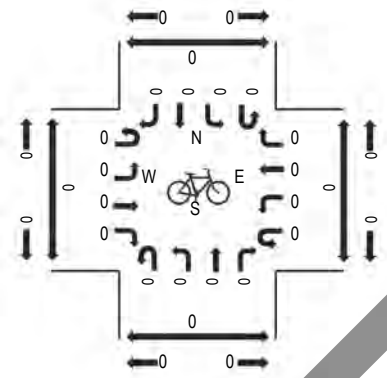
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WK ALSTON D & BROAD RIVER RD PM
Date: Thursday, March 27, 2025
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

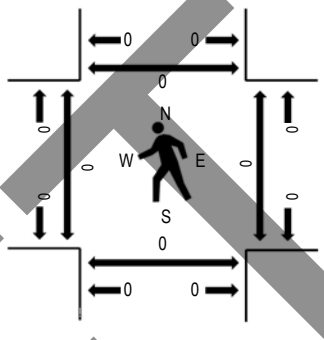
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON D Northbound				WK ALSTON D 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
2:00 PM	0	0	27	33	0	2	43	0	0	39	0	5	0	0	0	0	149	633	0	0	0	0
2:15 PM	0	0	34	34	0	6	42	0	0	27	0	5	0	0	0	0	148	675	0	0	0	0
2:30 PM	0	0	35	26	0	5	35	0	0	51	0	12	0	0	0	0	164	719	0	0	0	0
2:45 PM	0	0	43	23	0	4	40	0	0	47	0	15	0	0	0	0	172	759	0	0	0	0
3:00 PM	0	0	39	42	0	10	48	0	0	37	0	15	0	0	0	0	191	859	0	0	0	0
3:15 PM	0	0	32	48	0	9	43	0	0	47	0	13	0	0	0	0	192	921	0	0	0	0
3:30 PM	0	0	36	45	0	15	43	0	0	56	0	9	0	0	0	0	204	940	0	0	0	0
3:45 PM	0	0	51	63	0	10	49	0	0	62	0	37	0	0	0	0	272	962	0	0	0	0
4:00 PM	0	0	44	66	0	6	48	0	0	70	0	19	0	0	0	0	253	907	0	0	0	0
4:15 PM	0	0	47	38	0	7	48	0	0	55	0	16	0	0	0	0	211	898	0	0	0	0
4:30 PM	0	0	43	41	0	9	51	0	0	70	0	12	0	0	0	0	226	887	0	0	0	0
4:45 PM	0	0	37	39	0	8	72	0	0	53	0	8	0	0	0	0	217	870	0	0	0	0
5:00 PM	0	0	38	47	0	13	54	0	0	76	0	16	0	0	0	0	244	851	0	0	0	0
5:15 PM	0	0	31	50	0	7	38	0	0	65	0	9	0	0	0	0	200		0	0	0	0
5:30 PM	0	0	31	51	0	3	54	0	0	51	0	19	0	0	0	0	209		0	0	0	0
5:45 PM	0	0	26	46	0	0	47	0	0	71	0	8	0	0	0	0	198		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	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5
Lights	0	0	181	207	0	30	189	0	0	254	0	78	0	0	0	0	939
Mediums	0	0	2	1	0	2	4	0	0	3	0	6	0	0	0	0	18
Total	0	0	185	208	0	32	196	0	0	257	0	84	0	0	0	0	962

Heavy Vehicle Percentage and Peak Hour Factor

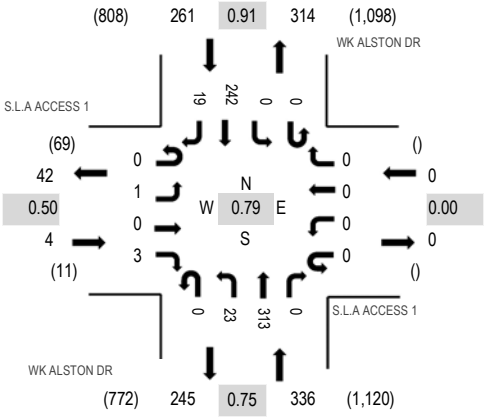
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.5%				1.3%				0.0%				0.0%			0.5%
Heavy Vehicle %	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.86				0.82				0.86				0.00			0.88
Peak Hour Factor	0.00	0.00	0.91	0.84	0.00	0.73	0.78	0.00	0.00	0.87	0.00	0.57	0.00	0.00	0.00	0.00	0.88

DRAFT

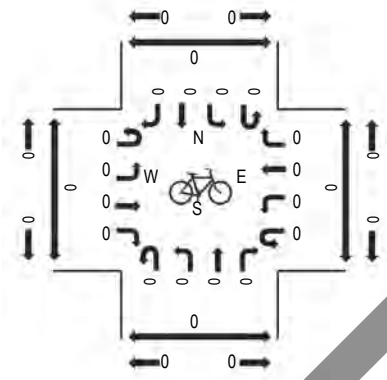
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & S.L.A ACCESS 1 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

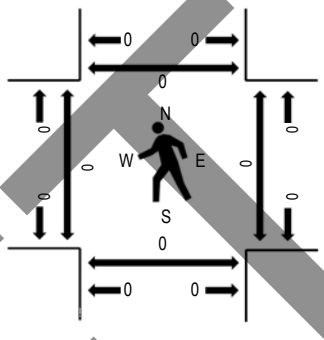
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 1 Eastbound				S.L.A ACCESS 1 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	34	2	80	339	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	39	1	74	362	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0	1	63	0	0	0	29	0	94	410	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	62	0	0	0	25	3	91	457	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	50	0	0	0	44	8	103	555	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	4	62	0	0	0	52	4	122	601	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	12	67	0	0	0	54	8	141	600	0	0	0	0
3:45 PM	0	1	0	3	0	0	0	0	0	6	108	0	0	0	66	5	189	591	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	76	0	0	0	70	2	149	511	0	0	0	0
4:15 PM	0	2	0	1	0	0	0	0	0	0	71	0	0	0	46	1	121	519	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	81	0	0	0	50	0	132	528	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	2	60	0	0	0	44	2	109	516	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	0	0	59	1	157	534	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	71	0	0	0	58	1	130		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	68	0	0	0	50	1	120		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	47	2	127		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	1	0	3	0	0	0	0	0	23	299	0	0	0	231	19	576
Mediums	0	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	25
Total	0	1	0	3	0	0	0	0	0	23	313	0	0	0	242	19	601

Heavy Vehicle Percentage and Peak Hour Factor

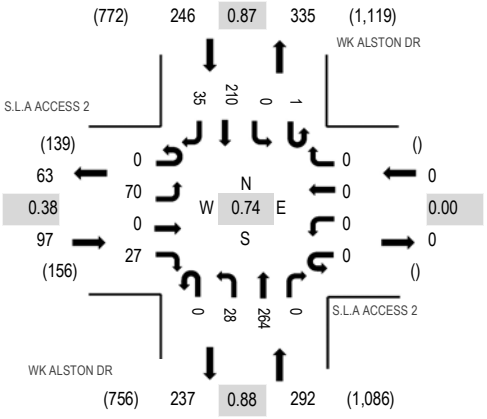
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.50				0.00				0.75				0.91			0.79
Peak Hour Factor	0.00	0.50	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.48	0.78	0.00	0.00	0.00	0.86	0.78	0.79

DRAFT

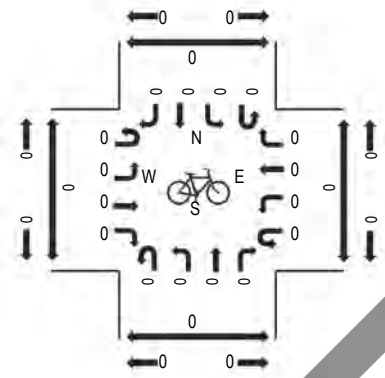
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WK ALSTON DR & S.L.A ACCESS 2 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

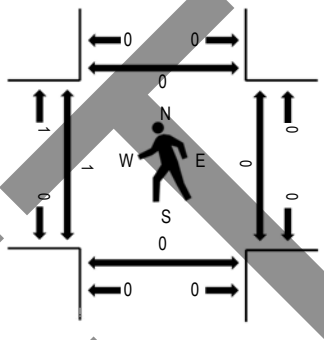
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 2 Eastbound				S.L.A ACCESS 2 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	1	0	1	0	0	0	0	0	3	42	0	0	0	34	1	82	353	0	0	0	0
2:15 PM	0	4	0	4	0	0	0	0	0	5	30	0	0	0	36	2	81	369	0	0	0	0
2:30 PM	0	2	0	3	0	0	0	0	0	2	63	0	0	0	24	4	98	412	0	0	0	0
2:45 PM	0	3	0	0	0	0	0	0	0	2	60	0	0	0	25	2	92	460	0	0	0	0
3:00 PM	0	1	0	1	0	0	0	0	0	5	48	0	0	0	34	9	98	582	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	7	66	0	0	0	46	5	124	635	1	0	0	0
3:30 PM	0	4	0	2	0	0	0	0	0	12	73	0	1	0	41	13	146	630	0	0	0	0
3:45 PM	0	49	0	21	0	0	0	0	0	7	68	0	0	0	57	12	214	620	0	0	0	0
4:00 PM	0	17	0	4	0	0	0	0	0	2	57	0	0	0	66	5	151	522	0	0	0	0
4:15 PM	0	6	0	4	0	0	0	0	0	0	64	0	0	0	43	2	119	536	0	0	0	0
4:30 PM	0	1	0	3	0	0	0	0	0	2	80	0	0	0	49	1	136	550	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	5	63	0	0	0	45	2	116	538	0	0	0	0
5:00 PM	0	10	0	5	0	0	0	0	0	6	85	0	0	0	56	3	165	557	0	0	0	0
5:15 PM	0	3	0	1	0	0	0	0	0	2	69	0	0	0	55	3	133		0	0	0	0
5:30 PM	0	3	0	2	0	0	0	0	0	3	67	0	0	0	47	2	124		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	10	78	0	0	0	47	0	135		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	70	0	27	0	0	0	0	0	27	250	0	1	0	199	35	609
Mediums	0	0	0	0	0	0	0	0	0	1	14	0	0	0	11	0	26
Total	0	70	0	27	0	0	0	0	0	28	264	0	1	0	210	35	635

Heavy Vehicle Percentage and Peak Hour Factor

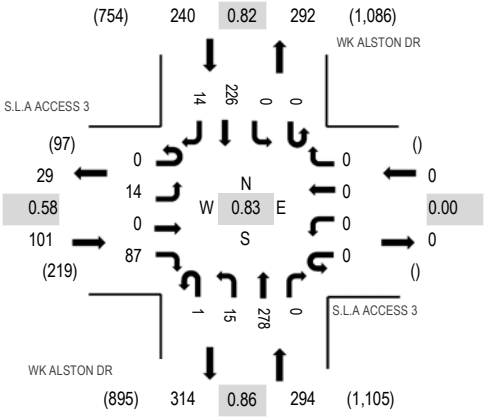
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.38				0.00				0.88				0.87			0.74
Peak Hour Factor	0.00	0.39	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.65	0.88	0.00	0.25	0.00	0.81	0.75	0.74

DRAFT

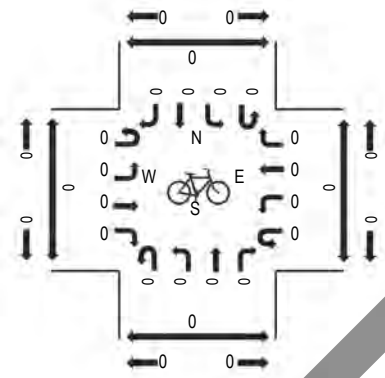
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 WK ALSTON DR & S.L.A ACCESS 3 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

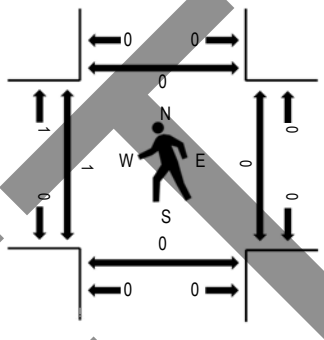
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 3 Eastbound				S.L.A ACCESS 3 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	1	0	0	0	0	0	0	0	3	45	0	0	0	34	1	84	357	0	0	0	0
2:15 PM	0	0	0	9	0	0	0	0	0	0	34	0	0	0	38	2	83	363	0	0	0	0
2:30 PM	0	2	0	7	0	0	0	0	0	0	64	0	0	0	27	0	100	410	0	0	0	0
2:45 PM	0	0	0	2	0	0	0	0	0	2	61	0	0	0	24	1	90	463	0	0	0	0
3:00 PM	0	1	0	1	0	0	0	0	0	4	53	0	0	0	30	1	90	565	0	0	0	0
3:15 PM	0	4	0	6	0	0	0	0	0	2	70	0	0	0	42	6	130	635	1	0	0	0
3:30 PM	0	1	0	18	0	0	0	0	1	4	84	0	0	0	41	4	153	634	0	0	0	0
3:45 PM	0	8	0	39	0	0	0	0	0	4	66	0	0	0	73	2	192	626	0	0	0	0
4:00 PM	0	1	0	24	0	0	0	0	0	5	58	0	0	0	70	2	160	562	0	0	0	0
4:15 PM	0	1	0	17	0	0	0	0	0	2	63	0	0	0	44	2	129	582	1	0	0	0
4:30 PM	0	2	0	7	0	0	0	0	0	4	79	0	0	0	49	4	145	600	0	0	0	0
4:45 PM	0	0	0	8	0	0	0	0	0	6	69	0	0	0	42	3	128	583	0	0	0	0
5:00 PM	0	2	0	20	0	0	0	0	0	8	88	0	0	0	59	3	180	594	0	0	0	0
5:15 PM	0	5	0	13	0	0	0	0	0	7	68	0	0	0	46	8	147		0	0	0	0
5:30 PM	0	6	0	6	0	0	0	0	0	2	63	0	0	0	48	3	128		0	0	0	0
5:45 PM	0	1	0	7	0	0	0	0	0	0	86	0	0	0	43	2	139		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	4	0	83	0	0	0	0	1	11	273	0	0	0	223	6	601
Mediums	0	10	0	4	0	0	0	0	0	4	5	0	0	0	3	8	34
Total	0	14	0	87	0	0	0	0	1	15	278	0	0	0	226	14	635

Heavy Vehicle Percentage and Peak Hour Factor

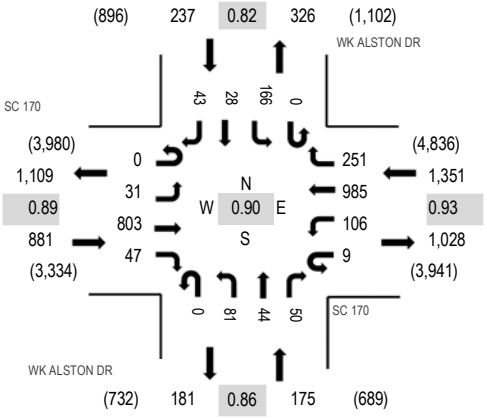
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.58				0.00				0.86				0.82			0.83
Peak Hour Factor	0.00	0.44	0.00	0.63	0.00	0.00	0.00	0.00	0.25	0.78	0.87	0.00	0.00	0.00	0.81	0.56	0.83

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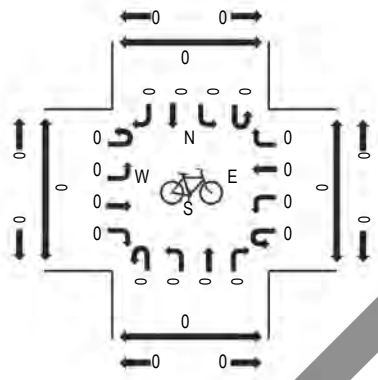
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WK ALSTON DR & SC 170 PM
Date: Thursday, March 27, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

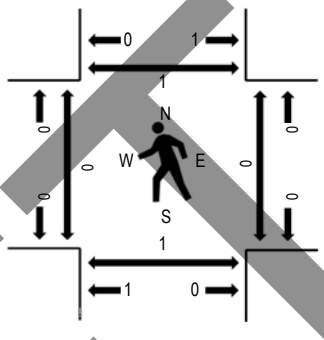
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	5	141	13	3	31	180	39	0	15	4	15	0	20	9	4	479	2,079	0	0	0	0
2:15 PM	0	2	135	10	6	30	182	25	0	28	7	21	0	40	5	5	496	2,193	0	0	0	0
2:30 PM	0	10	207	10	5	17	184	49	0	22	5	14	0	26	4	7	560	2,378	0	0	0	0
2:45 PM	0	7	173	10	8	25	204	51	0	23	5	16	0	17	2	3	544	2,498	0	0	0	0
3:00 PM	0	9	197	15	4	31	215	36	0	20	10	22	0	19	9	6	593	2,536	0	0	0	1
3:15 PM	0	22	227	11	6	28	267	47	0	16	5	10	0	36	2	4	681	2,589	0	0	0	0
3:30 PM	0	17	224	21	2	30	207	60	0	26	11	19	0	36	9	18	680	2,571	0	0	0	1
3:45 PM	0	8	146	12	5	27	187	52	0	21	9	13	0	73	6	23	582	2,526	0	0	0	2
4:00 PM	0	7	183	8	4	23	236	50	0	12	7	15	0	76	15	10	646	2,542	0	0	0	0
4:15 PM	0	4	189	8	3	24	275	51	0	16	11	12	0	53	7	10	663	2,629	0	0	0	0
4:30 PM	0	10	182	9	2	27	241	62	0	20	12	16	0	39	4	11	635	2,644	0	0	0	0
4:45 PM	0	7	189	12	2	28	220	55	0	19	14	7	0	32	6	7	598	2,634	0	0	0	1
5:00 PM	0	10	213	15	2	28	265	71	0	24	10	14	0	52	11	18	733	2,598	0	0	1	0
5:15 PM	0	4	219	11	3	23	259	63	0	18	8	13	0	43	7	7	678		0	0	0	0
5:30 PM	0	8	204	14	4	31	220	50	0	18	10	10	0	40	11	5	625		0	0	0	0
5:45 PM	0	5	182	9	3	26	179	63	1	19	15	11	0	38	7	4	562		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	5	0	0	0	2	0	0	0	0	1	0	0	0	0	8
Lights	0	31	790	47	9	106	977	250	0	81	44	49	0	165	27	42	2,618
Mediums	0	0	8	0	0	0	6	1	0	0	0	0	0	1	1	1	18
Total	0	31	803	47	9	106	985	251	0	81	44	50	0	166	28	43	2,644

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 %		0.6%				0.1%				0.6%				0.0%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.89				0.93				0.86				0.82			0.90
Peak Hour Factor	0.00	0.64	0.94	0.70	0.72	0.94	0.91	0.88	0.25	0.83	0.84	0.83	0.00	0.79	0.62	0.66	0.90

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Appendix B – Traffic Volume Development Worksheets

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Growth Rate Calculations

Station ID	Location							Growth
		2019	2020	2021	2022	2023	2024	Short-Term Growth (%)
07-0175	SC170 : S- 20 (BROAD RIVER BLVD) TO US 21 (PARRIS ISLAND GTWY)	17200	16000	18000	18200	20800	20800	3.9%

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Whitaker Aly at Lucas Aly and Site Access #4
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.54 **AM FUTURE PEAK HOUR FACTOR:** 0.54
PM PEAK HOUR FACTOR: 0.78 **PM FUTURE PEAK HOUR FACTOR:** 0.78

AM Peak Hour

AM 2025 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	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**5**
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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
AM 2030 NO-BUILD TRAFFIC (No AD)	0	1	0	1	0	0	0	0	0	5	0	0	0	0	5	6
Approved Development 1: The Grove at Broad River																
Approved Development 2: Watercrest Apartments																
Approved Development 3: Ramsey Farms																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution: Entering																
Net New Distribution: Exiting																
Project Trips	**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	0	0	0	0	0	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**

PM Peak Hour

PM 2025 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	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**4**	**3**
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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	1
PM 2030 NO-BUILD TRAFFIC (No AD)	0	6	0	7	0	0	0	0	0	5	4	0	0	0	5	4
Approved Development 1: The Grove at Broad River																
Approved Development 2: Watercrest Apartments																
Approved Development 3: Ramsey Farms																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**5**	**4**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution: Entering																
Net New Distribution: Exiting																
Project Trips	**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	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**5**	**4**

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at WK Alston Drive
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2025 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	77	686	13	4	26	473	164	0	21	16	17	0	193	13	54
AM Volume Balancing	0	0	0	0	-4	4	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**77**	**686**	**13**	**0**	**30**	**473**	**164**	**0**	**21**	**16**	**17**	**0**	**193**	**13**	**54**
AM Heavy Vehicle Percentage	2%	2%	2%	15%	2%	4%	5%	5%	2%	2%	2%	2%	2%	8%	2%	4%

AM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	17	149	3	0	6	102	36	0	5	3	4	0	42	3	12
AM 2030 NO-BUILD TRAFFIC (No AD)	0	94	835	16	0	36	575	200	0	26	19	21	0	235	16	66
Approved Development 1: The Grove at Broad River		1												2		2
Approved Development 2: Watercrest Apartments		13						14						20		41
Approved Development 3: Ramsey Farms		3						3						8		9
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	17	0	0	0	0	0	17	0	0	0	0	0	30	0	52
AM 2030 NO-BUILD TRAFFIC	**0**	**111**	**835**	**16**	**0**	**36**	**575**	**217**	**0**	**26**	**19**	**21**	**0**	**265**	**16**	**118**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		40%					40%	10%								
	Exiting														50%		

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	72	0	0	0	0	72	17	0	0	0	0	0	26	0	0
AM TOTAL PROJECT TRIPS		**0**	**72**	**0**	**0**	**0**	**0**	**72**	**17**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**183**	**835**	**16**	**0**	**36**	**647**	**234**	**0**	**26**	**19**	**21**	**0**	**291**	**16**	**118**

PM Peak Hour

PM 2025 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	27	748	42	7	104	811	196	0	73	42	55	0	175	45	51
PM Volume Balancing	0	4	0	0	-7	7	0	32	0	0	7	0	0	7	2	2
PM 2025 EXISTING TRAFFIC	**0**	**31**	**748**	**42**	**0**	**111**	**811**	**228**	**0**	**73**	**49**	**55**	**0**	**182**	**47**	**53**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%

PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	7	162	9	0	24	176	49	0	16	11	12	0	39	10	11
PM 2030 NO-BUILD TRAFFIC (No AD)	0	38	910	51	0	135	987	277	0	89	60	67	0	221	57	64
Approved Development 1: The Grove at Broad River		2						2						1		1
Approved Development 2: Watercrest Apartments		43						41						6		25
Approved Development 3: Ramsey Farms		10						9						5		6
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	55	0	0	0	0	0	52	0	0	0	0	0	12	0	32
PM 2030 NO-BUILD TRAFFIC	**0**	**93**	**910**	**51**	**0**	**135**	**987**	**329**	**0**	**89**	**60**	**67**	**0**	**233**	**57**	**96**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		40%					40%	10%								
	Exiting														50%		

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	42	0	0	0	0	42	11	0	0	0	0	0	123	0	0
PM TOTAL PROJECT TRIPS		**0**	**42**	**0**	**0**	**0**	**0**	**42**	**11**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**135**	**910**	**51**	**0**	**135**	**1,029**	**340**	**0**	**89**	**60**	**67**	**0**	**356**	**57**	**96**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Bus Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.82 **AM FUTURE PEAK HOUR FACTOR:** 0.82
PM PEAK HOUR FACTOR: 0.83 **PM FUTURE PEAK HOUR FACTOR:** 0.83

AM Peak Hour

AM 2025 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	90	0	0	0	0	0	48	209	0	0	0	170	43
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**7**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**48**	**209**	**0**	**0**	**0**	**170**	**43**
AM Heavy Vehicle Percentage	2%	29%	2%	10%	2%	2%	2%	2%	2%	10%	2%	2%	2%	2%	6%	16%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	2	0	19	0	0	0	0	0	10	45	0	0	0	37	9
AM 2030 NO-BUILD TRAFFIC (No AD)	0	9	0	109	0	0	0	0	0	58	254	0	0	0	207	52
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Watercrest Apartments											27				61	
Approved Development 3: Ramsey Farms											6				17	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	34	0	0	0	82	0
AM 2030 NO-BUILD TRAFFIC	**0**	**9**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**58**	**288**	**0**	**0**	**0**	**289**	**52**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering															10%	
	Exiting											10%					

Project Trips		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	5	0	0	0	18	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**9**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**58**	**293**	**0**	**0**	**0**	**307**	**52**

PM Peak Hour

PM 2025 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	14	0	87	0	0	0	0	0	16	249	0	0	0	184	14
PM Volume Balancing	0	2	0	0	0	0	0	0	0	0	43	0	0	0	11	2
PM 2025 EXISTING TRAFFIC	**0**	**16**	**0**	**87**	**0**	**0**	**0**	**0**	**0**	**16**	**292**	**0**	**0**	**0**	**195**	**16**
PM Heavy Vehicle Percentage	2%	71%	2%	5%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%	57%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	3	0	19	0	0	0	0	0	3	63	0	0	0	42	3
PM 2030 NO-BUILD TRAFFIC (No AD)	0	19	0	106	0	0	0	0	0	19	355	0	0	0	237	19
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Watercrest Apartments											84				31	
Approved Development 3: Ramsey Farms											19				11	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	107	0	0	0	44	0
PM 2030 NO-BUILD TRAFFIC	**0**	**19**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**19**	**462**	**0**	**0**	**0**	**281**	**19**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering															10%	
	Exiting											10%					

Project Trips		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	24	0	0	0	10	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**19**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**19**	**486**	**0**	**0**	**0**	**291**	**19**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Full-Movement Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.81 **AM FUTURE PEAK HOUR FACTOR:** 0.81
PM PEAK HOUR FACTOR: 0.74 **PM FUTURE PEAK HOUR FACTOR:** 0.74

AM Peak Hour

AM 2025 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	96	0	27	0	0	0	0	0	70	146	0	0	0	186	17
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**96**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**70**	**146**	**0**	**0**	**0**	**186**	**17**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	9%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	21	0	6	0	0	0	0	0	15	32	0	0	0	40	4
AM 2030 NO-BUILD TRAFFIC (No AD)	0	117	0	33	0	0	0	0	0	85	178	0	0	0	226	21
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Watercrest Apartments											27				61	
Approved Development 3: Ramsey Farms											6				17	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	34	0	0	0	82	0
AM 2030 NO-BUILD TRAFFIC	**0**	**117**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**85**	**212**	**0**	**0**	**0**	**308**	**21**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering															10%	
	Exiting											10%					

Project Trips		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	5	0	0	0	18	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**117**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**85**	**217**	**0**	**0**	**0**	**326**	**21**

PM Peak Hour

PM 2025 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	70	0	27	0	0	0	0	0	28	235	0	0	0	171	35
PM Volume Balancing	0	13	0	0	0	0	0	0	0	0	45	0	0	0	13	3
PM 2025 EXISTING TRAFFIC	**0**	**83**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**28**	**280**	**0**	**0**	**0**	**184**	**38**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	2%	6%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	18	0	6	0	0	0	0	0	6	61	0	0	0	40	8
PM 2030 NO-BUILD TRAFFIC (No AD)	0	101	0	33	0	0	0	0	0	34	341	0	0	0	224	46
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Watercrest Apartments											84				31	
Approved Development 3: Ramsey Farms											19				11	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	107	0	0	0	44	0
PM 2030 NO-BUILD TRAFFIC	**0**	**101**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**34**	**448**	**0**	**0**	**0**	**268**	**46**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering															10%	
	Exiting											10%					

Project Trips		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	24	0	0	0	10	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**101**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**34**	**472**	**0**	**0**	**0**	**278**	**46**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Northern Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.78 **AM FUTURE PEAK HOUR FACTOR:** 0.78
PM PEAK HOUR FACTOR: 0.79 **PM FUTURE PEAK HOUR FACTOR:** 0.79

AM Peak Hour

AM 2025 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	0	0	0	0	0	0	29	213	0	0	0	203	87
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**213**	**0**	**0**	**0**	**203**	**87**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	6	46	0	0	0	44	19
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	35	259	0	0	0	247	106
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Watercrest Apartments						61		4				27		1		
Approved Development 3: Ramsey Farms											6				17	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	61	0	4	0	0	7	27	0	1	21	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**4**	**0**	**35**	**266**	**27**	**0**	**1**	**268**	**106**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															10%	
Net New Distribution — Exiting											10%					
Project Trips	**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	5	0	0	0	18	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**4**	**0**	**35**	**271**	**27**	**0**	**1**	**286**	**106**

PM Peak Hour

PM 2025 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	3	0	0	0	0	0	23	282	0	0	0	203	19
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	58	0	0	0	16	2
PM 2025 EXISTING TRAFFIC	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**23**	**340**	**0**	**0**	**0**	**219**	**21**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	5%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	5	74	0	0	0	47	5
PM 2030 NO-BUILD TRAFFIC (No AD)	0	1	0	4	0	0	0	0	0	28	414	0	0	0	266	26
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Watercrest Apartments						31		3				84		4		
Approved Development 3: Ramsey Farms											19				11	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	31	0	3	0	0	23	84	0	4	13	0
PM 2030 NO-BUILD TRAFFIC	**0**	**1**	**0**	**4**	**0**	**31**	**0**	**3**	**0**	**28**	**437**	**84**	**0**	**4**	**279**	**26**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															10%	
Net New Distribution — Exiting											10%					
Project Trips	**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	24	0	0	0	10	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**4**	**0**	**31**	**0**	**3**	**0**	**28**	**461**	**84**	**0**	**4**	**289**	**26**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at Broad River Boulevard
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.82 **AM FUTURE PEAK HOUR FACTOR:** 0.82
PM PEAK HOUR FACTOR: 0.88 **PM FUTURE PEAK HOUR FACTOR:** 0.88

AM Peak Hour

AM 2025 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	202	221	0	55	104	0	0	155	0	58	0	0	0	0
AM Volume Balancing	0	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**202**	**232**	**0**	**58**	**104**	**0**	**0**	**155**	**0**	**58**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	7%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	44	50	0	13	23	0	0	34	0	13	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	246	282	0	71	127	0	0	189	0	71	0	0	0	0
Approved Development 1: The Grove at Broad River			2			4	4					1				
Approved Development 2: Watercrest Apartments			1	1			5			4						
Approved Development 3: Ramsey Farms		0	15	11		6	15			4		2				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	18	12	0	10	24	0	0	8	0	3	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**264**	**294**	**0**	**81**	**151**	**0**	**0**	**197**	**0**	**74**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering				5%		5%										
Net New Distribution — Exiting										5%		5%				
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	0	9	0	9	0	0	0	2	0	3	0	0	0	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**264**	**303**	**0**	**90**	**151**	**0**	**0**	**199**	**0**	**77**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2025 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	185	208	0	32	196	0	0	257	0	84	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**185**	**208**	**0**	**32**	**196**	**0**	**0**	**257**	**0**	**84**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	6%	4%	2%	2%	2%	2%	7%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	40	45	0	7	42	0	0	56	0	18	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	225	253	0	39	238	0	0	313	0	102	0	0	0	0
Approved Development 1: The Grove at Broad River			5			2	3					4				
Approved Development 2: Watercrest Apartments			5	4			3			3						
Approved Development 3: Ramsey Farms			20	7		4	20			12		7				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	30	11	0	6	26	0	0	15	0	11	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**255**	**264**	**0**	**45**	**264**	**0**	**0**	**328**	**0**	**113**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering				5%		5%										
Net New Distribution — Exiting										5%		5%				
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	0	5	0	5	0	0	0	12	0	12	0	0	0	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**12**	**0**	**12**	**0**	**0**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**255**	**269**	**0**	**50**	**264**	**0**	**0**	**340**	**0**	**125**	**0**	**0**	**0**	**0**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at Site Access #1
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	0	0	0	0	0	0	0	257	0	0	0	260	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**0**	**0**	**260**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	7%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	313	0	0	0	316	0
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Watercrest Apartments											27				61	
Approved Development 3: Ramsey Farms											6				17	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	34	0	0	0	82	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**0**	**0**	**0**	**398**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering										**50%**						**10%**
Net New Distribution — Exiting		**10%**		**50%**												
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	**5**	0	**26**	0	0	0	0	0	**89**	0	0	0	0	0	**18**
AM TOTAL PROJECT TRIPS	**0**	**5**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**18**
AM 2030 BUILD-OUT TRAFFIC	**0**	**5**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**89**	**347**	**0**	**0**	**0**	**398**	**18**

PM Peak Hour

PM 2025 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	0	0	0	0	0	0	0	265	0	0	0	271	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	43	0	0	0	11	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**308**	**0**	**0**	**0**	**282**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	67	0	0	0	61	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	375	0	0	0	343	0
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Watercrest Apartments											84				31	
Approved Development 3: Ramsey Farms											19				11	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	107	0	0	0	44	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**482**	**0**	**0**	**0**	**387**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering										**50%**						**10%**
Net New Distribution — Exiting		**10%**		**50%**												
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	**24**	0	**123**	0	0	0	0	0	**53**	0	0	0	0	0	**10**
PM TOTAL PROJECT TRIPS	**0**	**24**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**10**
PM 2030 BUILD-OUT TRAFFIC	**0**	**24**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**53**	**482**	**0**	**0**	**0**	**387**	**10**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at Site Access #2
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	776	0	0	0	548	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**776**	**0**	**0**	**0**	**548**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	5%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	168	0	0	0	119	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	944	0	0	0	667	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			1				2									
Approved Development 2: Watercrest Apartments			13				41									
Approved Development 3: Ramsey Farms			3				9									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	17	0	0	0	52	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**961**	**0**	**0**	**0**	**719**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering			**40%**				**20%**	**20%**								
Net New Distribution — Exiting																**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	**72**	0	0	0	**36**	**36**	0	0	0	0	0	0	0	**10**
AM TOTAL PROJECT TRIPS	**0**	**0**	**72**	**0**	**0**	**0**	**36**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,033**	**0**	**0**	**0**	**755**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

PM Peak Hour

PM 2025 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	821	0	0	0	935	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**821**	**0**	**0**	**0**	**937**	**0**	**0**	**0**	**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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	178	0	0	0	203	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	999	0	0	0	1,140	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			2				1									
Approved Development 2: Watercrest Apartments			43				25									
Approved Development 3: Ramsey Farms			10				6									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	55	0	0	0	32	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**1,054**	**0**	**0**	**0**	**1,172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering			**40%**				**20%**	**20%**								
Net New Distribution — Exiting																**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	**42**	0	0	0	**21**	**21**	0	0	0	0	0	0	0	**49**
PM TOTAL PROJECT TRIPS	**0**	**0**	**42**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
PM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,096**	**0**	**0**	**0**	**1,193**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at Site Access #3
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	776	0	0	0	548	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**776**	**0**	**0**	**0**	**548**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	5%	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
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	168	0	0	0	119	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	944	0	0	0	667	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			1				2									
Approved Development 2: Watercrest Apartments			13				41									
Approved Development 3: Ramsey Farms			3				9									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	17	0	0	0	52	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**961**	**0**	**0**	**0**	**719**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			**40%**					**20%**								
	Exiting							**20%**									**20%**

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	**72**	0	0	0	**10**	**36**	0	0	0	0	0	0	0	**10**
AM TOTAL PROJECT TRIPS		**0**	**0**	**72**	**0**	**0**	**0**	**10**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
AM 2030 BUILD-OUT TRAFFIC		**0**	**0**	**1,033**	**0**	**0**	**0**	**729**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

PM Peak Hour

PM 2025 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	821	0	0	0	935	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**821**	**0**	**0**	**0**	**937**	**0**	**0**	**0**	**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
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	178	0	0	0	203	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	999	0	0	0	1,140	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			2				1									
Approved Development 2: Watercrest Apartments			43				25									
Approved Development 3: Ramsey Farms			10				6									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	55	0	0	0	32	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**1,054**	**0**	**0**	**0**	**1,172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			**40%**					**20%**								
	Exiting							**20%**									**20%**

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	**42**	0	0	0	**49**	**21**	0	0	0	0	0	0	0	**49**
PM TOTAL PROJECT TRIPS		**0**	**0**	**42**	**0**	**0**	**0**	**49**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
PM 2030 BUILD-OUT TRAFFIC		**0**	**0**	**1,096**	**0**	**0**	**0**	**1,221**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**

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Appendix C – Capacity Analysis Worksheets

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2025 EXISTING CONDITIONS

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Intersection	
Int Delay, s/veh	3.1

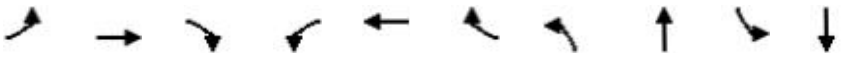
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	4	0	4	5
Future Vol, veh/h	1	1	4	0	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	7	0	7	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	12	17	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	988	1069	1601	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1069	1601	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.53	7.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1601	-	1024	-	-
HCM Lane V/C Ratio	0.005	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

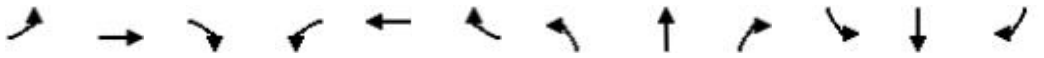
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	715	14	31	493	171	22	35	201	70
v/c Ratio	0.17	0.55	0.02	0.08	0.51	0.31	0.04	0.07	0.32	0.12
Control Delay (s/veh)	11.4	20.1	0.1	11.9	22.3	5.8	13.4	17.6	15.4	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.4	20.1	0.1	11.9	22.3	5.8	13.4	17.6	15.4	9.3
Queue Length 50th (ft)	11	66	0	5	70	0	4	4	47	3
Queue Length 95th (ft)	48	243	0	25	166	46	20	33	123	36
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	525	3182	1275	452	3124	1413	592	604	937	1181
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.22	0.01	0.07	0.16	0.12	0.04	0.06	0.21	0.06

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	686	13	30	473	164	21	16	17	193	13	54
Future Volume (veh/h)	77	686	13	30	473	164	21	16	17	193	13	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	80	715	14	31	493	171	22	17	18	201	14	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	437	1361	544	362	1386	618	494	157	167	542	94	374
Arrive On Green	0.06	0.38	0.38	0.06	0.40	0.40	0.04	0.19	0.18	0.13	0.29	0.27
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	831	880	1697	327	1308
Grp Volume(v), veh/h	80	715	14	31	493	171	22	0	35	201	0	70
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1712	1697	0	1635
Q Serve(g_s), s	2.0	12.4	0.5	0.8	7.9	6.0	0.7	0.0	1.4	7.3	0.0	2.6
Cycle Q Clear(g_c), s	2.0	12.4	0.5	0.8	7.9	6.0	0.7	0.0	1.4	7.3	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.80
Lane Grp Cap(c), veh/h	437	1361	544	362	1386	618	494	0	324	542	0	468
V/C Ratio(X)	0.18	0.53	0.03	0.09	0.36	0.28	0.04	0.00	0.11	0.37	0.00	0.15
Avail Cap(c_a), veh/h	556	2760	1104	494	2781	1241	618	0	407	942	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	19.0	15.4	13.5	16.8	16.2	18.6	0.0	27.0	20.8	0.0	21.5
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.1	0.2	0.2	0.0	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	0.2	0.3	2.8	2.1	0.3	0.0	0.6	2.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	19.3	15.4	13.6	16.9	16.4	18.6	0.0	27.1	21.2	0.0	21.7
LnGrp LOS	B	B	B	B	B	B	B		C	C		C
Approach Vol, veh/h		809			695			57			271	
Approach Delay, s/veh		18.6			16.7			23.8			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.6	6.4	27.9	8.7	36.9	14.2	20.1
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	61.0	7.5	39.0	9.5	63.0	28.5	18.0
Max Q Clear Time (g_c+I1), s	2.8	14.4	2.7	4.6	4.0	9.9	9.3	3.4
Green Ext Time (p_c), s	0.0	15.2	0.0	0.2	0.1	10.1	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	90	48	209	170	43
Future Vol, veh/h	7	90	48	209	170	43
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	9	110	59	255	207	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	605	234	260	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	419	786	1260	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	397	786	1260	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.84	1.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	336	-	734	-	-
HCM Lane V/C Ratio	0.046	-	0.161	-	-
HCM Ctrl Dly (s/v)	8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	27	70	146	186	17
Future Vol, veh/h	96	27	70	146	186	17
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	119	33	86	180	230	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	593	240	251	0	-	0
Stage 1	240	-	-	-	-	-
Stage 2	353	-	-	-	-	-
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	468	799	1315	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	799	1315	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.92	2.57	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1315	-	434	799	-	-
HCM Lane V/C Ratio	0.066	-	0.273	0.042	-	-
HCM Ctrl Dly (s/v)	7.9	-	16.4	9.7	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.1	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	213	203	87
Future Vol, veh/h	0	0	29	213	203	87
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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	8	2
Mvmt Flow	0	0	37	273	260	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	663	316	372	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	347	-	-	-	-	-
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	426	724	1187	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	724	1187	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.97	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	216	-	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	-
HCM Ctrl Dly (s/v)	8.1	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

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Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	232	58	104	155	58
Future Vol, veh/h	202	232	58	104	155	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	246	283	71	127	189	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	656	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1038	-	429	660
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1038	-	397	660
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.12	19.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	660	-	-	644	-
HCM Lane V/C Ratio	0.476	0.107	-	-	0.068	-
HCM Ctrl Dly (s/v)	22	11.1	-	-	8.7	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.5	0.4	-	-	0.2	-

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Intersection	
Int Delay, s/veh	4.9

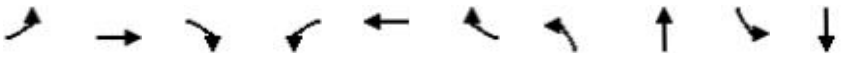
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	4	3	4	3
Future Vol, veh/h	5	6	4	3	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	8	5	4	5	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	21	7	9	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	996	1075	1611	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1075	1611	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.52	4.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1029	-	1036	-	-
HCM Lane V/C Ratio	0.003	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

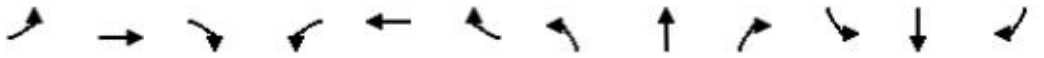
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	779	44	116	845	238	76	108	190	104
v/c Ratio	0.10	0.77	0.08	0.35	0.58	0.30	0.15	0.27	0.34	0.22
Control Delay (s/veh)	11.6	31.5	0.3	15.4	21.9	3.9	16.5	24.6	18.6	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	31.5	0.3	15.4	21.9	3.9	16.5	24.6	18.6	18.4
Queue Length 50th (ft)	8	185	0	31	191	0	22	31	59	25
Queue Length 95th (ft)	23	284	0	66	278	46	59	91	132	73
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	333	2849	1308	409	3091	1413	526	530	690	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.27	0.03	0.28	0.27	0.17	0.14	0.20	0.28	0.12

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	748	42	111	811	228	73	49	55	182	47	53
Future Volume (veh/h)	31	748	42	111	811	228	73	49	55	182	47	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	32	779	44	116	845	238	76	51	57	190	49	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	310	1393	621	400	1646	734	437	146	163	454	196	220
Arrive On Green	0.04	0.39	0.39	0.10	0.46	0.46	0.06	0.18	0.17	0.12	0.24	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	807	901	1753	805	903
Grp Volume(v), veh/h	32	779	44	116	845	238	76	0	108	190	0	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1708
Q Serve(g_s), s	0.8	15.1	1.5	3.2	14.8	8.4	2.8	0.0	4.9	7.5	0.0	4.4
Cycle Q Clear(g_c), s	0.8	15.1	1.5	3.2	14.8	8.4	2.8	0.0	4.9	7.5	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.53
Lane Grp Cap(c), veh/h	310	1393	621	400	1646	734	437	0	308	454	0	416
V/C Ratio(X)	0.10	0.56	0.07	0.29	0.51	0.32	0.17	0.00	0.35	0.42	0.00	0.25
Avail Cap(c_a), veh/h	386	2487	1109	490	2767	1234	503	0	424	724	0	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	21.0	16.8	14.0	16.7	15.0	22.6	0.0	32.0	24.3	0.0	27.2
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.4	0.2	0.3	0.2	0.0	0.7	0.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.7	0.6	1.2	5.4	3.0	1.2	0.0	2.1	3.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	21.3	16.9	14.4	17.0	15.3	22.8	0.0	32.7	24.9	0.0	27.5
LnGrp LOS	B	C	B	B	B	B	C		C	C		C
Approach Vol, veh/h		855			1199			184			294	
Approach Delay, s/veh		20.8			16.4			28.6			25.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	39.7	8.7	26.6	7.2	46.0	14.4	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	12.0	61.0	7.5	37.0	6.5	68.0	23.5	21.0
Max Q Clear Time (g_c+I1), s	5.2	17.1	4.8	6.4	2.8	16.8	9.5	6.9
Green Ext Time (p_c), s	0.1	16.6	0.0	0.3	0.0	20.4	0.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	87	16	292	195	16
Future Vol, veh/h	16	87	16	292	195	16
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, %	71	5	25	2	2	57
Mvmt Flow	19	105	19	352	235	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	635	245	254	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	350	787	1188	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	787	1188	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.78	0.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	94	-	655	-	-
HCM Lane V/C Ratio	0.016	-	0.189	-	-
HCM Ctrl Dly (s/v)	8.1	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	27	28	280	184	38
Future Vol, veh/h	83	27	28	280	184	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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	112	36	38	378	249	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	728	274	300	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	390	764	1250	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	375	764	1250	-	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.5	0.72	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	164	-	375	764	-	-
HCM Lane V/C Ratio	0.03	-	0.299	0.048	-	-
HCM Ctrl Dly (s/v)	8	0	18.6	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	23	340	219	21
Future Vol, veh/h	1	3	23	340	219	21
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	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	4	29	430	277	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	291	304	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	489	-	-	-	-	-
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	364	749	1257	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	749	1257	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.21	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	114	-	585	-	-
HCM Lane V/C Ratio	0.023	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	208	32	196	257	84
Future Vol, veh/h	185	208	32	196	257	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	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	6	4	2	7
Mvmt Flow	210	236	36	223	292	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	447	0	624	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	1093	-	449	702
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1093	-	432	702
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.18	24.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	432	702	-	-	253	-
HCM Lane V/C Ratio	0.676	0.136	-	-	0.033	-
HCM Ctrl Dly (s/v)	29	10.9	-	-	8.4	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	4.9	0.5	-	-	0.1	-

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2030 NO-BUILD CONDITIONS

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Intersection	
Int Delay, s/veh	3

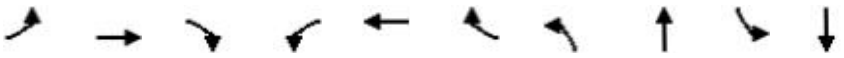
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	0	5	6
Future Vol, veh/h	1	1	5	0	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	9	0	9	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	15	20	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	980	1065	1596	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1065	1596	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	7.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1018	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

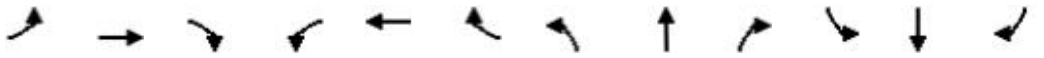
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	117	879	17	38	605	228	27	42	279	141
v/c Ratio	0.28	0.70	0.03	0.12	0.57	0.36	0.05	0.09	0.45	0.22
Control Delay (s/veh)	14.4	27.0	0.1	14.2	25.7	5.3	16.2	22.4	20.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	27.0	0.1	14.2	25.7	5.3	16.2	22.4	20.0	7.5
Queue Length 50th (ft)	34	233	0	11	147	0	8	9	104	5
Queue Length 95th (ft)	74	344	0	32	233	53	27	44	207	53
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	472	2776	1129	373	2719	1264	560	499	917	1072
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.32	0.02	0.10	0.22	0.18	0.05	0.08	0.30	0.13

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	835	16	36	575	217	26	19	21	265	16	118
Future Volume (veh/h)	111	835	16	36	575	217	26	19	21	265	16	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	117	879	17	38	605	228	27	20	22	279	17	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	390	1460	584	318	1472	656	427	134	148	549	58	423
Arrive On Green	0.07	0.41	0.41	0.06	0.42	0.42	0.04	0.16	0.15	0.17	0.30	0.29
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	814	895	1697	195	1420
Grp Volume(v), veh/h	117	879	17	38	605	228	27	0	42	279	0	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1709	1697	0	1615
Q Serve(g_s), s	3.5	18.7	0.7	1.1	11.8	9.6	1.0	0.0	2.0	12.7	0.0	6.6
Cycle Q Clear(g_c), s	3.5	18.7	0.7	1.1	11.8	9.6	1.0	0.0	2.0	12.7	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.88
Lane Grp Cap(c), veh/h	390	1460	584	318	1472	656	427	0	282	549	0	481
V/C Ratio(X)	0.30	0.60	0.03	0.12	0.41	0.35	0.06	0.00	0.15	0.51	0.00	0.29
Avail Cap(c_a), veh/h	486	2204	882	407	2187	976	481	0	318	831	0	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	22.3	17.0	15.6	19.4	18.8	22.0	0.0	34.8	25.7	0.0	26.5
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.2	0.2	0.3	0.1	0.0	0.2	0.7	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.2	0.2	0.4	4.4	3.5	0.4	0.0	0.9	5.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	22.7	17.0	15.8	19.6	19.1	22.0	0.0	35.1	26.4	0.0	26.8
LnGrp LOS	B	C	B	B	B	B	C		D	C		C
Approach Vol, veh/h		1013			871			69			420	
Approach Delay, s/veh		21.7			19.3			30.0			26.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	44.8	7.1	33.8	9.8	46.0	19.9	20.9
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	59.0	5.5	43.0	10.5	60.0	31.5	17.0
Max Q Clear Time (g_c+I1), s	3.1	20.7	3.0	8.6	5.5	13.8	14.7	4.0
Green Ext Time (p_c), s	0.0	18.0	0.0	0.5	0.1	12.9	0.8	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	109	58	288	289	52
Future Vol, veh/h	9	109	58	288	289	52
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	11	133	71	351	352	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	877	384	416	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	287	646	1101	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	646	1101	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.21	1.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	302	-	582	-	-
HCM Lane V/C Ratio	0.064	-	0.247	-	-
HCM Ctrl Dly (s/v)	8.5	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

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Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	33	85	212	308	21
Future Vol, veh/h	117	33	85	212	308	21
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	144	41	105	262	380	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	865	393	406	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	472	-	-	-	-	-
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	324	656	1153	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	295	656	1153	-	-	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.55	2.41	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1153	-	295	656	-	-
HCM Lane V/C Ratio	0.091	-	0.49	0.062	-	-
HCM Ctrl Dly (s/v)	8.4	-	28.4	10.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.5	0.2	-	-

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	61	0	4	35	266	27	1	268	106
Future Vol, veh/h	0	0	0	61	0	4	35	266	27	1	268	106
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	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	8	2
Mvmt Flow	0	0	0	78	0	5	45	341	35	1	344	136

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	777	812	344	777	913	341	479	0	0	376	0	0
Stage 1	346	346	-	431	431	-	-	-	-	-	-	-
Stage 2	431	465	-	346	482	-	-	-	-	-	-	-
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	314	313	699	314	273	701	1083	-	-	1183	-	-
Stage 1	670	635	-	603	583	-	-	-	-	-	-	-
Stage 2	603	563	-	670	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	296	699	297	259	701	1083	-	-	1183	-	-
Mov Cap-2 Maneuver	295	296	-	297	259	-	-	-	-	-	-	-
Stage 1	669	634	-	571	552	-	-	-	-	-	-	-
Stage 2	567	533	-	669	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	20.96	0.9	0.02
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	209	-	-	-	308	1183	-	-
HCM Lane V/C Ratio	0.041	-	-	-	0.27	0.001	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	0	21	8	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	0	-	-

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Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	294	81	151	197	74
Future Vol, veh/h	264	294	81	151	197	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	322	359	99	184	240	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	704	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	912	-	402	719
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	912	-	353	719
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.29	27.84
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	719	-	-	628	-
HCM Lane V/C Ratio	0.68	0.126	-	-	0.108	-
HCM Ctrl Dly (s/v)	34.3	10.7	-	-	9.4	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	4.8	0.4	-	-	0.4	-

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Intersection	
Int Delay, s/veh	4.8

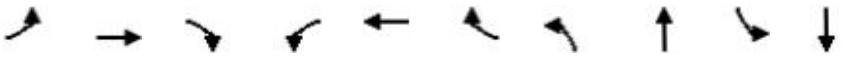
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	5	4	5	4
Future Vol, veh/h	6	7	5	4	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	6	5	6	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	9	12	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
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	988	1073	1607	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1073	1607	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	4.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1000	-	1030	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

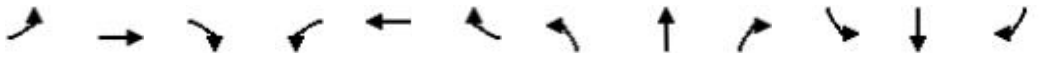
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	958	54	142	1039	346	94	134	245	161
v/c Ratio	0.38	0.83	0.09	0.49	0.81	0.46	0.19	0.40	0.47	0.29
Control Delay (s/veh)	16.6	36.5	0.3	20.2	33.0	7.6	21.2	33.3	24.6	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.6	36.5	0.3	20.2	33.0	7.6	21.2	33.3	24.6	20.2
Queue Length 50th (ft)	27	265	0	42	282	28	34	51	98	46
Queue Length 95th (ft)	66	431	0	95	448	109	87	141	213	122
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	305	2325	1084	368	2519	1205	486	402	633	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.41	0.05	0.39	0.41	0.29	0.19	0.33	0.39	0.21

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	910	51	135	987	329	89	60	67	233	57	96
Future Volume (veh/h)	93	910	51	135	987	329	89	60	67	233	57	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	98	958	54	142	1039	346	94	63	71	245	60	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	270	1533	684	347	1694	755	378	125	141	432	150	252
Arrive On Green	0.06	0.43	0.43	0.09	0.48	0.48	0.06	0.16	0.15	0.15	0.24	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	803	905	1753	626	1054
Grp Volume(v), veh/h	98	958	54	142	1039	346	94	0	134	245	0	161
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1681
Q Serve(g_s), s	2.8	21.6	2.1	4.3	22.3	15.1	4.0	0.0	7.4	11.7	0.0	8.3
Cycle Q Clear(g_c), s	2.8	21.6	2.1	4.3	22.3	15.1	4.0	0.0	7.4	11.7	0.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.63
Lane Grp Cap(c), veh/h	270	1533	684	347	1694	755	378	0	265	432	0	402
V/C Ratio(X)	0.36	0.63	0.08	0.41	0.61	0.46	0.25	0.00	0.51	0.57	0.00	0.40
Avail Cap(c_a), veh/h	371	2071	924	453	2243	1001	393	0	332	624	0	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	22.8	17.2	16.1	19.9	18.0	26.8	0.0	40.1	29.4	0.0	33.3
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.8	0.4	0.4	0.3	0.0	1.5	1.2	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	8.4	0.8	1.6	8.5	5.5	1.7	0.0	3.3	4.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	23.2	17.3	16.9	20.3	18.5	27.1	0.0	41.6	30.6	0.0	33.9
LnGrp LOS	B	C	B	B	C	B	C		D	C		C
Approach Vol, veh/h		1110			1527			228			406	
Approach Delay, s/veh		22.3			19.6			35.6			31.9	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	49.4	10.1	29.6	9.2	54.1	18.7	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	14.0	59.0	6.5	38.0	10.5	64.0	25.5	19.0
Max Q Clear Time (g_c+I1), s	6.3	23.6	6.0	10.3	4.8	24.3	13.7	9.4
Green Ext Time (p_c), s	0.2	19.2	0.0	0.5	0.1	23.8	0.6	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	106	19	462	281	19
Future Vol, veh/h	19	106	19	462	281	19
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, %	71	5	25	2	2	57
Mvmt Flow	23	128	23	557	339	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	952	350	361	0	-	0
Stage 1	350	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	218	687	1081	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	687	1081	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.94	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	71	-	512	-	-
HCM Lane V/C Ratio	0.021	-	0.294	-	-
HCM Ctrl Dly (s/v)	8.4	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	33	34	448	268	46
Future Vol, veh/h	101	33	34	448	268	46
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	136	45	46	605	362	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1091	393	424	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	238	656	1124	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	228	656	1124	-	-	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.19	0.59	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1124	-	228	656	-	-
HCM Lane V/C Ratio	0.041	-	0.598	0.068	-	-
HCM Ctrl Dly (s/v)	8.3	-	41.8	10.9	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.4	0.2	-	-

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Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	31	0	3	28	437	84	4	279	26
Future Vol, veh/h	1	0	4	31	0	3	28	437	84	4	279	26
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	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	5	39	0	4	35	553	106	5	353	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	1094	353	987	1020	553	386	0	0	659	0	0
Stage 1	363	363	-	624	624	-	-	-	-	-	-	-
Stage 2	624	730	-	363	396	-	-	-	-	-	-	-
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	226	214	691	226	237	533	1172	-	-	929	-	-
Stage 1	656	624	-	473	478	-	-	-	-	-	-	-
Stage 2	473	428	-	656	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	202	691	212	223	533	1172	-	-	929	-	-
Mov Cap-2 Maneuver	212	202	-	212	223	-	-	-	-	-	-	-
Stage 1	651	620	-	450	455	-	-	-	-	-	-	-
Stage 2	447	407	-	646	600	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.66	24.84	0.42	0.12
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	108	-	-	476	224	929	-	-
HCM Lane V/C Ratio	0.03	-	-	0.013	0.192	0.005	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	12.7	24.8	8.9	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.7	0	-	-

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Intersection	
Int Delay, s/veh	20

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	264	45	264	328	113
Future Vol, veh/h	255	264	45	264	328	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	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	6	4	2	7
Mvmt Flow	290	300	51	300	373	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	590	0	692	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	966	-	410	738
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	966	-	384	738
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.3	56.51
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	738	-	-	262	-
HCM Lane V/C Ratio	0.971	0.174	-	-	0.053	-
HCM Ctrl Dly (s/v)	72.2	10.9	-	-	8.9	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	11.1	0.6	-	-	0.2	-

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2030 BUILD CONDITIONS

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Intersection	
Int Delay, s/veh	1.9

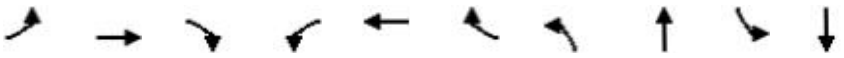
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	1	0	5	0	0	0	5	6
Future Vol, veh/h	1	0	1	0	1	0	5	0	0	0	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	0	2	0	9	0	0	0	9	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	33	15	28	39	0	20	0	0	0	0	0
Stage 1	15	15	-	19	19	-	-	-	-	-	-	-
Stage 2	19	19	-	9	20	-	-	-	-	-	-	-
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	972	859	1065	982	853	-	1596	-	-	-	-	-
Stage 1	1005	883	-	1001	880	-	-	-	-	-	-	-
Stage 2	999	880	-	1012	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	854	1065	974	848	-	1596	-	-	-	-	-
Mov Cap-2 Maneuver	-	854	-	974	848	-	-	-	-	-	-	-
Stage 1	1005	883	-	995	875	-	-	-	-	-	-	-
Stage 2	992	875	-	1010	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			7.27	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	0	-	-
HCM Lane LOS	A	A	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	879	17	38	681	246	27	42	306	141
v/c Ratio	0.46	0.62	0.03	0.12	0.71	0.41	0.05	0.11	0.53	0.23
Control Delay (s/veh)	17.0	25.7	0.1	14.6	32.1	6.1	16.5	23.5	22.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.0	25.7	0.1	14.6	32.1	6.1	16.5	23.5	22.3	7.4
Queue Length 50th (ft)	60	238	0	11	182	0	8	9	118	5
Queue Length 95th (ft)	122	357	0	33	300	60	28	47	236	53
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	600	2683	1098	370	2342	1126	521	441	855	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.33	0.02	0.10	0.29	0.22	0.05	0.10	0.36	0.13

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	835	16	36	647	234	26	19	21	291	16	118
Future Volume (veh/h)	183	835	16	36	647	234	26	19	21	291	16	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	193	879	17	38	681	246	27	20	22	306	17	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	387	1434	574	310	1334	595	441	132	145	568	60	439
Arrive On Green	0.10	0.40	0.40	0.06	0.38	0.38	0.04	0.16	0.15	0.18	0.31	0.30
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	814	895	1697	195	1420
Grp Volume(v), veh/h	193	879	17	38	681	246	27	0	42	306	0	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1709	1697	0	1615
Q Serve(g_s), s	6.2	19.3	0.7	1.2	14.8	11.4	1.0	0.0	2.1	14.2	0.0	6.6
Cycle Q Clear(g_c), s	6.2	19.3	0.7	1.2	14.8	11.4	1.0	0.0	2.1	14.2	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.88
Lane Grp Cap(c), veh/h	387	1434	574	310	1334	595	441	0	277	568	0	499
V/C Ratio(X)	0.50	0.61	0.03	0.12	0.51	0.41	0.06	0.00	0.15	0.54	0.00	0.28
Avail Cap(c_a), veh/h	586	2097	839	396	1765	787	493	0	313	852	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	23.2	17.7	16.3	23.2	22.1	21.6	0.0	35.6	25.7	0.0	26.1
Incr Delay (d2), s/veh	1.0	0.4	0.0	0.2	0.3	0.5	0.1	0.0	0.3	0.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.5	0.2	0.4	5.7	4.2	0.4	0.0	0.9	5.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.4	23.7	17.7	16.5	23.5	22.6	21.7	0.0	35.8	26.5	0.0	26.4
LnGrp LOS	B	C	B	B	C	C	C		D	C		C
Approach Vol, veh/h		1089			965			69			447	
Approach Delay, s/veh		22.5			23.0			30.3			26.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	44.7	7.1	35.4	13.0	42.8	21.5	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	57.0	5.5	45.0	19.5	49.0	33.5	17.0
Max Q Clear Time (g_c+I1), s	3.2	21.3	3.0	8.6	8.2	16.8	16.2	4.1
Green Ext Time (p_c), s	0.0	17.4	0.0	0.5	0.4	13.1	0.9	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	23.6
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	109	58	293	307	52
Future Vol, veh/h	9	109	58	293	307	52
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	11	133	71	357	374	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	905	406	438	0	-	0
Stage 1	406	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	275	628	1081	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	628	1081	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.55	1.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	297	-	564	-	-
HCM Lane V/C Ratio	0.065	-	0.255	-	-
HCM Ctrl Dly (s/v)	8.6	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

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Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	33	85	217	326	21
Future Vol, veh/h	117	33	85	217	326	21
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	144	41	105	268	402	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	893	415	428	0	-	0
Stage 1	415	-	-	-	-	-
Stage 2	478	-	-	-	-	-
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	312	637	1131	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	637	1131	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	26.04	2.39	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1131	-	283	637	-	-
HCM Lane V/C Ratio	0.093	-	0.51	0.064	-	-
HCM Ctrl Dly (s/v)	8.5	-	30.3	11	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.7	0.2	-	-

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	61	0	4	35	271	27	1	286	106
Future Vol, veh/h	0	0	0	61	0	4	35	271	27	1	286	106
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	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	8	2
Mvmt Flow	0	0	0	78	0	5	45	347	35	1	367	136

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	841	367	806	942	347	503	0	0	382	0	0
Stage 1	369	369	-	437	437	-	-	-	-	-	-	-
Stage 2	437	472	-	369	505	-	-	-	-	-	-	-
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	300	301	679	300	263	696	1062	-	-	1176	-	-
Stage 1	651	621	-	598	579	-	-	-	-	-	-	-
Stage 2	598	559	-	651	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	284	679	284	248	696	1062	-	-	1176	-	-
Mov Cap-2 Maneuver	281	284	-	284	248	-	-	-	-	-	-	-
Stage 1	650	620	-	566	548	-	-	-	-	-	-	-
Stage 2	562	529	-	650	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	22	0.9	0.02
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	206	-	-	-	294	1176	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.283	0.001	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	0	22	8.1	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	0	-	-

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Intersection	
Int Delay, s/veh	8.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	303	90	151	199	77
Future Vol, veh/h	264	303	90	151	199	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	322	370	110	184	243	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	726	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	903	-	390	719
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	903	-	337	719
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.56	30.96
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	719	-	-	672	-
HCM Lane V/C Ratio	0.719	0.131	-	-	0.121	-
HCM Ctrl Dly (s/v)	38.8	10.8	-	-	9.5	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q(veh)	5.3	0.4	-	-	0.4	-

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Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	26	89	347	398	18
Future Vol, veh/h	5	26	89	347	398	18
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	3	7	2
Mvmt Flow	6	29	99	386	442	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1036	452	462	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	583	-	-	-	-	-
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	257	607	1099	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	607	1099	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.11	1.76	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	367	-	478	-	-
HCM Lane V/C Ratio	0.09	-	0.072	-	-
HCM Ctrl Dly (s/v)	8.6	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1033	755	36	0	10
Future Vol, veh/h	0	1033	755	36	0	10
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	5	2	2	2
Mvmt Flow	0	1148	839	40	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	439
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	565
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	565
HCM Lane V/C Ratio	-	-	-	0.02
HCM Ctrl Dly (s/v)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1033	729	36	0	10
Future Vol, veh/h	0	1033	729	36	0	10
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	5	2	2	2
Mvmt Flow	0	1148	810	40	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	425
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	578
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	578
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.35
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	578
HCM Lane V/C Ratio	-	-	-	0.019
HCM Ctrl Dly (s/v)	-	-	-	11.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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Intersection	
Int Delay, s/veh	4.8

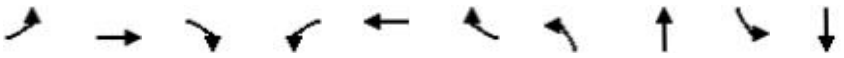
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	7	0	0	0	5	4	0	0	5	4
Future Vol, veh/h	6	0	7	0	0	0	5	4	0	0	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	9	0	0	0	6	5	0	0	6	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	27	9	24	29	5	12	0	0	5	0	0
Stage 1	9	9	-	18	18	-	-	-	-	-	-	-
Stage 2	18	18	-	6	12	-	-	-	-	-	-	-
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	983	866	1073	987	863	1078	1607	-	-	1616	-	-
Stage 1	1012	888	-	1001	880	-	-	-	-	-	-	-
Stage 2	1001	880	-	1015	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	979	863	1073	975	860	1078	1607	-	-	1616	-	-
Mov Cap-2 Maneuver	979	863	-	975	860	-	-	-	-	-	-	-
Stage 1	1012	888	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	1007	886	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	4.03	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	1027	-	1616	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

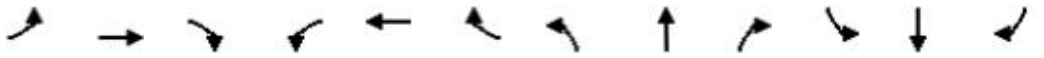
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	958	54	142	1083	358	94	134	375	161
v/c Ratio	0.56	0.77	0.08	0.55	0.85	0.49	0.20	0.46	0.67	0.28
Control Delay (s/veh)	26.7	36.4	0.3	24.6	39.7	11.6	23.5	42.0	32.3	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7	36.4	0.3	24.6	39.7	11.6	23.5	42.0	32.3	19.7
Queue Length 50th (ft)	50	310	0	51	358	55	39	64	193	49
Queue Length 95th (ft)	122	454	0	106	543	160	93	161	366	123
Internal Link Dist (ft)		514			1442			443		414
Turn Bay Length (ft)	225		100	200		200	225		100	
Base Capacity (vph)	313	1903	916	282	1866	948	478	319	662	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.50	0.06	0.50	0.58	0.38	0.20	0.42	0.57	0.21

Intersection Summary

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	910	51	135	1029	340	89	60	67	356	57	96
Future Volume (veh/h)	135	910	51	135	1029	340	89	60	67	356	57	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	142	958	54	142	1083	358	94	63	71	375	60	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	255	1453	648	308	1527	681	432	112	127	515	185	312
Arrive On Green	0.07	0.41	0.41	0.08	0.43	0.43	0.06	0.14	0.13	0.21	0.30	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	803	905	1753	626	1054
Grp Volume(v), veh/h	142	958	54	142	1083	358	94	0	134	375	0	161
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1681
Q Serve(g_s), s	4.9	24.9	2.4	5.1	28.6	19.0	4.1	0.0	8.4	20.2	0.0	8.6
Cycle Q Clear(g_c), s	4.9	24.9	2.4	5.1	28.6	19.0	4.1	0.0	8.4	20.2	0.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.63
Lane Grp Cap(c), veh/h	255	1453	648	308	1527	681	432	0	239	515	0	498
V/C Ratio(X)	0.56	0.66	0.08	0.46	0.71	0.53	0.22	0.00	0.56	0.73	0.00	0.32
Avail Cap(c_a), veh/h	357	1767	788	356	1733	773	432	0	269	678	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	27.3	20.7	20.0	26.7	24.0	25.7	0.0	46.1	31.0	0.0	31.6
Incr Delay (d2), s/veh	1.9	0.7	0.1	1.1	1.2	0.6	0.3	0.0	2.1	2.7	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	10.1	0.9	2.0	11.6	7.3	1.8	0.0	3.7	8.7	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.2	28.0	20.7	21.1	27.9	24.6	26.0	0.0	48.1	33.8	0.0	31.9
LnGrp LOS	C	C	C	C	C	C	C		D	C		C
Approach Vol, veh/h		1154			1583			228			536	
Approach Delay, s/veh		27.1			26.6			39.0			33.2	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	51.7	9.8	38.8	11.5	54.1	27.6	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	11.0	55.8	5.3	45.4	13.6	54.7	33.7	17.0
Max Q Clear Time (g_c+I1), s	7.1	26.9	6.1	10.6	6.9	30.6	22.2	10.4
Green Ext Time (p_c), s	0.1	16.9	0.0	0.5	0.2	17.5	0.9	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	106	19	486	291	19
Future Vol, veh/h	19	106	19	486	291	19
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, %	71	5	25	2	2	57
Mvmt Flow	23	128	23	586	351	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	362	373	0	-	0
Stage 1	362	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	205	676	1069	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	676	1069	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.42	0.32	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	68	-	495	-	-
HCM Lane V/C Ratio	0.021	-	0.304	-	-
HCM Ctrl Dly (s/v)	8.4	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

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Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	33	34	472	278	46
Future Vol, veh/h	101	33	34	472	278	46
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	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	136	45	46	638	376	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1136	407	438	0	-	0
Stage 1	407	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	223	644	1111	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	644	1111	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	38.43	0.56	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1111	-	214	644	-	-
HCM Lane V/C Ratio	0.041	-	0.638	0.069	-	-
HCM Ctrl Dly (s/v)	8.4	-	47.4	11	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3.8	0.2	-	-

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Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	31	0	3	28	461	84	4	289	26
Future Vol, veh/h	1	0	4	31	0	3	28	461	84	4	289	26
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	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	1	0	5	39	0	4	35	584	106	5	366	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1137	366	1030	1063	584	399	0	0	690	0	0
Stage 1	376	376	-	654	654	-	-	-	-	-	-	-
Stage 2	654	761	-	376	409	-	-	-	-	-	-	-
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	212	202	679	212	223	512	1160	-	-	905	-	-
Stage 1	645	616	-	455	463	-	-	-	-	-	-	-
Stage 2	455	414	-	645	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	198	190	679	198	210	512	1160	-	-	905	-	-
Mov Cap-2 Maneuver	198	190	-	198	210	-	-	-	-	-	-	-
Stage 1	641	612	-	432	440	-	-	-	-	-	-	-
Stage 2	429	393	-	636	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.99	26.6	0.4	0.11
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	103	-	-	457	209	905	-	-
HCM Lane V/C Ratio	0.031	-	-	0.014	0.206	0.006	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	13	26.6	9	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.7	0	-	-

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Intersection	
Int Delay, s/veh	24.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	269	50	264	340	125
Future Vol, veh/h	255	269	50	264	340	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	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	6	4	2	7
Mvmt Flow	290	306	57	300	386	142

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	703	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	962	-	404	738
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	962	-	~ 375	738
Mov Cap-2 Maneuver	-	-	-	-	~ 375	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	620	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.43	67.67
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	375	738	-	-	287	-
HCM Lane V/C Ratio	1.03	0.193	-	-	0.059	-
HCM Ctrl Dly (s/v)	88.5	11	-	-	9	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	12.8	0.7	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	123	53	482	387	10
Future Vol, veh/h	24	123	53	482	387	10
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	3	2
Mvmt Flow	27	137	59	536	430	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1089	436	441	0	-	0
Stage 1	436	-	-	-	-	-
Stage 2	653	-	-	-	-	-
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	238	621	1119	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	621	1119	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.36	0.83	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	178	-	479	-	-
HCM Lane V/C Ratio	0.053	-	0.341	-	-
HCM Ctrl Dly (s/v)	8.4	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1096	1193	21	0	49
Future Vol, veh/h	0	1096	1193	21	0	49
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	2
Mvmt Flow	0	1218	1326	23	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	674
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	397
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.51
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	397
HCM Lane V/C Ratio	-	-	-	0.137
HCM Ctrl Dly (s/v)	-	-	-	15.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1096	1221	21	0	49
Future Vol, veh/h	0	1096	1221	21	0	49
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	2
Mvmt Flow	0	1218	1357	23	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	690
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	388
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	388
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

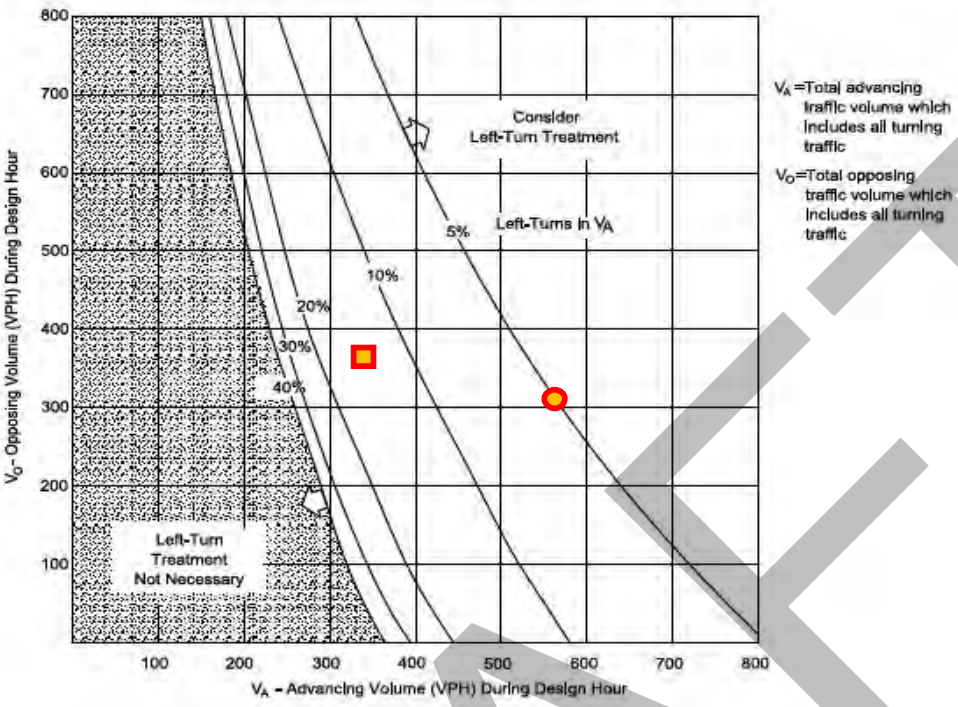
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	388
HCM Lane V/C Ratio	-	-	-	0.14
HCM Ctrl Dly (s/v)	-	-	-	15.8
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

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Appendix D – Turn Lane Warrant Analysis Worksheets

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Instructions:

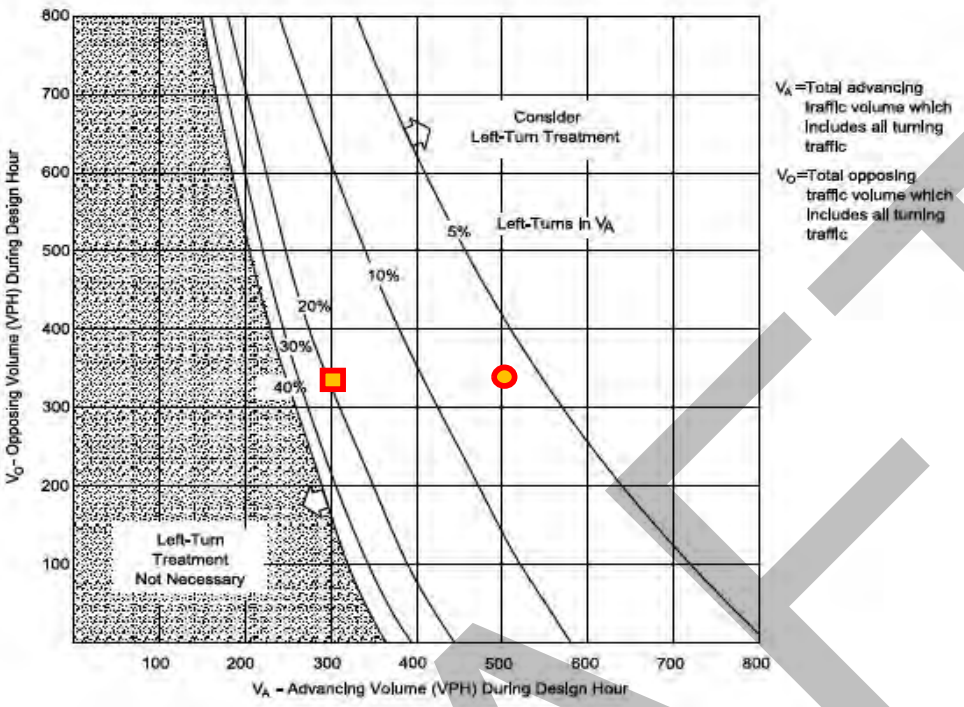
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Northern Access

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	333	393	35	10.5%
●	2030 PM Build	573	319	28	4.9%

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Instructions:

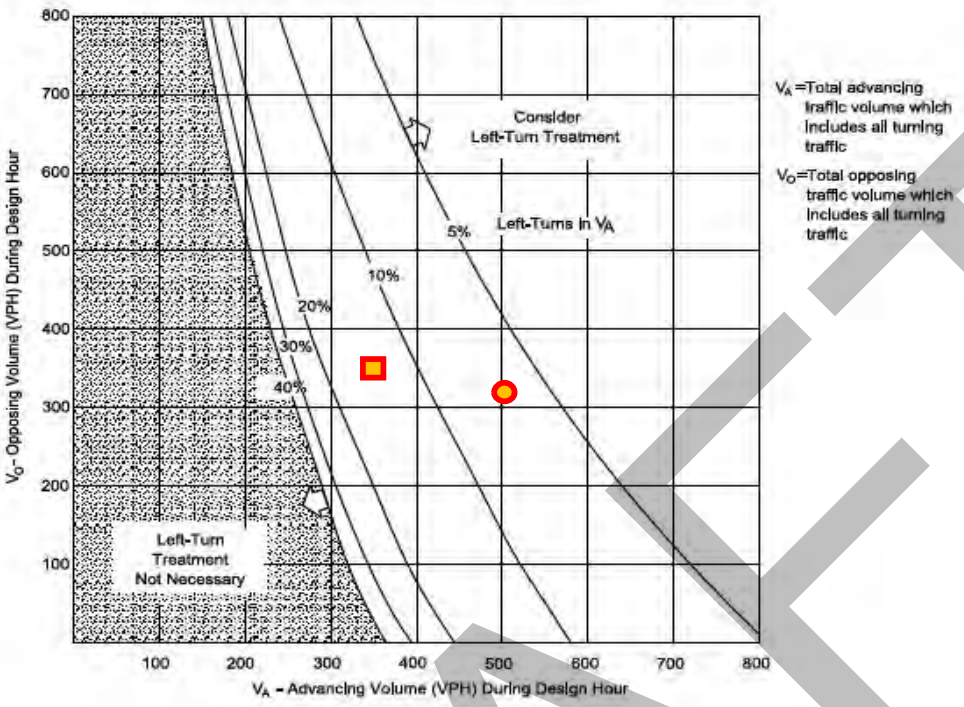
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Full-Movement Access

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	302	347	85	28.1%
●	2030 PM Build	506	324	34	6.7%

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Instructions:

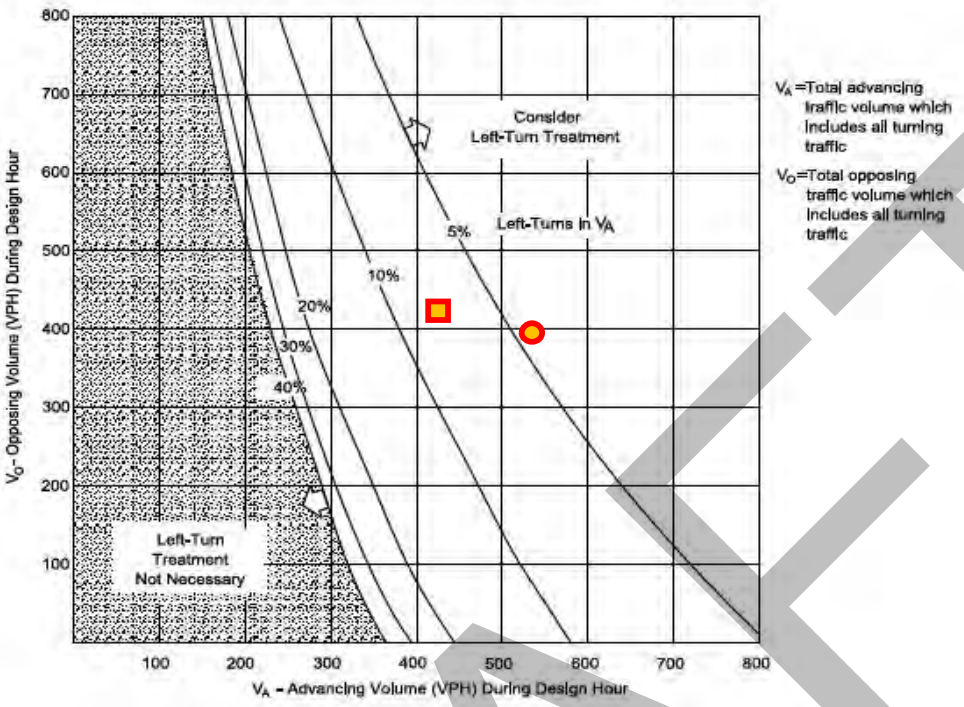
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Bus Access

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	351	359	58	16.5%
●	2030 PM Build	505	310	19	3.8%

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Instructions:

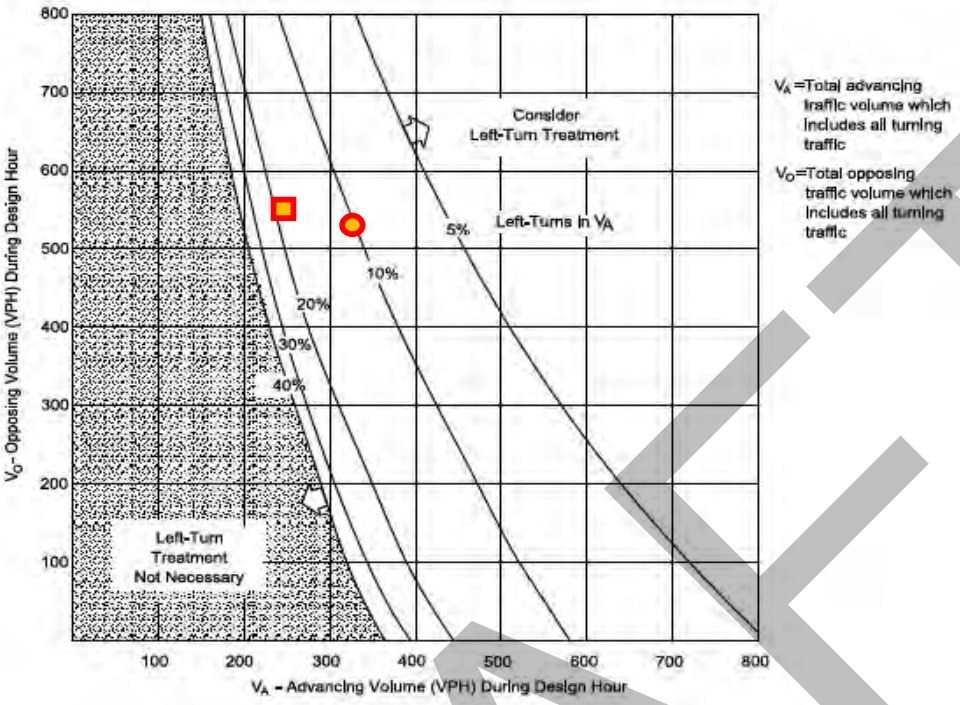
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at FSED Site Access #1

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	436	416	89	20.4%
●	2030 PM Build	535	397	53	9.9%

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Instructions:

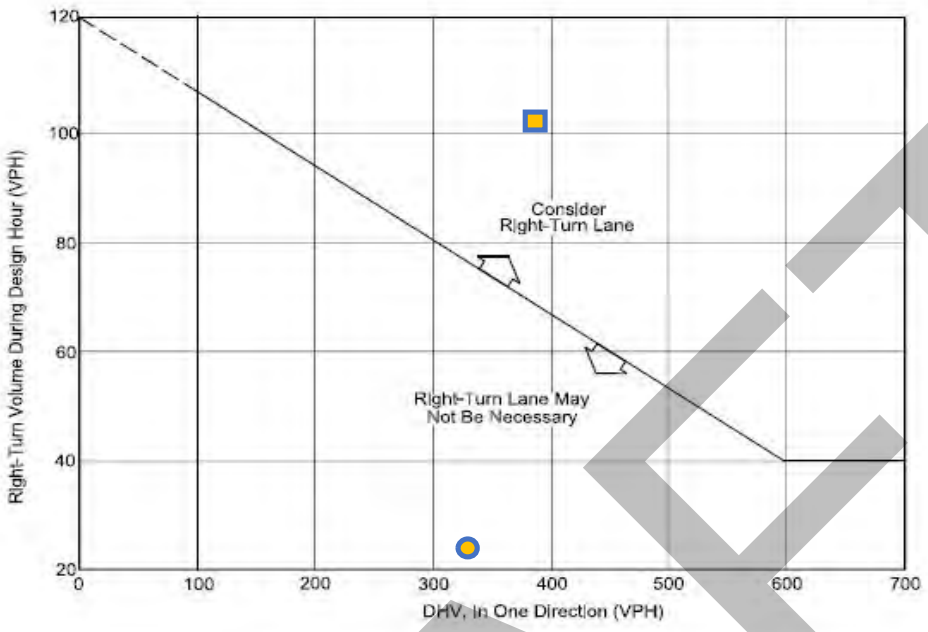
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at Broad River Boulevard

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	241	567	90	37.3%
●	2030 PM Build	311	524	50	16.1%

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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.

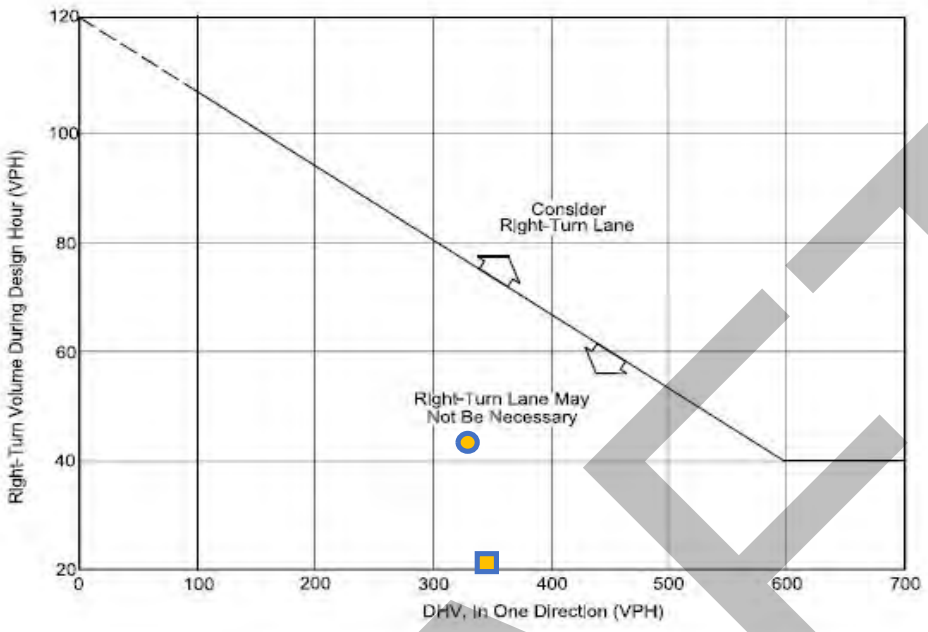
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Northern Access

Southbound	Condition	DHV	RTs
■	2030 AM Build	393	106
●	2030 PM Build	319	26

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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.

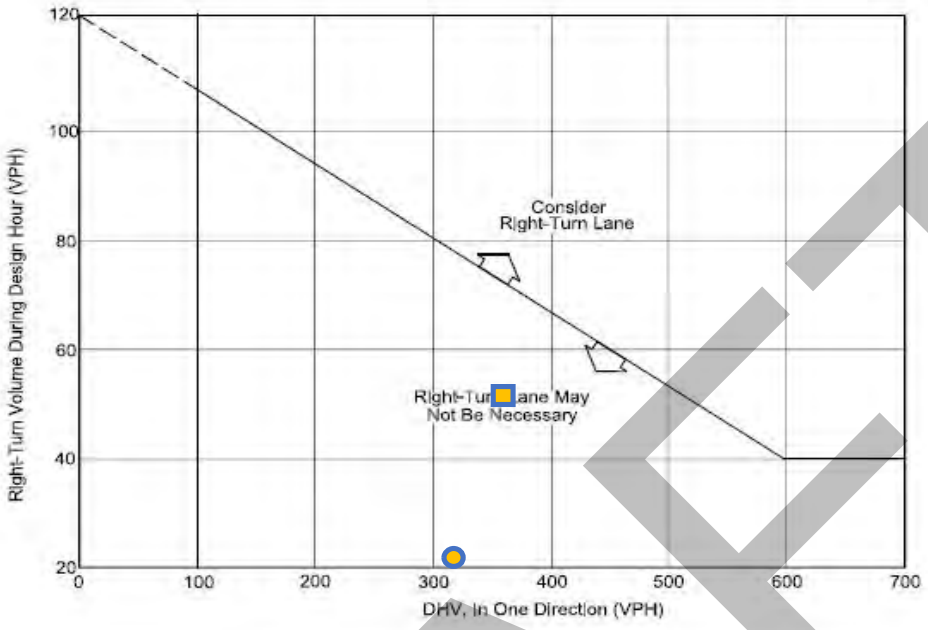
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Full-Movement Access

Southbound	Condition	DHV	RTs
■	2030 AM Build	347	21
●	2030 PM Build	324	46

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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.

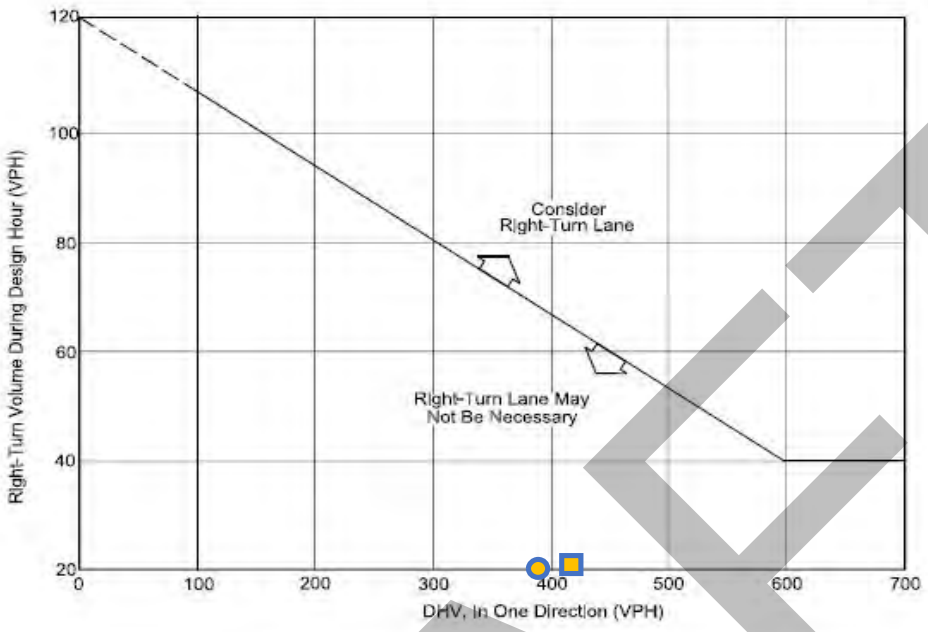
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Bus Access

Southbound	Condition	DHV	RTs
■	2030 AM Build	359	52
●	2030 PM Build	310	19

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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.

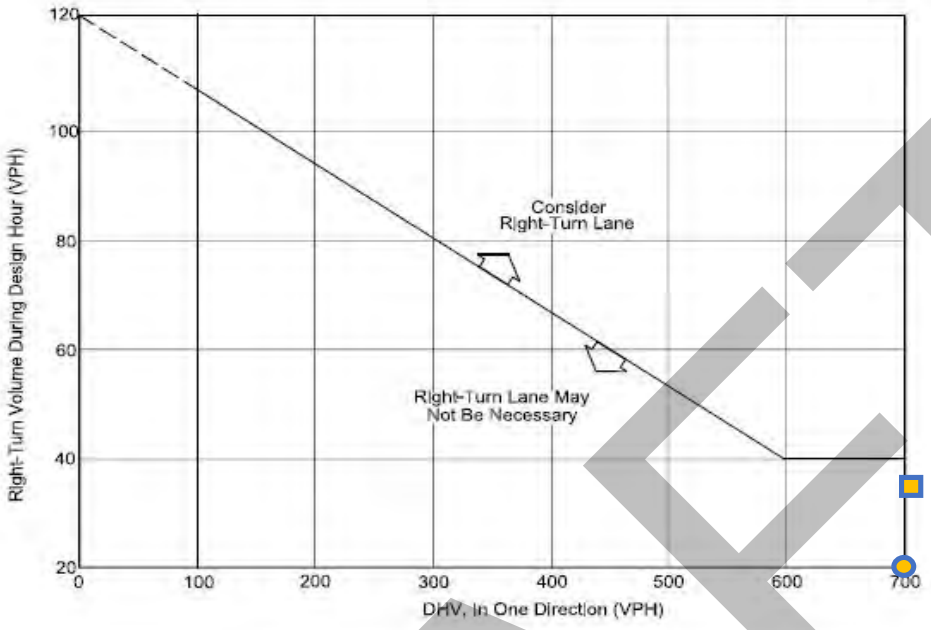
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at FSED Site Access #1

Southbound	Condition	DHV	RTs
■	2030 AM Build	416	18
●	2030 PM Build	397	10

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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.

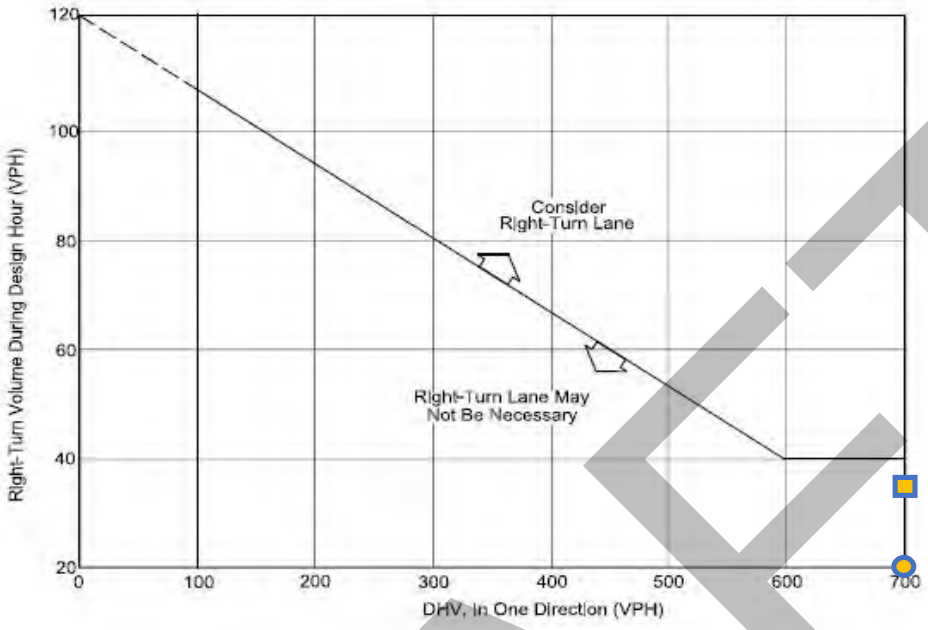
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

SC 170 at FSED Site Access #2

Westbound	Condition	DHV	RTs
■	2030 AM Build	791	36
●	2030 PM Build	1214	21

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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

SC 170 at FSED Site Access #3

Westbound	Condition	DHV	RTs
■	2030 AM Build	765	36
●	2030 PM Build	1242	21

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Kimley»Horn

TECHNICAL MEMORANDUM

To: Conor Blaney, PE – Ward Edwards Engineering

From: Dillon Turner, P.E., PTOE – Kimley-Horn

Date: May 15, 2026

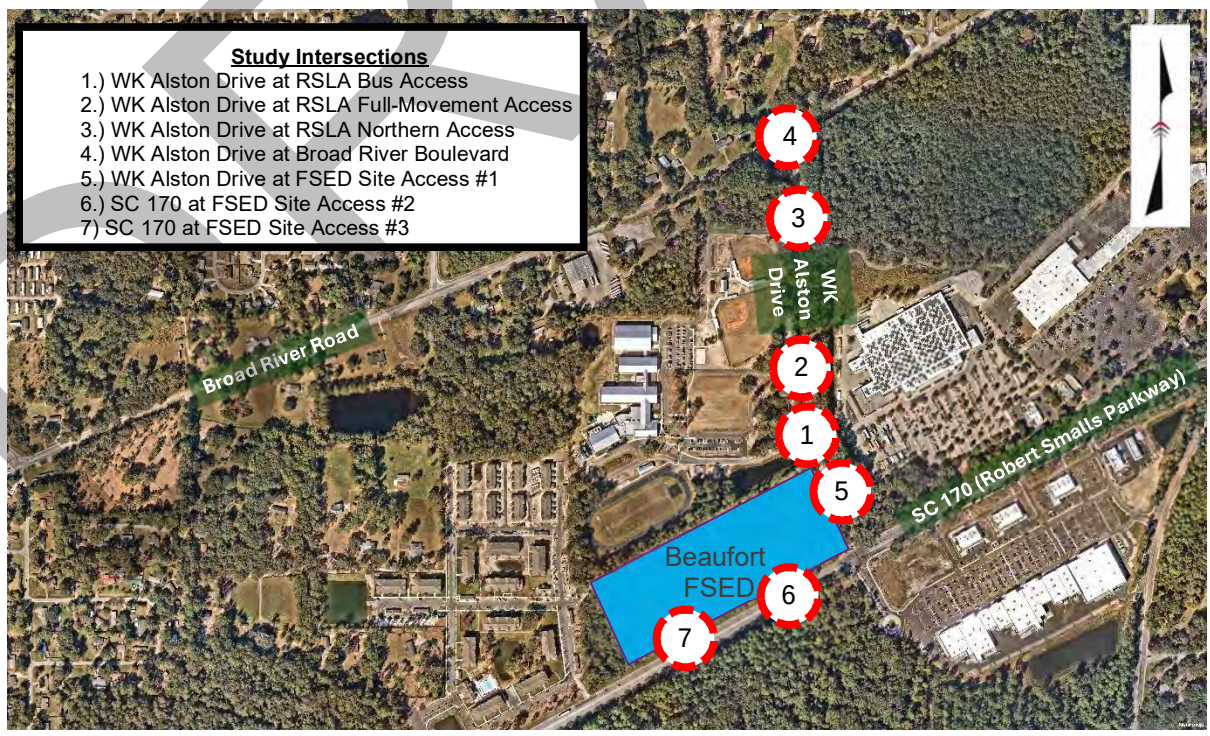
Subject: Beaufort Free-Standing Emergency Department (FSED) Supplementary Study Beaufort, South Carolina

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The purpose of this technical memorandum is to document an additional study scenario for the proposed Beaufort FSED site located in Beaufort, SC. The scenario is analyzing the conditions without the anticipated traffic generated by the proposed *Watercrest Apartments development*. The proposed FSED development consists of six new medical buildings in the northwest quadrant of the intersection of WK Alston Drive and SC 170 in Beaufort, SC. **Figure 1** illustrates the location of the project site.

A study was completed to evaluate the project's impact on the three access driveways for Robert Smalls Learning Academy (RSLA) and the two site access driveways for the proposed FSED development. The intersection of Broad River Road and WK Alston Drive was also evaluated. The concept for the proposed FSED is shown in **Attachment A**.

Figure 1 – Project Location Map



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Existing Conditions

SC 170 (Robert Smalls Parkway) is a five-lane, undivided local road with a posted speed limit of 45 mph in the vicinity of the FSED site. SC 170 (Robert Smalls Parkway) had an Annual Average Daily Traffic (AADT) of 20,800 vehicles per day in 2024 per SCDOT count station 07-0175.

WK Alston Drive is a is a two-lane, undivided minor arterial with a posted speed limit of 35 mph in the vicinity of the FSED site. SCDOT does not provide AADT data for WK Alston Drive.

Broad River Boulevard is a is a two-lane, undivided major collector with a posted speed limit of 45 mph in the vicinity of the FSED site. Broad River Boulevard had an AADT of 7,200 vehicles per day in 2024 per SCDOT count station 07-0251.

Existing 2025 Traffic Volumes

Peak-period turning movement counts were collected at the intersections of SC 170 (Robert Smalls Parkway) & WK Alston Drive and Lucas Aly & Whitaker Aly on Tuesday, October 14th, 2025 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Previously collected counts were used for the peak-period volumes at the RSLA access driveways. These counts were collected on Thursday, March 27th, 2025 from 6:00 AM to 9:00 AM and 2:00 PM to 6:00 PM.

The raw turning-movement count data are included in **Attachment B**. The traffic volume development worksheets are included in **Attachment C**.

Future No-Build 2030 Traffic Volumes

The anticipated build-out for the development is 2030; therefore, the analysis year for the site access study was 2030. To develop 2030 traffic volumes, a growth rate was developed based upon historical SCDOT AADT data. Based upon SCDOT AADT data for Beaufort County count station 07-0175, an annual growth rate of 4.0% was assumed for this project and applied to the existing peak-hour traffic volumes to calculate 2030 traffic volumes.

Additional volumes from anticipated approved developments were added to the projected 2030 No-Build traffic volumes. The anticipated approved developments include *The Grove at Broad River (Bihl Engineering, October 2024) and Ramsey Farm Residential Development (Kimley-Horn, March 2025)*. For the purposes of this supplemental analysis, the *Watercrest Apartments (Kimley-Horn, August 2025)* was excluded to evaluate the Beaufort FSED development impacts without the projected traffic to be generated by the *Watercrest Apartments.*

The growth rate calculations are provided in **Attachment C**.

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Project Traffic Volumes

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 proposed medical development. The analysis was performed using the information provided for the following land use code (LUC):

- LUC 720 – Medical-Dental Office Building – 96,200 square-feet (SF)

For buildings designated as Free-Standing Emergency Room or Person-Centered Care, LUC 720 was used because it has more reliable and conservative data than LUC 650 – Free-Standing Emergency Room. Internal capture and pass-by trip reductions were not considered in the trip generation analysis.

The estimated trip generation for the Beaufort FSED is summarized in **Table 1**, which indicates that the development is anticipated to generate 230 trips (179 in/51 out) during the AM peak hour and 350 trips (105 in/245 out) during the PM peak hour.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
720 – Medical-Dental Office Building	96.2	KSF	3,274	230	179	51	350	105	245
Total Net New External Trips			**3,274**	**230**	**179**	**51**	**350**	**105**	**245**
Daily Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 40.60 * (X) + (-75.15); (50% In; 50% Out)					
AM Peak-Hour Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 0.9 * LN (X) + (1.33); (78% In; 22% Out)					
PM Peak-Hour Traffic Generation									
720 – Medical-Dental Office Building		ITE 720	=	T = 3.70 * (X) + (-5.75); (30% In; 70% Out)					

Future Build 2030 Traffic Volumes

Anticipated project trips from the proposed medical development were added to the 2030 No-Build volume network to develop the 2030 Build volume network. Project trip distribution was determined based on the surrounding network and land uses. No trips were assigned to the future access driveway connecting to the intersection of Whitaker Aly and Lucas Aly because less than 1.0% of trips were assumed to use the access.

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Capacity Analysis

Level-of-service (LOS) analyses were conducted using *Synchro, Version 12*, traffic analysis software for the AM and PM peak hours of the study intersections. The program uses methodologies contained in the *Highway Capacity Manual (HCM), 7th Edition*, to determine the operating characteristics of an intersection. Capacity analyses were performed for 2025 existing and 2030 future traffic conditions.

Table 2 through **Table 8** summarizes the LOS and control delay for the study intersections. Worksheets documenting the capacity analysis are provided in **Attachment E**.

As part of the *Watercrest Apartments (Kimley-Horn 2025)* study and other development in the area, improvements were recommended along WK Alston Drive. However, to determine the impacts and potential mitigation required by the Beaufort FSED development, the *Watercrest Apartments* projected traffic is not included in the 2030 No-Build or the 2030 Build conditions. The anticipated background improvements resulting from the *Watercrest Apartments* are not included. The improvements required by the *Watercrest Apartments* traffic volumes are as follows:

WK Alston Drive at RSLA Northern Access / Watercrest Apartments Access

- A northbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- A southbound right-turn lane with 100 feet of full width storage and a 100-foot taper
- The proposed Watercrest Access was analyzed with a single ingress and a single egress lane

WK Alston Drive at RSLA Full-Movement Access

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

In the case of the *Watercrest Apartments* not being constructed and adding traffic volumes to the network, none of the above turn lanes are warranted due to the anticipated trips produced by the Beaufort FSED Development.

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WK Alston Drive at RSLA Bus Access

Table 2 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of WK Alston Drive at RSLA Bus Access under the 2025 Existing, 2030 No-Build, and 2030 Build conditions.

Table 2 – WK Alston Drive at RSLA Bus Access Capacity Analysis Results

Condition	Measure	EB (RSLA Bus Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	B (10.8)		A (8.0)*		A (0.0)	
	Synchro 95th Q	15'		3'		0'	
2030 No-Build	LOS (Delay)	B (12.1)		A (8.3)*		A (0.0)	
	Synchro 95th Q	20'		5'		0'	
2030 Build	LOS (Delay)	B (12.4)		A (8.3)*		A (0.0)	
	Synchro 95th Q	23'		5'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	B (11.8)		A (8.1)*		A (0.0)	
	Synchro 95th Q	18'		0'		0'	
2030 No-Build	LOS (Delay)	B (13.6)		A (8.3)*		A (0.0)	
	Synchro 95th Q	28'		3'		0'	
2030 Build	LOS (Delay)	B (14.0)		A (8.3)*		A (0.0)	
	Synchro 95th Q	28'		3'		0'	

* Major street approach left-turn delay reported

Results

As shown in **Table 2**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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WK Alston Drive at RSLA Full-Movement Access

Table 3 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of WK Alston Drive at RSLA Full-Movement Access under the 2025 Existing, 2030 No-Build, and 2030 Build conditions.

Table 3 – WK Alston Drive at RSLA Full-Movement Access Capacity Analysis Results

Condition	Measure	EB (RSLA Full-Movement Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	B (14.9)		A (7.9)*		A (0.0)	
	Synchro 95th Q	28'	3'	5'		0'	
2030 No-Build	LOS (Delay)	C (20.4)		A (8.2)*		A (0.0)	
	Synchro 95th Q	53'	5'	8'		0'	
2030 Build	LOS (Delay)	C (21.5)		A (8.3)*		A (0.0)	
	Synchro 95th Q	55'	5'	8'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	C (16.5)		A (8.0)*		A (0.0)	
	Synchro 95th Q	30'	5'	3'		0'	
2030 No-Build	LOS (Delay)	D (25.0)		A (8.2)*		A (0.0)	
	Synchro 95th Q	63'	5'	3'		0'	
2030 Build	LOS (Delay)	D (27.5)		A (8.3)*		A (0.0)	
	Synchro 95th Q	70'	5'	3'		0'	

* Major street approach left-turn delay reported

Results

As shown in **Table 3**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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Kimley»Horn

WK Alston Drive at RSLA Northern Access

Table 4 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of WK Alston Drive at RSLA Northern Access under the 2025 Existing, 2030 No-Build, and 2030 Build conditions.

Table 4 – WK Alston Drive at RSLA Northern Access Capacity Analysis Results

Condition	Measure	EB (RSLA North Access)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2025 Existing	LOS (Delay)	A (0.0)		A (8.1)*		A (0.0)	
	Synchro 95th Q	0'		0'		0'	
2030 No-Build	LOS (Delay)	A (0.0)		A (8.5)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	
2030 Build	LOS (Delay)	A (0.0)		A (8.5)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	
PM Peak Hour							
2025 Existing	LOS (Delay)	B (11.2)		A (7.9)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	
2030 No-Build	LOS (Delay)	B (12.0)		A (8.2)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	
2030 Build	LOS (Delay)	B (12.2)		A (8.2)*		A (0.0)	
	Synchro 95th Q	0'		3'		0'	

Results

As shown in **Table 4**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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Kimley»Horn

WK Alston Drive at Broad River Boulevard

Table 5 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of WK Alston Drive at Broad River Boulevard under the 2025 Existing, 2030 No-Build, and 2030 Build conditions.

Table 5 – WK Alston Drive at Broad River Boulevard Analysis Results

Condition	Measure	EB (Broad River Blvd)		WB (Broad River Blvd)		NB (WK Alston Drive)	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
2025 Existing	LOS (Delay)	A (0.0)		A (8.7)*		C (19.1)	
	Synchro 95th Q	0'		5'		63'	
2030 No-Build	LOS (Delay)	A (0.0)		A (9.4)		D (26.5)	
	Synchro 95th Q	0'		10'		113'	
2030 Build	LOS (Delay)	A (0.0)		A (9.5)		D (28.4)	
	Synchro 95th Q	0'		10'		120'	
PM Peak Hour							
2025 Existing	LOS (Delay)	A (0.0)		A (8.4)*		C (24.6)	
	Synchro 95th Q	0'		3'		123'	
2030 No-Build	LOS (Delay)	A (0.0)		A (8.9)*		F (52.4)	
	Synchro 95th Q	0'		5'		265'	
2030 Build	LOS (Delay)	A (0.0)		A (8.9)*		F (60.0)	
	Synchro 95th Q	0'		5'		298'	

* Major street approach left-turn delay reported

Results

Under 2025 Existing conditions, the northbound approach is anticipated to operate at LOS C. Under 2030 No-Build conditions, it is anticipated to lower to LOS D and LOS F in the AM and PM peak hours, respectively. With the addition of project traffic, the approach is anticipated to continue to operate at LOS D and LOS F in the AM and PM peak hours, respectively. Additionally, it is not uncommon for the minor street approaches to experience more delays during the peak hours.

Background conditions have shown an eastbound right-turn lane with 200 feet of storage to be warranted at this intersection to provide acceptable operations. This is warranted based on anticipated conditions without the additional project trips. Therefore, it is not the responsibility of the proposed FSED Development.

Based on the results presented in **Table 8**, an additional westbound left-turn lane with 200 feet of storage is warranted and recommended at this intersection to provide acceptable operations.

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WK Alston Drive at FSED Site Access #1

Table 6 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of WK Alston Drive at FSED Site Access #1 under 2030 Build conditions.

Table 6 – WK Alston Drive at FSED Site Access #1 Capacity Analysis Results

Condition	Measure	EB (FSED Access #1)		NB (WK Alston Drive)		SB (WK Alston Drive)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2030 Build	LOS (Delay)	B (12.2)		A (8.4)*		A (0.0)	
	Synchro 95th Q	5'		8'		0'	
PM Peak Hour							
2030 Build	LOS (Delay)	B (14.9)		A (8.3)*		A (0.0)	
	Synchro 95th Q	33'		5'		0'	

* Major street approach left-turn delay reported

Results

As shown in **Table 6**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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SC 170 (Robert Smalls Parkway) at FSED Site Access #2

Table 7 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #2 under 2030 Build conditions.

Table 7 – SC 170 (Robert Smalls Parkway) at FSED Site Access #2 Capacity Analysis Results

Condition	Measure	EB (SC 170)	WB (SC 170)		SB (FSED Access #2)
		EBT	WBT	WBR	SBR
AM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (11.3)
	Synchro 95th Q	0'	0'		0'
PM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		C (15.3)
	Synchro 95th Q	0'	0'		13'

Results

As shown in **Table 7**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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SC 170 (Robert Smalls Parkway) at FSED Site Access #3

Table 8 summarizes the LOS, control delay, and 95th percentile queue length by movement at the existing unsignalized intersection of SC 170 (Robert Smalls Parkway) at FSED Site Access #3 under 2030 Build conditions.

Table 8 – SC 170 (Robert Smalls Parkway) at FSED Site Access #3 Capacity Analysis Results

Condition	Measure	EB (SC 170)	WB (SC 170)		SB (FSED Access #3)
		EBT	WBT	WBR	SBR
AM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		B (11.3)
	Synchro 95th Q	0'	0'		3'
PM Peak Hour					
2030 Build	LOS (Delay)	A (0.0)	A (0.0)		C (15.5)
	Synchro 95th Q	0'	0'		13'

Results

As shown in **Table 8**, the subject intersection is anticipated to operate acceptably for the analyzed conditions during the AM and PM peak hours. All approaches are anticipated to maintain the same LOS between the 2030 No-Build and 2030 Build conditions. Therefore, no improvements are recommended.

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Turn Lane Warrant Analysis

A turn lane warrant analysis was conducted to determine the impact of the proposed project on the study intersections for the proposed Beaufort FSED development. The following turn lane warrants were met:

WK Alston Drive at FSED Site Access #1

- A northbound left-turn lane with 100 feet of full width storage and a 100-foot taper

WK Alston Drive at Broad River Boulevard

- A westbound left-turn lane with 200 feet of full width storage and a 100-foot taper
- An eastbound right-turn lane with 200 feet of full width storage and a 100-foot taper

The warranted turn lanes at Broad River Boulevard have been recommended in previous studies or warranted prior to the addition of traffic produced by the Beaufort FSED development expect for the northbound left-turn lane to access the site. The findings of this study support the recommendation to install the listed turn lanes to maintain acceptable operating conditions for the RSLA access driveways and proposed Beaufort FSED site access driveways. The turn-lane accessing the site would be the responsibility of the FSED Development.

Summary

The purpose of this technical memorandum is to document a supplementary study for the proposed Beaufort free standing emergency department (FSED) site located in Beaufort, SC. The analysis supplement is to determine the operations and turn lane warrants if the *Watercrest Apartments* are not constructed. The proposed FSED development consists of six new medical buildings in the northwest quadrant of the intersection of WK Alston Drive and SC 170 in Beaufort, SC. The anticipated trips generated by the new site are not expected to cause significant degradation in the LOS of the study area. Therefore, no additional mitigation is recommended resulting from this analysis.

Attachments

Attachment A – Conceptual Site Plan

Attachment B – Existing Counts

Attachment C – Traffic Volume Development Worksheets

Attachment D – Capacity Analysis Worksheets

Attachment E – Turn Lane Warrant Worksheets

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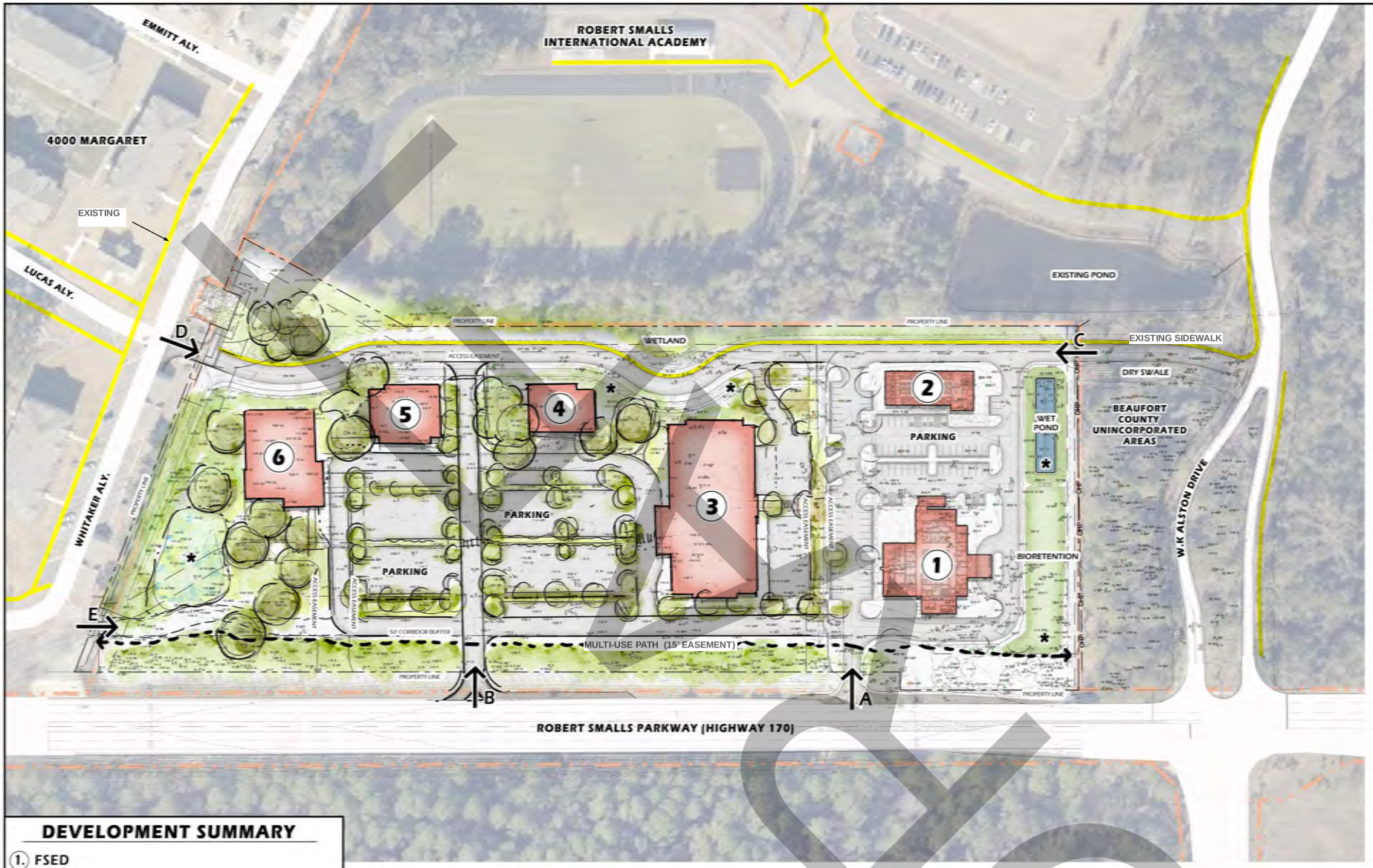
Kimley»Horn

Attachment A – Conceptual Site Plan

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kimley-horn.com | 1080 Morrison Drive, Suite 240, Charleston, SC 29403 | (843) 737-6390

Figure 1 - Conceptual Site Plan



DEVELOPMENT SUMMARY

1. FSED
2. PCC
3. MEDICAL/OFFICE +/- 60,000 SF (2 FLOORS)
4. MEDICAL/OFFICE +/- 5,400 SF
5. MEDICAL/OFFICE +/- 5,400 SF
6. MEDICAL/OFFICE +/- 8,000 SF

*STORMWATER MANAGEMENT BMP

DRAFT

Scale 1" = 60'

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SITE DEVELOPMENT PLANS
FOR
NOVANT BEAUFORT FSED
396 ROBERT SMALLS PARKWAY
BEAUFORT, SC

DATE:	JAN. 15, 2026
PROJECT NO.:	25097.01
DRAWN BY:	ER
CHECKED BY:	CK

PRELIMINARY SUBMITTAL PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
SKETCH MASTER PLAN

DRAWING NUMBER
L13

Kimley»Horn

Attachment B – Existing Counts

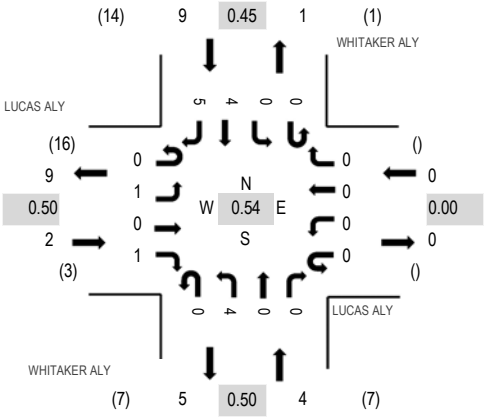
DRAFT

kimley-horn.com | 1080 Morrison Drive, Suite 240, Charleston, SC 29403 | (843) 737-6390

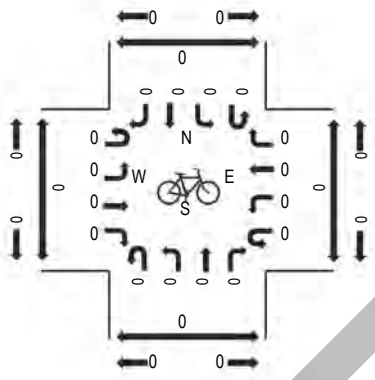
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WHITAKER ALY & LUCAS ALY AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

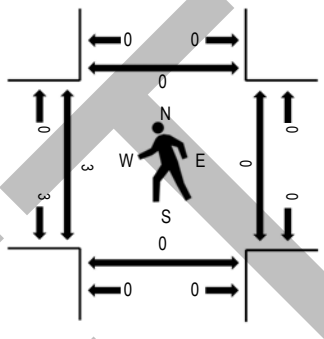
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCAS ALY Eastbound				LUCAS ALY Westbound				WHITAKER ALY Northbound				WHITAKER ALY 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	0	0	0	0	0	0	0	0	0	0	0	0	2	2	15	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0	4	13	3	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	2	7	13	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	8	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3		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	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5	15

Heavy Vehicle Percentage and Peak Hour Factor

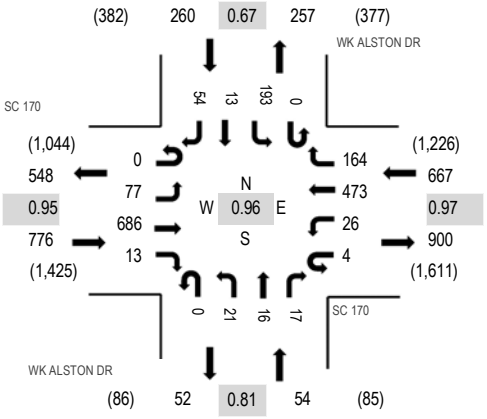
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.50				0.00				0.50				0.45			0.54
Peak Hour Factor	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.33	0.50	0.54

DRAFT

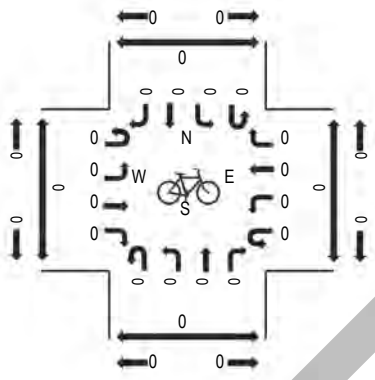
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & SC 170 AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

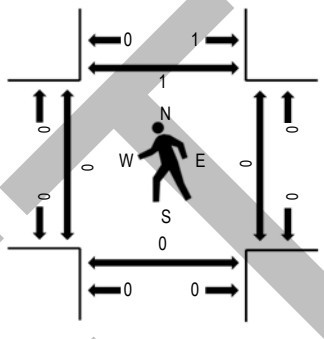
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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	123	1	0	3	119	16	0	5	2	1	0	15	1	7	295	1,365	0	0	0	0
7:15 AM	0	11	144	1	0	2	104	19	0	3	3	0	0	17	2	0	306	1,496	0	1	0	0
7:30 AM	0	11	155	3	0	2	104	18	0	4	2	1	0	25	2	4	331	1,631	0	0	0	0
7:45 AM	0	17	183	4	1	5	127	39	0	5	3	1	0	39	4	5	433	1,757	0	0	0	0
8:00 AM	0	21	174	2	1	7	124	35	0	5	2	6	0	34	4	11	426	1,753	0	0	0	1
8:15 AM	0	22	165	3	2	5	123	41	0	5	5	5	0	54	2	9	441		0	0	0	0
8:30 AM	0	17	164	4	0	9	99	49	0	6	6	5	0	66	3	29	457		0	0	0	0
8:45 AM	0	6	190	2	0	10	136	26	0	3	4	3	0	37	5	7	429		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	4	1	0	0	6	0	0	0	0	0	0	0	0	0	11
Lights	0	77	672	11	4	25	448	156	0	21	16	17	0	177	13	52	1,689
Mediums	0	0	10	1	0	1	19	8	0	0	0	0	0	16	0	2	57
Total	0	77	686	13	4	26	473	164	0	21	16	17	0	193	13	54	1,757

Heavy Vehicle Percentage and Peak Hour Factor

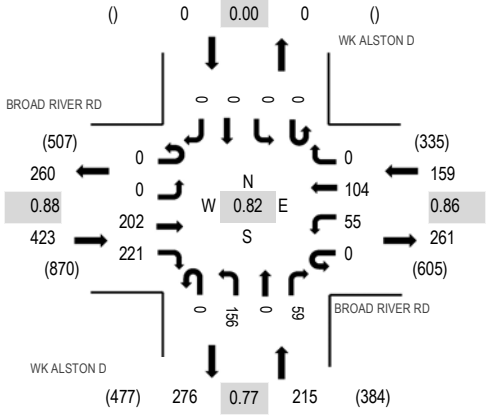
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.6%				0.9%				0.0%				0.0%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.6%	7.7%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Peak Hour Factor		0.95				0.97				0.81				0.67			0.96
Peak Hour Factor	0.00	0.88	0.91	0.81	0.50	0.78	0.89	0.84	0.00	0.88	0.71	0.79	0.00	0.73	0.70	0.48	0.96

DRAFT

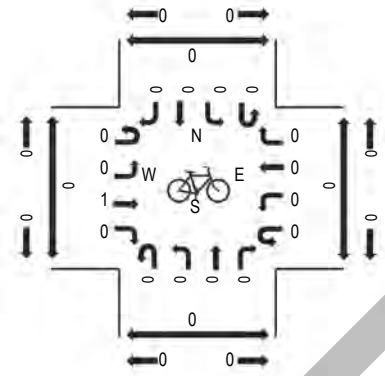
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WK ALSTON D & BROAD RIVER RD AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

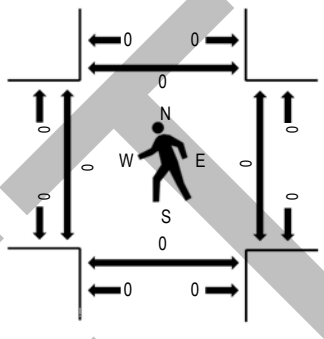
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON D Northbound				WK ALSTON D 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
6:00 AM	0	0	13	4	0	5	3	0	0	1	0	2	0	0	0	0	28	207	0	0	0	0
6:15 AM	0	0	21	6	0	5	7	0	0	6	0	3	0	0	0	0	48	297	0	0	0	0
6:30 AM	0	0	20	11	0	5	10	0	0	6	0	0	0	0	0	0	52	416	0	0	0	0
6:45 AM	0	0	39	14	0	5	14	0	0	4	0	3	0	0	0	0	79	533	0	0	0	0
7:00 AM	0	0	37	19	0	10	25	0	0	20	0	7	0	0	0	0	118	624	0	0	0	0
7:15 AM	0	0	67	33	0	3	29	0	0	20	0	15	0	0	0	0	167	675	0	0	0	0
7:30 AM	0	0	66	34	0	8	28	0	0	22	0	11	0	0	0	0	169	724	0	0	0	0
7:45 AM	0	0	52	53	0	11	24	0	0	24	0	6	0	0	0	0	170	797	0	0	0	0
8:00 AM	0	0	53	36	0	13	26	0	0	33	0	8	0	0	0	0	169	758	0	0	0	0
8:15 AM	0	0	46	63	0	16	23	0	0	46	0	22	0	0	0	0	216		0	0	0	0
8:30 AM	0	0	51	69	0	15	31	0	0	53	0	23	0	0	0	0	242		0	0	0	0
8:45 AM	0	0	29	34	0	5	14	0	0	38	0	11	0	0	0	0	131		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	199	205	0	54	102	0	0	152	0	58	0	0	0	0	770
Mediums	0	0	3	16	0	1	2	0	0	4	0	1	0	0	0	0	27
Total	0	0	202	221	0	55	104	0	0	156	0	59	0	0	0	0	797

Heavy Vehicle Percentage and Peak Hour Factor

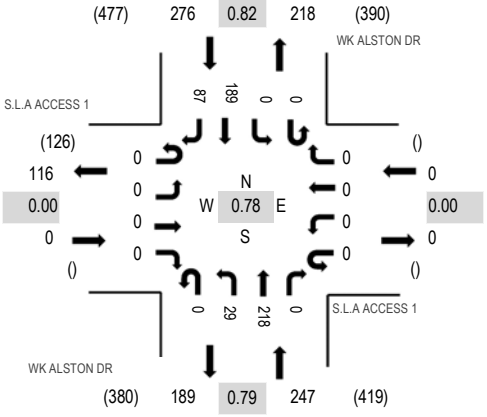
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.88				0.86				0.77				0.00			0.82
Peak Hour Factor	0.00	0.00	0.89	0.80	0.00	0.86	0.92	0.00	0.00	0.80	0.00	0.70	0.00	0.00	0.00	0.00	0.82

DRAFT

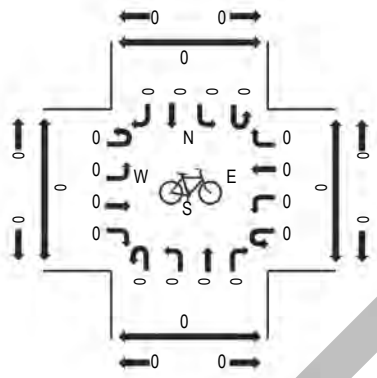
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & S.L.A ACCESS 1 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

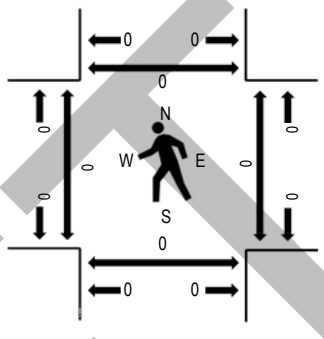
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 1 Eastbound				S.L.A ACCESS 1 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	1	12	79	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	20	124	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	22	177	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	18	0	25	228	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	30	0	57	298	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	35	0	73	337	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	41	2	73	429	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	30	0	0	0	60	4	95	523	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	7	41	0	0	0	42	6	96	519	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	15	70	0	0	0	44	36	165		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	6	77	0	0	0	43	41	167		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	32	7	91		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	0	0	0	0	0	0	0	29	214	0	0	0	172	87	502
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	17	0	21
Total	0	0	0	0	0	0	0	0	0	29	218	0	0	0	189	87	523

Heavy Vehicle Percentage and Peak Hour Factor

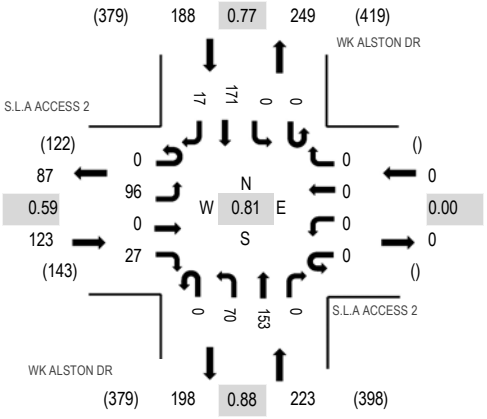
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.00				0.00				0.79				0.82			0.78
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.78	0.00	0.00	0.00	0.79	0.55	0.78

DRAFT

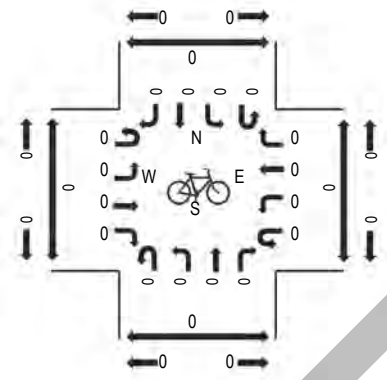
(303) 216-2439
www.alltrafficdata.net

Location: 3 WK ALSTON DR & S.L.A ACCESS 2 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

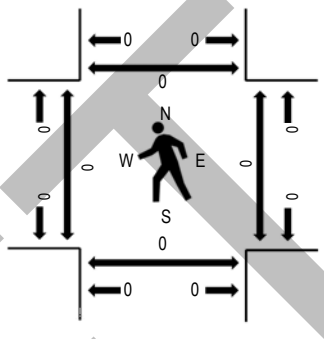
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 2 Eastbound				S.L.A ACCESS 2 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9	0	12	82	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	1	8	0	0	0	11	0	21	128	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	16	0	22	183	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	2	7	0	0	0	18	0	27	234	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	1	27	0	0	0	29	0	58	313	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	39	0	0	0	34	1	76	358	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	3	29	0	0	0	36	5	73	447	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	14	30	0	0	0	55	6	106	534	0	0	0	0
8:00 AM	0	5	0	1	0	0	0	0	0	12	43	0	0	0	35	7	103	525	0	0	0	0
8:15 AM	0	43	0	14	0	0	0	0	0	19	45	0	0	0	42	2	165		0	0	0	0
8:30 AM	0	47	0	12	0	0	0	0	0	25	35	0	0	0	39	2	160		0	0	0	0
8:45 AM	0	16	0	2	0	0	0	0	0	13	34	0	0	0	25	7	97		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	95	0	27	0	0	0	0	0	69	149	0	0	0	154	17	511
Mediums	0	1	0	0	0	0	0	0	0	1	4	0	0	0	17	0	23
Total	0	96	0	27	0	0	0	0	0	70	153	0	0	0	171	17	534

Heavy Vehicle Percentage and Peak Hour Factor

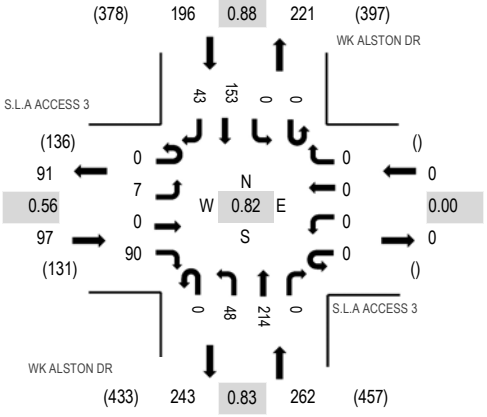
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.59				0.00				0.88				0.77			0.81
Peak Hour Factor	0.00	0.59	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.70	0.87	0.00	0.00	0.00	0.78	0.71	0.81

DRAFT

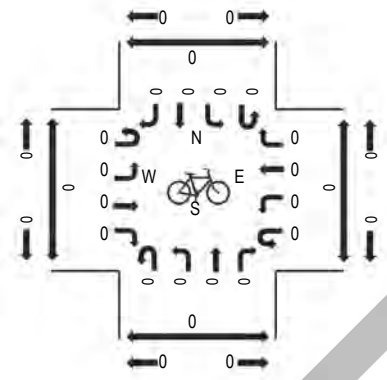
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 WK ALSTON DR & S.L.A ACCESS 3 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

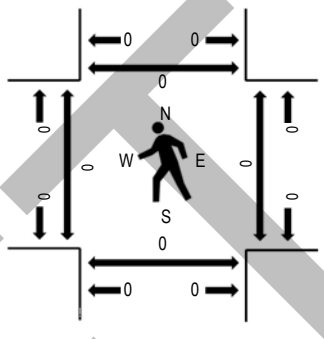
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 3 Eastbound				S.L.A ACCESS 3 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9	0	12	85	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	21	141	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	2	6	0	0	0	16	0	24	206	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	0	0	1	8	0	0	0	16	2	28	266	0	0	0	0
7:00 AM	0	4	0	2	0	0	0	0	0	6	26	0	0	0	27	3	68	356	0	0	0	0
7:15 AM	0	4	0	3	0	0	0	0	0	10	35	0	0	0	31	3	86	396	0	0	0	0
7:30 AM	0	3	0	6	0	0	0	0	0	8	31	0	0	0	31	5	84	480	0	0	0	0
7:45 AM	0	4	0	10	0	0	0	0	0	10	40	0	0	0	46	8	118	555	0	0	0	0
8:00 AM	0	1	0	4	0	0	0	0	0	14	53	0	0	0	29	7	108	525	0	0	0	0
8:15 AM	0	0	0	35	0	0	0	0	0	15	64	0	0	0	41	15	170		0	0	0	0
8:30 AM	0	2	0	41	0	0	0	0	0	9	57	0	0	0	37	13	159		0	0	0	0
8:45 AM	0	1	0	10	0	0	0	0	0	4	45	0	0	0	27	1	88		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	5	0	81	0	0	0	0	0	43	210	0	0	0	143	36	518
Mediums	0	2	0	9	0	0	0	0	0	5	4	0	0	0	10	7	37
Total	0	7	0	90	0	0	0	0	0	48	214	0	0	0	153	43	555

Heavy Vehicle Percentage and Peak Hour Factor

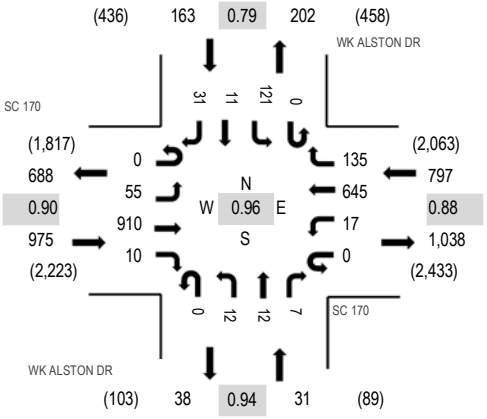
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.56				0.00				0.83				0.88			0.82
Peak Hour Factor	0.00	0.94	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.80	0.86	0.00	0.00	0.00	0.83	0.72	0.82

DRAFT

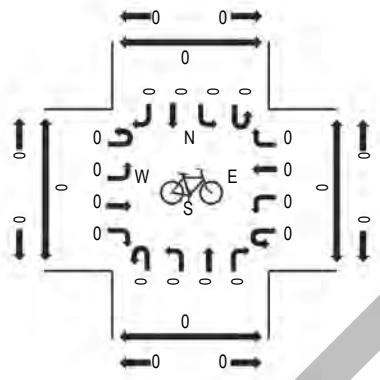
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WK ALSTON DR & SC 170 AM
Date: Thursday, March 27, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

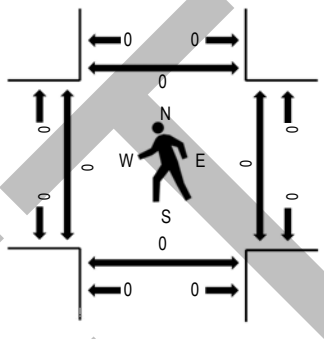
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
6:00 AM	0	1	79	1	0	0	101	2	0	4	0	0	0	6	2	2	198	1,062	0	0	0	0
6:15 AM	0	2	119	0	1	3	114	8	0	1	0	1	0	5	0	4	258	1,274	0	0	0	0
6:30 AM	0	1	109	2	1	2	130	6	0	4	1	0	0	10	4	4	274	1,517	0	0	0	0
6:45 AM	0	3	152	4	1	4	142	6	0	1	1	2	0	8	2	6	332	1,747	0	0	0	0
7:00 AM	0	10	176	1	0	4	163	20	0	3	1	5	0	17	1	9	410	1,928	0	0	0	0
7:15 AM	0	11	213	5	0	2	193	31	0	4	5	1	0	23	4	9	501	1,966	0	0	0	0
7:30 AM	0	17	250	1	0	4	166	22	0	3	1	2	0	32	0	6	504	1,935	0	0	0	0
7:45 AM	0	11	258	3	0	4	147	35	0	2	2	0	0	36	3	12	513	1,893	0	0	0	0
8:00 AM	0	16	189	1	0	7	139	47	0	3	4	4	0	30	4	4	448	1,821	0	0	0	0
8:15 AM	0	18	170	0	2	4	141	54	0	3	6	2	0	52	2	16	470		0	0	0	0
8:30 AM	0	12	197	3	0	6	112	48	0	2	6	3	0	54	5	14	462		0	0	0	0
8:45 AM	0	2	181	5	1	6	141	43	0	4	5	3	0	38	4	8	441		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	5	0	0	0	8	0	0	0	0	0	0	0	1	0	14
Lights	0	54	892	10	0	17	622	132	0	12	11	7	0	120	9	30	1,916
Mediums	0	1	13	0	0	0	15	3	0	0	1	0	0	1	1	1	36
Total	0	55	910	10	0	17	645	135	0	12	12	7	0	121	11	31	1,966

Heavy Vehicle Percentage and Peak Hour Factor

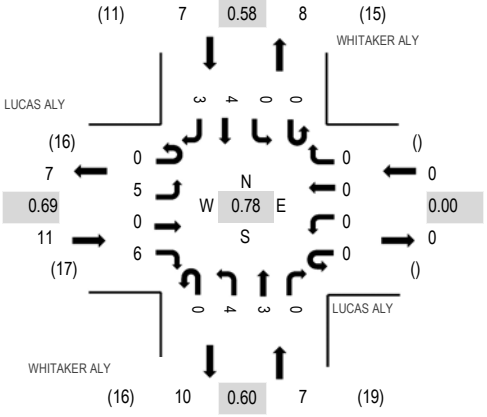
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.5%				1.0%				0.0%				0.6%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.7%
Peak Hour Factor		0.90				0.88				0.94				0.79			0.96
Peak Hour Factor	0.00	0.86	0.88	0.60	0.38	0.82	0.87	0.89	0.00	0.75	0.88	0.75	0.00	0.81	0.75	0.72	0.96

DRAFT

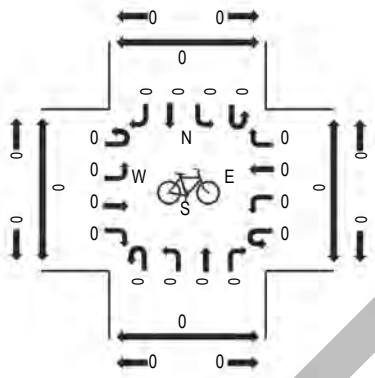
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WHITAKER ALY & LUCAS ALY PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

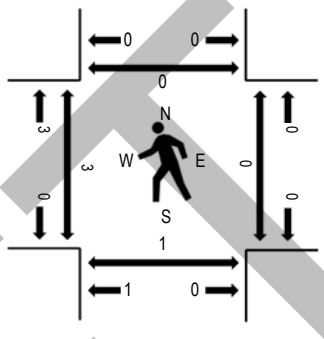
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCAS ALY Eastbound				LUCAS ALY Westbound				WHITAKER ALY Northbound				WHITAKER ALY 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	2	0	0	0	0	0	0	1	0	0	0	0	0	3	23	0	0	0	0
4:15 PM	0	2	0	2	0	0	0	0	0	1	0	0	0	0	1	0	6	25	0	0	1	0
4:30 PM	0	1	0	1	0	0	0	0	0	1	2	0	0	0	1	2	8	23	0	0	0	0
4:45 PM	0	1	0	2	0	0	0	0	0	1	1	0	0	0	1	0	6	25	2	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	1	5	24	1	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	4		2	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	3	2	0	0	0	2	1	10		1	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	5		0	0	2	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	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3	25

Heavy Vehicle Percentage and Peak Hour Factor

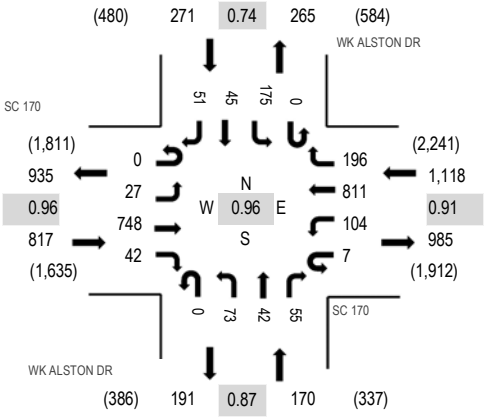
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.69				0.00				0.60				0.58			0.78
Peak Hour Factor	0.00	0.63	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.67	0.50	0.00	0.00	0.00	0.50	0.38	0.78

DRAFT

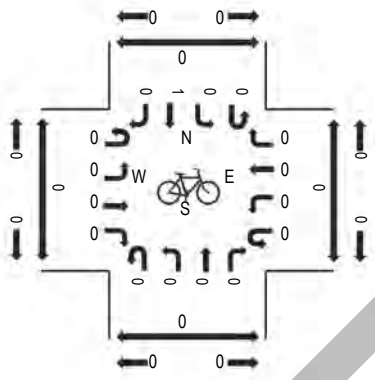
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & SC 170 PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

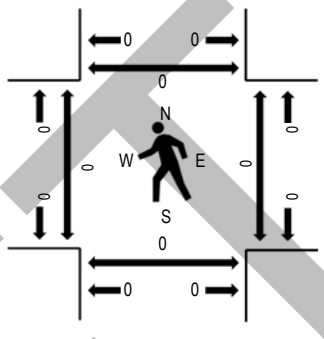
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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	10	189	10	1	26	195	46	0	26	8	15	0	63	11	17	617	2,376	0	0	0	0
4:15 PM	0	5	189	12	2	26	203	53	0	11	11	13	0	47	10	19	601	2,328	0	0	0	0
4:30 PM	0	6	170	9	1	25	215	47	0	19	14	13	0	36	14	8	577	2,363	0	0	0	0
4:45 PM	0	6	200	11	3	27	198	50	0	17	9	14	0	29	10	7	581	2,374	0	0	0	0
5:00 PM	0	7	168	15	0	39	204	64	0	14	6	13	0	27	8	4	569	2,317	0	0	0	0
5:15 PM	0	9	188	11	1	28	228	75	0	24	8	8	0	42	5	9	636		0	0	0	0
5:30 PM	0	5	190	19	2	14	191	50	0	19	19	13	0	37	12	17	588		0	0	0	0
5:45 PM	0	13	185	8	2	29	143	53	0	20	10	13	0	38	7	3	524		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	7	0	0	0	2	0	0	0	0	1	0	0	0	0	10
Lights	0	27	732	42	7	104	796	193	0	73	42	54	0	168	45	51	2,334
Mediums	0	0	9	0	0	0	13	3	0	0	0	0	0	7	0	0	32
Total	0	27	748	42	7	104	811	196	0	73	42	55	0	175	45	51	2,376

Heavy Vehicle Percentage and Peak Hour Factor

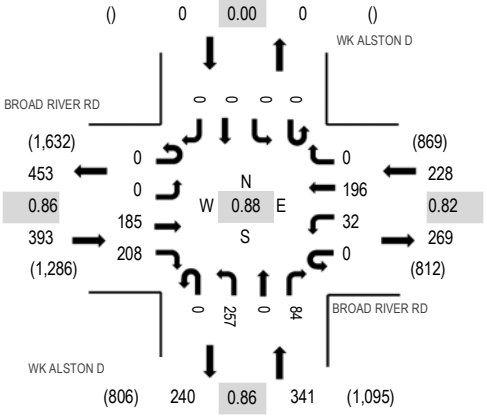
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.9%				0.2%				0.6%				0.0%		0.4%
Heavy Vehicle %	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor			0.96				0.91				0.87				0.74		0.96
Peak Hour Factor	0.00	0.65	0.94	0.74	0.58	0.76	0.93	0.81	0.00	0.80	0.57	0.92	0.00	0.69	0.80	0.67	0.96

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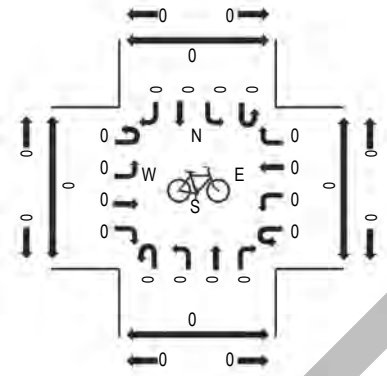
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WK ALSTON D & BROAD RIVER RD PM
Date: Thursday, March 27, 2025
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

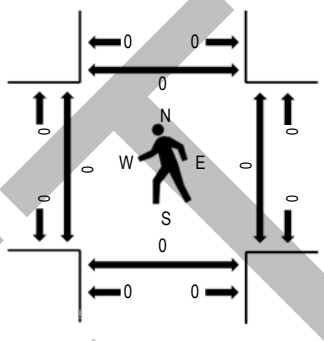
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON D Northbound				WK ALSTON D 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
2:00 PM	0	0	27	33	0	2	43	0	0	39	0	5	0	0	0	0	149	633	0	0	0	0
2:15 PM	0	0	34	34	0	6	42	0	0	27	0	5	0	0	0	0	148	675	0	0	0	0
2:30 PM	0	0	35	26	0	5	35	0	0	51	0	12	0	0	0	0	164	719	0	0	0	0
2:45 PM	0	0	43	23	0	4	40	0	0	47	0	15	0	0	0	0	172	759	0	0	0	0
3:00 PM	0	0	39	42	0	10	48	0	0	37	0	15	0	0	0	0	191	859	0	0	0	0
3:15 PM	0	0	32	48	0	9	43	0	0	47	0	13	0	0	0	0	192	921	0	0	0	0
3:30 PM	0	0	36	45	0	15	43	0	0	56	0	9	0	0	0	0	204	940	0	0	0	0
3:45 PM	0	0	51	63	0	10	49	0	0	62	0	37	0	0	0	0	272	962	0	0	0	0
4:00 PM	0	0	44	66	0	6	48	0	0	70	0	19	0	0	0	0	253	907	0	0	0	0
4:15 PM	0	0	47	38	0	7	48	0	0	55	0	16	0	0	0	0	211	898	0	0	0	0
4:30 PM	0	0	43	41	0	9	51	0	0	70	0	12	0	0	0	0	226	887	0	0	0	0
4:45 PM	0	0	37	39	0	8	72	0	0	53	0	8	0	0	0	0	217	870	0	0	0	0
5:00 PM	0	0	38	47	0	13	54	0	0	76	0	16	0	0	0	0	244	851	0	0	0	0
5:15 PM	0	0	31	50	0	7	38	0	0	65	0	9	0	0	0	0	200		0	0	0	0
5:30 PM	0	0	31	51	0	3	54	0	0	51	0	19	0	0	0	0	209		0	0	0	0
5:45 PM	0	0	26	46	0	0	47	0	0	71	0	8	0	0	0	0	198		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	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5
Lights	0	0	181	207	0	30	189	0	0	254	0	78	0	0	0	0	939
Mediums	0	0	2	1	0	2	4	0	0	3	0	6	0	0	0	0	18
Total	0	0	185	208	0	32	196	0	0	257	0	84	0	0	0	0	962

Heavy Vehicle Percentage and Peak Hour Factor

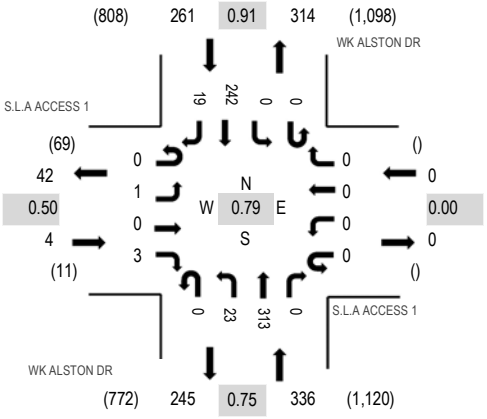
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.5%				1.3%				0.0%				0.0%			0.5%
Heavy Vehicle %	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Peak Hour Factor		0.86				0.82				0.86				0.00			0.88
Peak Hour Factor	0.00	0.00	0.91	0.84	0.00	0.73	0.78	0.00	0.00	0.87	0.00	0.57	0.00	0.00	0.00	0.00	0.88

DRAFT

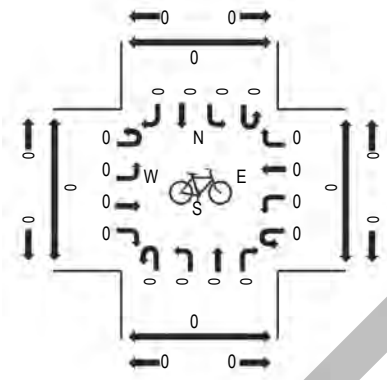
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WK ALSTON DR & S.L.A ACCESS 1 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

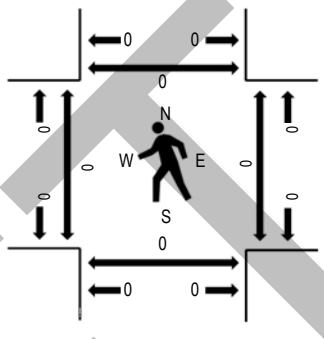
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 1 Eastbound				S.L.A ACCESS 1 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	34	2	80	339	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	39	1	74	362	0	0	0	0
2:30 PM	0	1	0	0	0	0	0	0	0	1	63	0	0	0	29	0	94	410	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	62	0	0	0	25	3	91	457	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	1	50	0	0	0	44	8	103	555	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	4	62	0	0	0	52	4	122	601	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	12	67	0	0	0	54	8	141	600	0	0	0	0
3:45 PM	0	1	0	3	0	0	0	0	0	6	108	0	0	0	66	5	189	591	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	76	0	0	0	70	2	149	511	0	0	0	0
4:15 PM	0	2	0	1	0	0	0	0	0	0	71	0	0	0	46	1	121	519	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	81	0	0	0	50	0	132	528	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	2	60	0	0	0	44	2	109	516	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	97	0	0	0	59	1	157	534	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	71	0	0	0	58	1	130		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	68	0	0	0	50	1	120		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	47	2	127		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	1	0	3	0	0	0	0	0	23	299	0	0	0	231	19	576
Mediums	0	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	25
Total	0	1	0	3	0	0	0	0	0	23	313	0	0	0	242	19	601

Heavy Vehicle Percentage and Peak Hour Factor

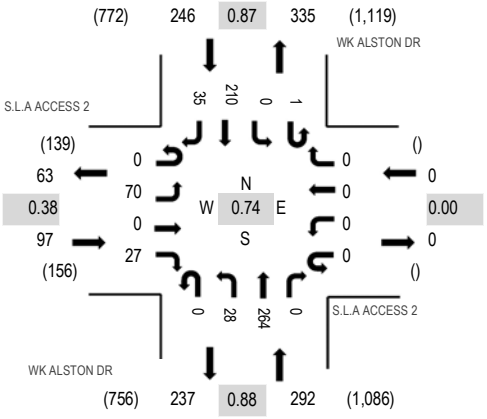
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.50				0.00				0.75				0.91			0.79
Peak Hour Factor	0.00	0.50	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.48	0.78	0.00	0.00	0.00	0.86	0.78	0.79

DRAFT

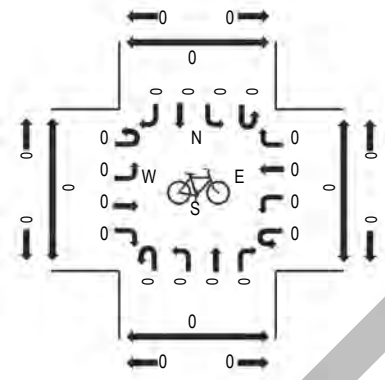
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WK ALSTON DR & S.L.A ACCESS 2 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

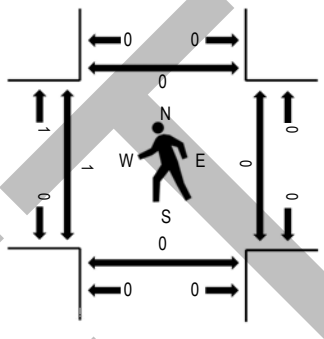
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 2 Eastbound				S.L.A ACCESS 2 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	1	0	1	0	0	0	0	0	3	42	0	0	0	34	1	82	353	0	0	0	0
2:15 PM	0	4	0	4	0	0	0	0	0	5	30	0	0	0	36	2	81	369	0	0	0	0
2:30 PM	0	2	0	3	0	0	0	0	0	2	63	0	0	0	24	4	98	412	0	0	0	0
2:45 PM	0	3	0	0	0	0	0	0	0	2	60	0	0	0	25	2	92	460	0	0	0	0
3:00 PM	0	1	0	1	0	0	0	0	0	5	48	0	0	0	34	9	98	582	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	7	66	0	0	0	46	5	124	635	1	0	0	0
3:30 PM	0	4	0	2	0	0	0	0	0	12	73	0	1	0	41	13	146	630	0	0	0	0
3:45 PM	0	49	0	21	0	0	0	0	0	7	68	0	0	0	57	12	214	620	0	0	0	0
4:00 PM	0	17	0	4	0	0	0	0	0	2	57	0	0	0	66	5	151	522	0	0	0	0
4:15 PM	0	6	0	4	0	0	0	0	0	0	64	0	0	0	43	2	119	536	0	0	0	0
4:30 PM	0	1	0	3	0	0	0	0	0	2	80	0	0	0	49	1	136	550	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	5	63	0	0	0	45	2	116	538	0	0	0	0
5:00 PM	0	10	0	5	0	0	0	0	0	6	85	0	0	0	56	3	165	557	0	0	0	0
5:15 PM	0	3	0	1	0	0	0	0	0	2	69	0	0	0	55	3	133		0	0	0	0
5:30 PM	0	3	0	2	0	0	0	0	0	3	67	0	0	0	47	2	124		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	10	78	0	0	0	47	0	135		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	70	0	27	0	0	0	0	0	27	250	0	1	0	199	35	609
Mediums	0	0	0	0	0	0	0	0	0	1	14	0	0	0	11	0	26
Total	0	70	0	27	0	0	0	0	0	28	264	0	1	0	210	35	635

Heavy Vehicle Percentage and Peak Hour Factor

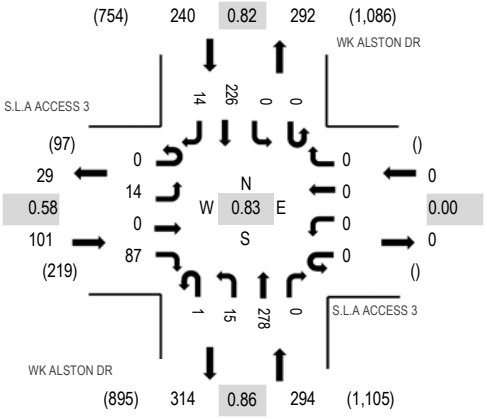
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.38				0.00				0.88				0.87			0.74
Peak Hour Factor	0.00	0.39	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.65	0.88	0.00	0.25	0.00	0.81	0.75	0.74

DRAFT

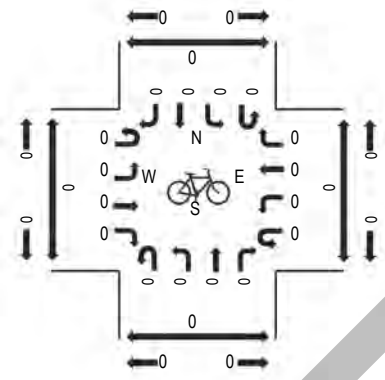
(303) 216-2439
www.alltrafficdata.net

Location: 4 WK ALSTON DR & S.L.A ACCESS 3 PM
Date: Thursday, March 27, 2025
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

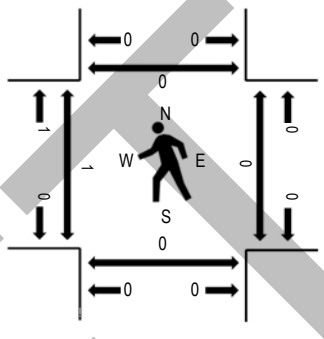
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S.L.A ACCESS 3 Eastbound				S.L.A ACCESS 3 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	1	0	0	0	0	0	0	0	3	45	0	0	0	34	1	84	357	0	0	0	0
2:15 PM	0	0	0	9	0	0	0	0	0	0	34	0	0	0	38	2	83	363	0	0	0	0
2:30 PM	0	2	0	7	0	0	0	0	0	0	64	0	0	0	27	0	100	410	0	0	0	0
2:45 PM	0	0	0	2	0	0	0	0	0	2	61	0	0	0	24	1	90	463	0	0	0	0
3:00 PM	0	1	0	1	0	0	0	0	0	4	53	0	0	0	30	1	90	565	0	0	0	0
3:15 PM	0	4	0	6	0	0	0	0	0	2	70	0	0	0	42	6	130	635	1	0	0	0
3:30 PM	0	1	0	18	0	0	0	0	1	4	84	0	0	0	41	4	153	634	0	0	0	0
3:45 PM	0	8	0	39	0	0	0	0	0	4	66	0	0	0	73	2	192	626	0	0	0	0
4:00 PM	0	1	0	24	0	0	0	0	0	5	58	0	0	0	70	2	160	562	0	0	0	0
4:15 PM	0	1	0	17	0	0	0	0	0	2	63	0	0	0	44	2	129	582	1	0	0	0
4:30 PM	0	2	0	7	0	0	0	0	0	4	79	0	0	0	49	4	145	600	0	0	0	0
4:45 PM	0	0	0	8	0	0	0	0	0	6	69	0	0	0	42	3	128	583	0	0	0	0
5:00 PM	0	2	0	20	0	0	0	0	0	8	88	0	0	0	59	3	180	594	0	0	0	0
5:15 PM	0	5	0	13	0	0	0	0	0	7	68	0	0	0	46	8	147		0	0	0	0
5:30 PM	0	6	0	6	0	0	0	0	0	2	63	0	0	0	48	3	128		0	0	0	0
5:45 PM	0	1	0	7	0	0	0	0	0	0	86	0	0	0	43	2	139		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	4	0	83	0	0	0	0	1	11	273	0	0	0	223	6	601
Mediums	0	10	0	4	0	0	0	0	0	4	5	0	0	0	3	8	34
Total	0	14	0	87	0	0	0	0	1	15	278	0	0	0	226	14	635

Heavy Vehicle Percentage and Peak Hour Factor

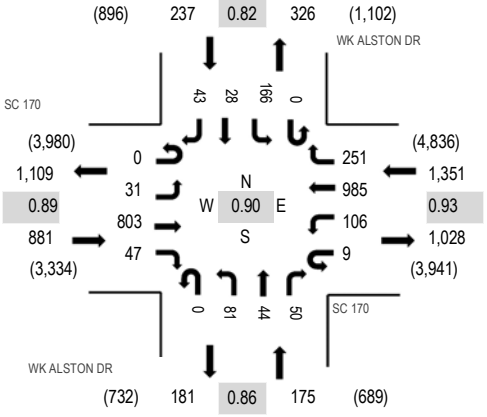
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.58				0.00				0.86				0.82			0.83
Peak Hour Factor	0.00	0.44	0.00	0.63	0.00	0.00	0.00	0.00	0.25	0.78	0.87	0.00	0.00	0.00	0.81	0.56	0.83

DRAFT

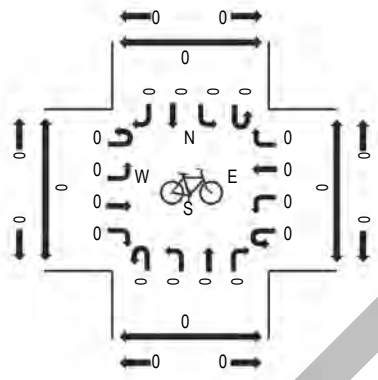
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 WK ALSTON DR & SC 170 PM
Date: Thursday, March 27, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

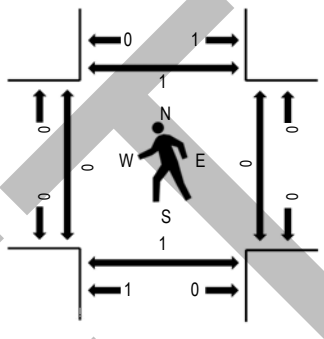
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 170 Eastbound				SC 170 Westbound				WK ALSTON DR Northbound				WK ALSTON DR 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
2:00 PM	0	5	141	13	3	31	180	39	0	15	4	15	0	20	9	4	479	2,079	0	0	0	0
2:15 PM	0	2	135	10	6	30	182	25	0	28	7	21	0	40	5	5	496	2,193	0	0	0	0
2:30 PM	0	10	207	10	5	17	184	49	0	22	5	14	0	26	4	7	560	2,378	0	0	0	0
2:45 PM	0	7	173	10	8	25	204	51	0	23	5	16	0	17	2	3	544	2,498	0	0	0	0
3:00 PM	0	9	197	15	4	31	215	36	0	20	10	22	0	19	9	6	593	2,536	0	0	0	1
3:15 PM	0	22	227	11	6	28	267	47	0	16	5	10	0	36	2	4	681	2,589	0	0	0	0
3:30 PM	0	17	224	21	2	30	207	60	0	26	11	19	0	36	9	18	680	2,571	0	0	0	1
3:45 PM	0	8	146	12	5	27	187	52	0	21	9	13	0	73	6	23	582	2,526	0	0	0	2
4:00 PM	0	7	183	8	4	23	236	50	0	12	7	15	0	76	15	10	646	2,542	0	0	0	0
4:15 PM	0	4	189	8	3	24	275	51	0	16	11	12	0	53	7	10	663	2,629	0	0	0	0
4:30 PM	0	10	182	9	2	27	241	62	0	20	12	16	0	39	4	11	635	2,644	0	0	0	0
4:45 PM	0	7	189	12	2	28	220	55	0	19	14	7	0	32	6	7	598	2,634	0	0	0	1
5:00 PM	0	10	213	15	2	28	265	71	0	24	10	14	0	52	11	18	733	2,598	0	0	1	0
5:15 PM	0	4	219	11	3	23	259	63	0	18	8	13	0	43	7	7	678		0	0	0	0
5:30 PM	0	8	204	14	4	31	220	50	0	18	10	10	0	40	11	5	625		0	0	0	0
5:45 PM	0	5	182	9	3	26	179	63	1	19	15	11	0	38	7	4	562		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	5	0	0	0	2	0	0	0	0	1	0	0	0	0	8
Lights	0	31	790	47	9	106	977	250	0	81	44	49	0	165	27	42	2,618
Mediums	0	0	8	0	0	0	6	1	0	0	0	0	0	1	1	1	18
Total	0	31	803	47	9	106	985	251	0	81	44	50	0	166	28	43	2,644

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 %		0.6%				0.1%				0.6%				0.0%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.89				0.93				0.86				0.82			0.90
Peak Hour Factor	0.00	0.64	0.94	0.70	0.72	0.94	0.91	0.88	0.25	0.83	0.84	0.83	0.00	0.79	0.62	0.66	0.90

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Attachment C – Volume Development Worksheets

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Whitaker Aly at Lucas Aly and Site Access #4
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.54 **AM FUTURE PEAK HOUR FACTOR:** 0.54
PM PEAK HOUR FACTOR: 0.78 **PM FUTURE PEAK HOUR FACTOR:** 0.78

AM Peak Hour

AM 2025 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	1	0	1	0	0	0	0	0	4	0	0	0	0	4	5
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**5**
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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
AM 2030 NO-BUILD TRAFFIC (No AD)	0	1	0	1	0	0	0	0	0	5	0	0	0	0	5	6
Approved Development 1: The Grove at Broad River																
Approved Development 2: Ramsey Farms																
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution: Entering																
Net New Distribution: Exiting																
Project Trips	**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	0	0	0	0	0	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**6**

PM Peak Hour

PM 2025 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	5	0	6	0	0	0	0	0	4	3	0	0	0	4	3
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**4**	**3**
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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	1	0	1	0	0	0	0	0	1	1	0	0	0	1	1
PM 2030 NO-BUILD TRAFFIC (No AD)	0	6	0	7	0	0	0	0	0	5	4	0	0	0	5	4
Approved Development 1: The Grove at Broad River																
Approved Development 2: Ramsey Farms																
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**5**	**4**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution: Entering																
Net New Distribution: Exiting																
Project Trips	**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	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**6**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**5**	**4**

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at WK Alston Drive
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2025 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	77	686	13	4	26	473	164	0	21	16	17	0	193	13	54
AM Volume Balancing	0	0	0	0	-4	4	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**77**	**686**	**13**	**0**	**30**	**473**	**164**	**0**	**21**	**16**	**17**	**0**	**193**	**13**	**54**
AM Heavy Vehicle Percentage	2%	2%	2%	15%	2%	4%	5%	5%	2%	2%	2%	2%	2%	8%	2%	4%

AM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	17	149	3	0	6	102	36	0	5	3	4	0	42	3	12
AM 2030 NO-BUILD TRAFFIC (No AD)	0	94	835	16	0	36	575	200	0	26	19	21	0	235	16	66
Approved Development 1: The Grove at Broad River		1												2		2
Approved Development 2: Ramsey Farms		3						3						8		9
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	4	0	0	0	0	0	3	0	0	0	0	0	10	0	11
AM 2030 NO-BUILD TRAFFIC	**0**	**98**	**835**	**16**	**0**	**36**	**575**	**203**	**0**	**26**	**19**	**21**	**0**	**245**	**16**	**77**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		40%					40%	10%								
	Exiting														50%		

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	72	0	0	0	0	72	17	0	0	0	0	0	26	0	0
AM TOTAL PROJECT TRIPS		**0**	**72**	**0**	**0**	**0**	**0**	**72**	**17**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC		**0**	**170**	**835**	**16**	**0**	**36**	**647**	**220**	**0**	**26**	**19**	**21**	**0**	**271**	**16**	**77**

PM Peak Hour

PM 2025 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	27	748	42	7	104	811	196	0	73	42	55	0	175	45	51
PM Volume Balancing	0	4	0	0	-7	7	0	32	0	0	7	0	0	7	2	2
PM 2025 EXISTING TRAFFIC	**0**	**31**	**748**	**42**	**0**	**111**	**811**	**228**	**0**	**73**	**49**	**55**	**0**	**182**	**47**	**53**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%

PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	7	162	9	0	24	176	49	0	16	11	12	0	39	10	11
PM 2030 NO-BUILD TRAFFIC (No AD)	0	38	910	51	0	135	987	277	0	89	60	67	0	221	57	64
Approved Development 1: The Grove at Broad River		2						2						1		1
Approved Development 2: Ramsey Farms		10						9						5		6
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	12	0	0	0	0	0	11	0	0	0	0	0	6	0	7
PM 2030 NO-BUILD TRAFFIC	**0**	**50**	**910**	**51**	**0**	**135**	**987**	**288**	**0**	**89**	**60**	**67**	**0**	**227**	**57**	**71**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		40%					40%	10%								
	Exiting														50%		

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	42	0	0	0	0	42	11	0	0	0	0	0	123	0	0
PM TOTAL PROJECT TRIPS		**0**	**42**	**0**	**0**	**0**	**0**	**42**	**11**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC		**0**	**92**	**910**	**51**	**0**	**135**	**1,029**	**299**	**0**	**89**	**60**	**67**	**0**	**350**	**57**	**71**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Bus Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.82 **AM FUTURE PEAK HOUR FACTOR:** 0.82
PM PEAK HOUR FACTOR: 0.83 **PM FUTURE PEAK HOUR FACTOR:** 0.83

AM Peak Hour

AM 2025 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	90	0	0	0	0	0	48	209	0	0	0	170	43
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**7**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**48**	**209**	**0**	**0**	**0**	**170**	**43**
AM Heavy Vehicle Percentage	2%	29%	2%	10%	2%	2%	2%	2%	2%	10%	2%	2%	2%	2%	6%	16%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	2	0	19	0	0	0	0	0	10	45	0	0	0	37	9
AM 2030 NO-BUILD TRAFFIC (No AD)	0	9	0	109	0	0	0	0	0	58	254	0	0	0	207	52
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Ramsey Farms											6				17	
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	7	0	0	0	21	0
AM 2030 NO-BUILD TRAFFIC	**0**	**9**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**58**	**261**	**0**	**0**	**0**	**228**	**52**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															**10%**	
Net New Distribution — Exiting											**10%**					
Project Trips	**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	**5**	0	0	0	**18**	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**9**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**58**	**266**	**0**	**0**	**0**	**246**	**52**

PM Peak Hour

PM 2025 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	14	0	87	0	0	0	0	0	16	249	0	0	0	184	14
PM Volume Balancing	0	2	0	0	0	0	0	0	0	0	43	0	0	0	11	2
PM 2025 EXISTING TRAFFIC	**0**	**16**	**0**	**87**	**0**	**0**	**0**	**0**	**0**	**16**	**292**	**0**	**0**	**0**	**195**	**16**
PM Heavy Vehicle Percentage	2%	71%	2%	5%	2%	2%	2%	2%	2%	25%	2%	2%	2%	2%	2%	57%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	3	0	19	0	0	0	0	0	3	63	0	0	0	42	3
PM 2030 NO-BUILD TRAFFIC (No AD)	0	19	0	106	0	0	0	0	0	19	355	0	0	0	237	19
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Ramsey Farms											19				11	
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0
PM 2030 NO-BUILD TRAFFIC	**0**	**19**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**19**	**378**	**0**	**0**	**0**	**250**	**19**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															**10%**	
Net New Distribution — Exiting											**10%**					
Project Trips	**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	**24**	0	0	0	**10**	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**19**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**19**	**402**	**0**	**0**	**0**	**260**	**19**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Full-Movement Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.81 **AM FUTURE PEAK HOUR FACTOR:** 0.81
PM PEAK HOUR FACTOR: 0.74 **PM FUTURE PEAK HOUR FACTOR:** 0.74

AM Peak Hour

AM 2025 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	96	0	27	0	0	0	0	0	70	146	0	0	0	186	17
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**96**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**70**	**146**	**0**	**0**	**0**	**186**	**17**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	9%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	21	0	6	0	0	0	0	0	15	32	0	0	0	40	4
AM 2030 NO-BUILD TRAFFIC (No AD)	0	117	0	33	0	0	0	0	0	85	178	0	0	0	226	21
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Ramsey Farms											6				17	
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	7	0	0	0	21	0
AM 2030 NO-BUILD TRAFFIC	**0**	**117**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**85**	**185**	**0**	**0**	**0**	**247**	**21**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															10%	
Net New Distribution — Exiting											10%					
Project Trips	**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	5	0	0	0	18	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**117**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**85**	**190**	**0**	**0**	**0**	**265**	**21**

PM Peak Hour

PM 2025 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	70	0	27	0	0	0	0	0	28	235	0	0	0	171	35
PM Volume Balancing	0	13	0	0	0	0	0	0	0	0	45	0	0	0	13	3
PM 2025 EXISTING TRAFFIC	**0**	**83**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**28**	**280**	**0**	**0**	**0**	**184**	**38**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	6%	2%	2%	2%	6%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	18	0	6	0	0	0	0	0	6	61	0	0	0	40	8
PM 2030 NO-BUILD TRAFFIC (No AD)	0	101	0	33	0	0	0	0	0	34	341	0	0	0	224	46
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Ramsey Farms											19				11	
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0
PM 2030 NO-BUILD TRAFFIC	**0**	**101**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**34**	**364**	**0**	**0**	**0**	**237**	**46**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering															10%	
Net New Distribution — Exiting											10%					
Project Trips	**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	24	0	0	0	10	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**101**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**34**	**388**	**0**	**0**	**0**	**247**	**46**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at RSLA Northern Access
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.78 **AM FUTURE PEAK HOUR FACTOR:** 0.78
PM PEAK HOUR FACTOR: 0.79 **PM FUTURE PEAK HOUR FACTOR:** 0.79

AM Peak Hour

AM 2025 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	0	0	0	0	0	0	29	213	0	0	0	203	87
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**213**	**0**	**0**	**0**	**203**	**87**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	2%
AM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	6	46	0	0	0	44	19
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	35	259	0	0	0	247	106
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Ramsey Farms											6				17	
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	7	0	0	0	21	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**266**	**0**	**0**	**0**	**268**	**106**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Entering															10%	
Distribution Exiting											10%					
Project Trips	**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	5	0	0	0	18	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**18**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**271**	**0**	**0**	**0**	**286**	**106**

PM Peak Hour

PM 2025 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	3	0	0	0	0	0	23	282	0	0	0	203	19
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	58	0	0	0	16	2
PM 2025 EXISTING TRAFFIC	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**23**	**340**	**0**	**0**	**0**	**219**	**21**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	5%	2%
PM 2030 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	5	74	0	0	0	47	5
PM 2030 NO-BUILD TRAFFIC (No AD)	0	1	0	4	0	0	0	0	0	28	414	0	0	0	266	26
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Ramsey Farms											19				11	
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0
PM 2030 NO-BUILD TRAFFIC	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**437**	**0**	**0**	**0**	**279**	**26**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Entering															10%	
Distribution Exiting											10%					
Project Trips	**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	24	0	0	0	10	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**10**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**28**	**461**	**0**	**0**	**0**	**289**	**26**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at Broad River Boulevard
COUNT DATE: March 27, 2025
AM PEAK HOUR FACTOR: 0.82 **AM FUTURE PEAK HOUR FACTOR:** 0.82
PM PEAK HOUR FACTOR: 0.88 **PM FUTURE PEAK HOUR FACTOR:** 0.88

AM Peak Hour

AM 2025 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	202	221	0	55	104	0	0	155	0	58	0	0	0	0
AM Volume Balancing	0	0	0	11	0	3	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**202**	**232**	**0**	**58**	**104**	**0**	**0**	**155**	**0**	**58**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	7%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	44	50	0	13	23	0	0	34	0	13	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	246	282	0	71	127	0	0	189	0	71	0	0	0	0
Approved Development 1: The Grove at Broad River			2			4	4					1				
Approved Development 2: Ramsey Farms		0	15	11		6	15			4		2				
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	17	11	0	10	19	0	0	4	0	3	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**263**	**293**	**0**	**81**	**146**	**0**	**0**	**193**	**0**	**74**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering				5%		5%										
Net New Distribution — Exiting										5%		5%				
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	0	9	0	9	0	0	0	2	0	3	0	0	0	0
AM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**263**	**302**	**0**	**90**	**146**	**0**	**0**	**195**	**0**	**77**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2025 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	185	208	0	32	196	0	0	257	0	84	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**185**	**208**	**0**	**32**	**196**	**0**	**0**	**257**	**0**	**84**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	6%	4%	2%	2%	2%	2%	7%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	40	45	0	7	42	0	0	56	0	18	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	225	253	0	39	238	0	0	313	0	102	0	0	0	0
Approved Development 1: The Grove at Broad River			5			2	3					4				
Approved Development 2: Ramsey Farms			20	7		4	20			12		7				
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	25	7	0	6	23	0	0	12	0	11	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**250**	**260**	**0**	**45**	**261**	**0**	**0**	**325**	**0**	**113**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering				5%		5%										
Net New Distribution — Exiting										5%		5%				
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	0	5	0	5	0	0	0	12	0	12	0	0	0	0
PM TOTAL PROJECT TRIPS	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**12**	**0**	**12**	**0**	**0**	**0**	**0**
PM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**250**	**265**	**0**	**50**	**261**	**0**	**0**	**337**	**0**	**125**	**0**	**0**	**0**	**0**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: WK Alston Drive at Site Access #1
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	0	0	0	0	0	0	0	257	0	0	0	260	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**257**	**0**	**0**	**0**	**260**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	7%	2%

AM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	56	0	0	0	56	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	313	0	0	0	316	0
Approved Development 1: The Grove at Broad River											1				4	
Approved Development 2: Ramsey Farms											6				17	
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	7	0	0	0	21	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**320**	**0**	**0**	**0**	**337**	**0**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										50%						10%
Distribution	Exiting		10%		50%												

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	5	0	26	0	0	0	0	0	89	0	0	0	0	0	18
AM TOTAL PROJECT TRIPS		**0**	**5**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**18**
AM 2030 BUILD-OUT TRAFFIC		**0**	**5**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**89**	**320**	**0**	**0**	**0**	**337**	**18**

PM Peak Hour

PM 2025 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	0	0	0	0	0	0	0	265	0	0	0	271	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	43	0	0	0	11	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**308**	**0**	**0**	**0**	**282**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%

PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	67	0	0	0	61	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	375	0	0	0	343	0
Approved Development 1: The Grove at Broad River											4				2	
Approved Development 2: Ramsey Farms											19				11	
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**398**	**0**	**0**	**0**	**356**	**0**

Project Trip Distribution		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										50%						10%
Distribution	Exiting		10%		50%												

Project Trips		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	24	0	123	0	0	0	0	0	53	0	0	0	0	0	10
PM TOTAL PROJECT TRIPS		**0**	**24**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**10**
PM 2030 BUILD-OUT TRAFFIC		**0**	**24**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**53**	**398**	**0**	**0**	**0**	**356**	**10**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at Site Access #2
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	776	0	0	0	548	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**776**	**0**	**0**	**0**	**548**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	5%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	168	0	0	0	119	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	944	0	0	0	667	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			1				2									
Approved Development 2: Ramsey Farms			3				9									
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**948**	**0**	**0**	**0**	**678**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering			**40%**				**20%**	**20%**								
Net New Distribution — Exiting																**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	**72**	0	0	0	**36**	**36**	0	0	0	0	0	0	0	**10**
AM TOTAL PROJECT TRIPS	**0**	**0**	**72**	**0**	**0**	**0**	**36**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,020**	**0**	**0**	**0**	**714**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

PM Peak Hour

PM 2025 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	821	0	0	0	935	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**821**	**0**	**0**	**0**	**937**	**0**	**0**	**0**	**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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	178	0	0	0	203	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	999	0	0	0	1,140	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			2				1									
Approved Development 2: Ramsey Farms			10				6									
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**1,011**	**0**	**0**	**0**	**1,147**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Distribution — Entering			**40%**				**20%**	**20%**								
Net New Distribution — Exiting																**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip — Net New	0	0	**42**	0	0	0	**21**	**21**	0	0	0	0	0	0	0	**49**
PM TOTAL PROJECT TRIPS	**0**	**0**	**42**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
PM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,053**	**0**	**0**	**0**	**1,168**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**

DRAFT

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: SC 170 (Robert Smalls Parkway) at Site Access #3
COUNT DATE: October 14, 2025
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2025 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	776	0	0	0	548	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 EXISTING TRAFFIC	**0**	**0**	**776**	**0**	**0**	**0**	**548**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	5%	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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
AM 2030 NO-BUILD TRAFFIC GROWTH	0	0	168	0	0	0	119	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC (No AD)	0	0	944	0	0	0	667	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			1				2									
Approved Development 2: Ramsey Farms			3				9									
Approved Development 3:																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC	**0**	**0**	**948**	**0**	**0**	**0**	**678**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Entering			**40%**					**20%**								
Distribution Exiting							**20%**									**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip Net New	0	0	**72**	0	0	0	**10**	**36**	0	0	0	0	0	0	0	**10**
AM TOTAL PROJECT TRIPS	**0**	**0**	**72**	**0**	**0**	**0**	**10**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
AM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,020**	**0**	**0**	**0**	**688**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

PM Peak Hour

PM 2025 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	821	0	0	0	935	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2025 EXISTING TRAFFIC	**0**	**0**	**821**	**0**	**0**	**0**	**937**	**0**	**0**	**0**	**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**
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
PM 2030 NO-BUILD TRAFFIC GROWTH	0	0	178	0	0	0	203	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC (No AD)	0	0	999	0	0	0	1,140	0	0	0	0	0	0	0	0	0
Approved Development 1: The Grove at Broad River			2				1									
Approved Development 2: Ramsey Farms			10				6									
Approved Development 3: 0																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC	**0**	**0**	**1,011**	**0**	**0**	**0**	**1,147**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Trip Distribution	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Net New Entering			**40%**					**20%**								
Distribution Exiting							**20%**									**20%**
Project Trips	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Project Trip Net New	0	0	**42**	0	0	0	**49**	**21**	0	0	0	0	0	0	0	**49**
PM TOTAL PROJECT TRIPS	**0**	**0**	**42**	**0**	**0**	**0**	**49**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
PM 2030 BUILD-OUT TRAFFIC	**0**	**0**	**1,053**	**0**	**0**	**0**	**1,196**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**

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Kimley»Horn

Attachment D – Capacity Analysis Worksheets

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	686	13	30	473	164	21	16	17	193	13	54
Future Volume (veh/h)	77	686	13	30	473	164	21	16	17	193	13	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	80	715	14	31	493	171	22	17	18	201	14	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	437	1361	544	362	1386	618	494	157	167	542	94	374
Arrive On Green	0.06	0.38	0.38	0.06	0.40	0.40	0.04	0.19	0.18	0.13	0.29	0.27
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	831	880	1697	327	1308
Grp Volume(v), veh/h	80	715	14	31	493	171	22	0	35	201	0	70
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1712	1697	0	1635
Q Serve(g_s), s	2.0	12.4	0.5	0.8	7.9	6.0	0.7	0.0	1.4	7.3	0.0	2.6
Cycle Q Clear(g_c), s	2.0	12.4	0.5	0.8	7.9	6.0	0.7	0.0	1.4	7.3	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.51	1.00		0.80
Lane Grp Cap(c), veh/h	437	1361	544	362	1386	618	494	0	324	542	0	468
V/C Ratio(X)	0.18	0.53	0.03	0.09	0.36	0.28	0.04	0.00	0.11	0.37	0.00	0.15
Avail Cap(c_a), veh/h	556	2760	1104	494	2781	1241	618	0	407	942	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	19.0	15.4	13.5	16.8	16.2	18.6	0.0	27.0	20.8	0.0	21.5
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.1	0.2	0.2	0.0	0.0	0.1	0.4	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	0.2	0.3	2.8	2.1	0.3	0.0	0.6	2.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	19.3	15.4	13.6	16.9	16.4	18.6	0.0	27.1	21.2	0.0	21.7
LnGrp LOS	B	B	B	B	B	B	B		C	C		C
Approach Vol, veh/h		809			695			57			271	
Approach Delay, s/veh		18.6			16.7			23.8			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	35.6	6.4	27.9	8.7	36.9	14.2	20.1
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	61.0	7.5	39.0	9.5	63.0	28.5	18.0
Max Q Clear Time (g_c+I1), s	2.8	14.4	2.7	4.6	4.0	9.9	9.3	3.4
Green Ext Time (p_c), s	0.0	15.2	0.0	0.2	0.1	10.1	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	90	48	209	170	43
Future Vol, veh/h	7	90	48	209	170	43
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	9	110	59	255	207	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	605	234	260	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	419	786	1260	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	397	786	1260	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.84	1.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	336	-	734	-	-
HCM Lane V/C Ratio	0.046	-	0.161	-	-
HCM Ctrl Dly (s/v)	8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	27	70	146	186	17
Future Vol, veh/h	96	27	70	146	186	17
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	119	33	86	180	230	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	593	240	251	0	-	0
Stage 1	240	-	-	-	-	-
Stage 2	353	-	-	-	-	-
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	468	799	1315	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	799	1315	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.92	2.57	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1315	-	434	799	-	-
HCM Lane V/C Ratio	0.066	-	0.273	0.042	-	-
HCM Ctrl Dly (s/v)	7.9	-	16.4	9.7	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.1	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	29	213	203	87
Future Vol, veh/h	0	0	29	213	203	87
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	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	8	2
Mvmt Flow	0	0	37	273	260	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	663	316	372	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	347	-	-	-	-	-
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	426	724	1187	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	724	1187	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.97	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	216	-	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	-
HCM Ctrl Dly (s/v)	8.1	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

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Intersection	
Int Delay, s/veh	5.6

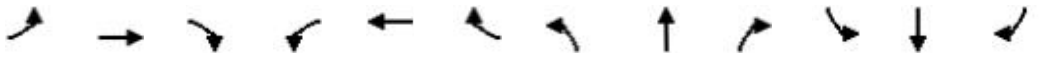
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	232	58	104	155	58
Future Vol, veh/h	202	232	58	104	155	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	246	283	71	127	189	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	656	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1038	-	429	660
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1038	-	397	660
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.12	19.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	660	-	-	644	-
HCM Lane V/C Ratio	0.476	0.107	-	-	0.068	-
HCM Ctrl Dly (s/v)	22	11.1	-	-	8.7	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.5	0.4	-	-	0.2	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	748	42	111	811	228	73	49	55	182	47	53
Future Volume (veh/h)	31	748	42	111	811	228	73	49	55	182	47	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	32	779	44	116	845	238	76	51	57	190	49	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	310	1393	621	400	1646	734	437	146	163	454	196	220
Arrive On Green	0.04	0.39	0.39	0.10	0.46	0.46	0.06	0.18	0.17	0.12	0.24	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	807	901	1753	805	903
Grp Volume(v), veh/h	32	779	44	116	845	238	76	0	108	190	0	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1708
Q Serve(g_s), s	0.8	15.1	1.5	3.2	14.8	8.4	2.8	0.0	4.9	7.5	0.0	4.4
Cycle Q Clear(g_c), s	0.8	15.1	1.5	3.2	14.8	8.4	2.8	0.0	4.9	7.5	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.53
Lane Grp Cap(c), veh/h	310	1393	621	400	1646	734	437	0	308	454	0	416
V/C Ratio(X)	0.10	0.56	0.07	0.29	0.51	0.32	0.17	0.00	0.35	0.42	0.00	0.25
Avail Cap(c_a), veh/h	386	2487	1109	490	2767	1234	503	0	424	724	0	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	21.0	16.8	14.0	16.7	15.0	22.6	0.0	32.0	24.3	0.0	27.2
Incr Delay (d2), s/veh	0.1	0.4	0.0	0.4	0.2	0.3	0.2	0.0	0.7	0.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.7	0.6	1.2	5.4	3.0	1.2	0.0	2.1	3.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	21.3	16.9	14.4	17.0	15.3	22.8	0.0	32.7	24.9	0.0	27.5
LnGrp LOS	B	C	B	B	B	B	C		C	C		C
Approach Vol, veh/h		855			1199			184			294	
Approach Delay, s/veh		20.8			16.4			28.6			25.8	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	39.7	8.7	26.6	7.2	46.0	14.4	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	12.0	61.0	7.5	37.0	6.5	68.0	23.5	21.0
Max Q Clear Time (g_c+I1), s	5.2	17.1	4.8	6.4	2.8	16.8	9.5	6.9
Green Ext Time (p_c), s	0.1	16.6	0.0	0.3	0.0	20.4	0.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

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Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	87	16	292	195	16
Future Vol, veh/h	16	87	16	292	195	16
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, %	71	5	25	2	2	57
Mvmt Flow	19	105	19	352	235	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	635	245	254	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	350	787	1188	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	787	1188	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.78	0.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	94	-	655	-	-
HCM Lane V/C Ratio	0.016	-	0.189	-	-
HCM Ctrl Dly (s/v)	8.1	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

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Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	27	28	280	184	38
Future Vol, veh/h	83	27	28	280	184	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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	112	36	38	378	249	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	728	274	300	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	390	764	1250	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	375	764	1250	-	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.5	0.72	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	164	-	375	764	-	-
HCM Lane V/C Ratio	0.03	-	0.299	0.048	-	-
HCM Ctrl Dly (s/v)	8	0	18.6	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	23	340	219	21
Future Vol, veh/h	1	3	23	340	219	21
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	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	4	29	430	277	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	291	304	0	-	0
Stage 1	291	-	-	-	-	-
Stage 2	489	-	-	-	-	-
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	364	749	1257	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	749	1257	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.21	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	114	-	585	-	-
HCM Lane V/C Ratio	0.023	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	208	32	196	257	84
Future Vol, veh/h	185	208	32	196	257	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	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	6	4	2	7
Mvmt Flow	210	236	36	223	292	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	447	0	624	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	1093	-	449	702
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1093	-	432	702
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.18	24.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	432	702	-	-	253	-
HCM Lane V/C Ratio	0.676	0.136	-	-	0.033	-
HCM Ctrl Dly (s/v)	29	10.9	-	-	8.4	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	4.9	0.5	-	-	0.1	-

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Intersection	
Int Delay, s/veh	3

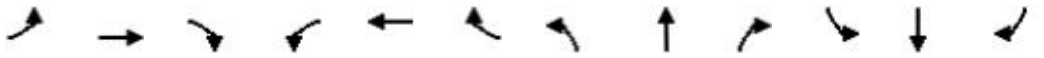
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	0	5	6
Future Vol, veh/h	1	1	5	0	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	9	0	9	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	15	20	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	980	1065	1596	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1065	1596	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	7.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1018	-	-
HCM Lane V/C Ratio	0.006	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	835	16	36	575	203	26	19	21	245	16	77
Future Volume (veh/h)	98	835	16	36	575	203	26	19	21	245	16	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	103	879	17	38	605	214	27	20	22	258	17	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	393	1474	590	324	1507	672	458	136	149	536	82	389
Arrive On Green	0.06	0.41	0.41	0.06	0.43	0.43	0.04	0.17	0.16	0.16	0.29	0.28
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	814	895	1697	282	1346
Grp Volume(v), veh/h	103	879	17	38	605	214	27	0	42	258	0	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1709	1697	0	1628
Q Serve(g_s), s	2.9	18.3	0.7	1.1	11.3	8.6	1.0	0.0	2.0	11.5	0.0	4.4
Cycle Q Clear(g_c), s	2.9	18.3	0.7	1.1	11.3	8.6	1.0	0.0	2.0	11.5	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.83
Lane Grp Cap(c), veh/h	393	1474	590	324	1507	672	458	0	285	536	0	471
V/C Ratio(X)	0.26	0.60	0.03	0.12	0.40	0.32	0.06	0.00	0.15	0.48	0.00	0.21
Avail Cap(c_a), veh/h	502	2246	899	415	2229	994	513	0	324	846	0	755
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	21.6	16.4	15.1	18.4	17.6	22.0	0.0	34.0	25.4	0.0	25.9
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.2	0.2	0.3	0.1	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	0.2	0.4	4.2	3.1	0.4	0.0	0.9	4.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	22.0	16.5	15.2	18.6	17.9	22.0	0.0	34.3	26.1	0.0	26.1
LnGrp LOS	B	C	B	B	B	B	C		C	C		C
Approach Vol, veh/h		999			857			69			356	
Approach Delay, s/veh		21.1			18.2			29.5			26.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	44.4	7.0	32.4	9.2	46.2	18.7	20.8
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	59.0	5.5	43.0	10.5	60.0	31.5	17.0
Max Q Clear Time (g_c+I1), s	3.1	20.3	3.0	6.4	4.9	13.3	13.5	4.0
Green Ext Time (p_c), s	0.0	18.1	0.0	0.3	0.1	12.8	0.7	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	109	58	261	228	52
Future Vol, veh/h	9	109	58	261	228	52
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	11	133	71	318	278	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	770	310	341	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	333	712	1174	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	309	712	1174	-	-	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	327	-	648	-	-
HCM Lane V/C Ratio	0.06	-	0.222	-	-
HCM Ctrl Dly (s/v)	8.3	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

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Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	33	85	185	247	21
Future Vol, veh/h	117	33	85	185	247	21
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	144	41	105	228	305	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	756	318	331	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	438	-	-	-	-	-
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	376	723	1229	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	723	1229	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.41	2.58	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	567	-	339	723	-	-
HCM Lane V/C Ratio	0.085	-	0.426	0.056	-	-
HCM Ctrl Dly (s/v)	8.2	0	23.3	10.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	35	266	268	106
Future Vol, veh/h	0	0	35	266	268	106
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	8	2
Mvmt Flow	0	0	45	341	344	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	774	344	479	0	-	0
Stage 1	344	-	-	-	-	-
Stage 2	431	-	-	-	-	-
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	367	699	1083	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	699	1083	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.98	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	209	-	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

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Intersection	
Int Delay, s/veh	7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	293	81	146	193	74
Future Vol, veh/h	263	293	81	146	193	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	321	357	99	178	235	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	678	0	696	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	914	-	406	720
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	914	-	357	720
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.36	26.49
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	720	-	-	642	-
HCM Lane V/C Ratio	0.659	0.125	-	-	0.108	-
HCM Ctrl Dly (s/v)	32.5	10.7	-	-	9.4	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	4.5	0.4	-	-	0.4	-

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Intersection	
Int Delay, s/veh	4.8

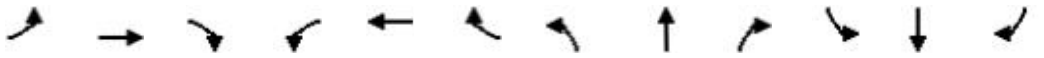
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	5	4	5	4
Future Vol, veh/h	6	7	5	4	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	6	5	6	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	9	12	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	18	-	-	-	-	-
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	988	1073	1607	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1073	1607	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.55	4.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1000	-	1030	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	910	51	135	987	288	89	60	67	227	57	71
Future Volume (veh/h)	50	910	51	135	987	288	89	60	67	227	57	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	53	958	54	142	1039	303	94	63	71	239	60	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	266	1525	680	347	1716	765	401	126	142	430	180	225
Arrive On Green	0.05	0.43	0.43	0.09	0.48	0.48	0.06	0.16	0.15	0.14	0.24	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	803	905	1753	756	945
Grp Volume(v), veh/h	53	958	54	142	1039	303	94	0	134	239	0	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1700
Q Serve(g_s), s	1.5	21.4	2.0	4.3	21.7	12.4	4.0	0.0	7.3	11.2	0.0	6.7
Cycle Q Clear(g_c), s	1.5	21.4	2.0	4.3	21.7	12.4	4.0	0.0	7.3	11.2	0.0	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.56
Lane Grp Cap(c), veh/h	266	1525	680	347	1716	765	401	0	268	430	0	404
V/C Ratio(X)	0.20	0.63	0.08	0.41	0.61	0.40	0.23	0.00	0.50	0.56	0.00	0.33
Avail Cap(c_a), veh/h	382	2095	935	455	2270	1013	417	0	336	633	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	22.7	17.2	16.0	19.2	16.8	26.4	0.0	39.5	29.0	0.0	32.4
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.8	0.3	0.3	0.3	0.0	1.4	1.1	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.3	0.8	1.6	8.2	4.5	1.7	0.0	3.2	4.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.6	23.1	17.2	16.8	19.6	17.2	26.7	0.0	40.9	30.1	0.0	32.8
LnGrp LOS	B	C	B	B	B	B	C		D	C		C
Approach Vol, veh/h		1065			1484			228			374	
Approach Delay, s/veh		22.4			18.8			35.0			31.1	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	48.7	10.0	29.2	8.4	54.1	18.2	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	14.0	59.0	6.5	38.0	10.5	64.0	25.5	19.0
Max Q Clear Time (g_c+I1), s	6.3	23.4	6.0	8.7	3.5	23.7	13.2	9.3
Green Ext Time (p_c), s	0.2	19.2	0.0	0.4	0.0	23.7	0.5	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	106	19	378	250	19
Future Vol, veh/h	19	106	19	378	250	19
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, %	71	5	25	2	2	57
Mvmt Flow	23	128	23	455	301	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	814	313	324	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	268	721	1117	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	721	1117	-	-	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	86	-	569	-	-
HCM Lane V/C Ratio	0.02	-	0.265	-	-
HCM Ctrl Dly (s/v)	8.3	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	33	34	364	237	46
Future Vol, veh/h	101	33	34	364	237	46
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	136	45	46	492	320	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	935	351	382	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	295	692	1165	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	692	1165	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.01	0.7	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	154	-	279	692	-	-
HCM Lane V/C Ratio	0.039	-	0.49	0.064	-	-
HCM Ctrl Dly (s/v)	8.2	0	29.7	10.6	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	28	437	279	26
Future Vol, veh/h	1	4	28	437	279	26
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	5	35	553	353	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	977	353	386	0	-	0
Stage 1	353	-	-	-	-	-
Stage 2	624	-	-	-	-	-
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	278	691	1172	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	266	691	1172	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.96	0.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	108	-	523	-	-
HCM Lane V/C Ratio	0.03	-	0.012	-	-
HCM Ctrl Dly (s/v)	8.2	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	18.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	260	45	261	325	113
Future Vol, veh/h	250	260	45	261	325	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	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	6	4	2	7
Mvmt Flow	284	295	51	297	369	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	580	0	683	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	975	-	415	743
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	975	-	389	743
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.31	52.41
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	389	743	-	-	265	-
HCM Lane V/C Ratio	0.95	0.173	-	-	0.052	-
HCM Ctrl Dly (s/v)	66.9	10.9	-	-	8.9	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	10.6	0.6	-	-	0.2	-

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Intersection	
Int Delay, s/veh	2

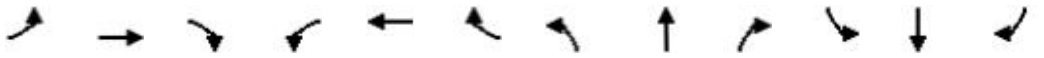
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	0	0	5	0	0	0	5	6
Future Vol, veh/h	1	0	1	0	0	0	5	0	0	0	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	0	0	0	9	0	0	0	9	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	33	33	15	28	39	0	20	0	0	0	0	0
Stage 1	15	15	-	19	19	-	-	-	-	-	-	-
Stage 2	19	19	-	9	20	-	-	-	-	-	-	-
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	974	859	1065	982	853	-	1596	-	-	-	-	-
Stage 1	1005	883	-	1001	880	-	-	-	-	-	-	-
Stage 2	1001	880	-	1012	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	854	1065	974	848	-	1596	-	-	-	-	-
Mov Cap-2 Maneuver	-	854	-	974	848	-	-	-	-	-	-	-
Stage 1	1005	883	-	995	875	-	-	-	-	-	-	-
Stage 2	995	875	-	1010	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		0	7.27	0
HCM LOS	-	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	-	0	0	-	-
HCM Lane LOS	A	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	835	16	36	647	220	26	19	21	271	16	77
Future Volume (veh/h)	170	835	16	36	647	220	26	19	21	271	16	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1678	1841	1826	1826	1870	1870	1870	1781	1870	1841
Adj Flow Rate, veh/h	179	879	17	38	681	232	27	20	22	285	17	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	15	4	5	5	2	2	2	8	2	4
Cap, veh/h	389	1448	579	316	1370	611	471	134	147	554	85	404
Arrive On Green	0.09	0.41	0.41	0.06	0.39	0.39	0.04	0.16	0.15	0.17	0.30	0.29
Sat Flow, veh/h	1781	3554	1422	1753	3469	1547	1781	814	895	1697	282	1346
Grp Volume(v), veh/h	179	879	17	38	681	232	27	0	42	285	0	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1422	1753	1735	1547	1781	0	1709	1697	0	1628
Q Serve(g_s), s	5.5	18.8	0.7	1.1	14.3	10.3	1.0	0.0	2.0	12.9	0.0	4.4
Cycle Q Clear(g_c), s	5.5	18.8	0.7	1.1	14.3	10.3	1.0	0.0	2.0	12.9	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.83
Lane Grp Cap(c), veh/h	389	1448	579	316	1370	611	471	0	281	554	0	489
V/C Ratio(X)	0.46	0.61	0.03	0.12	0.50	0.38	0.06	0.00	0.15	0.51	0.00	0.20
Avail Cap(c_a), veh/h	604	2137	855	405	1799	802	526	0	319	867	0	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	22.5	17.1	15.8	22.0	20.8	21.6	0.0	34.8	25.5	0.0	25.4
Incr Delay (d2), s/veh	0.9	0.4	0.0	0.2	0.3	0.4	0.1	0.0	0.2	0.7	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	0.2	0.4	5.4	3.8	0.4	0.0	0.9	5.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	22.9	17.2	15.9	22.2	21.2	21.7	0.0	35.0	26.2	0.0	25.6
LnGrp LOS	B	C	B	B	C	C	C		D	C		C
Approach Vol, veh/h		1075			951			69			383	
Approach Delay, s/veh		21.7			21.7			29.8			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	44.3	7.1	34.0	12.3	43.1	20.2	20.8
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	10.0	57.0	5.5	45.0	19.5	49.0	33.5	17.0
Max Q Clear Time (g_c+I1), s	3.1	20.8	3.0	6.4	7.5	16.3	14.9	4.0
Green Ext Time (p_c), s	0.0	17.5	0.0	0.3	0.4	13.1	0.8	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	109	58	266	246	52
Future Vol, veh/h	9	109	58	266	246	52
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	82	82	82	82	82	82
Heavy Vehicles, %	29	10	10	2	6	16
Mvmt Flow	11	133	71	324	300	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	798	332	363	0	-	0
Stage 1	332	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.69	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	320	692	1152	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	692	1152	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.43	1.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	322	-	628	-	-
HCM Lane V/C Ratio	0.061	-	0.229	-	-
HCM Ctrl Dly (s/v)	8.3	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

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Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	33	85	190	265	21
Future Vol, veh/h	117	33	85	190	265	21
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	3	9	2
Mvmt Flow	144	41	105	235	327	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	785	340	353	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	444	-	-	-	-	-
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	362	702	1206	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	325	702	1206	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.48	2.56	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	556	-	325	702	-	-
HCM Lane V/C Ratio	0.087	-	0.444	0.058	-	-
HCM Ctrl Dly (s/v)	8.3	0	24.6	10.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.2	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	35	271	286	106
Future Vol, veh/h	0	0	35	271	286	106
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	8	2
Mvmt Flow	0	0	45	347	367	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	804	367	503	0	-	0
Stage 1	367	-	-	-	-	-
Stage 2	437	-	-	-	-	-
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	352	679	1062	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	334	679	1062	-	-	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.98	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	206	-	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

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Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	263	302	90	146	195	77
Future Vol, veh/h	263	302	90	146	195	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	7	2	2	3	2
Mvmt Flow	321	368	110	178	238	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	689	0	718	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	4.12	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	905	-	394	720
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	346	720
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.63	28.39
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	720	-	-	905	-
HCM Lane V/C Ratio	0.687	0.13	-	-	0.121	-
HCM Ctrl Dly (s/v)	35.4	10.7	-	-	9.5	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	4.8	0.4	-	-	0.4	-

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Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	26	89	320	337	18
Future Vol, veh/h	5	26	89	320	337	18
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	-	100	-	-	-
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	3	7	2
Mvmt Flow	6	29	99	356	374	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	938	384	394	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	553	-	-	-	-	-
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	294	663	1164	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	663	1164	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.18	1.82	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1164	-	536	-	-
HCM Lane V/C Ratio	0.085	-	0.064	-	-
HCM Ctrl Dly (s/v)	8.4	-	12.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1020	714	36	0	10
Future Vol, veh/h	0	1020	714	36	0	10
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	5	2	2	2
Mvmt Flow	0	1133	793	40	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	417
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.27
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.019
HCM Ctrl Dly (s/v)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1020	688	36	0	10
Future Vol, veh/h	0	1020	688	36	0	10
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	5	2	2	2
Mvmt Flow	0	1133	764	40	0	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	402
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	598
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.14
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	598
HCM Lane V/C Ratio	-	-	-	0.019
HCM Ctrl Dly (s/v)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

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Intersection	
Int Delay, s/veh	4.8

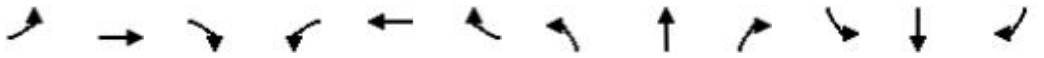
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	7	0	0	0	5	4	0	0	5	4
Future Vol, veh/h	6	0	7	0	0	0	5	4	0	0	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	9	0	0	0	6	5	0	0	6	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	27	9	24	29	5	12	0	0	5	0	0
Stage 1	9	9	-	18	18	-	-	-	-	-	-	-
Stage 2	18	18	-	6	12	-	-	-	-	-	-	-
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	983	866	1073	987	863	1078	1607	-	-	1616	-	-
Stage 1	1012	888	-	1001	880	-	-	-	-	-	-	-
Stage 2	1001	880	-	1015	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	979	863	1073	975	860	1078	1607	-	-	1616	-	-
Mov Cap-2 Maneuver	979	863	-	975	860	-	-	-	-	-	-	-
Stage 1	1012	888	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	1007	886	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.56	0	4.03	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	1027	-	1616	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	910	51	135	1029	299	89	60	67	350	57	71
Future Volume (veh/h)	92	910	51	135	1029	299	89	60	67	350	57	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	97	958	54	142	1083	315	94	63	71	368	60	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	238	1427	636	308	1565	698	459	116	130	517	223	279
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.06	0.14	0.14	0.21	0.30	0.29
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	803	905	1753	756	945
Grp Volume(v), veh/h	97	958	54	142	1083	315	94	0	134	368	0	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1708	1753	0	1700
Q Serve(g_s), s	3.2	24.5	2.3	5.0	27.3	15.4	4.0	0.0	8.1	19.1	0.0	6.8
Cycle Q Clear(g_c), s	3.2	24.5	2.3	5.0	27.3	15.4	4.0	0.0	8.1	19.1	0.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.56
Lane Grp Cap(c), veh/h	238	1427	636	308	1565	698	459	0	246	517	0	502
V/C Ratio(X)	0.41	0.67	0.08	0.46	0.69	0.45	0.20	0.00	0.54	0.71	0.00	0.27
Avail Cap(c_a), veh/h	374	1817	810	358	1782	795	459	0	277	700	0	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	27.2	20.6	19.9	25.0	21.7	24.9	0.0	44.4	30.0	0.0	30.2
Incr Delay (d2), s/veh	1.1	0.7	0.1	1.1	1.0	0.5	0.2	0.0	1.9	2.2	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.9	0.9	2.0	10.9	5.8	1.7	0.0	3.6	8.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	27.9	20.7	20.9	26.0	22.2	25.1	0.0	46.3	32.1	0.0	30.5
LnGrp LOS	C	C	C	C	C	C	C		D	C		C
Approach Vol, veh/h		1109			1540			228			503	
Approach Delay, s/veh		26.9			24.8			37.5			31.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	49.6	9.8	37.8	9.6	53.9	26.6	21.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	11.0	55.8	5.3	45.4	13.6	54.7	33.7	17.0
Max Q Clear Time (g_c+I1), s	7.0	26.5	6.0	8.8	5.2	29.3	21.1	10.1
Green Ext Time (p_c), s	0.1	17.1	0.0	0.4	0.1	18.1	1.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	106	19	402	260	19
Future Vol, veh/h	19	106	19	402	260	19
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, %	71	5	25	2	2	57
Mvmt Flow	23	128	23	484	313	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	855	325	336	0	-	0
Stage 1	325	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	7.11	6.25	4.35	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	4.139	3.345	2.425	-	-	-
Pot Cap-1 Maneuver	253	710	1105	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	245	710	1105	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.97	0.38	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	81	-	551	-	-
HCM Lane V/C Ratio	0.021	-	0.273	-	-
HCM Ctrl Dly (s/v)	8.3	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

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Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	101	33	34	388	247	46
Future Vol, veh/h	101	33	34	388	247	46
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	4	6	6	2
Mvmt Flow	136	45	46	524	334	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	981	365	396	0	-	0
Stage 1	365	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	277	680	1152	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	680	1152	-	-	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	27.48	0.67	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	145	-	261	680	-	-
HCM Lane V/C Ratio	0.04	-	0.523	0.066	-	-
HCM Ctrl Dly (s/v)	8.3	0	33	10.7	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	0.2	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	28	461	289	26
Future Vol, veh/h	1	4	28	461	289	26
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	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	1	5	35	584	366	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1020	366	399	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	654	-	-	-	-	-
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	262	679	1160	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	250	679	1160	-	-	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.21	0.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	103	-	506	-	-
HCM Lane V/C Ratio	0.031	-	0.013	-	-
HCM Ctrl Dly (s/v)	8.2	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	21.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	265	50	261	337	125
Future Vol, veh/h	250	265	50	261	337	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	175	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	6	4	2	7
Mvmt Flow	284	301	57	297	383	142

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	585	0	694	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.16	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.363
Pot Cap-1 Maneuver	-	-	970	-	409	743
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	970	-	385	743
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.44	59.95
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	743	-	-	970	-
HCM Lane V/C Ratio	0.996	0.191	-	-	0.059	-
HCM Ctrl Dly (s/v)	78.1	11	-	-	8.9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	11.9	0.7	-	-	0.2	-

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	123	53	398	356	10
Future Vol, veh/h	24	123	53	398	356	10
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	-	100	-	-	-
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	3	2
Mvmt Flow	27	137	59	442	396	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	961	401	407	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	560	-	-	-	-	-
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	284	649	1152	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	649	1152	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	642	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.85	0.97	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1152	-	528	-	-
HCM Lane V/C Ratio	0.051	-	0.309	-	-
HCM Ctrl Dly (s/v)	8.3	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1053	1168	21	0	49
Future Vol, veh/h	0	1053	1168	21	0	49
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	2
Mvmt Flow	0	1170	1298	23	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	661
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	405
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.26
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	405
HCM Lane V/C Ratio	-	-	-	0.134
HCM Ctrl Dly (s/v)	-	-	-	15.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

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Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1053	1196	21	0	49
Future Vol, veh/h	0	1053	1196	21	0	49
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	2
Mvmt Flow	0	1170	1329	23	0	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	676
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	396
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.54
HCM LOS			C

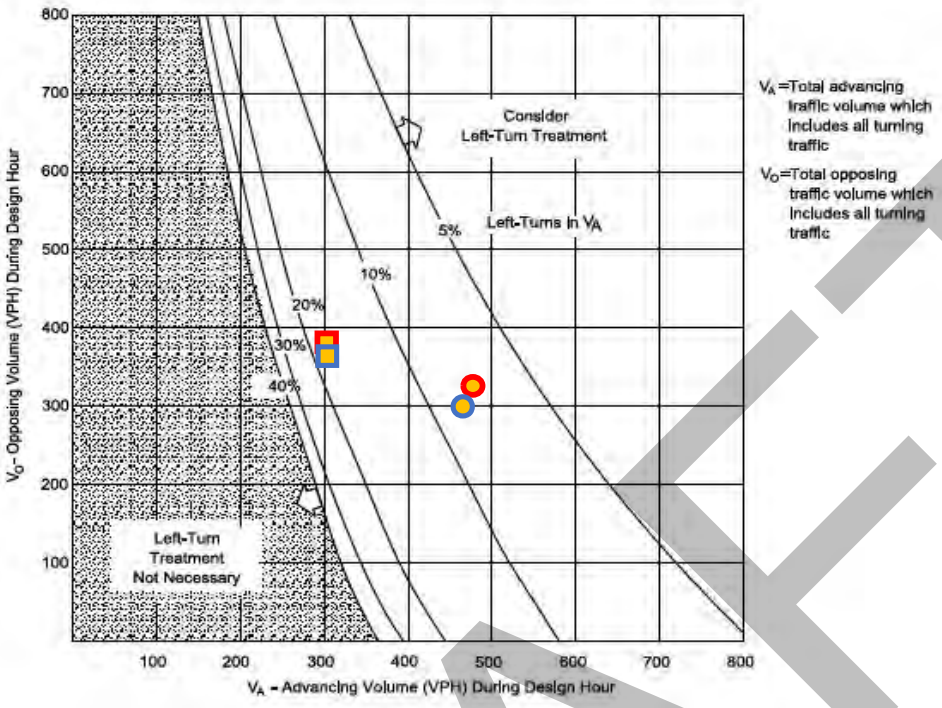
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	396
HCM Lane V/C Ratio	-	-	-	0.138
HCM Ctrl Dly (s/v)	-	-	-	15.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

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Kimley»Horn

Attachment E – Turn Lane Warrant Worksheets

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Instructions:

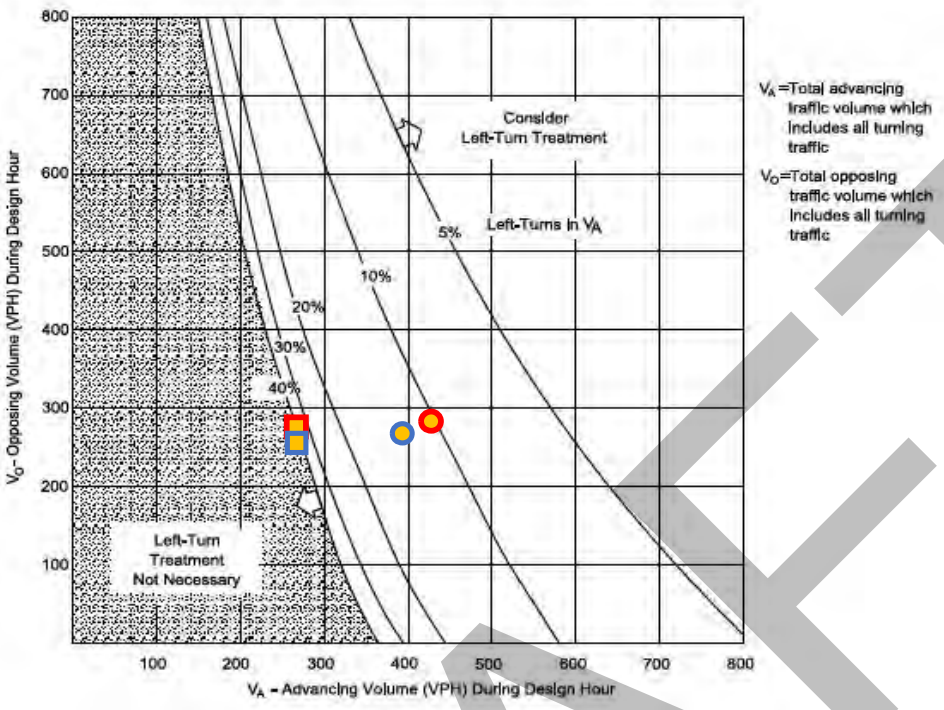
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Northern Access

Northbound	Condition	Va	Vo	LTs	LT %
	2030 AM No-Build	301	374	35	11.6%
	2030 PM No-Build	465	305	28	6.0%
	2030 AM Build	306	392	35	11.4%
	2030 PM Build	489	315	28	5.7%

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Instructions:

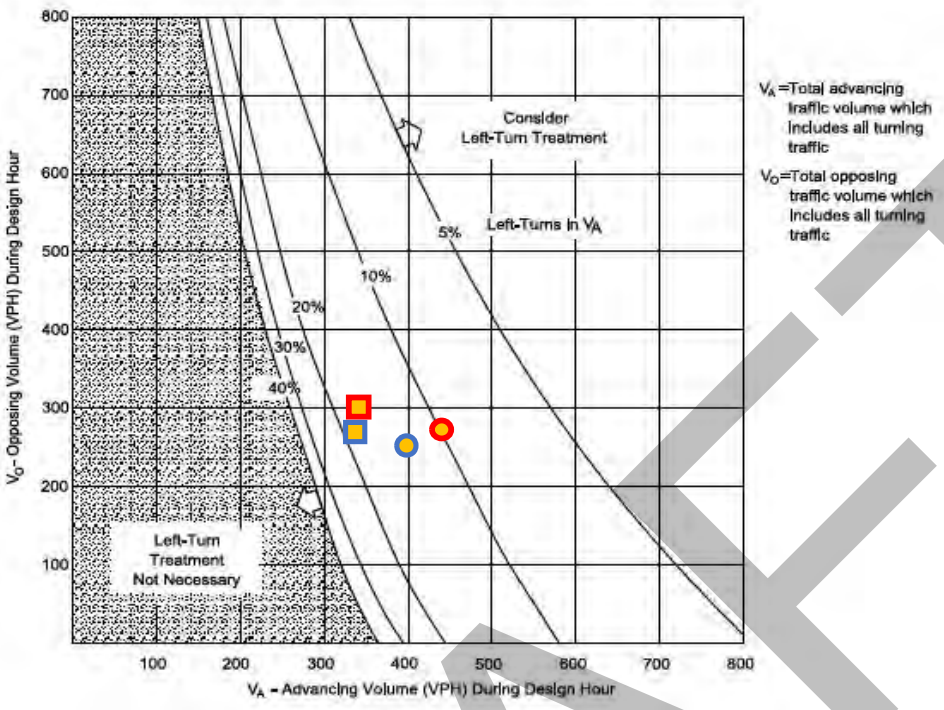
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Full-Movement Access

Northbound	Condition	Va	Vo	LTs	LT %
	2030 AM No-Build	270	268	85	31.5%
	2030 PM No-Build	398	283	34	8.5%
	2030 AM Build	275	286	85	30.9%
	2030 PM Build	422	293	34	8.1%

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Instructions:

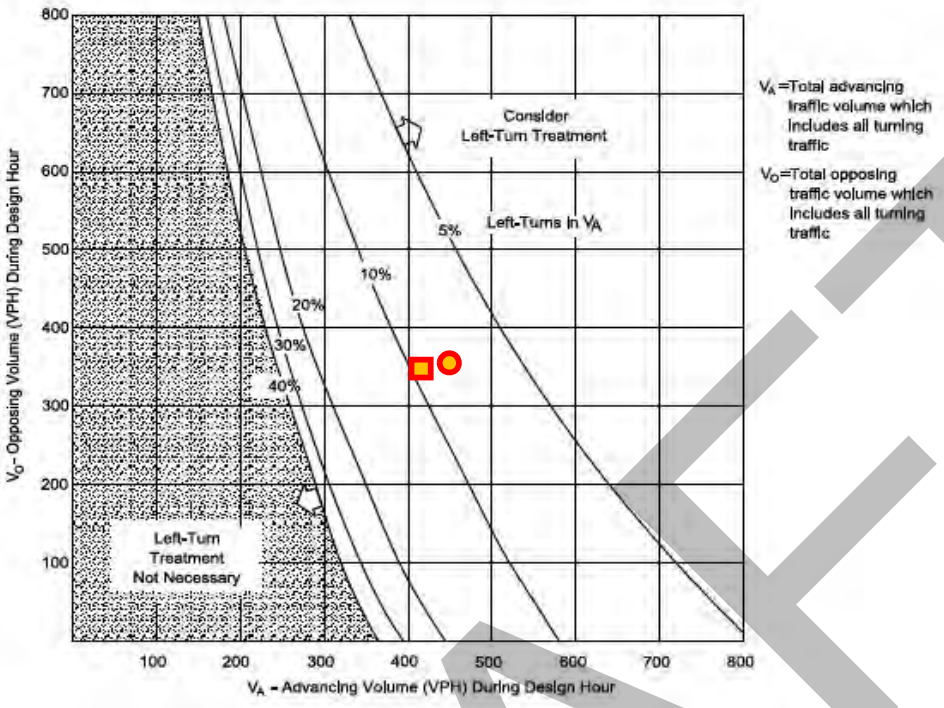
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at RSLA Bus Access

Northbound	Condition	Va	Vo	LTs	LT %
	2030 AM No-Build	319	280	58	18.2%
	2030 PM No-Build	397	269	19	4.8%
	2030 AM Build	324	298	58	17.9%
	2030 PM Build	421	279	19	4.5%

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Instructions:

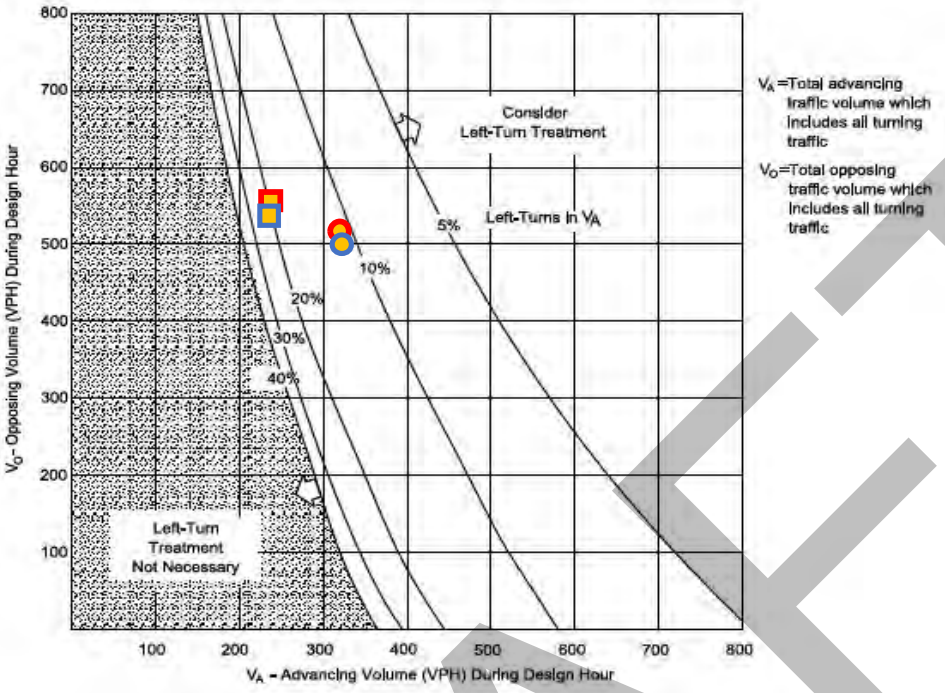
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

WK Alston Drive at FSED Site Access #1

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM Build	409	355	89	21.8%
●	2030 PM Build	451	366	53	11.8%

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Instructions:

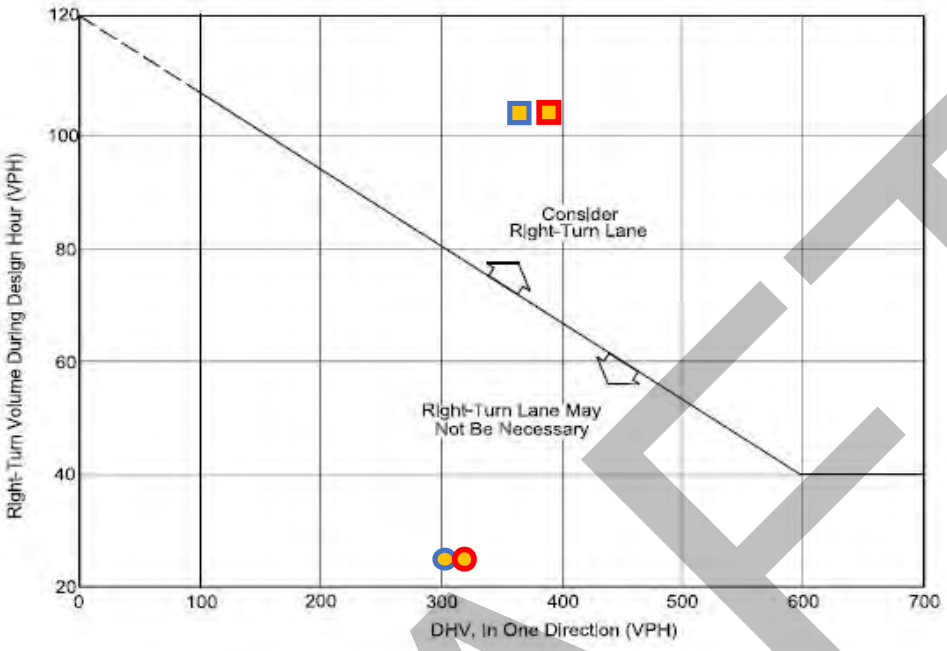
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*
2. *Read V_A and V_O into the chart and 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

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WK Alston Drive at Broad River Boulevard

Northbound	Condition	Va	Vo	LTs	LT %
■	2030 AM No-Build	227	556	81	35.7%
●	2030 PM No-Build	306	510	45	14.7%
■	2030 AM Build	236	565	90	38.1%
●	2030 PM Build	311	515	50	16.1%



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.

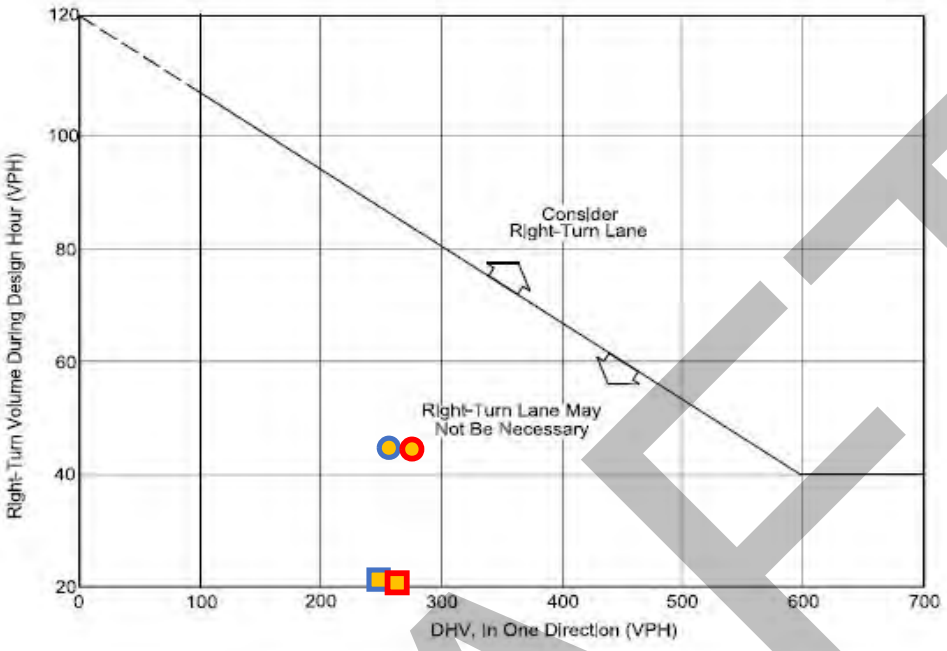
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Northern Access

Southbound	Condition	DHV	RTs
	2030 AM No-Build	374	106
	2030 PM No-Build	305	26
	2030 AM Build	392	106
	2030 PM Build	315	26

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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.

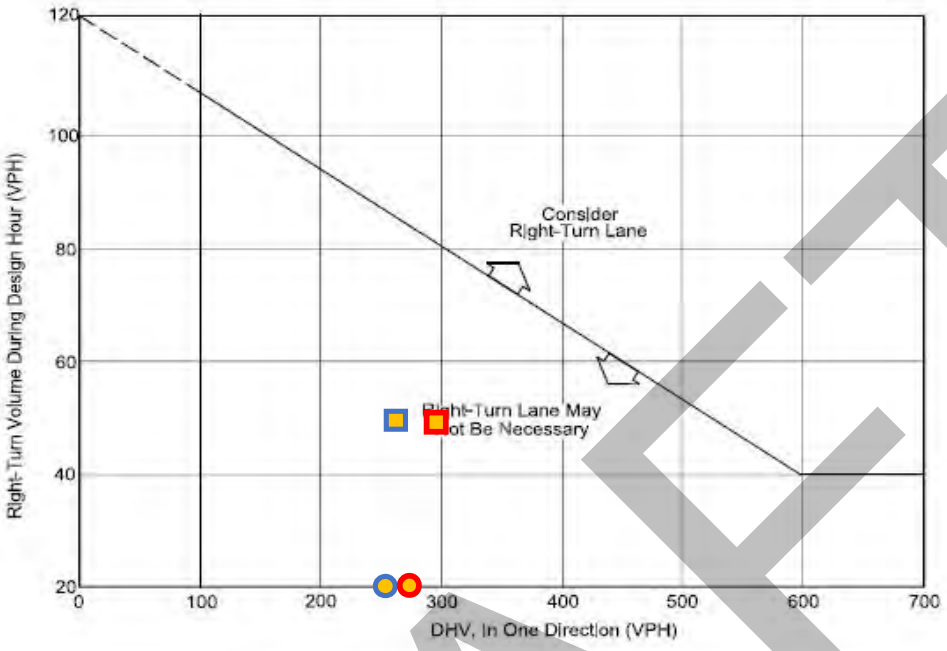
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Full-Movement Access

Southbound	Condition	DHV	RTs
	2030 AM No-Build	268	21
	2030 PM No-Build	283	46
	2030 AM Build	286	21
	2030 PM Build	293	46

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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.

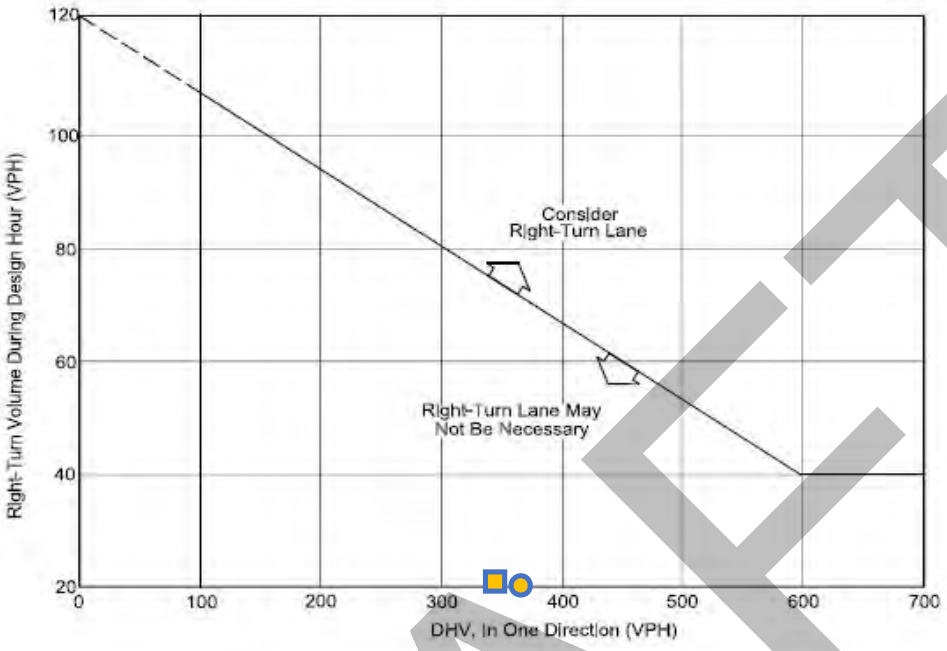
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at RLSA Bus Access

Southbound	Condition	DHV	RTs
■	2030 AM No-Build	280	52
●	2030 PM No-Build	269	19
■	2030 AM Build	298	52
●	2030 PM Build	279	19

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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.

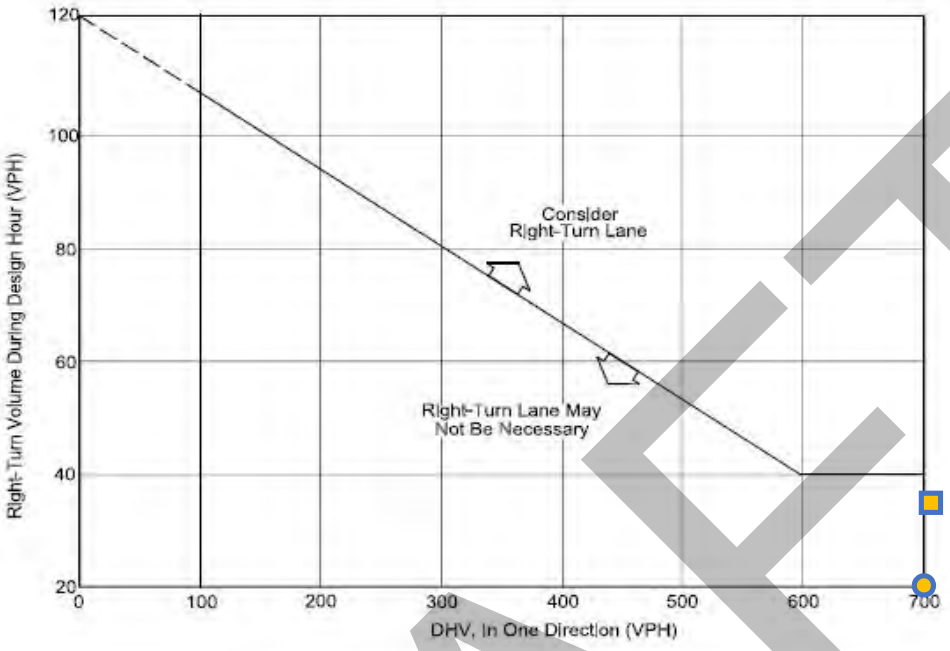
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

WK Alston Drive at FSED Site Access #1

Southbound	Condition	DHV	RTs
■	2030 AM Build	355	18
●	2030 PM Build	366	10

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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.

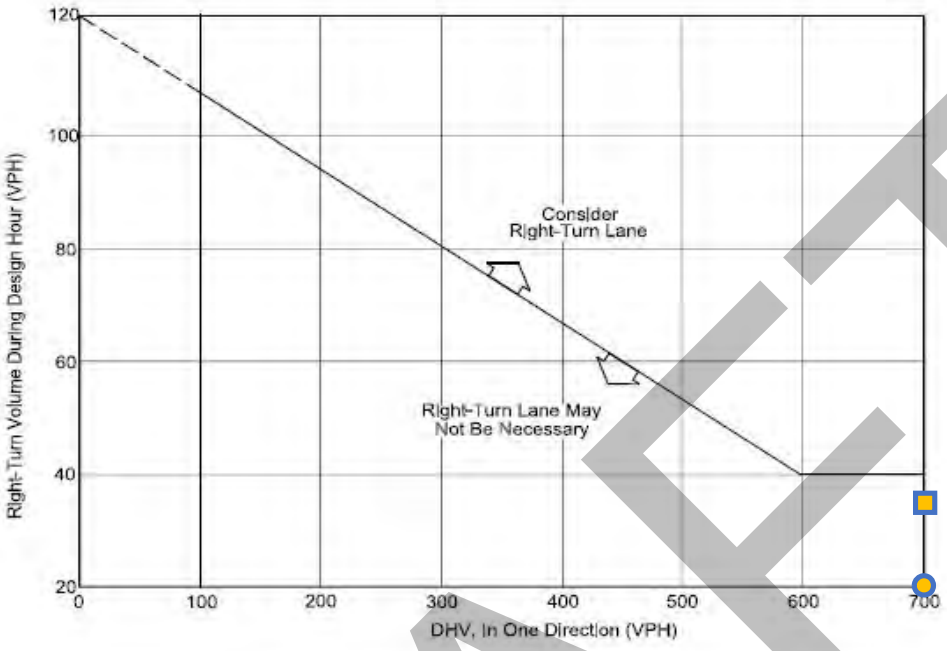
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

SC 170 at FSED Site Access #2

Westbound	Condition	DHV	RTs
■	2030 AM Build	750	36
●	2030 PM Build	1189	21

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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

SC 170 at FSED Site Access #3

Westbound	Condition	DHV	RTs
■	2030 AM Build	724	36
●	2030 PM Build	1217	21

DRAFT