



## Jasper County Planning and Building Services

358 Third Avenue - Post Office Box 1659  
Ridgeland, South Carolina 29936  
Phone (843) 717-3650 Fax (843) 726-7707

Lisa Wagner, CFM  
Director of Planning and Building Services  
[lwagner@jaspercountysc.gov](mailto:lwagner@jaspercountysc.gov)

### Jasper County Planning Commission Staff Report

<b>Meeting Date:</b>	October 11, 2022
<b>Project:</b>	Master Plan – Center Point Storage
<b>Applicant:</b>	Bowling Green Capital, LLC
<b>Tax Map Number:</b>	A portion of 081-00-03-019
<b>Submitted For:</b>	Action
<b>Recommendation:</b>	

**Description:** Bowling Green Capital, LLC request approval of a Master Plan for a two-story self-storage building to be developed within the Center Point Planned Development District (PDD), which was approved by Jasper County Council on August 19, 2008. This Master Plan has been developed in accordance with the Center Point PDD standards and Concept Plan, and the Center Point Development Agreement (DA).

A Master Plan is a plan for the overall utilization of a particular area, including allocation of land uses and infrastructure. This Master Plan anticipates development of approximately a 4-acre tract, for a single lot commercial development and construction of a road, which will serve the development.

**Analysis:** The Master Plan for Center Point Storage was prepared in accordance with Article 8.1.10 of the Jasper County Zoning Ordinance, which is outlined below and is intended to serve as a checklist. The red print directs you to where the requested information is located in the Master Plan document.

#### **8:1.10 Master Plan.**

The minimum requirements of the Master Plan include:

1. Multiple copies of the Master Plan to sufficiently distribute to all designated reviewing bodies at the time of submittal;  
**Received 12 copies on 9/20/2022 along with required fees.**

2. Proposed arrangement of land uses, including land for public facilities, approximate acreage of each use area or tract, type of use and density (residential use tracts). All specified densities will be construed as maximums, with acceptance of the maximums subject to satisfaction of other provisions within the PDD ordinance;

See Overall Master Plan (Site) Exhibits – last tab in the binder

3. A boundary survey with the computed acreage of the tract bearing the seal of a registered land surveyor;

See Wetlands Exhibit – 7<sup>th</sup> tab in the binder

4. The location of primary control points to which all dimensions, angles, bearings, block numbers and similar data shall be referred;

See Overall Master Plan (Site) Exhibits – last tab in the binder

5. The proposed name of the development and the names and addresses of the owner(s) of record, and the applicant, if different from the owner(s), with proof of authority to submit and process the application;

See Project Narrative – 3<sup>rd</sup> tab in the binder

6. Type of land use of all parcels contiguous to the development property;

See Project Narrative – 3<sup>rd</sup> tab in the binder

7. A Master Plan Planned Development Map showing:

a. Vicinity map or sketch showing the general relationship of the proposed development to the surrounding areas with access roads referenced to the intersection of the nearest state primary or secondary paved roads;

See Site Maps and Flood Maps – 2<sup>nd</sup> tab in the binder

b. Topographic survey of the area being applied for;

See Boundary and Topographic Survey – 5<sup>th</sup> tab in the binder

c. Where applicable, surveyed line delineating the extent of any special district boundary on the development property; **Not Applicable**

d. Where applicable, survey line delineating wetlands;

See Wetlands Exhibit – 7<sup>th</sup> tab in the binder

e. The location, dimensions, descriptions, and flow of existing watercourses and drainage structures within the tract or on contiguous tracts;

See Overall Master Plan (Site) Exhibits – last tab in the binder

f. Location of municipal limits or county lines, and district and overlay district boundaries, if they traverse the tract, form part of the boundary of the tract, or are contiguous to such boundary; **Not Applicable**

g. The location, dimensions, name and description of all existing or recorded streets, alleys, reservations, easements or other public rights-of-way within the tract intersecting or contiguous with its boundaries or forming such boundaries;

See Overall Master Plan (Site) Exhibits – last tab in the binder

See Site Maps and Flood Maps – 2<sup>nd</sup> tab in binder

h. The location, dimensions, name and description of all existing or recorded residential lots, parks, public areas, permanent structures and other sites within or contiguous with the tract; **Not Applicable**

i. The proposed location, dimensions, and description of land(s) for public facilities;  
**Not Applicable**

j. Proposed conceptual street system layout, vehicular and pedestrian, with the written comments of the DSR and/or his/her representative.

See Overall Master Plan (Site) Exhibits – last tab in the binder

8. Traffic impact analysis as set forth in the Jasper County Zoning Ordinance and Land Development Regulations or as required by the DSR and/or County Council, and a statement of need for mitigation (if any). If mitigation is required, a statement of proposed mitigation;

See Traffic Impact Analysis prepared by Stantec Consulting Services, dated July 2022 – 8<sup>th</sup> tab in binder

9. Preliminary Master Drainage Plan and Master Water and Sewer Plan with the written comments of the DSR and/or his/her representative.

See Overall Master Plan (Site) Exhibits – last tab in the binder

10. Preliminary comments from affected agencies having approval or permitting authority over elements related to the proposed development, or evidence that a written request for such comments was properly submitted to the agency and a reasonable period of time has elapsed without receipt of such comments. Minimum agency responses include South Carolina Department of Transportation, South Carolina Department of Health and Environmental Control (SCDHEC), and Office of Ocean and Coastal Resource Management (OCRM), Jasper County School District and Jasper County Emergency Services (as applicable).

See Agency Comments – 5<sup>th</sup> tab in binder and last page of Project Narrative – 3<sup>rd</sup> tab in binder

11. A narrative addressing:

a. The proposed ownership and maintenance of streets, drainage systems, water and sewer systems, open space areas, parking areas, and other proposed amenities and improvements; and when any of the above are to be privately owned, a description of the governance, operation and financial structure to be used to secure their maintenance, management and long term improvements;

See Project Narrative – 3<sup>rd</sup> tab in the binder

- b. Proposed phasing and time schedule if development is to be done in phases;  
See Project Narrative – 3<sup>rd</sup> tab in the binder
- c. Proposed phasing and time schedule for lands to be dedicated for public facilities;  
See Project Narrative – 3<sup>rd</sup> tab in the binder
- d. Proposed internal site planning standards such as typical lot sizes and widths, and setbacks and buffers aimed at addressing potential incompatibility between adjacent land uses and activities;  
See Project Narrative – 3<sup>rd</sup> tab in binder
- e. Letters of capability and intent to serve community water supply or sewage disposal service from the affected agency or entity, where applicable;  
See Utility Provider Letters of Intent Submittals – 4<sup>th</sup> tab in binder
- f. A statement describing the character of, and rationale for, the proposed Master Plan;  
and  
See Project Narrative – 3<sup>rd</sup> tab in binder
- g. Other information or descriptions deemed reasonably appropriate by staff or Planning Commission for review.

**Staff Recommendation:** Staff recommends approval of the Center Point Storage Master Plan.

**Attachments:**

1. Master Plan Document
2. Concept Map for Center Point PDD – inside document binder
3. Center Point PDD Standards – inside document binder

# CENTER POINT STORAGE

## MASTER PLAN REVIEW



SOUTH ELEVATION at FRONTAGE



EAST ELEVATION



NORTH ELEVATION

**MATERIAL LEGEND**

①	Concrete
②	Dark Gray Metal Siding
③	Light Gray Metal Siding
④	Dark Gray Metal Siding
⑤	Light Gray Metal Siding
⑥	Dark Gray Metal Siding
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㊿	Dark Gray Metal Siding



WEST ELEVATION

CENTERPOINT STORAGE 11 STATE HIGHWAY JASPER COUNTY, SC

Kardman Design Group

PREPARED FOR:  
**BOWLING GREEN CAPITAL, LLC.**

PREPARED BY:  
**WARD EDWARDS ENGINEERING**

SUBMITTED TO:  
JASPER COUNTY, SOUTH CAROLINA  
SEPTEMBER 20, 2022

## **Master Plan Submittal**

<b>TAB 1</b>	<b>Cover Letter</b>
<b>TAB 2</b>	<b>Site Maps &amp; Flood Map</b>
<b>TAB 3</b>	<b>Project Narrative</b>
<b>TAB 4</b>	<b>Utility Provider Letters of Intent Submittals</b>
<b>TAB 5</b>	<b>Agency Comments (No comments received from some agencies at this time; explanation of Agency submittal schedule is provided in lieu within the Narrative.)</b>
<b>TAB 6</b>	<b>Boundary &amp; Topographic Survey</b>
<b>TAB 7</b>	<b>Original PDD Wetlands Exhibit with Current Site Shown</b>
<b>TAB 8</b>	<b>Traffic Impact Analysis</b>
<b>TAB 9</b>	<b>Overall Master Plan (Site) Exhibits Including Architectural Exhibits</b>

September 20, 2022

Lisa Wagner  
Jasper County Planning & Zoning Department  
P.O. Box 1659  
358 Third Avenue  
Ridgeland, SC 29936

RE: Center Point PDD Storage – Phase 1, Master Plan Review

Lisa;

I am submitting a Project Master Plan in accordance with Article 8, Section 10 of the Jasper County Zoning Ordinance for Center Point PDD Storage – Phase 1.

The following items are included in this package for your review:

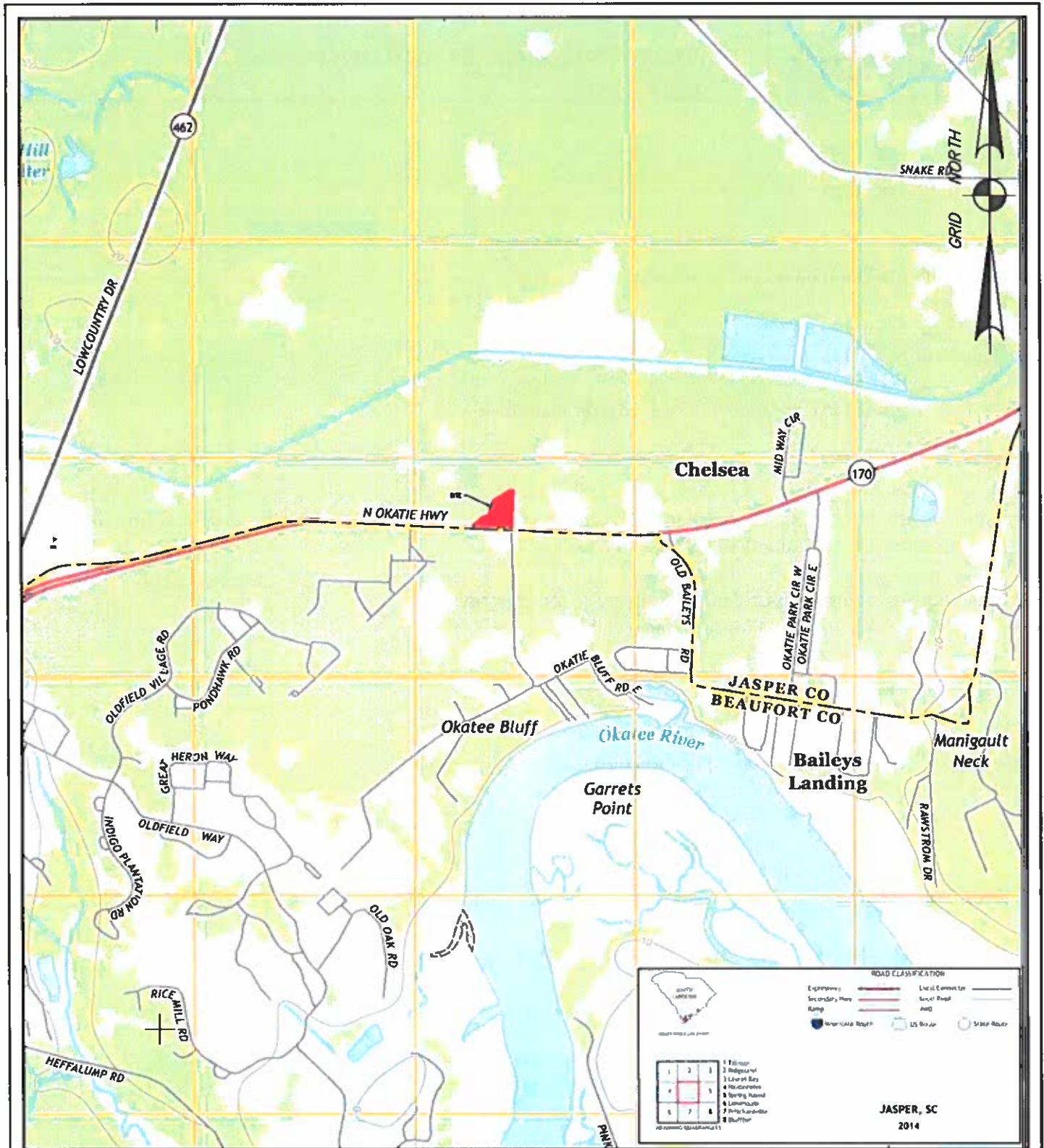
1. 12 Copies of Phase I Master Plan including:
  - a. Site maps
  - b. Flood Map
  - c. Project narrative
  - d. Utility Provider Letters
  - e. Agency permit application letters
  - f. Boundary & Topographic Survey
  - g. Overall Wetlands Exhibit
  - h. Traffic Impact Analysis
  - i. Site & Building Exhibits
2. Development Fee Check (submitted directly to Planning Department)

Please review the contents of this package and contact me if you need additional information or if you have any questions about the enclosed items.

Respectfully submitted,



Paul Moore, PE  
Project Manager



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

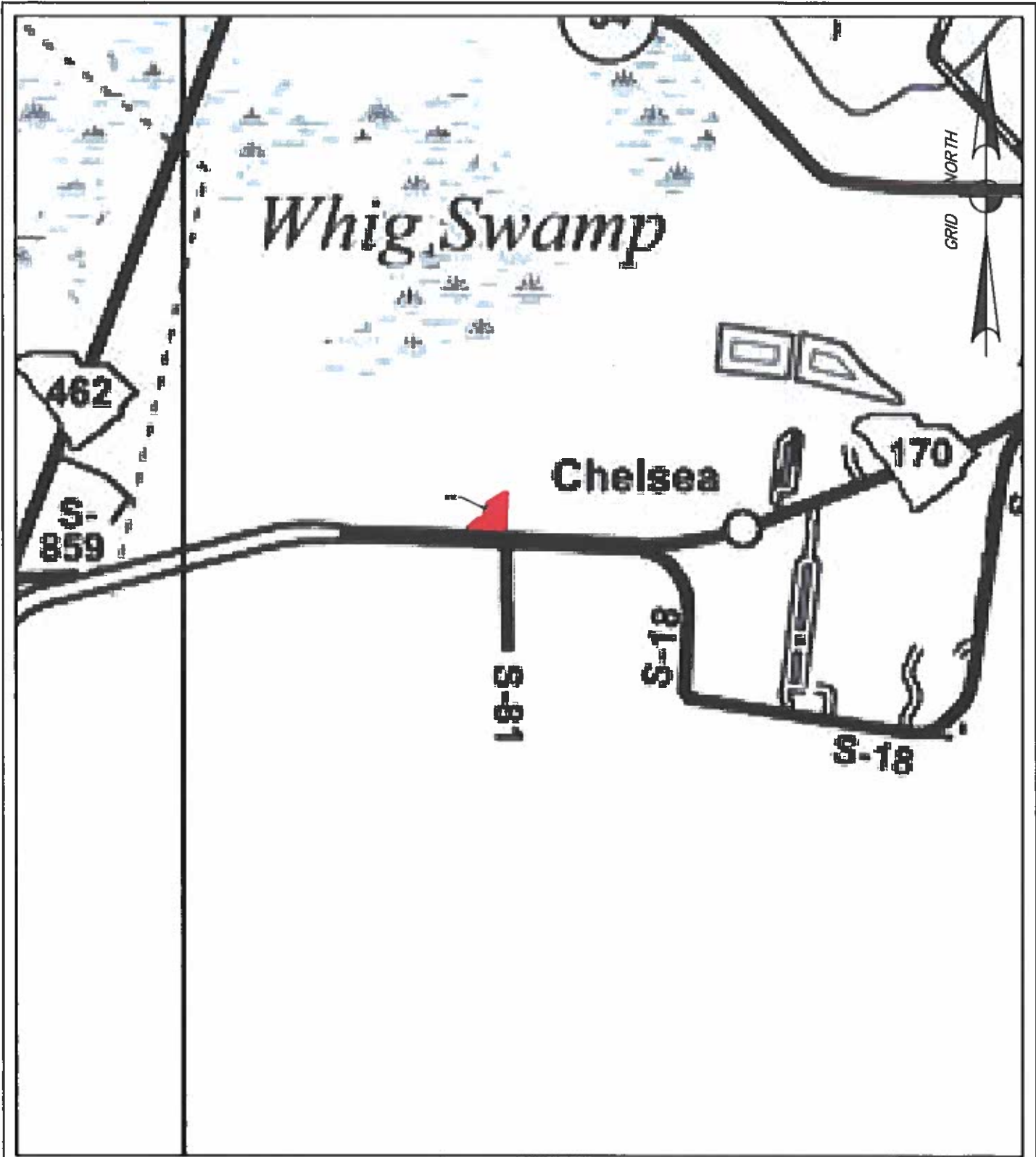
## QUAD MAP

### CENTERPOINT PPD STORAGE FACILITY - PHASE 1

LOCATION: BEAUFORT, SC  
DATE: 07/28/2022  
PROJECT #: 220105

SCALE: 1"=2000'





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

## SCDOT MAP

CENTERPOINT PPD STORAGE FACILITY -  
PHASE 1

LOCATION: BEAUFORT, SC

DATE: 07/28/2022

PROJECT #: 220105

SCALE: 1"=2000'



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

## SOILS MAP

CENTERPOINT PPD STORAGE FACILITY -  
 PHASE 1

LOCATION: BEAUFORT, SC  
 DATE: 07/28/2022  
 PROJECT #: 220105

SCALE: 1"=500'

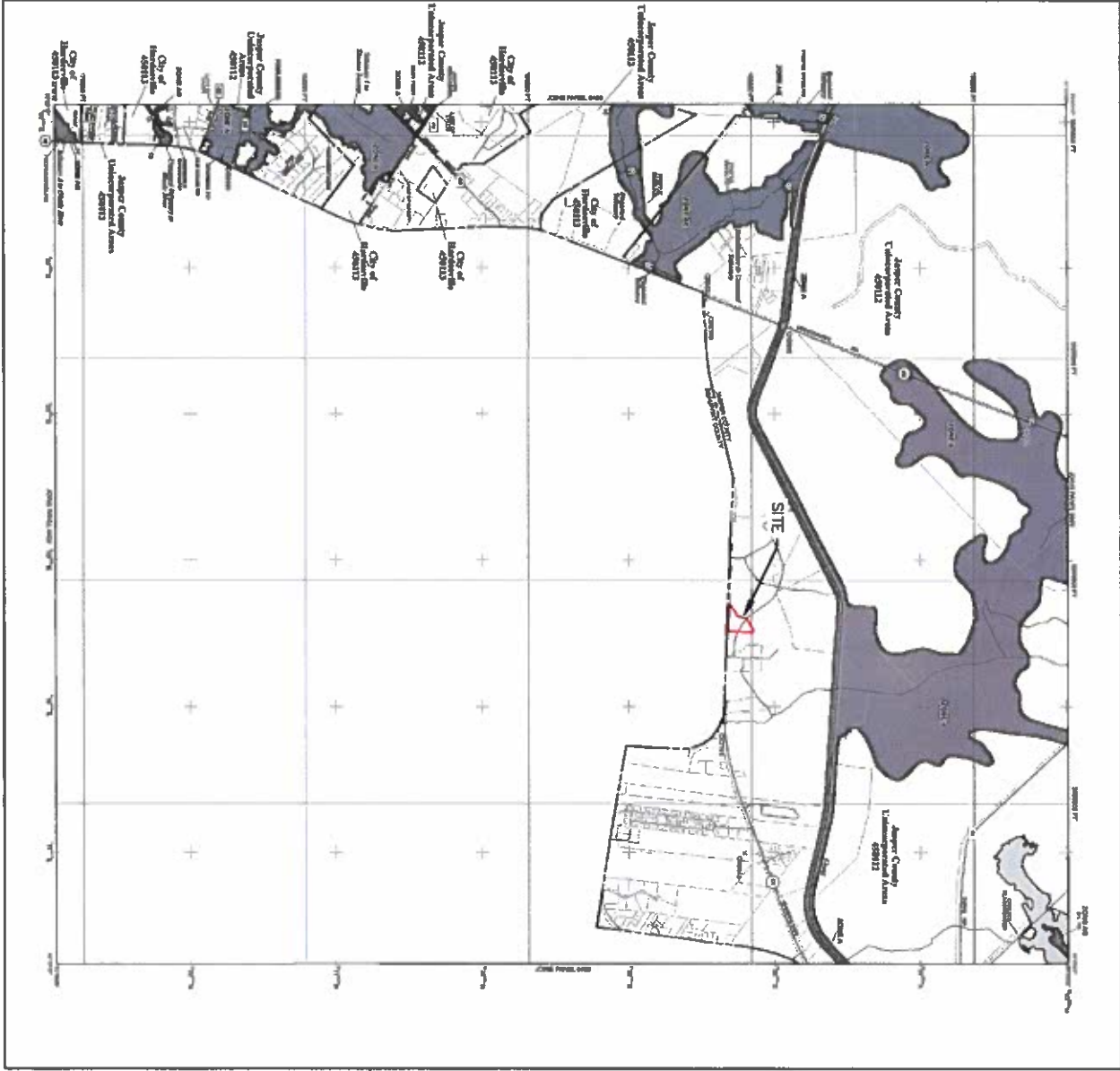
**NOTES TO USERS**

The data used in this map were derived from various sources. The user should be aware that the data are not guaranteed to be accurate and that the user should verify the accuracy of the data for their specific use. The user should also be aware that the data are not intended to be used for navigation or other purposes that require high accuracy.

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**LEGEND**

- STATE ROUTE**
- TOWNSHIP BOUNDARY**
- CITY/TOWNSHIP BOUNDARY**
- WATER**
- ROAD**
- SITE**
- OTHER FEATURES**

**FRM**  
**FLOOD RESILIENCE RATE MAP**  
**JACKSON COUNTY, MICHIGAN**  
**PANEL 418 OF 478**  
**DATE: OCTOBER 18, 2019**

**Project:** Center Point PDD Storage – Phase 1  
Highway 170, Jasper County, SC  
Coordinates: W -80° 53' 59" N 32°21'15"

**Date:** September 20, 2022

**Applicant:  
(& Owner)** Bowling Green Capital, LLC  
Primary Contact: Dan Kunua  
333 East Main Street  
Louisville, KY 40202  
P: 502-572-7880

**Agent:** Ward Edwards, Inc.  
P.O. Box 381  
Bluffton, SC 29910  
E: pmoore@wardedwards.com  
P: 843-384-5266  
F: 843-837-2558

**Description**

The developer is proposing to construct a two story, 86,236 ft<sup>2</sup> indoor commercial storage building on a portion of the Center Point PDD property located near 5253 North Okatie Highway in Jasper County. The site is currently undeveloped and is across the highway from Camp St. Mary's Road.

The Center Point Planned Development District (PDD) allows for a mixture of commercial and residential uses, including the commercial storage use proposed by this project. The development will follow the applicable design and approval guidelines of the PDD and Jasper County. The project will be subdivide from the larger PDD parcel and will likely be in the range of 4 acres in size. The PDD property is currently owned by First Carolina Corporation of SC, and access will be provided through a shared access easement on the First Caroline Corp property. The access road will be located based on the original PDD Access Master Plan and will line up with Camp St. Mary's Road.

The onsite development will consist of the aforementioned building, associated parking, and the required stormwater treatment facilities. The proposed site will be configured to allow for future phases of construction, but there are no immediate plans to construct the future phase.

**Adjacent Parcels**

North	BJWSA Water Supply Canal
South	Hwy 170
East	Undeveloped portion of the Center Point PDD.
West	Undeveloped portions of the Center Point PDD

**Buffers**

Front	50'
Rear and sides	0'

In accordance with **Jasper County Ordinance Article 12:8.2** the existing adjacent uses to the North, East, and West of the property is Commercial or Industrial. There is no buffer required between the proposed commercial use and the adjacent uses. According to the **Center Point PDD Section II.D.11** there are no interior setback or buffer requirements for the proposed development. The PDD Highway buffer of 50-ft will apply to the highway frontage portion of the site.

**Parking**

As required in **Table 12:1** for a Mini-Warehouse Use, the parking requirement of 10 spaces plus 1 per 100 storage units:

10 spaces + 386 units x 1.0 spaces / 100 units = 14 spaces required

8 dedicated parking spaces provided + exterior loading/parking along the site perimeter.

As required in **Parking Lot Design Section 12.1.5-7** all design standards including stall and island dimensions will be met for 90 degree parking spaces. One handicap accessible parking space will be provided near the main entrance.

**Access**

Access to this phase of the project will be from Highway 170. The curb cut and access road will be constructed by the developer but will serve as the future access for the remaining PDD property in the area. The road will be in the pre-determined location, meeting the *Highway 170 Access Management Plan*.

**Landscape**

As required in **Interior Plantings – Section 12:3.2**, all interior planting islands have a minimum planting area of 5' wide, one peninsula or island type landscaped area is provided for every 10 parking spaces. All planting areas are covered with grasses, shrubs or mulch. Curbing and wheel stops are used to protect all planting areas from vehicles. The following minimums for tree and shrub plantings will be met as required:

Parking Lot Trees – 1/ 15 spaces = 1 Tree required

Parking Lot Shrubs – 1/ 5 spaces = 3 Shrubs required

**Natural Resources**

The overall Centerpoint PPD property was evaluated for wetlands and natural resources in 2004. Wetlands were delineated and verified by USACE at that time. Based on the original wetland verification, there is a wetland to the west of the mini-storage property. The development will maintain at least a 100-ft buffer between the infrastructure and the wetland, providing adequate protection of the existing natural resources.

**Construction Schedule & Phasing**

This portion of the project will be executed in a single phase. Follow on phases will be treated as separate submittals.

**Site Ownership**

First Carolina Corporation currently owns the property and will be a partner in the development. The land for the development will be subdivided and transferred to a new LLC, while the access roads within the easements will remain under the ownership and maintenance of the First Carolina Corp.

Water and sewer systems will be owned, operated, and maintained by Beaufort-Jasper Water & Sewer Authority.

**Site Electric**

Dominion Energy will provide power to the project.

**Site Communications**

Hargray Communications will provide communications and data services to the project.

**Waste Disposal**

The owner will contract with a waste disposal/removal company for solid waste disposal.

**General Maintenance**

The owner will be responsible for general site maintenance.

**Agency Notifications and Permitting**

Local and State agencies, as well as public utilities such as SCDHEC-OCRM, SCDOT, SCDHEC, BJWSA, Hargray, and Dominion Energy are currently not providing preliminary review comments. Due to the volume of projects requiring reviews and staffing limitations, these agencies are requiring full application packages and complete design plans in order for them to provide comments or commitment letters. For this reason, preliminary comments are not available for this Master Plan application. Permit application cover letters to the required agencies are enclosed with the Master Plan package to show the agencies from which permits will be sought.



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](http://www.bjwsa.org)

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

JOE MANTUA, PE, GENERAL MANAGER

August 1, 2022

Tiffany Patrick  
Ward Edwards Engineering  
PO Box 381  
Bluffton, SC 29910

Via email: [tpatrick@wardedwards.com](mailto:tpatrick@wardedwards.com), [cblaney@wardedwards.com](mailto:cblaney@wardedwards.com)

Subject: Availability – 5253 Okatie Highway (SC-170), A Portion of PIN 081-00-03-019.

Dear Ms. Patrick,

This letter is in response to the water and sewer availability request for Center Point Storage at the above referenced parcel. Water is available from BJWSA's existing 8" water main within the North Okatie Highway right of way. Concerning sewer service, gravity is not available; however, there is an 8" force main wastewater line on North Okatie Highway. Connection to sewer would require an owner operated and maintained grinder pump station, to be installed at the owner/developer's expense. Please be advised that, depending on the amount of water and sewer capacity required to serve the proposed development, offsite improvements or upgrades to BJWSA's existing infrastructure may be required.

If or when you wish to proceed with this development, design drawings and calculations must be submitted to BJWSA's Engineering Department for review and approval. Upon approval, capacity and project fees will be determined based on the information provided. These fees must be paid in full before a capacity commitment can be issued or a pre-construction meeting may be held. If construction on the proposed water and sewer systems has not started within twelve (12) months from the date of this letter, or if there are amendments to the project, this availability will be invalid.

Should you have questions or require additional information, please contact me at 843-987-8082 or [james.clardy@bjwsa.org](mailto:james.clardy@bjwsa.org).

Sincerely,

James Clardy  
Development Program Manager

JBC/mya

JAMES E. BAKER, JR.  
CHAIR

LORRAINE W. BOND  
GERALD H. SCHULZE

GREGORY A. PADGETT  
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DAVID R. STRANGE

MICHAEL L. BELL  
IMMEDIATE PAST CHAIR

R. THAYER RIVERS, JR



July 28, 2022

Conor Blaney, PE  
Ward Edwards Engineering  
PO Box 381  
Bluffton, SC. 29910

Dear Mr. Marshall:

Subject: Letter of Availability to provide service for: **Centerpoint PDD Storage Facilities/ Ridgeland, SC.**

Hargray engineering services has reviewed the master plan for the above referenced project. This Letter of Availability is to report that Hargray can provide telecommunications service to the above referenced project. We request that you forward a digital copy of the plan that has been approved by the county or town for use with Micro station or AutoCAD. Our office will include the owner/developer conduit requirements on the plan and return it to your office.

**By accepting this Letter of Availability, you accept the responsibility to forward the construction requirements listed on the Project Application Form to the owner/developer.**

Where conduits are to be placed in commercial or subdivision areas the pipes are required to extend 5' (five 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 of Availability will only cover areas shown on the original master plan. All changes or additions will require another Letter of Availability. All costs incurred by Hargray 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 Hargray to review requirements. Non-recurring charges to offset construction costs may apply to certain projects. Easements are required prior to installing facilities for the project.**

I am available to discuss these requirements at your convenience.

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: Lowcountry Real Estate Phone No.: 843-812-2210

Address: 820 Bay Street City, State, Zip Beaufort, SC 29902

Developer Name: John Trask Phone No.:

Address: City, State, Zip

Project Manager Name: Ward Edwards/Conor Blaney, PE Phone No.: 757-814-0824

Address: PO Box 381 City, State, Zip Bluffton, SC 29910

**PROJECT INFORMATION**

Project Name/Location Centerpoint PDD Storage Facility

Proposed Start and Finish Dates Lots

No. of Phases Units Per Phase Condominium Units

Comments: Commercial Sq. Ft. +/- 60,000 sf

**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.**

 07/28/2022  7/28/2022  
Applicant/Representative Date Engineering Services Representative Date

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

After recording return to:

Hargray Communication Group, Inc.  
Attn: Legal Department  
856 William Hilton Parkway, Bldg. C.  
P.O. Box 5986  
Hilton Head Island, SC 29938

STATE OF SOUTH CAROLINA            )  
  )  
COUNTY OF \_\_\_\_\_            )

**NON-EXCLUSIVE TELECOMMUNICATIONS AND VIDEO AND/OR  
BROADBAND FACILITIES EASEMENT AND INDEFEASIBLE RIGHT TO USE**

**THIS NON-EXCLUSIVE TELECOMMUNICATIONS AND VIDEO AND/OR  
BROADBAND FACILITIES EASEMENT AND INDEFEASIBLE RIGHT OF USE**  
("Easement") given this \_\_\_\_\_ day of \_\_\_\_\_, 2022, by  
\_\_\_\_\_ ("Grantor"), to Hargray  
Communications Group, Inc., a South Carolina Corporation (hereinafter referred to as  
"Grantee").

**WITNESSETH:**

That in consideration of the sum of One Dollar (\$1.00) received from Grantee, Grantor does hereby grant a Non-Exclusive Telecommunications and Video and/or Broadband Facilities Easement and Indefeasible Right of Use to Grantee in, across, through, under and over that certain real property (including the buildings and other structures thereon) ("Property") hereinafter more fully described on Exhibit "A" attached hereto, which easement shall include, without limitation, an indefeasible right to use any current or future conduit system owned, controlled or authorized by Grantor for purposes of serving the Property with communications or other utility services (the "Conduit System").

Grantor hereby grants and conveys to Grantee, its successors and assigns, the perpetual right, privilege and authority, from time to time, to enter upon, construct, extend, inspect, operate, replace, relocate, repair and perpetually maintain over, under and through the Property, including, but not limited to, over and under and through any and all streets, alleys, roads and/or other public ways or areas of the said Property now existing or hereafter laid out, telecommunications and cablevision systems ("Systems"), including cables, wires, poles, pedestals, and other usual fixtures and appurtenances as may from time to time be or become convenient or necessary for the provision of telecommunications and video and/or broadband services to the homes and other structures located within the Property, together with the indefeasible right to use the Conduit System, and right of ingress and egress, and access to and from such easement, across and upon the Property, as may be necessary or convenient for the purposes connected therewith. The easement herein granted is an easement in-gross in favor of Hargray Communications Group, Inc., its affiliates, successors and assigns.

Grantee agrees to maintain all Systems, including cables, wires, poles, pedestals and other usual fixtures and appurtenances in good condition, and Grantee shall repair and restore any damage to Grantor's real or personal property, restore all paving resulting from Grantee's construction, installation and/or maintenance of the Systems, or any use or presence surrounding the Property.

Grantor reserves the right to grant other easements or rights-of-ways upon, over across, through or under the easement property for utility, access or other purposes which do not unreasonably interfere with Grantee's easement hereunder. Grantor further reserves the right to construct any manner of things, including, but not limited to, roads, landscaping and signage or other items upon, over, across, through and under the Grantee's Systems, which do not unreasonably interfere with Grantee's easement hereunder.

Grantor further grants and conveys to Grantee the right, from time to time, to trim trees and underbrush that create obstructions to the non-exclusive utilization of the easement by Grantee; provided, however, any damage to the Property of Grantor caused by Grantee in maintaining or repairing said lines shall be borne by Grantee; provided, further, however, the Grantor shall have the right to request relocation of any underground facility from time to time at Grantor's expense; provided that such relocation continues to afford Grantee the use of Conduit System(s) on the Property.

It is specifically agreed that all Systems Facilities shall be located underground, with the exception of those pedestals and other fixtures that are necessary and are designed for above-ground location.

NOW THEREFORE, Grantor hereby warrants and represents that it is the fee simple owner of the Property and has the right and authority to make this Grant of easement. Grantor further covenants, that Hargray Communications Group, Inc., and its affiliates, success and assigns, subject to the terms and conditions of this instrument, shall peaceably and quietly enjoy the use of the easement herein granted in perpetuity without hindrance, objection or molestation.

The words "Grantor" and "Grantee" shall include their heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF, Grantor has caused this Easement to be duly executed the day and year first above written.

WITNESSES:	GRANTOR: _____
_____	_____
First Witness	By: _____
_____	Its: _____
Second Witness/Notary Public	

STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF \_\_\_\_\_ )

**PROBATE**

**PERSONALLY** appeared before me the undersigned witness, and made that s/he saw the \_\_\_\_\_ within \_\_\_\_\_ named \_\_\_\_\_, by \_\_\_\_\_, its \_\_\_\_\_, sign and seal and deliver the within written instrument, and that s/he with the other witness, whose signature appears above, witnessed the execution thereof.

\_\_\_\_\_  
First Witness

SWORN TO before me this \_\_\_\_\_  
day of \_\_\_\_\_, 20 \_\_\_\_\_

\_\_\_\_\_  
Notary Public for \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

**EXHIBIT "A"**  
Easement and Access Area

All that certain piece, parcel, or tract of land containing (fill in legal)

This being the same property, or a portion thereof, as described by Deed (fill in derivation)

(Add Tax Map number)



## Letter of Power Availability

August 1, 2022

### Correspondence Sent Electronically

Tiffany Patrick  
Ward Edwards  
Bluffton, S.C.

Re: Center Point Storage, Camp St. Mary's Road

Ms. Patrick:

I am pleased to inform you that Dominion Energy will be able to provide electric service to the above referenced project. 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 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

## Paul Moore

---

**From:** Fleming, Juleigh B. <FlemingJB@scdot.org>  
**Sent:** Wednesday, August 3, 2022 10:14 AM  
**To:** Paul Moore  
**Cc:** McLaine, Lynda; Grooms, Robert W.  
**Subject:** RE: Center Point Storage - Preliminary Site Plan Concurrence and TIA Review  
**Attachments:** 220105-20220614-40 Box Truck Turn Path.pdf; 20220714\_centerpoint\_storage\_tia\_draft.pdf

Paul,  
Lynda forwarded your email to our office for review. I requested our District Traffic office review the TIA. Based on the low volume generated by the site, they had no comments. No road improvements are necessary.

I hope this gives you what you need to move forward.

Thank you!



**Juleigh B Fleming, PE**

*District 6 Permit Engineer*

P 843-746-6722 E [flemingjb@scdot.org](mailto:flemingjb@scdot.org)

6355 Fain Street, North Charleston, SC 29406

**LET 'EM WORK. LET 'EM LIVE.**



**From:** McLaine, Lynda <McLaineLA@scdot.org>  
**Sent:** Thursday, July 28, 2022 10:26 AM  
**To:** Fleming, Juleigh B. <FlemingJB@scdot.org>  
**Subject:** FW: Center Point Storage - Preliminary Site Plan Concurrence and TIA Review

Good morning Juleigh,

Please look at this.

Thanks,  
Lynda

**From:** Paul Moore <[pmoore@wardedwards.com](mailto:pmoore@wardedwards.com)>  
**Sent:** Wednesday, July 27, 2022 12:31 PM  
**To:** McLaine, Lynda <[McLaineLA@scdot.org](mailto:McLaineLA@scdot.org)>  
**Subject:** Center Point Storage - Preliminary Site Plan Concurrence and TIA Review

**\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\***

Lynda,

We are working on a proposed indoor storage project to be located in the Center Point PDD along Hwy 170 near Camp St. Mary's Road. This is the same PDD that the Caroline's Cottage project was developed under. Jasper County requires that development in this PDD include a master plan review and a Traffic Impact Analysis. We have a preliminary site plan and a TIA prepared and wanted to get preliminary review from SCDOT. Attached are both documents.

I wasn't sure who to contact at SCDOT for the preliminary review, but the ARMS Manual said that preliminary review packages should be submitted to the RME, so I figured I would start with you. Please let me know if there is someone else at SCDOT I need to send these items to conduct the preliminary review. Also, please let me know if there is anything else needed or if there are any questions.

Thanks for your help.

**Paul Moore, PE**

Project Manager

**Ward Edwards Engineering**

T 843.384.5266 F 843.837.2558  
PO Box 381, Bluffton, SC 29910  
[www.WardEdwards.com](http://www.WardEdwards.com)







**LEGEND**

- WATER METER
- ▲ FIRE HYDRANT
- POWER POLE
- FIBER OPTIC MANHOLE
- WATER LINE MANHOLE
- ELECTRICAL TRANSFORMER
- SAN LINE MANHOLE
- SEWERLINE
- ROAD MARK



**NOTES**

1. THIS PLAN IS NOT CERTAIN THAT THE INFORMATION SHOWN HEREIN COMPLETES WITH LOCAL TOWNS REGULATIONS
2. THIS PLAN REPRESENTS CONDITIONS FOUND OR POSSESSED AND DOES NOT REPRESENT CONDITIONS ON ANY OTHER DATE
3. THE AREA CALCULATIONS SHOWN HEREIN WERE DETERMINED BY THE COORDINATE METHOD
4. THE PRESENCE OR ABSENCE OF REGULATED NATURAL RESOURCES SUCH AS BUT NOT LIMITED TO CRITICAL AREAS AND WETLANDS WITH ANDES SPECIALLY TREES, ETC. WAS NOT DETERMINED AT THIS TIME. THE INFORMATION SHOWN HEREON WAS OBTAINED BY VISUAL OBSERVATION AND IS NOT CERTIFIED TO BY THE SURVEYOR
5. THE PRESENCE OR ABSENCE OF UNDESIRABLE UTILITY FEATURES WAS NOT DETERMINED AT THIS TIME OTHER THAN THE INFORMATION SHOWN HEREON
6. DETAIL INFORMATION WAS NOT DETERMINED AT THIS TIME AND IS SUBJECT TO CHANGE AND MAY BE CORRECTED BY OTHERS WITHOUT REGULATORY AUTHORITY
7. THE VERTICAL DATUM IS 1985 NAVD AND WAS DETERMINED USING THE BC VLS NETWORK



TREE LEGEND		
DECK/STATION	SYMBOL/CODE	TREE SPECIES
01	010101	White Birch
02	020202	American Sycamore
03	030303	Pinus sp.
04	040404	Quercus sp.
05	050505	Fraxinus sp.
06	060606	Castanea sp.
07	070707	Aster sp.
08	080808	Myrica sp.
09	090909	Eleocharis sp.
10	101010	Distichlis sp.
11	111111	Cyperus sp.
12	121212	Phragmites sp.
13	131313	Panicum sp.
14	141414	Setaria sp.
15	151515	Hordeum sp.
16	161616	Lolium sp.
17	171717	Digitaria sp.
18	181818	Cyperus sp.
19	191919	Distichlis sp.
20	202020	Eleocharis sp.

**FLOOD ZONE DETERMINATION**

1. FLOOD ZONE	NO FLOOD ZONE
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9. FLOOD ZONE	NO FLOOD ZONE
10. FLOOD ZONE	NO FLOOD ZONE

NOT FOR RECORDING



LIMITED TREE AND TOPOGRAPHIC SURVEY  
CHELSEA TRACT  
PREPARED FOR JOHN TRASK III

JOB # 6004 CHELSEA

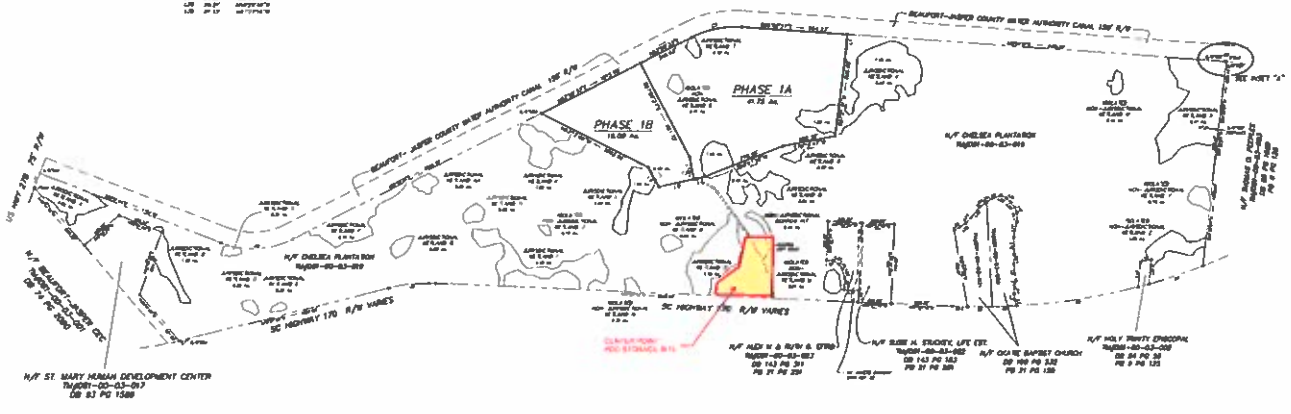
FIELD BOOK	
REVISION	
DATE OF REVISION	
DATE OF FIELDWORK	
	XXXXXXXXXXXXXXXXXXXX

LAND CONSULTING GROUP, LLC  
POST OFFICE DRAWER 1366  
BEAUFORT, SOUTH CAROLINA 29901-1366  
(843) 575-5206



NEIGHBORHOOD MAP NOT TO SCALE

NO.	AREA	ACRES	APPROXIMATE VALUE
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**REFERENCES**

1. PLAN OF PHASES IA & IB OF CHESA PLANTATION
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**NOTES**

1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.
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**LEGEND**

--- EXISTING ROAD

--- PROPOSED ROAD

--- EXISTING LOT

--- PROPOSED LOT

--- EXISTING STRUCTURE

--- PROPOSED STRUCTURE

**ACREAGE TABLE**

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**ADDITIONAL NOTES**

1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

2. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.

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10. ALL DIMENSIONS ARE TO THE CENTER OF THE ROAD.

A PLAN OF  
**PHASES IA & IB**  
 S.C. HIGHWAY 170  
 A PORTION OF CHESA PLANTATION  
 JASPER COUNTY, SOUTH CAROLINA  
 144 PARCELS, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

PREPARED FOR:  
**First Carolina Corporation**

**WARD-EDWARDS, INC.**  
 ENGINEERING, PLANNING, SURVEYING

DATE: 11/11/11



## Paul Moore

---

**From:** Paul Moore  
**Sent:** Monday, September 26, 2022 11:09 AM  
**To:** 'rwells@jaspercountysc.gov'  
**Cc:** Lisa Wagner; Dan Kunau; Shelly Snyder  
**Subject:** Center Point PDD Storage - EMS Review for Jasper County Master Plan Approval  
**Attachments:** 220105-20220920-REL-A-MP.pdf; CenterpointColored\_Elevation9-19-2022.pdf

Chief Wells,

We are working on a proposed mini-storage building project in the Center Point PDD (located along Hwy 170 across from Camp St. Mary's Road). We have submitted to the County for a Master Plan review, which is required because the project is in a PDD. Lisa Wagner recommended we submit to you to see if Jasper County EMS has any comments or concerns about the project.

Attached are the conceptual site plan and the conceptual architectural elevations. The building will be two stories with maximum height of 32-ft. The building will have pavement access on all sides and capable of handling the movements of a full size tractor trailer. The design is not far enough yet to provide water calculations or many of the other things you may review, but I can attempt to answer any questions you might have at this point.

Thanks for your time.

**Paul Moore, PE**

Project Manager

**Ward Edwards Engineering**

T 843.384.5266 F 843 837.2558  
PO Box 381, Bluffton, SC 29910  
[www.WardEdwards.com](http://www.WardEdwards.com)





TRANSMITTAL LETTER

DATE:  WE PROJECT NUMBER

PROJECT NAME:

ATTN TO:

COMPANY:

ADDRESS:

CITY:  STATE  ZIP CODE:

CC:

WE TRANSMIT:

FOR YOUR:

THE FOLLOWING:

COPIES	DATE	DESCRIPTION	ACTION
1		CZC Request Form/Checklists	<input type="text"/>
1		Project Narrative, Site Plans, Vicinity Map	<input type="text"/>
1		NOI Copy	<input type="text"/>
1		Digital Boundary Email	<input type="text"/>

Remarks:

Paul Moore, PE  
843-384-5266  
pmoore@wardedwards.com



**TRANSMITTAL LETTER**

DATE:  WE PROJECT NUMBER

PROJECT NAME:

SUBJECT:

ATTN TO:  CC:

COMPANY:

ADDRESS:

CITY:  STATE  ZIP CODE:

We transmit the following:

COPIES	DATE	DESCRIPTION	ACTION
1		NOI Application 2617	
1		Application Fee,	
1		Site Plans	
1		Project Narrative	
1		Drainage Calculations	
1		Maintenance Agreement	
1		Stormwater Mgt and Sediment /Erosion Checklist	

Remarks:  
 Paul Moore, PE  
 843-384-5266  
 pmoore@wardedwards.com



**NOTICE OF INTENT (NOI)**  
**For Coverage(s) of Primary Permittees**  
**Under South Carolina NPDES General Permit**  
**For Stormwater Discharges From Construction Activities SCR100000**  
 (Maintain As Part of On-Site SWPPP)

**For Official Use Only**  
 File Number: \_\_\_\_\_  
 Permit Number: **SCR10**  
 Submittal Package Complete: \_\_\_\_\_

*Submission of this Notice of Intent constitutes notice that the Applicant identified in Section II intends to be authorized as a Primary Permittee in the state of South Carolina under NPDES General Permit SCR1000000. Fees required for review and NPDES coverage of each application type are as listed on page 2 of the instructions.*

Date: 09/19/2022  
 Project/Site Name: Center Point Storage County: Jasper  
 (Modification or Change of Information Only) Prior Approved NPDES Permit or File Number: \_\_\_\_\_

Do you want this project to be considered for the Expedited Review Program (ERP)?  Yes or  No (See Instructions)

**I. Notice of Intent (NOI) Application Type(s)**

- A. Project (Application/Review) Type(s) (Select **All** that apply):  
 New Project (Initial Notification) Ongoing Project:  Permitted or  Un-Permitted  
 Late Notification  Low Impact Development (LID) or Project Design Above Regulatory Requirements  
 New Owner/Operator or Company Name Change (see instructions, attach Form A (Transfer of Ownership))  
 Major Modification: (see instructions, attach Form B (Major Modifications))  
 MS4 Project Review  
 Ocean and Coastal Resource Management (OCRM) Review  
 Change of Information/Other (Specify): \_\_\_\_\_
- B. If Applicable, identify the entity designated as MS4 Reviewer and MS4 Operator (i.e., Lexington County, City of Greer, etc.): MS4 Reviewer \_\_\_\_\_ MS4 Operator \_\_\_\_\_

**II. Primary Permittee Information**

Person or  Company If a Company, are you a  Lending Institution or  Government Entity?  
 Company EIN (if applicable): EIN: 45-2448380

- A. Primary Permittee Name: Bowling Green Capital LLC  
 Mailing Address: 333 E Main St, Suite 300 City: Louisville State: KY Zip: 40202  
 Phone: 502-572-7880 Fax: \_\_\_\_\_ Email Address: dkunau@andovermgt.com
- B. Contact /ODSA Name (if different from above OR if owner is a company): Dan Kunau  
 Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email Address: \_\_\_\_\_
- C. Property Owner Name (if different from above): \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email Address: \_\_\_\_\_

**III. Comprehensive Stormwater Pollution Prevention Plan (C-SWPPP) Preparer Information**  Change of Information

- A. C-SWPPP Preparer Name: Paul Moore, PE  
 B. Registered Professional  Engineer  Landscape Architect  Tier B Land Surveyor S. C. Registration #: 22818  
 C. Company/Firm Name: Ward Edwards, Inc. S. C. COA #: C00152  
 Mailing Address: P.O. Box 381 City: Bluffton State: SC Zip: 29910  
 Phone: 843-384-5288 Fax: \_\_\_\_\_ Email Address: pmoore@wardedwards.com

**IV. Project/Site Information**

- A. Type of Construction Activity(ies) (Select **All** that apply):  
 Commercial  Industrial  Institutional  Mass Grading  Linear  Utility/Infrastructure  
 Residential: Single-family  Residential: Multi-family  Multi-use (Commercial & Residential)  
 Site Preparation (No New Impervious Area)  Other (Specify) \_\_\_\_\_
- B. Site Address/Location (street address, nearest intersection, etc.) located off Camp St. Merry Road in Jasper County  
 City/Town (if in limits): \_\_\_\_\_ Zip Code: \_\_\_\_\_  
 Latitude: 32° 21' 16" N Longitude: - 80° 54' 3" W (Source):  GPS  Web Site Google Maps  
 Tax Map Number (s) (List all): Portion of 081-00-03-019

- C. Is this site located on Indian Land?  Yes  No
- D. Proposed Start Date: 06/01/2023 Proposed Completion Date: 08/01/2024
- E. Disturbed Area (nearest tenth of an acre): 3.6 Total Area (acres): 3.77
- F. Modification Only: (nearest tenth of an acre): Disturbed Area: Current (Approved) Area: \_\_\_\_\_  
 Disturbed Area Change (Increase Only): \_\_\_\_\_ Total Disturbed Area (After Change): \_\_\_\_\_
- G. Is this project part of a Larger Common Plan for Development or Sale (LCP)?  Yes  No  
 LCP/ Overall Development Name: Center Point PDD Check here if this is the First Phase.

- Previous State Permit/File Number: \_\_\_\_\_ Previous NPDES Coverage Number: SCR10
- H. Any Flooding Problems exist downstream of or adjacent to this site?  Yes  No (If yes, provide detailed description of flooding problems and applicable floodway/flood zone information in the C-SWPPP)
- I. Active S.C. DHEC Warning Notice, Notice to Comply or Notice of Violation for this site or LCP?  Yes  No
- J. List Relevant State and Federal Environmental Permits or Approvals applied for or obtained for this site (e.g., RCRA, USACOE, Nationwide, etc.). If None, list None.  
None

- K. Any Waiver(s)/Variances/Exceptions Requested for this Project? (If yes, identify below and include Waiver Request and Justifications in the C-SWPPP for each proposed request)
- |  |                           |  |
|--|---------------------------|--|
| 1. Small Construction Activity Waiver(s) From NPDES permitting (Section 1.4 & Appendix B)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                 |                           |  |
| If yes, identify requested waiver: <input type="checkbox"/> Rainfall Erosivity Waiver <input type="checkbox"/> TMDL Waiver <input type="checkbox"/> Equivalent Analysis Waiver |                           |  |
| 2. Detention Waiver (72-302(B))? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   | 3. Other (Specify): _____ |  |

V. **Waterbody Information** (Attach additional sheet(s) as needed)  Change of Information

A. Receiving Waterbody(s) (RWB) Information (List the nearest and next nearest receiving waterbodies to which the sites stormwater discharges will drain. If stormwater discharges drain to multiple waterbodies, list all such waterbodies).

1. Name of Receiving Waterbodies (RWB)	2. Distance to RWB (feet)	3. Classification of RWB
a. Nearest: <u>Unnamed Trib. to Okatee River</u>	8,600	ORW
b. Next Nearest: <u>Okatee River</u>	7,700	ORW
c. Coastal Zone ONLY: Coastal Receiving Water (CRW): <u>Okatee River</u>	7,700	Not Applicable
d. Other Waterbodies: <u>N/A</u>		

B. Waters of the U.S. / State Information (Attach additional sheet(s) as needed)

Waters of the U.S./ State	1. On the site?	2. Delineated/ Identified?	3. Impacts?	4. Amount of impacts
a. Jurisdictional wetlands	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	___ AC
b. Non-jurisdictional wetlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	___ AC
c. Other Water(s): _____	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	___ AC ___ Feet
d. Coastal Zone ONLY: Direct Critical Area	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	___ AC ___ Feet

5. If yes for impacts in B.3, describe each impact and activity, and list all permits (e.g., USACOE Nationwide Permit, DHEC General Permit) and certifications that have been applied for or obtained for each impact:

C. S.C. Navigable Waters (SCNW) Information (Section 2.6.5) The Department will address any issues related to State Navigable Waters' Program under SC Regulation 19-450 during the review of the C-SWPPP for activities that will **NOT** require a 404 permit or a 401 certification. (Attach additional sheet(s) as needed)

1. Are S. C. Navigable Waters (SCNW) on the site:  Yes  No
- a. If no, do not complete this question. Proceed to Section D (Impaired Waterbodies).
- b. If yes, provide the name of S.C. Navigable Waters (SCNW) on the site: \_\_\_\_\_
2. If yes for C.1, will construction activities cross over or occur in, under, or thru the SCNW?  Yes  No  
 If yes, describe SCNW activities (e.g. road crossing, sub-aqueous utility line, temporary or permanent structures, etc.) and proceed to Section C.3:
3. Identify permits providing coverage of SCNW activities proposed for your site. If NONE, list none.
- | Permits/Certifications   | Permit or Certification No. | Corresponding Covered SCNW Activity(ies)  |
|--|-----------------------------|---|
| a. DHEC General/ Other DHEC Permit   |                             |   |
| b. USACOE 404 Permit or 401 Certification  |                             |   |
| c. SCNW Permit<br>If applied for or issued, identify Date applied for or issued: |                             | <input type="checkbox"/> All Activities or <input type="checkbox"/> Some Activities (Describe): |
- d. If a SCNW Permit has **NOT** been applied for provide an additional plan sheet that shows plan and profile views (drawn to scale) of the SCNW and associated activities. Include a description of all proposed activities on this plan.

## NPDES CGP FEE SCHEDULE B

(ONLY for Beaufort, Berkeley, Charleston, Colleton, Dorchester, Georgetown, Horry, and Jasper Counties)

Submit payment for NPDES Coverage fees only to DHEC.

The schedule should be attached to DHEC Form 2617. Do not send payment in window envelope. **DO NOT MAIL CASH.** DHEC will notify the Project Owner/ Operator if the check or credit card payment cannot be processed. The review clock will start when acceptable payment is received and after the project is deemed consistent with the S.C. Coastal Zone Management Plan.

<b>1. Identify (✓) the Project/Review Types</b>		(✓)	<b>NPDES Coverage Fee(s)</b>
<b>(NOTE: You may ONLY select Item 1.a OR 1.b BELOW). Enter NPDES coverage fee of \$125 in the right-hand column if any of the following project/review types apply to this application. Proceed to Item 2.</b>			
a. Project or LCP that is located within ½ mile of CRW (Item V.A) that will ultimately disturb more than 0.5 acres (If select a, do not select b)	<input type="checkbox"/>		\$ 125 .00
b. Project or LCP that is NOT located within ½ mile of CRW (Item V.A) that will ultimately disturb one (1) acre or more (If select b, do not select a)	<input checked="" type="checkbox"/>		
c. New Owner/Operator (Transfer of Ownership)/Company Name Change <small>(\$125 NPDES Coverage fee is required by the Department for Transfers of Ownership and Company Name Changes)</small>	<input type="checkbox"/>		
d. Unpermitted Ongoing Project or Late Notification	<input type="checkbox"/>		
e. MS4 Project Review (Item I.A and I.B)	<input type="checkbox"/>		
f. Other (Specify): _____	<input type="checkbox"/>		
<b>2. Determine the Project Review Fees</b> <small>(Review fees cannot exceed \$2000 for a project).</small>			
<b>NOTE: COMPLETE ITEM 2.a BELOW. COMPLETE EITHER SECTION 3 OR SECTION 4. DO NOT COMPLETE BOTH SECTIONS.</b>			
a. Enter the disturbed area (Item IV.E) for this project. Proceed to Item 3 OR Item 4	36	(nearest tenth of an acre)	
<b>3. PROJECT OR LCP LOCATED WITHIN ½ MILE OF A CRW (ITEM V.A)</b>		(✓)	<b>Review Fees</b>
a. Will this project or LCP (Item IV.G) ultimately disturb more than 0.5 acres?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
b. Is this project exempt from S. C. Reg. 72-300 et seq.?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<p>1. If this project will NOT ultimately disturb more than 0.5 acres and is not part of an LCP, your project is automatically covered under this permit and the NPDES coverage fee and review fee are not required. See section 1.3.1.B. See the BOW-SPWS for "Less Than 1-Acre of Land Disturbance - Coastal Counties".</p> <p>2. If this project or LCP will ultimately disturb more than 0.5 acres, proceed to Item 3.c.</p>			
c. Enter the project review fees (based on \$100/ disturbed acre) in the right-hand column. (Multiply the disturbed area (Item 2.a) by \$100/disturbed area). If the disturbed area for this project (Item 2.a.) totals 20.0 acres or more, enter \$2000 in the right-hand column. <small>Review fees cannot exceed \$2000 for a project. Proceed to Item 3.d</small>			\$ _____ .00
<b>d. Total Required Fees (Coastal Project located WITHIN ½ mile of a CRW (Item V.A)</b>			
Add the values in the right-hand columns of Items 1 and 3.c. (The Department will not review this project until all required fees are received). Proceed to Item 5.		\$ _____ .00	
<b>4. PROJECT OR LCP NOT LOCATED WITHIN ½ MILE OF A CRW (ITEM V.A)</b>		(✓)	<b>Review Fees</b>
a. Will this project or LCP (Item IV.G) ultimately disturb one (1) acre or more?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
b. Is this project exempt from S. C. Reg. 72-300 et seq.?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<p>1. If this project will NOT ultimately disturb one (1) acre or more, and is not part of an LCP, coverage under SCR100000 is NOT required; see the BOW-SPWS for "Less Than 1-Acre of Land Disturbance - Coastal Counties".</p> <p>2. If this project or LCP will ultimately disturb one (1) acre or more, proceed to Item 4.c.</p>			
c. Enter the project review fees (based on \$100/ disturbed acre) in the right-hand column. (Multiply the disturbed area (Item 2.a) by \$100/disturbed area). If the disturbed area for this project (Item 2.a.) totals 20.0 acres or more, enter \$2000 in the right-hand column. <small>Review fees cannot exceed \$2000 for a project. Proceed to Item 4.d</small>			\$ 360 .00
<b>d. Total Required Fees (Coastal Project NOT located WITHIN ½ mile of a CRW (Item V.A)</b>			
Add the values in the right-hand columns of Items 1 and 4.c. (The Department will not review this project until all required fees are received). Proceed to Item 5.		\$ 485 .00	

**5. Identify the Method of Payment:**  **Payment by Check;** (Attach a signed and dated check payable to S.C. DHEC to the front of this fee schedule. All checks must be less than 30 days old and must be for the entire amount of required fees)  **Payment by Credit Card;** (Check here if you wish to pay via credit card using the on-line payment system). The Department will contact you via e-mail to provide instructions and the invoice number necessary for online payment. Please provide an e-mail address where the invoice number may be sent:

**For official use only:** Invoice Number \_\_\_\_\_



**D. Impaired Waterbodies Information** (Attach additional sheet(s) as needed)

1. 303(d) Listed Impaired Waterbodies					
a. Name of Nearest DHEC Water Quality Monitoring Stations (WQMS)(s) that receives stormwater from your construction site and/or thru an MS4 and the Name of the Corresponding Waterbody?		b. Is this WQMS(s) listed on the <u>most current</u> 303(d) List? If No, proceed to Section 2 of this table. If Yes, complete items c thru f.	c. List the pollutant(s) identified as "CAUSES" of the impairment	d. Will any pollutants causing the impairment be present in your site's construction stormwater discharges?	e. If yes for d, list the "USE SUPPORT" Impairment(s) affected by the pollutant(s) identified in c.
18-01	Okatee River	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	
18-02	Okatee River	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	
MD-176	Okatee River	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	

f. If yes for d above, will use of the BMPs proposed for your project ensure the site's discharges will **NOT** contribute to or cause further WQS violations for the impairment(s) listed in c?  Yes  No  
 (NOTE: If no for f, this site is NOT eligible for coverage under the CGP. See Instructions.

2. TMDL Impaired Waterbodies				
a. Name of Nearest DHEC Water Quality Monitoring Stations (WQMS)(s) that receives stormwater from your construction site and/or thru an MS4?	b. Has a TMDL(s) been developed for this WQMS(s)? If No, identify as such below and proceed to Section VI. If Yes, complete items c thru f of this table.	c. If yes for b, what pollutants are listed as "CAUSES" or causing the impairment?	d. If yes for b, has the standard been "ATTAINED" or "Fully Supported" for the impairment(s)?	e. If no for d (Not Attained), will any pollutants causing the impairment be present in your site's construction stormwater discharges?
18-01	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
18-02	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
MD-176	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

f. If yes for e above, are your discharges consistent with the assumptions and requirements of the TMDL(s)?  Yes  No  
 (NOTE: If no for f, this site is NOT eligible for coverage under the CGP. See Instructions.

**VI. Signatures and Certifications** **DO NOT SIGN IN BLACK INK!** Read the Certifications below (in entirety). Provide date, printed name, and signatures below. If you are a New Owner/Operator, as Primary Permittee you must also sign and date the applicable Comprehensive SWPPP Acceptance & Compliance Agreement below.

**C-SWPPP PREPARER:** "One copy of the C-SWPPP, all specifications and supporting calculations, forms, and reports are herewith submitted and made a part of this application. I have placed my signature and seal on the design documents submitted signifying that I accept responsibility for the design of the system. Further, I certify to the best of my knowledge and belief that the design is consistent with the requirements of Title 48, Chapter 14 of the Code of Laws of SC, 1976 as amended, pursuant to Regulation 72-300 et seq. (if applicable), and in accordance with the terms and conditions of SCR100000." (This should be the person identified in Section III).

Paul Moore, PE

Paul A. Moore  
Signature of C-SWPPP Preparer

22816  
S. C. Registration #

Printed Name of C-SWPPP Preparer

**PRIMARY PERMITTEE:** "I or I (on behalf of my company and its contractors and agents), as the case may be, certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I understand that DHEC enforcement actions may be taken if the terms and conditions of the C-SWPPP are not met and I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

"I or I (on behalf of my company and its contractors and agents), as the case may be, also hereby certify that all land-disturbing construction and associated activity pertaining to this site shall be accomplished pursuant to and in keeping with the terms and conditions of the approved plans and SCR100000. I also certify that a responsible person will be assigned to the project for day-to-day control. I hereby grant authorization to the to S. C. Department of Health and Environmental Control (DHEC) and/or the local implementing agency the right of access to the site at all times for the purpose of on site inspections during the course of construction and to perform maintenance inspections following the completion of the land-disturbing activity." (See Section 122.22 of S.C. Reg. 61-9 for signatory authority information.) Having understood the above information, I am signing this certification as Primary Permittee to the aforementioned NPDES general permit."

Dan Kunesu

Printed Name of Primary Permittee

\_\_\_\_\_  
Title/Position

Signature of Primary Permittee

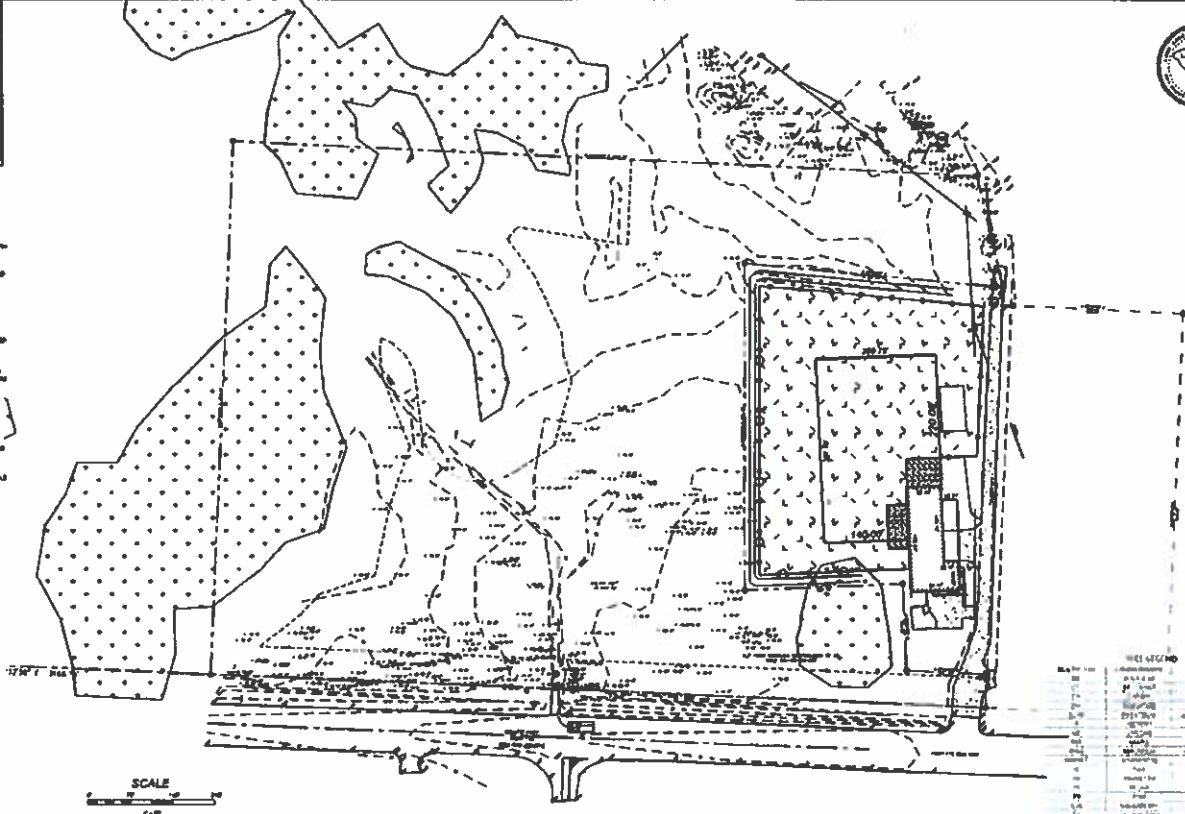
\_\_\_\_\_  
Date Signed





**NOTES**

- 1. THIS PLAN SHOWS THE PROPOSED BOUNDARY OF THE CHASE TRACT AND THE PROPOSED BOUNDARY OF THE CHASE TRACT AS SHOWN ON THE PLAN.
- 2. THE PLAN REPRESENTS THE PROPOSED BOUNDARY OF THE CHASE TRACT AS SHOWN ON THE PLAN.
- 3. THE PLAN REPRESENTS THE PROPOSED BOUNDARY OF THE CHASE TRACT AS SHOWN ON THE PLAN.
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- 7. THE PLAN REPRESENTS THE PROPOSED BOUNDARY OF THE CHASE TRACT AS SHOWN ON THE PLAN.



**WELL RECORD**

WELL NO.	DATE	DEPTH	DIAMETER	CONSTRUCTION	USE
101	10/15/00	100'	4"	Concrete	Water
102	11/10/00	120'	4"	Concrete	Water
103	12/05/00	110'	4"	Concrete	Water
104	01/20/01	130'	4"	Concrete	Water
105	02/15/01	140'	4"	Concrete	Water
106	03/10/01	150'	4"	Concrete	Water
107	04/05/01	160'	4"	Concrete	Water
108	05/01/01	170'	4"	Concrete	Water
109	06/01/01	180'	4"	Concrete	Water
110	07/01/01	190'	4"	Concrete	Water
111	08/01/01	200'	4"	Concrete	Water
112	09/01/01	210'	4"	Concrete	Water
113	10/01/01	220'	4"	Concrete	Water
114	11/01/01	230'	4"	Concrete	Water
115	12/01/01	240'	4"	Concrete	Water
116	01/01/02	250'	4"	Concrete	Water
117	02/01/02	260'	4"	Concrete	Water
118	03/01/02	270'	4"	Concrete	Water
119	04/01/02	280'	4"	Concrete	Water
120	05/01/02	290'	4"	Concrete	Water

**FLOOD ZONE DETERMINATION**

DATE	TIME	WIND	WAVE	SWELL	SEA	STATE



**LIMITED TREE AND TOPOGRAPHIC SURVEY  
AND PROPOSED BOUNDARY  
A PORTION OF TAX PARCEL 8081-00-03-019  
CHELSEA TRACT  
PREPARED FOR JOHN TRASK III**

**JOB # 8081 CHELSEA**

NO.	DATE	DESCRIPTION
1	10/15/00	Initial Survey
2	11/10/00	Topographic Survey
3	12/05/00	Tree Inventory
4	01/20/01	Boundary Determination
5	02/15/01	Final Report

**LAND CONSULTING GROUP LLC  
POST OFFICE DRAWER 1388  
BEAUFORT, SOUTH CAROLINA 29801-1388  
(843) 579-5706**



# CENTERPOINT STORAGE FACILITY

**2022**  
July

Project No:  
**171002621**

DRAFT

PREPARED FOR: **WARD EDWARDS ENGINEERING**

119 PALMETTO WAY \ \ SUITE C \ \ BLUFFTON, SC 29910

## TRAFFIC IMPACT ANALYSIS

ALONG SC 170/OKATIE HIGHWAY  
IN JASPER COUNTY, SOUTH CAROLINA





# CENTERPOINT STORAGE FACILITY

## TRAFFIC IMPACT ANALYSIS

This document entitled "CenterPoint Storage Facility Traffic Impact Analysis" was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Ward Edwards Engineering (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by: \_\_\_\_\_

**Josh Mitchell, PE**

Reviewed by: \_\_\_\_\_

**Claudia Thompson**

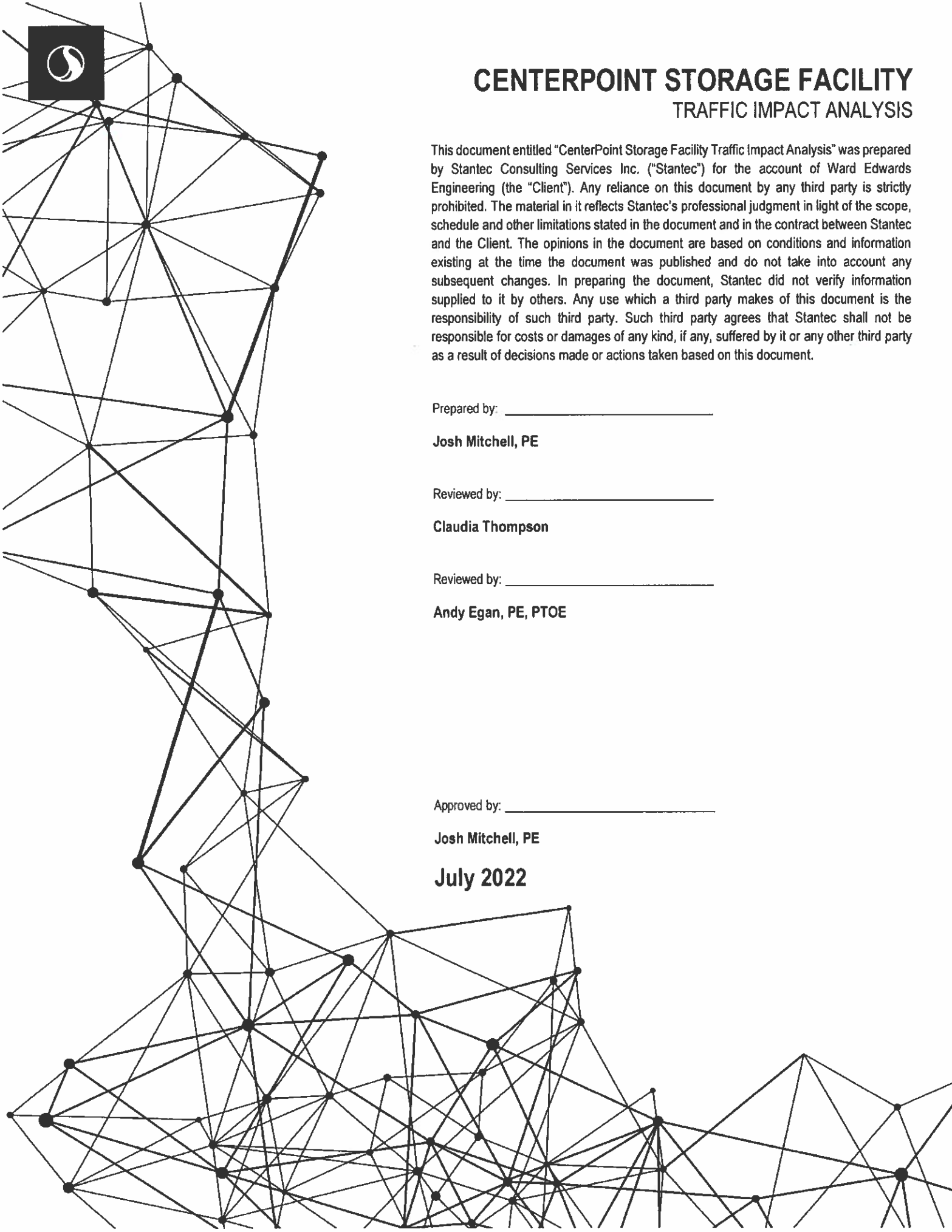
Reviewed by: \_\_\_\_\_

**Andy Egan, PE, PTOE**

Approved by: \_\_\_\_\_

**Josh Mitchell, PE**

**July 2022**



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## EXECUTIVE SUMMARY

A traffic impact analysis was conducted for the CenterPoint Storage Facility development in accordance with SCDOT and Jasper County guidelines.

The proposed CenterPoint Storage Facility development (which is anticipated to be constructed by 2025) is located along SC 170 and will consist of a 53,344 square-foot climate-controlled storage center.

Access to the development is proposed to be provided via one full access driveway along SC 170/Okatie Highway, aligned with Camp St Mary's Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway.

An ingress turn lane analysis was conducted for the project driveway, and the operation of this intersection (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the CenterPoint Storage Facility development.

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive eastbound left-turn lane along SC 170/Okatie Highway is recommended at the Project Driveway. Per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, the recommended length of the exclusive left-turn lane is a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, since there is an existing two-way left-turn-lane (TWLTL) and since the projected left-turning volume is low, it is recommended that the existing TWLTL serve as left-turn storage into the site.

The results of the level of service analysis indicate that the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway is projected to experience undesirable delay in the AM peak hours of the 2025 Build Conditions and in the PM peak hours of both the 2025 No Build and Build Conditions. However, this projected delay is likely due to the conservative nature of the *HCM 6th Edition* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Furthermore, the delay at the southbound approach at the Project Driveway will only be experienced by patrons of the site. Therefore, no improvements to mitigate this delay are recommended.



## 1.0 INTRODUCTION

### 1.1 PROJECT BACKGROUND

The purpose of this report is to document the procedures and findings of a traffic impact analysis for the proposed CenterPoint Storage Facility development in accordance with SCDOT and Jasper County guidelines. The proposed CenterPoint Storage Facility development is located along SC 170, as shown in **Exhibit 1.1**, and will consist of a 53,344 square-foot climate-controlled storage center, with anticipated completion by 2025.

Access to the development will be provided through one full access driveway aligned with the existing Camp St Mary's Road, as shown in the site plan in **Exhibit 1.2**.

The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway.

### 1.2 EXISTING ROADWAY CONDITIONS

SC 170/Okatie Highway is a four-lane divided principal arterial that primarily serves residential and commercial land uses. The posted speed limit is 55 mph. The average annual daily traffic (AADT) in 2021 was 34,400 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 170/Okatie Highway is approximately 2%.

Camp St Mary's Road is a two-lane local roadway that primarily serves residential land uses. The average annual daily traffic (AADT) in 2021 was 325 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along Camp St Mary's Road is less than 1%.



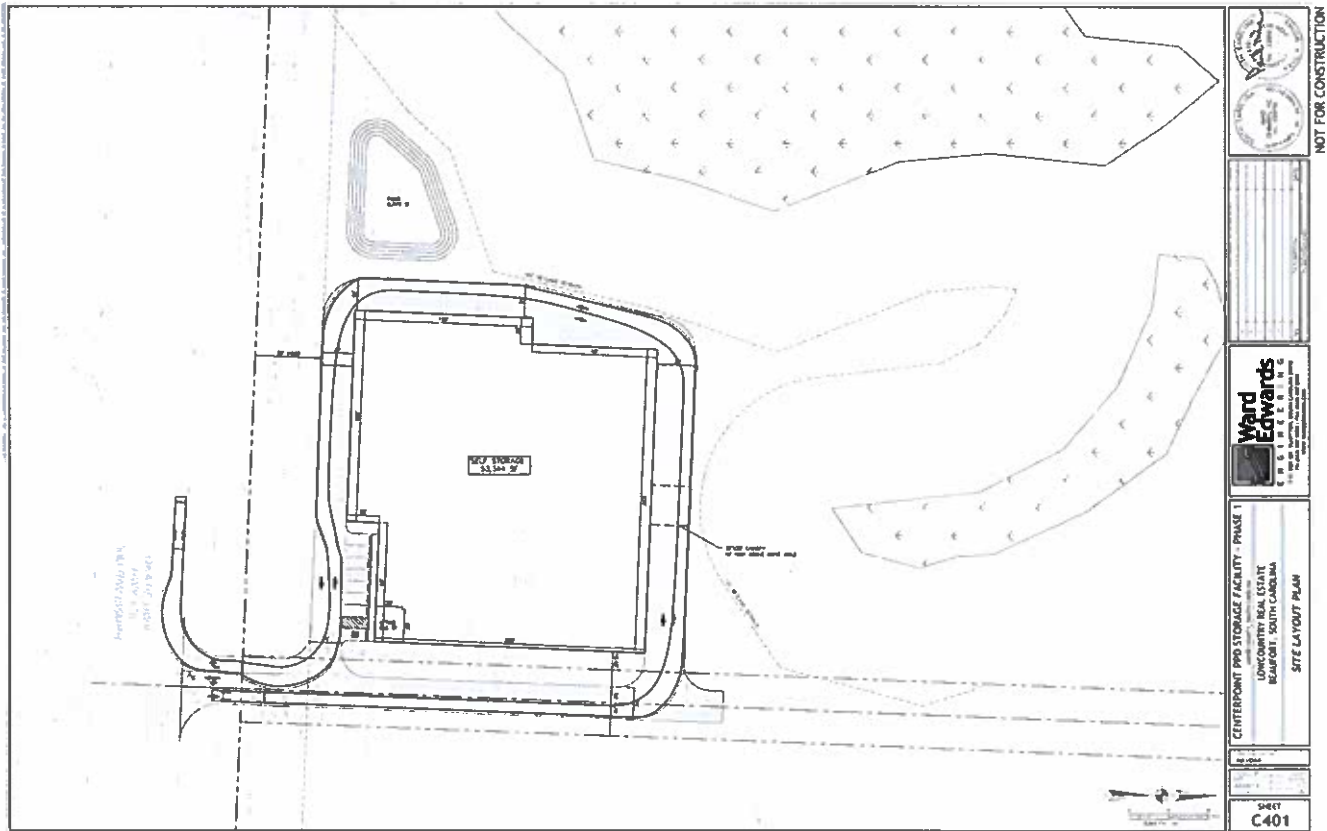
Exhibit 1.1 – CenterPoint Storage Facility Location Map







Exhibit 1.2 – CenterPoint Storage Facility Site Plan





## 2.0 DRIVEWAY SPACING REVIEW

Access to the development will be provided through one proposed full access driveway along SC 170/Okatie Highway.

The **Project Driveway** is proposed to be located along SC 170/Okatie Highway aligned with Camp St Mary's Road which meets the spacing criteria.



## 3.0 PROJECT TRAFFIC

### 3.1 PROPOSED LAND USES

Project traffic in this analysis is defined as the vehicle trips anticipated to be generated by the proposed CenterPoint Storage Facility development. These trips were distributed and assigned throughout the study roadway network.

The CenterPoint Storage Facility development is proposed to consist of a 53,344 square-foot climate-controlled storage center.

### 3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 11<sup>th</sup> Edition (2021) reference. The estimates utilized LUC 151 – Mini-Warehouse.

Due to the nature of the proposed CenterPoint Storage Facility development, internal capture trips and pass-by trips were not considered in the trip generation estimates.

The trip generation estimates for the development are shown below in **Table 3.1** and documented in **Appendix A**.

### 3.3 TRIP DISTRIBUTION & ASSIGNMENT

#### 3.3.1 New External Traffic

New external traffic expected to be generated by the CenterPoint Storage Facility development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of project trips was assumed to be:

- ❖ 50% to/from the east via SC 170/Okatie Highway; and
- ❖ 50% to/from the west via SC 170/Okatie Highway.

The assignment of new external project traffic anticipated to be generated by the CenterPoint Storage Facility development is illustrated in **Exhibit 3.1** and the AM and PM peak hour project traffic volumes are illustrated in **Exhibit 3.2**.

**Table 3.1 – Trip Generation Estimates**

Land Use	ITE LUC	Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Mini-Warehouse	151	53,344 KSF	78	3	2	4	4
		<b>New, External Trips</b>	<b>78</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>



Exhibit 3.1 - Project Traffic Distribution and Assignment



**Project Traffic Volume Assignment Legend**

00% - Inbound Trip Percentage  
(00%) - Outbound Trip Percentage

TWSC

SIGNAL

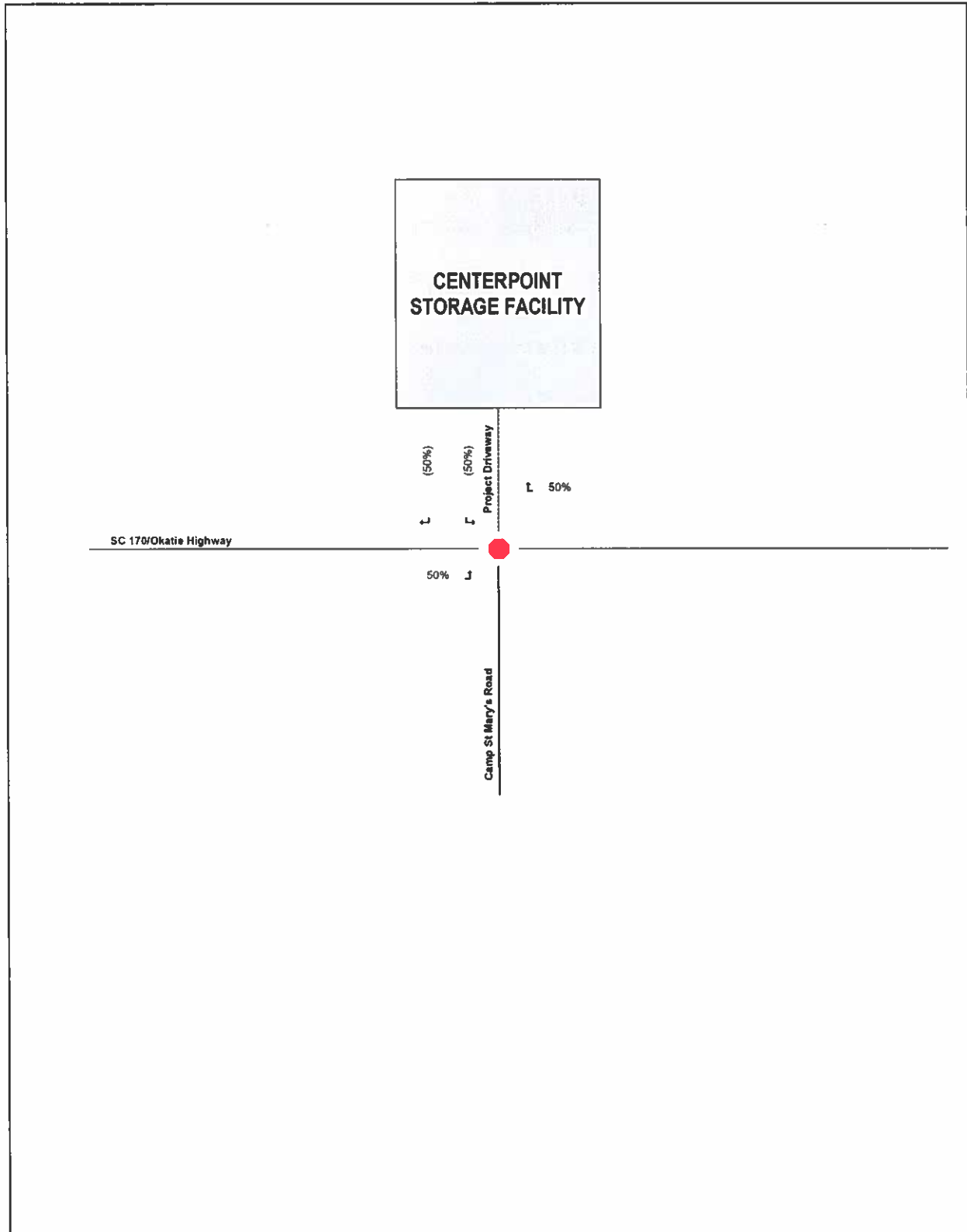




Exhibit 3.2 - Peak Hour Project Traffic Volumes

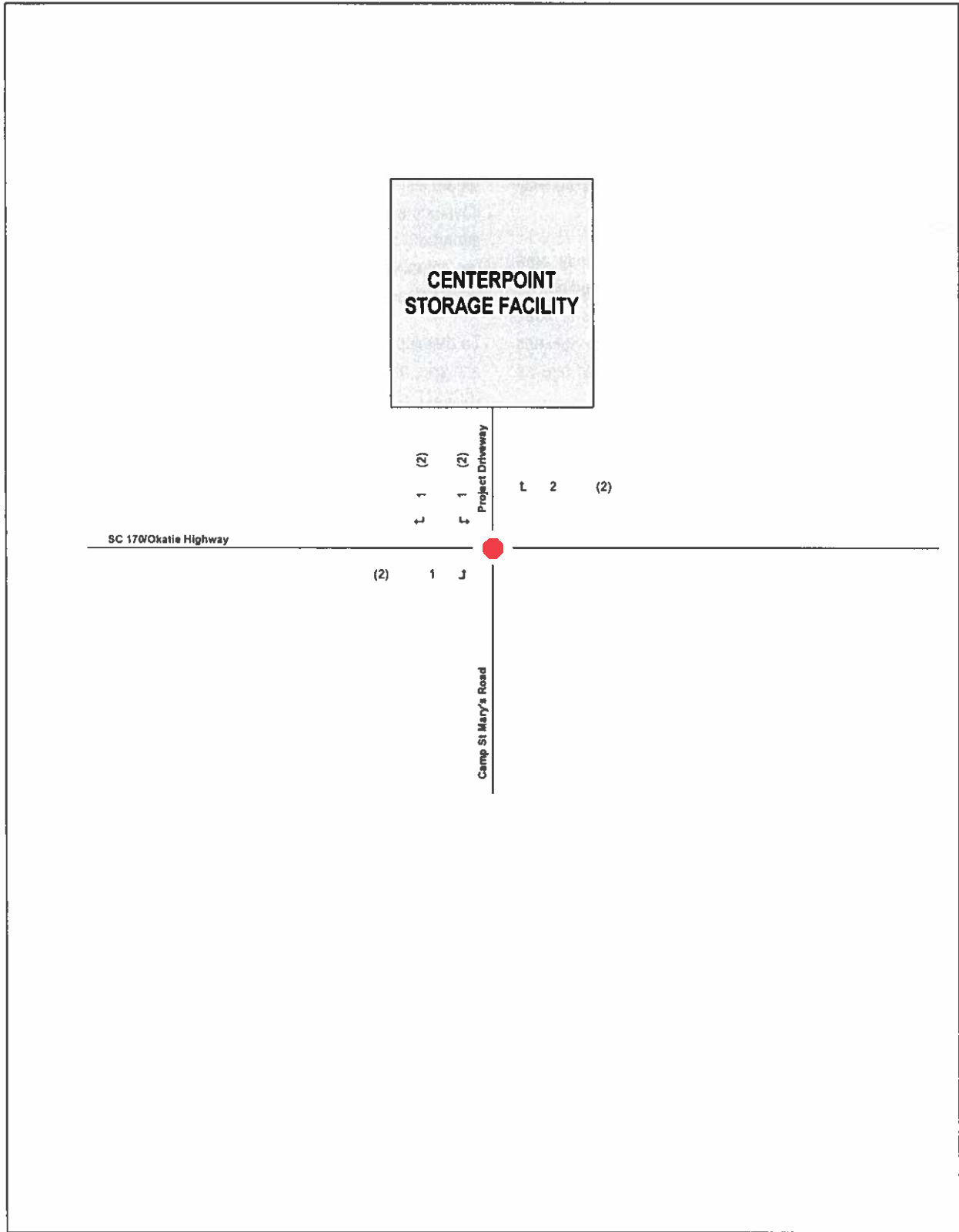


**Traffic Volumes Legend**

000 - AM Peak Hour Volumes  
 (000) - PM Peak Hour Volumes

● TWSC

⚙️ SIGNAL





## 4.0 TRAFFIC VOLUME DEVELOPMENT

### 4.1 EXISTING TRAFFIC VOLUMES

The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway.

Traffic volumes were collected in 2021 at the study area intersection during the AM and PM peak periods listed above. In order to bring the 2021 collected traffic volumes to 2022 Existing Conditions, the previously collected traffic volumes were grown by 5%, based on the projected growth rate as detailed in the subsequent **Section 4.2**.

The raw traffic volume counts are provided in **Appendix B** and the 2022 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 4.1**.

### 4.2 FUTURE TRAFFIC PROJECTIONS

Future 2025 No Build traffic volumes were developed by adding *background traffic growth* and *vested traffic* to the collected existing study area peak hour volumes. *Background traffic growth* is growth anticipated to occur in the study area regardless of the proposed CenterPoint Storage Facility development. *Vested traffic* is traffic anticipated to be generated by other known nearby developments expected to be completed prior to the CenterPoint Storage Facility development.

To develop an annual background growth rate for use in the analysis, historical count data along SC 170/Okatie Highway (SCDOT count stations #169 and #184) was reviewed over the past 10 years. It was determined that the roadways have experienced a collective annual growth of 4.8%. Therefore, in an effort to be conservative, a 5% annual growth rate was utilized to develop anticipated *background traffic growth* through the anticipated 2025 buildout year.

A separate project is currently proposed to the west of the CenterPoint Storage Facility development. The nearby development consisting of Multi-family Housing (Mid-Rise), Single Family Housing Units, and a Nursing Home is located along SC 170 with access aligned with Old Meadow Road. The traffic volumes anticipated to be generated by this development were considered in the analysis as *vested traffic*. These vested traffic volumes are illustrated in **Exhibit 4.2**.

Future 2025 No Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.3**, were developed by adding the *background traffic growth* (assuming 5% annual growth of the existing traffic volumes) to the 2022 existing AM and PM peak hour traffic volumes.

Future 2025 Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.4**, were developed by adding the CenterPoint Storage Facility project traffic (shown in **Exhibit 3.2**) volumes to the 2025 No Build traffic volumes.

Volume development worksheets for each intersection are documented in **Appendix C**.



Exhibit 4.1 - Existing Peak Hour Traffic Volumes



**Traffic Volumes Legend**

000 - AM Peak Hour Volumes  
 (000) - PM Peak Hour Volumes

● TWSC

⚙️ SIGNAL

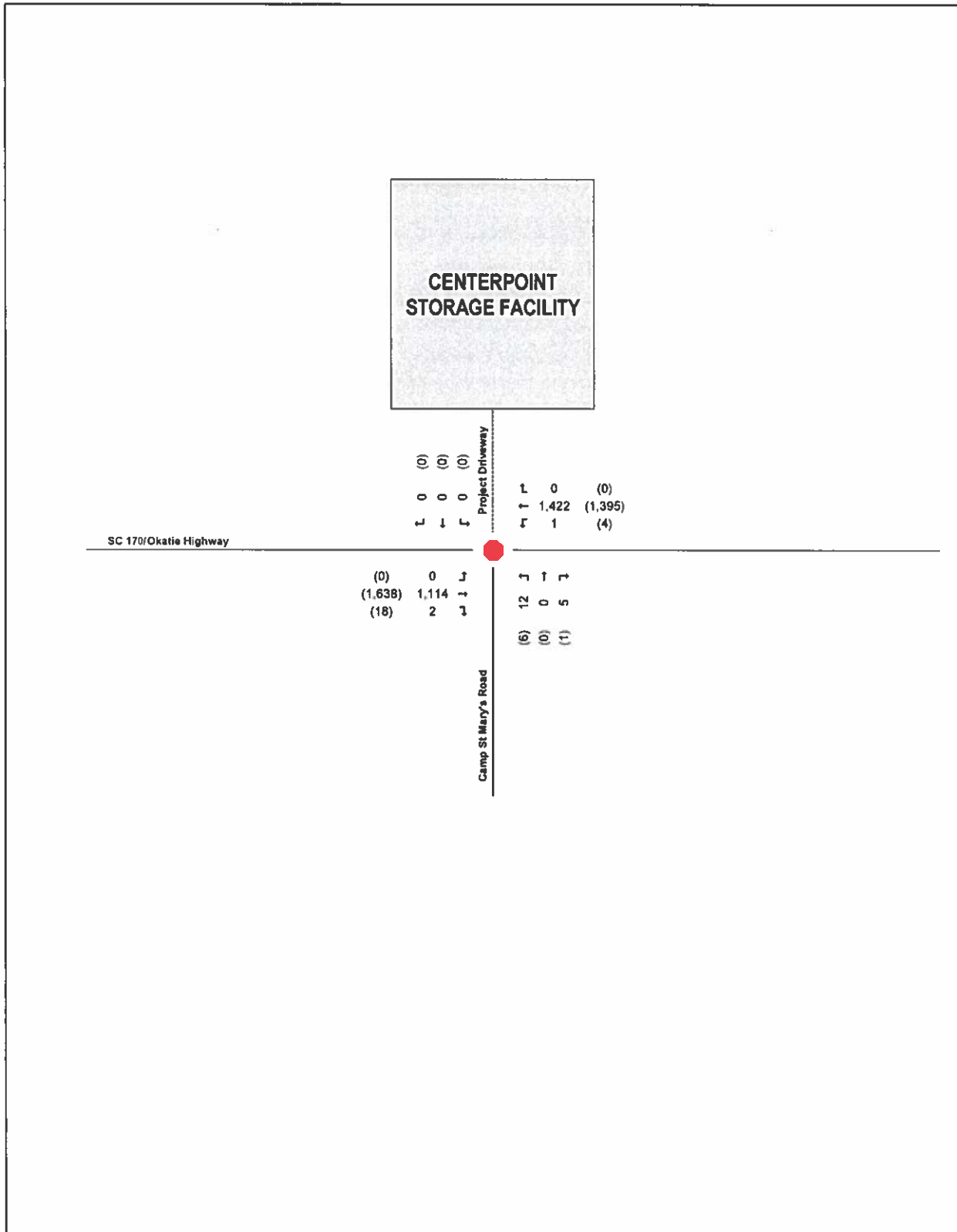




Exhibit 4.2 - Adjacent Vested Project Traffic



Traffic Volumes Legend	
000 - AM Peak Hour Volumes	● TWSC
(000) - PM Peak Hour Volumes	● SIGNAL

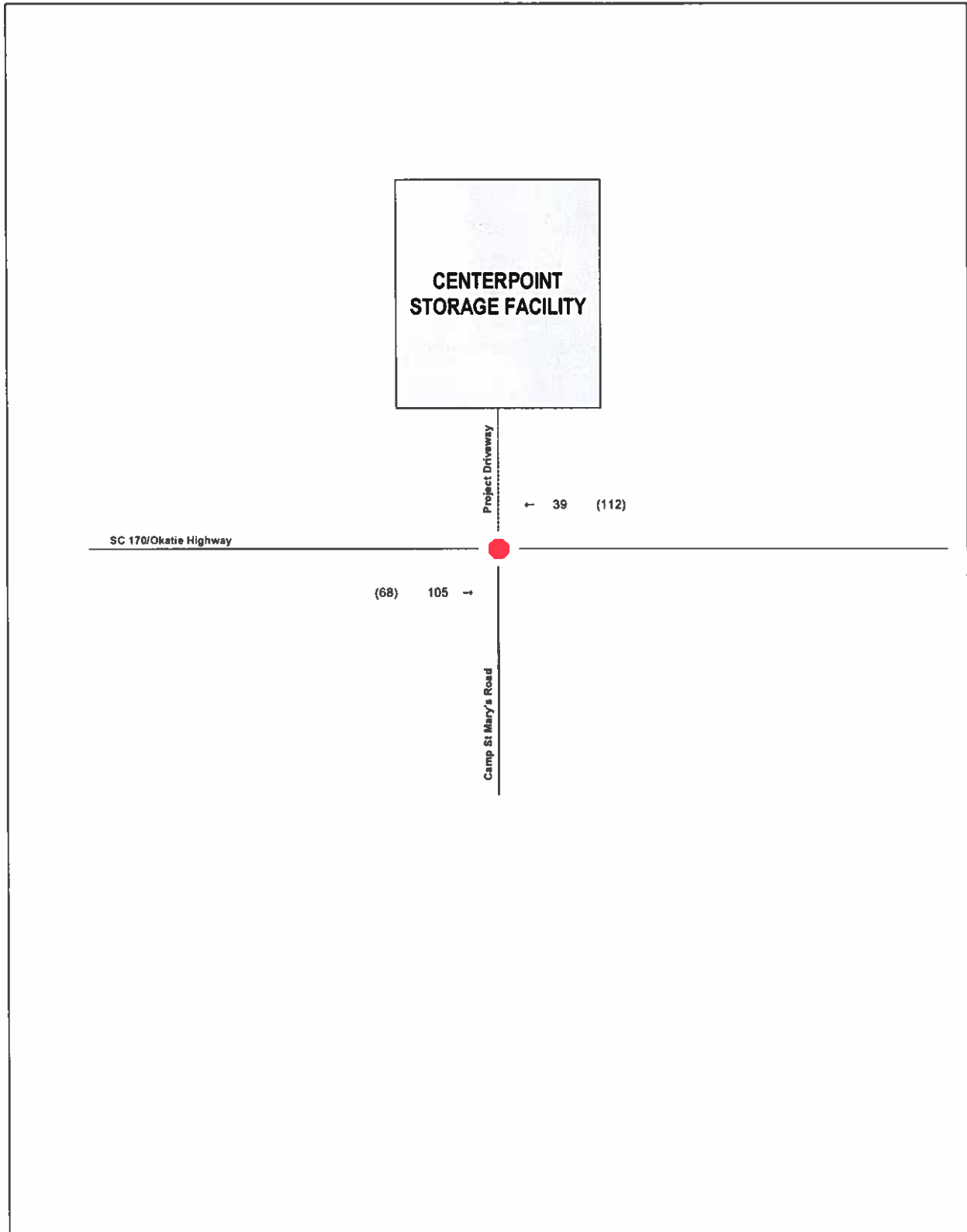






Exhibit 4.3 - 2025 No Build Peak Hour Traffic Volumes



**Traffic Volumes Legend**

000 - AM Peak Hour Volumes  
 (000) - PM Peak Hour Volumes

● TWSC

⚡ SIGNAL

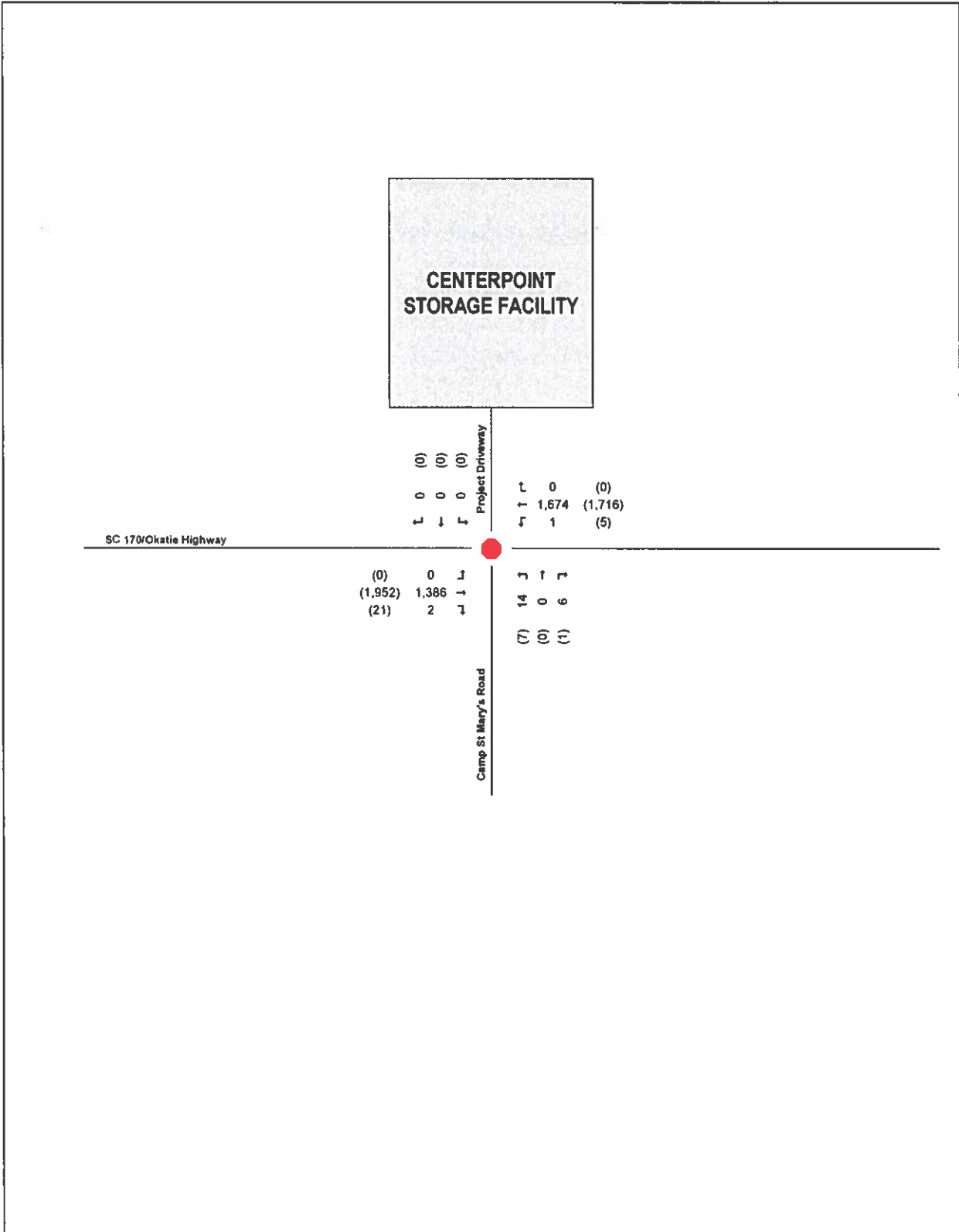
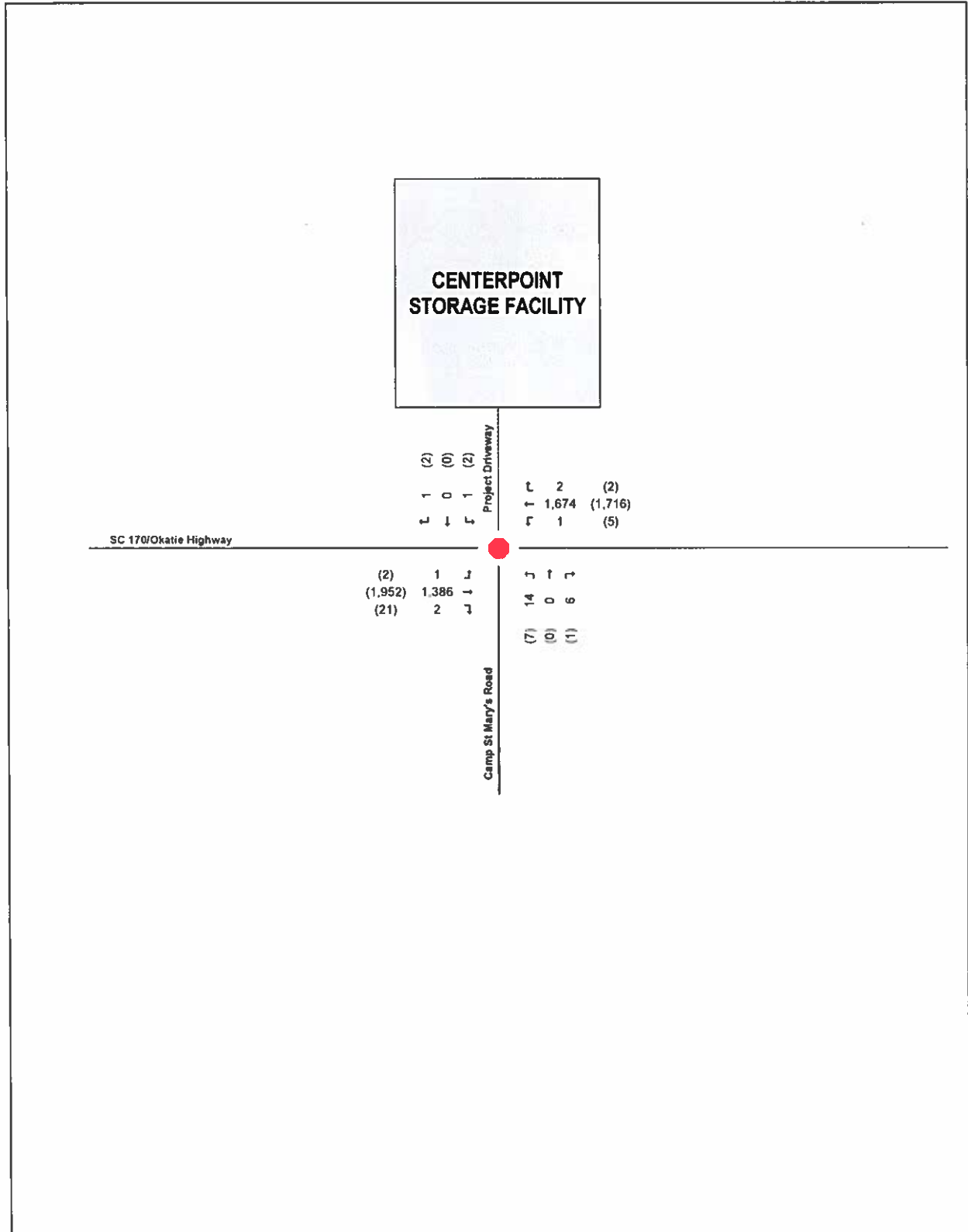




Exhibit 4.4 - 2025 Build Peak Hour Traffic Volumes



Traffic Volumes Legend		
000	- AM Peak Hour Volumes	
(000)	- PM Peak Hour Volumes	
	TWSC	
	SIGNAL	





## 5.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis was conducted for the CenterPoint Storage Facility development which analyzed the need for turn lanes at the project driveways as well as the operation of study area intersections according to *Highway Capacity Manual 6th Edition (HCM 6th)* methodologies.

### 5.1 TURN LANE ANALYSIS

#### 5.1.1 Right-Turn Lanes

The need for exclusive right-turn lanes is based upon the criteria documented in Section 9.5.1.1 of SCDOT's *Roadway Design Manual (2021)*, which consists of nine considerations, listed below.

1. At a free-flowing leg of any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 9.5-A;
2. at a free-flowing leg of any unsignalized intersection on a high-speed (50 mph or greater), four-lane urban or rural highway which satisfies the criteria in Figure 9.5-B;
3. at the free-flowing leg of any unsignalized intersection on a six-lane urban or rural highway;
4. at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the overall level-of-service criteria;
5. as a general rule, at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there are greater than 300 vehicles per hour per lane on the mainline (A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour);
6. for uniformity of intersection design along the highway if other intersections have right-turn lanes;
7. at any intersection where the mainline is curved to the left and where the mainline curve requires superelevation;
8. at railroad crossings where the railroad is paralleled to the facility and is located close to the intersection and where a right-turn lane would be desirable to store queued vehicles avoiding interference with the movement of through traffic; or
9. at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to right-turning vehicles;

Table 5.1 below details whether the previously mentioned criteria for exclusive right-turn lanes are satisfied for each driveway. An "x" indicates that the criteria is not met; a "✓" indicates that it is met; and "N/A" indicates that the criteria is not applicable.

Table 5.1 – Right-Turn Lane Criteria Warrants

Criteria	Project Driveway	Reference/Note
1	x	Appendix H
2	x	Appendix H
3	x	Not a 6-lane highway
4	x	Fails with or without turn lane
5	x	Exhibit 4.3
6	x	Right turn lanes provided at some driveways, but not at others.
7	x	Not curved to the left
8	x	No railroad crossing
9	N/A	Crash data not provided

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive westbound right-turn lane along SC 170/Okatie Highway is not recommended at the Project Driveway.



### 5.1.2 Left-Turn Lanes

The need for exclusive left-turn lanes is based upon the criteria documented in Section 9.5.1.2 of SCDOT's *Roadway Design Manual* (2021), which consists of nine considerations, listed below:

1. At any unsignalized intersection on principal, high-speed rural highways with other arterials or collectors;
2. at any unsignalized intersection on a two-lane urban or rural highway that satisfies the criteria in Figures 9.5-C, 9.5-D, 9.5-E, 9.5-F, or 9.5-G;
3. at any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level of service criteria;
4. at any signalized intersection where the left-turn volume is 300 vehicles per hour or more, conduct a traffic review to determine if dual left-turn lanes are required;
5. as a general rule, at any intersection where the left-turning volume is 100 vehicles per hour (for a single turn lane) or 300 vehicles per hour (for a dual turn lane);
6. at all entrances to major residential, commercial, and industrial developments;
7. at all median crossovers;
8. for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or
9. at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to left-turning vehicles;

Table 5.2 below details whether the previously mentioned criteria for exclusive left-turn lanes are satisfied for each driveway. An "x" indicates that the criteria is not met; a "✓" indicates that it is met; and "N/A" indicates that the criteria is not applicable.

Table 5.2 – Left-Turn Lane Criteria Warrants

Criteria	Project Driveway	Reference/Note
1	x	Not arterial or collector
2	✓	Appendix H
3	x	Fails with or without turn lane
4	x	Exhibit 4.3
5	x	Exhibit 4.3
6	x	Not a major development
7	✓	SC 170 has median crossing
8	x	TWLTL provided along SC 170
9	N/A	Crash data not provided

\*TWLTL = two way left turn lane

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive eastbound left-turn lane along SC 170/Okatie Highway is recommended at the Project Driveway.

Per the criteria documented in Section 5D-4 of SCDOT's *Access and Roadside Management Standards* (ARMS, 2008), the recommended length of the exclusive left-turn lane is a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, since there is an existing two-way left-turn-lane (TWLTL) and since the projected left-turning volume is low, it is recommended that the existing TWLTL serve as left-turn storage into the site.



## 5.2 INTERSECTION LOS ANALYSIS

Using the existing and projected peak hour traffic volumes previously discussed, intersection analysis was conducted for the study and project driveway intersections considering 2022 Existing Conditions, 2025 No Build Conditions, and 2025 Build Conditions. The analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 6th Edition (HCM 6th)* methodologies of the *Synchro*, Version 11 software for stop-controlled and signalized intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 5.3 summarizes the HCM 6th Edition control delay thresholds associated with each LOS grade for unsignalized and signalized intersections. Level of service A through D is considered to be acceptable LOS, while LOS E and F is considered to be undesirable.

Table 5.3 – HCM 6th Edition Intersection LOS Criteria

LOS	Control Delay per Vehicle (s)
	Unsignalized
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. The existing 2022 traffic counts' peak hour factors (PHF) were utilized in the analysis of existing conditions. Future-year 2025 conditions were analyzed utilizing existing PHF, but with a minimum PHF of 0.90 and maximum PHF of 0.95 considered. The existing 2022 heavy vehicle percentages, as previously discussed, were utilized in the analysis, with a minimum percentage of 2% considered.

Existing lane geometry was utilized for the analysis of 2022 Existing Conditions and 2025 No Build Conditions. The 2025 Build Conditions were analyzed both with existing lane geometry and with any proposed improvements resulting from this impact analysis (including any proposed exclusive turn lanes per the results of Section 5.1) to illustrate their anticipated impact on traffic operations.

The results of the intersection analysis for existing and future-year conditions for the weekday AM and PM peak hour time periods are summarized in Table 5.4.

For two-way stop-controlled (TWSC) intersections, the LOS and delay results are evaluated for the worst-case minor-street approaches only, per *HCM 6th Edition* methodologies for TWSC intersections.

As shown in Table 5.4, the results of the analysis indicate that the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway is projected to experience undesirable delay in the AM peak hours of the 2025 Build Conditions and in the PM peak hours of both the 2025 No Build and Build Conditions. However, this projected delay is likely due to the conservative nature of the *HCM 6th Edition* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Furthermore, the delay at the southbound approach at the Project Driveway will only be experienced by patrons of the site. **Therefore, no improvements to mitigate this delay are recommended.**

Worksheets documenting the intersection analyses are provided in Appendix D for 2022 Existing Conditions, Appendix E for 2025 No Build Conditions, and in Appendix F for 2025 Build Conditions.



Table 5.4 – Peak Hour Intersection Analysis Results

Intersection	Control	Approach	LOS/Delay (seconds/vehicle)					
			AM Peak Hour			PM Peak Hour		
			2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
SC 170/Okatie Highway & Camp St Mary's Road (NB)/ Project Driveway (SB)	TWSC	NB	C/20.3	D/26.5	D/33.5	D/31.4	F/52.8	F/63.3
		SB	--	--	F/150.3	--	--	F/260.9



## 6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact analysis was conducted for the CenterPoint Storage Facility development in accordance with SCDOT and Jasper County guidelines.

The proposed CenterPoint Storage Facility development (which is anticipated to be constructed by 2025) is located along SC 170 and will consist of a 53,344 square-foot climate-controlled storage center.

Access to the development is proposed to be provided via one full access driveway along SC 170/Okatie Highway, aligned with Camp St Mary's Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway.

An ingress turn lane analysis was conducted for the project driveway, and the operation of this intersection (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the CenterPoint Storage Facility development.

Based on SCDOT's *Roadway Design Manual* considerations, an exclusive eastbound left-turn lane along SC 170/Okatie Highway is recommended at the Project Driveway. Per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, the recommended length of the exclusive left-turn lane is a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, since there is an existing two-way left-turn-lane (TWLTL) and since the projected left-turning volume is low, it is recommended that the existing TWLTL serve as left-turn storage into the site.

The results of the level of service analysis indicate that the intersection of SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway is projected to experience undesirable delay in the AM peak hours of the 2025 Build Conditions and in the PM peak hours of both the 2025 No Build and Build Conditions. However, this projected delay is likely due to the conservative nature of the *HCM 6th Edition* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Furthermore, the delay at the southbound approach at the Project Driveway will only be experienced by patrons of the site. Therefore, no improvements to mitigate this delay are recommended.



# CENTERPOINT STORAGE FACILITY TRAFFIC IMPACT ANALYSIS **APPENDICES**





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# Appendix A TRIP GENERATION WORKSHEETS

**TRIP GENERATION ESTIMATES**  
**Center Point Storage Facility**

**Weekday Daily**

Trip Generation Characteristics						Directional Distribution		New External Trips		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total
Mini-Warehouse	11th	151	53.344	DU	$T=1.45*(X)$	50%	50%	39	39	78
<b>Total:</b>								<b>39</b>	<b>39</b>	<b>78</b>

**Weekday AM Peak Hour**

Trip Generation Characteristics						Directional Distribution		New External Trips		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total
Mini-Warehouse	11th	151	53.344	DU	$T = 0.09*(X)$	59%	41%	3	2	5
<b>Total:</b>								<b>3</b>	<b>2</b>	<b>5</b>

**Weekday PM Peak Hour**

Trip Generation Characteristics						Directional Distribution		New External Trips		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total
Mini-Warehouse	11th	151	53.344	DU	$T = 0.15*(X)$	47%	53%	4	4	8
<b>Total:</b>								<b>4</b>	<b>4</b>	<b>8</b>



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## Appendix B TRAFFIC VOLUME DATA

# S H O R T C O U N T S , L L C

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : SC 170 @ Camp St Marys Rd

Site Code :

Start Date : 08/03/2021

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				SC 170 Westbound				Camp St Marys Rd Northbound				SC 170 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	294	0	0	4	0	0	0	0	245	2	0	545
07:15	0	0	0	0	0	359	0	0	5	0	1	0	0	254	1	0	620
07:30	0	0	0	0	0	370	0	0	1	0	1	0	0	277	0	0	649
07:45	0	0	0	0	1	340	0	0	2	0	2	0	0	259	1	0	605
Total	0	0	0	0	1	1363	0	0	12	0	4	0	0	1035	4	0	2419
08:00	0	0	0	0	0	285	0	0	3	0	1	0	0	271	0	0	560
08:15	0	0	0	0	0	272	0	0	3	0	0	0	0	259	1	0	535
08:30	0	0	0	0	1	307	0	0	4	0	2	0	0	208	1	0	523
08:45	0	0	0	0	1	262	0	0	2	0	0	0	0	227	0	0	492
Total	0	0	0	0	2	1126	0	0	12	0	3	0	0	965	2	0	2110
16:00	0	0	0	0	0	313	0	0	4	0	3	0	0	323	4	0	647
16:15	0	0	0	0	1	356	0	0	2	0	5	0	0	357	4	0	725
16:30	0	0	0	0	3	340	0	0	2	0	0	0	0	359	1	0	705
16:45	0	0	0	0	1	331	0	0	2	0	1	0	0	343	2	0	680
Total	0	0	0	0	5	1340	0	0	10	0	9	0	0	1382	11	0	2757
17:00	0	0	0	0	0	342	0	0	0	0	0	0	0	401	7	0	750
17:15	0	0	0	0	2	317	0	0	3	0	0	0	0	399	6	0	727
17:30	0	0	0	0	1	339	0	0	1	0	0	0	0	417	2	0	760
17:45	0	0	0	0	0	267	0	0	3	0	1	0	0	375	6	0	652
Total	0	0	0	0	3	1265	0	0	7	0	1	0	0	1592	21	0	2889
Grand Total	0	0	0	0	11	5094	0	0	41	0	17	0	0	4974	38	0	10175
Approch %	0	0	0	0	0.2	99.8	0	0	70.7	0	29.3	0	0	99.2	0.8	0	
Total %	0	0	0	0	0.1	50.1	0	0	0.4	0	0.2	0	0	48.9	0.4	0	
Passenger Vehicles	0	0	0	0	11	4957	0	0	41	0	17	0	0	4821	38	0	9885
% Passenger Vehicles	0	0	0	0	100	97.3	0	0	100	0	100	0	0	96.9	100	0	97.1
Heavy Vehicles	0	0	0	0	0	137	0	0	0	0	0	0	0	153	0	0	290
% Heavy Vehicles	0	0	0	0	0	2.7	0	0	0	0	0	0	0	3.1	0	0	2.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# SNOBS COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

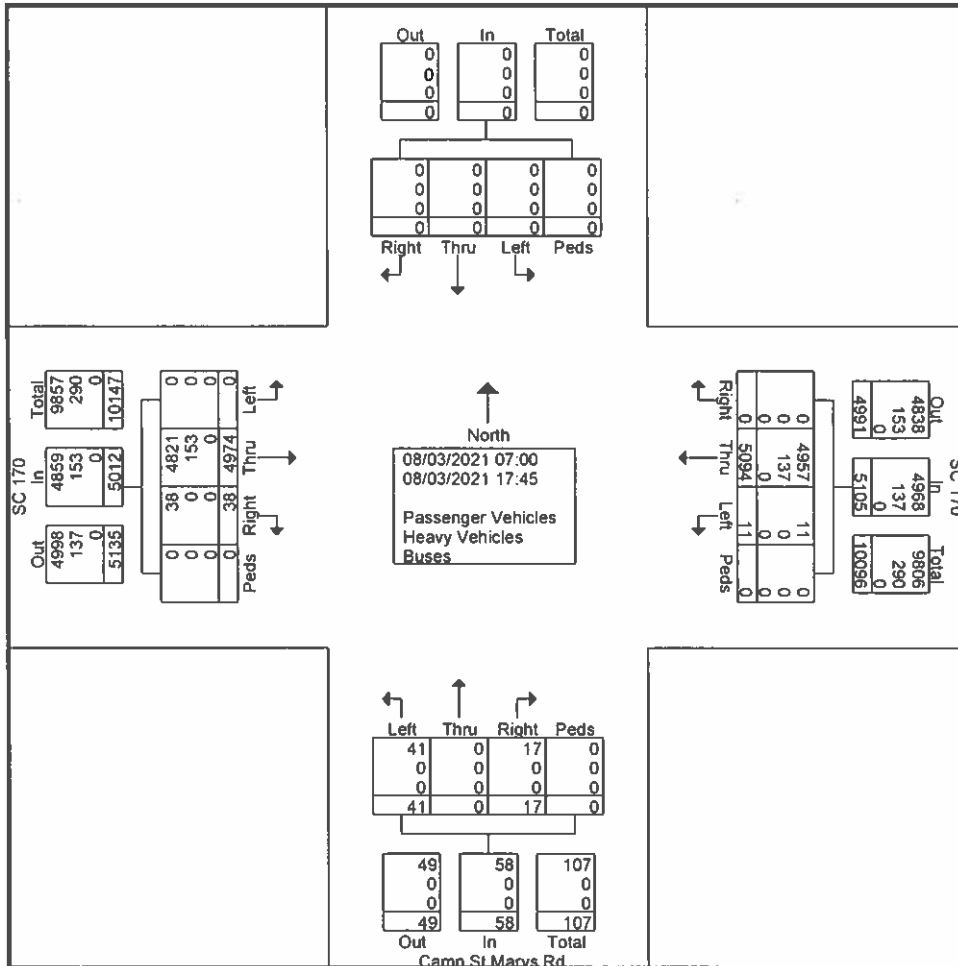
*We can't say we're the Best, but you Can!*

File Name : SC 170 @ Camp St Marys Rd

Site Code :

Start Date : 08/03/2021

Page No : 2



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

We can't say we're the Best, but you Can!

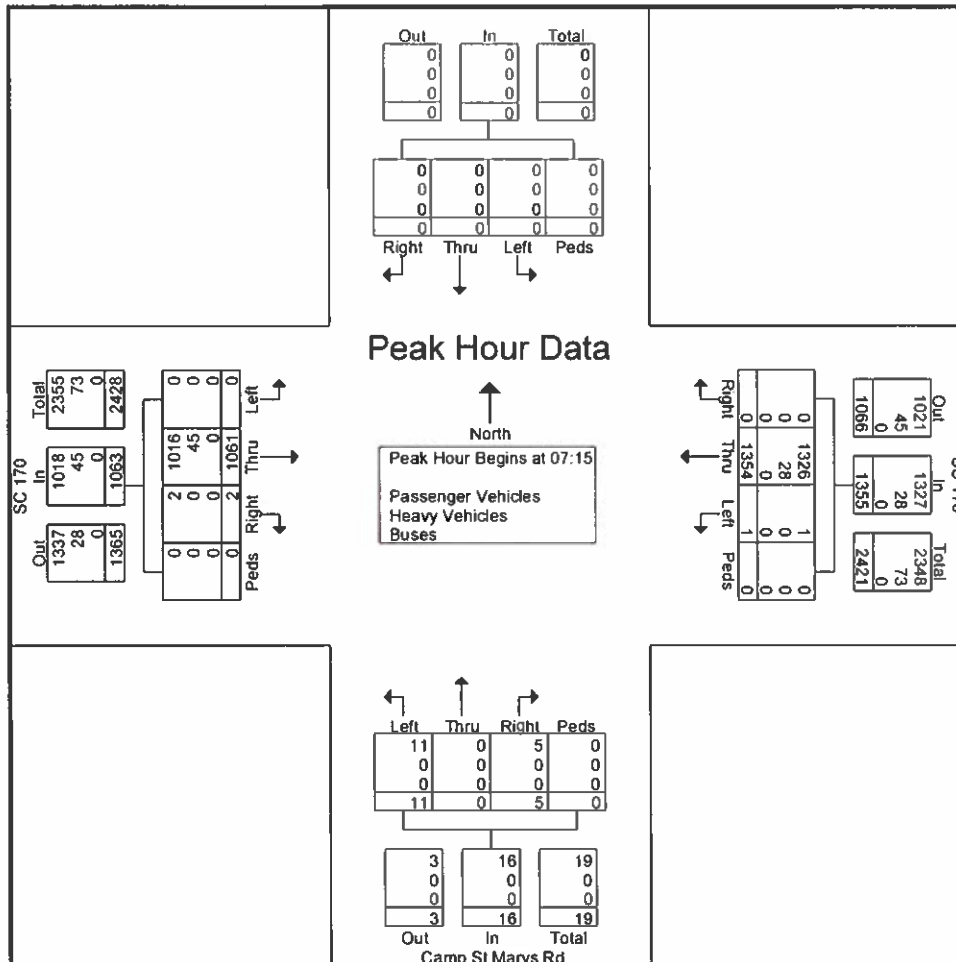
File Name : SC 170 @ Camp St Marys Rd

Site Code :

Start Date : 08/03/2021

Page No : 3

Start Time	Southbound					SC 170 Westbound					Camp St Marys Rd Northbound					SC 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	359	0	0	359	5	0	1	0	6	0	254	1	0	255	620
07:30	0	0	0	0	0	0	370	0	0	370	1	0	1	0	2	0	277	0	0	277	649
07:45	0	0	0	0	0	1	340	0	0	341	2	0	2	0	4	0	259	1	0	260	605
08:00	0	0	0	0	0	0	285	0	0	285	3	0	1	0	4	0	271	0	0	271	560
Total Volume	0	0	0	0	0	1	1354	0	0	1355	11	0	5	0	16	0	1061	2	0	1063	2434
% App. Total	0	0	0	0	0	0.1	99.9	0	0		68.8	0	31.2	0		0	99.8	0.2	0		
PHF	.000	.000	.000	.000	.000	.250	.915	.000	.000	.916	.550	.000	.625	.000	.667	.000	.958	.500	.000	.959	.938
Passenger Vehicles	0	0	0	0	0	1	1326	0	0	1326	100	0	100	0	100	0	1016	100	0	1016	97.0
% Passenger Vehicles	0	0	0	0	0	100	97.9	0	0	97.9	100	0	100	0	100	0	95.8	100	0	95.8	97.0
Heavy Vehicles	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	45	0	0	45	73
% Heavy Vehicles	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	0	4.2	0	0	4.2	3.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# S J O R S C O U N T S , L L C

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

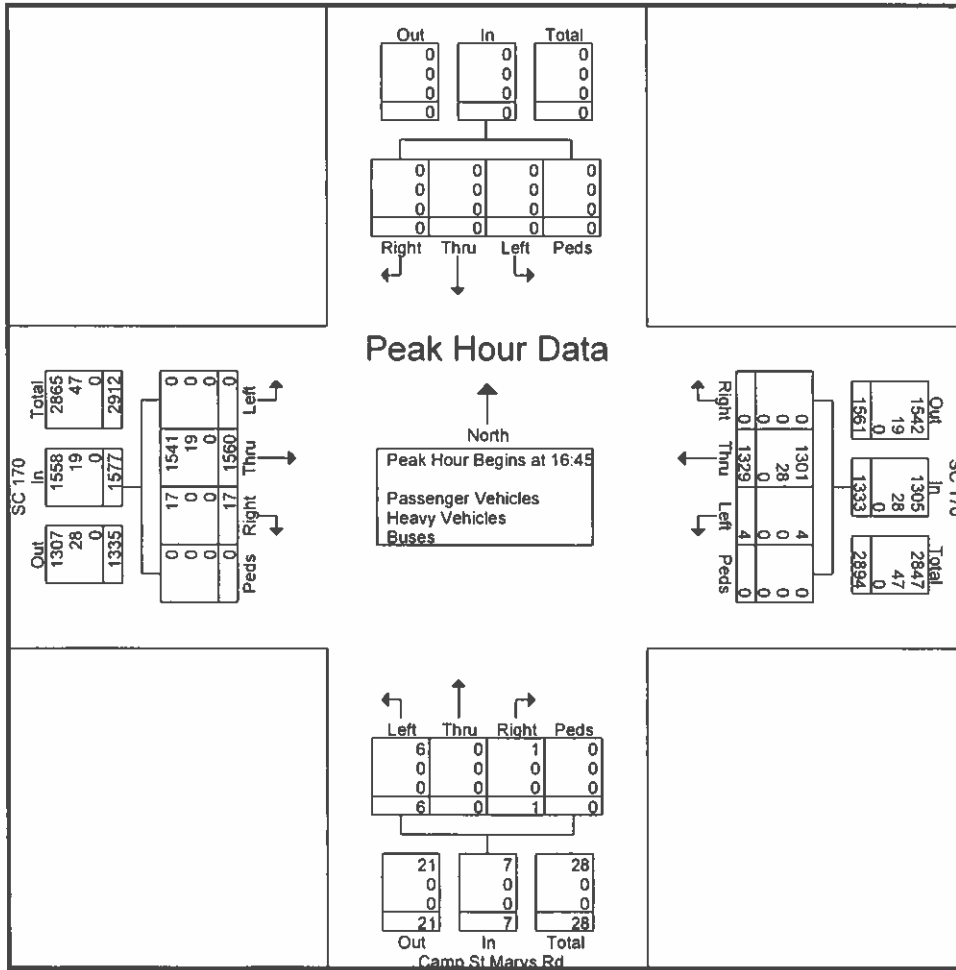
File Name : SC 170 @ Camp St Marys Rd

Site Code :

Start Date : 08/03/2021

Page No : 4

Start Time	Southbound					SC 170 Westbound					Camp St Marys Rd Northbound					SC 170 Eastbound					Int. Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	1	331	0	0	332	2	0	1	0	3	0	343	2	0	345	680
17:00	0	0	0	0	0	0	342	0	0	342	0	0	0	0	0	0	401	7	0	408	750
17:15	0	0	0	0	0	2	317	0	0	319	3	0	0	0	3	0	399	6	0	405	727
17:30	0	0	0	0	0	1	339	0	0	340	1	0	0	0	1	0	417	2	0	419	760
Total Volume	0	0	0	0	0	4	1329	0	0	1333	6	0	1	0	7	0	1560	17	0	1577	2917
% App. Total	0	0	0	0	0	0.3	99.7	0	0		85.7	0	14.3	0		0	98.9	1.1	0		
PHF	.000	.000	.000	.000	.000	.500	.971	.000	.000	.974	.500	.000	.250	.000	.583	.000	.935	.607	.000	.941	.960
Passenger Vehicles	0	0	0	0	0	4	1301	0	0	1301	100	0	100	0	100	0	1541	0	0	1541	1541
% Passenger Vehicles	0	0	0	0	0	100	97.9	0	0	97.9	100	0	100	0	100	0	98.8	100	0	98.8	98.4
Heavy Vehicles	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	19	0	0	19	47
% Heavy Vehicles	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	0	1.2	0	0	1.2	1.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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## Appendix C TRAFFIC VOLUME DEVELOPMENT WORKSHEETS



**1 - SC 170/Okatie Highway & Camp St. Marys Road**

Traffic Control: TWSC  
 Date Counted: 8/3/2021

TOTAL PROJECT TRAFFIC

IN      OUT      IN      OUT

AM      3      2      PM      4      4

<b>AM PEAK HOUR 7:15 AM - 8:15 AM</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
<b>2021 Traffic Volumes</b>	0	1,061	2	1	1,354	0	11	0	5	0	0	0
<b>2022 Existing Traffic Volumes</b>	0	1,114	2	1	1,422	0	12	0	5	0	0	0
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Background Traffic	0	167	0	0	213	0	2	0	1	0	0	0
Vested Traffic		105			39							
<b>2025 No Build Traffic Volumes</b>	0	1,386	2	1	1,674	0	14	0	6	0	0	0
Inbound Project Traffic %	50%			50%								
Outbound Project Traffic %										50%		50%
2025 Project Traffic	1	0	0	0	0	2	0	0	0	1	0	1
<b>2025 Build Traffic Volumes</b>	1	1,386	2	1	1,674	2	14	0	6	1	0	1
<b>PM PEAK HOUR 4:45 PM - 5:45 PM</b>												
<b>PM PEAK HOUR 4:45 PM - 5:45 PM</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
<b>2021 Traffic Volumes</b>	0	1,560	17	4	1,329	0	6	0	1	0	0	0
<b>2022 Existing Traffic Volumes</b>	0	1,638	18	4	1,395	0	6	0	1	0	0	0
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Background Traffic	0	246	3	1	209	0	1	0	0	0	0	0
Vested Traffic		68			112							
<b>2025 No Build Traffic Volumes</b>	0	1,952	21	5	1,716	0	7	0	1	0	0	0
Inbound Project Traffic %	50%			50%								
Outbound Project Traffic %										50%		50%
2025 Project Traffic	2	0	0	0	0	2	0	0	0	2	0	2
<b>2025 Build Traffic Volumes</b>	2	1,952	21	5	1,716	2	7	0	1	2	0	2



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# Appendix D ANALYSIS WORKSHEETS: 2022 EXISTING CONDITIONS

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1114	2	1	1422	12	5
Future Vol, veh/h	1114	2	1	1422	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	200	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1185	2	1	1513	13	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1187	0
Stage 1	-	-	-	1186
Stage 2	-	-	-	759
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-
Pot Cap-1 Maneuver	-	-	584	-
Stage 1	-	-	-	252
Stage 2	-	-	-	423
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	584	-
Mov Cap-2 Maneuver	-	-	-	210
Stage 1	-	-	-	252
Stage 2	-	-	-	422

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	448	-	-	584	-
HCM Lane V/C Ratio	0.061	0.012	-	-	0.002	-
HCM Control Delay (s)	23.3	13.1	-	-	11.2	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-

HCM 6th TWSC  
101: Camp St. Marys Road & SC 170/Okatie Highway

2022 Existing Conditions  
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1561	17	4	1329	6	1
Future Vol, veh/h	1561	17	4	1329	6	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	200	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1626	18	4	1384	6	1

Major/Minor	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	0	0	1644	0	2335	822
Stage 1	-	-	-	-	1635	-
Stage 2	-	-	-	-	700	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	390	-	31	317
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	390	-	31	317
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	449	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	131	317	-	-	390	-
HCM Lane V/C Ratio	0.048	0.003	-	-	0.011	-
HCM Control Delay (s)	33.9	16.4	-	-	14.3	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-



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## Appendix E ANALYSIS WORKSHEETS: 2025 NO BUILD CONDITIONS

**Intersection**

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓		↘	↑↑	↘	↗
Traffic Vol, veh/h	1386	2	1	1674	14	6
Future Vol, veh/h	1386	2	1	1674	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	200	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1474	2	1	1781	15	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1476	0
Stage 1	-	-	-	1475
Stage 2	-	-	-	893
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-
Pot Cap-1 Maneuver	-	-	452	-
Stage 1	-	-	-	177
Stage 2	-	-	-	360
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	452	-
Mov Cap-2 Maneuver	-	-	-	151
Stage 1	-	-	-	177
Stage 2	-	-	-	359

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	151	360	-	-	452	-
HCM Lane V/C Ratio	0.099	0.018	-	-	0.002	-
HCM Control Delay (s)	31.4	15.2	-	-	13	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1952	21	5	1716	7	1
Future Vol, veh/h	1952	21	5	1716	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	200	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2055	22	5	1806	7	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2077	0	2979
Stage 1	-	-	-	-	2066
Stage 2	-	-	-	-	913
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	264	-	11
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	352
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	264	-	11
Mov Cap-2 Maneuver	-	-	-	-	76
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	345

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	52.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	76	227	-	-	264	-
HCM Lane V/C Ratio	0.097	0.005	-	-	0.02	-
HCM Control Delay (s)	57.4	20.9	-	-	18.9	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-



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## Appendix F ANALYSIS WORKSHEETS: 2025 BUILD CONDITIONS



Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕		↘	↕			↕	↘
Traffic Vol, veh/h	1	1386	2	1	1674	2	14	0	6	1	0	1
Future Vol, veh/h	1	1386	2	1	1674	2	14	0	6	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	225	-	-	200	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	94	94	94	94	92	94	92	94	92	92	92
Heavy Vehicles, %	2	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1474	2	1	1781	2	15	0	6	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1783	0	0	1476	0	0	2370	3262	738	2523	3262	892
Stage 1	-	-	-	-	-	-	1477	1477	-	1784	1784	-
Stage 2	-	-	-	-	-	-	893	1785	-	739	1478	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	344	-	-	452	-	-	18	9	360	14	9	285
Stage 1	-	-	-	-	-	-	132	188	-	85	133	-
Stage 2	-	-	-	-	-	-	303	133	-	375	188	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	344	-	-	452	-	-	18	9	360	14	9	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	100	-	14	9	-
Stage 1	-	-	-	-	-	-	132	187	-	85	133	-
Stage 2	-	-	-	-	-	-	301	133	-	367	187	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			33.5			150.3		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	114	360	344	-	-	452	-	-	14	285
HCM Lane V/C Ratio	0.131	0.018	0.003	-	-	0.002	-	-	0.078	0.004
HCM Control Delay (s)	41.3	15.2	15.5	-	-	13	-	-	282.8	17.7
HCM Lane LOS	E	C	C	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.4	0.1	0	-	-	0	-	-	0.2	0

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑		↘	↑			↑	↘
Traffic Vol, veh/h	2	1812	19	5	1716	2	7	0	1	2	0	2
Future Vol, veh/h	2	1812	19	5	1716	2	7	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	225	-	-	200	-	-	-	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	95	95	95	95	92	95	92	95	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1907	20	5	1806	2	7	0	1	2	0	2

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	1808	0	0	1927	0	0	2834	3739	964	2775	3748	904
Stage 1	-	-	-	-	-	-	1921	1921	-	1817	1817	-
Stage 2	-	-	-	-	-	-	913	1818	-	958	1931	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	336	-	-	302	-	-	8	4	255	9	4	280
Stage 1	-	-	-	-	-	-	69	113	-	81	128	-
Stage 2	-	-	-	-	-	-	294	128	-	276	112	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	336	-	-	302	-	-	8	4	255	9	4	280
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	76	-	9	4	-
Stage 1	-	-	-	-	-	-	69	112	-	81	126	-
Stage 2	-	-	-	-	-	-	287	126	-	273	111	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	63.3	260.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	63	255	336	-	-	302	-	-	9	280
HCM Lane V/C Ratio	0.117	0.004	0.006	-	-	0.017	-	-	0.242	0.008
HCM Control Delay (s)	69.6	19.2	15.8	-	-	17.1	-	-	503.8	18
HCM Lane LOS	F	C	C	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	0.4	0	0	-	-	0.1	-	-	0.6	0



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## Appendix G TURN LANE ANALYSIS WORKSHEETS



### Study Area Information

County:	Beaufort County	Date:	7/6/2022
SCDOT Engineering District:	District 6	Analyst:	JM
Analysis Year:	2025	Agency:	Stantec Consulting Services Inc.
Intersection:	SC 170/Okatie Highway & Camp St Mary's Road/Project Driveway		
Left Turn Movement:	Eastbound Left-Turn Lane		
Right Turn Movement:	Westbound Right-Turn Lane		
Posted Speed Limit:	55 mph	Median:	Divided
# of Approach Lanes:	2	Urban or Rural?	Rural

### Volume Information & Calculations

#### Left Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	1	2
	Through	1,366	1,952
	Right	2	21
Opposing	Left	1	5
	Through	1,674	1,716
	Right	2	2

	AM	PM
Advancing Volume:	1,389	1,975
Opposing Volume:	1,677	1,723
Left Turn Volume:	1	2

% Left Turns in Advancing Volume: 0.1% 0.1%

#### Right Turn Lane Volume Calculations

Movement		Volume (vph)	
		AM	PM
Advancing	Left	1	5
	Through	1,674	1,716
	Right	2	2

Adjustment to Right Turn Volume<sup>1</sup> Include? No

	AM	PM
Advancing Volume:	1,677	1,723
Right Turn Volume:	2	2

### Turn Lane Warrant Met?

Left Turn Lane Warrant	
Applicable Warrant Chart:	Fig 9.5-D
Warrant Satisfied:	Yes

Right Turn Lane Warrant	
Applicable Warrant Chart:	Fig 9.5-B
Warrant Satisfied:	No

### Recommended Turn Lane Length

Advancing Approach Truck%: 2%

Advancing Approach Truck%: 2%

Left Turn Lane	
Storage Length (ft):	200 ft
Taper Length (ft):	200 ft
Total Left Turn Lane (ft):	400 ft

Right Turn Lane	
Storage Length:	N/A ft
Taper Length:	N/A ft
Total Left Turn Lane:	N/A ft

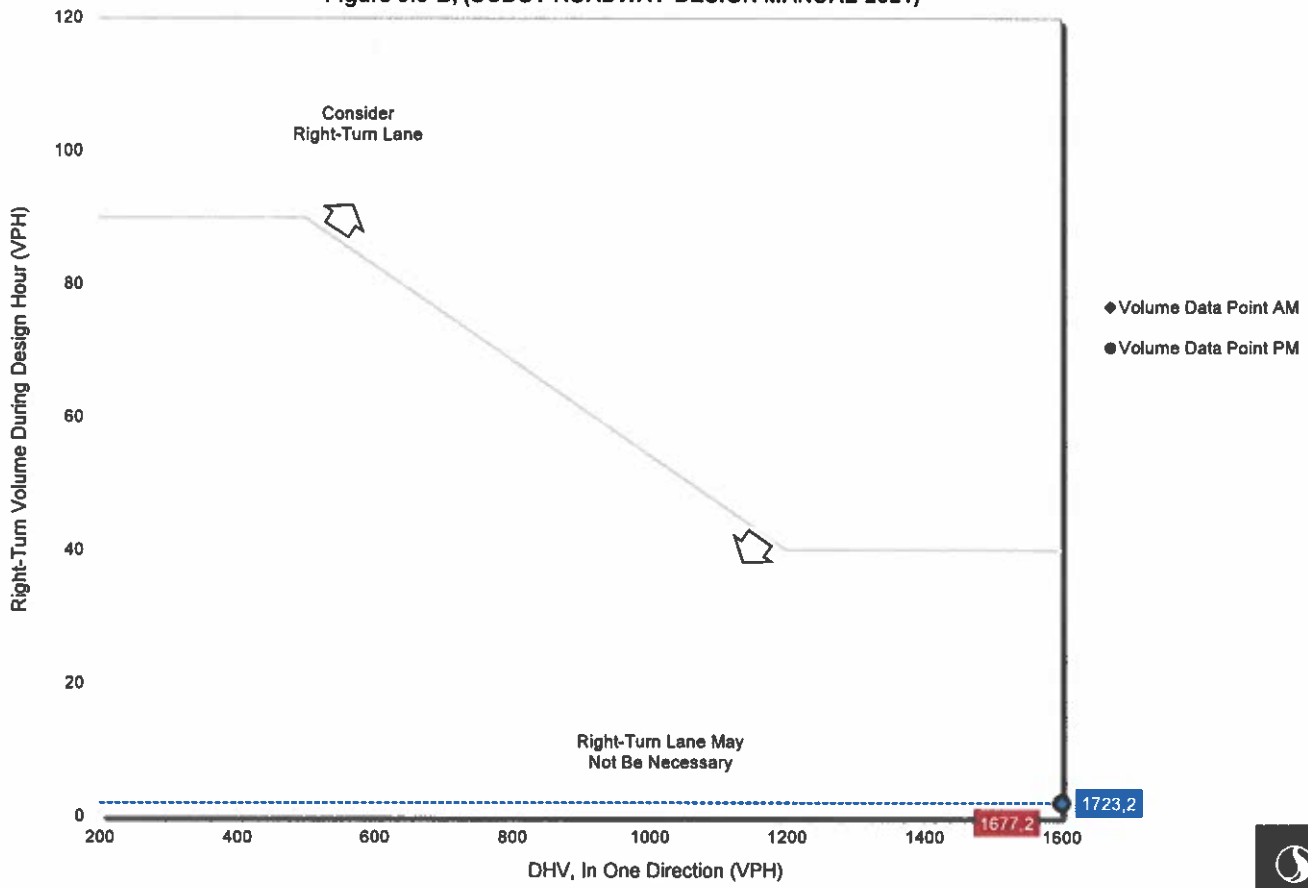
Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

The traffic designer should review the design to determine if longer turn lane lengths are required.

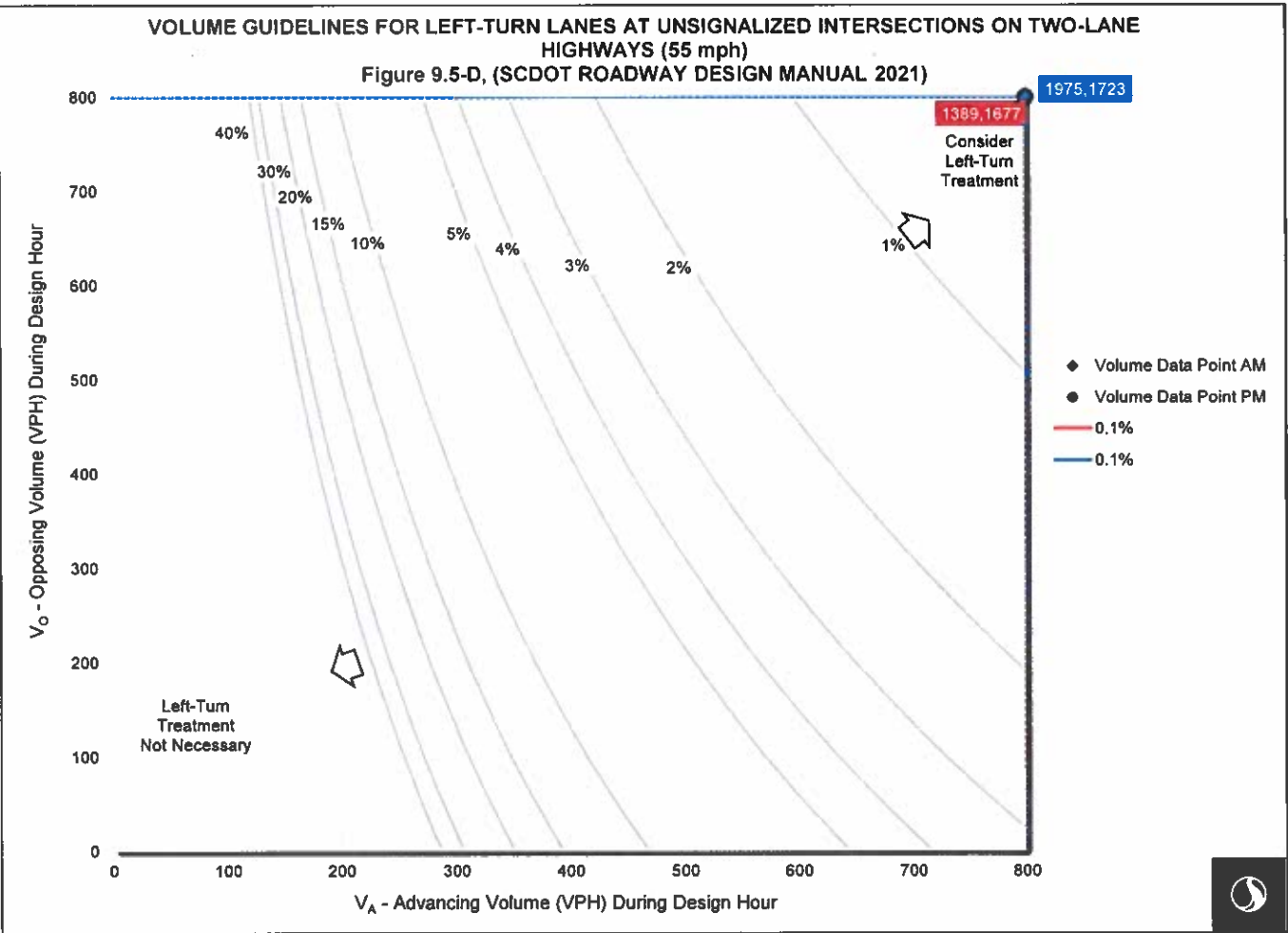
Source: SCDOT Roadway Design Manual (2021), SCDOT Access and Roadside Management Standards (2008), and TRB Highway Research Record 211, Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS

Figure 9.5-B, (SCDOT ROADWAY DESIGN MANUAL 2021)



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)  
 Figure 9.5-D, (SCDOT ROADWAY DESIGN MANUAL 2021)



# SITE DEVELOPMENT PLANS FOR CENTERPOINT PPD STORAGE FACILITY - PHASE 1 JASPER COUNTY, SOUTH CAROLINA

VICINITY MAP (NOT TO SCALE)

BTE



NOT FOR CONSTRUCTION

**GENERAL NOTES:**  
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SOUTH CAROLINA BUILDING CODE, THE SOUTH CAROLINA ELECTRICAL CODE, THE SOUTH CAROLINA MECHANICAL CODE, THE SOUTH CAROLINA PLUMBING CODE, THE SOUTH CAROLINA FIRE CODE, AND THE SOUTH CAROLINA CONSTRUCTION CODE.  
2. ALL UTILITIES SHALL BE LOCATED AND DEPTHS SHALL BE AS SHOWN ON THE UTILITIES MAP ATTACHED TO THESE PLANS.  
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPLICABLE AGENCIES.  
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.  
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.  
6. ALL MATERIALS SHALL BE OF THE QUALITY AND TYPE SPECIFIED IN THESE PLANS.  
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.  
8. THE CONTRACTOR SHALL MAINTAIN RECORDS OF ALL CONSTRUCTION ACTIVITIES.  
9. ALL CHANGES TO THESE PLANS SHALL BE APPROVED BY THE ARCHITECT.  
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.

**PERMITS AND REGULATIONS:**  
1. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE APPLICABLE AGENCIES BEFORE BEGINNING CONSTRUCTION.  
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES.  
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.  
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**PROJECT INFORMATION:**  
PROJECT NO.: 2022-1002  
CLIENT: BOWLING GREEN CAPITAL, LLC  
LOCATION: JASPER COUNTY, SOUTH CAROLINA  
DATE: 08/2022

**PERMITS:**  
PERMIT NO.: 2022-1002  
ISSUED: 08/2022  
EXPIRES: 08/2023

PERMIT	PERMIT #	ISSUED	EXPIRES
Site			
Fire			
Electrical			
Mechanical			
Plumbing			
Other			

**SCHEDULE OF DRAWINGS**

SHEET NO.	DESCRIPTION
C001	COVER SHEET & CONSTRUCTION NOTES
C101	EXISTING CONDITIONS PLANS
C201	UTILITY EXISTENCE, CLEARING & DEMO PLANS AND DETAILS
C301	BTE LAYOUT PLANS
C401	GRADING & DRAINAGE PLANS AND DETAILS
C501	UTILITY PLANS, PROFILES AND DETAILS
C601	INTERMEDIATE & FINAL EXISTENCE CONTROL PLANS AND DETAILS
C701	PAVING PLANS, ROAD PROFILES AND DETAILS
C801	SOOT RIGHT EXISTENCE EXHIBIT AND SOOT RIGHT DETAILS

**RELEASE SCHEDULE**

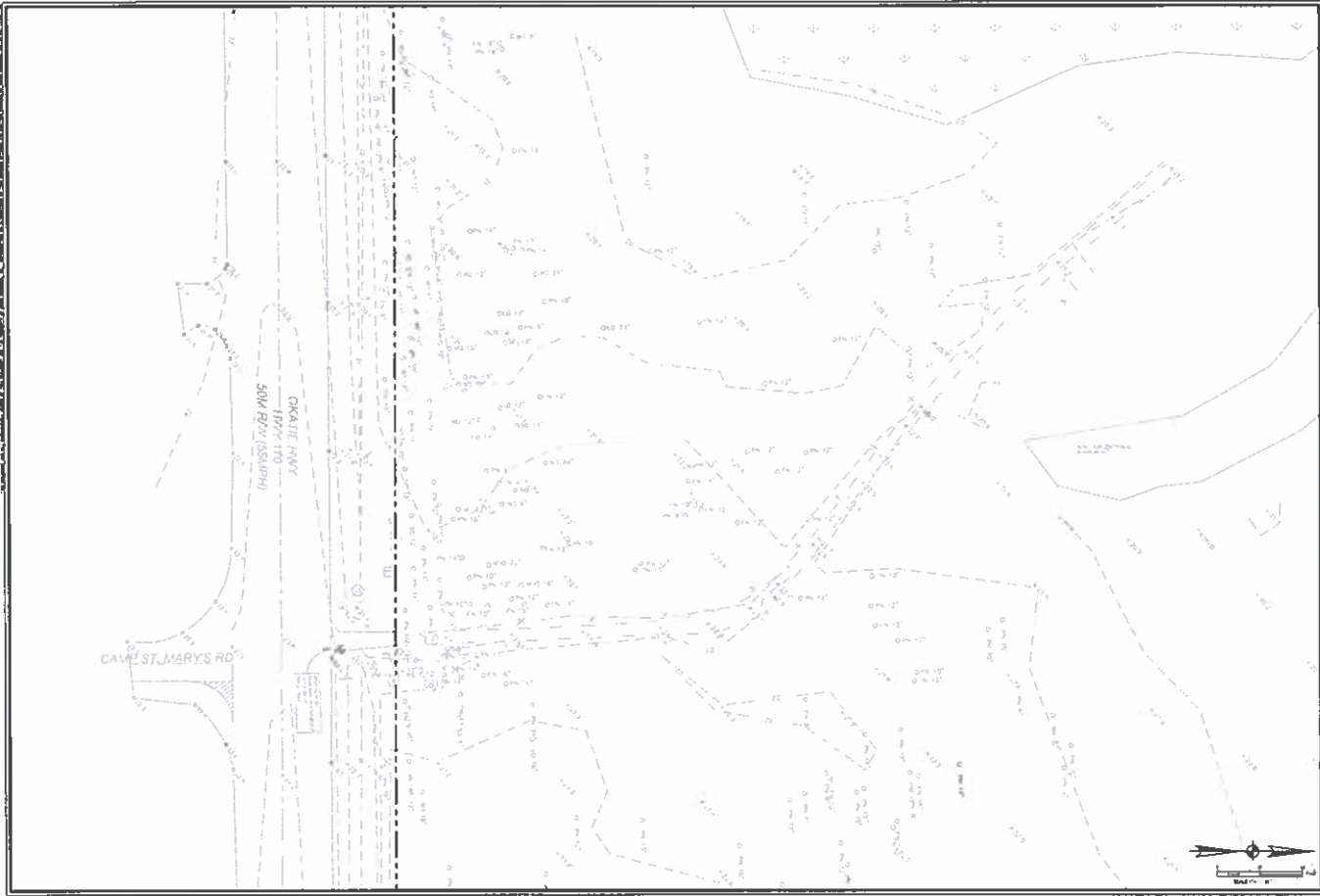
RELEASE NO.	DESCRIPTION	DATE
A	RELEASED FOR PERMITTING	09-20-22

**SEQUENCE OF CONSTRUCTION ACTIVITIES**  
1. Clearing and site preparation.  
2. Utility relocation and installation.  
3. Grading and drainage construction.  
4. Paving and road construction.  
5. Final site inspection and close-out.

CENTERPOINT PPD STORAGE FACILITY - PHASE 1  
BASIS PROJECT #: 2022-1002



CENTERPOINT PPD STORAGE FACILITY - PHASE 1  
ARCHITECT: BOWLING GREEN CAPITAL, LLC  
LOUISVILLE, MISSOURI  
COVER SHEET & CONSTRUCTION NOTES  
SHEET C001



NOT FOR CONSTRUCTION

<b>Ward Edwards</b> P. E. No. 12345, State of Missouri P. E. No. 12345, State of Missouri					
<b>CENTERPOINT PPD STORAGE FACILITY - PHASE 1</b> BOWLING GREEN CAPITAL, LLC. LOUISVILLE, KENTUCKY EXISTING CONDITIONS PLAN					
SHEET <b>C101</b>					

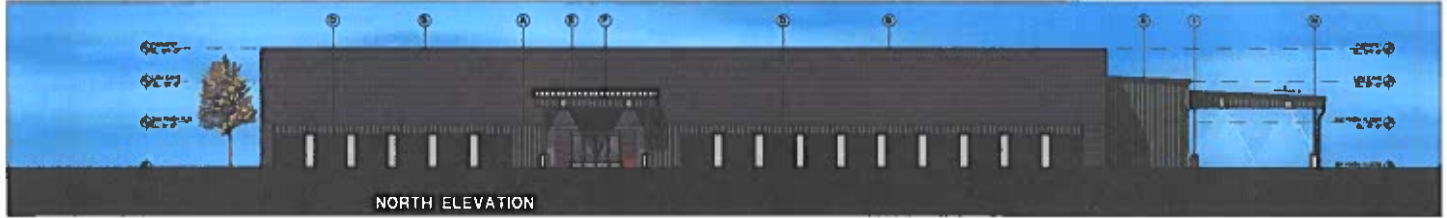




SOUTH ELEVATION at FRONTAGE



EAST ELEVATION



NORTH ELEVATION

**MATERIAL LEGEND**

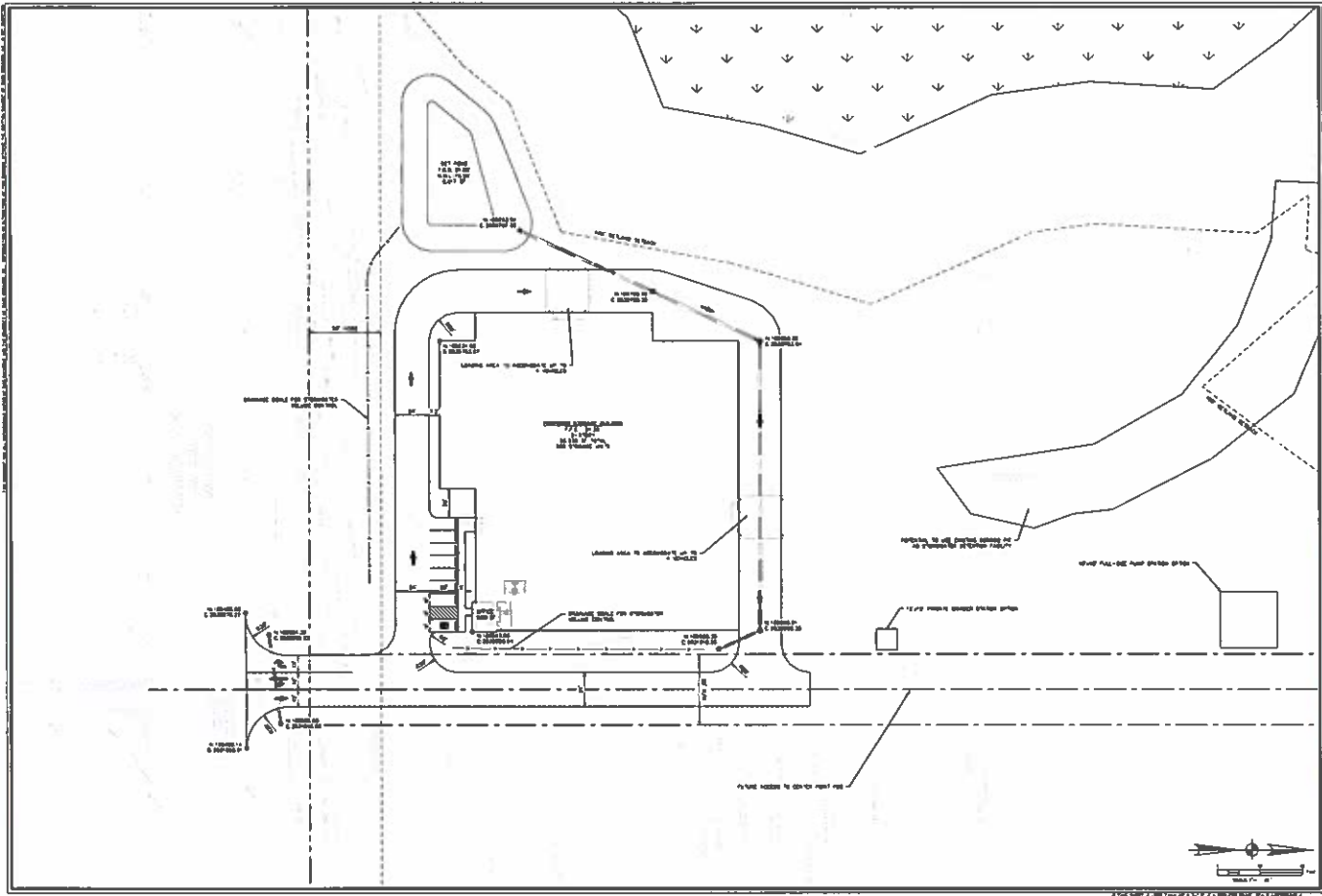
SYMBOL	DESCRIPTION
(A)	VERTICAL SLAT PANEL, 1/2" x 4" x 8"
(B)	HORIZONTAL 1/2" PANEL, 1/2" x 4" x 8"
(C)	HORIZONTAL 1/2" PANEL, 1/2" x 4" x 8"
(D)	SKILL OF BRICK
(E)	PERFORATED METAL CLADDING
(F)	VERTICAL SLAT PANEL, 1/2" x 4" x 8"
(G)	INSULATED PANEL GLASS IN FULL ALUM. FRAMEWORK
(H)	PERFORATED METAL CLADDING WITH 1/2" x 4" x 8" CAP
(I)	PERFORATED METAL CLADDING, 1/2" x 4" x 8"
(J)	PERFORATED METAL CLADDING



WEST ELEVATION

CENTERPOINT STORAGE N OKATIE HIGHWAY JASPER COUNTY, SC

**Kaufman Design Group**  
ARCHITECTURE



**CENTERPOINT 800 STORAGE FACILITY - PHASE 1**  
 AND PHASE 2  
 BOWLING GREEN CAPITAL, LLC  
 LOUISVILLE, KENTUCKY

DATE: 01/15/14  
 SCALE: AS SHOWN  
 SHEET: C301

**Ward Edwards**  
 ARCHITECTS  
 1000 W. MARKET STREET  
 LOUISVILLE, KY 40202  
 TEL: 502.636.1234  
 FAX: 502.636.1235  
 WWW.WARDEWARDS.COM

**NOT FOR CONSTRUCTION**