

**JASPER TELFAIR
PLANNED DEVELOPMENT DISTRICT STANDARDS
AND
CONCEPT PLAN**

**PREPARED FOR:
Jasper Telfair One, LLC**

**SUBMITTED TO:
Jasper County, South Carolina**

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I. INTRODUCTION AND NARRATIVE

Jasper Telfair Planned Developer District (the “PDD”) is comprised of three (3) parcels of property located in Jasper County, South Carolina (the “County”) with tax parcel numbers 037-00-02-018, 037-00-02-014, and 037-00-02-017 (the “Property”) as more particularly described in Exhibit A and as delineated on the plat attached as Exhibit B (the “Plat”). The present owner of the Property is Jasper Telfair One, LLC (“Owner”). Owner has applied to rezone the Property to Planned Development District zoning in connection with a Development Agreement (“Development Agreement”) to be entered into with the County. Upon approval by the County, this Planned Development District Standards (the “PDD Standards”) and the Development Agreement will govern development of the Property.

A. PROPERTY

1. The Property is located within Jasper County and currently is zoned General Commercial. The Property is subject to the Highway Corridor Overlay District. The Jasper County Zoning Ordinance and Land Development Regulations require parcels consisting of 25 acres or more to be rezoned to PDD.
2. The Property is bounded by U.S. Highway 17 (a/k/a Speedway Boulevard) with a width of 200 feet to the west for approximately 5,000 linear feet, South Carolina Highway 315 (a/k/a South Okatie Highway) with a width of 66 feet to the north for approximately 700 linear feet, properties now or formerly owned by Linda Ingram and Delta Speir Plantation LLC, Beaufort Jasper Water & Sewer Authority, and Savannah College of Art and Design to the east, and property owned by Savannah College of Art and Design to the south. Property across SC Highway 315 is owned by WJCI LLC, and property across US Highway 17 is owned by HCP Partners LLC.
3. A list of all adjacent property owners with tax parcel numbers and zoning follows:

<u>TMP</u>	<u>Owner</u>	<u>Zoning</u>
037-00-02-004	WJCI LLC	PDD*
037-00-02-003	Linda Ingram	CC
037-00-02-002	Delta Speir Plantation LLC	PDD
037-00-02-022	Savannah College of Art and Design	PDD
037-00-02-020	Beaufort Jasper Water & Sewer Authority	GC
037-00-02-015	Savannah College of Art and Design	RP
037-00-01-004	HCP Partners LLC	PDD*

* = Parcel within the municipal limits of the City of Hardeeville

4. The Concept Plan attached as **Exhibit C** (the “Concept Plan”) identifies the location of the above parcels, municipal and county boundaries, flood hard and overlay district boundary lines applicable to the Property. No historic structures have been identified by Owner on or adjacent to the Property.

5. The Plat provides information regarding the Property and shows the following information:
 - a. Vicinity map
 - b. Boundary and dimensions
 - c. Existing adjacent streets and rights of way
 - d. Wetlands
6. The Property consists of approximately 30 acres total area of upland including 2.8 acres that formerly were wetlands were filled pursuant to US Army Corps of Engineers Permit SAC 2008-01571 (copy attached as **Exhibit D**). The property does not have critical area of frontage on salt marsh or creeks.
7. It is the intent and goal to develop a commercial PDD project on the Property that is consistent with Jasper County's Comprehensive Plan as follows:
 - a. Develop competitive industrial sites and buildings, particularly those focusing on communications, technology, distribution, energy and telecommunications.
 - b. Increase County budget to support needed staffing increases through fees and taxes paid as a result of the development of the Property.
 - c. Improve existing utility and road infrastructure.
 - d. Improve employment status in Jasper County through the creation of new jobs.
 - e. Strengthen the infrastructure needed to support the Savannah River Terminal port project.
 - f. Retain existing businesses and attract new businesses to the area.
 - g. Improve access to freight facilities (ports, airfields, industrial parks) for people and freight.
 - h. Strengthen the County's economic base and provide employment opportunities for residents and surrounding communities.
 - i. Contribute to the overall economic stability of the County through fees to be paid that will assure the continued high level of civic services provided by the County.
 - j. Attract national tenants to the County along with their jobs and families.

B. PLANNED DEVELOPMENT DISTRICT PROCESS

1. The Planned Development District (PDD) zoning classification was adopted by Jasper County to permit and encourage the effective, efficient, and economic development of large tracts of land that are in the best interests of the long-range development plans of the County. In connection with zoning approval a Development Agreement will be mutually approved by the County and the Owner, the intent of which is to protect the rights and

entitlements for the Property from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the Development Agreement or the PDD Standards or in any way hinder, restrict, or prevent the development of the Property. The Development Agreement will provide reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State. The Development Agreement is being made and entered between Owner and Jasper County, under the terms of the SC Code 6-31-10, et seq, for the purpose of providing assurances to the Owner that it may proceed with development of the Property without encountering future changes in law which would materially affect the ability to develop as planned, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to Jasper County.

2. The PDD Standards constitute the zoning for the Property and a waiver from the current County codes and regulations where differences occur. The Concept Plan may introduce land uses that do not exist in current zoning documents.
3. The Property will be developed in one or more phases depending upon the final use over a period of five (5) years.
4. All rights of way, drainage systems, water and sewer systems, open space and amenities, if any, shall be constructed, owned, and maintained by Owner, its successors or assigns.
5. In the event Owner, its successors or assigns, acquires real property adjacent to the Property, County agrees to consider allowing Owner, its successors or assigns, to amend the Development Agreement, PDD Standards, and Concept Plan to make such property subject to the appropriate terms and uses of the PDD Standards and the Development Agreement.

C. CONCEPT PLAN

1. The Concept Plan depicts the general layout for the Property and areas designated for particular uses. The purpose of the PDD Standards and Concept Plan is to provide guidelines to produce a high quality, light industrial and distribution development that raises the quality of life and development standards in the area while anticipating the future needs for commerce and services. The PDD zoning classification is necessary to accommodate the land uses and to provide for the responsible planning and development of the Property over time.

2. Use designations included on the Concept Plan are general and may be modified under the terms and conditions of the PDD Standards. Proposed land uses for the Property are described in Section 2 – Land Use Designation and Definitions below. The Concept Plan seeks to maintain open space requirements set forth in the Jasper County Zoning Ordinance and Land Development Regulations.
3. Article 8.1 in the Special Purpose Districts in the Jasper County Zoning Ordinance and Land Development Regulations, revised April 17, 2017 (“Article 8.1”) shall serve as the guide to zoning and unified planning and development for the Property. The PDD Standards shall conform to the Jasper County Comprehensive Land Use Plan and Land Use Map unless any specific difference is approved by County Council within this document. Open space and amenities, if any, will be owned and maintained by the Owner, their successors or assigns or other legally designated entity. All property deeded to a governmental entity shall become the maintenance responsibility of that entity or as otherwise provide in accordance with the Development Agreement with Jasper County.
4. The Concept Plan meets all requirements of Article 8.1 unless exceptions are specified within the PDD Standards.
5. The Concept Plan and the provisions of the PDD Standards will constitute the zoning for the Property and a waiver from the current Jasper County Zoning Ordinance and Land Development Regulations where differences occur. The most current version of the Jasper County Zoning Ordinance and Land Development Regulations is attached as **Exhibit I**.
6. In the event of a conflict among documents, the hierarchy of documents is: 1) the Development Agreement, including all attachments and exhibits; 2) these PDD Standards, which includes all attachments and exhibits; and 3) the Jasper County Zoning Ordinance and Land Development Regulations as amended. In the event of an omission, the Jasper County Zoning Ordinance and Land Development Regulations shall govern. To the extent of ambiguity, the parties shall attempt to review same consistent with the terms of the Development Agreement, PDD Standards, the Jasper County Zoning Ordinance and Land Development Regulations.

D. ENVIRONMENTAL PROTECTION

1. As part of the development process, Owner, or its successors or assigns, will meet the stormwater management requirements of Jasper County and the requirements of South Carolina Department of Health and Environmental Control-Office of Ocean and Coastal Resource Management (SCDHEC-OCRM).

2. As part of the development process, Owner or its successors or assigns will prepare stormwater management plans for each phase of development in accordance with a stormwater drainage master plan to be prepared by a professional engineering firm licensed by the State of South Carolina prior to the development of any phase. The stormwater drainage master plan will address the hydrological characteristics of the entire site, as well as adjacent drainage patterns of relative importance. The plan will address pre-development conditions and post-development stormwater management for flood control and sediment reduction. This plan will also address storm water quality to enhance water quality and protect the surrounding freshwater wetlands.
3. The 2.8 acres of jurisdictional wetlands that were located on the Property previously were delineated, and a copy of the U.S. Army Corps of Engineers permit issued permitting such wetlands to be filled is attached as **Exhibit D**. Pursuant to the permit, wetland filling has been completed.

E. CULTURAL AND HISTORICAL RESOURCES

Jasper County issued a Development Permit dated May 28, 2020 permitting clearing and grading of the Property. No archeological sites, historic structures, or gravesites were located on the Property during the clearing and grading work completed on the Property.

F. WATER AND SEWER SERVICE

Water and sewer service will be provided to any development in the Property by Beaufort Jasper Water and Sewer Authority (“BJWSA”) or other governmental utility provider in accordance with BJWSA’s agreement of consolidation. Planning for the water and sewer systems will commence at the time of Development Agreement and Planned Development District approval by the County. Preliminary discussions with BJWSA indicate a willingness to serve the property as evidenced by the Intent to Serve letter included as **Exhibit E**. BJWSA operates and maintains water and sewer systems within their service area upon completion by the developer and acceptance by the Authority. All development, with the exception of irrigation, incidental maintenance facilities, and small remote facilities will be provided with public potable water and sewer prior to occupancy except as may be exempted by provisions of the Development Agreement.

G. UTILITY SERVICE

1. The Property is in the service territory of Dominion Energy for electrical and gas service. Preliminary discussions with Dominion Energy indicate a willingness to serve the property as evidenced by the two (2) Intent to Serve letters for electrical service and gas service included as **Exhibit F**. Owner or its successors or assigns will coordinate with Dominion Energy regarding planning for the Property. Owner, its successors or assigns, has the option to utilize onsite tanks to provide gas service to the Property in lieu of obtaining gas from Dominion or another public utility.

2. Hargray or another licensed provider will provide telephone service to the Property. Owner, its successors or assigns, will coordinate with the provider regarding planning for the Property. Preliminary discussions with Hargray indicate a willingness to serve the property as evidenced by the Intent to Serve letter included as **Exhibit G**.
3. Other utility services shall be provided by legally established entities at the discretion of the Owner or subsequent developers, provided such are in accordance with the franchising ordinances/licensing with the County.
4. Utilities must be underground, except as reasonably necessary for above ground support facilities. Temporary above ground utilities may be allowed during construction.

H. TRANSPORTATION NARRATIVE AND SUMMARY

1. A copy of the traffic impact analysis (TIA) prepared for the Property and approved by South Carolina Department of Transportation (“SCDOT”) is attached as **Exhibit H**.
2. There are two (2) public roads that are contiguous to the Property: U.S. Highway 17 and South Carolina Highway 315, both of which are under the jurisdiction of SCDOT regarding access, construction, improvements and maintenance providing ingress and egress to the Property. Primary access to the Property will be by one (1) full access point on US Highway 17, and secondary access to the Property will be by one (1) limited right turn only access on South Carolina 315 as indicated on the Concept Plan, unless modifications are required to meet SCDOT requirements.
3. Full access shall be defined as access which allows any and all possible vehicular traffic movements into and out of the development. Limited access shall be defined as access which limits the movement of traffic in and out of a development (i.e. right-in-right-out only). Traffic signals may be installed when actual traffic volumes or other contributing factors warrant their installation, subject to SCDOT and County approval. Funding for any required traffic signal for access to and egress from the Property shall be the responsibility of Owner, its successors or assigns, on a pro rata basis with other property owners generating traffic and necessitating the signal.
4. The planned accesses described above are conceptual and may be redesigned and relocated to accommodate traffic modeling information, site specific characteristics, and adjacent land uses and access points as part of a traffic management plan.
5. The Property may have internal public and private roadways designed to the standards of Jasper County Zoning Ordinance and Land Development Regulations or as amended by the PDD Standards.

6. Roadways indicated on the Concept Plan are subject to modification at the time of Master Plan review and approval based upon specific soil conditions, environmental concerns, physical constraints and design parameters.
7. Roadway design standards may be modified to reduce environmental impacts and increase tree preservation provided safety concerns are not compromised. To protect and preserve significant trees, such design is hereby encouraged.
8. All approvals for access encroachments onto state highways will be reviewed and approved by the SCDOT only so long as the proposed work falls within a state right-of-way. Certificates of Occupancies will not be issued until the necessary proposed Access Encroachments as outlined in the traffic impact analysis submitted for a specific Master Plan area are constructed and approved by the appropriate governing body.

I. LANDSCAPING STANDARDS

Owner, its successors or assigns, may adopt landscaping standards for the Property which shall be submitted to County for approval in connection with Master Plan approval for the development proposed under the Master Plan submittal. Any landscape standards adopted by Owner, its successors or assigns, will comply, at a minimum, with the Jasper County landscaping and tree removal ordinances.

J. PARKING AND LOADING

Except for the parking variance approved for the Property by Jasper County Board of Zoning Appeals on December 15, 2022, parking and loading standards will comply with the requirements of Jasper County ordinances unless modified during Initial Master Plan approval. Deviations may be allowed provided the applicant furnishes actual documentation that the new standard meets the parking needs of the proposed land uses and the County approves at each Master Plan approval

K. STORMWATER MANAGEMENT

1. Development of the Property shall conform to the Stormwater Management and flood hazard protection provisions of Jasper County and applicable state and federal requirements at the time of a development permit application. Stormwater best management practices will be used in the development of the Property to ensure runoff leaving the site meets South Carolina Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management (OCRM) and Jasper County standards for water quality. This requirement shall apply only for roads, impervious surfaces, parking lots, sidewalks, and enclosed structures. Underground storage facilities for stormwater retention areas shall be permitted on the Property and may include landscapes areas.

2. Owner or its successors or assigns will prepare stormwater management plans for each master plan as the Property is developed in accordance with a stormwater master plan to be prepared by a professional engineering firm licensed in the State of South Carolina prior to the development of any phase. The stormwater master drainage plan will address the hydrological characteristics of the entire site, adjacent drainage patterns of relative importance, pre-development conditions, and post-development stormwater management for flood control and sediment reduction.

L. TREE PRESERVATION

Jasper County issued a Development Permit dated May 28, 2020 permitting clearing and grading of the Property, and tree removal has occurred. The minimum allowable post-development tree coverage for all development on the Property excluding utility easement areas, shall be 15 trees, two inches in dbh (diameter breast height) or larger per acre. Preserved wetlands and buffers can be used to meet this requirement. The minimum post development tree coverage requirement shall apply to the entire boundary of the Property and shall not be phase-specific. Replacement trees shall be planted to meet the total number of trees per acre County requirement. Replacement trees must be planted within the boundaries of the area of the Master Plan.

II. LAND USE DESIGNATION AND DEFINITIONS

A. INTRODUCTION AND NARRATIVE

The land uses areas indicated on the Concept Plan are not intended to be rigid and exact boundary lines for land uses and improvements. The Concept Plan for the Property shall maintain reasonable flexibility as may be requested by Owner and its successors and assigns to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters: and as such, the exact location of boundary lines and buildings and their subsequent location and size indicated within planning area shall be subject to change at the time of Master Planning of the specific tracts within the Property and at the time Development Permit plans are submitted for development, provided, however, that maximum densities and other conditions of the PDD Standards and the Development Agreement will be strictly adhered to, unless adjustment is requested by the Developer, its successors or assigns and approved by the County. The boundaries of the Property may be modified to included adjacent acreage subject to the approval of Jasper County by appropriate petition/application to the County to amend the PDD Standards and the Development Agreement.

B. ALLOWED LAND USES

1. Subject to the limitations set forth below, the General Commercial land uses described in Section II.D.3 below and the Light Industrial land uses described in Section II.D.4 below and under the Jasper County ordinances

shall be permitted on the Property. Allowing land uses does not obligate the Owner or a subsequent developer to provide the uses or facilities stated herein.

2. The following land uses specifically are prohibited for the Property:
 - Sector 22 (Utilities): Solar Electric Power Generation
 - Sector 72 (Accommodations and Food Services): Camps and Recreational Vehicle Parks
 - Sector 81 (Other Services): Sexually Oriented Businesses
 - Mining
 - Flea Markets
 - Truck Stops
 - Manufactured Home Sales
 - Vehicle Towing
 - Repossession Services
 - Pawn Shops
 - Billboards
 - Gun Clubs/Shooting Ranges
 - Drinking Places/Bars (with no food service)
 - Vehicle Repair
3. Any easement that occurs within the Property shall have the same allowed land uses as any of the adjacent land uses. Any restrictions shall be based on the legal definition of the easement.
4. Unless specified in the PDD Standards, the standards for uses from the Jasper County Zoning Ordinance and Land Development Regulations shall apply.

C. ALLOWED DENSITY

1. The Property consists of approximately 30 gross acres as generally depicted on the Concept Plan.
2. Use and Density:
 - a. Density for the Property is estimated to be 340,000 square feet of general commercial and light industrial uses as described herein based upon 12,000 square feet of building space per acre.
 - b. General building square footage shall not exceed 340,000 square feet, provided the proposed Master Plans and Development Plans comply with stormwater, parking, open space, building setbacks, buffering, landscaping, traffic, and other site design requirements of the PDD Standards.

D. DEFINITIONS OF LAND USE TERMS AND DENSITY TERMS

Capitalized terms not defined in the PDD Standards or in the Development Agreement shall have the definitions of the Jasper County Zoning Ordinance and Land Development Regulations at the time of PDD Standards approval in the interpretation of the PDD Standards and Concept Plan. The locations of specific land uses are not fixed and may vary. However, the definitions below shall generally describe the allowed uses within the Property.

1. Acre

- a. Gross Acre shall mean the entire acreage within the site boundaries.
- b. Net Acre shall mean the acre which remains after deduction of easements for existing utilities, wetland buffers, and onsite wetlands.

2. Business Park/Industrial Park

- a. This designation allows for a multiuse business park to meet regional demands for light industrial and office services.

- i. Business Park/Industrial Park permitted uses include:

- 1. Regional warehouses and cold storage
 - 2. Distribution cartage or express operations and facilities
 - 3. Back-office operations
 - 4. Office space
 - 5. Office/warehouse operations
 - 6. Public utility facility
 - 7. Radio and/or television stations and/or transmission tower
 - 8. Off street parking or storage area for customer, client, or employee-owned vehicles
 - 9. Call centers and data centers
 - 10. Motor freight terminals defined as facilities used for the transfer of goods
 - 11. Accessory uses which are necessary to the conduct of the permitted uses herein including but not limited to office uses, indoor and outdoor storage of materials and maintenance facilities for permitted uses; provided however they are operated and maintained under the same ownership, on the same lot as the permitted use, and do not include structures or features inconsistent with the permitted uses.
 - 12. Activities relating to the loading, unloading, storage, and processing of bulk products, within traditional or non-traditional buildings or in open air, with no limit on the amount of space so utilized.

13. Tractor trailer parking in rear of buildings away from Highway 17, as needed, and tractor trailer storage (coupled or uncoupled) areas containing up to 60 tractor trailers per acre.

ii. An applicant must demonstrate, at the time of Master Plan submittal, that uses are approved in an appropriate manner to address traffic flow, safety, and compatibility of adjoining uses. Any use that may involve harmless chemical and handling or storage must demonstrate safety planning which meets all Federal and State standards and is acceptable to the County engineer.

3. General Commercial.

a. General Commercial uses permitted on the Property include the following:

- i. General Commercial (except as prohibited above)
- ii. Business Park/Industrial Park
- iii. Community Recreation
- iv. Hotel, Motel, Inn
- v. Institutional/Civic/Government Office
- vi. Enclosed Maintenance Areas
- vii. Open Space
- viii. Silviculture
- ix. Utilities
- x. Restaurant
- xi. Mini warehouse
- xii. Daycare for on-site employees

b. General Commercial conditional uses permitted on the Property include the following:

- i. Convenience Store/Gas Station conditioned upon a standard convenience store size (e.g. Parkers, Enmarket, or similar), and only limited right turn access from Highway 315 shall be permitted.

4. Light Industrial

Light Industrial uses are primarily related to services, distribution, and assembly of finished products, and are contained within buildings except for screened outdoor storage areas, which shall not exceed twenty-five percent of the building square footage. Subject to approval during the Master Plan process, outdoor storage may exceed twenty-five percent where such storage is completely roofed, includes screening preventing view from

exterior and interior public roadways, and meets the approved development standards that pertain to the primary structure.

5. Open Space

Total open space for the Property shall be calculated based on their combined acreage and not on a site-specific basis for each phase of development or project located therein. The open space shall provide at least 15% total open space based upon total upland acreage. Passive open space shall consist of the following:

- a. Landscape surface areas (areas not covered by buildings, parking, impervious surface)
- b. Lagoons, ponds, impoundments, and lakes (detention, retention, or recreational)
- c. Freshwater wetlands
 - i. Only 50% of Freshwater wetlands, Lagoons, Ponds, and Lakes count towards open space
- d. Wetland buffers
- e. Forest, wildlife preserves/corridors, conservation areas and greenbelts
- f. Perimeter buffers

6. Lot Sizes, Lot Widths, Setbacks, Screening, Buffers, Building Heights, and Architectural Standards

- a. There shall be no minimum lot size or width.
- b. A ten foot (10') perimeter buffer shall be required on the north, east, and west boundaries of the Property and a twenty foot (20') perimeter buffer shall be required on the southern boundary of the Property, and such perimeter buffers shall remain in an undisturbed natural state other than access from highways. Additionally, underground utilities and stormwater management facilities are allowed in the perimeter buffer area.
- c. Any required wetlands setbacks shall apply according to law throughout the Property.
- d. Screening shall be determined at the time of master plan approval.
- e. Building setbacks from US Highway 17 shall be one hundred feet (100') and from SC Highway 315 shall be fifty feet (50') with landscaping, parking, and access adjacent to highways permitted within the building setback areas.
- f. Except as specified herein, no other setbacks shall be required.
- g. County and Owner acknowledge and agree that a 50' gas easement overlaps all or a portion of the Highway Corridor Overlay District buffer for the Property, and such utility easement areas shall be exempt from compliance with the Highway Corridor Overlay District buffer requirements. A twenty-five foot (25') landscaping buffer,

excluding driveways and bodies of water, shall be planted with 12 trees and 30 bushes per 100 linear feet with 10' of the landscaping buffer outside the gas easement planted with trees and 15' within the gas easement planted with bushes, as shown on the Concept Plan.

- h. Building heights may be 50' based upon existing approval of the Jasper County fire department. Building heights in excess of 50' shall require approval of Jasper County Planning upon terms established by Jasper County fire department.
- i. Painted concrete exterior walls shall be permitted for uses on the Property provided the required articulation is used on the side of the building facing Highway 17 and Highway 315.
- j. Membrane roofs and flat roofs, shall be permitted for uses on the Property provided that a parapet or other similar architectural design is provided on the side of the building facing US Highway 17 and Highway 315.
- k. Unarticulated walls exceeding 50' in length are permitted on building facades facing away from US Highway 17 and Highway 315 for uses on the Property provided the required articulation is used on the side of the building facing US Highway 17 and Highway 315.
- l. If not defined within these PDD Standards, standards will be determined in accordance with the Jasper County Zoning Ordinance and Land Development Regulations.

7. Signage Control

Any and all street signage and marketing signage within the Property shall be reviewed and approved by Jasper County Planning staff. Entrance monumentation fronting public ROWs will be governed by the ordinance existing at the time of PDD approval, but permanent monumentation at each entrance will be allowed at a minimum. Allowable signage square footage will be per the Jasper County Zoning Ordinance and Land Development Regulations.

8. Silviculture

This designation allows for continuation of managed forestry. Silviculture includes the practice of planting, culture, and harvesting of trees for the purpose of producing wood fiber and timber. Generally accepted methods of forest management are permitted, including wildlife management, construction and use of forest roads, and practices to promote health and growth of trees. Silviculture uses may continue up to the time a subdivision plat is recorded and must be in accordance with standard forestry BMPs. Owner, its successors and assigns, shall be permitted to plant and grow trees upon the Property which may be used for tree farming for harvesting of such trees for purposes of replanting same in locations which are on or off the

Property and may engage in farming operations which are indigenous to the area.

9. Utilities

a. This designation allows for utility service to serve the Property. The following land uses shall be allowed only after written approval from the applicant/developer and its consultants for location and design. Screening, buffering, and other aesthetic matters must meet or exceed the County Zoning and Land Development Regulations at the time of site development application.

1. Potable water supply and distribution
2. Wastewater collection, treatment, and disposal
3. Stormwater collection, treatment, and detention
4. Irrigation
5. Communication towers
6. Satellite antennas
7. Cable television facilities
8. Telephone facilities
9. Power transmission and distribution
10. Fiber optic lines
11. Other utility services i.e., Internet access and other telecommunication uses.

10. Wetlands

This designation allows the following uses within wetlands. Freshwater wetlands on the property shall be those areas over which the applicable governmental agencies claim jurisdiction for freshwater wetlands. The following are permitted uses:

- a. Open space and buffers
- b. Conservation areas
- c. Activities in all wetland areas as permitted by the U.S. Army Corps of Engineers and the South Carolina Department of Health and Environmental Control, Office of Ocean, and Coastal Resource Management.
- d. Disposal of reclaimed water as permitted by SCDHEC.
- e. Storm water management and recreational lakes.
- f. Boardwalks, trails, bridges and other permitted structures.
- g. Game Management

EXHIBIT A

Legal Description

Lot A and Lot B

All those certain parcels or tracts of land situate, lying and being in Jasper County, South Carolina, designated as Lot A, Delta Plantation, containing 6.33 acres, more or less, and Lot B, Delta Plantation, containing 20.00 acres, more or less, and being more particularly shown and described on a map or plat prepared by Charles W. Tuten, Jr., SCRLS #13522, dated March 3, 2004, recorded in the Office of the Register of Deeds for Jasper County, South Carolina ("Jasper County Records") in Plat Book 27, Page 315. For a more particular description reference is hereby made to said map or plat for better determining the metes, bounds and dimensions of said property.

Jasper County TMP: 037-00-02-018

Jasper County TMP: 037-00-02-014

Tract C

AND ALSO, ALL that certain parcel or tract of land situate, lying and being in Jasper County, South Carolina, containing 5.00 acres, more or less, and being a portion of the Poindexter Tract of Delta Plantation, as shown and delineated on that certain plat of survey prepared by Paul D. Wilder, RLS of Wilder Surveying and Mapping, dated January 9, 1998 and recorded in the Jasper County Records in Plat Book 23, Page 46. Said parcel of tract of land being generally bounded and described as follows: on the north by the R/W of S.C. Highway 170; on the east by other lands, now or formerly of Henry Ingram; on the south by other lands, now or formerly of Henry Ingram; and on the west by the R/W of U.S. Highway 17-A. For a more particular description, reference is made to the aforementioned plat of record.

Jasper County TMP: 037-00-02-017

LESS AND EXCEPTING

ALL that certain piece, parcel or lot of land situate, lying and being in Jasper County, South Carolina and designated as a "BJWSA Ground Water Well" containing 1.00 acres, 43,743 square feet on a plat dated May 6, 2009, entitled "A Plat of a 0.517 Acre Water Well Being a Portion of Lot "B" Delta Plantation Jasper County, South Carolina Prepared For: North Savannah Properties, LLC" by Kennedy Ragsdale & Associates Inc., James C. Brewer SCRLS No. 25441. For a more complete description as to metes, bounds and distances, reference may be made to said plat, filed as an attachment to the Partial Release recorded in the Jasper County Records in Book 759 Page 21.

ALL that certain piece, parcel or lot of land containing 15.576 square feet (0.358 acre), more or less, and all improvements thereon, if any, shown as the "Area of Acquisition" on Exhibit A attached to the deed from Zinn Investments II, LLC to South Carolina Department of Transportation recorded in Book 1018 at Page 729 in the Jasper County Records with such Right

of Way therein granted located along a relocated centerline as shown on plans between approximate survey stations 134+60.00 and 332+82.17.

This being the same property conveyed to Owner by Zinn Investments II, LLC by deed dated December 7, 2021 and recorded January 4, 2022 in Book 1093 at Page 1887 in the Jasper County Records.

EXHIBIT B

Plat

EXHIBIT C

Concept Plan

EXHIBIT D
Wetlands Fill Permit



DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

July 25, 2019

Regulatory Division

Mr. Tom Zinn
Zinn Investments II, LLC
3 Clarks Summit Drive Ste. 200
Bluffton, South Carolina 29910
tzinn@zamsc.com

Dear Mr. Zinn:

**PLEASE READ THIS LETTER CAREFULLY AND
COMPLY WITH ITS PROVISIONS**

This is in response to a letter on your behalf from Resource & Land Consultants dated May 7, 2019, requesting the Charleston District Corps of Engineers grant a time extension and transfer on Department of the Army (DA) permit SAC-2008-01571 previously issued to North Savannah Properties, LLC on December 15, 2009, and transferred to Ameris Bank on August 15, 2014. The time to complete the authorized work was granted an extension from December 31, 2014, until December 31, 2019, in a letter from this office dated August 18, 2014. The DA permit authorizes the placement of fill in 2.8 acres of freshwater wetlands under Section 404 of the Clean Water Act to construct a retail and commercial development known as the Telfair Commercial Complex. The project is located on a 35.82 acre tract adjacent to and east of Hwy 17 and south of Hwy 170 in Hardeeville, Jasper County, South Carolina (Latitude: 32.150664°, Longitude: -81.052714°).

Your request for a time extension and transfer on DA permit SAC-2008-01571 is granted. As no changes in attendant circumstance surrounding this matter have been identified, and the requirement that this work proceed essentially in accordance with the approved plans and conditions is clearly understood. Attached is a complete copy of DA permit SAC-2008-01571 issued to Zinn Investments II, LLC signed by the District Engineer on June 10, 2019, with an extended time to complete this work until **December 31, 2024**. The original DA permit documentation is also attached. Please be aware this may be the last time extension granted by this office for this work.

This permit was issued under provision of Federal laws for the protection and preservation of waters of the United States. In accordance with these laws, once a DA Permit authorizing the proposed work is issued,

**IT SHALL NOT BE LAWFUL TO DEVIATE FROM SUCH PLANS EITHER
BEFORE OR AFTER COMPLETION OF THE WORK,**

unless modification of said plans has previously been submitted to and received the approval of the Department of the Army. All other conditions to which the work is made subject remain in full force and effect. Note also that this work appears subject to the jurisdiction of the South Carolina Department of Health and Environmental Control, and it is highly recommended you contact that agency to ascertain their requirements.

In all future correspondence, please refer to file number SAC-2008-01571. If you have any questions, please contact Leslie Estill, Project Manager, at (843) 329-8039, or by email at Leslie.A.Estill@usace.army.mil.

FOR THE DISTRICT ENGINEER:

Sincerely,



COLLER-
SOCHA.ROBIN.DALE.12298
33878
2019.07.25 13:55:24 -04'00'

Robin Coller-Socha
Chief, South Branch
Deputy Chief, Regulatory Division

Attachments

2019 DA permit
2009 DA permit
Notification of Appeal Options

Copies Furnished:

Mr. Alton Brown, Jr.
Resource & Land Consultants
41 Park of Commerce Way, Suite 303
Savannah, Georgia 31405
abrown@rlandc.com

SCDHEC – Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201
WQCWetlands@dhec.sc.gov

SCDHEC - OCRM
1362 McMillan Avenue, Suite 400
North Charleston, South Carolina 29405
williabn@dhec.sc.gov

DEPARTMENT OF THE ARMY PERMIT

Permittee: **ZINN INVESTMENTS II, LLC**
C/O TOM ZINN

3 CLARKS SUMMIT DR STE 200
BLUFFTON, SC 29910

Permit No: **SAC-2008-01571**

Issuing Office: **CHARLESTON DISTRICT**

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The permitted work consists of placement of fill material in waters of the US to construct a retail and commercial development in accordance with the attached drawings entitled: Telfair Commercial, Jasper County, South Carolina; Sheet 1 of 2 dated July 2008, sheet 2 of 2 dated August 13, 2008.

Project Location:

The project site is located on a 35.82 acre tract adjacent to and east of Highway 17 and south of Highway 170 on Salt Water Creek in Jasper County, South Carolina.

General Permit Conditions:

1. The time limit for completing the work authorized ends on **31 December 2024**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Permit Conditions:

See Appendix A, page 5

Further information:

1. **Congressional Authorities:** You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403)

Section 404 of the Clean Water Act (33 USC 1344)

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1413)

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, State or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume liability for:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.



(PERMITTEE)
ZINN INVESTMENTS II, LLC
C/O TOM ZINN


5/27/2019

(DATE)

Thomas R. Zinn

PRINT NAME

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.



(DISTRICT ENGINEER)
JEFFREY S. PALAZZINI, LTC
or his Designee
Travis G. Hughes
Chief, Regulatory Division

10 June 2019

(DATE)

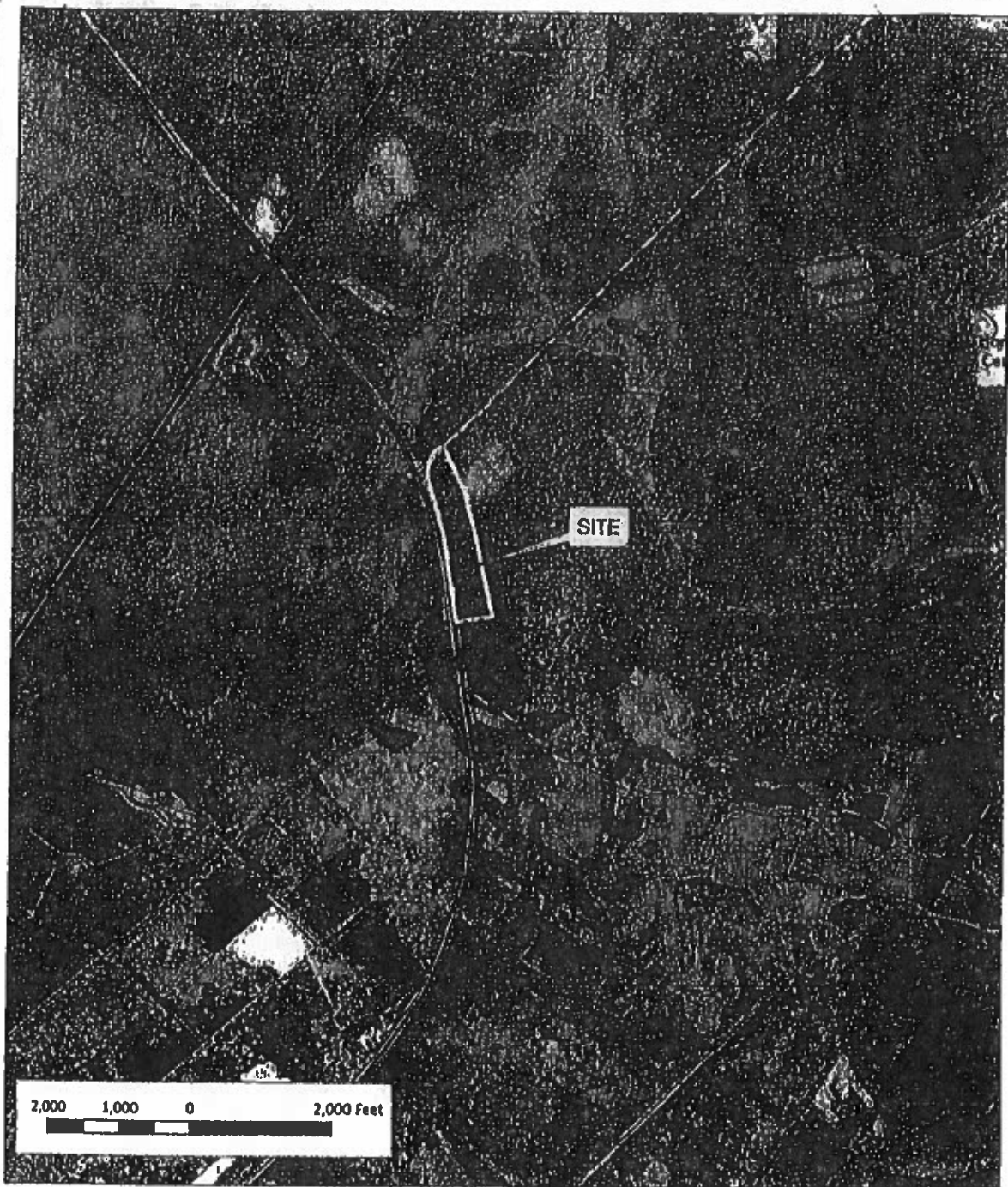
When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFEEE) (PRINT NAME)

(DATE)

APPENDIX A
SPECIAL CONDITIONS FOR PERMIT SAC 2008-01571

- a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.
- b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:
 1. A copy of this permit;
 2. A statement that the authorized work was done in accordance with the Corps' authorization, including any general or specific conditions;
 3. A statement that any required mitigation was completed in accordance with the permit conditions;
 4. The signature of the permittee certifying the completion of the work and mitigation
- c. That as compensatory mitigation for impacts to aquatic resources, the permittee agrees to purchase a total of 24.1 credits from the Sweet Leaf Mitigation Bank. At least one quarter of the required credits (6.025 credits) must be restoration/non-buffer enhancement credits. In addition, no more than one half of the required mitigation credits (12.05 credits) may be preservation credits.
- d. That the permittee must submit evidence of the purchase of the required mitigation credits and or that the permittee must submit evidence of executions and recording of the preservation easements or covenants and surveyed plat of the mitigation area to both the Corps of Engineers and DHEC not later than 60 days from the effective date of this authorization, or prior to commencement of the authorized work, whichever is later. Your responsibility to complete the required compensatory mitigation as set forth in this Special Condition will not be considered fulfilled until you present such evidence as described above.
- e. That the permittee shall submit the engineered stormwater and drainage design plans for review and approval or a copy of their SCDHEC Sediment, Erosion, and Stormwater Control Permit to the Corps prior to beginning construction of the project.



SITE

2,000 1,000 0 2,000 Feet

**PERMITTED
PLANS**

Sheet 1 of 2

2006 CIA
LIMEHOUSE QUADRANGLE
JULY 2008
MAP SCALE : 3 INCH = 2000 FEET
PREPARED BY: AB
RLC NO. 08-043

TELFAIR COMMERCIAL
JASPER COUNTY, SOUTH CAROLINA
#SAC-2008-1571-1IW
PREPARED FOR:
NORTH SAVANNAH PROPERTIES



**RESOURCE + LAND
CONSULTANTS**
RLC
41 Park of Commerce Way Ste. 303
Savannah, Georgia 31403
912.443.5876 www.rland.com

Project Limits

**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant:	File Number:	Date:
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer, South Atlantic Division, 60 Forsyth St, SW, Atlanta, GA 30308-8801. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is **not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.**

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact the Corps biologist who signed the letter to which this notification is attached. The name and telephone number of this person is given at the end of the letter.

If you only have questions regarding the appeal process you may also contact: Jason W. Steele
Administrative Appeals Review Officer
USACE South Atlantic Division
60 Forsyth St, SW
Atlanta, GA 30308-8801
(404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-6107

August 18, 2014

Regulatory Division

Ameris Bank
c/o Mr. Alton Brown
Resource + Land Consultants
41 Park of Commerce Way, Ste. 303
Savannah, GA 31405

Dear Mr. Brown:

This is in response to your letter dated August 15, 2014, submitted on behalf of the Ameris Bank, requesting an extension of time to complete the work authorized by Department of the Army permit SAC-2008-01571-1W. This work consists of the placement of fill material in waters of the U.S. to construct a retail and commercial development. In detail, the work specifically consists of placing fill material in 2.8 acres of jurisdictional freshwater wetlands adjacent to the marshes of Salt Water Creek to construct a retail and commercial development.

Since no changes in the attendant circumstances surrounding this matter have been identified, and since the requirement that this work proceed essentially in accordance with the approved plans and conditions is clearly understood, the time to complete this work is hereby extended from December 31, 2014, until December 31, 2019.

This letter should be attached to the original permit. All other conditions to which the work is made subject remain in full force and effect. In that this work appears subject to the jurisdiction of the South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management (OCRM), it is highly recommended that you contact that agency to ascertain their requirements in this matter.

Sincerely,

for: John T. Litz, PMP
Lieutenant Colonel, U.S. Army
Commander and District Engineer

Tina B. Hadden
Chief, Regulatory Division

1 AUG 18 2014
Concur: phr
KING
RD-P/8039
SOCHA/RD 3B
for TSH

time extension - Completed 8/19/2014

SAC 2008-1571-1W

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above)
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Jeffrey M. Whitlow
(PERMITEE)

12-08-09
(DATE)

NORTH SAVANNAH PROPERTIES, LLC

~~MR. JERRY WHITLOW~~
Jeffrey Whitlow
(PRINT NAME)

12-8-09
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

(DISTRICT ENGINEER)
JASON A. KIRK, LTC, PE
or his Designee
Tina B. Hadden
Chief, Regulatory Division

(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

W. M. Sky v.p.
(TRANSFEEE) Amic BANK

8.15.14
(DATE)



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

December 15, 2009

Regulatory Division

Resource & Land Consultants
Mr. Alton Brown, Jr.
41 Park of Commerce Way, Suite 303
Savannah, Georgia 31405

Dear Mr. Brown:

This is in response to your application requesting a Department of the Army permit.

Enclosed is your Department of the Army Permit #2008-1571-1IW. It authorizes you to perform the work specified on the attached drawings. This permit is issued under the provisions of the Federal laws for the protection and preservation of the navigable waters of the United States.

Please notify this office promptly, in writing, when you start and complete the work. The enclosed cards may be used for that purpose. You should also be aware that a special condition has been included in this permit which requires that a copy of the permit and drawings must be available at the work site during the entire time of construction.

Respectfully,

Tina B. Hadden
Chief, Regulatory Division

Enclosures

DEC 16 2009
Concur: phm *phm*
KING *OK*
RD-P/8039
HADDEN *Tina B. Hadden*

DEPARTMENT OF THE ARMY PERMIT

Permittee: NORTH SAVANNAH PROPERTIES, LLC
c/o MR. JERRY WHITLOW

348 JEFFERSON STREET
SAVANNAH, GEORGIA 31401

Permit No: 2008-1571-11W

Issuing Office: CHARLESTON DISTRICT

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The work consists of the placement of fill material in waters of the U.S. to construct a retail and commercial development in accordance with the attached drawings entitled: Telfair Commercial, Jasper County, South Carolina. Sheet 1 of 2 dated July 2008. Sheet 2 of 2 dated August 13, 2008.

Project Location:

The project site is located on a 35.82 acre tract adjacent to and east of Highway 17 and south of Highway 170 on Salt Water Creek in Jasper County, South Carolina.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **31 December 2014**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

- 4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
- 5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
- 6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

SEE PAGE 4

Further information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).
- Section 404 of the Clean Water Act (33 U.S.C. 1344).
- Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

- a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above)
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Jeffrey M. Whitlow
(PERMITEE)

12-08-09
(DATE)

NORTH SAVANNAH PROPERTIES, LLC
MR. JERRY WHITLOW
Jeffrey Whitlow
(PRINT NAME)

12-8-09
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

(DISTRICT ENGINEER)
JASON A. KIRK, LTC, PE
or his Designee
Tina B. Hadden
Chief, Regulatory Division

(DATE)

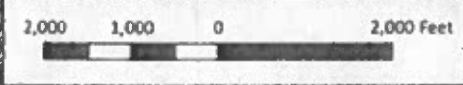
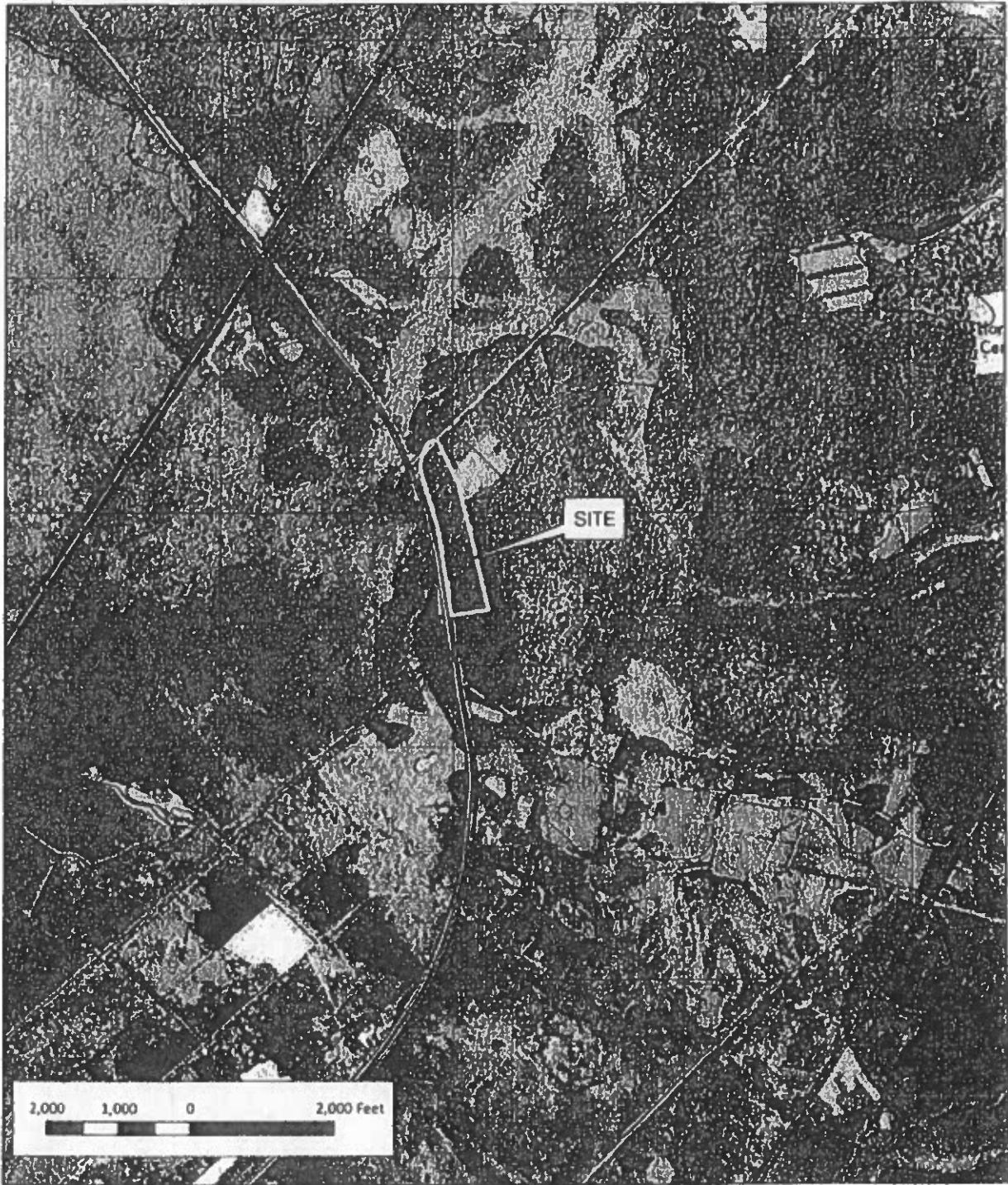
When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

W M Sky v.p.
(TRANSFEREE) Amic Bank

(DATE)

CONDITIONS FOR PERMIT #2008-1571-11W:

- a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.
- b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:
 1. A copy of this permit;
 2. A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;
 3. A statement that any required mitigation was completed in accordance with the permit conditions;
 4. The signature of the permittee certifying the completion of the work and mitigation.
- c. That as compensatory mitigation for impacts to aquatic resources, the permittee agrees to purchase a total of 24.1 credits from the Sweet Leaf Mitigation Bank. At least one quarter of the required credits (6.025 credits) must be restoration/non-buffer enhancement credits. In addition, no more than one half of the required mitigation credits (12.05 credits) may be preservation credits.
- d. That the permittee must submit evidence of the purchase of the required mitigation credits and or that the permittee must submit evidence of execution and recording of the preservation easements or covenants and surveyed plat of the mitigation area to both the Corps of Engineers and DHEC not later than 60 days from the effective date of this authorization, or prior to commencement of the authorized work, whichever is later. Your responsibility to complete the required compensatory mitigation as set forth in this Special Condition will not be considered fulfilled until you
- e. That the permittee shall submit the engineered stormwater and drainage design plans for review and approval or a copy of their SCDHEC Sediment, Erosion, and Stormwater Control Permit to the Corps prior to beginning construction of the project.



**PERMITTED
PLANS**

Sheet 1 of 2

2006 CIA LIMEHOUSE QUADRANGLE
JULY 2008
MAP SCALE : 1 INCH = 2000 FEET
PREPARED BY: AR
RLC NO. 08-043

**TELFAIR COMMERCIAL
JASPER COUNTY, SOUTH CAROLINA**

#SAC-2008-1571-1IW

PREPARED FOR:
NORTH SAVANNAH PROPERTIES



Project Limits

	RESOURCE • LAND CONSULTANTS
	<small>41 Park of Commerce Way Ste. 103 Savannah, Georgia 31403 912.443.5876 www.rlc.com</small>

KRI
KENNEDY RAOSDALE & ASSOCIATES INC.
 Engineers, Landscape Architects,
 Surveyors, and Development Consultants
 11 BARBARA ST., SUITE 201
 SAVANNAH, GA 31401
 PH (912) 436-8661 / FAX (912) 431-4131
 WWW.KRAI-ENG.COM



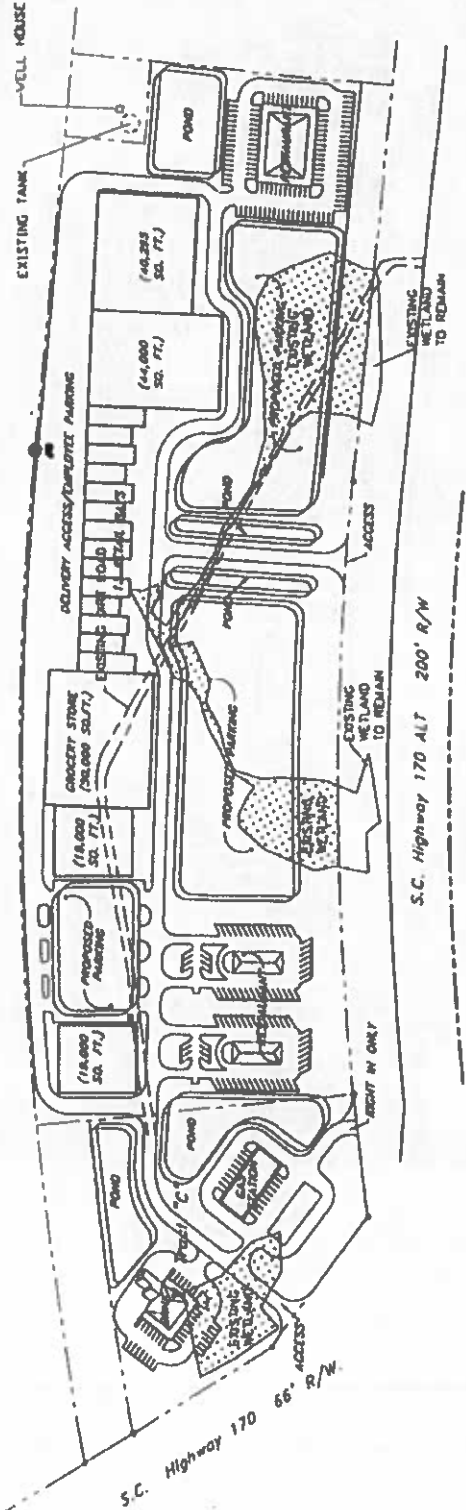
Sheet 2 of 2

A CONCEPT FOR
 TELFAIR TRACT C & ADJACENT PARCELS
 JASPER COUNTY, SOUTH CAROLINA
 PREPARED FOR
JEFF WHITLOW

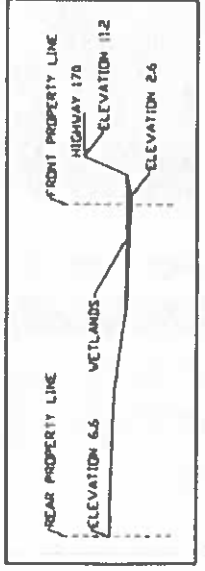
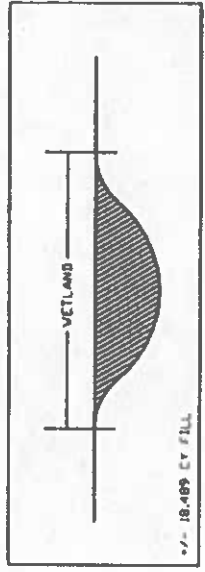
PROJECT #:	060007.00
FIELD DATE:	06/13/2008
ISSUANCE DATE:	06/13/2008
DRAWN BY:	THP
REVIEWED BY:	

PROJECT AREA: 35.82 ACRES
 WETLAND AREA: 2.80 ACRES
 UPLAND AREA: 33.02 ACRES
 WETLAND IMPACT: 2.80 ACRES

**PERMITTED
 PLANS**



#SAC-2008-1571-1IW



THE RIGHT BUT LESS THAN A PART OF A REGISTERED PROFESSIONAL ENGINEER

EXHIBIT E

Water & Sewer Provider Letter



6 SNAKE ROAD, OKATIE, SC 29909-3937
Phone 843.987.8100 | Fax 843.548.0096
Customer Service 843.987.9200
Operations & Maintenance 843.987.8046
Engineering 843.987.8065
www.bjwsa.org

Our mission: Provide quality water and wastewater services to our current and future customers in the Lowcountry

VERNA ARNETTE, GENERAL MANAGER

January 14, 2025

Evan Bennett, P.E.
Hussey Gay Bell
329 Commercial Dr.
Savannah, GA 31406

Via email: ebennett@husseygaybell.com

Subject: Availability – Speedway Boulevard, PINs: 037-00-02-003, 037-00-02-014, 037-00-02-017, & 037-00-02-018.

Dear Mr. Bennett,

This letter is in response to the water and sewer availability request for the Telfair Industrial Development at the above referenced parcels. Water is available from BJWSA's existing 12" water main located within the Speedway Boulevard right of way. There is a gravity manhole located on the adjacent SCAD property, approximately 150' south of parcel 037-00-02-014. Dependent upon available grade the developer may extend the gravity system to serve the proposed development. Should the sewer needs of the development exceed the available capacity of the receiving lift station (HD28), the developer would be responsible for any upgrade to BJWSA's existing infrastructure.

If or when you wish to proceed with this development, design drawings, hydraulic loadings, and calculations must be submitted by a professional engineer to BJWSA's Engineering Department for review and approval. Upon receiving authorization for permitting, capacity and project fees will be determined based on the information provided. Project fees, and at least the first payment of capacity fees, must be paid before a pre-construction meeting may be held. Capacity fees must be paid in full before meter fees may be secured to establish service. If construction on the proposed water and sewer systems has not started within twelve (12) months from the date of this letter, this availability will be invalid.

Should you have questions or require additional information, please contact me at 843-987-8094 or matthew.michaels@bjwsa.org.

Sincerely,

Matthew Michaels
Development Program Manager

Michael Hansen, P.E.
Director of Engineering

MM/MH/ma

GREGORY A. PADGETT
CHAIR

ANDERSON M. KINGHORN, JR.
VICE CHAIR

WILLIAM SINGLETON, Ed. D.
SECRETARY/TREASURER

JAMES E. BAKER, JR.
IMMEDIATE PAST CHAIR

JEFFERSON P. ACKERMAN, P. E.
R. THAYER RIVERS, JR.

MICHAEL L. BELL
GERALD H. SCHULZE

LORRAINE W. BOND
DAVID R. STRANGE

J. ROBERT McFEE, P. E.

EXHIBIT F

Electric & Gas Provider Letters



Letter of Power Availability

April 1, 2024

Evan Bennett
Hussey Gay Bell
Savannah, GA

Re: Telfair Tract, Intersection of US 17 and SC 315, Jasper County, SC

I am pleased to inform you that Dominion Energy will be able to provide electric service to the above referenced address. Electric service will be provided in accordance with Dominion Energy General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the company's standard operating policies and procedures. To begin engineering work for the project, the following information will need to be provided:

- 1.) Detailed utility site plan in AutoCAD format showing water, sewer, and storm drainage, as well as the requested service point/transformer locations.
- 2.) Additional drawings that indicate wetland boundaries, tree survey with barricade plan and buffer zones (if required), as well as any existing or additional easements that will also be needed.
- 3.) Electric load breakdown by type with panel schedule, riser diagrams and desired metering specifications.
- 4.) The anticipated timeline for each phase of the development.
- 5.) Dominion Energy has specific requirements for electric service to new water and sewer pump-stations. If your project requires these facilities, please contact me for more details.

Dominion Energy construction standards and specifications are available here:

<https://www.dominionenergy.com/south-carolina/start-stop-service/new-construction>

If you have any questions, please contact me at 843-540-1315.

Sincerely,

Parks Moss

Parks Moss
Senior Key Account Manager
Dominion Energy South Carolina



Preliminary Letter of Availability

May 15 , 2024

Evan Bennett

Hussey Gay Bell

Savannah, GA

Re: Telfair Tract, Intersection of US 17 and SC 315, Jasper County, SC

Mr. Bennett,

Thank you for your inquiry about natural gas service for the above address. As of the date of this letter, natural gas service is available to the site, but, due to future unknown considerations such as available gas supply, available capital investment, requested equipment loads and pressures, and other business and operational factors, service cannot be confirmed at this time. Once we have all the below information, an engineering study will be performed to determine our ability to serve the project and analyze if there will be a cost to you associated with serving the project based on the information and gas load you provided.

Please provide the below information:

- 1) Detailed utility site plan (**in AutoCAD**) showing water, sewer, and storm drainage. The finalized/approved plan must include lot numbers, street names, and 911 addresses for each lot/building.
- 2) Additional drawings that indicate wetlands boundaries; utility rights-of-way inside the project; rights-of-way given by adjacent landowners; restricted areas; tree survey with barricade plan; buffer zones (if required); as well as any existing or additional easements.
- 3) Copies of applicable SCDHEC, USACE, USFWS, MS4, SCDOT, county/municipal, and all other permits and delineations potentially affecting gas line installations.
- 4) A list of all natural gas appliances and equipment to be installed. For Commercial projects, we will also need the BTUH load for each appliance/piece of equipment.
- 5) A signed copy of this letter acknowledging its receipt and responsibility for its contents and authorization to begin engineering work. Any Contribution in Aid of Construction (CIAC) associated with providing service will be determined when a finalized/approved

plan is submitted to our office. Full payment of the Contribution in Aid of Construction (CIAC) must be received before engineering or permitting of the gas line will begin.

6) Requested date of active service.

7) Other information needed: (if left blank no other information is required at this time)

If you have any questions, please contact me at 803-634-1374 or steven.n.roberts@dominionenergy.com

Sincerely,

Nick Roberts

Gas Sales Account Manager

Dominion Energy South Carolina

CONFIDENTIAL

EXHIBIT G

Telecommunications Provider Letter

[Faint, illegible text, likely a redacted letter or document]



May 8, 2024,

Evan Bennett, P.E
Hussey Gay Bell
329 Commercial Dr.
Savannah, GA. 31406

Dear Mr. Bennett:

SUBJ: Letter of Intent to Provide Service for: **Telfair Tract Industrial**

Hargray Engineering Services has reviewed the master plan for the above referenced project. Hargray Communications Group, Inc. has the ability and intent to serve the above-referenced project. Please forward to our office a digital copy of the plan that has been approved by the county/town for use with Microstation or AutoCAD. Our office will then include owner/developer conduit requirements on the approved plan and return to your office.

By accepting this letter of intent to serve, you also accept responsibility to forward the requirements and Project Application Form to the owner/developer. The Project Application Form identifies the minimum requirements to be met as follows:

- Commercial buildings – apartments – villas: Minimum 4-inch diameter conduit Schedule 40 (gray electrical) PVC with pull string buried at 24-to-30-inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of-way or property line. **Conduits are required from each building site and multiple conduits may apply.**
- Commercial buildings with multiple “units” may require conduit(s) minimum ¼” from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame-retardant Teflon wiring to comply with code.
- Hotel or large commercial project requirements would be two (2) 4-inch diameter Schedule 40 PVC underground conduits.
- Equipment rooms to have ¼ inch 4'x8' sheet of plywood mounted on wall to receive telephone equipment.
- A dedicated 110-volt, 20-amp circuit with a four-way outlet to power external equipment for the site. For Commercial Application.
- A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.
- Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data. Industry Standard.
- All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5' of slack is required for terminations.
- CATV inside wiring will be RG6 foil wrapped 66% braid minimum, home run to each outlet.
- A 120 AC 15 A dedicated power outlet is to be in the service yard to supply AC power to the ONU. Power to the ONU will be provided through a Pull-Out Disconnected Switch, manufactured by Square D Company, or equivalent. The Horsepower Rating for the disconnect switch is 240VAC max, 60A, not fusible.

CATV Requirements

Hargray CATV services requires you to install one 4” Schedule 40 (gray electrical) PVC pipe to a point designated to the road right of way or property line. The “service facilities” are required to be in separate pipes to ensure quality transmission and reception for both facilities.

Any Commercial or Subdivision areas installing pipe as required should extend the pipe 5' (feet) beyond any placed or planned curbed or sidewalk edge for facility access, away from the roadside.

Should there be any changes or additions to the original master plan, this letter will only cover the areas that are shown on the original master plan. All changes or additions would require another Letter of Intent to supply service. All costs incurred by the Telephone/CATV Company resulting from any requested change or failure to comply with minimum requirements shall be borne by the Developer. **Commercial projects require a pre-construction meeting with Telco/CATV Company to review requirements.** I am available to discuss these requirements in more detail at your convenience.

Non-recurring charges to offset construction costs may apply to certain projects.

Easements are required prior to installing facilities to your site.

Sincerely,

Rodney Cannon

Rodney Cannon
Manager, Facilities Engineering
843-815-1697

Requirement for Letter of Intent to Provide Service

HARGRAY COMMUNICATIONS GROUP, INC

Engineering Services Construction Application

CONTACT INFORMATION

Project Owner Name: Jasper Telfair One, LLC Phone No.: (713) 444-4525
Address: 5005 Woodway Drive, Suite 215 City, State, Zip Houston, TX 77056
Developer Name: Jasper Telfair One, LLC Phone No.: (713) 444-4525
Address: 5005 Woodway Drive, Suite 215 City, State, Zip Houston, TX 77056
Project Manager Name: Evan Bennett - Hussey Gay Bell Phone No.: (912) 354-4626
Address: 329 Commercial Drive City, State, Zip Savannah, GA 31406

PROJECT INFORMATION

Project Name/Location Telfair Tract Industrial - SE Quadrant of US Hwy 17 (Speedway Blvd) and SR 315 (S Okatie Hwy)
Proposed Start and Finish Dates 1/1/2024 - 1/1/2026 Lots 1
No. of Phases 1 Units Per Phase N/A Condominium Units N/A
Comments: Commercial Sq. Ft. 340,000

REQUIREMENTS INFORMATION

APPLICATION REQUIREMENTS

PROJECT REQUIREMENTS

**Engineering note: Check boxes that apply to applicant.

These must be in place before service can be provided.

Hargray Communications Group, Inc. must have copies of the following items before we can furnish a "Letter of Intent" and schedule your project.

- One copy of development or site plans indicating property and/or lot lines, proposed buildings, roads, parking, water, sewer and drainage layout.
Digital copy of county/town approved plan.

- * Commercial Buildings-Apartments-Villas - Hotels Minimum 4 inch diameter conduit Sch. 40 PVC with pull string buried at 24 to 30 inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of- way or property line. Conduits are required from each building site & multiple conduits may apply.
* Commercial buildings with multiple "units" may require conduit(s) minimum 3/4" from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame retardant Teflon wiring to comply with code.
A dedicated 110-volt, 20 amp circuit with a four way outlet to power external equipment for the site. For Commercial Application.
Equipment rooms to have 3/4 inch 4'X8' sheet of plywood mounted on wall to receive telephone equipment.
A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.
Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data (industry standard).
CATV inside wiring will be RG6 foil wrapped 66% braid minimum, home run to each outlet.
All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5' of slack is required for terminations.
A 120 AC 15 A dedicated power outlet is to be located in the service yard to supply AC power to the ONU. Power to the ONU will be provided through a Pull Out Disconnected Switch, manufactured by Square D Company, or equivalent. The Horsepower Rating for the disconnect switch is 240VAC max, 60A, not fusible.
Easements are required.

* Commercial projects require pre-construction meeting with Telco/CATV Company to review requirements.

I understand and agree to provide or meet the application and project requirements as stated above and to inform the contractor/builder of these requirements. I understand that if the project design changes or the proposed start date is delayed by nine (9) months or more, that I must submit a new application. All costs incurred by TELCO resulting from any requested change or failure to comply with minimum requirements, shall be borne by the Developer. Non-recurring charges to offset construction costs may apply to certain projects.

Evan Bennett Date May 8, 2024 Rodney Cannon Date 5/8/2024
Applicant/Representative Date Engineering Services Representative Date

Hargray Engineering Services; P.O. Box 3380, Bluffton, SC 29910; Bluffton (843) 815-1676, FAX 815-6201

EXHIBIT H

Traffic Impact Analysis Report



**TELFAIR INDUSTRIAL
TRAFFIC IMPACT STUDY
JASPER COUNTY, SC**

November 18, 2025

Prepared for:
Mark Barineau
Lionsmark Investment Group
2001 Kirby Dr, Suite 310
Houston, TX 77019

Prepared by:
Lowe Engineers
990 Hammond Drive, Suite 900
Atlanta, GA 30328

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1 Project Description

This Traffic Impact Study (TIS) evaluates the impact of the proposed Telfair Industrial development on the surrounding transportation network. The project site is located approximately 4.5 miles northeast of the Georgia–South Carolina state line, on the southeast quadrant of the US 17 (Speedway Boulevard) and State Route 315 (S Okatie Highway) intersection in Jasper County, South Carolina. The ±29.93-acre parcel is currently undeveloped. The proposal includes a 340,000-square-foot development, consisting of equal portions of warehouse space and industrial park uses. The project is anticipated to reach full buildout in 2028. A site location map is provided in **Figure 1**

Access to the site is proposed via one full access driveway on US 17 (Speedway Boulevard) and one full access driveway on SR 315 (S Okatie Highway). A preliminary site plan is included in **Appendix A** and the proposed access plan is shown in **Figure 2**. Data used in the analysis consisted of the preliminary site plan provided by the project engineers, daily and peak hour traffic counts collected by Lowe Engineers, and South Carolina Department of Transportation (SCDOT) web-based applications and published information.



Figure 1: Site Location Map



Figure 2: Proposed Access Plan

2 Study Area

The study area for the proposed development was determined based on the nearest significant intersections from the site access driveways. The study area was approved during preliminary discussions on this TIS. Accordingly, the TIS analysis considered the project's impact on the following intersections:

- US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway) (an existing three-legged signalized intersection)
- US 17 (Speedway Boulevard) at Site Driveway A
- SC 315 (S Okatie Highway) at Site Driveway B

3 Existing Conditions

3.1 Adjacent Roadway Facilities

US 17 (Speedway Boulevard) is currently a two-lane undivided roadway and runs primarily north-south along the study area. The roadway is functionally classified by SCDOT as a rural principal arterial and has a posted speed limit of 55 mph in the vicinity of the proposed development. There are currently no sidewalks along either side of the roadway. The primary land-use for the surrounding developments involves light industrial, light commercial, and light institutional amidst vast undeveloped rural coastlands.

SC 315 (S Okatie Highway) is currently a two-lane, undivided east-west roadway. It is functionally classified by SCDOT as a rural major collector and carries a posted speed limit of 55 mph. Sidewalks are not provided along either side of the corridor. The surrounding area is characterized primarily by light industrial, light commercial, and light institutional land uses, interspersed with extensive undeveloped rural coastal land.

3.2 Existing Lane Geometry and Traffic Control

The existing lane geometry and traffic control for the study intersection is shown in **Figure 3**.

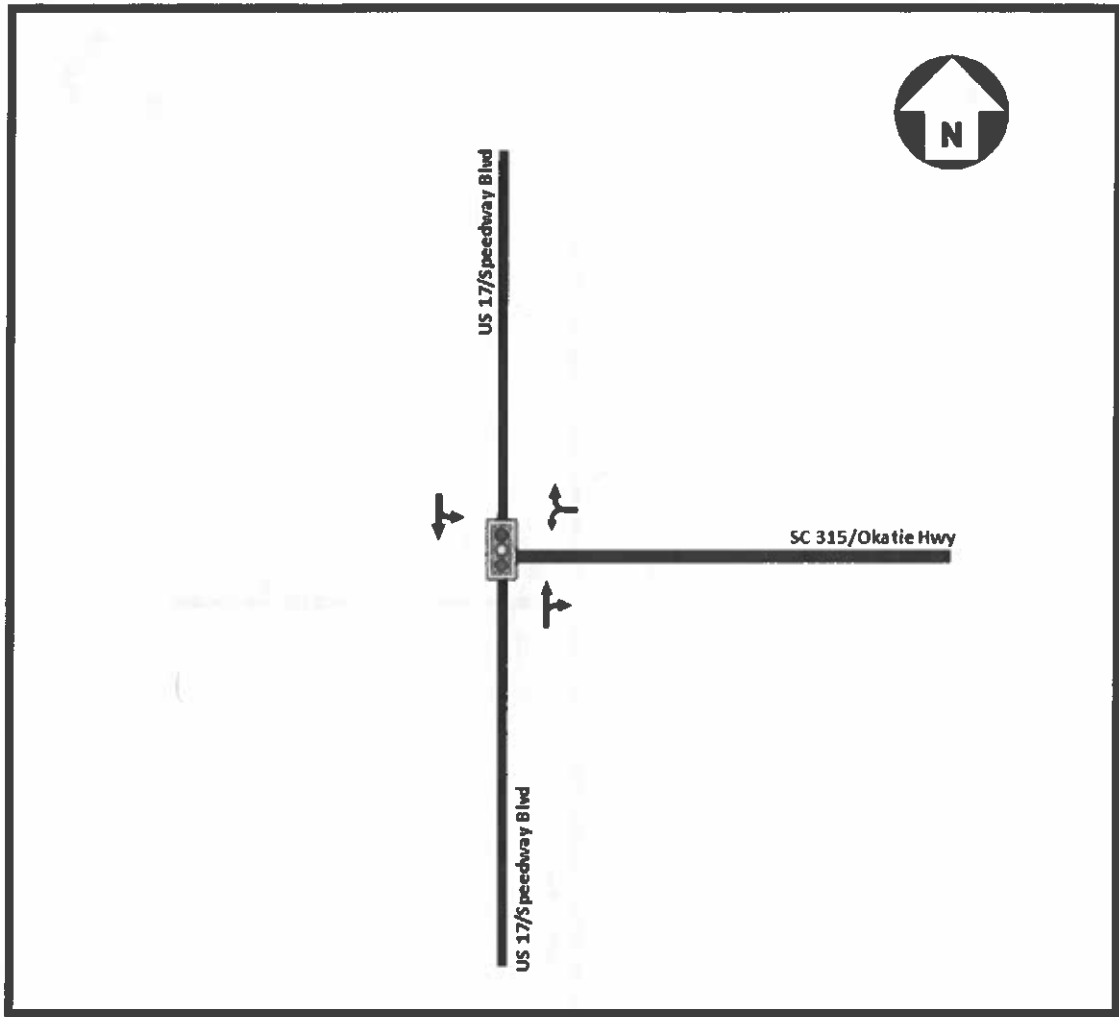


Figure 3: Existing (2025) Lane Geometry and Traffic Control

3.3 Traffic Data

Turning movement counts were collected while school was in session at the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway) on Wednesday, May 7th, 2025. The AM peak hour occurred from 7:15 to 8:15 AM, and the PM peak hour occurred from 5:00 to 6:00 PM. Additional 24-hour bidirectional vehicle count, and speed data were collected on US 17 (Speedway Boulevard) south of SC 315 (S Okatie Highway). A 24-hour bidirectional vehicle count was also collected on SC 315 (S Okatie Highway) east of US 17 (Speedway Boulevard). The existing (2025) AM and PM peak hour turning volumes are displayed in **Figure 4**. Raw (2025) traffic data is provided in **Appendix B**.

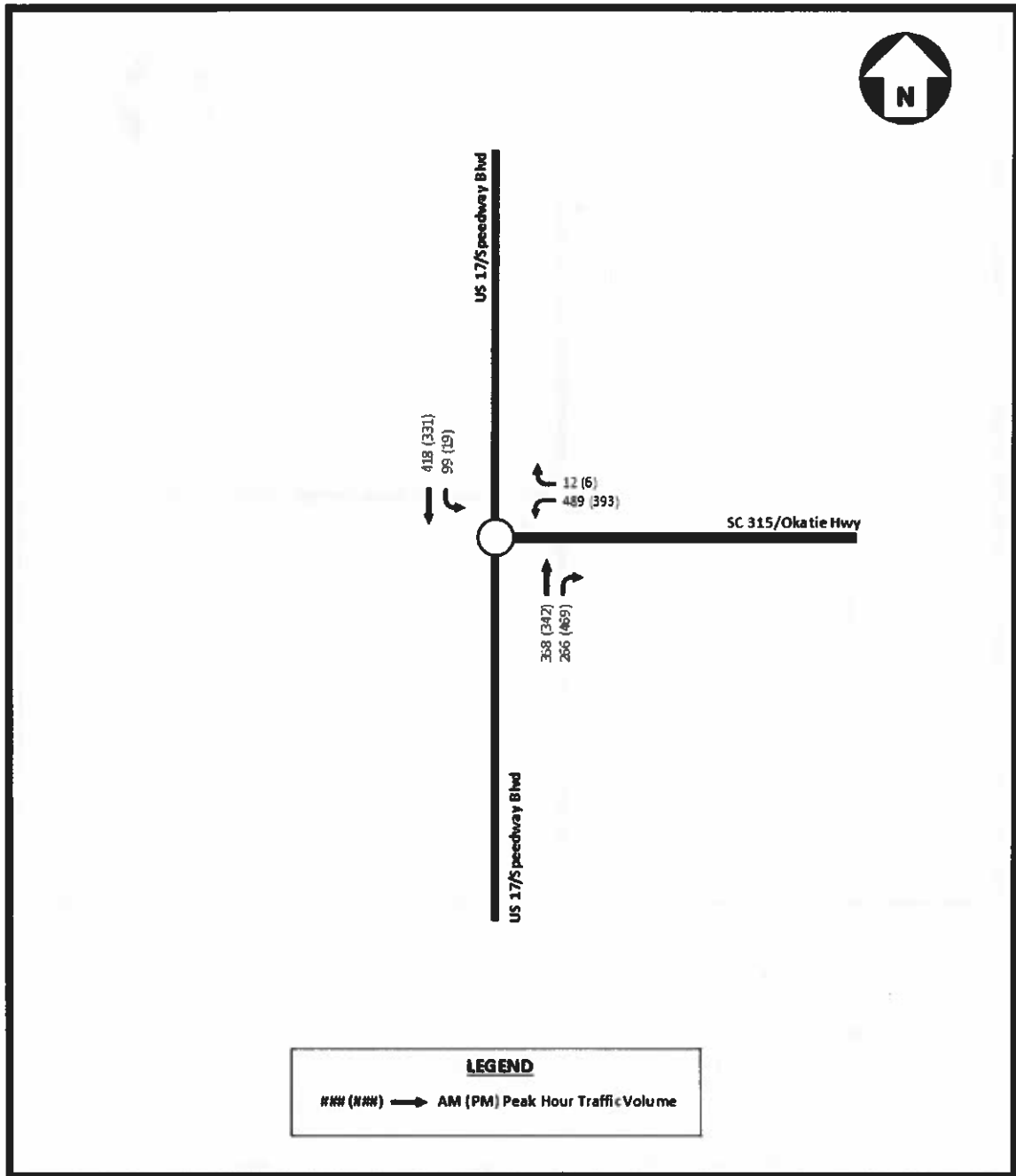


Figure 4: Existing (2025) Traffic Volumes

3.4 Existing Capacity Analysis

A capacity analysis for the study intersection was performed under existing (2025) conditions based on the Highway Capacity Manual 7th Edition (HCM 7) during the AM and PM peak hours using Synchro 12. Existing conditions represent the existing intersection geometrical layout, traffic control, and existing (2025) turning movement counts during the AM and PM peak hours. Capacity analysis results, including vehicular control delay, level of service (LOS) at the movement and intersection levels, and 95th percentile queue lengths, are summarized in **Table 1**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system as defined in the HCM where A is the best, and F is the worst. Detailed capacity and queue analysis reports and under existing (2025) conditions can be found in **Appendix C**.

Table 1: Existing Conditions Capacity Analysis

Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBLR	70.8	E	548	43.5	D	382
		NBTR	16.6	B	324	26.3	C	589
		SRTL	59.7	E	493	11.8	B	158
		Intersection	46.7	D	--	27.4	C	--

As shown in **Table 1**, the existing (2025) capacity analysis indicates that the intersection currently operates under signal control at an overall LOS D or better, with some delays on the westbound and southbound approaches due to the single-lane configurations on US 17 and SC 315. Programmed SCDOT improvements and detailed capacity analysis for the intersection will be discussed in the following sections.

4 Background Conditions

4.1 Background Lane Geometry and Traffic Control

The background lane geometry and traffic control reflect the programmed SCDOT improvements (Project ID 0039168) to the study intersection and the US 17 (Speedway Boulevard) corridor. These improvements include widening US 17 in the vicinity of the proposed development from a two-lane undivided roadway to a four-lane divided roadway. The widening project spans approximately 4.2 miles, from the Georgia State Line to just north of SC 315 (S Okatie Highway).

As part of this project, the existing three-legged intersection at US 17 and SC 315 will be upgraded to a signalized Continuous Green T-intersection. The SCDOT project was let for construction in August 2020 and is expected to be completed by January 2028. Roadway and signal design plans for Project ID 0039168 are provided in **Appendix D**. SC 315 is planned to be widened to four lanes near the intersection. The background lane geometry and traffic control for the study intersection is illustrated in **Figure 5**.

4.2 Background Traffic Growth

Historical AADT volumes from 2015 to 2024 were obtained from count stations along US 17 (north and south of SC 315) and SC 315 (east of US 17). To ensure accuracy, 2020 and 2021 were excluded from growth rate calculations due to irregular traffic patterns. Based on historical trends, a 2.1% average annual growth rate was applied to 2025 traffic volumes to estimate background volumes for 2028. Supporting data are provided in **Appendix E**, and the 2028 AM and PM peak hour turning movement volumes are shown in **Figure 6**.

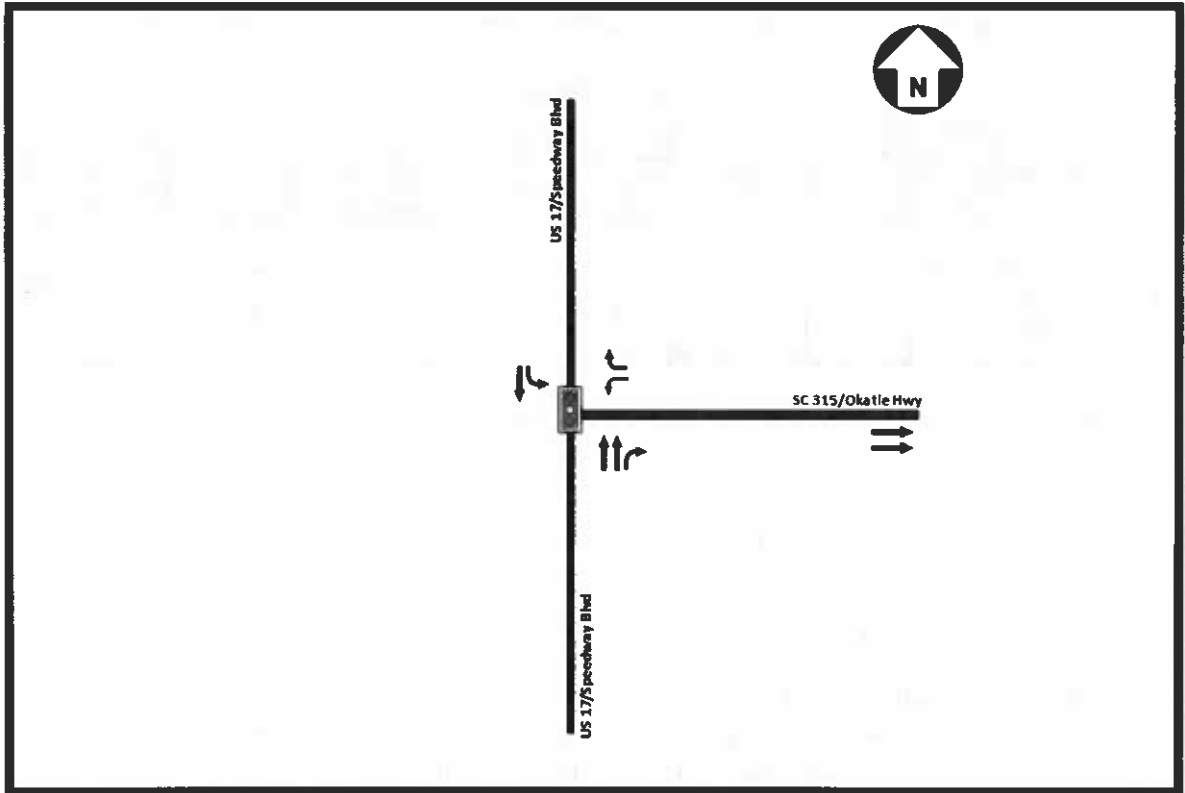


Figure 5: Background (2028) Lane Geometry and Traffic Control

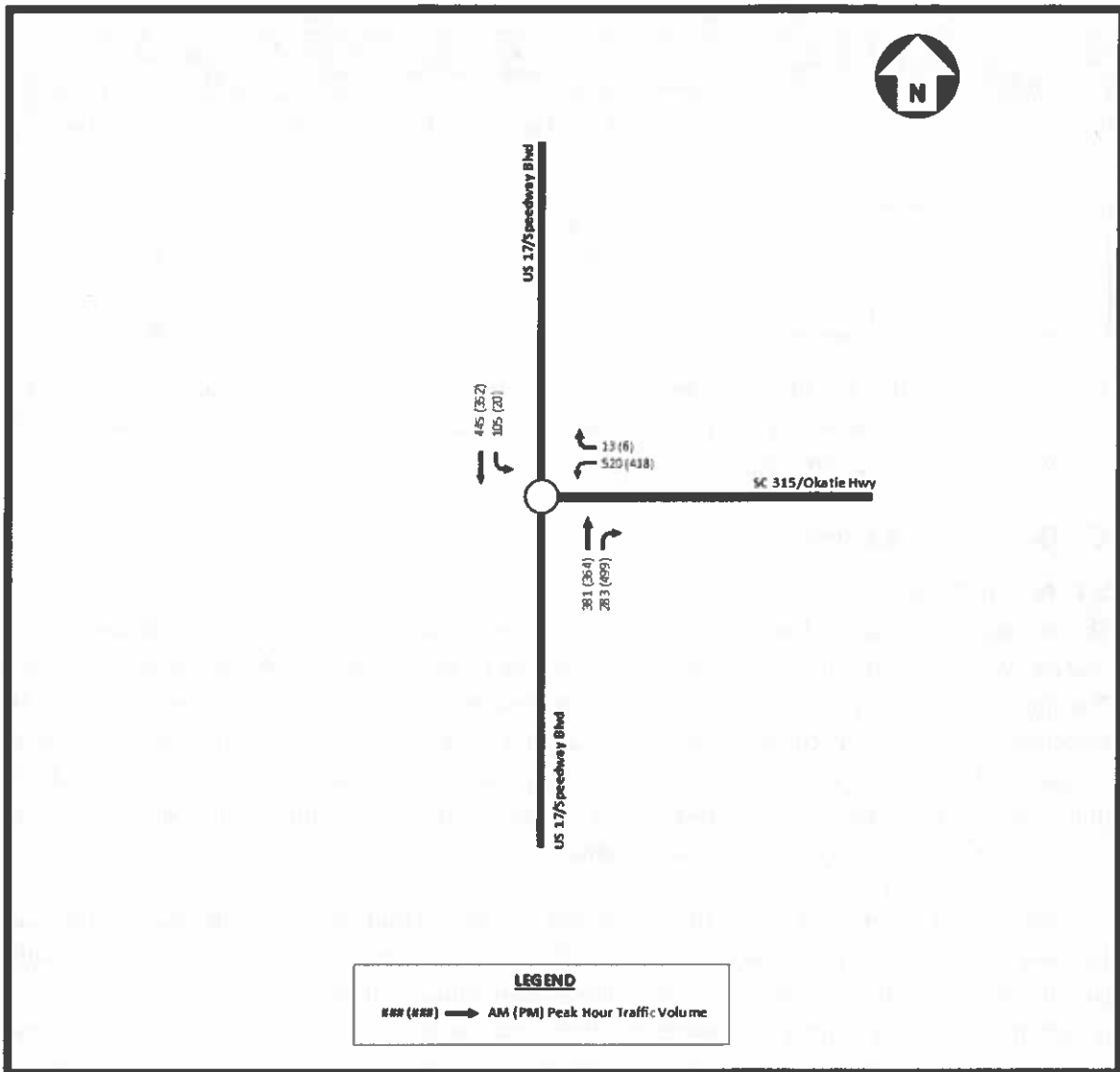


Figure 6: Background (2028) Traffic Volumes

4.3 Background Capacity Analysis

A capacity analysis for the study intersection was performed under background (2028) conditions based on HCM 7 during the AM and PM peak hours using Synchro 12. Background conditions represent the planned intersection geometrical layout, traffic control, and projected (2028) turning movement counts during the AM and PM peak hours. Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths, are summarized in **Table 2**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and the F is worst. Detailed capacity and queue analysis reports under background (2025) conditions can be found in **Appendix F**.

Table 2: Background Conditions Capacity Analysis

Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
			Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	43.4	D	472	23.4	C	322
		WBR	10.0	A	12	10.0	A	8
		NBT	26.5	C	127	17.8	B	110
		NBR	6.8	A	57	6.4	A	72
		SBL	37.6	D	100	27.0	C	29
		Intersection	22.3	C	--	12.2	B	--

As indicated in **Table 2**, the (2028) background capacity analysis indicates that the signal upgrades at the intersection are expected to address delays associated with the westbound left turn movement on Okatie Highway improving its performance to an LOS "D".

5 Build Conditions.

5.1 Access Review

The development proposes two full access driveways: one on SC 315 (Okatie Highway) and one on US 17 (Speedway Boulevard). An access review was conducted based on the South Carolina Department of Transportation (SCDOT) Access and Roadside Management Standards (ARMS). According to the ARMS guidelines, the minimum corner clearance between a roadway intersection and the nearest RI/RO driveway is 150 feet. For a full-access driveway along a roadway with a posted speed limit greater than 50 mph and AADT exceeding 2,000 vehicles per day, the minimum spacing requirement is 400 feet (Table 3-7). Supporting documents are included in **Appendix G**.

The proposed US 17 driveway is located approximately 1,200 feet south of Okatie Highway, and the Okatie Highway driveway is about 500 feet east of US 17. Both proposed driveways satisfy the SCDOT ARMS spacing requirements. However, the channelized northbound right-turn lane on US 17 introduces a potential operational constraint. Specifically, the distance between the proposed Okatie Highway driveway and the junction created by this channelized right-turn lane is limited to approximately 100 feet, which could affect driveway functionality and vehicle maneuvering.

5.2 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The resulting trip generation analysis is summarized in **Table 3**. ITE information sheets are provided in **Appendix H**.

Table 3: Trip Generation Analysis

Land Use Information	Project Trips			Equation Used ¹	In / Out Distribution
	Total	Inbound	Outbound		
130 Industrial Park	170,000				S.F.
Daily	1,155	578	577	$T = 2.04(X) + 808.48$	50% / 50%
AM Peak Hour	150	116	34	$T = 0.14(X) + 125.84$	77% / 23%
PM Peak Hour	141	31	110	$T = 0.16(X) + 114.29$	28% / 72%
150 - Warehousing	170,000				S.F.
Daily	167	84	83	$T = 1.56(X) - 97.97$	50% / 50%
AM Peak Hour	30	23	7	$T = 0.10(X) + 13.43$	77% / 23%
PM Peak Hour	38	11	27	$T = 0.11(X) + 19.62$	28% / 72%
Net New External Vehicle Trips					
Daily	1,322	662	660		
AM Peak Hour	180	139	41		
PM Peak Hour	179	42	137		

¹ Where: T = Trips; X = Density by Variable

The proposed development is anticipated to generate 1,322 new daily vehicle trips (662 inbound and 660 outbound). The AM peak hour is anticipated to generate 180 new vehicle trips (139 inbound, and 41 outbound). The PM peak hour is anticipated to generate 179 new vehicle trips (42 inbound and 137 outbound).

5.3 Trip Distribution

A trip distribution pattern was estimated based on local knowledge of land-use densities in the study area, professional engineering judgement, existing traffic patterns, and the location of the proposed development with respect to study network to accurately reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The estimated project trip distribution and assignment on the study intersection and access driveways is presented in **Figure 7**. Project trips were then assigned to the study intersections. AM and PM peak hour project trips are displayed in **Figure 8**.

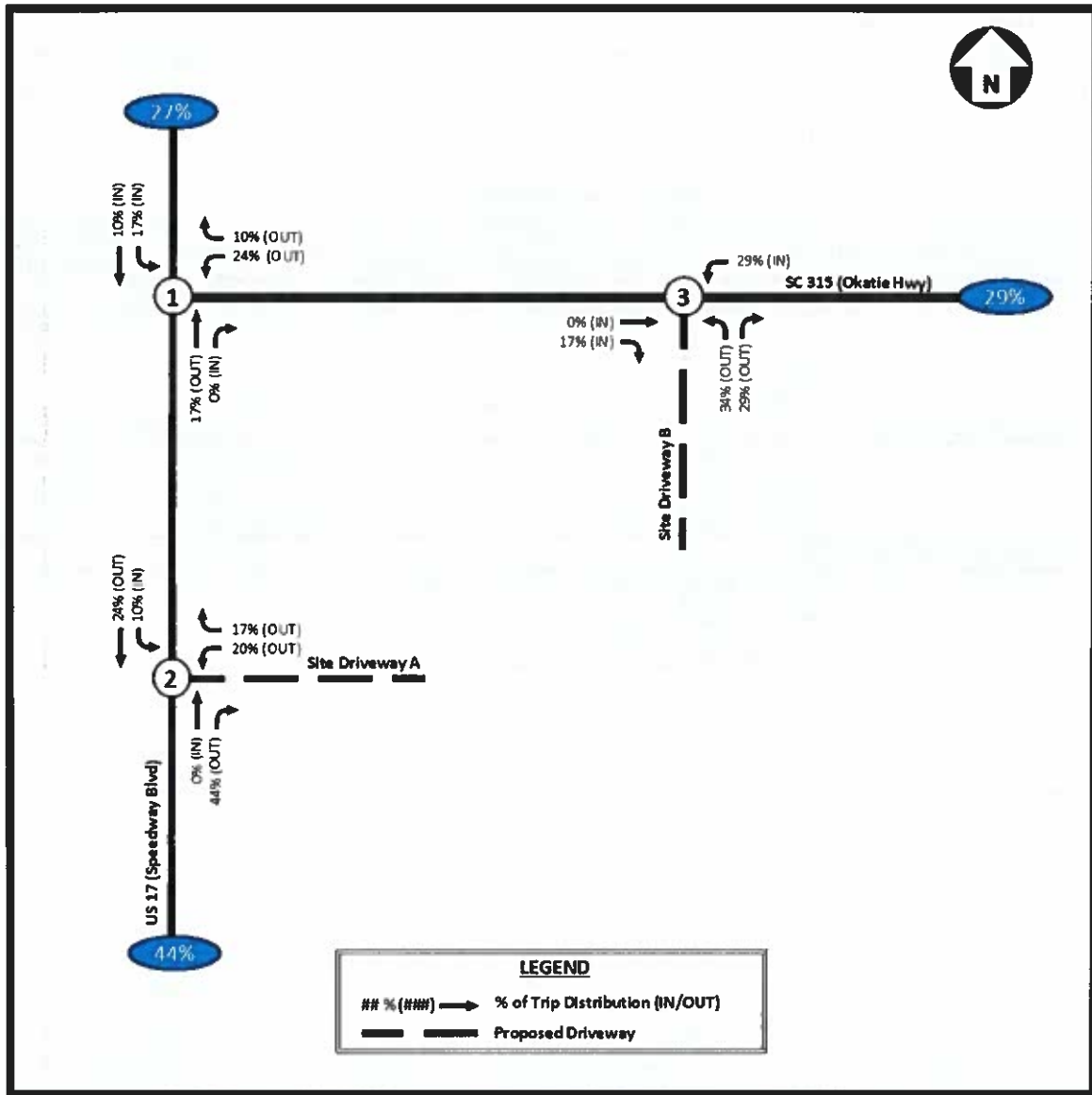


Figure 7: Trip Distribution & Assignment

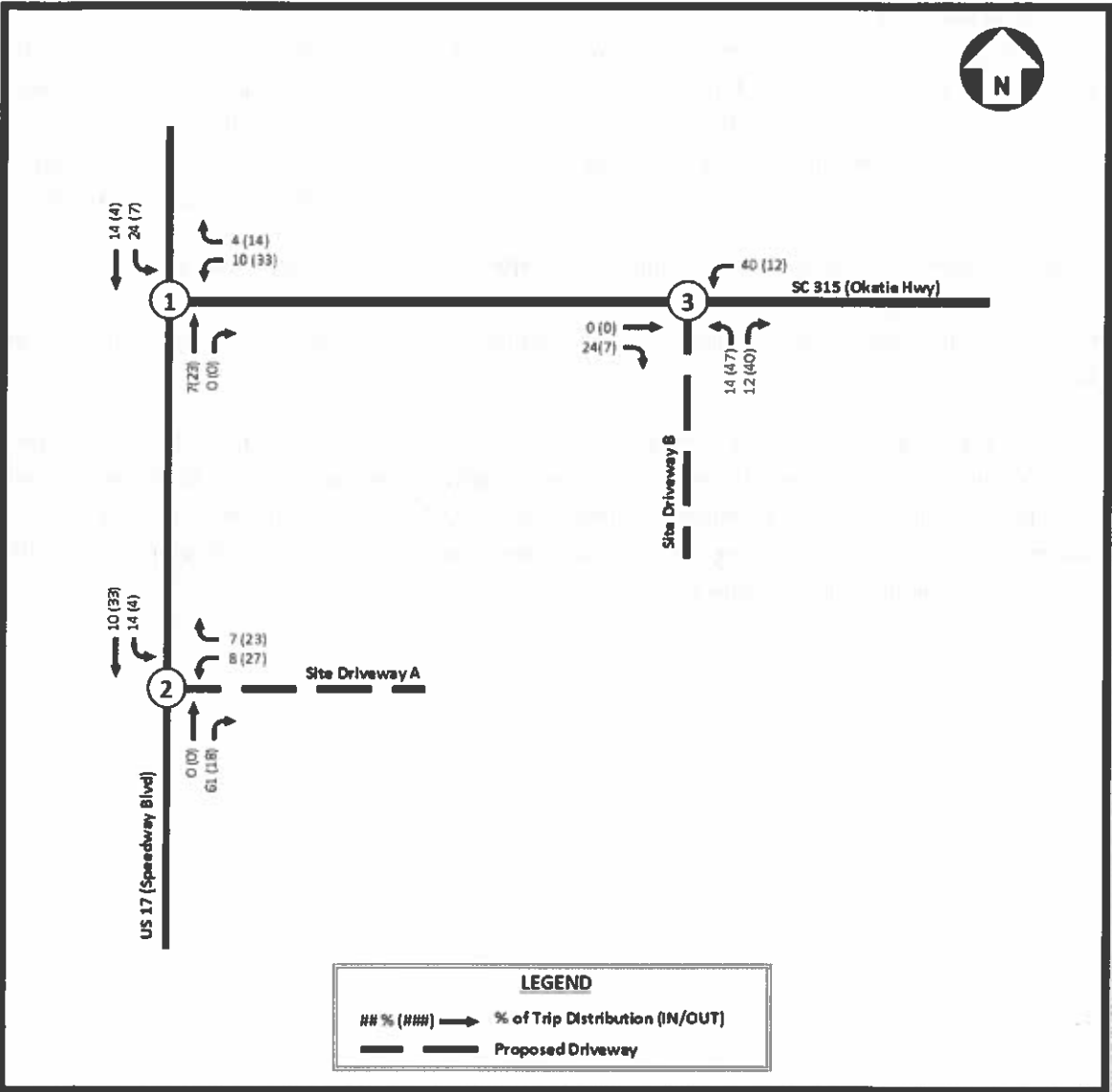


Figure 8: Project Trips

5.4 Build Capacity Analysis

A capacity analysis for the study intersections was performed under build (2028) conditions based on HCM 7 during the AM and PM peak hours using Synchro 12. Build conditions represent the programmed intersection geometrical layout, traffic control, and projected (2028) intersection turning movement volumes during the AM and PM peak hours. Both access driveways are proposed with two egress lane configuration. Lane geometry and traffic control under build (2028) conditions is depicted in **Figure 9**.

Projected intersection volumes were computed by applying the calculated annual growth rate to the existing (2025) turning movement volumes and then adding the project-generated directional trips. Projected build (2028) AM and PM peak hour volumes for the study intersections are presented in **Figure 10**.

Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths are summarized in **Table 4**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and the F is worst. Volumes developments worksheets and detailed capacity and queue analysis reports under build (2028) conditions can be found in **Appendix I**.

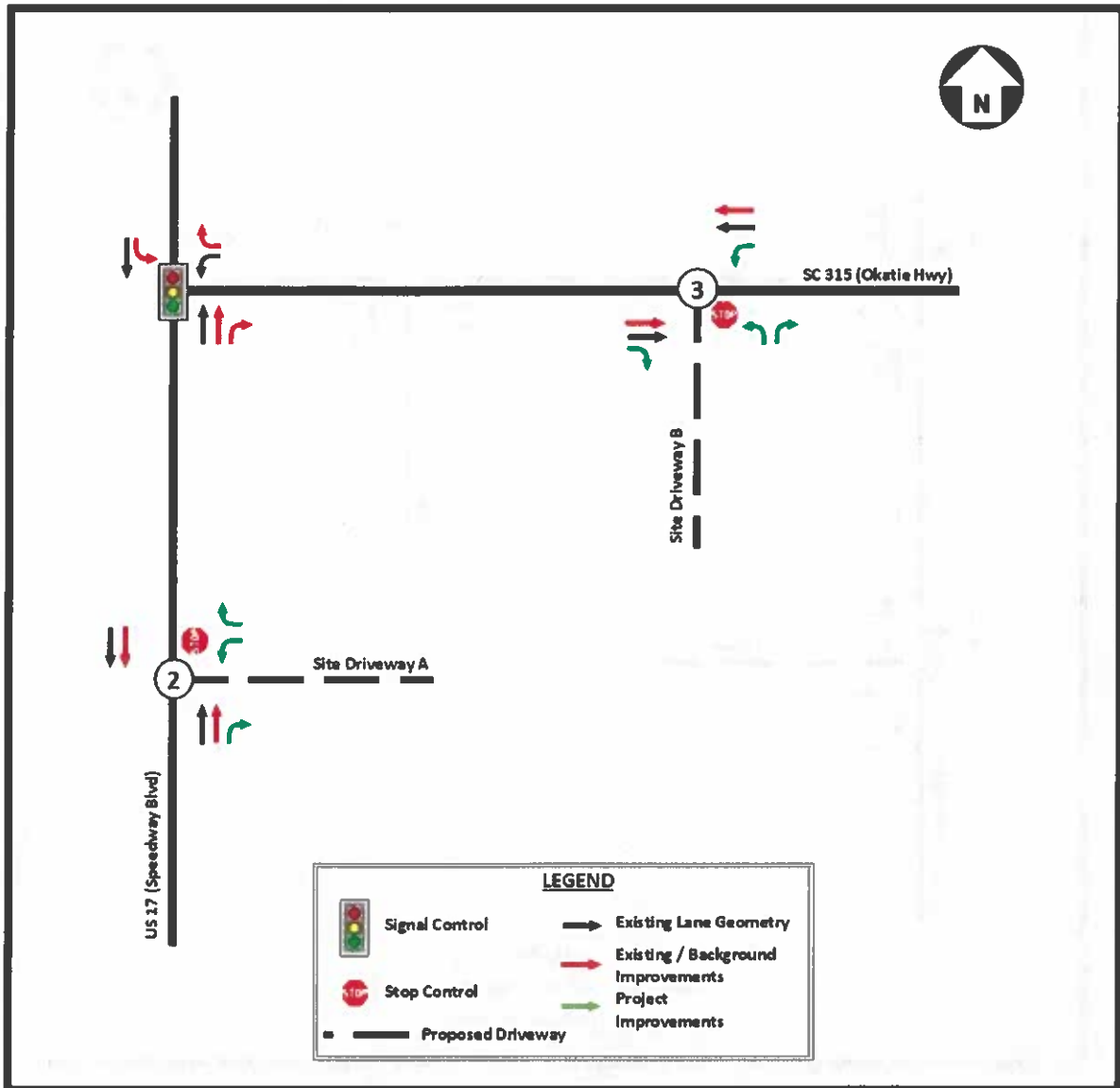


Figure 9: Build (2028) Lane Geometry and Traffic Control

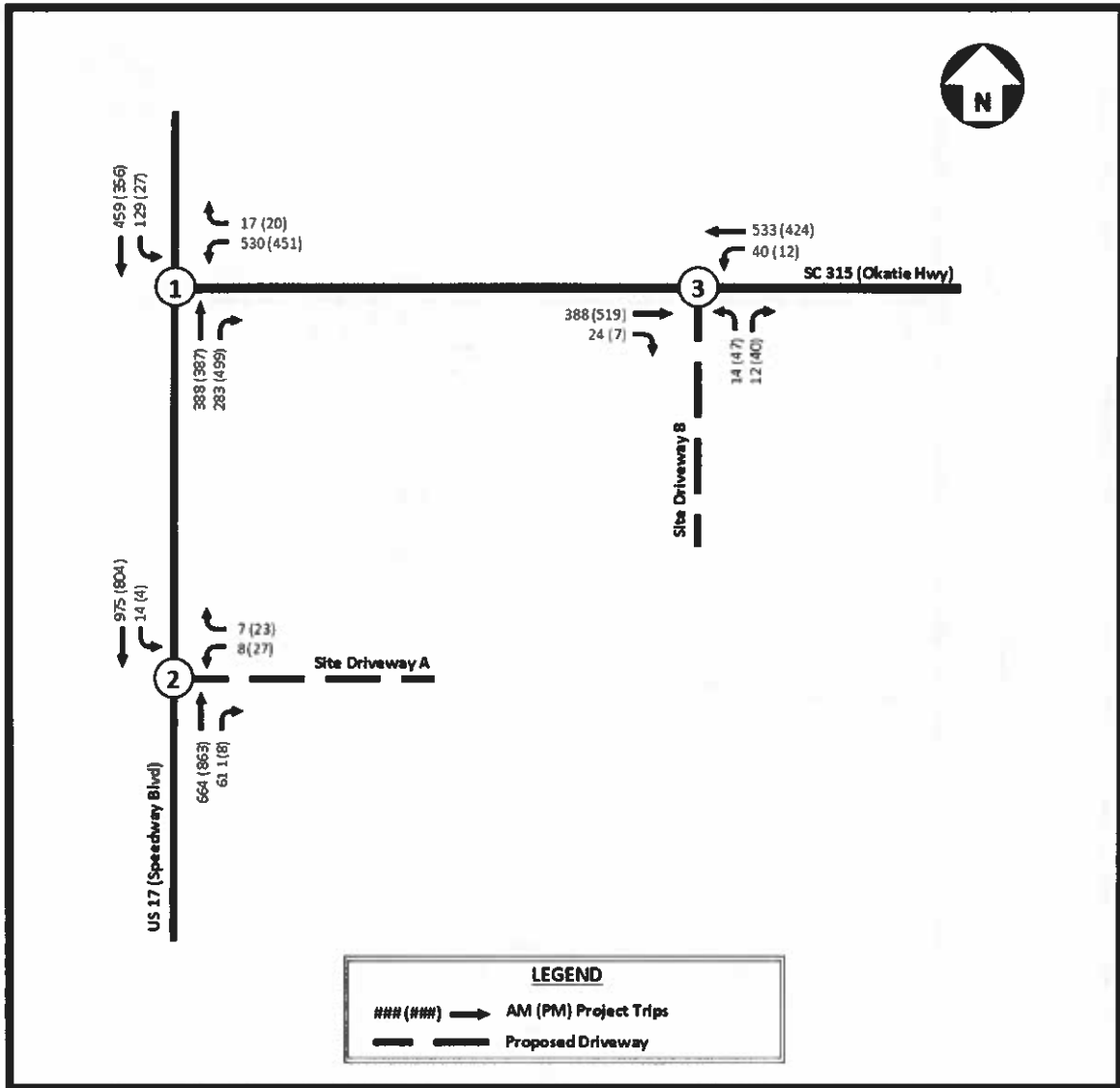


Figure 10: Build (2028) Traffic Volumes

Table 4: Build Conditions Capacity Analysis (Alternative 1)

Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
			Delay	LOS	95th %ile	Delay	LOS	95th %ile
US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	56.3	E	485	26.2	C	367
		WBR	9.1	A	14	8.8	A	15
		NBT	27.9	C	128	21.1	C	118
		NBR	7.0	A	56	7.0	A	72
		SBL	41.7	D	127	29.7	C	36
		Intersection	26.8	C	--	14.2	B	--
US 17 (Speedway Blvd) @ Site Driveway A	TWSC	WBL	29.7	D	5	39.3	E	20
		WBR	10.7	B	0	12.0	B	3
		SBL	9.4	A	3	10.1	B	0
SC 315 (S Okatie Hwy) @ Site Driveway B	TWSC	WBL	8.4	A	3	8.7	A	0
		NBLR	13.9	B	5	16.1	C	23

As shown in **Table 4**, the Build (2028) capacity analysis indicates that the signalized intersection of US 17 at SC 315 is expected to continue operating at an acceptable level with the addition of project-generated trips. The proposed full-access driveway on US 17 is projected to experience minor delays for westbound left-turn movements during the PM peak hour, operating just below LOS D due to high opposing traffic volumes on US 17. Despite this, the westbound approach is anticipated to remain within capacity. Additionally, the proposed full access on SC 315 is projected to operate adequately at buildout.

5.5 Weaving Analysis

Due to the southbound free-flow through movement as part of the proposed Continuous Green T-intersection at US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway), a simple weaving movement is expected to occur downstream the Continuous Green-T intersection. More specifically, a weaving segment is expected to occur where westbound left turning vehicles from SC 315 (S Okatie Highway) onto US 17 (Speedway Boulevard) and vehicles traveling southbound on US 17 (Speedway Boulevard) drive side by side until they cross. At this point, southbound through vehicles desiring to access the development downstream will have to cross one lane left to be able to make another left onto the auxiliary southbound left turn lane and access the proposed development via Site Driveway A. A weaving analysis for this weaving segment, therefore, was performed based on HCM 7 methodology using Highway Capacity Software (HCS) to determine if the weaving movement will operate adequately without undue congestion. A more conservative weaving volume of 25 vehicles per hour was considered in the analysis, which is much greater than the anticipated traffic volumes based on the ITE Trip Generation Manual, 11th Edition. Weaving analysis results are summarized in **Table 5** and HCS outputs are included in **Appendix J**.

Table 5: Build Conditions Weaving Analysis

Weaving Segment	# of Lanes	Segment Type	Segment Length (ft)	Weaving Configuration	AM Peak Hour			PM Peak Hour		
					Average Speed (mph)	Density (pc/ml/in)	LOS	Average Speed (mph)	Density (pc/ml/in)	LOS
S of US 17 @ SC 315 & N of Us 17 @ Site Driveway A	2	Arterial	350	One Sided	56.7	10	A	57.0	7.5	A

As presented in **Table 5**, the weaving movement is expected to operate at LOS A during both peak hours. According to Section 2.4.6.1 of the American Association of State Highway and Transportation Officials’ (AASHTO) Policy on Geometric Design of Highways and Streets, “Weaving sections are designed, checked, and adjusted so that the level of service is consistent with the remaining highway” and “The weaving section should have a length and number of lanes based on the appropriate level of service, as given in Table 2-3”. The proposed distance on US 17 (Speedway Boulevard) between the island striping at SC 315 (S Okatie Highway) and the beginning of the taper of the proposed southbound left turn lane into Site Driveway A is 350 feet. Per Table 2-3, based on the functional classification of US 17 (Arterial), Area and Terrain Type (Rural Level), and Design LOS B, it can be concluded that the projected LOS A for the weaving segment during both peak hours is considered sufficient.

5.6 Turn Lane Warrant Analysis

The proposed development will be accessed via a full-access driveway on US 17 (Speedway Boulevard) and a full access driveway on SC 315 (S Okatie Highway), both programmed as four-lane undivided roads with AADTs of approximately 9,000–9,300 and posted speed limits of 55 mph. A turn lane warrant analysis was conducted per SCDOT Access and Roadside Management Standards (ARMS) to ensure adequate traffic flow and capacity during peak hours. Where warranted, turn lane lengths were determined based on ARMS guidelines, with details summarized in **Table 6** and design standards referenced in **Appendix K**.

Table 6: Turn Lane Warrant Analysis

Location	Warrant For	Control	Road Class	# of Lanes	AADT	Speed Limit (mph)	Free-Flowing Leg ?	To Major Industrial ?	Warrant Met ?
US 17 (Speedway Boulevard)	Right Turn Lane	TWSC	Rural	4	9,000	55 mph	Yes	--	Yes
	Left Turn Lane						--	Yes	Yes
SC 315 (S Okatie Highway)	Right Turn Lane	TWSC	Rural	4	9,300	55 mph	Yes	--	Yes
	Left Turn Lane						--	Yes	Yes

5.6.1 Auxiliary Right Turn Lanes

US 17 (Speedway Boulevard)

The warrant analysis determined that a northbound right-turn lane is warranted on US 17 at Site Driveway A. Based on projected peak hour volumes and a design speed of 60 mph, a 100-foot storage length with a 200-foot taper is recommended

SC 315 (S Okatie Highway)

The analysis indicates that an eastbound right-turn lane is warranted on SC 315 at Site Driveway B. A 100-foot storage length is recommended based on projected volumes, and while a 200-foot taper is typically required for a 60-mph design speed, a 100-foot taper is considered sufficient due to site constraints and low traffic volumes

5.6.2 Auxiliary Left Turn Lanes

US 17 (Speedway Boulevard)

The warrant analysis determined that a southbound left-turn lane is warranted on US 17 at Site Driveway A. Based on projected volumes and a 60-mph design speed, a 200-foot storage length with a 200-foot taper is recommended.

SC 315 (S Okatie Highway)

The warrant analysis determined that a westbound left-turn lane is warranted on SC 315 at Site Driveway B. Based on projected volumes and a 60-mph design speed, a 200-foot storage length with a 200-foot taper is recommended.

6 Conclusions and Recommendations

This Traffic Impact Study (TIS) was conducted to evaluate the impacts of the proposed Telfair Industrial development, located in the southeast quadrant of the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway) in Jasper County, South Carolina. The proposal includes a 340,000-square-foot development, consisting of equal portions of warehouse space and industrial park uses. The development includes two proposed full access driveways: one on SC 315 (Okatie Highway) and one on US 17 (Speedway Boulevard). The study assessed the development of traffic impact on nearby intersections within the project's area of influence. Key findings of the analysis are summarized below:

- The proposed development is expected to generate 1,322 new daily vehicle trips, including 180 trips during the AM peak hour and 179 trips during the PM peak hour.
- The signalized intersection of US 17 and SC 315 currently operates at LOS D or better. Under 2028 background and build conditions, the intersection—with improvements to a Continuous Green T-configuration—is projected to continue to operate acceptably with the addition of the development trips.
- The proposed driveways on US 17 and SC 315 meet SCDOT ARMS spacing requirements; however, the limited 100-foot distance between the Okatie Highway driveway and the programmed channelized northbound right-turn lane on US 17 may create operational challenges affecting driveway functionality and vehicle movements.
- The intersection of US 17 and Site Driveway A, proposed with two egress lanes, is projected to operate at an acceptable LOS at buildout, except for the westbound left-turn movement exiting the site, which is expected to experience a slight delay and operate just below LOS D during the PM peak hour. However, this movement is internal to the site and remains within capacity.
- The intersection of SC 315 and Site Driveway B, proposed with two egress lanes, is projected to operate acceptably under a right-in/right-out or a full access configuration at buildout.
- The weaving segment on US 17 between SC 315 and Site Driveway A is projected to operate at LOS A during both AM and PM peak hours at buildout.
- Improvements on US 17 at Site Driveway A should include a northbound right-turn lane with 100 feet of storage and a southbound left-turn lane with 200 feet of storage.
- Improvements on SC 315 at Site Driveway B should include an eastbound right-turn lane with 100 feet of storage and a 100-foot taper and a westbound left-turn lane with 200 feet of storage.

Appendix A: Preliminary Site Plan

Appendix B: Raw (2018) Traffic Data

Peak Hour Turning Movement Count

Hardeeville, SC

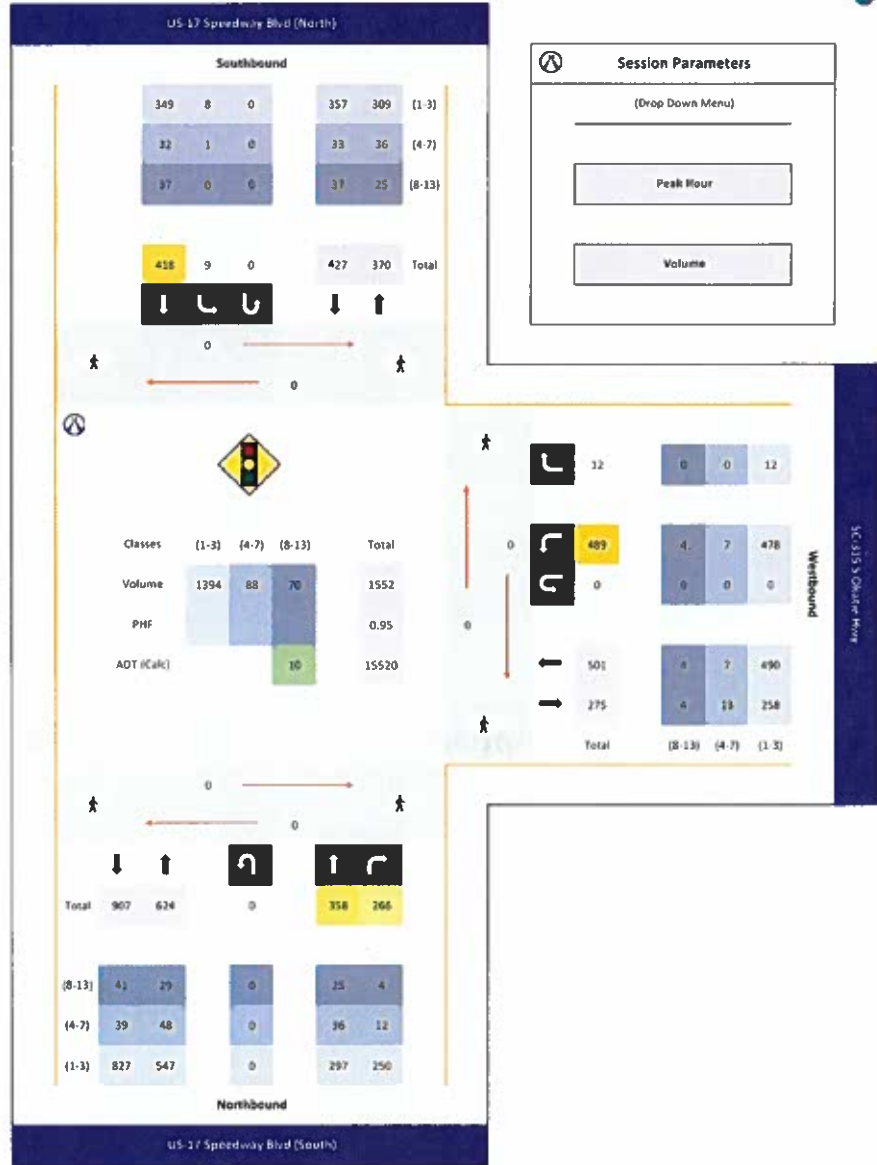


www.marrtraffic.com

[Click here for Map](#)

Wednesday, May 7, 2025		
	Mostly Cloudy	71°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles



Peak Hour Turning Movement Count

Hardeeville, SC



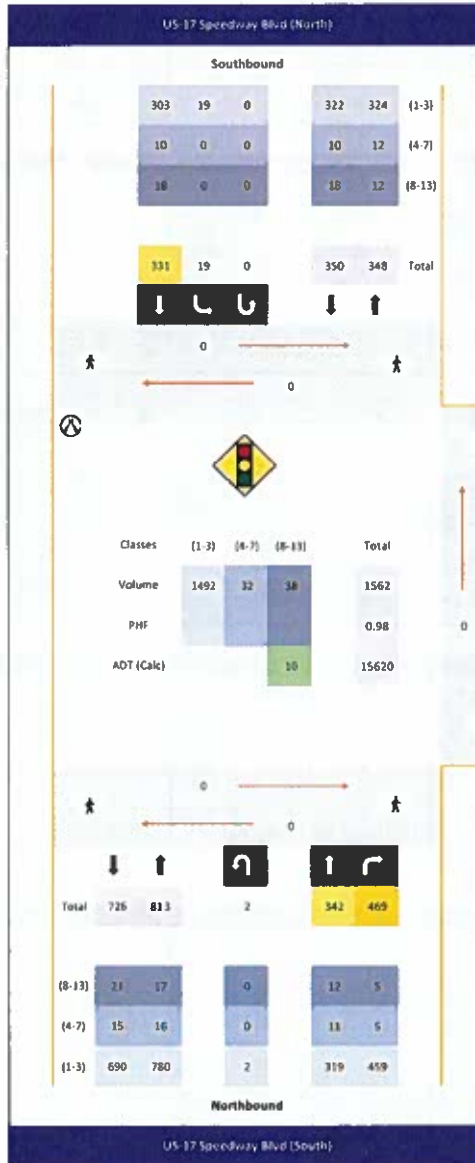
www.marrtraffic.com



[Click here for Map](#)

Wednesday, May 7, 2025		
	Mostly Cloudy	71°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

SC 115 5 Duane Hwy

Bi-Directional Class Count || Location Overview

Hardeeville, SC

Site 1
SC-315 S Okatie Hwy,
east of US-17 Speedway Blvd

Lat/Long
32.193979°, -81.053858°

 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Yield	Tab
Bi-Directional Class Count	60min	2	4
Graphical Analysis	-	2	3
Base Data	15min	2	2
Base Data	30min	2	2

Daily & Monthly Factors


Wed
05/07
DF 1.00
MF 1.00
DF*MF 1.00

Bi-Directional Class Count | SB WB 15min

Hardenville, SC



Site 1
SC 343 S Oltus Hwy,
east of US 17 Spawning Pond

Date
Wednesday, May 7, 2014
Lat/Long
32.815975° - 81.093854°

Weather
Partly Cloudy
71°F

0900 - 2400 (Wednesday 24h Session) (05-07-2015)
SB WB 15min

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	0900am Total
0000-0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	6
0030-0045	0	4	0	0	0	0	0	0	1	0	0	0	0	5	5
0045-0100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	31
0100-0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0115-0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	6
0130-0145	0	4	2	0	0	0	1	0	0	0	0	0	0	6	6
0145-0200	0	5	3	0	0	0	0	0	0	0	0	0	0	8	21
0200-0215	0	1	2	0	0	0	0	0	0	0	0	0	0	3	5
0215-0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0230-0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0245-0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24
0300-0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0315-0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	7
0330-0345	0	5	3	0	0	0	0	0	1	0	0	0	0	9	9
0345-0400	0	6	3	0	0	0	0	0	0	0	0	0	0	9	16
0400-0415	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13
0415-0430	0	14	5	0	0	0	0	0	0	0	0	0	0	19	30
0430-0445	0	10	3	0	0	1	0	0	0	0	0	0	0	14	14
0445-0500	0	14	4	0	0	0	0	0	0	0	0	0	0	18	66
0500-0515	0	16	9	0	0	0	0	1	0	0	0	0	0	25	25
0515-0530	0	23	7	0	0	0	0	0	0	0	0	0	0	30	30
0530-0545	0	26	9	0	2	0	0	0	1	0	0	0	0	38	46
0545-0600	0	31	17	0	1	0	0	0	4	0	0	0	0	53	157
0600-0615	0	47	27	0	1	0	0	0	1	0	0	0	0	76	76
0615-0630	0	42	35	0	0	0	0	0	0	0	0	0	0	77	98
0630-0645	0	64	38	0	3	2	1	1	1	0	0	0	0	110	110
0645-0700	0	59	57	0	2	1	0	1	0	0	0	0	0	120	284
0700-0715	0	89	86	0	5	3	0	0	0	0	0	0	0	181	181
0715-0730	0	68	47	0	3	0	0	0	0	0	0	0	0	118	120
0730-0745	0	91	88	0	1	0	0	1	1	0	0	0	0	192	192
0745-0800	0	76	45	0	1	0	0	1	0	0	0	0	0	123	485
0800-0815	1	71	82	0	1	0	0	1	0	0	0	0	0	155	155
0815-0830	0	58	38	0	1	0	0	1	0	0	0	0	0	99	116
0830-0845	0	80	80	0	2	2	0	2	0	0	0	0	0	166	166
0845-0900	0	70	24	0	1	0	0	0	1	0	0	0	0	96	451
0900-0915	0	74	32	0	5	1	0	0	1	0	0	0	0	113	113
0915-0930	1	54	36	0	3	1	0	0	1	0	0	0	0	96	96
0930-0945	0	64	25	0	3	2	1	0	1	0	0	0	0	96	96
0945-1000	0	66	24	0	1	1	0	0	1	0	0	0	0	93	292
1000-1015	0	87	26	0	4	0	0	2	0	0	0	0	0	119	119
1015-1030	0	79	16	0	1	0	0	0	0	0	0	0	0	96	99
1030-1045	0	61	42	0	1	3	0	1	0	0	0	0	0	78	78
1045-1100	0	87	22	0	3	3	0	0	3	0	0	0	0	116	197
1100-1115	0	66	17	0	3	2	0	0	1	0	0	0	0	89	89
1115-1130	0	68	16	0	1	3	0	0	1	0	0	0	0	90	90
1130-1145	0	54	19	0	4	1	0	1	0	0	0	0	0	81	81
1145-1200	0	69	22	0	4	0	0	2	0	0	0	0	0	95	248
1200-1215	0	67	18	0	3	3	0	0	2	0	0	0	0	86	86
1215-1230	0	62	20	0	2	0	0	0	2	0	0	0	0	86	87
1230-1245	0	63	17	0	2	1	0	0	3	0	0	0	0	86	86
1245-1300	0	67	24	0	4	1	0	0	2	0	0	0	0	98	251
1300-1315	0	59	22	0	2	3	0	0	0	0	0	0	0	64	64
1315-1330	0	69	22	0	5	2	0	0	2	0	0	0	0	80	100
1330-1345	0	46	24	0	3	1	0	0	2	0	0	0	0	76	76
1345-1400	0	59	18	0	3	1	0	0	1	0	0	0	0	82	342
1400-1415	0	52	20	0	0	2	1	1	0	0	0	0	0	76	76
1415-1430	0	53	23	0	1	0	0	1	1	0	0	0	0	82	84
1430-1445	0	56	24	0	4	1	0	2	1	0	0	0	0	82	82
1445-1500	0	62	30	0	1	1	0	1	1	0	0	0	0	96	340
1500-1515	0	49	24	1	3	0	0	1	0	0	0	0	0	78	78
1515-1530	0	54	26	0	3	2	0	0	2	0	0	0	0	84	84
1530-1545	0	68	23	0	1	0	0	1	1	0	0	0	0	94	94
1545-1600	0	52	23	0	3	0	0	1	0	0	0	0	0	75	327
1600-1615	0	64	20	1	5	0	0	0	0	0	0	0	0	80	80
1615-1630	0	60	24	0	6	3	0	0	3	0	0	0	0	79	77
1630-1645	0	34	19	0	4	2	0	1	0	0	0	0	0	60	60
1645-1700	0	78	22	0	5	0	0	0	1	0	0	0	0	106	353
1700-1715	0	79	30	0	2	0	0	0	0	0	0	0	0	111	111
1715-1730	0	74	27	0	1	0	0	0	0	0	0	0	0	101	101
1730-1745	0	66	28	0	1	0	0	0	0	0	0	0	0	95	95
1745-1800	0	62	24	0	0	0	0	2	1	0	0	0	0	89	299
1800-1815	0	93	17	0	2	0	0	0	1	0	0	0	0	113	113
1815-1830	0	72	23	0	0	0	0	0	0	0	0	0	0	95	95
1830-1845	0	41	19	0	3	0	0	1	1	0	0	0	0	64	64
1845-1900	0	51	13	0	3	0	0	0	0	0	0	0	0	67	317
1900-1915	0	53	12	0	1	0	0	1	0	0	0	0	0	67	67
1915-1930	0	38	14	0	0	0	0	0	0	0	0	0	0	52	52
1930-1945	0	35	8	0	0	0	0	0	0	0	0	0	0	43	43
1945-2000	0	25	12	0	3	0	0	0	1	0	0	0	0	41	201
2000-2015	0	38	16	0	0	0	0	0	1	0	0	0	0	53	53
2015-2030	0	23	2	0	0	0	0	0	0	0	0	0	0	25	25
2030-2045	0	31	9	0	0	0	0	0	0	0	0	0	0	40	40
2045-2100	0	25	4	0	0	0	0	0	1	0	0	0	0	30	152
2100-2115	0	28	5	0	3	1	0	0	1	0	0	0	0	38	38
2115-2130	0	25	4	0	0	1	0	0	0	0	0	0	0	30	30
2130-2145	0	12	4	0	0	0	0	0	0	0	0	0	0	16	16
2145-2200	0	22	2	0	0	0	0	0	0	0	0	0	0	24	108
2200-2215	0	18	7	0	1	0	0	0	0	0	0	0	0	26	26
2215-2230	0	12	4	0	0	0	0	0	0	0	0	0	0	16	16
2230-2245	0	12	4	0	0	0	0	0	0	0	0	0	0	16	16
2245-2300	0	14	2	0	0	0	0	0	1	0	0	0	0	17	70
2300-2315	0	14	0	0	0	0	0	1	1	0	0	0	0	16	16
2315-2330	0	18	2	0	0	0	0	0	0	0	0	0	0	20	20
2330-2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
2345-0000	0	15	3	2	0	0	0	0	0	0	0	0	0	20	55

Station Average	0.23	42.17	15.55	0.05	1.49	0.60	0.93	0.19	0.74	0.00	0.00	0.00	0.00	69.64	
Station Percent Age	0.02	69.53	25.32	0.09	2.66	1.00	0.05	0.31	1.27	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0915-0930	0930-0945	0945-1000	1000-1015	1015-1030	1030-1045	1045-1100	1100-1115	1115-1130	1130-1145	1145-1200	1200-1215	1215-1230	1230-1245	0915-0930
AM Peak Volume	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
AM Peak Stage	0.20	65.27	35.52	0.00	2.79	1.40	0.20	0.40	1.60	0.60	0.00	0.00	0.00	0.00	0.00
PM Peak Hour	1600-1615	1615-1630	1630-1645	1645-1700	1700-1715										

Bi-Directional Class Count || Bi-Directional 15min



Wardville, SC

Site 1
SC-115 S Olathe Hwy
east of US-17 Spoonerway Blvd

Date
Wednesday, May 7, 2015
Lat/Long
37.153795, -81.053614

Weather
Mostly Cloudy
71°F

0200 - 2400 (Off-Hourly) (Min Season) (05-01-2015)
Bi-Directional 15min

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15min Total	60min Total
0000-0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0815	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915-0930	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045-1100	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930-1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Season Average	0.04	0.15	0.05	0.09	0.11	0.11	0.09	0.08	0.13	0.10	0.08	0.09	0.08	0.09	0.08	0.08
Season Percentage	0.04	69.41	25.59	0.08	2.74	0.30	0.01	0.11	1.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	0315-0330	0645-0645	0930-0930	0945-1045	0945-1045	0715-0815	0945-1045	-	-	-	-	-	-	-	-	0630-0730
AM Peak Volume	1	126	204	0	22	34	3	8	16	0	0	0	0	0	0	642
AM Peak Ratio	0.11	62														

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Hardeeville, SC

Site 1
SC-315 S Okatie Hwy,
east of US-17 Speedway Blvd

Date
Wednesday, May 7, 2025

Weather
Mostly Cloudy
71°F

Lat/Long
32.153975° - 81.053858°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)

Volume Summary 15min

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	8	15	23	
0015 - 0030	4	6	10	
0030 - 0045	5	5	10	
0045 - 0100	6	7	13	56
0100 - 0115	1	3	4	
0115 - 0130	4	6	10	
0130 - 0145	8	6	14	
0145 - 0200	3	6	9	37
0200 - 0215	5	5	10	
0215 - 0230	2	5	7	
0230 - 0245	4	2	6	
0245 - 0300	8	2	10	33
0300 - 0315	1	2	3	
0315 - 0330	4	2	6	
0330 - 0345	5	7	12	
0345 - 0400	6	7	13	34
0400 - 0415	6	13	19	
0415 - 0430	7	20	27	
0430 - 0445	9	14	23	
0445 - 0500	7	18	25	94
0500 - 0515	18	26	44	
0515 - 0530	18	30	48	
0530 - 0545	28	48	76	
0545 - 0600	41	53	94	262
0600 - 0615	68	76	144	
0615 - 0630	80	98	178	
0630 - 0645	110	110	220	
0645 - 0700	106	120	226	768
0700 - 0715	96	111	207	
0715 - 0730	72	119	191	
0730 - 0745	81	132	213	
0745 - 0800	52	123	175	786
0800 - 0815	70	127	197	
0815 - 0830	61	114	175	
0830 - 0845	67	116	183	
0845 - 0900	63	96	159	714
0900 - 0915	66	113	179	
0915 - 0930	78	90	168	
0930 - 0945	78	96	174	
0945 - 1000	65	93	158	679
1000 - 1015	55	102	157	
1015 - 1030	69	99	168	
1030 - 1045	81	78	159	
1045 - 1100	79	118	197	681
1100 - 1115	83	89	172	
1115 - 1130	76	90	166	
1130 - 1145	67	81	148	
1145 - 1200	70	88	158	644

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	80	90	170	
1215 - 1230	89	87	176	
1230 - 1245	72	86	158	
1245 - 1300	82	88	170	674
1300 - 1315	75	84	159	
1315 - 1330	86	100	186	
1330 - 1345	79	76	155	
1345 - 1400	102	82	184	684
1400 - 1415	85	76	161	
1415 - 1430	90	84	174	
1430 - 1445	110	82	192	
1445 - 1500	85	98	183	710
1500 - 1515	94	72	166	
1515 - 1530	89	84	173	
1530 - 1545	110	96	206	
1545 - 1600	129	75	204	749
1600 - 1615	108	90	198	
1615 - 1630	120	77	197	
1630 - 1645	133	80	213	
1645 - 1700	118	106	224	832
1700 - 1715	108	111	219	
1715 - 1730	119	104	223	
1730 - 1745	124	95	219	
1745 - 1800	137	89	226	887
1800 - 1815	109	113	222	
1815 - 1830	76	95	171	
1830 - 1845	78	64	142	
1845 - 1900	63	65	128	663
1900 - 1915	68	67	135	
1915 - 1930	50	52	102	
1930 - 1945	61	43	104	
1945 - 2000	57	41	98	439
2000 - 2015	50	53	103	
2015 - 2030	41	29	70	
2030 - 2045	41	40	81	
2045 - 2100	39	30	69	323
2100 - 2115	47	38	85	
2115 - 2130	43	30	73	
2130 - 2145	30	16	46	
2145 - 2200	32	24	56	260
2200 - 2215	22	21	43	
2215 - 2230	28	16	44	
2230 - 2245	23	16	39	
2245 - 2300	20	17	37	163
2300 - 2315	9	16	25	
2315 - 2330	21	12	33	
2330 - 2345	13	5	18	
2345 - 0000	6	20	26	102

Session Total	5452	5822	11274
Session Average	56.79	60.65	117.44
Session Percentage	48.36	51.64	

Bi-Directional Class Count || Volume Summary 60min

Hardeeville, SC

Site 1
SC-315 S Okatie Hwy,
east of US-17 Speedway Blvd

Date
Wednesday, May 7, 2025

Lat/Long
32.153975°, -81.053858°

Weather
Mostly Cloudy
71°F

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)
Volume Summary 60min

Volume Summary 60min			
Time	EB	WB	Total
0000 - 0100	23	33	56
0100 - 0200	16	21	37
0200 - 0300	19	14	33
0300 - 0400	16	18	34
0400 - 0500	29	65	94
0500 - 0600	105	157	262
0600 - 0700	364	404	768
0700 - 0800	301	485	786
0800 - 0900	261	453	714
0900 - 1000	287	392	679
1000 - 1100	284	397	681
1100 - 1200	296	348	644

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	323	351	674
1300 - 1400	342	342	684
1400 - 1500	370	340	710
1500 - 1600	422	327	749
1600 - 1700	479	353	832
1700 - 1800	488	399	887
1800 - 1900	326	337	663
1900 - 2000	236	203	439
2000 - 2100	171	152	323
2100 - 2200	152	108	260
2200 - 2300	93	70	163
2300 - 2400	49	53	102

Session Total	5457	5872	11274
Session Average	227.17	242.58	469.75
Session Percentage	48.36	51.64	

Bi-Directional Class Count || Location Overview

Hardeeville, SC

Site 2

US-17 Speedway Blvd,
south of SC-315 S Okatie Hwy

Lat/Long
32.152349°, -81.054498°




[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Number	Tabs
Bi-Directional Class Count	60min	4	4
Graphical Analysis	-	4	3
Base Data	15min	2	2
Base Data	60min	2	2

Daily & Monthly Factors


Wed
05/07
DF 1.00
MF 1.00
DF*MF 1.00

Bi-Directional Class Count | NB EB 15min



Site 2
US-17 Superhigh Blvd.
south of SC 115 S Okuba Hwy

Date
Wednesday, May 7, 2025
Lat/Long
32.152549°, -81.054496°

Weather
Mostly Cloudy
71°F

0000 - 2400 (Mon-Fri 15h Sessions) (05-07-2025)
NB EB 15min

	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000-0015	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0015-0030	0	15	7	0	0	0	0	0	0	0	0	0	0	18	
0030-0045	0	7	1	0	0	0	0	0	0	0	0	0	0	18	
0045-0100	0	15	3	0	0	0	0	0	0	0	0	0	0	18	18
0100-0115	0	1	1	0	0	0	0	0	1	1	0	0	0	5	
0115-0130	0	4	1	1	0	1	0	0	1	0	1	0	0	18	
0130-0145	0	23	8	0	0	0	0	0	1	1	0	0	0	26	
0145-0200	0	8	0	0	0	0	0	0	0	0	0	0	0	18	18
0200-0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0215-0230	0	8	0	1	0	0	0	0	0	1	0	0	0	5	
0230-0245	0	7	5	0	0	0	0	0	0	0	0	0	0	18	
0245-0300	0	1	4	0	0	0	0	0	0	0	0	0	0	18	15
0300-0315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0315-0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330-0345	0	7	1	0	0	0	0	0	0	0	0	0	0	12	
0345-0400	0	6	2	0	0	0	0	0	1	0	0	0	0	11	
0400-0415	0	13	2	0	1	0	0	0	0	1	0	0	0	17	75
0415-0430	0	11	1	0	0	0	0	0	0	1	0	0	0	14	
0430-0445	0	14	4	0	0	1	0	0	0	7	0	0	0	26	
0445-0500	0	18	3	0	0	0	0	0	0	0	0	0	0	21	60
0500-0515	0	18	2	0	1	0	0	0	0	4	0	0	0	25	
0515-0530	0	12	4	0	0	2	0	0	0	4	0	0	0	41	
0530-0545	0	39	7	0	1	0	0	0	2	3	0	0	0	58	
0545-0600	0	54	18	0	0	0	0	0	1	11	0	0	0	78	100
0600-0615	0	80	16	0	1	3	0	0	0	7	0	0	0	97	
0615-0630	0	91	14	0	1	0	0	0	0	3	0	0	0	109	
0630-0645	0	117	46	0	1	2	0	0	0	6	0	0	0	173	542
0645-0700	0	130	41	0	0	0	0	0	0	41	0	0	0	210	
0700-0715	0	103	11	1	1	1	0	0	0	5	0	0	0	163	
0715-0730	0	106	41	0	1	4	0	0	0	6	0	0	0	166	
0730-0745	0	95	19	0	6	0	0	0	0	7	0	0	0	155	
0745-0800	0	94	27	1	3	5	0	0	0	27	0	0	0	143	617
0800-0815	0	100	43	0	1	0	0	0	1	7	0	0	0	161	
0815-0830	0	89	30	1	1	6	0	0	0	10	0	0	0	144	
0830-0845	0	89	40	0	1	4	0	0	0	9	0	0	0	146	
0845-0900	0	80	30	0	0	0	0	0	0	4	0	0	0	119	501
0900-0915	0	94	45	1	1	4	0	0	0	8	0	0	0	151	
0915-0930	0	95	42	0	0	4	0	0	0	10	0	0	0	157	
0930-0945	0	104	40	1	1	3	0	1	1	13	0	0	0	167	
0945-1000	0	97	35	1	1	1	0	0	1	6	0	0	0	152	649
1000-1015	0	89	15	1	1	1	0	0	0	11	0	0	0	148	
1015-1030	0	106	40	0	1	1	0	0	0	11	0	0	0	173	
1030-1045	0	120	42	0	0	10	0	0	0	8	0	0	0	180	474
1045-1100	0	101	48	1	1	0	0	1	1	7	0	0	0	165	
1100-1115	0	108	40	1	1	2	0	0	0	14	0	0	0	175	
1115-1130	0	104	35	0	1	4	0	0	0	0	0	0	0	154	
1130-1145	0	102	29	0	1	4	0	0	0	11	0	0	0	151	
1145-1200	0	100	25	0	1	4	0	0	1	13	0	0	0	154	630
1200-1215	0	111	18	1	4	1	0	0	1	11	0	0	0	164	
1215-1230	0	115	32	0	1	1	0	0	2	7	0	0	0	166	
1230-1245	0	85	12	0	1	0	0	0	0	7	0	0	0	117	
1245-1300	0	121	40	1	1	10	0	0	1	4	0	0	0	185	644
1300-1315	0	81	14	0	1	0	0	0	0	14	0	0	0	118	
1315-1330	0	96	14	0	1	8	0	0	1	5	0	0	0	149	
1330-1345	0	85	29	0	0	0	0	0	1	5	0	0	0	139	
1345-1400	0	107	47	0	1	10	0	0	0	7	0	0	0	174	614
1400-1415	0	113	40	1	1	0	0	0	0	4	0	0	0	177	
1415-1430	0	107	11	0	4	7	0	1	1	12	0	0	0	143	
1430-1445	0	111	42	0	0	5	0	0	2	6	0	0	0	151	
1445-1500	0	114	43	0	1	1	0	0	0	4	0	0	0	172	705
1500-1515	0	114	43	0	1	1	0	0	1	10	0	0	0	164	
1515-1530	0	95	46	0	1	8	0	0	0	5	0	0	0	157	
1530-1545	0	111	50	0	1	4	0	0	0	7	0	0	0	177	
1545-1600	0	124	60	0	0	1	0	0	1	5	0	0	0	201	721
1600-1615	0	120	54	1	1	2	0	0	0	4	0	0	0	194	
1615-1630	0	149	53	0	0	4	0	0	0	5	0	0	0	214	
1630-1645	0	169	43	0	1	3	0	0	0	4	0	0	0	230	826
1645-1700	0	140	50	1	0	2	0	0	0	3	0	0	0	200	
1700-1715	0	114	57	0	1	0	0	0	0	1	0	0	0	181	915
1715-1730	0	129	54	0	0	1	0	0	0	7	0	0	0	154	
1730-1745	0	143	64	0	1	2	0	0	0	3	0	1	0	214	
1745-1800	0	129	78	0	1	1	0	0	2	3	0	0	0	210	
1800-1815	0	119	54	0	0	0	0	0	0	1	0	0	0	184	
1815-1830	0	99	29	0	0	0	0	0	0	2	0	0	0	111	
1830-1845	0	101	29	0	1	0	0	0	0	1	0	0	0	134	576
1845-1900	0	91	25	0	1	0	0	0	0	1	0	0	0	114	
1900-1915	0	80	30	0	1	0	0	0	0	1	0	0	0	108	
1915-1930	0	69	21	0	1	0	0	0	0	1	0	0	0	95	
1930-1945	0	72	20	0	1	0	0	0	0	1	0	0	0	100	
1945-2000	0	74	14	0	2	0	0	0	1	1	0	0	0	93	390
2000-2015	0	52	20	0	1	0	0	0	0	1	0	0	0	76	
2015-2030	1	57	11	0	0	0	0	0	0	3	0	0	0	73	
2030-2045	0	45	11	0	0	0	0	0	0	3	0	0	0	61	
2045-2100	0	43	11	0	0	0	0	0	0	0	0	0	0	54	770
2100-2115	0	48	12	0	0	0	0	0	0	0	0	0	0	61	
2115-2130	0	55	13	0	0	0	0	0	0	0	0	0	0	68	
2130-2145	0	19	11	0	0	0	0	0	0	0	0	0	0	50	
2145-2200	0	19	6	0	0	0	0	0	0	2	0	0	0	47	227
2200-2215	0	13	6	0	0	0	0	0	0	1	0	0	0	40	
2215-2230	0	17	7	0	0	0	0	0	0	0	0	0	0	44	
2230-2245	0	24	4	0	1	0	0	0	0	1	0	0	0	32	147
2245-2300	0	15	5	0	0	0	0	0	0	0	0	0	0	30	
2300-2315	0	11	5	0	0	0	0	0	0	1	0	0	0	28	
2315-2330	0	16	5	0	0	0	0	0	0	1	0	0	0	12	
2330-2345	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
2345-2400	0	10	2	0	0	0	0	0	0	1	0	0	0	17	81

Session Average	0:00	05:15	10:30	15:45	21:00	26:15	31:30	36:45	42:00	47:15	52:30	57:45	63:00	68:15	73:30	78:45	84:00	89:15	94:30	99:45	105:00	110:15
Session Percentage	0.00	66.50	75.81	8.20	7.39	7.97	0.00	0.17	4.73	0.11	0.04	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	0.00	06:30-07:30	08:30-09:30	09:15-09:45	09:45-10:15	10:15-10:45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
AM Peak Volume	0	648	181	5	26	29	0	0	5	40	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak %age	0.00	64.17	26.74	0.74	2.84	3.21	0.00	0.74	5.91	9.00	0.00	0.00	0.00									

Bi-Directional Class Count | SB WB 15min

Marionville, MO



Site 7
US-17 Speedway Blvd,
south of SC-315 S Church Hwy

Date
Wednesday, May 1, 2013

Weather
Mostly Cloudy
71°F

Lat/Long
37.152343° - 93.254498°

[Click here for Data Summary](#)

0000 - 2400 (Excludes 18th Session) 05-01 08:05
50 WB 15min

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000-0015	0	14	2	1	1	0	0	0	1	0	0	0	0	18	18
0015-0030	0	9	1	0	1	0	0	0	1	0	0	0	0	13	13
0030-0045	0	7	2	0	0	0	0	0	2	0	0	0	0	11	11
0045-0100	0	8	0	0	0	0	0	0	1	0	0	0	0	9	53
0100-0115	0	6	2	0	0	0	0	0	1	0	0	0	0	9	9
0115-0130	0	10	0	0	0	0	0	0	2	0	0	0	0	11	11
0130-0145	0	4	3	0	0	1	0	0	2	0	0	0	0	12	12
0145-0200	0	7	2	0	0	0	0	0	2	0	0	0	0	11	41
0200-0215	0	5	2	0	0	1	0	0	0	0	0	0	0	8	8
0215-0230	0	6	0	0	0	0	0	0	1	0	0	0	0	7	7
0230-0245	0	3	0	0	0	0	0	0	0	0	0	1	0	4	4
0245-0300	0	4	1	0	0	0	0	0	1	0	0	0	0	6	15
0300-0315	0	7	1	0	0	0	0	0	2	0	0	0	0	9	9
0315-0330	0	3	0	0	0	0	0	0	1	0	0	0	0	4	4
0330-0345	0	4	1	0	0	0	0	0	0	0	0	0	1	5	16
0345-0400	0	11	3	0	0	1	0	1	0	0	0	0	0	15	40
0400-0415	0	16	1	0	0	0	0	0	5	0	0	0	0	22	22
0415-0430	0	22	7	0	0	0	0	1	0	0	0	0	0	30	30
0430-0445	0	16	3	0	0	1	0	0	1	0	0	0	0	22	22
0445-0500	0	25	6	0	2	0	0	1	3	0	0	0	0	37	115
0500-0515	0	16	8	0	0	2	0	0	1	0	0	0	0	27	27
0515-0530	0	36	11	0	2	0	0	1	7	0	0	0	0	57	57
0530-0545	0	48	11	0	2	0	0	0	4	0	1	0	0	66	66
0545-0600	0	46	26	0	2	1	0	1	0	0	0	0	0	76	229
0600-0615	0	83	40	0	4	2	0	0	3	0	0	0	0	112	112
0615-0630	0	93	61	0	7	0	0	1	0	0	0	0	0	155	155
0630-0645	0	90	57	0	3	5	2	4	2	0	0	0	0	160	160
0645-0700	0	86	63	0	6	9	0	2	9	0	0	0	0	166	639
0700-0715	0	92	64	0	7	5	0	2	4	0	0	0	0	174	174
0715-0730	0	104	75	0	7	6	0	2	5	0	0	0	0	190	190
0730-0745	0	155	72	0	7	5	0	7	11	0	0	0	0	247	247
0745-0800	0	140	74	0	3	7	0	0	5	0	0	0	0	229	855
0800-0815	1	136	62	0	5	6	0	5	13	0	0	0	0	226	226
0815-0830	0	107	67	0	7	6	0	7	15	0	0	0	0	200	200
0830-0845	0	114	58	0	6	7	0	2	11	0	0	0	0	190	190
0845-0900	0	101	51	0	3	4	0	0	17	0	0	0	0	176	804
0900-0915	0	99	54	0	9	6	0	0	11	0	0	0	0	179	179
0915-0930	1	90	48	0	7	6	0	0	9	0	0	0	0	160	160
0930-0945	0	92	50	0	6	6	1	0	17	0	0	0	0	172	172
0945-1000	0	100	37	0	2	6	0	0	15	0	0	0	0	160	666
1000-1015	0	85	48	0	4	7	0	0	5	0	0	0	0	149	149
1015-1030	0	118	34	2	4	5	0	0	12	0	0	0	0	176	176
1030-1045	0	95	22	1	2	6	0	0	7	0	0	0	0	133	133
1045-1100	0	114	43	0	3	10	0	0	9	0	0	0	0	162	499
1100-1115	0	106	33	0	1	7	0	0	20	0	0	0	0	167	167
1115-1130	0	104	25	0	2	6	0	0	7	0	0	0	0	144	144
1130-1145	0	86	17	0	0	6	0	1	1	0	0	0	0	101	615
1145-1200	0	110	35	0	4	5	0	0	9	0	0	0	0	163	163
1200-1215	0	101	32	1	5	6	0	3	12	0	0	0	0	169	169
1215-1230	0	125	32	1	5	6	0	0	7	0	0	0	0	176	176
1230-1245	0	96	30	0	4	3	0	1	12	0	0	0	0	140	140
1245-1300	0	98	32	0	4	10	0	0	12	0	0	0	0	155	616
1300-1315	0	97	41	0	2	10	0	0	1	0	0	0	0	153	153
1315-1330	0	99	28	0	10	8	0	0	11	0	0	0	0	154	154
1330-1345	0	78	30	0	1	6	0	0	5	0	0	0	0	120	120
1345-1400	1	87	32	0	4	7	0	0	5	0	0	0	0	131	562
1400-1415	0	81	43	0	1	9	1	1	1	0	0	0	0	106	106
1415-1430	0	93	40	0	1	6	0	1	1	0	0	0	0	109	109
1430-1445	0	104	28	0	3	9	0	2	2	0	0	0	0	151	151
1445-1500	0	97	45	0	1	7	0	2	8	0	0	0	0	162	620
1500-1515	0	89	44	1	30	4	0	1	6	0	0	0	0	155	155
1515-1530	0	97	44	0	3	6	0	0	9	0	0	0	0	156	156
1530-1545	0	109	37	0	3	0	0	1	7	0	0	0	0	163	163
1545-1600	0	97	35	0	2	6	0	1	7	0	0	0	0	138	612
1600-1615	0	109	43	1	7	2	0	0	5	0	0	0	0	167	167
1615-1630	0	100	35	0	3	6	0	0	4	0	0	0	0	135	135
1630-1645	0	115	36	0	0	7	0	0	1	0	0	0	0	156	156
1645-1700	0	131	32	1	6	0	0	0	2	0	0	0	0	172	649
1700-1715	0	149	50	0	1	1	0	0	4	0	0	0	0	207	207
1715-1730	0	125	48	1	5	0	0	0	4	0	0	0	0	188	188
1730-1745	1	128	43	0	1	0	0	1	6	0	0	0	0	212	212
1745-1800	0	113	40	1	2	0	0	2	4	0	0	0	0	162	726
1800-1815	0	143	35	0	2	1	0	0	1	0	0	0	0	183	183
1815-1830	1	109	36	0	0	1	0	1	1	0	0	0	0	133	133
1830-1845	0	77	40	0	0	0	0	0	1	0	0	0	0	118	118
1845-1900	0	81	33	0	1	0	0	0	2	0	0	0	0	110	556
1900-1915	0	86	20	0	2	0	0	1	4	0	0	0	0	114	114
1915-1930	0	68	20	0	1	0	0	0	1	0	0	0	0	90	90
1930-1945	0	69	10	0	0	1	0	1	1	0	0	0	0	82	82
1945-2000	0	51	19	1	1	0	0	2	3	0	0	0	0	79	365
2000-2015	0	53	14	0	0	0	0	1	5	0	0	0	0	75	75
2015-2030	0	49	3	0	1	0	0	0	3	0	0	0	0	60	60
2030-2045	0	47	12	0	0	0	0	0	1	0	0	0	0	62	62
2045-2100	1	38	6	0	0	0	0	0	4	0	0	0	0	49	266
2100-2115	0	35	3	0	3	2	0	0	1	0	0	0	0	44	44
2115-2130	0	28	7	0	0	1	0	0	1	0	0	0	0	37	37
2130-2145	0	21	6	0	0	1	0	0	1	0	0	0	0	30	30
2145-2200	0	30	5	0	0	1	0	0	4	0	0	0	0	40	155
2200-2215	0	29	2	0	1	0	0	0	0	0	0	0	0	32	32
2215-2230	0	25	6	0	0	0	0	0	1	0	0	0	0	31	31
2230-2245	0	18	4	0	0	0	0	0	3	0	0	0	0	24	24
2245-2300	0	20	4	0	0	0	0	0	4	0	0	0	0	28	121
2300-2315	0	23	1	0	0	1	0	1	7	0	0	0	0	34	34
2315-2330	0	17	2	0	0	0	0	0	3	0	0	0	0	22	22
2330-2345	0	10	7	0	0	0	0	0	5	0	0	0	0	17	17
2345-0000	0	24	5	2	0	0	0	0	0	0	0	0	0	31	104

Station Average	0-7	8-15	16-23	24-31	32-39	40-47	48-55	56-63	64-71	72-79	80-87	88-95	96-103	104-111
Station Percentage	0.07	0.10	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.14

AM Peak Hour	0715-0815	0830-0930	0945-1045	1060-1160	1175-1275	1290-1390	1405-1505	1520-1620	1635-1735	1750-1850	1865-1965	1980-2080	2095-2195	2210-2310	2325-0025
AM Peak Volume	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
AM Peak Stage	0.11	0.11	0.11	0.11											

Bi-Directional Class Count || Volume Summary 15min



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Hardeeville, SC

Site 2
US-17 Speedway Blvd,
south of SC-315 S Okatie Hwy

Date
Wednesday, May 7, 2025

Weather
Mostly Cloudy
71°F

Lat/Long
32.152349°, -81.054498°

[Click here for Detailed Weather](#)

D000 - 2400 (Weekday 24h Session) (05-07-2025)
Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	12	20	32	
0015 - 0030	18	13	31	
0030 - 0045	11	11	22	
0045 - 0100	11	9	20	105
0100 - 0115	5	9	14	
0115 - 0130	11	11	22	
0130 - 0145	15	12	27	
0145 - 0200	3	11	14	77
0200 - 0215	6	8	14	
0215 - 0230	5	7	12	
0230 - 0245	10	4	14	
0245 - 0300	14	6	20	60
0300 - 0315	4	5	9	
0315 - 0330	8	4	12	
0330 - 0345	12	16	28	
0345 - 0400	11	15	26	75
0400 - 0415	17	22	39	
0415 - 0430	16	34	50	
0430 - 0445	26	22	48	
0445 - 0500	21	37	58	195
0500 - 0515	25	27	52	
0515 - 0530	42	52	94	
0530 - 0545	53	66	119	
0545 - 0600	78	84	162	427
0600 - 0615	97	112	209	
0615 - 0630	139	163	302	
0630 - 0645	173	169	342	
0645 - 0700	173	195	368	1221
0700 - 0715	165	174	339	
0715 - 0730	166	205	371	
0730 - 0745	155	247	402	
0745 - 0800	141	229	370	1482
0800 - 0815	162	226	388	
0815 - 0830	144	203	347	
0830 - 0845	144	198	342	
0845 - 0900	131	176	307	1384
0900 - 0915	153	179	332	
0915 - 0930	157	155	312	
0930 - 0945	167	172	339	
0945 - 1000	152	160	312	1295
1000 - 1015	148	149	297	
1015 - 1030	173	175	348	
1030 - 1045	188	133	321	
1045 - 1100	165	182	347	1313
1100 - 1115	175	167	342	
1115 - 1130	156	144	300	
1130 - 1145	151	141	292	
1145 - 1200	156	163	319	1253

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	166	159	325	
1215 - 1230	166	154	320	
1230 - 1245	127	148	275	
1245 - 1300	185	155	340	1260
1300 - 1315	150	153	303	
1315 - 1330	149	154	303	
1330 - 1345	139	124	263	
1345 - 1400	176	131	307	1176
1400 - 1415	177	146	323	
1415 - 1430	163	159	322	
1430 - 1445	193	161	354	
1445 - 1500	172	162	334	1333
1500 - 1515	186	155	341	
1515 - 1530	157	156	313	
1530 - 1545	177	163	340	
1545 - 1600	201	138	339	1333
1600 - 1615	194	167	361	
1615 - 1630	214	138	352	
1630 - 1645	220	166	386	
1645 - 1700	200	172	372	1471
1700 - 1715	185	207	392	
1715 - 1730	194	183	377	
1730 - 1745	216	174	390	
1745 - 1800	218	162	380	1539
1800 - 1815	186	182	368	
1815 - 1830	131	152	283	
1830 - 1845	134	114	248	
1845 - 1900	124	110	234	1133
1900 - 1915	106	114	220	
1915 - 1930	95	90	185	
1930 - 1945	105	82	187	
1945 - 2000	92	79	171	763
2000 - 2015	78	75	153	
2015 - 2030	73	60	133	
2030 - 2045	61	62	123	
2045 - 2100	58	49	107	516
2100 - 2115	62	46	108	
2115 - 2130	68	37	105	
2130 - 2145	50	30	80	
2145 - 2200	47	40	87	380
2200 - 2215	41	32	73	
2215 - 2230	44	35	79	
2230 - 2245	32	26	58	
2245 - 2300	30	28	58	268
2300 - 2315	18	34	52	
2315 - 2330	32	22	54	
2330 - 2345	18	17	35	
2345 - 0000	13	31	44	185

Session Total	10188	10056	20244
Session Average	106.13	104.75	210.88
Session Percentage	50.33	49.67	

Bi-Directional Class Count || Volume Summary 60min

Hardeeville, SC



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Site 2
 US-17 Speedway Blvd,
 south of SC-315 S Okatie Hwy

Date
 Wednesday, May 7, 2025

Weather
 Mostly Cloudy
 71°F

Lat/Long
 32.152349°, -81.054498°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	52	53	105
0100 - 0200	34	43	77
0200 - 0300	35	25	60
0300 - 0400	35	40	75
0400 - 0500	80	115	195
0500 - 0600	198	229	427
0600 - 0700	582	639	1221
0700 - 0800	627	855	1482
0800 - 0900	581	803	1384
0900 - 1000	629	666	1295
1000 - 1100	674	639	1313
1100 - 1200	638	615	1253

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	644	616	1260
1300 - 1400	614	562	1176
1400 - 1500	705	628	1333
1500 - 1600	721	612	1333
1600 - 1700	828	643	1471
1700 - 1800	813	726	1539
1800 - 1900	575	558	1133
1900 - 2000	398	365	763
2000 - 2100	270	246	516
2100 - 2200	227	153	380
2200 - 2300	147	121	268
2300 - 2400	81	104	185

Session Total	10188	10056	20244
Session Average	424.50	419.00	843.50
Session Percentage	50.33	49.67	

Appendix C: Existing Conditions Analysis

Peak Hour Turning Movement Count

Hardeeville, SC

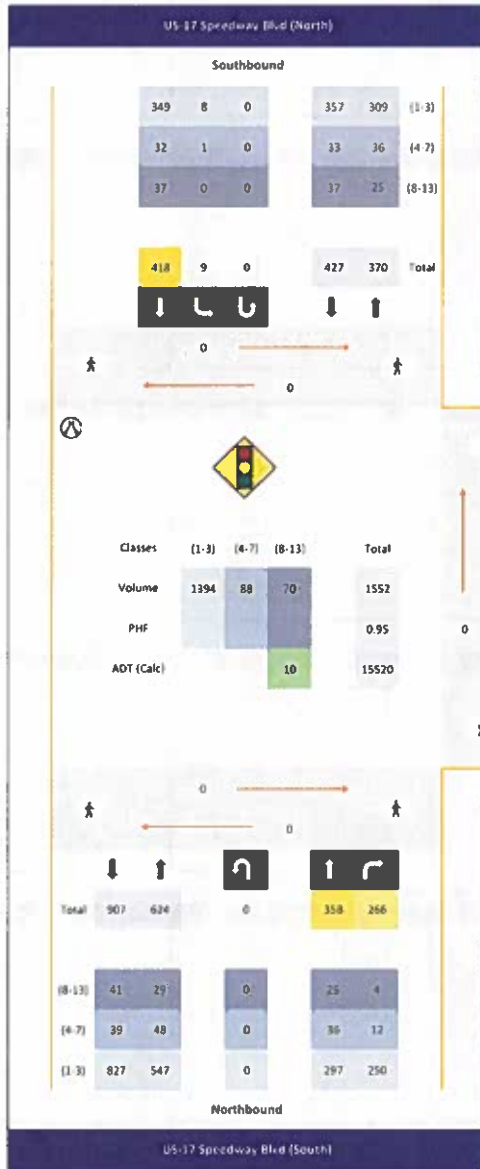


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[Click Here for Map](#)

Wednesday, May 7, 2025		
	Mostly Cloudy	71°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1394	88	70	1552
PHF				0.95
ADT (Calc)			10	15520

Westbound

12	0	0	12
489	4	7	478
0	0	0	0
501	4	7	490
275	0	13	258
Total	(8-13)	(4-7)	(1-3)

SC-115 S. Christie Hwy

Peak Hour Turning Movement Count

Hardeeville, SC

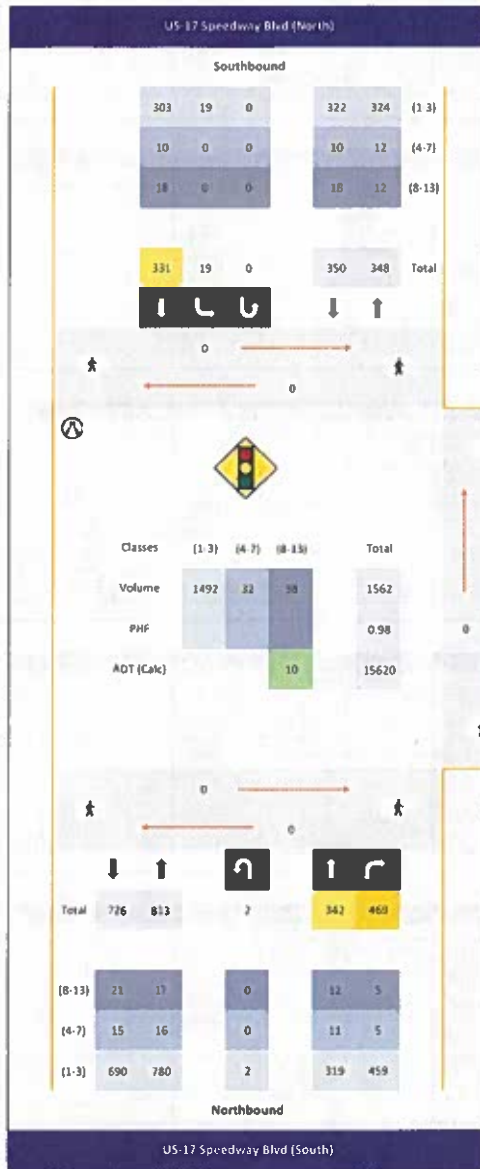


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[Click here for Map](#)

Wednesday, May 7, 2025		
	Mostly Cloudy	71°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

SC-1153 Online-Hwy

Bi-Directional Class Count || Location Overview

Hardeeville, SC



Site 1

SC-315 S Okatie Hwy,
east of US-17 Speedway Blvd

Lat/Long
32.153975°, -81.053858°


 [Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
B-Directional Class Count	50min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	50min	☑	2

Daily & Monthly Factors


Wed
05/07

DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || SB WB 15min

Wadeville, SC



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Site 1
SC 115 S Charlotte Hwy
east of US 17 Speedwell Blvd

Date
Wednesday, May 7, 2014

Weather
Mostly Cloudy
71°F

Lat/Long
33.153973, -81.051834

Click here for details

0800 - 1800 (Wednesday) 15min Sampling (05-07-2014)
SB WB 15min

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000-0015	0	18	2	1	1	0	0	0	1	0	0	0	0	23	
0015-0030	0	4	0	0	1	0	0	0	0	0	0	0	0	5	16
0030-0045	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0045-0100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0100-0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115-0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130-0145	0	6	0	0	1	0	0	0	0	0	0	0	0	6	
0145-0200	0	5	0	0	0	0	0	0	0	0	0	0	0	4	21
0200-0215	0	5	2	0	0	0	0	0	0	0	0	0	0	5	
0215-0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0230-0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245-0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
0300-0315	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0315-0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330-0345	0	5	1	0	0	0	0	0	1	0	0	0	0	7	18
0345-0400	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0400-0415	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0415-0430	0	14	5	0	0	0	0	0	2	0	0	0	0	19	
0430-0445	0	20	3	0	0	1	0	0	0	0	0	0	0	24	
0445-0500	0	14	4	0	0	0	0	0	0	0	0	0	0	18	65
0500-0515	0	14	9	0	0	0	0	0	1	0	0	0	0	24	
0515-0530	0	22	7	0	1	0	0	0	0	0	0	0	0	29	
0530-0545	0	30	9	0	2	0	0	0	1	0	0	0	0	42	
0545-0600	0	31	17	0	1	0	0	0	4	0	0	0	0	53	157
0600-0615	0	47	27	0	1	0	0	0	7	0	0	0	0	76	
0615-0630	0	62	35	0	0	0	0	0	1	0	0	0	0	96	
0630-0645	0	64	48	0	2	1	1	1	1	0	0	0	0	130	
0645-0700	0	59	57	0	2	1	0	1	0	0	0	0	0	120	404
0700-0715	0	69	36	0	4	1	0	0	0	0	0	0	0	111	
0715-0730	0	68	47	0	4	0	0	0	0	0	0	0	0	119	
0730-0745	0	91	34	0	1	0	0	0	1	1	0	0	0	132	
0745-0800	0	76	45	0	1	0	0	0	3	0	0	0	0	128	485
0800-0815	1	92	32	0	1	0	0	1	0	0	0	0	0	127	
0815-0830	0	68	38	0	3	1	0	0	4	0	0	0	0	114	
0830-0845	0	80	40	0	2	2	0	0	2	0	0	0	0	126	
0845-0900	0	70	24	0	1	0	0	0	1	0	0	0	0	96	453
0900-0915	0	74	32	0	5	1	0	0	1	0	0	0	0	113	
0915-0930	1	54	20	0	3	1	0	0	1	0	0	0	0	70	
0930-0945	0	64	25	0	3	2	1	0	1	0	0	0	0	96	
0945-1000	0	66	24	0	3	1	0	0	1	0	0	0	0	93	792
1000-1015	0	67	26	0	4	1	0	0	2	0	0	0	0	102	
1015-1030	0	79	26	0	1	0	0	0	3	0	0	0	0	99	
1030-1045	0	61	27	0	1	1	0	0	1	0	0	0	0	78	
1045-1100	0	67	27	0	3	1	0	0	0	0	0	0	0	118	397
1100-1115	0	66	17	0	1	2	0	0	1	0	0	0	0	89	
1115-1130	0	60	26	0	3	1	0	0	0	0	0	0	0	90	
1130-1145	0	64	19	0	6	1	0	0	1	0	0	0	0	111	
1145-1200	0	60	22	0	4	0	0	0	2	0	0	0	0	88	346
1200-1215	0	67	14	0	3	3	0	0	1	0	0	0	0	90	
1215-1230	0	62	20	0	1	2	0	0	0	0	0	0	0	87	
1230-1245	0	61	17	0	1	1	0	0	1	0	0	0	0	86	
1245-1300	0	67	14	0	4	1	0	0	2	0	0	0	0	88	951
1300-1315	0	57	22	0	1	1	0	0	0	0	0	0	0	84	
1315-1330	0	69	22	0	5	2	0	0	2	0	0	0	0	100	
1330-1345	0	46	23	0	3	1	0	0	1	0	0	0	0	76	
1345-1400	0	59	18	0	3	1	0	0	1	0	0	0	0	82	542
1400-1415	0	51	20	0	0	2	1	1	0	0	0	0	0	76	
1415-1430	0	53	21	0	7	1	0	1	1	0	0	0	0	84	
1430-1445	0	50	24	0	4	1	0	0	2	1	0	0	0	82	
1445-1500	0	63	30	0	1	1	0	1	3	0	0	0	0	98	648
1500-1515	0	43	24	1	1	0	0	1	0	0	0	0	0	72	
1515-1530	0	54	26	0	3	2	0	0	0	0	0	0	0	84	
1530-1545	0	64	23	0	3	1	0	0	1	0	0	0	0	94	
1545-1600	0	52	21	0	1	0	0	0	1	0	0	0	0	75	827
1600-1615	0	64	20	1	5	0	0	0	0	0	0	0	0	90	
1615-1630	0	60	14	0	0	3	0	0	0	0	0	0	0	77	
1630-1645	0	54	18	0	4	2	0	0	2	0	0	0	0	88	
1645-1700	0	79	22	0	1	0	0	0	1	0	0	0	0	106	853
1700-1715	0	79	30	0	2	0	0	0	0	0	0	0	0	111	
1715-1730	0	74	27	0	3	0	0	0	0	0	0	0	0	104	
1730-1745	0	66	28	0	0	0	0	0	0	0	0	0	0	95	
1745-1800	0	62	24	0	0	0	0	0	2	1	0	0	0	89	799
1800-1815	0	99	17	0	1	0	0	0	1	0	0	0	0	118	
1815-1830	0	72	23	0	0	0	0	0	1	0	0	0	0	95	
1830-1845	0	41	19	0	1	0	0	0	1	0	0	0	0	64	
1845-1900	0	51	13	0	1	0	0	0	0	0	0	0	0	65	327
1900-1915	0	53	12	0	1	0	0	1	0	0	0	0	0	67	
1915-1930	0	30	10	0	0	0	0	0	0	0	0	0	0	52	
1930-1945	0	35	6	0	0	0	0	0	0	0	0	0	0	43	
1945-2000	0	25	12	0	1	0	0	0	0	0	0	0	0	42	265
2000-2015	0	50	10	0	0	0	0	0	1	0	0	0	0	53	
2015-2030	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2030-2045	0	31	9	0	0	0	0	0	0	0	0	0	0	40	
2045-2100	0	25	4	0	0	0	0	0	0	0	0	0	0	30	151
2100-2115	0	20	5	0	1	1	0	0	1	0	0	0	0	30	
2115-2130	0	25	4	0	0	1	0	0	0	0	0	0	0	30	
2130-2145	0	17	4	0	0	0	0	0	0	0	0	0	0	21	106
2145-2200	0	22	1	0	0	0	0	0	0	0	0	0	0	24	
2200-2215	0	19	2	0	1	0	0	0	0	0	0	0	0	21	
2215-2230	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2230-2245	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2245-2300	0	14	3	0	0	0	0	0	1	0	0	0	0	17	70
2300-2315	0	14	0	0	0	0	0	1	1	0	0	0	0	16	
2315-2330	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2330-2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2345-0000	0	15	3	2	0	0	0	0	0	0	0	0	0	20	53

Section	Avg	Min	Max	Std Dev	1st Q	3rd Q	95th P	99th P	99.9th P	99.99th P	99.999th P	99.9999th P	99.99999th P	99.999999th P	99.9999999th P
Southern Average	0.17	0.17	15.35	0.08	1.49	0.80	0.99	0.19	0.74	0.00	0.00	0.00	0.00	0.00	0.00
Season Percentages	0.13	0.13	19.37	0.08	2.44	1.09	0.95	0.15	1.27	0.00	0.00	0.00	0.00	0.00	0.00

AM Peak Hour	0715-0815	0715-0815	0830-0930	0930-0930	0915-1015	0945-0945	0900-0900	0915-0915	0915-0915
AM Peak Volume	1	227	178	0	54	7	1	2	8
AM Peak Stage	0.30	65.27	25.55	0.00	2.79	1.89	0.20	0.40	1.00

Non Peak Hour	1000-1100	1430-1530	1415-1515	1515-1515	151
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Bi-Directional Class Count || Bi-Directional 15min

Mandeville, SC



Site 1
SC 153 S Ocharre Hwy,
east of US-17 Spineaway Blvd

Date
Wednesday, May 7, 2015
Lot/Tag
T2 215975 - 81 05 1654*

Weather
Partly Cloudy
72°

[Click Here for Detailed Summary](#)

0800 - 2400 (Wednesday 24th Spans) (05-07-2015)

Bi-Directional 15min

Bi-Directional Class	Bi-Directional Class													15min Field	Class Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13			
000A-0005	0	18	1	1	1	0	0	0	0	1	1	0	0	0	0	22
0015-0030	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
0030-0045	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	10
0045-0100	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	15
0100-0115	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
0115-0130	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	10
0130-0145	0	11	1	0	0	1	0	1	0	0	0	0	0	0	0	14
0145-0200	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
0200-0215	0	8	1	0	0	0	0	0	0	0	0	1	0	0	0	10
0215-0230	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0230-0245	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0245-0300	0	5	1	0	0	1	0	0	2	0	0	0	0	0	0	10
0300-0315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0315-0330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0330-0345	0	9	1	0	0	1	0	0	1	0	0	0	0	0	0	12
0345-0400	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	11
0400-0415	0	19	0	0	0	1	0	0	0	0	0	0	0	0	0	20
0415-0430	0	17	5	0	0	0	0	0	2	0	0	0	0	0	0	24
0430-0445	0	15	5	0	0	2	0	0	1	0	0	0	0	0	0	23
0445-0500	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
0500-0515	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	20
0515-0530	0	16	9	0	1	2	0	0	0	0	0	0	0	0	0	27
0530-0545	0	59	13	0	4	0	0	1	1	0	0	0	0	0	0	76
0545-0600	0	62	29	0	1	0	0	1	3	0	0	0	0	0	0	96
0600-0615	0	97	60	0	1	2	0	0	0	0	0	0	0	0	0	158
0615-0630	0	112	60	0	0	0	0	0	2	0	0	0	0	0	0	174
0630-0645	0	140	69	0	4	2	1	1	3	0	0	0	0	0	0	224
0645-0700	0	135	82	0	5	2	0	1	1	0	0	0	0	0	0	226
0700-0715	0	353	453	0	6	2	0	0	0	0	0	0	0	0	0	797
0715-0730	0	214	443	0	7	1	0	0	1	0	0	0	0	0	0	665
0730-0745	0	146	63	0	1	1	0	1	1	0	0	0	0	0	0	213
0745-0800	0	110	60	0	1	1	0	0	1	0	0	0	0	0	0	173
0800-0815	1	132	96	0	1	1	0	2	2	0	0	0	0	0	0	237
0815-0830	0	109	50	0	1	1	0	0	0	0	0	0	0	0	0	160
0830-0845	0	118	59	0	1	2	0	1	5	0	0	0	0	0	0	183
0845-0900	0	115	16	0	4	0	0	0	2	0	0	0	0	0	0	137
0900-0915	0	112	80	0	5	1	0	0	1	0	0	0	0	0	0	179
0915-0930	1	103	151	0	6	1	0	0	7	0	0	0	0	0	0	262
0930-0945	0	113	48	0	5	2	1	1	4	0	0	0	0	0	0	174
0945-1000	0	110	43	0	1	1	0	0	2	0	0	0	0	0	0	158
1000-1015	0	101	47	0	6	5	0	0	1	0	0	0	0	0	0	157
1015-1030	0	120	14	0	1	2	0	0	1	0	0	0	0	0	0	146
1030-1045	0	107	34	0	6	6	0	0	6	0	0	0	0	0	0	159
1045-1100	1	137	47	0	5	3	0	1	6	0	0	0	0	0	0	197
1100-1115	0	130	38	1	4	1	0	0	6	0	0	0	0	0	0	172
1115-1130	0	123	37	0	1	4	0	0	1	0	0	0	0	0	0	166
1130-1145	0	103	33	0	0	4	0	1	1	0	0	0	0	0	0	140
1145-1200	0	106	39	0	7	0	0	1	3	0	0	0	0	0	0	150
1200-1215	0	116	37	0	5	4	0	0	3	0	0	0	0	0	0	170
1215-1230	0	130	36	0	1	5	0	1	0	0	0	0	0	0	0	176
1230-1245	0	114	14	0	1	2	0	0	5	0	0	0	0	0	0	135
1245-1300	0	870	40	0	0	0	0	0	0	0	0	0	0	0	0	910
1300-1315	0	106	41	0	7	1	0	0	0	0	0	0	0	0	0	159
1315-1330	0	130	45	0	1	0	0	0	4	0	0	0	0	0	0	186
1330-1345	0	101	41	0	0	0	0	2	3	0	0	0	0	0	0	155
1345-1400	0	127	40	0	4	2	0	0	1	0	0	0	0	0	0	164
1400-1415	0	114	39	1	0	0	1	1	1	0	0	0	0	0	0	163
1415-1430	0	115	42	0	1	0	0	2	1	0	0	0	0	0	0	174
1430-1445	0	129	50	0	7	1	0	4	1	0	0	0	0	0	0	192
1445-1500	0	821	52	0	1	4	0	1	4	0	0	0	0	0	0	930
1500-1515	0	107	52	1	0	0	0	1	0	0	0	0	0	0	0	166
1515-1530	0	111	54	0	0	1	0	0	0	0	0	0	0	0	0	175
1530-1545	0	143	55	0	1	2	0	1	1	0	0	0	0	0	0	206
1545-1600	0	112	67	0	0	0	0	0	3	0	0	0	0	0	0	204
1600-1615	0	133	54	1	0	0	0	0	0	0	0	0	0	0	0	208
1615-1630	0	147	43	0	1	0	0	0	0	0	0	0	0	0	0	197
1630-1645	0	155	50	0	0	0	0	1	1	0	0	0	0	0	0	213
1645-1700	0	161	54	0	7	0	0	0	2	0	0	0	0	0	0	224
1700-1715	0	157	59	0	0	0	0	0	0	0	0	0	0	0	0	219
1715-1730	0	158	60	0	0	0	0	0	1	0	0	0	0	0	0	223
1730-1745	0	147	69	0	0	0	0	0	1	0	0	0	0	0	0	219
1745-1800	0	150	64	0	2	0	0	4	2	0	0	0	0	0	0	226
1800-1815	0	165	50	0	0	0	0	0	2	0	0	0	0	0	0	222
1815-1830	0	111	40	0	0	0	0	0	0	0	0	0	0	0	0	171
1830-1845	0	99	39	0	0	0	0	1	1	0	0	0	0	0	0	142
1845-1900	0	99	25	0	0	0	0	0	0	0	0	0	0	0	0	124
1900-1915	0	106	37	0	0	0	0	1	0	0	0	0	0	0	0	135
1915-1930	0	78	24	0	0	0	0	0	0	0	0	0	0	0	0	102
1930-1945	0	76	25	0	0	0	0	1	2	0	0	0	0	0	0	104
1945-2000	0	71	21	0	0	0	0	0	1	0	0	0	0	0	0	96
2000-2015	0	74	27	0	0	0	0	0	3	0	0	0	0	0	0	100
2015-2030	1	56	13	0	0	0	0	0	0	0	0	0	0	0	0	70
2030-2045	0	63	18	0	0	0	0	0	0	0	0	0	0	0	0	81
2045-2100	0	55	11	0	0	0	0	0	3	0	0	0	0	0	0	69
2100-2115	0	63	15	0	0	1	0	0	1	0	0	0	0	0	0	80
2115-2130	0	61	11	0	0	0	0	0	0	0	0	0	0	0	0	73
2130-2145	0	35	13	0	0	0	0	0	0	0	0	0	0	0	0	48
2145-2200	0	49	6	0	0	0	0	0	3	0	0	0	0	0	0	56
2200-2215	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
2215-2230	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
2230-2245	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
2245-2300	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	37
2300-2315	0	19	3	0	0	0	0	1	3	0	0	0	0	0	0	25
2315-2330	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
2330-2345	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
2345-0000	0	20	4	2	0	0	0	0	0	0	0	0	0	0	0	26

Section	Average	Peak	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range	Peak Range
Section Average	0.04	01.51	00.09	0.09	2.63	1.15	0.89	0.39	1.55									

Bi-Directional Class Count || Volume Summary 15min

Hardeeville, SC

Site 1
 SC-315 S Okatie Hwy,
 east of US-17 Speedway Blvd

Date
 Wednesday, May 7, 2025

Weather
 Mostly Cloudy
 71°F

Lat/Long
 32.153975°, -81.053858°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)

Volume Summary 15min

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	8	15	23	
0015 - 0030	4	6	10	
0030 - 0045	5	5	10	
0045 - 0100	6	7	13	56
0100 - 0115	1	3	4	
0115 - 0130	4	6	10	
0130 - 0145	8	6	14	
0145 - 0200	3	6	9	37
0200 - 0215	5	5	10	
0215 - 0230	2	5	7	
0230 - 0245	4	2	6	
0245 - 0300	8	2	10	33
0300 - 0315	1	2	3	
0315 - 0330	4	2	6	
0330 - 0345	5	7	12	
0345 - 0400	6	7	13	34
0400 - 0415	6	13	19	
0415 - 0430	7	20	27	
0430 - 0445	9	14	23	
0445 - 0500	7	18	25	94
0500 - 0515	18	26	44	
0515 - 0530	18	30	48	
0530 - 0545	28	48	76	
0545 - 0600	41	53	94	262
0600 - 0615	68	76	144	
0615 - 0630	80	98	178	
0630 - 0645	110	110	220	
0645 - 0700	106	120	226	768
0700 - 0715	96	111	207	
0715 - 0730	72	119	191	
0730 - 0745	81	132	213	
0745 - 0800	52	123	175	786
0800 - 0815	70	127	197	
0815 - 0830	61	114	175	
0830 - 0845	67	116	183	
0845 - 0900	63	96	159	714
0900 - 0915	66	113	179	
0915 - 0930	78	90	168	
0930 - 0945	78	96	174	
0945 - 1000	65	93	158	679
1000 - 1015	55	102	157	
1015 - 1030	69	99	168	
1030 - 1045	81	78	159	
1045 - 1100	79	118	197	681
1100 - 1115	83	89	172	
1115 - 1130	76	90	166	
1130 - 1145	67	81	148	
1145 - 1200	70	88	158	644

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	80	90	170	
1215 - 1230	89	87	176	
1230 - 1245	72	86	158	
1245 - 1300	82	88	170	674
1300 - 1315	75	84	159	
1315 - 1330	86	100	186	
1330 - 1345	79	76	155	
1345 - 1400	102	82	184	684
1400 - 1415	85	76	161	
1415 - 1430	90	84	174	
1430 - 1445	110	82	192	
1445 - 1500	85	98	183	710
1500 - 1515	94	72	166	
1515 - 1530	89	84	173	
1530 - 1545	110	96	206	
1545 - 1600	129	75	204	749
1600 - 1615	108	90	198	
1615 - 1630	120	77	197	
1630 - 1645	133	80	213	
1645 - 1700	118	106	224	832
1700 - 1715	108	111	219	
1715 - 1730	119	104	223	
1730 - 1745	124	95	219	
1745 - 1800	137	89	226	887
1800 - 1815	109	113	222	
1815 - 1830	76	95	171	
1830 - 1845	78	64	142	
1845 - 1900	63	65	128	663
1900 - 1915	68	67	135	
1915 - 1930	50	52	102	
1930 - 1945	61	43	104	
1945 - 2000	57	41	98	439
2000 - 2015	50	53	103	
2015 - 2030	41	29	70	
2030 - 2045	41	40	81	
2045 - 2100	39	30	69	323
2100 - 2115	47	38	85	
2115 - 2130	43	30	73	
2130 - 2145	30	16	46	
2145 - 2200	32	24	56	260
2200 - 2215	22	21	43	
2215 - 2230	28	16	44	
2230 - 2245	23	16	39	
2245 - 2300	20	17	37	163
2300 - 2315	9	16	25	
2315 - 2330	21	12	33	
2330 - 2345	13	5	18	
2345 - 0000	6	20	26	102

Session Total	5452	5822	11274
Session Average	56.79	60.65	117.44
Session Percentage	48.35	51.64	

Bi-Directional Class Count || Volume Summary 60min



www.marrtraffic.com

Hardeeville, SC

Site 1

SC-315 S Okatie Hwy,
east of US-17 Speedway Blvd

Date

Wednesday, May 7, 2025

Weather

Mostly Cloudy
71°F



Lat/Long

32.153975°, -81.053858°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)

Volume Summary 60min

Volume Summary 60min			
Time	EB	WB	Total
0000 - 0100	23	33	56
0100 - 0200	16	21	37
0200 - 0300	19	14	33
0300 - 0400	16	18	34
0400 - 0500	29	65	94
0500 - 0600	105	157	262
0600 - 0700	364	404	768
0700 - 0800	301	485	786
0800 - 0900	261	453	714
0900 - 1000	287	392	679
1000 - 1100	284	397	681
1100 - 1200	296	348	644

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	323	351	674
1300 - 1400	342	342	684
1400 - 1500	370	340	710
1500 - 1600	422	327	749
1600 - 1700	479	353	832
1700 - 1800	488	399	887
1800 - 1900	326	337	663
1900 - 2000	236	203	439
2000 - 2100	171	152	323
2100 - 2200	152	108	260
2200 - 2300	93	70	163
2300 - 2400	49	53	102

Session Total	5452	5572	11024
Session Average	227.17	242.58	469.75
Session Percentage	48.36	51.64	

Bi-Directional Class Count || Location Overview

Hardeeville, SC

Site 2

US-17 Speedway Blvd,
south of SC-315 S Okatie Hwy

Lat/Long
32.152349°, -81.054498°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Views	Tabs
Bi-Directional Class Count	60min	4	4
Graphical Analysis		3	3
Base Data	15min	2	2
Base Data	60min	2	2

Daily & Monthly Factors

	Wed
	05/07
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min



Wadeville, SC

Site 3
US 17 Speedway Blvd,
south of SC 315 S Olathe Hwy

Date:
Wednesday, May 7, 2015

Weather:
Mostly Cloudy
71°

Lat/Long:
32 162 849 , -81 054 490°

[Click Here for Detailed Data](#)



0000 - 3000 (Wednesday 2 1/2 Hr Session) (05-07-2015)
NB EB 15min

	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Post	60min Total
0000-0015	0	11	0	0	0	0	0	0	0	0	0	0	0	0	12
0015-0030	0	15	2	0	0	0	0	0	0	0	0	0	0	0	18
0030-0045	0	7	1	0	0	0	0	0	0	0	0	0	0	0	10
0045-0100	0	5	2	0	0	0	0	0	0	0	0	0	0	0	13
0100-0115	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5
0115-0130	0	4	1	1	0	0	0	0	0	0	0	0	0	0	11
0130-0145	0	18	0	0	0	0	0	0	0	0	0	0	0	0	19
0145-0200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0200-0215	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0215-0230	0	3	0	1	0	0	0	0	0	0	0	0	0	0	5
0230-0245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	10
0245-0300	0	6	4	0	0	0	0	0	0	0	0	0	0	0	14
0300-0315	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0315-0330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	8
0330-0345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	12
0345-0400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	11
0400-0415	0	13	7	0	0	0	0	0	0	0	0	0	0	0	17
0415-0430	0	11	1	0	0	0	0	0	0	0	0	0	0	0	14
0430-0445	0	14	4	0	0	0	0	0	0	0	0	0	0	0	20
0445-0500	0	18	1	0	0	0	0	0	0	0	0	0	0	0	21
0500-0515	0	18	2	0	0	0	0	0	0	0	0	0	0	0	21
0515-0530	0	12	4	0	0	0	0	0	0	0	0	0	0	0	18
0530-0545	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
0545-0600	0	34	18	0	0	0	0	0	0	0	0	0	0	0	52
0600-0615	0	60	26	0	0	0	0	0	0	0	0	0	0	0	86
0615-0630	0	91	38	0	0	0	0	0	0	0	0	0	0	0	129
0630-0645	0	117	46	0	0	0	0	0	0	0	0	0	0	0	163
0645-0700	0	120	41	0	0	0	0	0	0	0	0	0	0	0	161
0700-0715	0	109	53	1	0	0	0	0	0	0	0	0	0	0	162
0715-0730	0	104	41	0	0	0	0	0	0	0	0	0	0	0	145
0730-0745	0	95	19	0	0	0	0	0	0	0	0	0	0	0	114
0745-0800	0	94	27	1	0	0	0	0	0	0	0	0	0	0	121
0800-0815	0	120	41	0	0	0	0	0	0	0	0	0	0	0	161
0815-0830	0	89	30	2	0	0	0	0	0	0	0	0	0	0	121
0830-0845	0	89	40	0	0	0	0	0	0	0	0	0	0	0	129
0845-0900	0	80	30	0	0	0	0	0	0	0	0	0	0	0	110
0900-0915	0	94	45	0	0	0	0	0	0	0	0	0	0	0	139
0915-0930	0	95	42	0	0	0	0	0	0	0	0	0	0	0	137
0930-0945	0	104	40	1	0	0	0	0	0	0	0	0	0	0	145
0945-1000	0	97	35	1	0	0	0	0	0	0	0	0	0	0	132
1000-1015	0	89	35	1	0	0	0	0	0	0	0	0	0	0	124
1015-1030	0	100	40	0	0	0	0	0	0	0	0	0	0	0	140
1030-1045	0	120	42	0	0	0	0	0	0	0	0	0	0	0	162
1045-1100	0	102	48	1	0	0	0	0	0	0	0	0	0	0	150
1100-1115	0	100	40	1	0	0	0	0	0	0	0	0	0	0	140
1115-1130	0	104	39	0	0	0	0	0	0	0	0	0	0	0	143
1130-1145	0	107	39	0	0	0	0	0	0	0	0	0	0	0	146
1145-1200	0	100	35	0	0	0	0	0	0	0	0	0	0	0	135
1200-1215	0	113	35	1	0	0	0	0	0	0	0	0	0	0	149
1215-1230	0	115	32	0	0	0	0	0	0	0	0	0	0	0	147
1230-1245	0	85	52	0	0	0	0	0	0	0	0	0	0	0	137
1245-1300	0	121	40	1	0	0	0	0	0	0	0	0	0	0	162
1300-1315	0	84	36	0	0	0	0	0	0	0	0	0	0	0	120
1315-1330	0	96	34	0	0	0	0	0	0	0	0	0	0	0	130
1330-1345	0	85	29	0	0	0	0	0	0	0	0	0	0	0	114
1345-1400	0	107	47	0	0	0	0	0	0	0	0	0	0	0	154
1400-1415	0	113	40	1	0	0	0	0	0	0	0	0	0	0	153
1415-1430	0	107	32	0	0	0	0	0	0	0	0	0	0	0	139
1430-1445	0	111	41	0	0	0	0	0	0	0	0	0	0	0	152
1445-1500	0	114	41	0	0	0	0	0	0	0	0	0	0	0	155
1500-1515	0	114	53	0	0	0	0	0	0	0	0	0	0	0	167
1515-1530	0	95	46	0	0	0	0	0	0	0	0	0	0	0	141
1530-1545	0	111	50	0	0	0	0	0	0	0	0	0	0	0	161
1545-1600	0	126	60	0	0	0	0	0	0	0	0	0	0	0	186
1600-1615	0	120	55	2	0	0	0	0	0	0	0	0	0	0	177
1615-1630	0	149	53	0	0	0	0	0	0	0	0	0	0	0	202
1630-1645	0	169	43	0	0	0	0	0	0	0	0	0	0	0	212
1645-1700	0	140	50	1	0	0	0	0	0	0	0	0	0	0	200
1700-1715	0	124	57	0	0	0	0	0	0	0	0	0	0	0	181
1715-1730	0	179	56	0	0	0	0	0	0	0	0	0	0	0	235
1730-1745	0	143	64	0	0	0	0	0	0	0	0	0	0	0	207
1745-1800	0	129	75	0	0	0	0	0	0	0	0	0	0	0	204
1800-1815	0	119	56	0	0	0	0	0	0	0	0	0	0	0	175
1815-1830	0	99	29	0	0	0	0	0	0	0	0	0	0	0	128
1830-1845	0	101	29	0	0	0	0	0	0	0	0	0	0	0	130
1845-1900	0	81	25	0	0	0	0	0	0	0	0	0	0	0	106
1900-1915	0	80	20	0	0	0	0	0	0	0	0	0	0	0	100
1915-1930	0	59	21	0	0	0	0	0	0	0	0	0	0	0	80
1930-1945	0	72	28	0	0	0	0	0	0	0	0	0	0	0	100
1945-2000	0	74	14	0	0	0	0	0	0	0	0	0	0	0	88
2000-2015	0	52	20	0	0	0	0	0	0	0	0	0	0	0	72
2015-2030	0	57	15	0	0	0	0	0	0	0	0	0	0	0	72
2030-2045	0	45	12	0	0	0	0	0	0	0	0	0	0	0	57
2045-2100	0	43	11	0	0	0	0	0	0	0	0	0	0	0	54
2100-2115	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
2115-2130	0	56	13	0	0	0	0	0	0	0	0	0	0	0	69
2130-2145	0	39	11	0	0	0	0	0	0	0	0	0	0	0	50
2145-2200	0	39	6	0	0	0	0	0	0	0	0	0	0	0	45
2200-2215	0	37	6	0	0	0	0	0	0	0	0	0	0	0	43
2215-2230	0	37	7	0	0	0	0	0	0	0	0	0	0	0	44
2230-2245	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
2245-2300	0	25	5	0	0	0	0	0	0	0	0	0	0	0	30
2300-2315	0	31	7	0	0	0	0	0	0	0	0	0	0	0	38
2315-2330	0	26	5	0	0	0	0	0	0	0	0	0	0	0	31
2330-2345	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
2345-0000	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12

Session Average	0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8	0-9	0-10	0-11	0-12	0-13	0-15	0-15
Session Average	0.81	10.52	25.37	0.21	2.54	2.54	0.00	0.40	4.49	0.01	0.04	0.02	0.00	0.00	100.17
Session Peak Average	0.82	64.50	23.51	0.20	2.39	2.39	0.00	0.37	4.23	0.01	0.04	0.02	0.00	0.00	

AM Peak Hour	0630-0730	0730-0830	0830-0930	0930-1030	1030-1130	1130-1245	1245-1345	1345-1445	1445-1545	1545-1645	1645-1700	1700-1730	1730-1800	1800-1830	1830-1930	1930-2000	2000-2030	2030-2100	2100-2130	2130-2200	2200-223
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Bi-Directional Class Count | Bi-Directional 15min



Wadeville, NC

Site 7
US-17 Sandhwy Blvd,
south of SC-115 S OUrne Hwy

Date
Wednesday, May 7, 2015
Time/Lang
32 153497 - 31 054498

Weather
Mostly Cloudy
71°F

0000 - 2400 (File: 05-07-15) (05-07-15) (05-07-15)
Bi-Directional 15min

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	Qbikes Total
0000-0015	0	26	7	1	11	0	0	0	0	0	0	0	0	37	
0015-0030	0	24	7	0	1	0	0	0	0	2	0	1	0	31	
0030-0045	0	14	3	0	0	0	0	0	0	5	0	0	0	22	
0045-0100	0	13	2	0	0	0	0	0	5	0	0	0	0	20	105
0100-0115	0	7	3	0	0	0	0	0	1	3	0	0	0	14	
0115-0130	0	12	1	1	0	1	0	0	5	0	0	0	0	22	
0130-0145	0	19	3	0	1	0	1	3	0	0	0	0	0	27	
0145-0200	0	10	2	0	0	0	0	0	2	0	0	0	0	14	37
0200-0215	0	11	2	0	0	1	0	0	0	0	0	0	0	14	
0215-0230	0	5	0	1	0	0	0	0	2	0	0	0	0	12	
0230-0245	0	10	1	0	0	0	0	0	2	0	0	1	0	14	
0245-0300	0	10	5	0	0	1	0	0	4	0	0	0	0	20	40
0300-0315	0	9	2	0	0	0	0	0	0	0	0	0	0	9	
0315-0330	0	1	1	0	0	0	0	0	0	3	0	0	0	12	
0330-0345	0	15	2	0	0	0	0	0	10	0	0	0	0	25	
0345-0400	0	17	3	0	0	0	1	2	0	0	0	0	0	26	75
0400-0415	0	29	7	0	1	0	0	0	0	0	0	0	0	39	
0415-0430	0	11	8	0	1	0	3	0	1	5	0	0	0	34	
0430-0445	0	30	7	0	0	3	0	0	0	0	0	0	0	42	
0445-0500	0	43	7	0	2	0	0	1	5	0	0	0	0	58	195
0500-0515	0	34	10	0	1	2	0	0	5	0	0	0	0	51	
0515-0530	0	62	15	0	2	2	0	1	6	0	0	0	0	94	
0530-0545	0	47	16	0	4	0	0	2	7	0	1	0	0	110	
0545-0600	0	100	44	0	2	1	0	4	11	0	0	0	0	162	427
0600-0615	0	137	68	0	5	5	0	6	30	0	0	0	0	209	
0615-0630	0	144	99	0	8	1	0	0	0	0	0	0	0	243	
0630-0645	0	207	101	0	6	6	2	4	14	0	0	0	0	342	
0645-0700	0	206	124	0	12	11	0	2	19	0	0	0	0	360	1121
0700-0715	0	195	137	1	3	6	0	2	9	0	0	0	0	339	
0715-0730	0	211	124	0	15	7	0	2	11	0	0	0	0	371	
0730-0745	0	250	111	0	8	13	0	7	18	0	0	0	0	407	
0745-0800	0	224	101	1	9	12	0	8	13	0	0	0	0	370	1487
0800-0815	1	236	108	0	10	12	0	4	20	0	0	0	0	348	
0815-0830	0	196	97	2	14	11	0	2	25	0	0	0	0	347	
0830-0845	0	201	90	0	6	11	0	2	30	0	0	0	0	341	
0845-0900	0	191	81	0	7	7	0	0	21	0	0	0	0	307	1504
0900-0915	0	191	99	3	10	10	0	0	17	0	0	0	0	312	
0915-0930	1	195	68	0	13	8	0	0	18	0	0	0	0	312	
0930-0945	0	196	90	1	13	11	1	1	28	0	0	0	0	319	1195
0945-1000	0	197	72	1	7	18	0	1	21	0	0	0	0	312	
1000-1015	0	174	83	1	10	12	0	0	17	0	0	0	0	297	
1015-1030	0	176	74	1	11	12	0	0	23	0	0	0	0	304	
1030-1045	0	215	64	1	10	16	0	0	15	0	0	0	0	321	
1045-1100	0	224	61	1	11	21	0	1	14	0	0	0	0	347	1115
1100-1115	0	206	73	1	6	12	0	0	16	0	0	0	0	342	
1115-1130	0	208	60	0	7	8	0	1	15	0	0	0	0	300	
1130-1145	0	168	66	0	13	10	0	1	16	0	0	0	0	292	
1145-1200	0	210	60	0	9	9	0	1	22	0	0	0	0	319	1253
1200-1215	0	214	67	3	9	7	0	2	23	0	0	0	0	325	
1215-1230	0	219	64	0	10	11	0	2	24	0	0	0	0	320	
1230-1245	0	183	62	0	4	4	0	1	19	0	0	0	0	275	
1245-1300	0	219	71	1	10	20	0	1	24	0	0	0	0	340	1260
1300-1315	0	183	77	0	12	19	0	0	17	1	0	0	0	295	
1315-1330	0	195	63	0	15	8	0	1	16	0	0	0	0	307	
1330-1345	0	163	59	0	14	14	0	1	10	0	0	0	0	263	
1345-1400	1	194	79	0	9	12	0	0	12	0	0	0	0	307	1176
1400-1415	0	214	81	0	4	14	0	2	6	0	0	0	0	323	
1415-1430	0	204	72	0	13	13	0	2	20	0	0	0	0	313	
1430-1445	0	195	80	0	13	14	0	4	8	0	0	0	0	334	
1445-1500	0	211	80	0	5	14	0	2	14	0	0	0	0	334	1335
1500-1515	0	201	95	1	14	10	0	2	16	0	0	0	0	343	
1515-1530	0	192	80	0	15	10	0	0	18	0	0	0	0	313	
1530-1545	0	120	87	0	9	9	0	1	14	0	0	0	0	240	
1545-1600	0	123	85	0	6	11	0	2	12	0	0	0	0	309	1333
1600-1615	0	129	101	3	10	0	0	0	9	0	0	0	0	303	
1615-1630	0	139	76	0	4	13	0	0	9	0	0	0	0	315	
1630-1645	0	184	79	0	7	5	0	2	9	0	0	0	0	306	
1645-1700	0	173	82	2	10	2	0	0	5	0	0	0	0	372	1473
1700-1715	0	173	107	0	4	3	0	0	9	0	0	0	0	391	
1715-1730	0	234	104	0	4	10	0	0	11	1	0	0	0	477	
1730-1745	1	166	105	0	4	1	0	1	9	0	1	0	0	390	
1745-1800	0	142	118	1	7	1	0	4	7	0	0	0	0	360	1559
1800-1815	2	163	91	0	5	1	0	0	8	0	0	0	0	360	
1815-1830	1	168	65	0	6	1	0	3	1	0	0	0	0	315	
1830-1845	0	176	59	0	4	0	0	2	5	0	0	0	0	246	
1845-1900	0	173	68	0	6	0	0	1	3	0	0	1	0	244	1183
1900-1915	0	166	60	0	5	0	0	2	7	0	0	0	0	220	
1915-1930	0	137	41	0	2	0	0	2	3	0	0	0	0	183	
1930-1945	0	141	38	0	1	1	0	2	4	0	0	0	0	187	
1945-2000	0	125	33	1	5	0	0	3	4	0	0	0	0	171	763
2000-2015	0	105	38	0	3	0	0	2	5	0	2	0	0	153	
2015-2030	1	106	20	0	1	0	0	0	5	0	0	0	0	152	
2030-2045	0	97	25	0	0	1	0	0	5	0	0	0	0	133	
2045-2100	1	81	17	0	0	0	0	0	8	0	0	0	0	107	516
2100-2115	0	83	17	0	5	2	0	0	1	0	0	0	0	106	
2115-2130	0	83	20	0	0	1	0	0	1	0	0	0	0	105	
2130-2145	0	60	17	0	1	0	0	0	2	0	0	0	0	80	
2145-2200	0	49	13	0	0	1	0	0	6	0	0	0	0	67	360
2200-2215	0	62	8	0	1	3	0	0	1	0	0	0	0	73	
2215-2230	0	43	15	0	0	0	0	0	2	0	0	0	0	58	
2230-2245	0	45	4	0	1	0	0	0	4	0	0	0	0	50	
2245-2300	0	45	9	0	0	0	0	0	4	0	0	0	0	50	768
2300-2315	0	34	4	0	1	1	0	1	10	0	0	0	0	52	
2315-2330	0	43	7	0	0	0	0	0	4	0	0	0	0	54	
2330-2345	0	25	4	0	1	0	0	0	5	0	0	0	0	35	
2345-0000	0	84	7	2	0	0	0	0	1	0	0	0	0	96	385

Season Average	0.19	0.17	0.15	0.15	0.14	0.27	0.04	0.04	0.13	0.12	0.07	0.04	0.00	150.88	
Season Percentage	0.05	0.43	0.17	0.17	0.44	0.30	0.07	0.44	0.16	0.31	0.03	0.07	0.00		
AM Peak Hour	0915-0930	0930-0945	0945-1000	1000-1015	1015-1030	1030-1045	1045-1100	1100-1115	1115-1130	1130-1145	1145-1200	1200-1215	1215-1230	0915-0930	0915-0930
AM Peak Volume	382	426	377	377	377	377	377	377	377	377	377	377	377	377	377
AM Peak Range	0.87	0.88	0.89	0.91	0.92	0.93	0.94	0.95	0.96	0.97	0.98	0.99	1.00	0.87	0.88
PM Peak Hour</															

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Hardeeville, SC

Site 2

US-17 Speedway Blvd,
south of SC-315 S Okatie Hwy

Date

Wednesday, May 7, 2025

Weather

Mostly Cloudy
71°F

Lat/Long

32.152349°, -81.054498°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (05-07-2025)

Volume Summary 15min

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	12	20	32	
0015 - 0030	18	13	31	
0030 - 0045	11	11	22	
0045 - 0100	11	9	20	105
0100 - 0115	5	9	14	
0115 - 0130	11	11	22	
0130 - 0145	15	12	27	
0145 - 0200	3	11	14	77
0200 - 0215	6	8	14	
0215 - 0230	5	7	12	
0230 - 0245	10	4	14	
0245 - 0300	14	6	20	60
0300 - 0315	4	5	9	
0315 - 0330	8	4	12	
0330 - 0345	12	16	28	
0345 - 0400	11	15	26	75
0400 - 0415	17	22	39	
0415 - 0430	16	34	50	
0430 - 0445	26	22	48	
0445 - 0500	21	37	58	195
0500 - 0515	25	27	52	
0515 - 0530	42	52	94	
0530 - 0545	53	66	119	
0545 - 0600	78	84	162	427
0600 - 0615	97	112	209	
0615 - 0630	139	163	302	
0630 - 0645	173	169	342	
0645 - 0700	173	195	368	1221
0700 - 0715	165	174	339	
0715 - 0730	166	205	371	
0730 - 0745	155	247	402	
0745 - 0800	141	229	370	1482
0800 - 0815	162	226	388	
0815 - 0830	144	203	347	
0830 - 0845	144	198	342	
0845 - 0900	131	176	307	1384
0900 - 0915	153	179	332	
0915 - 0930	157	155	312	
0930 - 0945	167	172	339	
0945 - 1000	152	160	312	1295
1000 - 1015	148	149	297	
1015 - 1030	173	175	348	
1030 - 1045	188	133	321	
1045 - 1100	165	182	347	1313
1100 - 1115	175	167	342	
1115 - 1130	156	144	300	
1130 - 1145	151	141	292	
1145 - 1200	156	163	319	1253

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	166	159	325	
1215 - 1230	166	154	320	
1230 - 1245	127	148	275	
1245 - 1300	185	155	340	1260
1300 - 1315	150	153	303	
1315 - 1330	149	154	303	
1330 - 1345	139	124	263	
1345 - 1400	176	131	307	1176
1400 - 1415	177	146	323	
1415 - 1430	163	159	322	
1430 - 1445	193	161	354	
1445 - 1500	172	162	334	1333
1500 - 1515	186	155	341	
1515 - 1530	157	156	313	
1530 - 1545	177	163	340	
1545 - 1600	201	138	339	1333
1600 - 1615	194	167	361	
1615 - 1630	214	138	352	
1630 - 1645	220	166	386	
1645 - 1700	200	172	372	1471
1700 - 1715	185	207	392	
1715 - 1730	194	183	377	
1730 - 1745	216	174	390	
1745 - 1800	218	162	380	1539
1800 - 1815	186	182	368	
1815 - 1830	131	152	283	
1830 - 1845	134	114	248	
1845 - 1900	124	110	234	1133
1900 - 1915	106	114	220	
1915 - 1930	95	90	185	
1930 - 1945	105	82	187	
1945 - 2000	92	79	171	763
2000 - 2015	78	75	153	
2015 - 2030	73	60	133	
2030 - 2045	61	62	123	
2045 - 2100	58	49	107	516
2100 - 2115	62	46	108	
2115 - 2130	68	37	105	
2130 - 2145	50	30	80	
2145 - 2200	47	40	87	380
2200 - 2215	41	32	73	
2215 - 2230	44	35	79	
2230 - 2245	32	26	58	
2245 - 2300	30	28	58	268
2300 - 2315	18	34	52	
2315 - 2330	32	22	54	
2330 - 2345	18	17	35	
2345 - 0000	13	31	44	185

Session Total	10188	10056	20244
Session Average	106.13	104.75	210.88
Session Percentage	50.33	49.67	

Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2025 Existing AM
Timing Plan: AM Peak



Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	W	T		T
Traffic Volume (vph)	489	358	99	418
Future Volume (vph)	489	358	99	418
Lane Group Flow (vph)	528	657	0	544
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	10.0	20.0	20.0	20.0
Minimum Split (s)	24.0	26.0	26.0	26.0
Total Split (s)	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	24.4	44.8		44.8
Actuated g/C Ratio	0.30	0.55		0.55
v/c Ratio	0.99	0.72		1.00
Control Delay (s/veh)	70.8	16.6		59.7
Queue Delay	0.0	0.0		0.0
Total Delay (s/veh)	70.8	16.6		59.7
LOS	E	B		E
Approach Delay (s/veh)	70.9	16.6		59.7
Approach LOS	E	B		E
Queue Length 50th (ft)	~325	201		254
Queue Length 95th (ft)	#548	324		#493
Internal Link Dist (ft)	2087	1424		1653
Turn Bay Length (ft)				
Base Capacity (vph)	531	1102		664
Starvation Cap Reductn	0	0		0
Spillback Cap Reductn	0	0		0
Storage Cap Reductn	0	0		0
Reduced v/c Ratio	0.99	0.60		0.82

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 81.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay (s/veh): 46.7
 Intersection Capacity Utilization 105.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G
 ~ Volume exceeds capacity, queue is theoretically infinite.

Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2025 Existing AM
Timing Plan: AM Peak

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2025 Existing PM
Timing Plan: PM Peak

	↙	↑	↘	↓
Lane Group	WBL	NBT	SBL	SBT
Lane Configurations	↘	↑		↘
Traffic Volume (vph)	393	344	19	331
Future Volume (vph)	393	344	19	331
Lane Group Flow (vph)	407	830	0	357
Turn Type	Prot	NA	Perm	NA
Protected Phases	8	2		6
Permitted Phases			6	
Detector Phase	8	2	6	6
Switch Phase				
Minimum Initial (s)	10.0	20.0	20.0	20.0
Minimum Split (s)	24.0	26.0	26.0	26.0
Total Split (s)	30.0	60.0	60.0	60.0
Total Split (%)	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	Min	Min	Min
Act Effct Green (s)	21.2	42.0		42.0
Actuated g/C Ratio	0.28	0.55		0.55
v/c Ratio	0.82	0.89		0.44
Control Delay (s/veh)	43.4	26.2		11.7
Queue Delay	0.0	0.0		0.0
Total Delay (s/veh)	43.4	26.2		11.7
LOS	D	C		B
Approach Delay (s/veh)	43.5	26.3		11.8
Approach LOS	D	C		B
Queue Length 50th (ft)	191	297		99
Queue Length 95th (ft)	#382	#589		158
Internal Link Dist (ft)	2087	1424		1653
Turn Bay Length (ft)				
Base Capacity (vph)	590	1181		1071
Starvation Cap Reductn	0	0		0
Spillback Cap Reductn	0	0		0
Storage Cap Reductn	0	0		0
Reduced v/c Ratio	0.69	0.70		0.33
Intersection Summary				
Cycle Length: 90				
Actuated Cycle Length: 75.8				
Natural Cycle: 70				
Control Type: Actuated-Uncoordinated				
Maximum v/c Ratio: 0.90				
Intersection Signal Delay (s/veh): 27.4			Intersection LOS: C	
Intersection Capacity Utilization 79.0%			ICU Level of Service D	
Analysis Period (min) 15				
# 95th percentile volume exceeds capacity, queue may be longer.				

Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2025 Existing PM
Timing Plan: PM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Appendix D: Programmed SCDOT Improvements

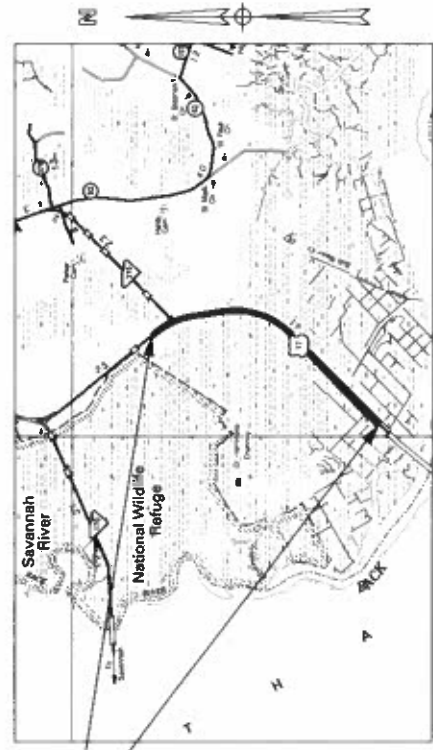
Working Plans
03/22/2022

Proposal ID
2783830



**PROPOSED PLANS
FOR
JASPER COUNTY
PROJECT ID 0039168
WIDENING OF US 17
FROM: GEORGIA STATE LINE TO: SC 315**

SURVEY STA. 116+0.63 TO STA. 332+82.17 US 17 RELOCATION
PROJECT ID 0039168 SEE SHEETS 6-21A



JASPER COUNTY

LAYOUT

	SCALE 1"=40' (1"=13.714 M)	SCALE 1"=20' (1"=6.35 M)	SCALE 1"=10' (1"=3.175 M)
NET LENGTH OF PROJECT	4.000	8.000	16.000
NET LENGTH OF BRIDGE	0.000	0.000	0.000
NET LENGTH OF PROJECT	4.000	8.000	16.000
LENGTH OF EXCEPTED	0.000	0.000	0.000
BRIDGE LENGTH OF PROJECT	0.000	0.000	0.000

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL PROVISIONS, ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2003 EDITION, AND THE STANDARD DRAWINGS FOR ROAD CONSTRUCTION IN EFFECT AT THE TIME OF LETTING.

ENVIRONMENTAL PERMIT INFORMATION	
USACE PERMIT	_____
NEPA DOCUMENT	_____
ARC CERTIFICATION	_____
COASM GAP	_____
MOVABLE WEIGHTS	_____

9 DAYS BEFORE BIDDING IN
SOUTH CAROLINA
CALL 811
SOUTH CAROLINA 811 (803) 711
WWW.SCDOT.COM
ALL UTILITIES MAY NOT BE A MEMBER OF 811

RAILROAD INVOLVEMENT?
YES () NO (X)

TRAFFIC DATA
2020 ADT _____
2040 ADT _____
TRUCKS _____%

Example Reference for these items to use

2001
AASBIO - A, Public Use Geomatics Change of
Requirements and Review

2009
Reference Design Reference for these items to use
Reference of SCDOT's Requirements for
Design Engineering Division

ISSUES PERMIT INFORMATION

Outstanding Area # _____
Project Area # _____

Approximate Location of Township is
Begin _____
Latitude _____
Longitude _____
End _____
Latitude _____
Longitude _____

Hydraulic and GEOTECHNICAL Design
provided by _____

Design may be obtained from the
SCDOT Regional Production Group

REV	NO	DATE	DESCRIPTION
01	01	03/22/2022	FOR BIDDING
02	01	03/22/2022	FOR BIDDING
03	01	03/22/2022	FOR BIDDING
04	01	03/22/2022	FOR BIDDING
05	01	03/22/2022	FOR BIDDING
06	01	03/22/2022	FOR BIDDING
07	01	03/22/2022	FOR BIDDING
08	01	03/22/2022	FOR BIDDING
09	01	03/22/2022	FOR BIDDING
10	01	03/22/2022	FOR BIDDING

For Right of Way Acquisition:
SEE SHEET 1A FOR
R/W SIGNATURES
Drawn By _____
Regional Production Engineer

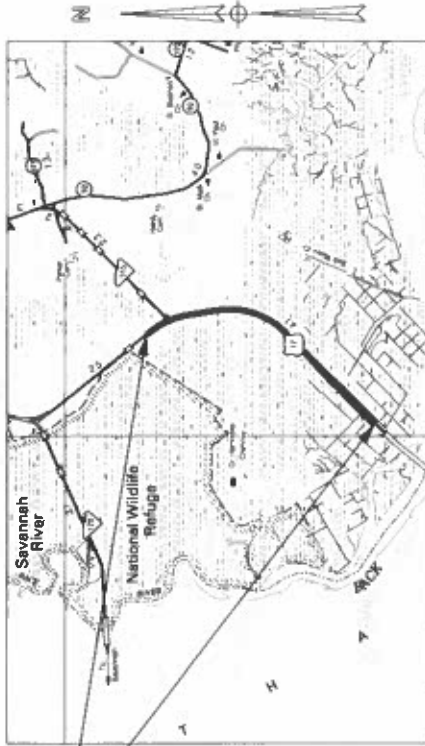
ENGINEER OF RECORD

2020.12.15
00'05" - 14:37:21

DATE _____



PROPOSED PLANS FOR JASPER COUNTY PROJECT ID 0039168 WIDENING OF US 17 FROM: GEORGIA STATE LINE TO: SC 315



SURVEY STA. 1+50.40 TO STA. 32+42.17 US 17 RELOCATION
PROJECT ID 0039168 SEE SHEETS 8-21A

ENVIRONMENTAL PERMIT INFORMATION	
USE PERMIT	YES / NO
NEPA DOCUMENT	YES / NO
AHJ CERTIFICATION	YES / NO
COEM CAP	YES / NO
NAVIGABLE WATERS	SC / OTHER / NONE

3 DAYS BEFORE CLOSING IN SOUTH CAROLINA
CALL 811
SOUTH CAROLINA 811 (SC811)
WWW.SC811.COM
ALL UTILITIES MUST BE A MEMBER OF SC811

NATIONAL INVOLVEMENT YES / NO

TRAFFIC DATA	
2020 ADT	17,200
2040 ADT	20,800
TRUCKS	10 / X

LAYOUT
SCALE 1"=40' 1/4"=80' FEET

	0.00'	0.50'	1.00'	1.50'	2.00'
NET LENGTH OF ROADWAY	0.00'	0.50'	1.00'	1.50'	2.00'
NET LENGTH OF BRIDGE	0.00'	0.50'	1.00'	1.50'	2.00'
NET LENGTH OF PROJECT	0.00'	0.50'	1.00'	1.50'	2.00'
LENGTH OF EXISTENCE	0.00'	0.50'	1.00'	1.50'	2.00'
GRAND TOTAL LENGTH OF PROJECT	0.00'	0.50'	1.00'	1.50'	2.00'

NOTE: VERIFY ALL MEASUREMENTS SPECIFIED ON THIS PLAN IN THE FIELD. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND LOCATIONS OF EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AFFECTED AGENCIES.

PROJECT NO. 0039168
SHEET NO. 1 OF 22

Example Reference for Other Values in this

2001
AUSTIN, T. Study on Discharge Change of
Hydrology and Sedimentation

Hydrologic Design Reference for Storm Peaks in the
Basins of SCDOT's "Representative Air
Treatment Change Study"

APICES PERMIT INFORMATION
Discharge Area # _____ AXXXX
Project Area # _____ AXXXX
Approximate Location of Hydrology in
Basin _____
Latitude _____
Longitude _____
Elev _____
Latitude _____
Longitude _____
Hydrologic and Model Design
provided by _____
SCDOT

Designs may be obtained from the
SCDOT Regional Production Group

REV.	DATE	DESCRIPTION	BY	CHKD.
001	01/14/2010	INITIAL DESIGN	JPH	JPH
002	01/14/2010	REVISED DESIGN	JPH	JPH
003	01/14/2010	REVISED DESIGN	JPH	JPH
004	01/14/2010	REVISED DESIGN	JPH	JPH
005	01/14/2010	REVISED DESIGN	JPH	JPH
006	01/14/2010	REVISED DESIGN	JPH	JPH
007	01/14/2010	REVISED DESIGN	JPH	JPH
008	01/14/2010	REVISED DESIGN	JPH	JPH
009	01/14/2010	REVISED DESIGN	JPH	JPH
010	01/14/2010	REVISED DESIGN	JPH	JPH

For Right Of Way Acquisition:
SEE SHEET 8 FOR
R/W SCHEDULES
Date _____
By: _____
Regional Production Engineer

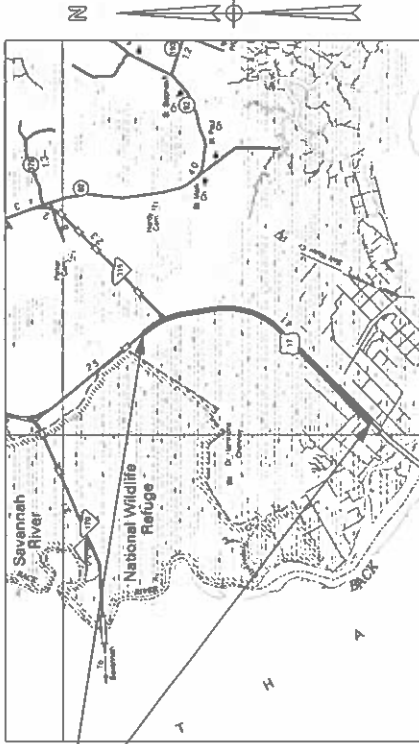
ENGINEER OF RECORD
FOR CONSTRUCTION
DATE _____



PROPOSED PLANS FOR

JASPER COUNTY PROJECT ID 0039168

WIDENING OF US 17 FROM: GEORGIA STATE LINE TO: SC 315



JASPER COUNTY

LAYOUT

SCALE 1 INCH = 1/4 MILE

	0+00	0+100	0+200	0+300	0+400	0+500	0+600	0+700	0+800	0+900	0+999
NET LENGTH OF ROADWAY	0.000	0.100	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900	0.999
NET LENGTH OF BRIDGES	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
LENGTH OF EXCEPTIONS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GRAND TOTAL LENGTH OF PROJECT	0.000	0.100	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900	0.999

EQUALIZER STATIONING

NONE

NOTE: EXCEPT AS MAY OTHERWISE BE SPECIFIED ON THE PLANS OR IN THE SPECIAL CONDITIONS, THE MATERIALS AND WORKMANSHIP ON THIS PROJECT SHALL CONFORM TO THE SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION TO BE USED AT THE TIME OF BIDDING. LOW COUNTRY REGIONAL PRODUCTION GROUP - 1 B.B.E. (B.C.C.)

PROJECT NO.	0039168	DATE	1/1/17
DRAWN BY	J.A.	CHECKED BY	J.A.

Design Reference for these plans is the:

2001
AASHTO "A Policy on Geometric Design of Highways and Bridges"

Hydraulic Design Reference for these plans is the:
2009
National Highway Institute
Hydraulic Design Manual

HPDES PERMIT INFORMATION

Disturbed Area = 0.0000 Acres

Project Area = 0.0000 Acres

Approximate Location of Roadway as Shown:

Begin 2562.5437

Latitude 33.531287

Longitude 81.531287

End 2562.5437

Latitude 33.531287

Longitude 81.531287

Hydraulic and HPDES Design provided by: SCDOT

Design may be obtained from the SCDOT Regional Production Group

NO.	DESCRIPTION	DATE	CONSTRUCTION DATE
1	HPDES	8/21/17	
2	HPDES	8/21/17	
3	HPDES	8/21/17	
4	HPDES	8/21/17	
5	HPDES	8/21/17	
6	HPDES	8/21/17	
7	HPDES	8/21/17	
8	HPDES	8/21/17	
9	HPDES	8/21/17	
10	HPDES	8/21/17	
11	HPDES	8/21/17	
12	HPDES	8/21/17	
13	HPDES	8/21/17	
14	HPDES	8/21/17	
15	HPDES	8/21/17	
16	HPDES	8/21/17	
17	HPDES	8/21/17	
18	HPDES	8/21/17	
19	HPDES	8/21/17	
20	HPDES	8/21/17	
21	HPDES	8/21/17	
22	HPDES	8/21/17	
23	HPDES	8/21/17	
24	HPDES	8/21/17	
25	HPDES	8/21/17	
26	HPDES	8/21/17	
27	HPDES	8/21/17	
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31	HPDES	8/21/17	
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37	HPDES	8/21/17	
38	HPDES	8/21/17	
39	HPDES	8/21/17	
40	HPDES	8/21/17	
41	HPDES	8/21/17	
42	HPDES	8/21/17	
43	HPDES	8/21/17	
44	HPDES	8/21/17	
45	HPDES	8/21/17	
46	HPDES	8/21/17	
47	HPDES	8/21/17	
48	HPDES	8/21/17	
49	HPDES	8/21/17	
50	HPDES	8/21/17	

For Right Of Way Acquisition:

Sheet No. 1 of 1

Project No. 0039168

Date _____

Regional Production Engineer

ENGINEER OF RECORD

FOR CONSTRUCTION _____ DATE _____

SURVEY STA. 118+40.63 TO STA. 332+82.17 US 17 RELOCATION PROJECT ID 0039168 SEE SHEETS 6-21A.

ENVIRONMENTAL PERMIT INFORMATION

USAGE PERMIT YES NO

NEPA DOCUMENT YES NO

AIR CERTIFICATION YES NO

OCRM CAP YES NO

MOVABLE MATTERS SC USDC USACE NWA

3 DAYS BEFORE BIDDING BY SOUTH CAROLINA

CALL 811

SOUTH CAROLINA 811 (SC811)

WWW.SC811.COM

ALL UTILITIES MAY NOT BE A MEMBER OF SC811

RAILROAD INVOLVEMENT?

YES NO

TRAFFIC DATA

2020 ADT 17,200

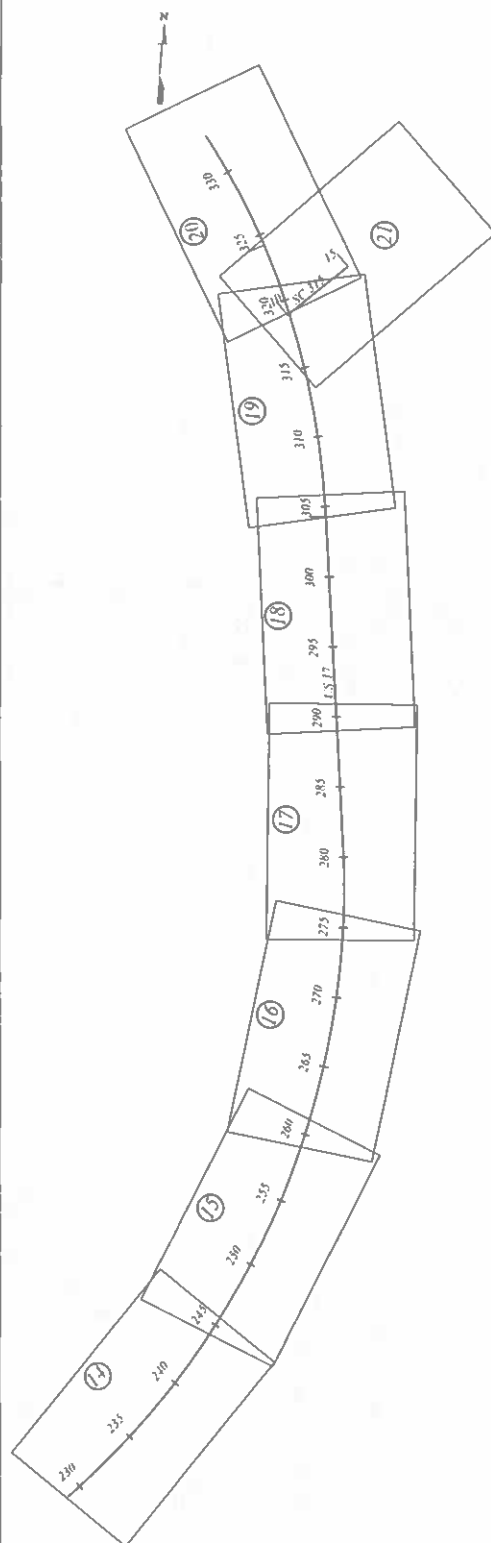
2040 ADT 20,600

TRUCKS 10 %

DATE	BY	CHECKED	DATE	BY	CHECKED
10/17/17	JASPER	003P/AB	10/17/17	U.S.	U.S.

SHEET NO	DESCRIPTION
1	TITLE SHEET
1A	RIGHT OF WAY MAP
1B	INDEX LAYOUT SHEET
2	SUMMARY OF ESTIMATED QUANTITIES
3 & 3A	TYPICAL SECTIONS
4 - 4D	RIGHT OF WAY DATA AND PROPERTY STRIP MAPS
5	GENERAL NOTES
6 - 5D	REFERENCE DATA SHEETS
6 - 21A	PLAN AND PROFILES
7 - 7C13	TRAFFIC CONTROL SHEETS
PM1 - PM8	PAVEMENT MARKING PLANS
SM1 - SM8	TRAFFIC SIGNAL PLANS
S1 - S11	ROADWAY STRUCTURE PLANS
G1 - G31	GEOTECHNICAL DETAIL PLANS
EC1 & EC2	ELECTRICAL DETAIL SHEETS
A1 - A111	CROSS SECTIONS SHEETS

SHEET SUBTOTALS	
1	TITLE SHEET
1	RIGHT OF WAY MAP
1	INDEX LAYOUT SHEET
1	SUMMARY OF ESTIMATED QUANTITIES
2	TYPICAL SECTIONS
5	RIGHT OF WAY DATA AND PROPERTY STRIP MAPS
4	GENERAL NOTES
4	REFERENCE DATA SHEETS
32	PLAN AND PROFILES
19	TRAFFIC CONTROL SHEETS
8	PAVEMENT MARKING PLANS
8	TRAFFIC SIGNAL PLANS
11	ROADWAY STRUCTURE PLANS
21	GEOTECHNICAL DETAIL PLANS
2	ELECTRICAL DETAIL SHEETS
111	CROSS SECTIONS SHEETS
TOTAL = 229	



4					
3					
2					
1					

DATE	BY	DATE	BY
10/17/17	JASPER	10/17/17	U.S.

SCALE: 1" = 400'

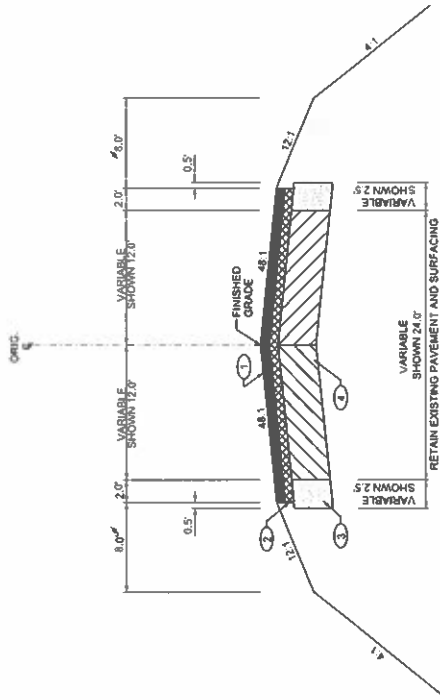
GROUP: RCP-1 - RZL/CHE

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN
COLUMBIA, S.C.

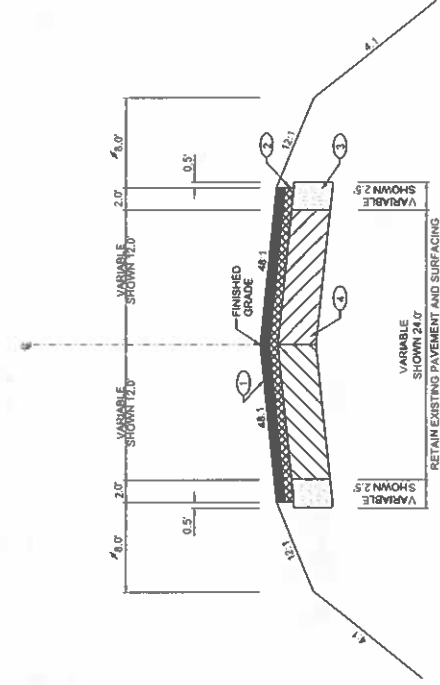
INDEX / LAYOUT SHEET

**TYPICAL SECTION OF IMPROVEMENT
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.**

DATE	1.18	BY	JASPER	DESIGNED BY	US 17
PROJECT NO.		SECTION		DATE	12.11.18



**USE THIS SECTION
STA. 116+40.63 TO STA. 118+90.41
US 17**



**USE THIS SECTION
STA. 10+40.77 TO STA. 15+44.19
SC 315**

ADD 3.75' WHERE GUARDRAIL IS TO BE UTILIZED



- HOT MIX ASPHALT SURFACE COURSE TYPE B (200 LBS./S. Y.)
- HOT MIX ASPHALT INTERMEDIATE COURSE TYPE B (200 LBS./S. Y.)
- CEMENT STABILIZED AGGREGATE BASE COURSE (5" UNIFORM)
- CEMENT STABILIZED AGGREGATE BASE COURSE (5" UNIFORM) FOR USE AS A POSSIBLE CONSTRUCTION PLATFORM (IF NEEDED)
- RETAIN EXISTING BASE AND SURFACING IN PLACE

FUNCTIONAL CLASS
RURAL ARTERIAL

DATE	DESIGN	SPED
08.17.00	118+40.63	18+40.41
08.20.00	0+0.77	13+44.19
EXCEPT TO DESIGN SPEC.		

PAVEMENT DESIGN

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
ROAD DESIGN
COLUMBIA, S.C.

TYPICAL SECTION

SCALE: PAVEMENT - SCALE PRINTS
R1E/10B

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY DATA SHEET

DATE	BY	SCALE	PROJECT NO.	SHEET NO.
12/17/17	JASPER	0033968		4

TRACT NO.	PROPERTY OWNER	TAX MAP REFERENCE	TOTAL TRACT ACRES	OBTAIN		REMAINDER LEFT B ACRES	REMAINDER RIGHT B ACRES	DATE ACQUIRED	TYPE OF INSTRUMENT	INITIAL BIDD PERMISION Y/N	SLOPE PERMISION Y/N	STRAIGHT PERMISION Y/N	EASION CONTROL PERMISION Y/N	CONTINUOUS CONTRIBUTION PERMISION Y/N	REMARKS
				LEFT	RIGHT										
32	JOHN S. POINDEXTER III	31-00-02-004	35.00	0.00	35.00	31.7%									
33	SALT MARSH TIMBERLAND	31-00-02-004													
40	SQUIRREL FOX LP	31-00-02-003													
41	THE COASTAL BANK	31-00-02-004	20.00												
41A	THE SAVANNAH SCHOOL OF ART AND DESIGN	31-00-02-005	85.60												
41B	THE COASTAL BANK	31-00-02-001	5.00	0.00	5.00	4.64									
41C	THE COASTAL BANK	31-00-02-008	6.130												
42	FIRST FUNDING LLC	31-00-02-000													
43	SQUIRREL FOX LP	31-00-0-003													
44	WILLIAM P. SCURRY	31-00-0-005													
45	WILLIAM P. SCURRY	31-00-0-006													
46	DANIAL E. HUGER ETAL	31-00-0-008													
47	TENCH C. COXE III	36-00-02-000													
48	CLOYSDALE PARTNERS LP	36-00-0-000													
49	TENCH C. COXE III	36-00-0-002													
50	DANIAL E. HUGER ETAL	36-00-0-003													
51	OSCAR W. TYSINGER III	36-00-02-007													
52	OSCAR W. TYSINGER	34-00-00-000													
53	DANIAL E. HUGER ETAL	34-00-00-003													

NOTES:
 TOTAL ACRES INCLUDES HIGH AND LOWS AND OUTFALL DITCHES. IN SQUARE FEET AND ACRES. ACRES WILL BE SHOWN IN PARALLELS UNDER SQUARE FEET. IN ACRES ONLY. OUTFALL DITCHES WILL BE SHOWN IN ACRES ONLY.
 * SEE REMAINDER IN SQUARE FEET WHEN LESS THAN ONE ACRE.



REVISIONS	
DATE	REVISIONS
3/07/17	REVISION 1
3/07/17	REVISION 2
3/07/17	REVISION 3
3/07/17	REVISION 4

Appendix E: Historical Traffic Growth

Location	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	AGR %
US 17 N of Okatie Hwy	8,100	8,300	8,500	9,200	8,800	8,600	9,000	9,400	8,700	8,700	2.1%
US 17 S of Okatie Hwy	17,700	18,200	18,700	20,200	17,900	17,400	18,300	19,100	20,900	22,300	2.6%
SC 315 E of US 17	10,400	10,600	10,800	11,800	11,000	11,200	9,300	10,000	11,300	11,700	1.3%
Calculated Weighted Average Growth Rate in the Project Area (Historical Data)											2.1%

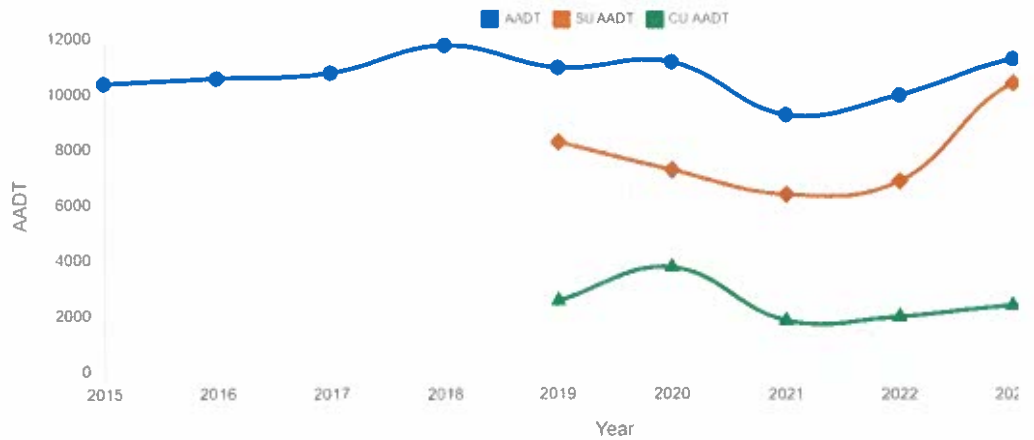
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270185

Site Name 27-0185 Site ID 000000270185
 Description SC315 : US 17 (SPEEDWAY BLVD) TO S- 34 (LEVY RD)

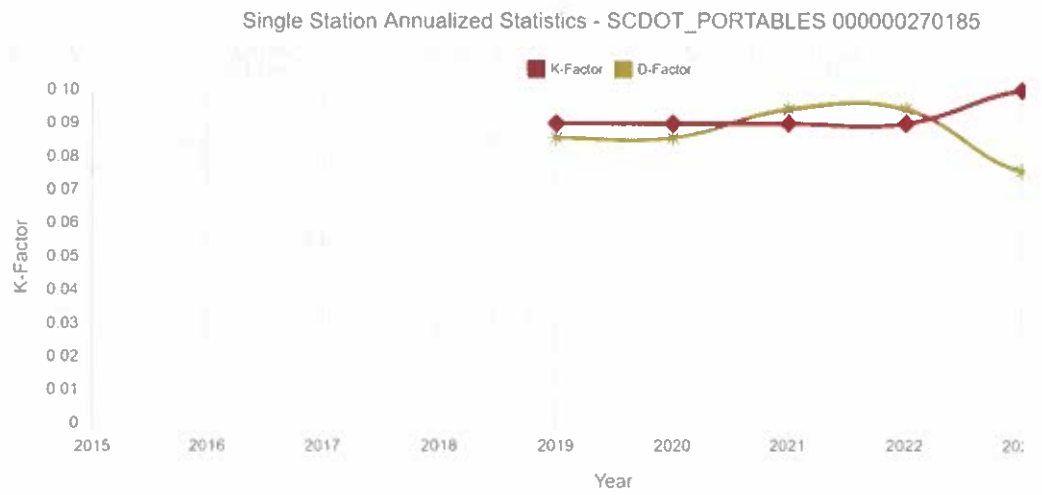
These figures are rounded.

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	10400	10600	10800	11800	11000	11200	9300	10000	11300	11700	AADT
SU AADT	-	-	-	-	623	547	480	516	782	810	SU AADT
CU AADT	-	-	-	-	193	284	139	149	179	185	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	-	-	-	-	0.09	0.09	0.09	0.09	0.1	0.1	K-Factor
D-Factor	-	-	-	-	0.6	0.6	0.66	0.66	0.53	0.53	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT

Single Station Annualized Statistics - SCDOT_PORTABLES 000000270185



Single Station Annualized Statistics - SCDOT_PORTABLES 000000270185



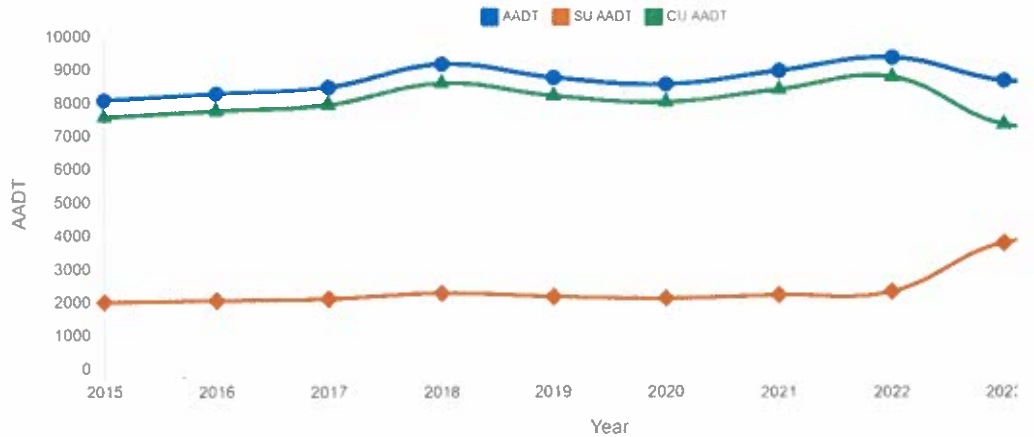
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270131

Site Name 27-0131 Site ID 000000270131
Description US17 : SC 315 (OKATIE HWY) TO SC 170 (ALLIGATOR ALY)

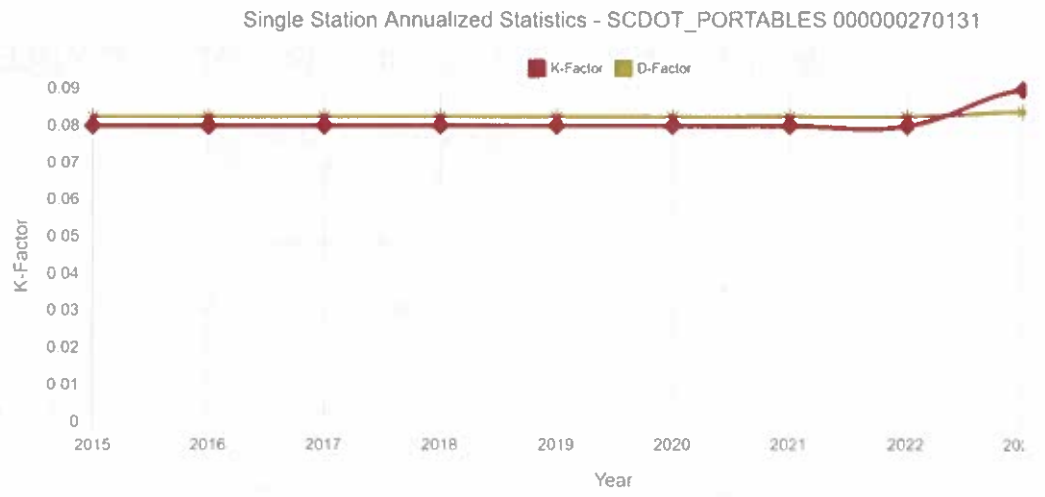
These figures are rounded.

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	8100	8300	8500	9200	8800	8600	9000	9400	8700	8700	AADT
SU AADT	324	332	340	368	352	344	360	376	610	610	SU AADT
CU AADT	1215	1245	1275	1380	1320	1290	1350	1410	1180	1180	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.09	K-Factor
D-Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.56	0.56	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT

Single Station Annualized Statistics - SCDOT_PORTABLES 000000270131



Single Station Annualized Statistics - SCDOT_PORTABLES 000000270131



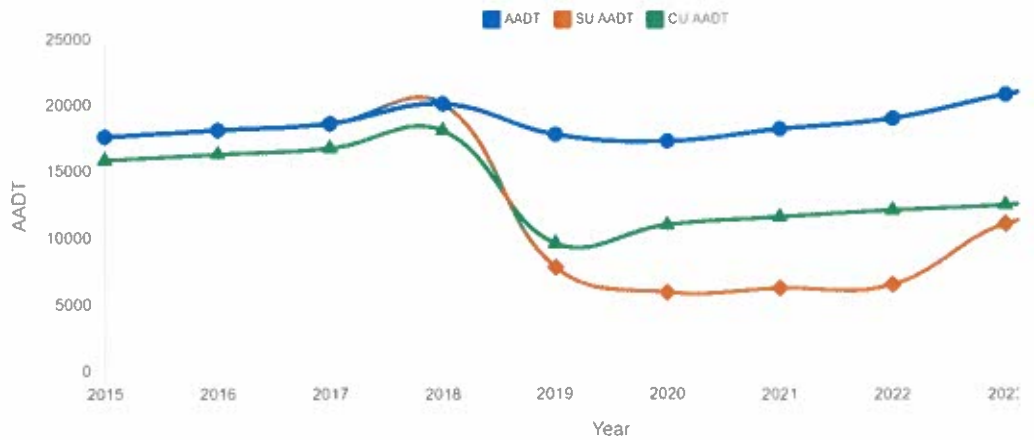
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270129

Site Name 27-0129 Site ID 000000270129
Description US17 : State Line - GEORGIA TO SC 315 (OKATIE HWY)

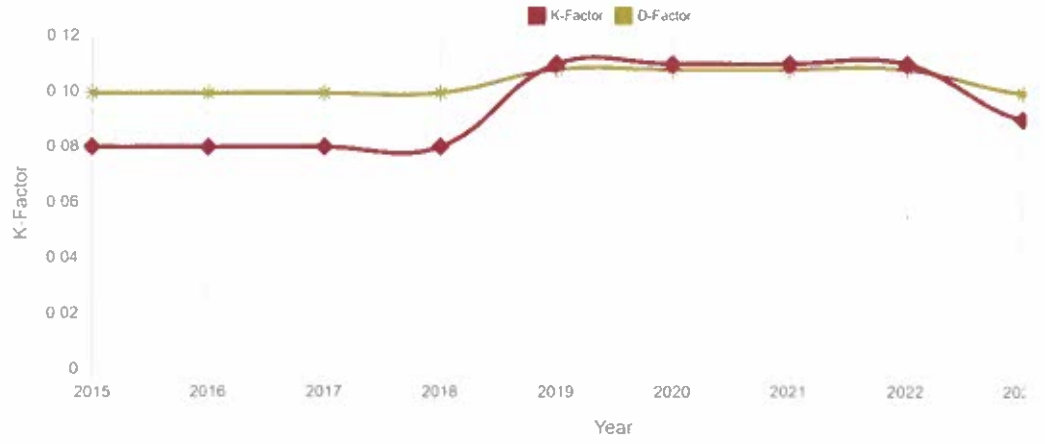
These figures are rounded.

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	17700	18200	18700	20200	17900	17400	18300	19100	20900	22300	AADT
SU AADT	1770	1820	1870	2020	788	599	630	657	1114	1189	SU AADT
CU AADT	1593	1638	1683	1818	970	1108	1166	1217	1256	1340	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	0.08	0.08	0.08	0.08	0.11	0.11	0.11	0.11	0.09	0.09	K-Factor
D-Factor	0.58	0.58	0.58	0.58	0.63	0.63	0.63	0.63	0.58	0.58	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT

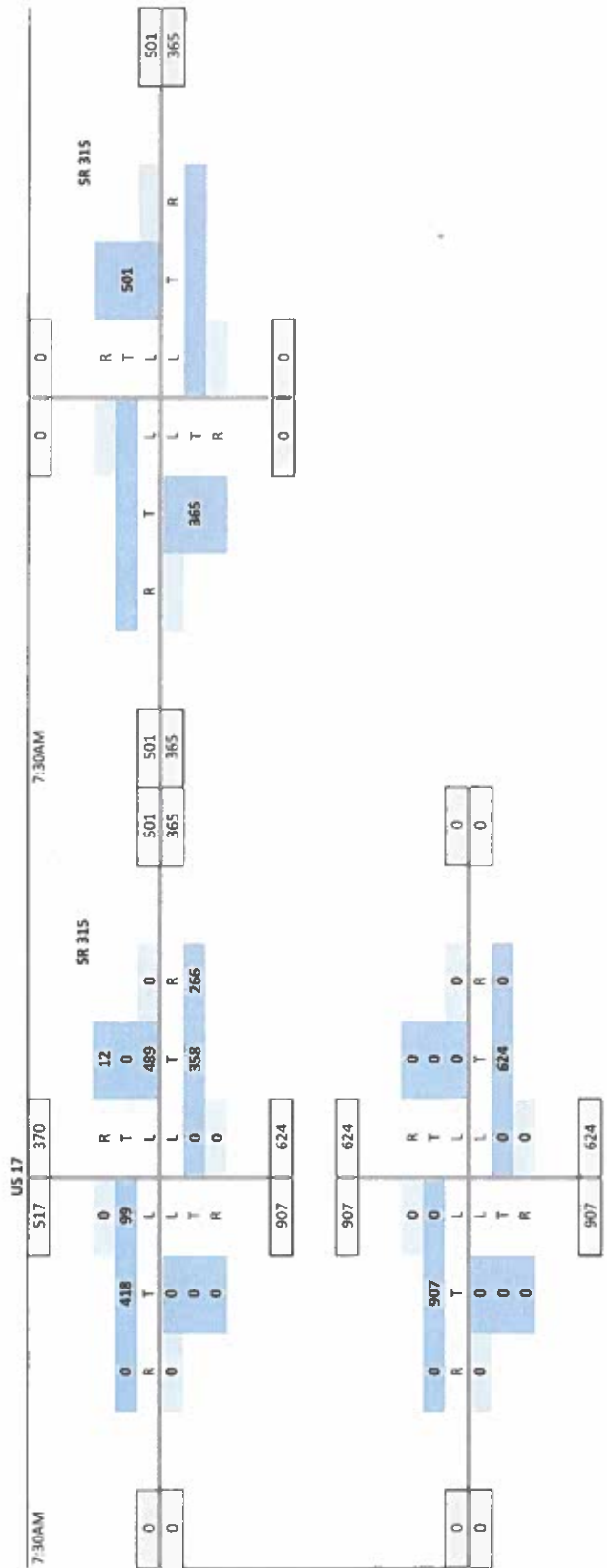
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270129



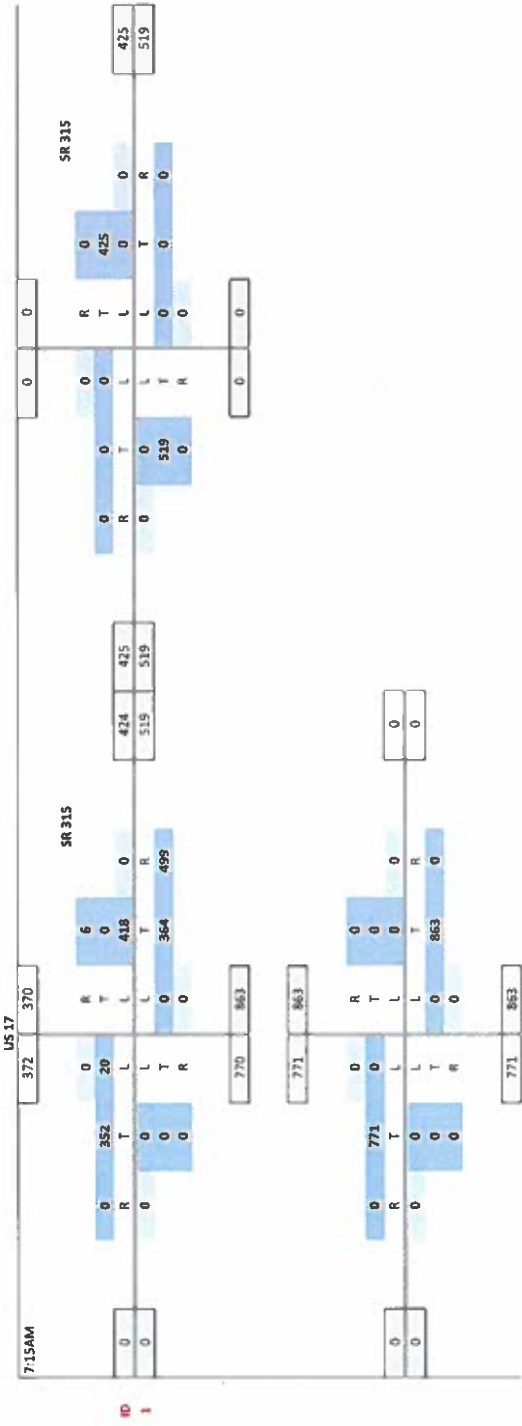
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270129



Appendix F: Background Conditions Analysis



Count Year	2025
Background Year	2028
GR %	2.1%



Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2028 Background AM
Timing Plan: AM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑↑	↗	↙	↑
Traffic Volume (vph)	520	13	381	283	105	445
Future Volume (vph)	520	13	381	283	105	445
Lane Group Flow (vph)	547	14	401	298	111	468
Turn Type	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	4!	4	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0	8.0	15.0	15.0	8.0	
Minimum Split (s)	17.1	17.1	22.2	22.2	13.3	
Total Split (s)	33.0	33.0	40.0	40.0	17.0	
Total Split (%)	36.7%	36.7%	44.4%	44.4%	18.9%	
Yellow Time (s)	5.9	5.9	5.7	5.7	3.0	
All-Red Time (s)	3.2	3.2	1.5	1.5	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	9.1	9.1	7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	
Act Effct Green (s)	24.3	24.3	16.8	16.8	10.1	69.7
Actuated g/C Ratio	0.35	0.35	0.24	0.24	0.14	1.00
v/c Ratio	0.88	0.02	0.51	0.52	0.49	0.28
Control Delay (s/veh)	43.4	10.0	26.5	6.8	37.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	10.0	26.5	6.8	37.6	0.4
LOS	D	A	C	A	D	A
Approach Delay (s/veh)	42.6		18.2			7.6
Approach LOS	D		B			A
Queue Length 50th (ft)	225	0	83	0	45	0
Queue Length 95th (ft)	#472	12	127	57	100	0
Internal Link Dist (ft)	2087		1424			1653
Turn Bay Length (ft)				400	400	
Base Capacity (vph)	616	560	1540	844	265	1638
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.03	0.26	0.35	0.42	0.29

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 69.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 22.3

Intersection LOS: C

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Timings

2028 Background PM

1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

Timing Plan: PM Peak

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↓
Traffic Volume (vph)	418	6	364	499	20	352
Future Volume (vph)	418	6	364	499	20	352
Lane Group Flow (vph)	427	6	371	509	20	359
Turn Type	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	4!	4	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0	8.0	15.0	15.0	8.0	
Minimum Split (s)	17.1	17.1	22.2	22.2	13.3	
Total Split (s)	33.0	33.0	40.0	40.0	17.0	
Total Split (%)	36.7%	36.7%	44.4%	44.4%	18.9%	
Yellow Time (s)	5.9	5.9	5.7	5.7	3.0	
All-Red Time (s)	3.2	3.2	1.5	1.5	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	9.1	9.1	7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	
Act Effct Green (s)	20.0	20.0	17.1	17.1	8.3	55.9
Actuated g/C Ratio	0.36	0.36	0.31	0.31	0.15	1.00
v/c Ratio	0.67	0.01	0.37	0.64	0.08	0.21
Control Delay (s/veh)	23.4	10.0	17.8	6.4	27.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	10.0	17.8	6.4	27.0	0.3
LOS	C	A	B	A	C	A
Approach Delay (s/veh)	23.3		11.2			1.7
Approach LOS	C		B			A
Queue Length 50th (ft)	99	0	45	0	5	0
Queue Length 95th (ft)	#322	8	110	72	29	0
Internal Link Dist (ft)	2087		1424			1653
Turn Bay Length (ft)				400	400	
Base Capacity (vph)	781	702	1953	1074	336	1638
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.01	0.19	0.47	0.06	0.22

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 55.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 12.2

Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

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

Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2028 Background PM
Timing Plan: PM Peak

Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

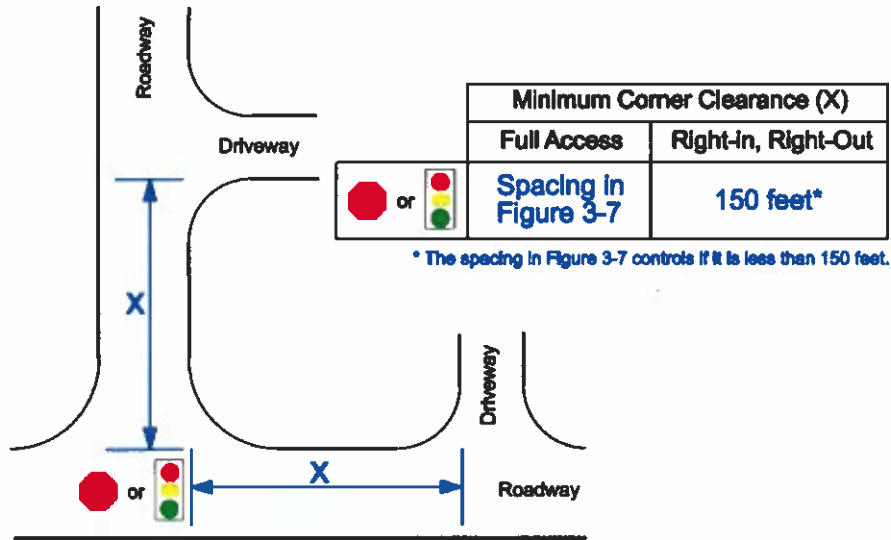
Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Appendix G: SCDOT ARMS Spacing Requirements

lanes exist at an intersection, driveways should not be located where exiting vehicles will enter the right turn lane.

Figure 3-9: Corner Clearances



3C-3 Driveway Radius Offset

With the exception of residential driveways, driveways shall have a minimum radius offset of 5 feet, as measured parallel to the driveway, from the intersection of the right-of-way and property lines (Shown in Figure 3-10). If this is not feasible and the radius encroaches into the adjacent property's frontage located along the roadway, then it will be necessary for the permit applicant to obtain a letter of permission from the adjacent property owner(s).

Figure 3-10: Minimum Radius Offset Requirements

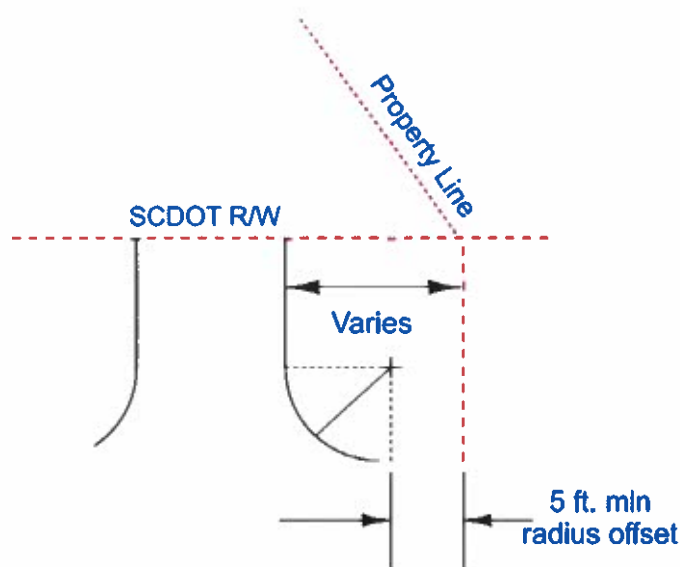
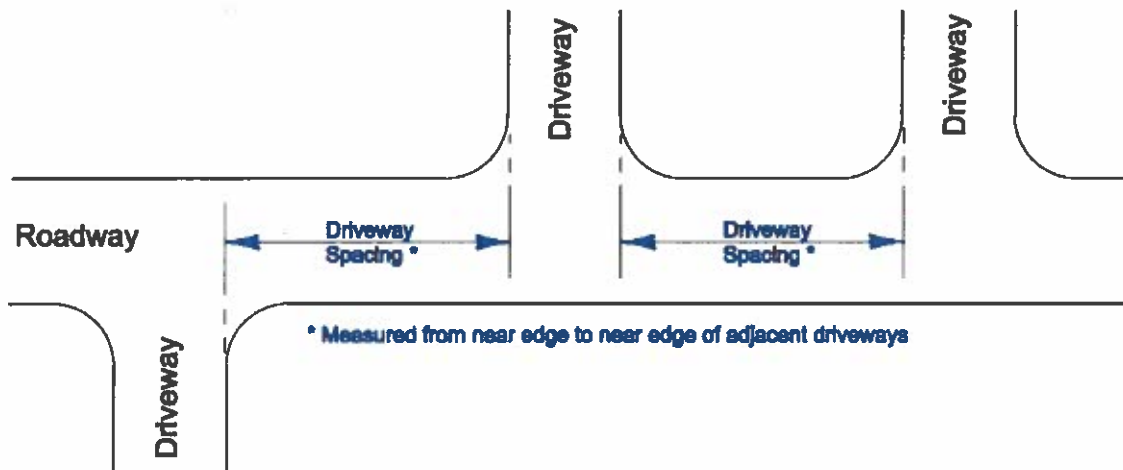


Figure 3-7: Minimum Driveway Spacing



Posted Speed Limit (mph)	Minimum Driveway Spacing (ft) on roadways with AADT \geq 2000 or Driveways Generating more than 50 Peak Hour Trips	Minimum Driveway Spacing (ft) on roadways with AADT < 2000
30	160	75
35	220	125
40	275	175
45	325	225
\geq 50	400	275

Exceptions to minimum driveway spacing include the following:

- The placement of residential (low volume) driveways. These drives should be placed in a reasonable location to avoid interference with adjacent drives as determined by the Resident Maintenance Engineer (RME).
- The replacement of a driveway to a property that may be lost or disrupted due to a SCDOT project.

In the case of large developments with outparcels, access for outparcels should be provided only internally; however, shared or individual driveways may be permitted provided that **twice the normal spacing** requirements are met. When direct access is approved, it may be limited to right-in, right out. Even when single or shared out-parcel driveways are allowed, additional access from the outparcels to the major development should be provided. Notation of access for outparcels shall be made on the plans for the development. Early coordination with the District Traffic Engineer is encouraged. For sample drawings of out-parcel access, see [Figures A-2 and A-3 in Appendix A](#).

Appendix H: ITE Trip Generation Sheets

Industrial Park (130)

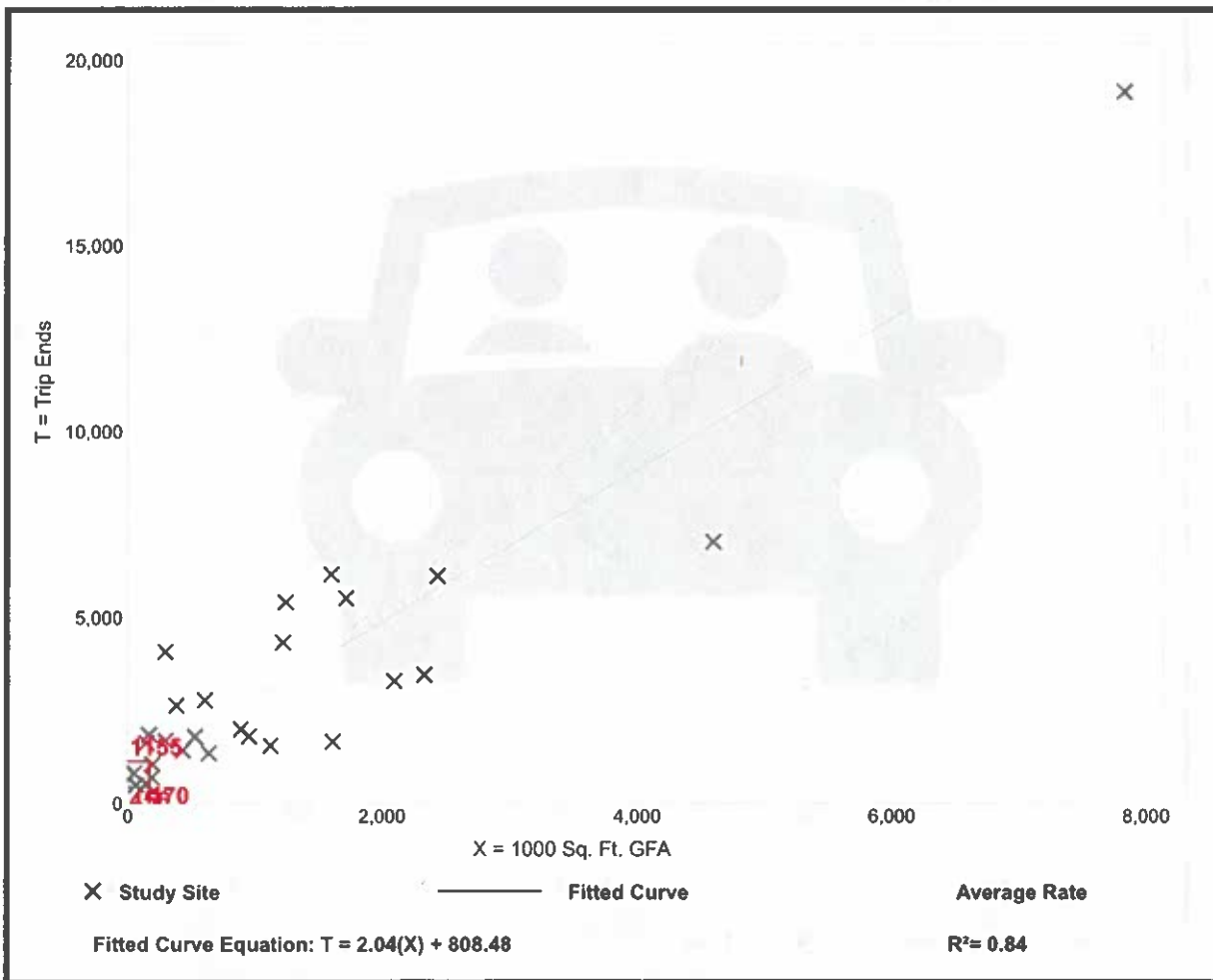
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 1252
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.68	1.05 - 14.98	1.84

Data Plot and Equation



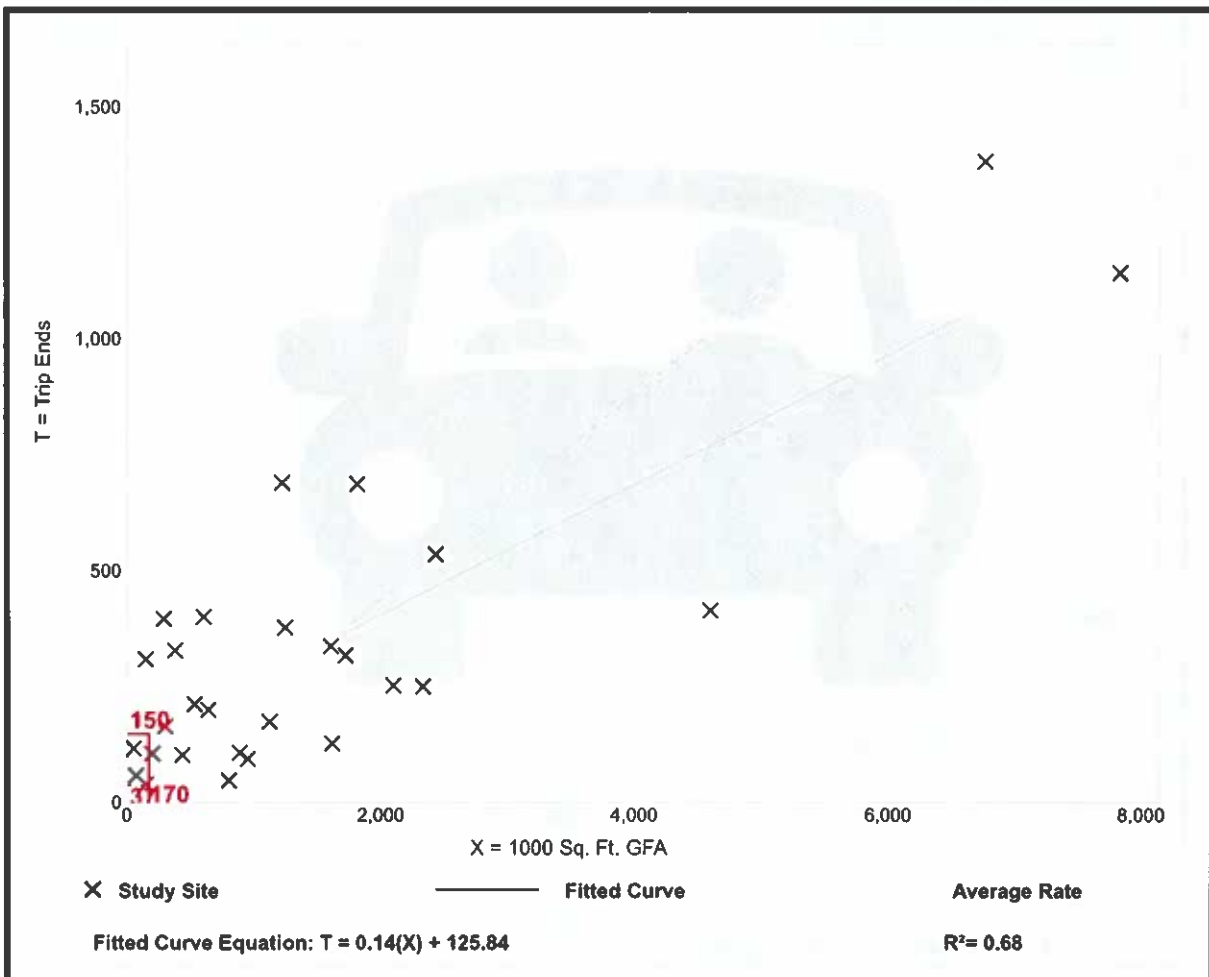
Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. 1000 Sq. Ft. GFA: 1529
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.06 - 2.13	0.22

Data Plot and Equation



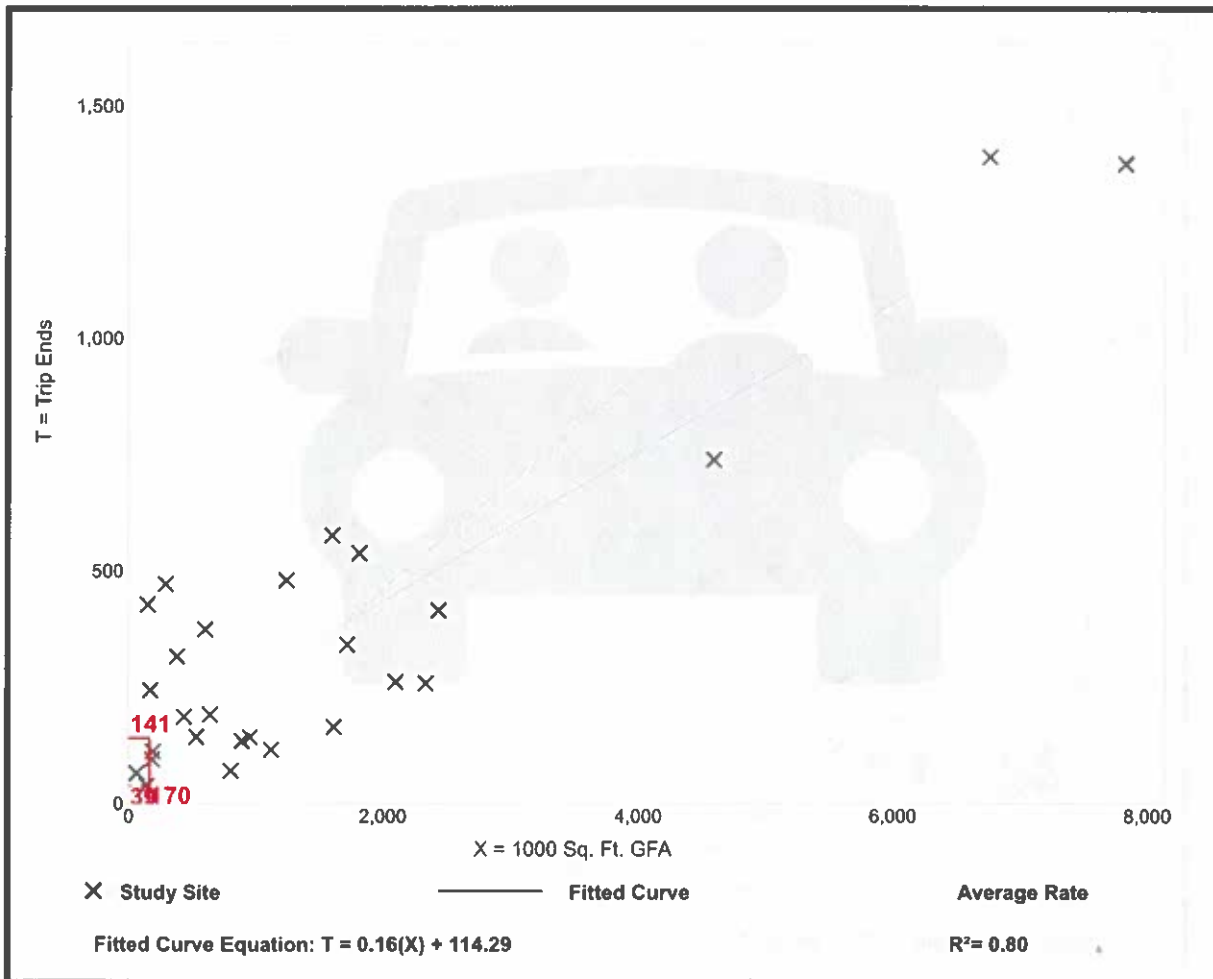
Industrial Park (130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 27
 Avg. 1000 Sq. Ft. GFA: 1541
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.09 - 2.85	0.25

Data Plot and Equation



Warehouse (150)

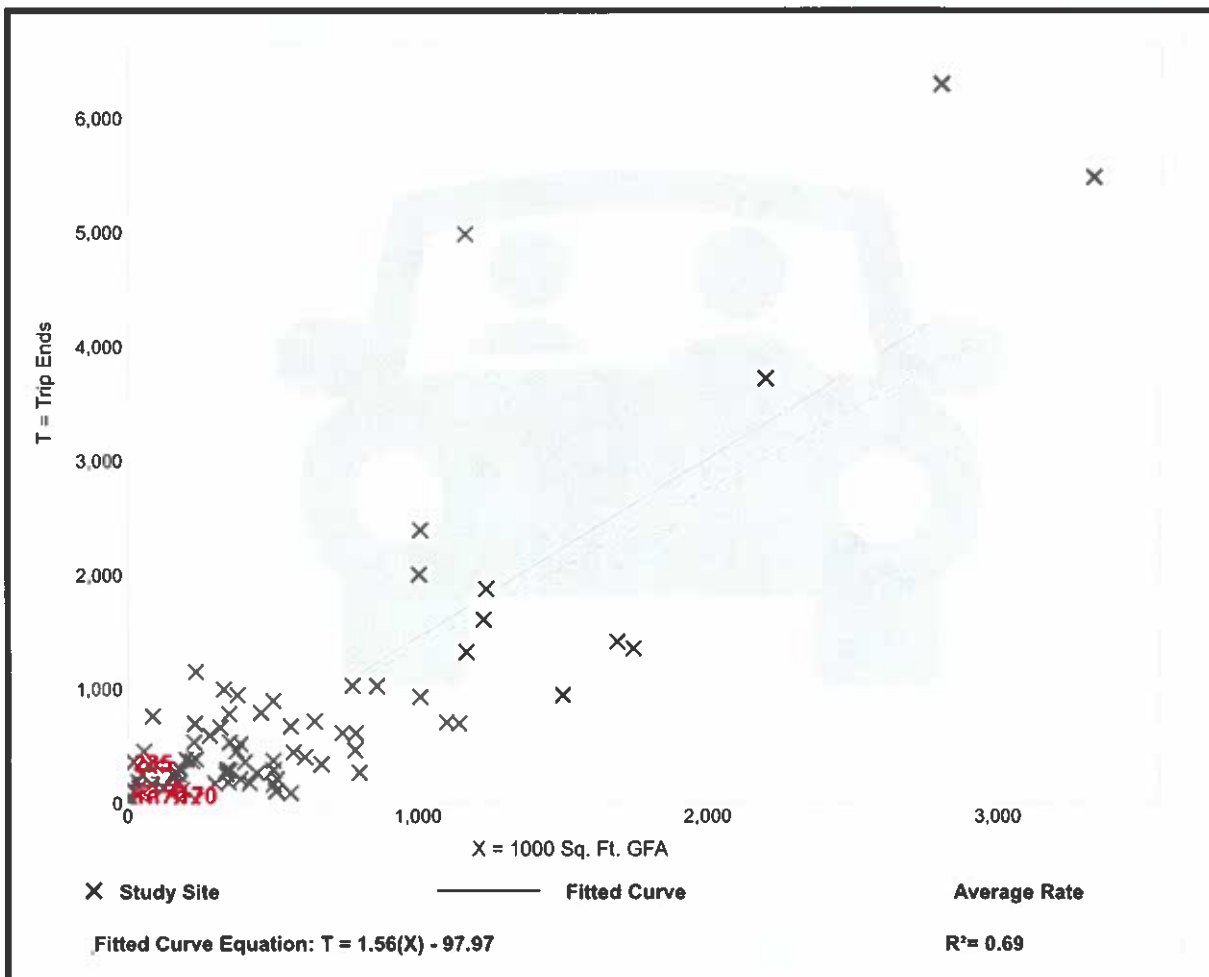
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
 Number of Studies: 81
 Avg. 1000 Sq. Ft. GFA: 554
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.38	0.15 - 16.93	1.05

Data Plot and Equation



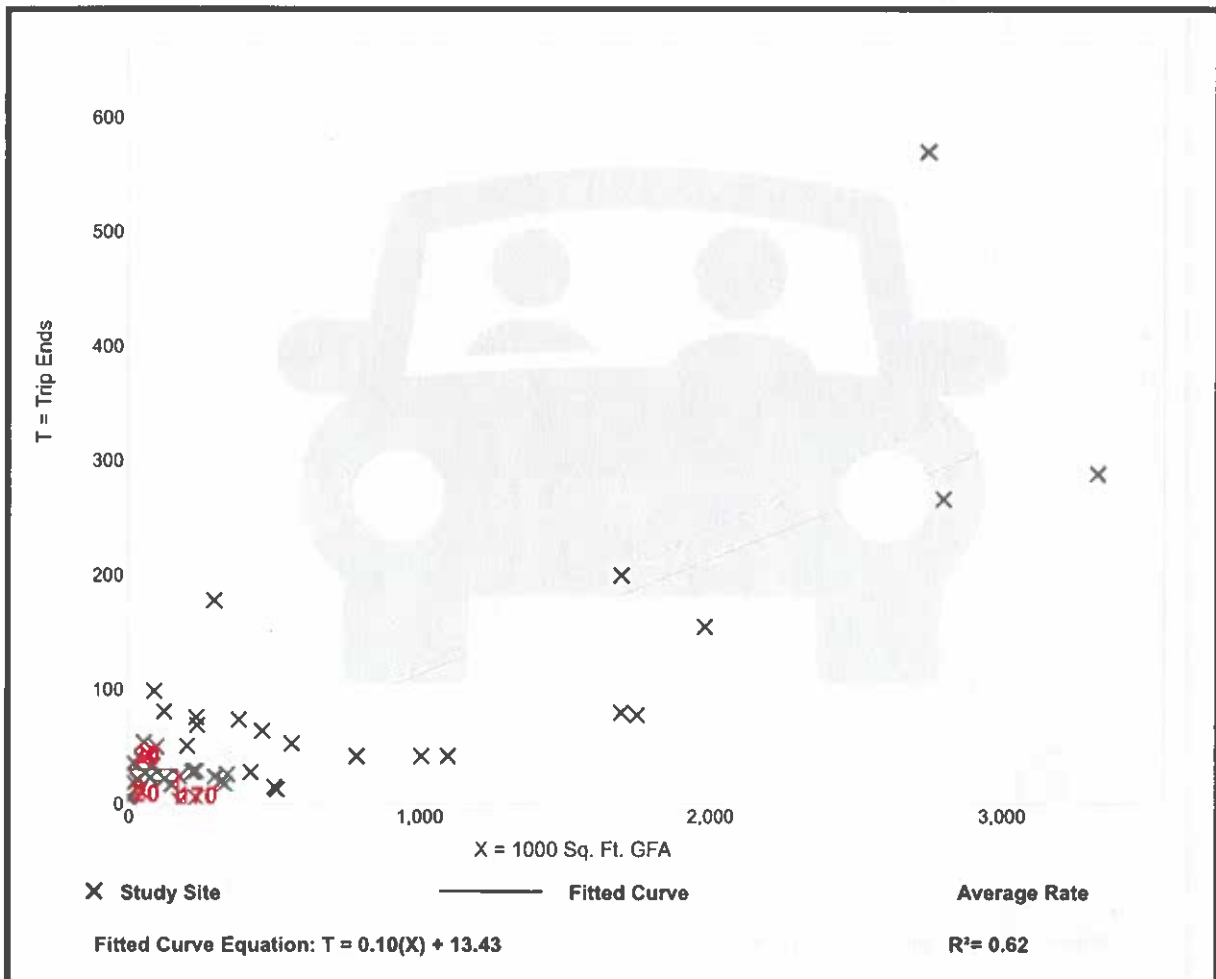
Warehouse (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 47
 Avg. 1000 Sq. Ft. GFA: 559
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 1.80	0.14

Data Plot and Equation



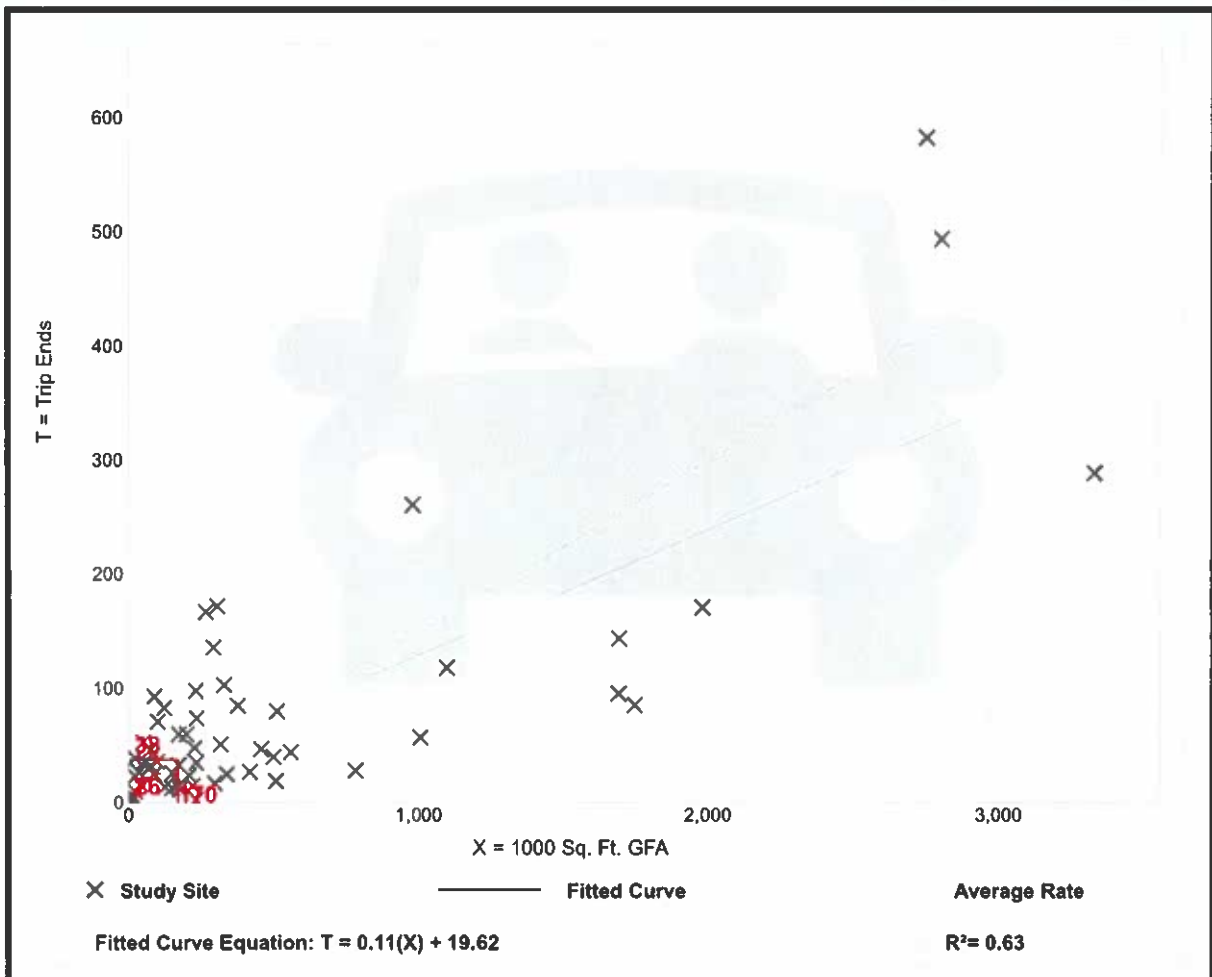
Warehouse (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 58
 Avg. 1000 Sq. Ft. GFA: 503
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.01 - 1.80	0.15

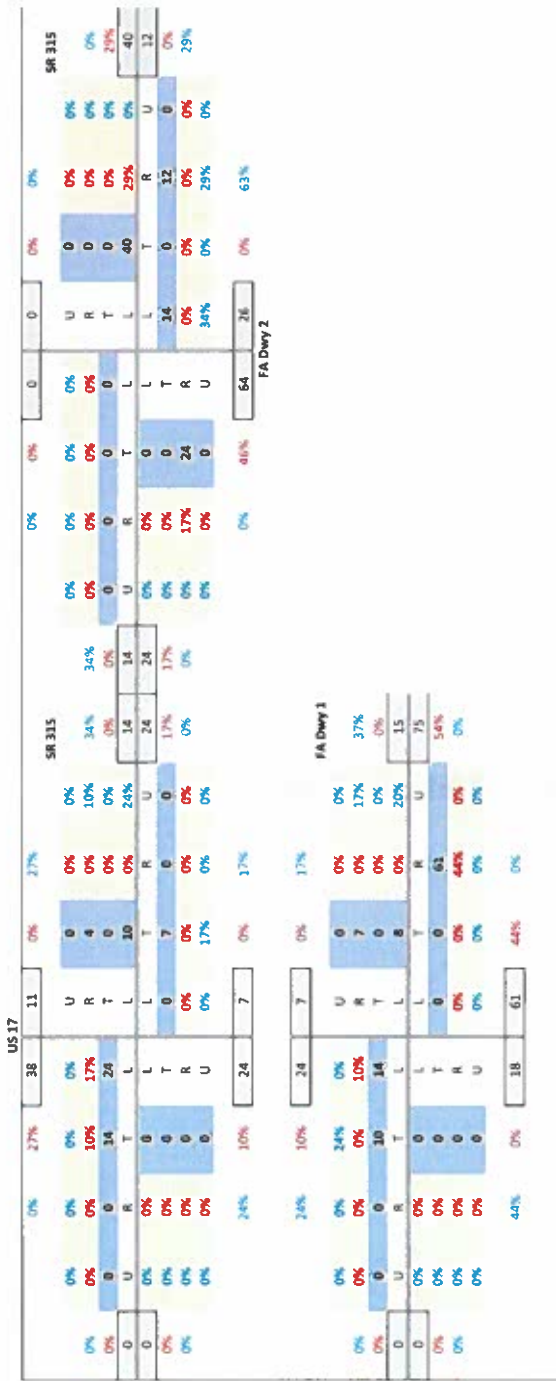
Data Plot and Equation



Appendix I: Build Conditions Analysis

TE 12th

Trip #	in%	Out%
Trips	139	41
Site	100%	100%



Timings
1: US 17/Speedway Blvd & SC-315/S Okatie Hwy

2028 Build AM (ITE 12th)
Timing Plan: AM Peak

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖	↑↑	↗	↘	↑
Traffic Volume (vph)	530	17	385	283	129	459
Future Volume (vph)	530	17	385	283	129	459
Lane Group Flow (vph)	558	18	405	298	136	483
Turn Type	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	4!	4	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0	8.0	15.0	15.0	8.0	
Minimum Split (s)	17.1	17.1	22.2	22.2	13.3	
Total Split (s)	33.0	33.0	40.0	40.0	17.0	
Total Split (%)	36.7%	36.7%	44.4%	44.4%	18.9%	
Yellow Time (s)	5.9	5.9	5.7	5.7	3.0	
All-Red Time (s)	3.2	3.2	1.5	1.5	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	9.1	9.1	7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	Min	Min	None	
Act Effct Green (s)	23.9	23.9	16.7	16.7	10.6	72.9
Actuated g/C Ratio	0.33	0.33	0.23	0.23	0.15	1.00
v/c Ratio	0.96	0.03	0.54	0.53	0.60	0.29
Control Delay (s/veh)	56.3	9.1	27.9	7.0	41.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.3	9.1	27.9	7.0	41.7	0.4
LOS	E	A	C	A	D	A
Approach Delay (s/veh)	54.9		19.1			9.5
Approach LOS	D		B			A
Queue Length 50th (ft)	240	0	86	0	56	0
Queue Length 95th (ft)	#485	14	128	56	#127	0
Internal Link Dist (ft)	564		755			1653
Turn Bay Length (ft)				400	400	
Base Capacity (vph)	581	532	1453	813	250	1638
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.03	0.28	0.37	0.54	0.29

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay (s/veh): 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.