

# AGENDA ITEM:

## XI-A

*Ordinance item A*

**STATE OF SOUTH CAROLINA  
JASPER COUNTY**

**ORDINANCE #O-2022-10**

**AN ORDINANCE OF  
JASPER COUNTY COUNCIL**

**To amend the Center Point Development Agreement to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, extend the Term, and matters related thereto.**

**WHEREAS**, the Development Agreement for Center Point (the “Development Agreement”) was approved by Jasper County Council, as the governing body of Jasper County, South Carolina, on August 18, 2008, and is recorded in the Office of the Register of Deeds for Jasper County in Book 691 at Page 172; and

**WHEREAS**, the Development Agreement incorporated by reference the Planned Development District Concept Plan for Center Point (the “Development District”), both being adopted by Jasper County to permit and encourage flexibility in the development of land in order to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare, while promoting the certainty of the regulations governing development and the provision of necessary infrastructure as provided for by the South Carolina Local Government Development Act, Section 6-31-10, et. seq., of the Code of Laws of South Carolina, 1976, as amended; and

**WHEREAS**, Jasper County has received a request from the First Carolina Corporation of SC, as owner of certain properties governed by the Development District to amend the Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matter related thereto; and

**WHEREAS**, the Development District and the Development Agreement did not contemplate the development of the properties, and in fact, the PDD expressly excluded certain property, including those designated “several outparcels” as well as those designated as Phases 1A/1B that were contemplated future development of John Paul II Catholic School (the “School”), located along the northern boundary of the properties within the PDD; and

**WHEREAS**, in 2012, the School and Owner decided to relocate the School to the western portion of the property, as shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain plat prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located within, and the School was constructed within, the property covered by the Development Agreement and PDD; and

**WHEREAS**, in light of the foregoing changes in the planned development and in order to amend the zoning, development standards and other matters included in Ordinance Number 2022-\_\_\_\_\_ (“PDD Ordinance”), the provisions of which authorize conforming amendments to the Development District, it is necessary to amend the Development Agreement; and

**WHEREAS**, the Owner of the property has further requested that the term of the Development Agreement be extended for a period of five years from the Effective Date of this Ordinance, based upon the occurrence of both certain national and global economic downturns and the effects of the COVID-19 pandemic; and

**WHEREAS**, after with public hearings properly noticed and held by the Jasper County Planning Commission on March 8, 2022, the above mentioned properties were duly considered for addition to the Development District by the Jasper County Planning Commission, which recommended approval and enactment of certain amendments to the Development District by the Jasper County Council; and

**WHEREAS**, after giving the matter consideration, Jasper County Council has determined to authorize that certain First Amendment to the Development Agreement for Center Point (the “First Amendment”)so as to 1) include the two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031, as being Property under the provisions of, and subject to the terms and conditions of, the Development Agreement; 2) provide for the zoning regulations and standards to be as provided by the PDD Ordinance; 3) to extend the term of the Development Agreement, and 4) to authorize appropriate text amendments is the Development Agreement to reflect and conform to the foregoing findings.

**NOW THEREFORE, BE IT ORDAINED** by Jasper County Council, in council duly assembled and by the authority of the same, as follows:

1. Copies of the First Amendment, the form of which has been presented to Jasper County Council during its consideration of this Ordinance, is duly approved and authorized under the terms of this Ordinance.

2. The First Amendment shall be executed and delivered on behalf of the County by the Chair of Jasper County Council (the "Chair"). Upon such execution, the Jasper County Council shall be timely informed of the execution of the First Amendment and informed as to any material deviation of terms in the current draft. The consummation of the transactions and undertakings described in the First Amendment, and such additional transactions and undertakings as may be determined by the Chair, in consultation with legal counsel to be necessary or advisable in connection therewith, are hereby approved.
3. This ordinance shall take effect immediately upon enactment by Jasper County Council.

SIGNATURES ON FOLLOWING PAGE

DONE AND ENACTED IN COUNCIL ASSEMBLED, this \_\_\_th day of \_\_\_\_\_ 2022.

\_\_\_\_\_  
**Ms. Barbara B. Clark**  
**Chairwoman**

**ATTEST:**

\_\_\_\_\_  
**Wanda Simmons**  
**Clerk to Council**

**ORDINANCE: #O-2022-10**

**First Reading: April 4, 2022**  
**Public Hearing: May 02, 2022**  
**Second Public Hearing: May 16, 2022**  
**Second Reading: May 2, 2022**  
**Third Reading: June 6, 2022**  
**Adopted: June 6, 2022**

\_\_\_\_\_  
Reviewed for form and draftsmanship by the Jasper County Attorney.

\_\_\_\_\_  
**David Tedder**

\_\_\_\_\_  
**Date**

This instrument prepared by:

Kevin E. Dukes  
Harvey & Battey, P.A.  
P.O. Drawer 1107  
Beaufort, South Carolina 29901

**FIRST AMENDMENT  
TO DEVELOPMENT AGREEMENT FOR CENTER POINT**

This FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR CENTER POINT, made and entered into as of \_\_\_\_\_, 2022 (“Amendment”) by First Carolina Corporation of SC, landowner (“Owner”) and Jasper County Council, as the governing body of Jasper County, South Carolina (“County”).

**RECITALS**

A. The parties entered into that certain DEVELOPMENT AGREEMENT FOR CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the “Development Agreement”) for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into that certain “PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT” of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the “PDD”).

C. The Development Agreement did not contain certain property located along the northern boundary of the Property, as that term is defined in the Development Agreement as further shown on Exhibit A attached thereto, which was designated for the future development of John Paul II Catholic School (the “School”).

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property, as shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain plat prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located, and the School was constructed, within the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement or the PDD to incorporate the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement to include the following property into the Development Agreement (the “Supplemental Property”), to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436

F. Pursuant to Section XVI of the Development Agreement, modifications and amendments may be made upon written agreement of Owner and County.

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this \_\_\_ day of \_\_\_\_\_, 2022, the DEVELOPMENT AGREEMENT FOR CENTER POINT shall hereby be amended by this Amendment, as follows:

**AMENDMENT**

1. SECTION II – DEFINITIONS shall be amended to add the following definition:

“**Civic Site**” means the property within the Development to be utilized as a civic services site, including such uses for fire, police, EMS, community facilities, or other public safety and support facilities.

2. SECTION II – DEFINITIONS shall be amended to amend the following definition:

“**Planned Unit Development**” or “**PDD Ordinance**” means Ordinance No.08-18 dated August 18, 2008, as amended by Ordinance No. \_\_\_ dated \_\_\_, 2022.

3. SECTION III – TERM of the Development Agreement shall be amended such that the term of the Development Agreement shall be amended and restated to commence on the date of this Amendment and expire five years from the date hereof.

4. SECTION VI – DEVELOPMENT SCHEDULE, and Exhibit D conforming thereto shall be amended and restated to incorporate the new Development Schedule attached hereto as Exhibit D.

5. SECTION X – INFRASTRUCTURE AND SERVICES of the Development Agreement shall be amended to add Section “O” as follows:

**O. CIVIC SITE.**

a. Unless the County, in its sole discretion, chooses to locate a site on nearby property, which choice will release Owner from the obligation to transfer property and shall obligate Owner to make a financial contribution equal to the Civic Site Value (as defined below) in lieu of property transfer,

Owner shall convey to County, at no cost to the County, three (3) acres of to be used as a Civic Site; such Civic Site shall be located, if possible, in the area generally shown and designated on Exhibit F attached hereto and incorporated herein by reference. If the site shown on Exhibit F is not suitable for the purposes outlined herein, then the parties shall either (i) agree on a mutually acceptable alternative site, or (ii) arrange for the payment of the Civic Site Value described above. The location of any alternative Civic Site shall be a location that allows for the provision of local governmental services to residents and others located upon the Property and adjacent areas in an efficient manner. If the Civic Site is acceptable to the County in its sole discretion, the Civic Site shall be conveyed to County no later than ninety (90) days from Owner's receipt of a certification by the County that all necessary plans, permits, and funding have been obtained and completed in order to commence construction of an applicable facility on the Civic Site. Owner shall also be entitled to reserve such easements, rights of way and encroachments as may be necessary for the Development. The parties acknowledge that the value of the Civic Site shall be determined by a mutually agreed upon MAI registered appraiser, but in no event, shall the value exceed \$190,000.00 per acre and the total acreage (three acres) times the per acre value, shall be defined as the "Civic Site Value". The Owner shall be entitled to credits against the Development Fees payable with respect to the Property in the amount of the Civic Site Value. In the event the Civic Site Value exceeds \$190,000.00 per acre, the size of the Civic Site, in the discretion of the County, may either (i) be proportionally reduced to a total value not in excess of \$570,000 (based upon total acreage) or (ii) the County shall pay the difference between the actual Civic Site Value less \$570,000 in cash to the Owner or apply such difference as a credit against Development Fees due hereunder.

b. The County shall coordinate the final location of the Civic Site with other development near this Property (generally known as Chelsea South) and may, in its sole discretion, choose to locate the Civic Site upon that property. In such event, the dedication of the Civic Site may not occur on the Property. In such event, the Owner shall provide an advance on the Civic Site Fees equal to the value of the Civic Site Value set forth above to be used for supporting infrastructure at the Civic Site, with funding due at the time the County certifies that that all necessary plans, permits, and funding have been obtained and completed in order to commence construction of a civic facility on the Civic Site.

c. The County shall be responsible for obtaining the necessary zoning and permitting, including but not limited to any amendment to the PDD Plan that may be necessary for development of the Civic Site. All Development Fees for the Civic Site ("Civic Funds"), as hereafter provided, shall be placed in a segregated interest bearing account and the Civic Funds shall be allocated and utilized to construct and equip a fire/emergency services and/or community services facility upon the Civic Site. Upon completion



of the Development of the Civic Site by the County, the County shall be entitled to utilize any excess funds in such account that are not needed in connection with the development of the Civic Site, and in conjunction with other Development Fees, to mitigate County-related impacts relating to the Property.

6. SECTION XI - CONVEYANCES AND CONTRIBUTIONS shall be amended by deleting subsection (E)(vi) in its entirety and inserting instead "Intentionally Deleted" and adding a new subsection (E)(xi) reading as follows:

It is acknowledged that this Agreement originally provided for five different categories of Development Fees, and that each would be kept in separate interest bearing accounts. It is further acknowledged the County is in the process of restructuring certain categories of its Development Fees - i.e., Public Safety and Library being combined into a "Civic Fee." It is agreed that in its sole discretion, Development Fees collected under the categories identified in this Agreement may be, at the sole discretion of the County, placed into such new categories as the County may put into place contemporaneously herewith or in the future.

7. EXHIBIT A, and accordingly the defined terms "Center Point PDD" and "Property" under Section II, shall be amended to add the following real property, to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A & 1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436

Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

8. Except for this Amendment, the Owner and County have not further supplemented, modified or amended the Development Agreement, and the Development Agreement, as amended by this Amendment, is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the Development Agreement and those of this Amendment, the provisions of this Amendment shall govern.

[Remainder of Page Intentionally Left Blank]

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

\_\_\_\_\_  
  
\_\_\_\_\_

By: \_\_\_\_\_  
Its: Chair, Jasper County Council

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that \_\_\_\_\_, \_\_\_\_\_ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

\_\_\_\_\_

By: \_\_\_\_\_  
Its: Manager

\_\_\_\_\_

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

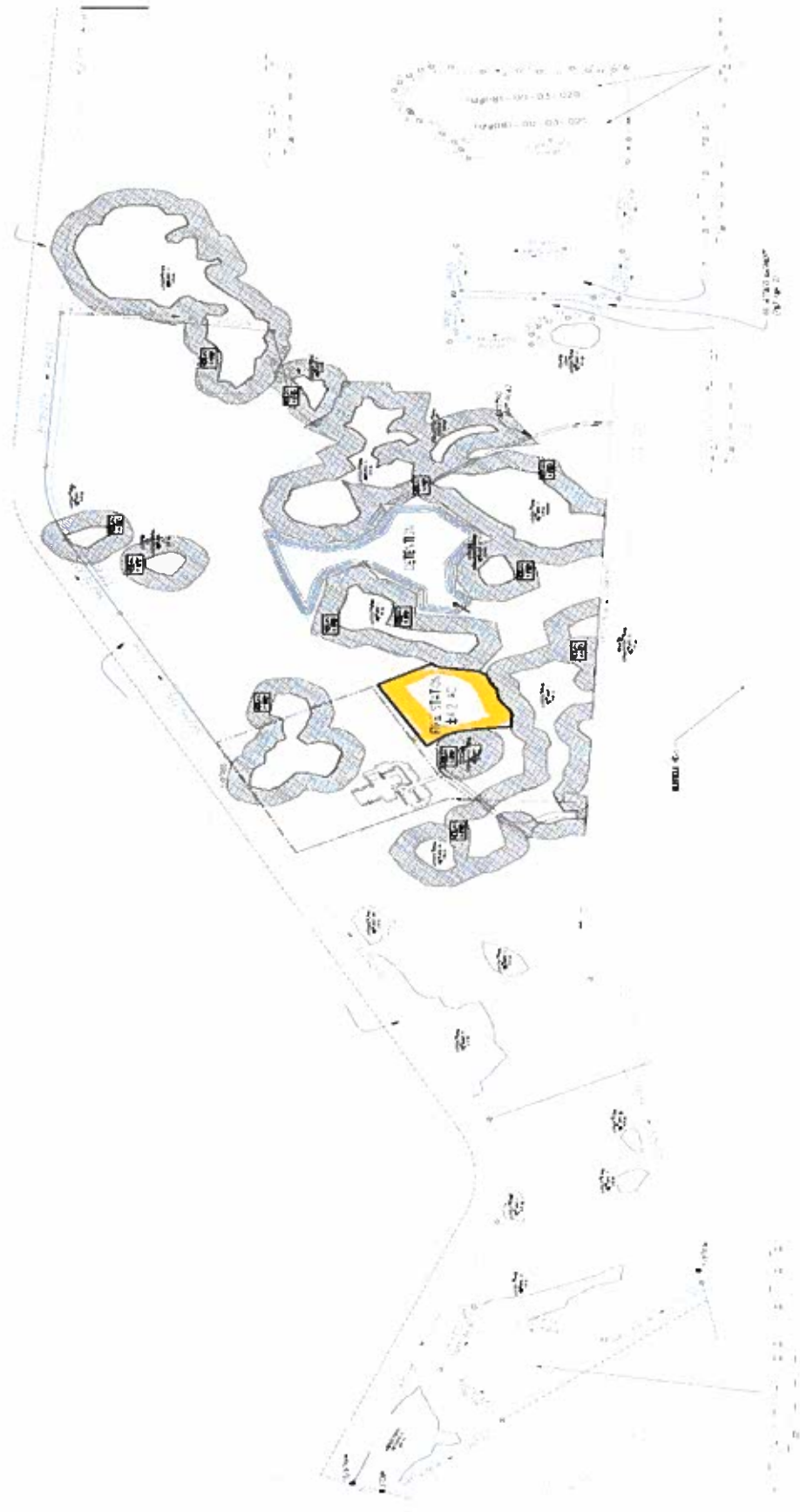
**EXHIBIT D**

**NEW DEVELOPMENT SCHEDULE (REPLACEMENT TO EXHIBIT D)**

**[ATTACHMENT INCLUDED]**

**EXHIBIT F**

**POTENTIAL CIVIC SITE LOCATION**



This instrument prepared by:

Kevin E. Dukes  
Harvey & Battey, P.A.  
P.O. Drawer 1107  
Beaufort, South Carolina 29901

**FIRST AMENDMENT  
TO DEVELOPMENT AGREEMENT FOR CENTER POINT**

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B. In addition to the Development Agreement, the parties entered into that certain “PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT” of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the “PDD”).

C. The Development Agreement did not contain certain property located along the northern boundary of the Property, as that term is defined in the Development Agreement as further shown on Exhibit A attached thereto, which was designated for the future development of John Paul II Catholic School (the “School”).

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property, as shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain plat prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located, and the School was constructed, within the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement or the PDD to incorporate the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement to include the following property into the Development Agreement (the “Supplemental Property”), to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A & 1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436

F. Pursuant to Section XVI of the Development Agreement, modifications and amendments may be made upon written agreement of Owner and County.

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this \_\_\_ day of \_\_\_\_\_, 2022, the DEVELOPMENT AGREEMENT FOR CENTER POINT shall hereby be amended by this Amendment, as follows:

**AMENDMENT**

1. SECTION II – DEFINITIONS shall be amended to add the following definition:  
  
“**Civic Site**” means the property within the Development to be utilized as a civic services site, including such uses for fire, police, EMS, community facilities, or other public safety and support facilities.
2. SECTION II – DEFINITIONS shall be amended to amend the following definition:  
  
“**Planned Unit Development**” or “**PDD Ordinance**” means Ordinance No.08-18 dated August 18, 2008, as amended by Ordinance No. \_\_\_ dated \_\_\_, 2022.
3. SECTION III – TERM of the Development Agreement shall be amended such that the term of the Development Agreement shall be amended and restated to commence on the date of this Amendment and expire five years from the date hereof.
4. SECTION VI – DEVELOPMENT SCHEDULE, and Exhibit D conforming thereto shall be amended and restated to incorporate the new Development Schedule attached hereto as Exhibit **AD**.
5. SECTION X – INFRASTRUCTURE AND SERVICES of the Development Agreement shall be amended to add Section “O” as follows:

**O. CIVIC SITE.**

- a. Unless the County, in its sole discretion, chooses to locate a site on nearby property, which choice will release Owner from the obligation to transfer property and shall obligate Owner to make a financial contribution not exceeding \$ \_\_\_\_\_ equal to the Civic Site Value (as defined below) in

lieu of property transfer, Owner shall convey to County, at no ~~costs~~ cost to the County, ~~five-three (53) [three??] acres of land~~ to be used as a Civic Site; such Civic Site shall be located, if possible, in the area generally shown and designated on Exhibit F attached hereto and incorporated herein by reference. ~~The~~ If the site shown on Exhibit F is not suitable for the purposes outlined herein, then the parties shall either (i) agree on a mutually acceptable alternative site, or (ii) arrange for the payment of the Civic Site Value described above. The location of any alternative Civic Site shall be a location that allows for the provision of local governmental services to residents and others located upon the Property and adjacent areas in an efficient manner. If the Civic Site is acceptable to the County in its sole discretion, the Civic Site shall be conveyed to County no later than ninety (90) days from Owner's receipt of a certification by the County that all necessary plans, permits, and funding have been obtained and completed in order to commence construction of an applicable facility on the Civic Site. Owner shall also be entitled to reserve such easements, rights of way and encroachments as may be necessary for the Development. The ~~location of such Civic Site shall be mutually agreed upon by Owner and the County, but shall be a location that allows for the provision of fire and other local governmental services to residents and others located upon the Property and adjacent areas in an efficient manner.~~ The parties acknowledge that the value of the Civic Site shall be ~~deemed to be \_\_\_\_\_ dollars (\$ \_\_\_\_\_) per acre~~ ("Civic Site Value") and ~~the determined by a mutually agreed upon MAI registered appraiser, but in no event, shall the value exceed \$190,000.00 per acre and the total acreage (three acres) times the per acre value, shall be defined as the "Civic Site Value".~~ The Owner shall be entitled to credits against the Development Fees payable with respect to the Property in the amount of the Civic Site Value. In the event the Civic Site Value exceeds \$190,000.00 per acre, the size of the Civic Site, in the discretion of the County, may either (i) be proportionally reduced to a total value not in excess of \$570,000 (based upon total acreage) or (ii) the County shall pay the difference between the actual Civic Site Value less \$570,000 in cash to the Owner or apply such difference as a credit against Development Fees due hereunder.

b. The County ~~may choose to locate the civic facilities in coordination shall coordinate the final location of the Civic Site~~ with other development near this Property (generally known as Chelsea South) and may, in its sole discretion, choose to locate the Civic Site upon that property, and if so, In such event, the dedication of the Civic Site shall not be required may not occur on the Property. In such event, the Owner shall provide an advance on the Civic Site Fees equal to ~~one acre of the value of the Civic Site Value. Such initial Civic Site Fees shall set forth above to~~ be used for supporting infrastructure at the Civic Site, with ~~the balance of funding (equal to the remaining acreage times the Civic Site Value)~~ due at the time the County certifies that that all necessary plans, permits, and funding have been



obtained and completed in order to commence construction of a civic facility on the Civic Site.

c. The County shall be responsible for obtaining the necessary zoning and permitting, including but not limited to any amendment to the PDD Plan that may be necessary for development of the Civic Site. All Development Fees for the Civic Site (“Civic Funds”) ~~for the Civic Site~~, as hereafter provided, shall be placed in a segregated interest bearing account and the Civic Funds shall be allocated and utilized to construct and equip a fire/emergency services and/or community services facility upon the Civic Site. Upon completion of the Development of the Civic Site by the County, the County shall be entitled to utilize any excess funds in such account that are not needed in connection with the development of the Civic Site, and in conjunction with other Development Fees, to mitigate County-related impacts relating to the Property.

6. ~~Section XI, SECTION XI - CONVEYANCES AND CONTRIBUTIONS, is shall~~ be amended by deleting ~~Subsection XI(E)(vi)~~ subsection (E)(vi) in its entirety and inserting instead “Intentionally Deleted,” and adding a new subsection ~~XI(E)(vi)~~ (E)(xi) reading as follows:

~~7.~~

~~8.~~ It is acknowledged that ~~the original development this~~ Agreement originally provided for five different categories of Development Fees, and that each would be kept in separate interest bearing accounts. It is further acknowledged ~~Jasper the~~ County is in the process of restructuring ~~the certain~~ categories of its Development Fees ~~to be collected, consolidating one or more categories into a single new category, i.e., Public Safety and Library being combined into a “Civic Fee.”~~ It is agreed that in its sole discretion, Development Fees collected under the categories identified in ~~the original Development this~~ Agreement may be, at the sole discretion of the County, placed into such new categories as the County may put into place contemporaneously herewith or in the future.

~~9.~~

7. ~~10.~~ EXHIBIT A, and accordingly the defined terms “Center Point PDD” and “Property” under Section II, shall be amended to add the following real property, to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A & 1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436

Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

8. ~~11.~~ Except for this Amendment, the Owner and County have not further supplemented, modified or amended the Development Agreement, and the Development Agreement, as

amended by this Amendment, is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the Development Agreement and those of this Amendment, the provisions of this Amendment shall govern.

[Remainder of Page Intentionally Left Blank]

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

\_\_\_\_\_  
~~Administrator~~Council  
\_\_\_\_\_

By: \_\_\_\_\_  
Its: Chair, Jasper County

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that \_\_\_\_\_, \_\_\_\_\_ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

\_\_\_\_\_  
  
\_\_\_\_\_

By: \_\_\_\_\_  
Its: Manager

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

EXHIBIT AD

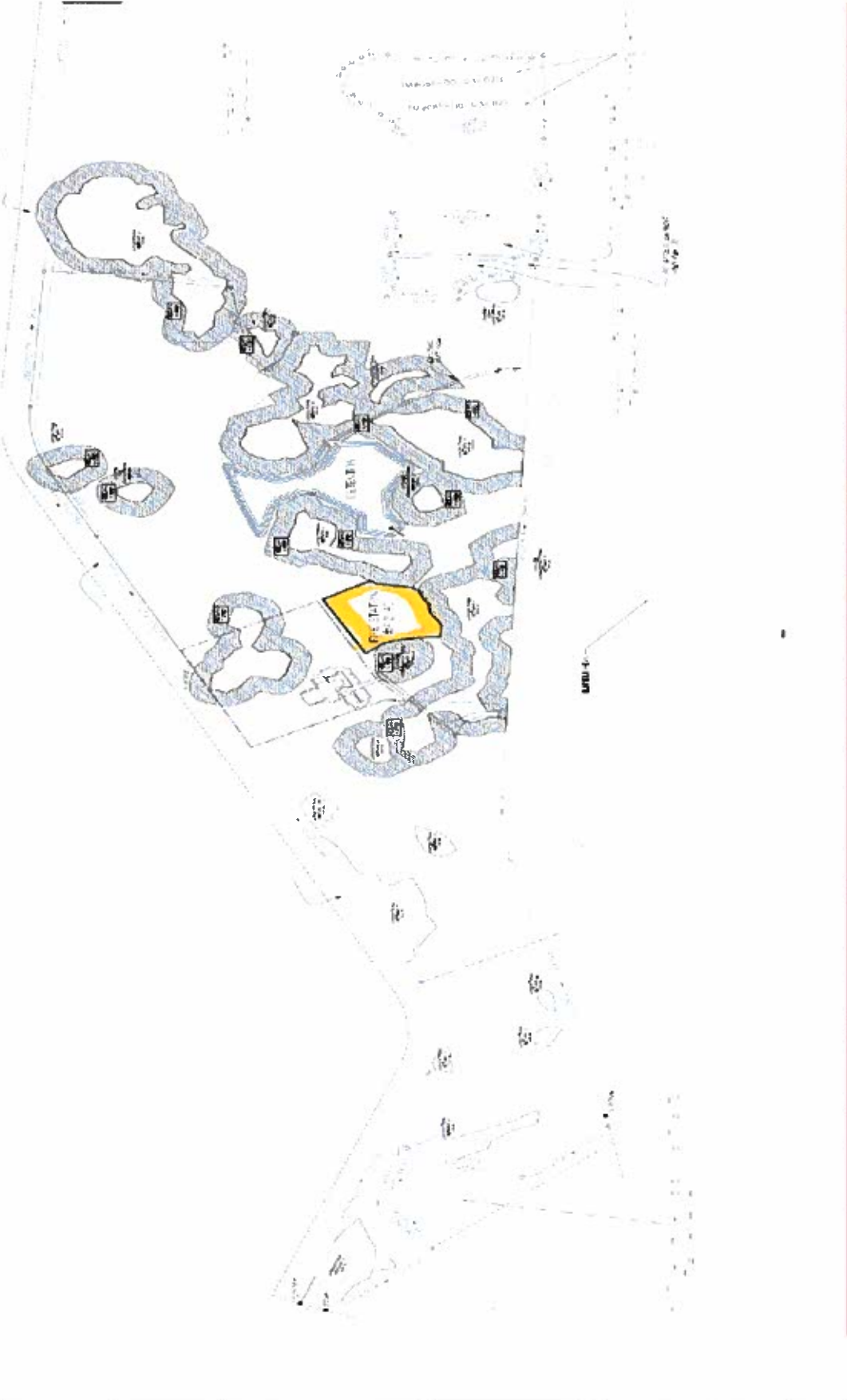
NEW DEVELOPMENT SCHEDULE (REPLACEMENT TO EXHIBIT D)

[ATTACHMENT INCLUDED]

|  
|

EXHIBIT F

POTENTIAL CIVIC SITE LOCATION



# AGENDA ITEM:

## XI-B

Ordinance item B





## 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 Council Staff Report

<b>Meeting Date:</b>	June 6, 2022
<b>Project:</b>	Zoning Map Amendment – Planned Development District and Amendment to the Center Point PDD / DA and Concept Map
<b>Applicant:</b>	First Carolina Corporation of SC
<b>Tax Map Number:</b>	081-00-03-030 and 081-00-03-031
<b>Submitted For:</b>	3 <sup>rd</sup> Reading
<b>Recommendation:</b>	Planning Commission reviewed the application at their March 8, 2022 Meeting and recommends approval to designate 2 parcels as PDD and approval of the amendment to the Center Point PDD, DA, and Concept Plan

**Description:** The Applicant has submitted a request for a Planned Development District (PDD) zoning designation for the purpose of adding two properties to the Center Point PDD. Included with the Zoning Map Amendment application is an amendment to the Center Point PDD, DA, and Concept Plan. The subject properties are located to the rear of the Center Point PDD and are surrounded on three sides by the existing PDD. One of the parcels is zoned Residential and consist of 16 acres. The other parcel is zoned Rural Preservation and consists of 41.75 acres. Both properties are undeveloped and only have access through the PDD. The Center Point PDD was approved by Jasper County Council on August 14, 2008 and is located along N. Okatie Highway (Highway 170) between the intersection of Highway 462 and Snake Road. The only development that has taken place within the Center Point PDD is the John Paul II Catholic School and Caroline’s Cottage. The subject parcels were not originally included in the PDD because they were intended for the school site; however, the school decided to build on the western portion of the Center Point PDD.

The Concept Map shows the two parcels as Phase IA and Phase IB. Each parcel will be designated as Mixed Use Residential and will include a density of 12 dwelling units per gross acre for multi-family, 8 dwelling units per gross acre for single-family attached, and 3 dwelling units per gross acre for single-family detached, so the density per acre will remain the same as the previously approved density for the Center Point PDD.

**Analysis:** All Zoning Map Amendments and PDD's shall conform to the Jasper County Comprehensive Land Use Plan and Land Use Map (latest edition).

- **Comprehensive Plan:** According to the 2018 Jasper County Comprehensive Plan, the Future Land Use Map identifies this area as "Rural Conservation." Rural Conservation seeks to protect and promote the character of Jasper County that largely exists today outside of the municipalities. In these areas, new development should be thoughtfully placed within the existing landscape.
- **Adjacent Zoning:** Adjacent parcels are zoned Planned Development District on the east, south, and west, and Rural Preservation to the north.
- **Adjacent Land Uses:** Adjacent land uses are vacant, with a 24-hour hospice facility nearby.
- **Traffic and Access:** The subject parcels will be served by a private road through the Center Point PDD. The private road will have direct access to Highway 170, which is a four-lane state maintained highway classified as an arterial road.

**Planning Commission Recommendation:** The PDD application is supported by the Comprehensive Plan; as such, Planning Commission recommends approval of the PDD designation, and the amendment of the Center Point PDD, DA and the Concept Plan.

**Attachments:**

1. Ordinance
2. Letter from Attorney Kevin Dukes
3. Application and Power of Attorney
4. Proposed Amendment to Center Point DA and PDD
5. Proposed Amendment of the Center Point Concept Plan
6. Traffic Impact Analysis
7. Exhibit H – Concept Plan

**STATE OF SOUTH CAROLINA  
JASPER COUNTY**

**ORDINANCE # O-2022-09**

**AN ORDINANCE OF  
JASPER COUNTY COUNCIL**

**To amend the Center Point Planned Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matters related thereto.**

**WHEREAS**, the Planned Development District Zoning was enacted by Jasper County Council, as the governing body of Jasper County, South Carolina, to permit and encourage flexibility in the development of land in order to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare; and

**WHEREAS**, the Planned Development District Concept Plan for Center Point (the "Development District") was approved by Jasper County Council on August 18, 2008; and

**WHEREAS**, Jasper County has received a request from the First Carolina Corporation of SC, as owner of certain properties governed by the Development District, to amend the Development District to add two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Numbers 081-00-03-030 and 081-00-03-031, to make certain text amendments, concept plan revisions, and matters related thereto; and

**WHEREAS**, after with public hearings properly noticed and held by the Jasper County Planning Commission on March 8, 2022, the above mentioned properties were duly considered for addition to the Development District by the Jasper County Planning Commission, which recommended approval and enactment of the First Amendment to the Planned Development District Concept Plan for Center Point, including the Concept Map attached thereto (Exhibit H) (the "First Amendment") by the Jasper County Council; and

**WHEREAS**, Jasper County Council finds the First Amendment, to be in accordance with the laws of the State of South Carolina, and consistent with the

Jasper County Comprehensive Plan, *Jasper's Journey*, as well as the Jasper County Zoning and Land Development Ordinances; and

**NOW THEREFORE, BE IT ORDAINED** by Jasper County Council, in council duly assembled and by the authority of the same, as follows:

1. Jasper County Council finds, in accordance with the staff report and the recommendation of Jasper County Planning Commission, the proposed zoning is consistent with the continued pattern of growth in the vicinity and is in harmony with the Jasper County Comprehensive Plan. In consideration of the foregoing, the Jasper County Council has determined that good cause has been shown to approve the owner's request for certain amendments of the Development District, and to amend the Jasper County Official Zoning Map to reflect Planned Development District Zoning for two tracts of land consisting of approximately 57.75 acres, bearing Jasper County Tax Map Number 081-00-03-030 and 081-00-03-031 and known as the "Planned Development District Concept Plan for Center Point".
2. Copies of the First Amendment, the form of which has been presented to Jasper County Council during its consideration of this Ordinance, is duly approved and authorized under the terms of this Ordinance.
3. The First Amendment shall be executed and delivered on behalf of the County by the Chair of Jasper County Council (the "Chair"). Upon such execution, the Jasper County Council shall be timely informed of the execution of the First Amendment and informed as to any material deviation of terms in the current draft. The consummation of the transactions and undertakings described in the First Amendment, and such additional transactions and undertakings as may be determined by the Chair, in consultation with legal counsel to be necessary or advisable in connection therewith, are hereby approved.
4. This ordinance shall take effect immediately upon enactment by Jasper County Council.

[Remainder of Page Intentionally Left Blank]

**DONE AND ENACTED IN COUNCIL ASSEMBLED**, this \_\_\_th day of  
\_\_\_\_\_ 2022.

**JASPER COUNTY COUNCIL**

---

**Ms. Barbara B. Clark**  
**Chairwoman**

**ATTEST:**

---

**Wanda Simmons**  
**Clerk to Council**

**ORDINANCE: # O-2022-09**

**First Reading:** April 4, 2022  
**Public Hearing:** May 2, 2022  
**Second Reading:** May 2, 2022  
**Third Reading:** June 6, 2022  
**Adopted:** June 6, 2022

---

Considered by the Jasper County Planning Commission at it's meeting on  
March 8, 2022 and recommended for approval.

---

Reviewed for form and draftsmanship by the Jasper County Attorney.

---

**David Tedder**

---

**Date**

**February 15, 2022**

Ms. Lisa Wagner  
Director of Planning and Building  
358 Third Avenue, Room 202  
Ridgeland, South Carolina 29936

**Re: Amendment of Center Point Development Agreement and PDD**

Dear Ms. Wagner:

On behalf of First Carolina Corporation of SC, I am submitting a request that the Development Agreement and Planned Development District for Center Point be amended to include additional adjacent real property. The need to include this property in the Development Agreement and PDD arose in 2012 when John Paul II Catholic School was moved from a site directly adjacent to Center Point to the western 70 acres of the Center Point development.

The proposed amendment meets with the original intent of the community and creates uniformity in zoning at the site. The proposed supplemental property is bounded on three sides by Center Point PDD, classified Mixed Used Residential. The proposed supplemental property is bordered on the north by the water supply canal of Beaufort Jasper Water and Sewer Authority, creating a physical barrier preventing access to the north. As a result, the supplemental property currently acts as a zoning donut hole and submission to the Center Point PDD is required to fix this undesirable trait.

Further, the proposed submission of the supplemental property to the Center Point PDD does not increase density as the total acreage available under the PDD was reduced by moving the school to its new site, a reduction of approximately 70 acres. The addition requested is for 53.7 acres, resulting in a net reduction of more than 16 acres. All density under the Center Point PDD is tied to acreage. The reduction of the total acreage available for development is a de facto reduction in density.

With this letter I am submitting the following documents:

- Zoning Map Amendment Application;
- SCDOR Form 2848;
- Proposed Draft First Amendment to Development Agreement Center Point;

- 
- Proposed Draft First Amendment to Planned Development District Plan Center Point; and
  - Traffic Impact Analysis.

I believe this should provide you and the Commission all the information it needs to review and approve this application. If you have any questions or need additional information, please feel free to give me a call at (843) 524-3109 or email me at [kdukes@harveyandbattey.com](mailto:kdukes@harveyandbattey.com). I very much appreciate your help to date, and I look forward to working with moving forward.

Yours truly,



Kevin E. Dukes



## 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

### Zoning Map Amendment Application

<b>Owner or Owner-Authorized Applicant:</b>	First Carolina Corporation of SC
<b>Address:</b>	C/O KEVIN E. DUKES P.O. Box 1107 Beaufort, SC 29901
<b>Telephone/Fax:</b>	843-524-3109
<b>Email:</b>	Kdukes@harveyandbetty.com
<b>Property Address or Physical Location:</b>	N/A
<b>Tax Map Number(s):</b>	081-00-03-030 and 081-00-03-031
<b>Gross Acreage:</b>	53.7
<b>Current Zoning:</b>	Rural Preservation and Residential
<b>Proposed Zoning:</b>	Center Point PDD Mixed Use Residential
<b>Administrative Fee: (\$250 per lot)</b>	\$ 500.00
<b>Date Mailed or Hand Delivered:</b>	Hand Delivered 2/15/2022
<b>Reason for Request: (attach narrative if necessary)</b>	SEE ATTACHED

Signature of Owner or Owner-Authorized Applicant  
 (Proof of owner-authorization required)

2/15/2022  
 Date

#### Internal Use Only

<b>Date Received:</b>	
<b>Amount Received:</b>	
<b>Staff Member:</b>	



1350

dor.sc.gov



STATE OF SOUTH CAROLINA  
DEPARTMENT OF REVENUE  
**POWER OF ATTORNEY AND  
DECLARATION OF REPRESENTATIVE**

**SC2848**  
(Rev. 7/6/21)  
3307

**Part I: Power of Attorney**

\* indicates a required field. If all required fields are not completed, the power of attorney will be considered invalid.

**1 Taxpayer information - Taxpayer must sign and date this form on page 2, line 7.**

* Taxpayer name and address  First Carolina Corporation of SC	* SSN	* FEIN 57-0735115
	Spouse's SSN (if filing jointly)	Plan number (if applicable)
	Daytime phone number	Email address

hereby appoints the following representatives as attorneys-in-fact:

**2 Representative information - Representatives must sign and date this form on page 2, Part II.**

* Name and address  Kevin E. Dukes P.O. Box 1107 Beaufort, SC 29901	* Phone 843-524-3109 Fax _____ Email kdukes@harveyandbattey.com Check if new: <input type="checkbox"/> Address <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email
Name and address	Phone _____ Fax _____ Email _____ Check if new: <input type="checkbox"/> Address <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email
Name and address	Phone _____ Fax _____ Email _____ Check if new: <input type="checkbox"/> Address <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email

to represent the taxpayer before the SCDOR for the following tax matters:

**3 Tax matters (See instructions. Include specific types, forms, and years or periods. General references are not acceptable.)**

* Type of tax or license (Individual, Corporate, Withholding, Sales, ABL, etc.)	* Tax form number (SC1040, WH1605, ST-3, etc.)	* Years or Periods
Zoning Amendments in Jasper County	Zoning Map Amendment Applications and all other required forms for amendment of zoning to include development agreements.	2021 and 2022

**4 Acts authorized:** A representative is an individual authorized to receive and inspect confidential tax information and to perform any and all acts on behalf of the taxpayer with respect to the tax matters described on line 3. This includes the authority to sign any agreements, consents, or other documents. You may not use this Power of Attorney form to authorize a representative to endorse or cash refund checks. You may authorize a representative to sign a return only as set forth in SC Code Section 12-2-75.

List any specific additions to or deletions from the acts otherwise authorized in this power of attorney: \_\_\_\_\_

\_\_\_\_\_

5 **Receipt of refund checks:** If you want to authorize a representative named on line 2 to receive refund checks, but not to endorse or cash them, initial here \_\_\_\_\_ and list the name of that representative below.

Name of representative to receive refund checks \_\_\_\_\_

6 **Retention/revocation of prior powers of attorney:** Filing this power of attorney automatically revokes all earlier powers of attorney on file with the SCDOR for the same tax matters for years or periods covered by this document.

Check this box if you do not want to revoke a prior power of attorney .....

**YOU MUST ATTACH A COPY OF ANY POWER OF ATTORNEY YOU WANT TO REMAIN IN EFFECT.**

7 **Taxpayer signature:** If the tax matter concerns a joint return and you are requesting joint representation, both taxpayers must sign. If signed by a corporate officer, partner, guardian, tax matters partner, LLC member, executor, receiver, personal representative, or trustee on behalf of the taxpayer, I certify that I have the legal authority to execute this form on behalf of the taxpayer.

**The SCDOR will not accept an unsigned power of attorney.**

\*  \_\_\_\_\_ \* 2/14/2022 \_\_\_\_\_ Manager \_\_\_\_\_  
Signature Date Title (if applicable)

\* John Trask, III \_\_\_\_\_  
Print name

\_\_\_\_\_  
Signature Date Title (if applicable)

\_\_\_\_\_  
Print name

All notices and communications will be sent to the taxpayer, not your representative. You can also review notices and communications on MyDORWAY. Contact our office for assistance if you are unable to forward a copy of any notices to your representative.

**Part II: Declaration of Representative**


\* indicates a required field. If all required fields are not completed, the declaration of representative will be considered invalid.

I declare that:

- I am authorized to represent the taxpayers identified in Part I for the tax matters specified; and
- I am one of the following:
  - a. Attorney: a member in good standing of the bar of the highest court of the jurisdiction shown below
  - b. Certified Public Accountant: duly qualified to practice as a certified public accountant in the jurisdiction shown below
  - c. Enrolled Agent: enrolled as an agent under the requirements of the US Treasury Department Circular 230
  - d. Officer: a bona fide officer of the taxpayer organization
  - e. Full-Time Employee: a full-time employee of the taxpayer
  - f. Family Member: a member of the taxpayer's immediate family (spouse, parent, child, grandparent, grandchild, step-parent, step-child, brother, or sister)
  - g. Return Preparer
  - h. Other (provide explanation): \_\_\_\_\_

**The SCDOR will not accept an unsigned declaration of representative.**

I declare that this return and all attachments are true, correct, and complete to the best of my knowledge and belief.

* Designation (enter letter a-h from above)	* Jurisdiction (state)	* Signature	*Date
a	SC		2/14/2022

This instrument prepared by:

Kevin E. Dukes  
Harvey & Battey, P.A.  
P.O. Drawer 1107  
Beaufort, South Carolina 29901

## **FIRST AMENDMENT TO DEVELOPMENT AGREEMENT**

### **CENTER POINT**

This FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR CENTER POINT, made and entered into as of \_\_\_\_\_, 2022 (“Amendment”) by First Carolina Corporation of SC, landowner (“Owner”) and Jasper County Council, as governmental authority for Jasper County, South Carolina (“County”).

### **RECITALS**

A. The parties entered into that certain DEVELOPMENT AGREEMENT for CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the “Development Agreement”) for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into a Planned Development District of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the “PDD”).

C. The Development Agreement did not contain certain property located along the northern boundary of the Property, as that term is defined in the Development Agreement, which was designated for the future development of John Paul II Catholic School (the “School”).

D. In 2012 the School and Owner decided to relocate the School to the western portion of the Property shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain plat prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located, and the School was constructed, within the Property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement and PDD to incorporate the previous site into the Development Agreement and PDD. The parties now wish to amend the Development Agreement and PDD to include the following property into the Development Agreement and PDD, to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16

acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436 (the "Supplemental Property").

F. Pursuant to Section XVI of the Development Agreement, modifications and amendments may be made upon written agreement of Owner and County.

### **AMENDMENT**

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this \_\_\_ day of \_\_\_\_\_, 2022, the Development Agreement shall hereby be amended as follows:

1. EXHIBIT A, and accordingly the defined terms "Center Point PDD" and "Property" under Section II, shall be amended to add the following real property, to wit:

AND ALSO, ALL those certain pieces, parcels or lots of land shown and described as PHASE 1A and PHASE 1B, containing 41.75 and 16 acres respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436.

Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

Except as set forth above, the Owner and County have not further supplemented, modified or amended the Development Agreement, and the Development Agreement is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the Development Agreement and those of this Amendment, the provisions of this Amendment shall govern.

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

\_\_\_\_\_  
  
\_\_\_\_\_

By: \_\_\_\_\_  
Its:

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that \_\_\_\_\_, \_\_\_\_\_ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

\_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Its: Manager

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]

This instrument prepared by:

Kevin E. Dukes  
Harvey & Battey, P.A.  
P.O. Drawer 1107  
Beaufort, South Carolina 29901

**FIRST AMENDMENT TO  
PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT**

This FIRST AMENDMENT TO THE PLANNED DEVELOPMENT DISTRICT CONCENT PLAN FOR CENTER POINT, made and entered into as of \_\_\_\_\_, 2022 (“Amendment”) by First Carolina Corporation of SC, landowner (“Owner”) and Jasper County Council, as the governing body of Jasper County, South Carolina (“County”).

**RECITALS**

A. The parties entered into that certain DEVELOPMENT AGREEMENT FOR CENTER POINT dated August 18, 2008, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Volume 691 at Page 172 (the “Development Agreement”) for the purpose of outlining agreed upon development for a certain tract of property described in the Development Agreement and located along highway 170 in Jasper County, South Carolina.

B. In addition to the Development Agreement, the parties entered into that certain “PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT” of even date, a copy of which was recorded in the office of the ROD for Jasper County in Volume 691 at Page 226 (the “PDD”).

C. The PDD expressly excluded certain property, including those designated “several outparcels” as well as those designated as Phases 1A/1B that were contemplated future development of John Paul II Catholic School (the “School”), located along the northern boundary of the properties within the PDD, as described SECTION 1A of the PDD, and show on the Site Survey attached as Exhibit B to the PDD, and the Concept Plan attached as Exhibit H to the PDD.

D. In 2012, the School and Owner decided to relocate the School to the western portion of the property, as shown and described as WESTERN PORTION OF TRACT B, containing 70.66 acres, more or less, on that certain plat prepared by Surveying Consultants, dated February 24, 2012, and recorded in the office of the ROD for Jasper County in Plat Volume 32 at Page 484. The new School site is located within, and the School was constructed within, the property covered by the Development Agreement and PDD.

E. After the relocation of the School, the parties did not amend the Development Agreement or the PDD to incorporate the previous site into the Development Agreement and PDD. The parties now wish to amend the PDD to include the following property into PDD (the “Supplemental Property”), to wit:

ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436

F. Pursuant to Section IIA of the PDD, the boundaries of the PDD may be modified to include adjacent acreage upon written agreement of Owner and County.

NOW, THEREFORE, the parties, by and through their undersigned officers, do hereby declare that effective this \_\_\_ day of \_\_\_\_\_, 2022, the PLANNED DEVELOPMENT DISTRICT CONCEPT PLAN FOR CENTER POINT shall be amended by this Amendment, as follows:

### AMENDMENT

1. SECTION I(A), entitled “THE PROPERTY” shall be amended to add the following real property (collectively, the “Supplemental Property”), to wit:

AND ALSO, ALL those certain pieces, parcels or lots of land shown and described as PHASES 1A/1B and several other outparcels, containing 41.75 and 16 acres, respectively, on that certain plat titled PHASES 1A &1B by Ward Edwards, Inc. and dated December 7, 2004, a copy of which is recorded in the office of the Register of Deeds for Jasper County, South Carolina in Plat Volume 27 at Page 436.

Jasper County Tax Parcel IDs: 081-00-03-030 and 081-00-03-031

Further, any language in this PDD that excludes the Supplemental Property shall be amended and restated in its entirety to include the Supplemental Property, which additional property shall add +/- 57.75 acres to the PDD, for a total acreage of 377.81 acres. Any further acreage recitals, including references to highland or upland acreage shall be appropriately updated to reflect the addition of the Supplemental Property. However, the addition of the Supplemental Property shall not be interpreted to increase the development density applicable to the property under the PDD, as originally proposed.

2. SECTION I(G), entitled “UTILITY SERVICE” shall be amended to replace all references to “South Carolina Electric & Gas” or “SCE&G” with Dominion Energy of South Carolina.



3. The Supplemental Property shall be added to the PDD as Mixed Use Residential. APPENDIX H to the PDD shall be amended and replaced in its entirety by the new Concept Plan, a copy of which is attached hereto as Exhibit A.
4. Except for this Amendment, the Owner and County have not further supplemented, modified or amended the PDD, and the PDD, as amended by this PDD, is in full force and effect as of the date hereof. In the event of any conflict between the provisions of the PDD and those of this Amendment, the provisions of this Amendment shall govern.

WITNESS the following signature pursuant to due authority.

JASPER COUNTY, SOUTH CAROLINA

Witnesses:

\_\_\_\_\_  
 \_\_\_\_\_

By: \_\_\_\_\_  
 Its: Chair, Jasper County Council

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that \_\_\_\_\_, \_\_\_\_\_ of Jasper County Council, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
 Notary Public

[SEAL]

WITNESS the following signature pursuant to due authority.

FIRST CAROLINA CORPORATION OF SC

Witnesses:

\_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Its: Manager

STATE OF SOUTH CAROLINA

ACKNOWLEDGMENT

CITY/COUNTY OF JASPER, to wit:

I hereby certify that John Trask, III, as Manager of First Carolina Corporation of SC, whose name is signed to the foregoing instrument or writing, has acknowledged the same before me in my jurisdiction aforesaid.

GIVEN under my hand this \_\_\_ day of \_\_\_\_\_, 2022.

My commission expires: \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

[SEAL]





# CENTER POINT DEVELOPMENT

**2021**  
August

Project No:  
**171002443**

DRAFT

PREPARED FOR: **NEXT CHAPTER NEIGHBORHOODS**

6 WALNUT LANE NORTH AUGUSTA, SC 29860

## TRAFFIC IMPACT ANALYSIS

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

PREPARED BY: **STANTEC CONSULTING SERVICES INC.** // N. CHARLESTON, SC





# CENTER POINT DEVELOPMENT

## TRAFFIC IMPACT ANALYSIS

This document entitled "Center Point Development Traffic Impact Analysis" was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Next Chapter Neighborhoods (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: \_\_\_\_\_

**Claudia Thompson**

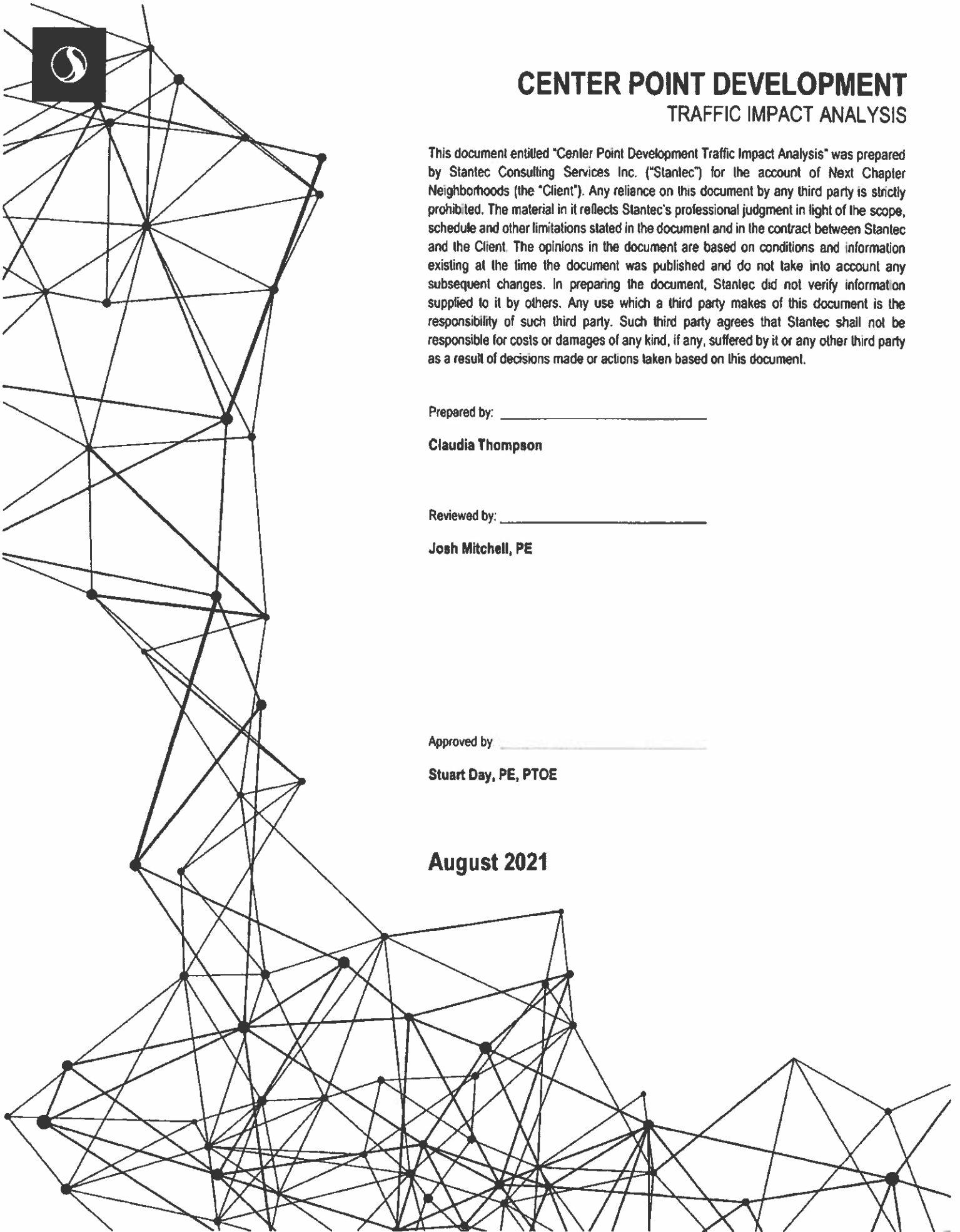
Reviewed by: \_\_\_\_\_

**Josh Mitchell, PE**

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

**Stuart Day, PE, PTOE**

**August 2021**



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## EXECUTIVE SUMMARY

A traffic impact analysis was conducted for the Center Point development in accordance with SCDOT and Jasper County guidelines.

The proposed Center Point development (which is anticipated to be constructed by 2024) is located along SC 170 and will consist of Multi-family Housing Units (Mid-Rise), Single Family Housing Units, and a Nursing Home.

Access to the development is proposed to be provided via one proposed full access driveway along SC 170 aligned with Old Meadow Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

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 Center Point development.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

The results of the analysis indicate that the intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Based on the turn lane criteria in SCDOT's *Roadway Design Manual*, an exclusive eastbound left-turn lane and westbound right-turn lane along SC 170/Okatie Highway are recommended at Project Driveway #1.

Per the criteria documented in SCDOT's *Access and Roadside Management Standards*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper). It is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.



## 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 Center Point development in accordance with SCDOT and Jasper County guidelines. The proposed Center Point development is located along SC 170, as shown in Exhibit 1.1, and will consist of the following land uses, with anticipated completion in 2024:

- ❖ 220 Single Family Detached Housing Units;
- ❖ 240 Multi Family (Mid Rise) Housing Units; and
- ❖ a 20,600 square-foot Nursing Home.

Access to the development will be provided through one full access driveway, as shown in the site plan in Exhibit 1.2.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

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:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

### 1.2 EXISTING ROADWAY CONDITIONS

SC 170/Okatie Highway is a four-lane principal arterial that primarily serves residential and commercial land uses. The posted speed limit is 55 mph and 45 mph in the school zone. The average annual daily traffic (AADT) in 2020 was 33,400 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 170/Okatie Highway is approximately 2%.

Old Meadow Road is a two-lane local roadway that primarily serves residential land uses. Based upon existing turning movement counts, the percentage of heavy vehicles along Old Meadow Road is less than 1%.





Exhibit 1.1 – Center Point Location Map

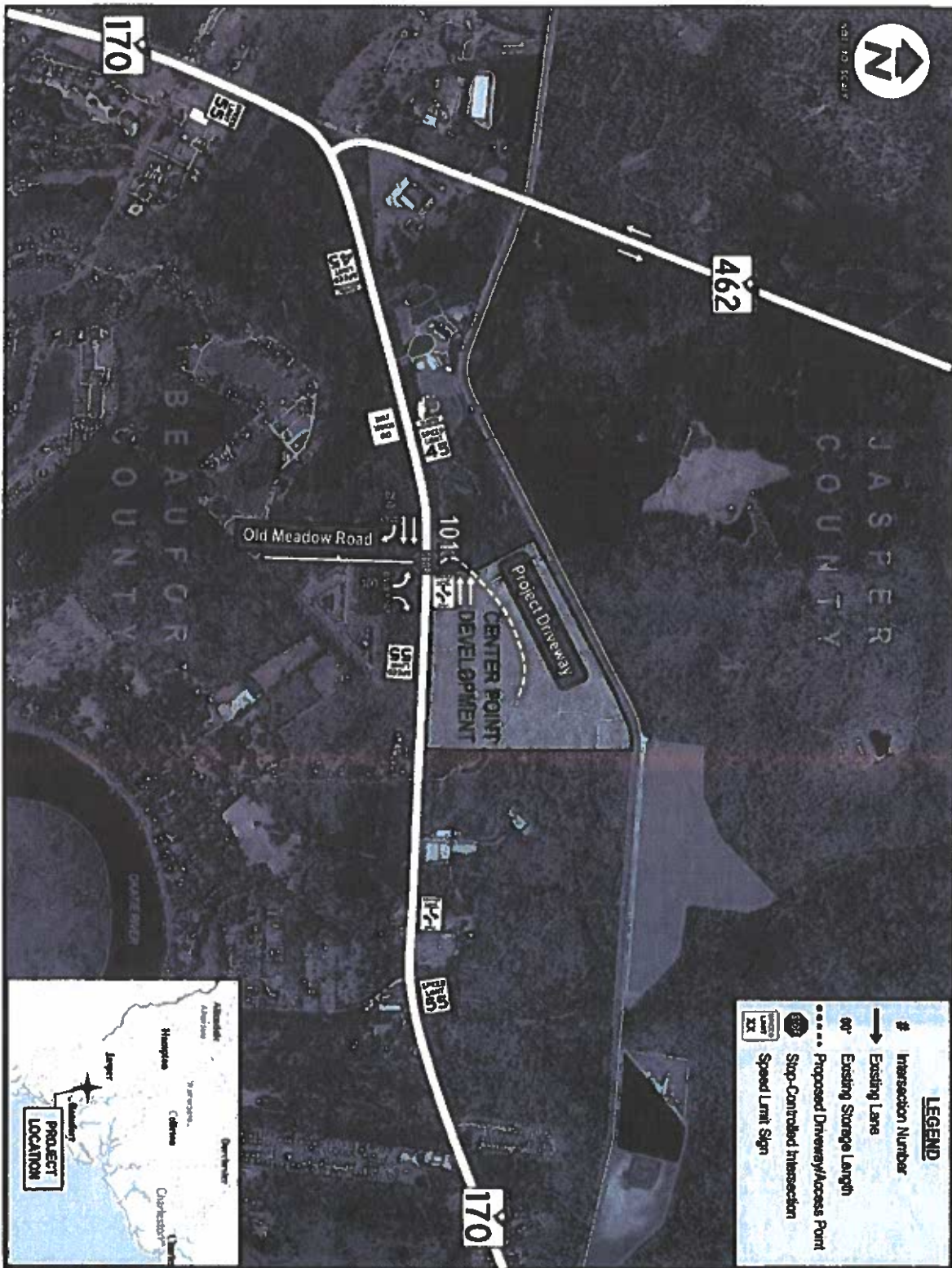
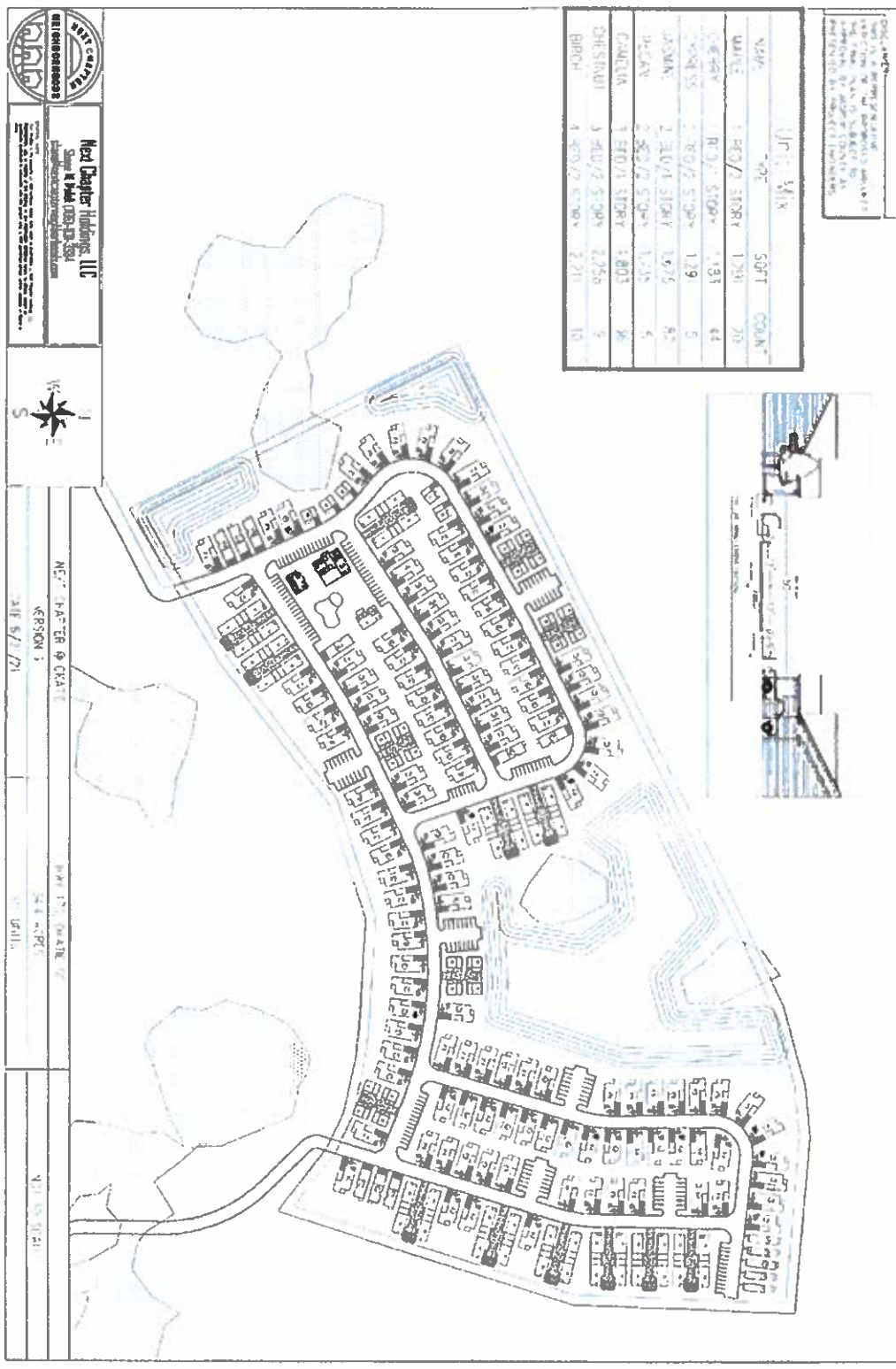




Exhibit 1.2 – Center Point Site Plan





## 2.0 DRIVEWAY SPACING REVIEW

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

**Project Driveway #1** is proposed to be located along SC 170/Okatie Highway aligned with Old Meadows Road which meets the spacing criteria.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road



### 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 Center Point development. These trips were distributed and assigned throughout the study roadway network.

The Center Point development is proposed to consist of the following land uses:

- ❖ 220 Single Family Detached Housing Units;
- ❖ 240 Multifamily (Mid Rise) Housing Units; and
- ❖ a 20,600 square-foot Nursing Home.

#### 3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 10<sup>th</sup> Edition (2017) reference. The estimates utilized the following land use codes:

- ❖ LUC 210 – Single-Family Detached Housing;
- ❖ LUC 220 – Multifamily Housing (Mid-Rise); and
- ❖ LUC 620 – Nursing Home.

Due to the nature of the proposed Center Point 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**.

**Table 3.1 – Trip Generation Estimates**

Land Use	ITE LUC	Scale	Daily	Weekday AM Peak Period		Weekday PM Peak Period	
				Enter	Exit	Enter	Exit
Single-Family Detached Housing	210	220 DU	2,148	41	121	137	81
Multifamily Housing (Mid-Rise)	220	240 DU	1,774	25	85	82	48
Nursing Home	620	20.6 KSF	152	11	3	5	7
<b>Gross Trips:</b>			<b>4,074</b>	<b>77</b>	<b>209</b>	<b>224</b>	<b>136</b>
<b>New, External Trips</b>			<b>4,074</b>	<b>77</b>	<b>209</b>	<b>224</b>	<b>136</b>

### 3.3 TRIP DISTRIBUTION & ASSIGNMENT

#### 3.3.1 New External Traffic

New external traffic expected to be generated by the Center Point 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 Center Point development is illustrated in **Exhibit 3.1** and the AM and PM peak hour project traffic volumes are illustrated in **Exhibit 3.2**.



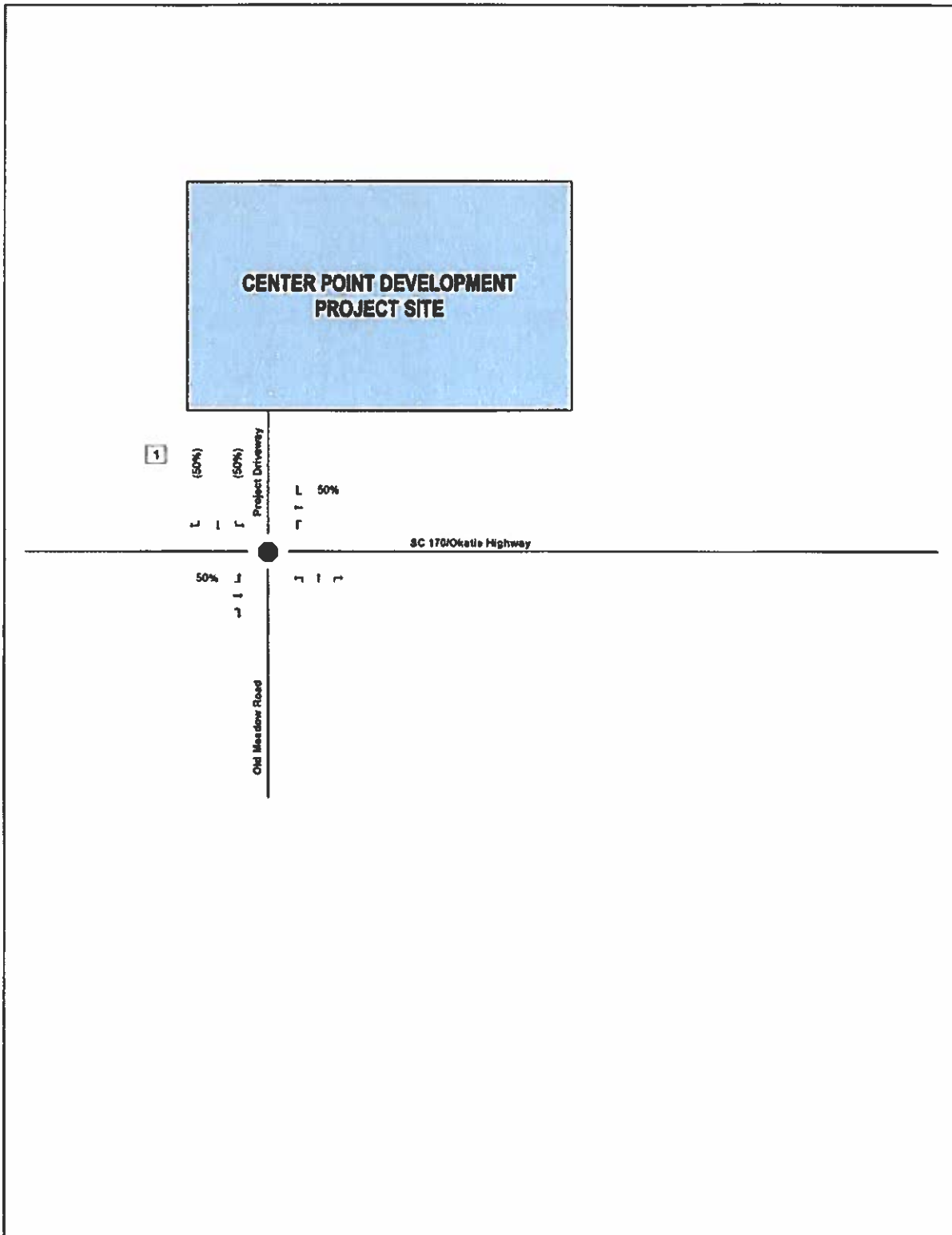
### Exhibit 3.1 - Project Traffic Distribution and Assignment



**Project Traffic Volume Assignment Legend**

● 60% - Inbound Trip Percentage  
● 40% - Outbound Trip Percentage

● TWSC    ● SIGNAL





### Exhibit 3.2 - Peak Hour Project Traffic Volumes

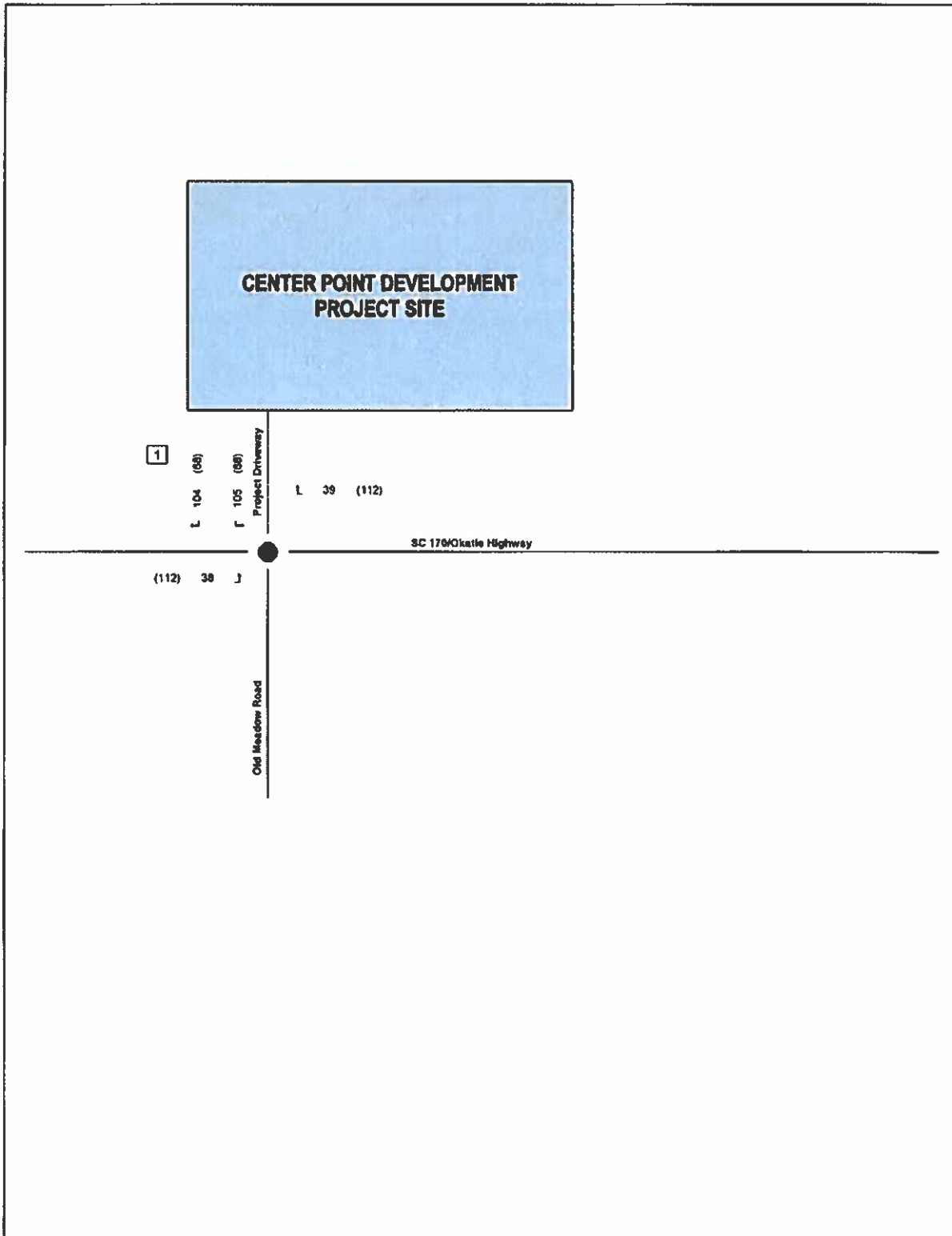


**Traffic Volumes Legend**

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

TWOC

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:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

Existing 2021 traffic volumes were collected at these study area intersections during the AM and PM peak periods listed above.

The raw traffic volume counts are provided in **Appendix B** and the 2021 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 4.1**.

### 4.2 FUTURE TRAFFIC PROJECTIONS

Future 2024 No Build traffic volumes were developed by adding *background traffic growth* 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 Center Point 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 3.9%. Therefore, in an effort to be conservative, a 4% annual growth rate was utilized to develop anticipated *background traffic growth* through the anticipated 2024 buildout year.

2024 No Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.2**, were developed by adding the *background traffic growth* (assuming 4% annual growth of the existing traffic volumes) to the 2021 existing AM and PM peak hour traffic volumes.

2024 Build AM and PM peak hour traffic volumes, illustrated in **Exhibit 4.3**, were developed by adding the Center Point project traffic (shown in **Exhibit 3.2**) volumes to the 2024 No Build traffic volumes.

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



**Exhibit 4.1 - Existing Peak Hour Traffic Volumes**



**Traffic Volume Legend**

600 - AM Peak Hour Volumes	● TWOC	● SIGNAL
(600) - PM Peak Hour Volumes		

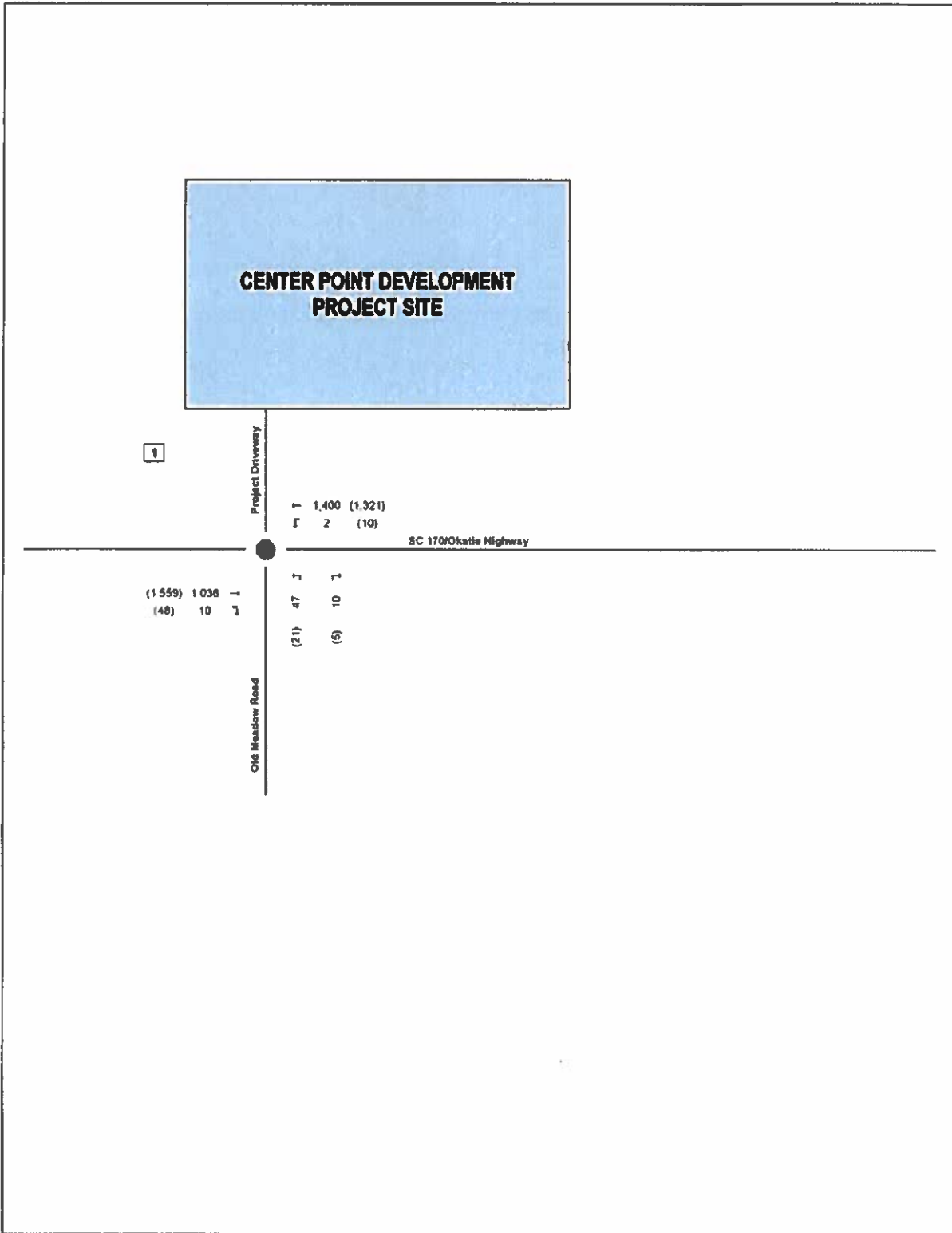






Exhibit 4.2 - No Build Peak Hour Traffic Volumes



Traffic Volume Legend

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

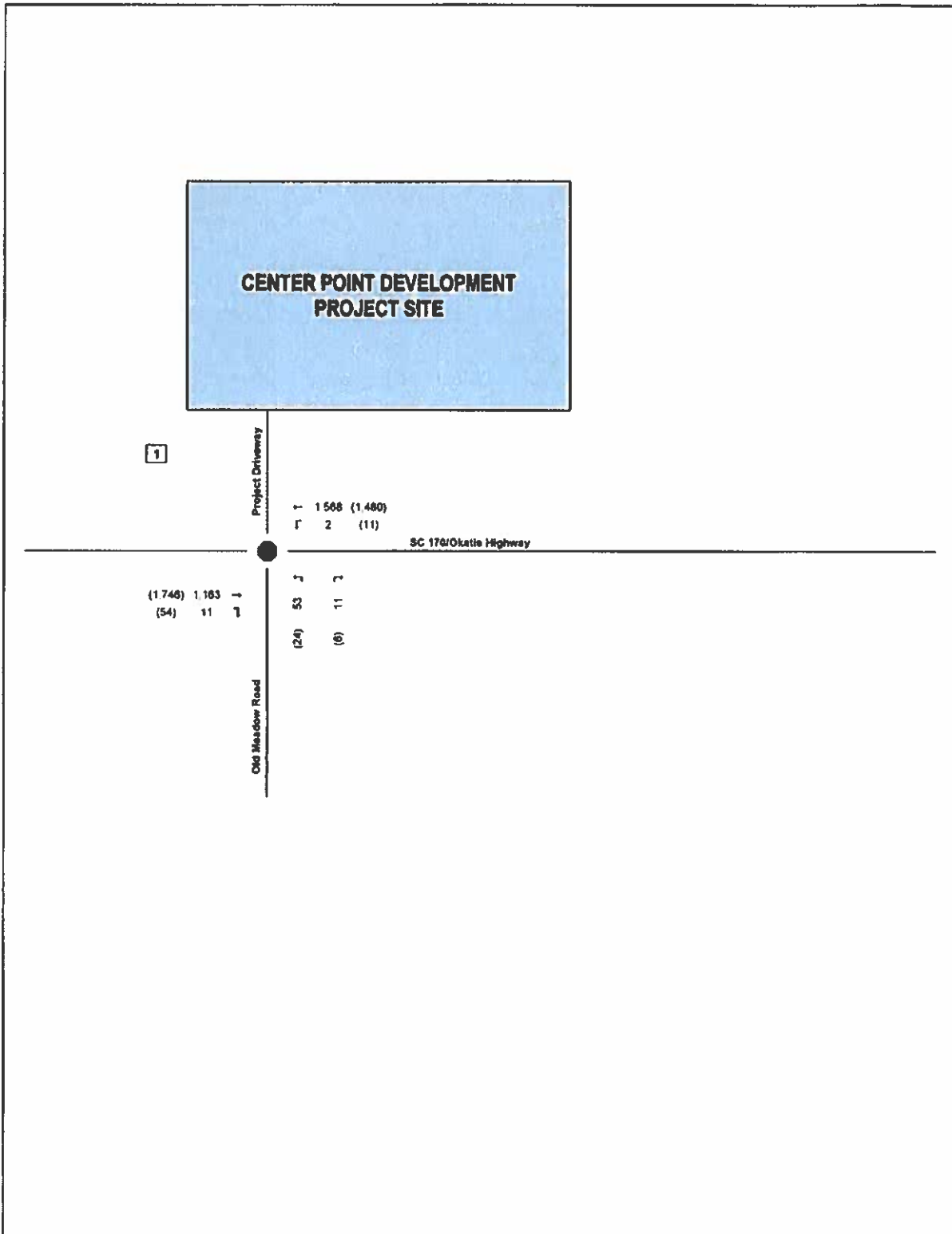
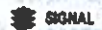




Exhibit 4.3 - Build Peak Hour Traffic Volumes

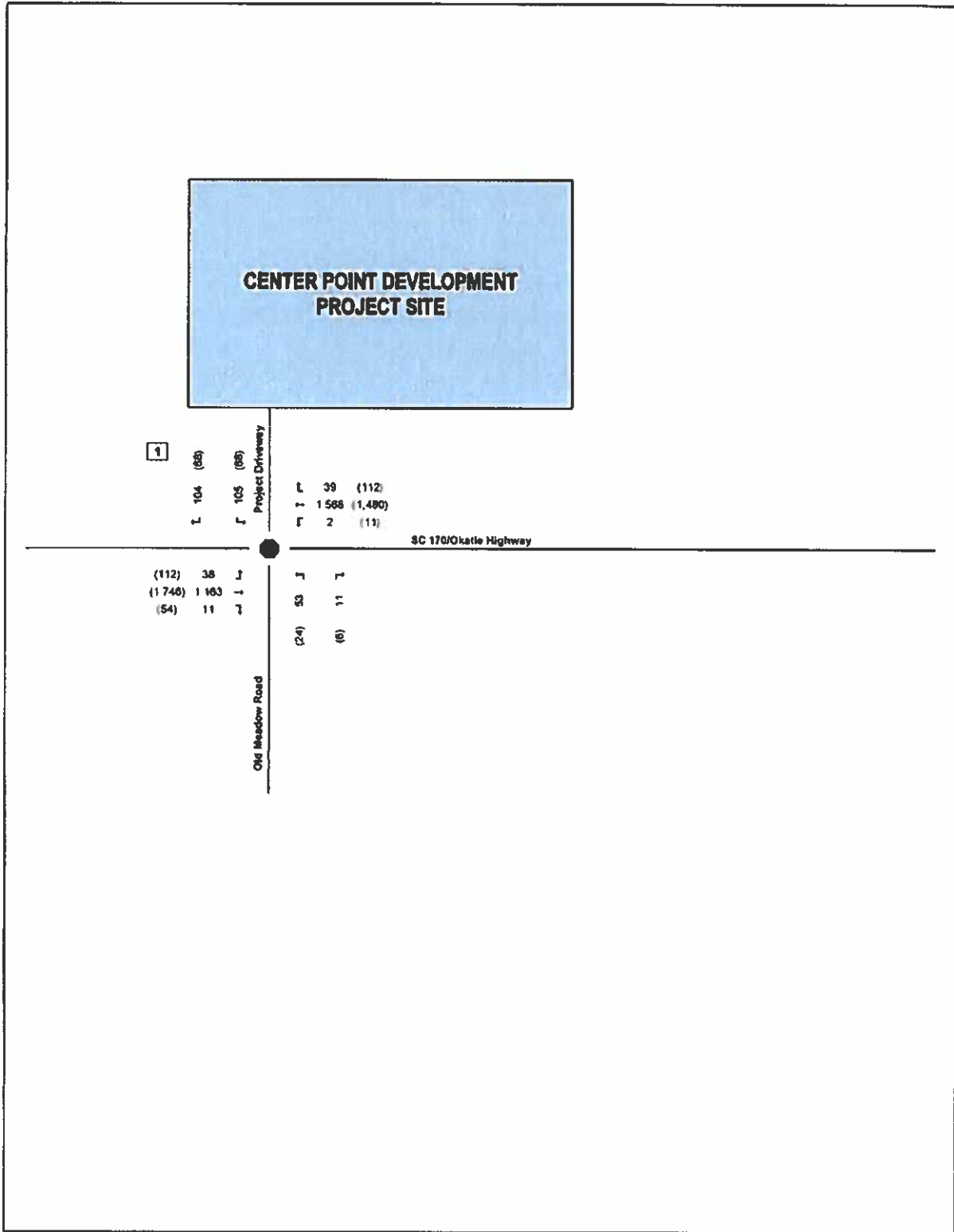


**Traffic Volume Legend**

800 - All Peak Hour Volumes  
 (800) - PM Peak Hour Volumes

TWSC

SIGNAL





## 5.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis was conducted for the Center Point 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 2010 (HCM 2010)* 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 (2017)*, 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 1	Reference/Note
1	✓	Appendix H
2	✓	Appendix H
3	x	Not a 6-lane highway
4	x	Fails with or without turn lane
5	x	Exhibit 4.3
6	✓	Right turn lanes typically provided
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 recommended at Project Driveway #1 prior to full buildout of the Center Point development.

Per the criteria documented in Section 5D-4 of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, it is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.



### 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* (2017), 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 1	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	✓	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 Project Driveway #1 prior to full buildout of the Center Point development.

Per the criteria documented in Section 5D-4 of SCDOT's *Access and Roadside Management Standards (ARMS, 2008)*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper).



## 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 2021 Existing Conditions, 2024 No Build Conditions, and 2024 Build Conditions. The analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 10 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 2010 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 2010 Intersection LOS Criteria

LOS	Control Delay per Vehicle (s)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. The existing 2021 traffic counts' peak hour factors (PHF) were utilized in the analysis of existing conditions. Future-year 2024 conditions were analyzed utilizing existing PHF, but with a minimum PHF of 0.90 and maximum PHF of 0.95 considered. The existing 2021 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 2021 Existing Conditions and 2024 No Build Conditions. The 2024 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 signalized intersections, the overall intersection LOS and delay results are evaluated for acceptable operation, while for two-way stop-controlled (TWSC) intersections, the LOS and delay results are evaluated for the worst-case minor-street approaches only, per *HCM 2010* methodologies for TWSC intersections.



Table 5.4 – Peak Hour Intersection Analysis Results

Intersection	Control	LOS/Delay (seconds/vehicle)							
		AM Peak Hour		2024 Build If signalized		2021 Existing		PM Peak Hour	
		2021 Existing	2024 No Build	2024 Build	2024 Build If signalized	2021 Existing	2024 No Build	2024 Build	2024 Build If signalized
1 SC 170/Katie Highway & Old Meadow Road (NB)/Project Driveway #1 (SB)	TWSC	C/23.4 (NB)	D/29.1 (NB)	F/184.3 (NB)	C/23.3	D/32.3 (NB)	E/46.9 (NB)	F* (NB)	B/19.9

\*Delay exceeds 300 seconds



As shown in **Table 5.4**, the results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Center Point development, with one exception:

The intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. However, this projected delay is likely due to the conservative nature of the *HCM 2010* unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Worksheets documenting the intersection analyses are provided in **Appendix D** for 2021 Existing Conditions, **Appendix E** for 2024 No Build Conditions, **Appendix F** for 2024 Build Conditions, and in **Appendix G** for 2024 Build Conditions with proposed improvements.



## 6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact analysis was conducted for the Center Point development in accordance with SCDOT and Jasper County guidelines.

The proposed Center Point development (which is anticipated to be constructed by 2024) is located along SC 170 and will consist of Multi-family Housing Units (Mid-Rise), Single Family Housing Units, and a Nursing Home.

Access to the development is proposed to be provided via one proposed full access driveway along SC 170 aligned with Old Meadow Road, which meets the SCDOT spacing requirement.

Therefore, the extent of the roadway network analyzed consisted of the intersection of:

1. SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1.

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 Center Point development.

Future access is also planned along SC 170 to the east with the intersection of Camp St. Mary's Road. This eastern access is planned to serve a future phase of development (not included in this study). Therefore, it is recommended that a future traffic impact analysis study be performed at the time of the encroachment permit for the permanent access at Camp St. Mary's Road.

The results of the analysis indicate that the intersection of SC 170/Okatie Highway & Old Meadow Road/Project Driveway is projected to experience undesirable delay in both peak hours of the 2024 Build Conditions. Therefore, upon completion of the Center Point Development in 2024, it is recommended to perform a signal warrant analysis to determine if the intersection meets the criteria and to install the traffic signal, if warranted.

Based on the turn lane criteria in SCDOT's *Roadway Design Manual*, an exclusive eastbound left-turn lane and westbound right-turn lane along SC 170/Okatie Highway are recommended at Project Driveway #1.

Per the criteria documented in SCDOT's *Access and Roadside Management Standards*, it is recommended that the exclusive left-turn lane consist of a total of 400 feet, with 200 feet of storage and a 200-foot taper. However, due to the fact that there is an existing two-way left-turn-lane (TWLTL) which provides 225 feet of storage in the eastbound direction, it is recommended that the existing TWLTL be extended by approximately 175 feet (to provide length for the recommended 400 feet of storage and taper). It is recommended that the exclusive right-turn lane consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper.





# **CENTER POINT TRAFFIC IMPACT ANALYSIS APPENDICES**



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## Appendix A TRIP GENERATION WORKSHEETS

# TRIP GENERATION ESTIMATES

## Center Point Development

### Weekday Daily

Trip Generation Characteristics				Directional Distribution			Gross Trips			New External Trips			
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	10th	210	220	DU	$\ln(T) = 0.92 \ln(X) + 2.71$	50%	50%	1,074	1,074	2,148	1,074	1,074	2,148
Multifamily Housing (Mid-Rise)	10th	220	240	DU	$T = 7.56(X) - 40.86$	50%	50%	887	887	1,774	887	887	1,774
Nursing Home	10th	620	20.6	KSF	$\ln(T) = 0.83 \ln(X) + 2.51$	50%	50%	76	76	152	76	76	152
<b>Total:</b>								<b>2,037</b>	<b>2,037</b>	<b>4,074</b>	<b>2,037</b>	<b>2,037</b>	<b>4,074</b>

### Weekday AM Peak Hour

Trip Generation Characteristics				Directional Distribution			Gross Trips			New External Trips			
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	10th	210	220	DU	$T = 0.71(X) + 4.80$	25%	75%	41	121	162	41	121	162
Multifamily Housing (Mid-Rise)	10th	220	240	DU	$\ln(T) = 0.95 \ln(X) - 0.51$	23%	77%	25	85	110	25	85	110
Nursing Home	10th	620	20.6	KSF	$\ln(T) = 0.84 \ln(X)$	78%	22%	11	3	14	11	3	14
<b>Total:</b>								<b>77</b>	<b>209</b>	<b>286</b>	<b>77</b>	<b>209</b>	<b>286</b>

### Weekday PM Peak Hour

Trip Generation Characteristics				Directional Distribution			Gross Trips			New External Trips			
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	10th	210	220	DU	$\ln(T) = 0.96 \ln(X) + 0.20$	63%	37%	137	81	218	137	81	218
Multifamily Housing (Mid-Rise)	10th	220	240	DU	$\ln(T) = 0.89 \ln(X) - 0.02$	63%	37%	82	48	130	82	48	130
Nursing Home	10th	620	20.6	KSF	$T = 0.59(X)$	41%	59%	5	7	12	5	7	12
<b>Total:</b>								<b>224</b>	<b>136</b>	<b>360</b>	<b>224</b>	<b>136</b>	<b>360</b>



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## Appendix B TRAFFIC VOLUME DATA

# 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 @ Old Meadow Rd

Site Code :

Start Date : 08/03/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				SC 170 Westbound				Old Meadow 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	1	304	0	0	15	0	4	0	0	250	3	0	577	
07:15	0	0	0	0	0	388	0	0	14	0	4	0	0	256	2	0	664	
07:30	0	0	0	0	0	381	0	0	7	0	0	0	0	279	4	0	671	
07:45	0	0	0	0	1	327	0	0	11	0	2	0	0	253	1	0	595	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1400</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1038</b>	<b>10</b>	<b>0</b>	<b>2507</b>	
08:00	0	0	0	0	0	291	0	0	9	0	3	0	0	260	3	0	566	
08:15	0	0	0	0	0	288	0	0	10	0	0	0	0	252	2	0	552	
08:30	0	0	0	0	1	296	0	0	12	0	3	0	0	215	3	0	530	
08:45	0	0	0	0	2	278	0	0	13	0	2	0	0	211	3	0	509	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1153</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>938</b>	<b>11</b>	<b>0</b>	<b>2157</b>	
16:00	0	0	0	0	2	307	0	0	1	0	2	0	0	316	8	0	636	
16:15	0	0	0	0	4	352	0	0	5	0	1	0	0	346	16	0	724	
16:30	0	0	0	0	1	337	0	0	4	0	0	0	0	357	8	0	707	
16:45	0	0	0	0	3	330	0	0	6	0	1	0	0	349	14	0	703	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1326</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1368</b>	<b>46</b>	<b>0</b>	<b>2770</b>	
17:00	0	0	0	0	1	339	0	0	3	0	2	0	0	400	10	0	755	
17:15	0	0	0	0	4	325	0	0	5	0	1	0	0	404	8	0	747	
17:30	0	0	0	0	2	327	0	0	7	0	1	0	0	406	16	0	759	
17:45	0	0	0	0	1	264	0	0	8	0	4	0	0	388	14	0	679	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1255</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1598</b>	<b>48</b>	<b>0</b>	<b>2940</b>	
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5134</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>4942</b>	<b>115</b>	<b>0</b>	<b>10374</b>	
Apprch %	0	0	0	0	0.4	99.6	0	0	81.2	0	18.8	0	0	97.7	2.3	0		
Total %	0	0	0	0	0.2	49.5	0	0	1.3	0	0.3	0	0	47.6	1.1	0		
Passenger Vehicles	0	0	0	0	23	5000	0	0	130	0	30	0	0	4805	114	0	10102	
% Passenger Vehicles	0	0	0	0	100	97.4	0	0	100	0	100	0	0	97.2	99.1	0	97.4	
Heavy Vehicles	0	0	0	0	0	133	0	0	0	0	0	0	0	135	1	0	269	
% Heavy Vehicles	0	0	0	0	0	2.6	0	0	0	0	0	0	0	2.7	0.9	0	2.6	
Buses	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3	
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# SHOW REPORTS, LLC

735 Maryland St  
Columbia, SC 29201

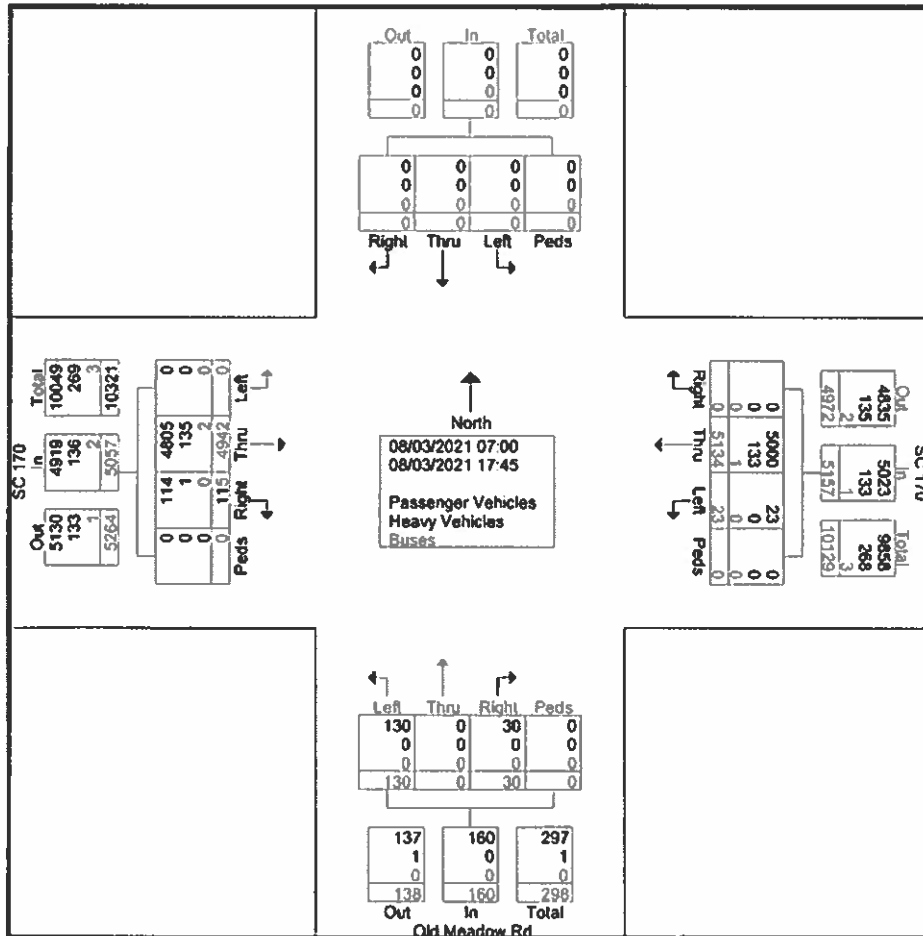
We can't say we're the Best, but you Can!

File Name : SC 170 @ Old Meadow Rd

Site Code :

Start Date : 08/03/2021

Page No : 2



# S J 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!*

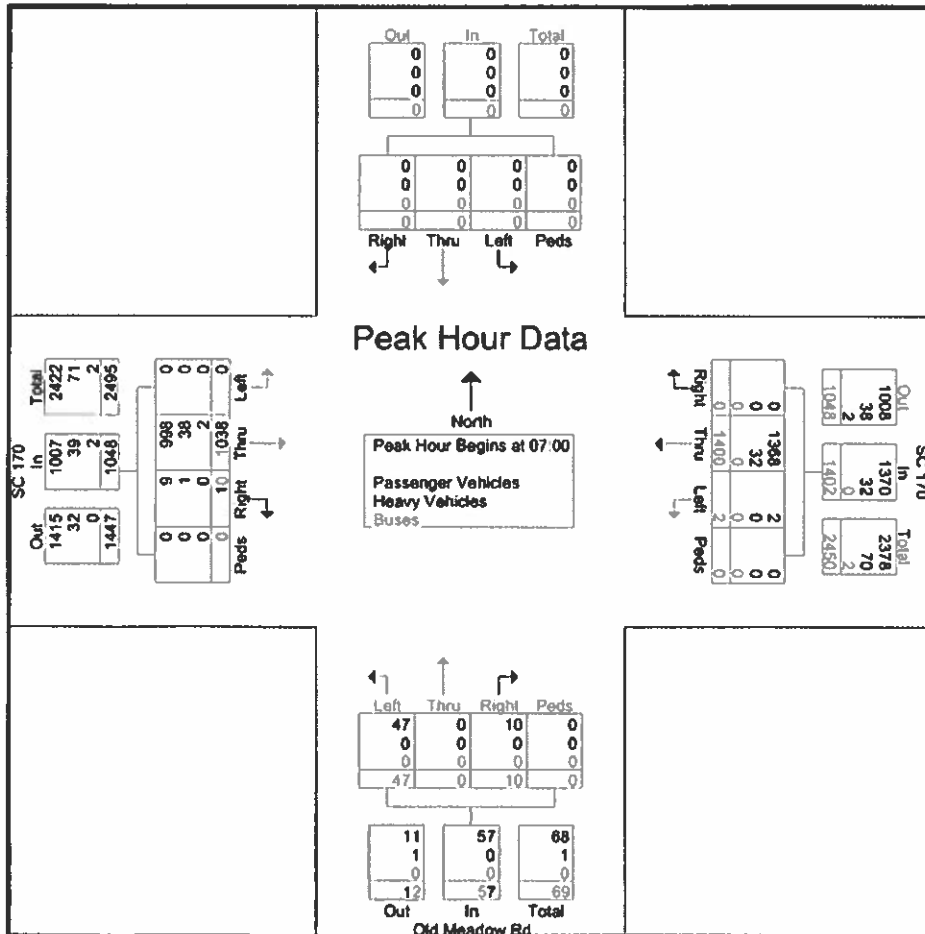
File Name : SC 170 @ Old Meadow Rd

Site Code :

Start Date : 08/03/2021

Page No : 3

Start Time	Southbound					SC 170 Westbound					Old Meadow 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 07:00																					
07:00	0	0	0	0	0	1	304	0	0	305	15	0	4	0	19	0	250	3	0	253	577
07:15	0	0	0	0	0	0	388	0	0	388	14	0	4	0	18	0	256	2	0	258	864
07:30	0	0	0	0	0	0	381	0	0	381	7	0	0	0	7	0	279	4	0	283	671
07:45	0	0	0	0	0	1	327	0	0	328	11	0	2	0	13	0	253	1	0	254	595
Total Volume	0	0	0	0	0	2	1400	0	0	1402	47	0	10	0	57	0	1038	10	0	1048	2507
% App. Total	0	0	0	0	0	0.1	99.9	0	0		82.5	0	17.5	0		0	99	1	0		
PHF	.000	.000	.000	.000	.000	.500	.902	.000	.000	.903	.783	.000	.625	.000	.750	.000	.930	.625	.000	.926	.934
Passenger Vehicles	0	0	0	0	0	100	97.7	0	0	97.7	100	0	100	0	100	0	96.1	90.0	0	96.1	97.1
% Passenger Vehicles	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	38	1	0	39	71
Heavy Vehicles	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	0	3.7	10.0	0	3.7	2.8
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1



# S J 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!*

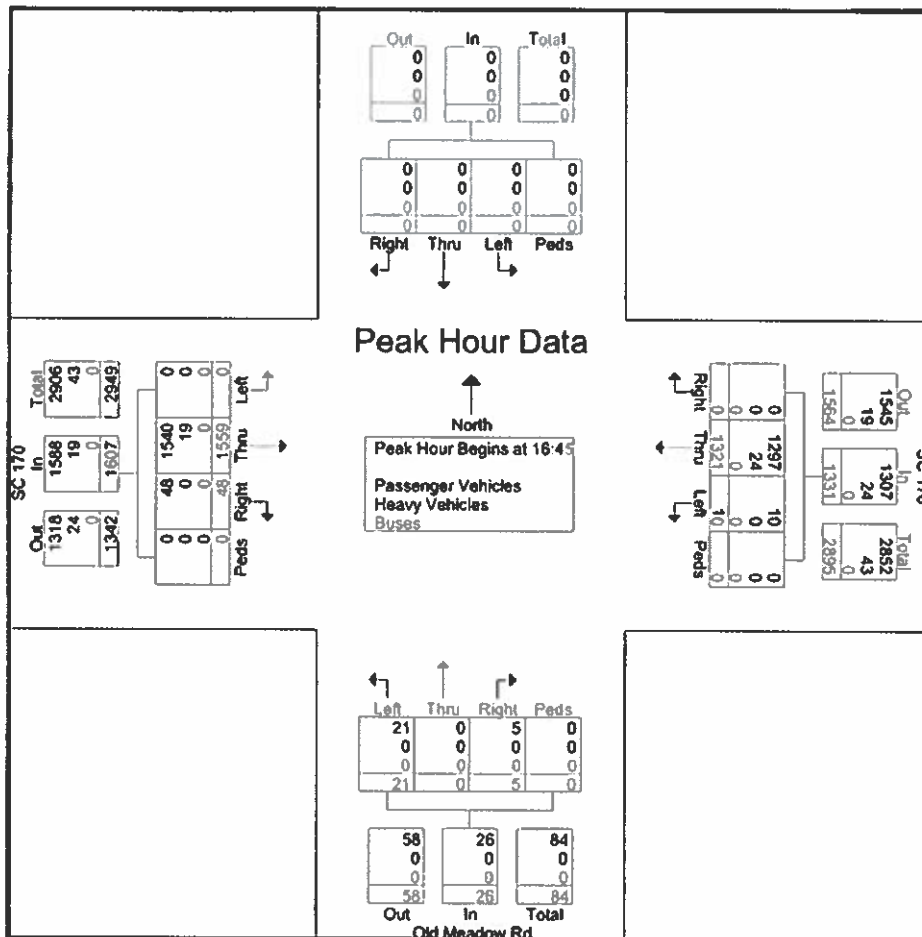
File Name : SC 170 @ Old Meadow Rd

Site Code :

Start Date : 08/03/2021

Page No : 4

Start Time	Southbound					SC 170 Westbound					Old Meadow 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	3	330	0	0	333	6	0	1	0	7	0	349	14	0	363	703
17:00	0	0	0	0	0	1	339	0	0	340	3	0	2	0	5	0	400	10	0	410	755
17:15	0	0	0	0	0	4	325	0	0	329	5	0	1	0	6	0	404	8	0	412	747
17:30	0	0	0	0	0	2	327	0	0	329	7	0	1	0	8	0	408	18	0	422	759
Total Volume	0	0	0	0	0	10	1321	0	0	1331	21	0	5	0	26	0	1550	48	0	1607	2964
% App. Total	0	0	0	0	0	0.8	99.2	0	0		80.8	0	19.2	0		0	97	3	0		
PHF	.000	.000	.000	.000	.000	.625	.974	.000	.000	.979	.750	.000	.625	.000	.813	.000	.960	.750	.000	.952	.976
Passenger Vehicles	0	0	0	0	0	10	1297	0	0	1297	1540	0	100	0	1540	0	98.8	100	0	98.8	98.5
% Passenger Vehicles	0	0	0	0	0	100	98.2	0	0	98.2	100	0	100	0	100	0	98.8	100	0	98.8	98.5
Heavy Vehicles	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	19	0	0	19	43
% Heavy Vehicles	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	0	1.2	0	0	1.2	1.5
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 & Old Meadow Road/Project Driveway

Traffic Control: TWSC  
 Date Counted: 06/2021  
 TOTAL PROJECT TRAFFIC  
 AM: IN 77 OUT 209 PM: IN 224 OUT 136

AM PEAK HOUR 7:30 AM - 8:00 AM	EBL			WBL			NBL			SBL		
	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR				
<b>2021 Existing Traffic Volumes</b>	0	1,038	10	2	1,400	0	47	0	10	0	0	0
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Background Traffic	0	125	1	0	168	0	6	0	1	0	0	0
<b>2024 No Build Traffic Volumes</b>	0	1,163	11	2	1,568	0	53	0	11	0	0	0
Inbound Project Traffic %	50%			50%								
Outbound Project Traffic %										50%		
2024 Project Traffic	38	0	0	0	0	39	0	0	0	105	0	104
<b>2024 Build Traffic Volumes</b>	38	1,163	11	2	1,568	39	53	0	11	105	0	104
<b>PM PEAK HOUR</b>												
<b>4:45 PM - 5:45 PM</b>												
PM PEAK HOUR 4:45 PM - 5:45 PM	EBL			WBL			NBL			SBL		
	EBT	EBR	WBT	WBR	NBT	NBR	SBT	SBR				
<b>2021 Existing Traffic Volumes</b>	0	1,559	48	10	1,321	0	21	0	6	0	0	0
Years to Buildout	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Background Traffic	0	187	6	1	159	0	3	0	1	0	0	0
<b>2024 No Build Traffic Volumes</b>	0	1,746	54	11	1,480	0	24	0	6	0	0	0
Inbound Project Traffic %	50%			50%								
Outbound Project Traffic %										50%		
2024 Project Traffic	112	0	0	0	0	112	0	0	0	68	0	68
<b>2024 Build Traffic Volumes</b>	112	1,746	54	11	1,480	112	24	0	6	68	0	68



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## Appendix D ANALYSIS WORKSHEETS: 2021 EXISTING CONDITIONS

**Intersection**

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↖↑	↘	↗
Traffic Vol, veh/h	1038	10	2	1400	47	10
Future Vol, veh/h	1038	10	2	1400	47	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1116	11	2	1505	51	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1127	0	1873
Stage 1	-	-	-	-	1116
Stage 2	-	-	-	-	757
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	-	-	616	-	64
Stage 1	-	-	-	-	275
Stage 2	-	-	-	-	424
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	616	-	63
Mov Cap-2 Maneuver	-	-	-	-	224
Stage 1	-	-	-	-	275
Stage 2	-	-	-	-	416

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	473	-	-	616	-
HCM Lane V/C Ratio	0.226	0.023	-	-	0.003	-
HCM Control Delay (s)	25.7	12.8	-	-	10.9	0.1
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↖↑	↘	↗
Traffic Vol, veh/h	1559	48	10	1321	21	5
Future Vol, veh/h	1559	48	10	1321	21	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	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1591	49	10	1348	21	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1640	0
Stage 1	-	-	-	1591
Stage 2	-	-	-	694
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	-	-	391	-
Stage 1	-	-	-	153
Stage 2	-	-	-	457
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	391	-
Mov Cap-2 Maneuver	-	-	-	137
Stage 1	-	-	-	153
Stage 2	-	-	-	410

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	32.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	330	-	-	391	-
HCM Lane V/C Ratio	0.156	0.015	-	-	0.026	-
HCM Control Delay (s)	36.1	16.1	-	-	14.5	0.7
HCM Lane LOS	E	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-



---

## Appendix E ANALYSIS WORKSHEETS: 2024 NO BUILD CONDITIONS

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	1163	11	2	1568	53	11
Future Vol, veh/h	1163	11	2	1568	53	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1251	12	2	1686	57	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1263	0	2098
Stage 1	-	-	-	-	1251
Stage 2	-	-	-	-	847
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	-	-	546	-	427
Stage 1	-	-	-	-	233
Stage 2	-	-	-	-	381
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	546	-	427
Mov Cap-2 Maneuver	-	-	-	-	188
Stage 1	-	-	-	-	233
Stage 2	-	-	-	-	359

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	29.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	427	-	-	546	-
HCM Lane V/C Ratio	0.303	0.028	-	-	0.004	-
HCM Control Delay (s)	32.3	13.7	-	-	11.6	0.3
HCM Lane LOS	D	B	-	-	B	A
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↖↑	↘	↗
Traffic Vol, veh/h	1746	54	11	1480	24	6
Future Vol, veh/h	1746	54	11	1480	24	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	-	250	-	-	100	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	1838	57	12	1558	25	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1895	0	2641
Stage 1	-	-	-	-	1838
Stage 2	-	-	-	-	803
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	-	-	311	-	~19
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	401
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	311	-	~14
Mov Cap-2 Maneuver	-	-	-	-	98
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	286

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	46.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	273	-	-	311	-
HCM Lane V/C Ratio	0.258	0.023	-	-	0.037	-
HCM Control Delay (s)	54	18.5	-	-	17	2.4
HCM Lane LOS	F	C	-	-	C	A
HCM 95th %ile Q(veh)	0.9	0.1	-	-	0.1	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon





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## Appendix F ANALYSIS WORKSHEETS: 2024 BUILD CONDITIONS

Intersection												
Int Delay, s/veh	14.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘		↗	↘	↘		↗		↗	↘
Traffic Vol, veh/h	38	1163	11	2	1568	39	53	0	11	105	0	104
Future Vol, veh/h	38	1163	11	2	1568	39	53	0	11	105	0	104
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	-	250	-	-	100	100	-	0	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1251	12	2	1686	42	57	0	12	113	0	112

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1728	0	0	1263	0	0	2180	-	626	2398	3035	843
Stage 1	-	-	-	-	-	-	1333	-	-	1690	1690	-
Stage 2	-	-	-	-	-	-	847	-	-	708	1345	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Plat Cap-1 Maneuver	361	-	-	546	-	-	~26	0	427	~17	13	307
Stage 1	-	-	-	-	-	-	162	0	-	~97	148	-
Stage 2	-	-	-	-	-	-	323	0	-	392	218	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	361	-	-	546	-	-	~14	-	427	~14	10	307
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	-	-	~79	101	-
Stage 1	-	-	-	-	-	-	144	-	-	~86	133	-
Stage 2	-	-	-	-	-	-	184	-	-	338	193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.6	75.5	184.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	95	427	361	-	-	546	-	-	79	307
HCM Lane V/C Ratio	0.6	0.028	0.113	-	-	0.004	-	-	1.429	0.364
HCM Control Delay (s)	88.3	13.7	16.2	-	-	11.6	0.6	-	\$ 343.7	23.3
HCM Lane LOS	F	B	C	-	-	B	A	-	F	C
HCM 95th %tile Q(veh)	2.8	0.1	0.4	-	-	0	-	-	9	1.6

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	64.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗		↘↑	↗	↘		↗		↘↑	↗
Traffic Vol, veh/h	112	1746	54	11	1480	112	24	0	6	68	0	68
Future Vol, veh/h	112	1746	54	11	1480	112	24	0	6	68	0	68
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	-	250	-	-	100	100	-	0	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	1838	57	12	1558	118	25	0	6	72	0	72

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1676	0	0	1895
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	379	-	-	311
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	379	-	-	311
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	5.5	\$ 6847.7	148.7
HCM LOS			F	F






















Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	2	273	379	-	-	311	-	-	62	339
HCM Lane V/C Ratio	12.632	0.023	0.311	-	-	0.037	-	-	1.154	0.211
HCM Control Delay (s)	\$ 8555	18.5	18.7	-	-	17	5.8	-	275	18.4
HCM Lane LOS	F	C	C	-	-	C	A	-	F	C
HCM 95th %tile Q(veh)	4.9	0.1	1.3	-	-	0.1	-	-	5.8	0.8

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



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## **Appendix G ANALYSIS WORKSHEETS: 2024 BUILD CONDITIONS W/ PROPOSED IMPROVEMENTS**

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1163	11	2	1568	39	53	0	11	105	0	104
Future Volume (veh/h)	38	1163	11	2	1568	39	53	0	11	105	0	104
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1827	1827	1900	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	41	1251	12	2	1686	42	57	0	12	113	0	112
Adj No. of Lanes	1	2	1	0	2	1	0	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	2225	995	48	1884	859	96	0	379	96	0	379
Arrive On Green	0.04	0.64	0.64	0.54	0.54	0.54	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1774	3471	1553	1	3471	1583	0	0	1583	0	0	1583
Grp Volume(v), veh/h	41	1251	12	905	783	42	57	0	12	113	0	112
Grp Sat Flow(s), veh/h/ln	1774	1736	1553	1861	1610	1583	0	0	1583	0	0	1583
Q Serve(g_s), s	0.7	15.2	0.2	0.0	32.5	0.9	0.0	0.0	0.4	0.0	0.0	4.4
Cycle Q Clear(g_c), s	0.7	15.2	0.2	32.5	32.5	0.9	18.0	0.0	0.4	18.0	0.0	4.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	2225	995	1058	874	859	96	0	379	96	0	379
V/C Ratio(X)	0.21	0.56	0.01	0.86	0.90	0.05	0.60	0.00	0.03	1.18	0.00	0.30
Avail Cap(c_a), veh/h	245	2447	1095	1124	932	916	96	0	379	96	0	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	7.6	4.9	15.3	15.3	8.1	37.6	0.0	21.9	37.6	0.0	23.4
Incr Delay (d2), s/veh	0.5	0.2	0.0	6.4	10.8	0.0	9.6	0.0	0.0	148.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.2	0.1	18.2	16.7	0.4	1.4	0.0	0.2	5.9	0.0	1.9
LnGrp Delay(d),s/veh	15.7	7.8	4.9	21.7	26.1	8.1	47.2	0.0	21.9	185.9	0.0	23.8
LnGrp LOS	B	A	A	C	C	A	D		C	F		C
Approach Vol, veh/h		1304			1730			69			225	
Approach Delay, s/veh		8.0			23.3			42.8			105.2	
Approach LOS		A			C			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.7		22.5	7.4	45.3		22.5				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		53.0		18.0	5.0	43.5		18.0				
Max Q Clear Time (g_c+I), s		17.2		20.0	2.7	34.5		20.0				
Green Ext Time (p_c), s		10.0		0.0	0.0	6.3		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				23.3								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

2024 Build Conditions w/ Improvements

101: Old Meadow Road/Project Driveway & SC 170/Okatie Highway

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1746	54	11	1480	112	24	0	6	68	0	68
Future Volume (veh/h)	112	1746	54	11	1480	112	24	0	6	68	0	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	122	1838	57	12	1558	122	25	0	6	74	0	74
Adj No. of Lanes	1	2	1	0	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	2312	1034	51	1716	134	93	0	366	93	0	366
Arrive On Green	0.06	0.65	0.65	0.54	0.54	0.54	0.23	0.00	0.23	0.23	0.00	0.23
Sat Flow, veh/h	1774	3539	1583	8	3204	250	0	0	1583	0	0	1583
Grp Volume(v), veh/h	122	1838	57	886	0	806	25	0	6	74	0	74
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1810	0	1651	0	0	1583	0	0	1583
Q Serve(g_s), s	2.2	29.2	1.0	5.9	0.0	34.5	0.0	0.0	0.2	0.0	0.0	2.9
Cycle Q Clear(g_c), s	2.2	29.2	1.0	33.7	0.0	34.5	18.0	0.0	0.2	18.0	0.0	2.9
Prop In Lane	1.00		1.00	0.01		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	2312	1034	1017	0	884	93	0	366	93	0	366
V/C Ratio(X)	0.54	0.80	0.06	0.87	0.00	0.91	0.27	0.00	0.02	0.80	0.00	0.20
Avail Cap(c_a), veh/h	233	2410	1078	1056	0	923	93	0	366	93	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	9.7	4.9	16.0	0.0	16.4	38.9	0.0	23.1	38.9	0.0	24.1
Incr Delay (d2), s/veh	2.3	1.9	0.0	7.9	0.0	12.8	1.5	0.0	0.0	37.7	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	14.6	0.4	18.9	0.0	18.6	0.6	0.0	0.1	2.5	0.0	1.3
LnGrp Delay(d),s/veh	19.8	11.6	4.9	23.9	0.0	29.2	40.5	0.0	23.1	76.6	0.0	24.4
LnGrp LOS	B	B	A	C		C	D		C	E		C
Approach Vol, veh/h		2017			1692			31			148	
Approach Delay, s/veh		11.9			26.4			37.1			50.5	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.3		22.5	9.1	46.2		22.5				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		53.0		18.0	5.0	43.5		18.0				
Max Q Clear Time (g_c+I1), s		31.2		20.0	4.2	36.5		20.0				
Green Ext Time (p_c), s		13.7		0.0	0.0	5.2		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									



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## Appendix H TURN LANE ANALYSIS WORKSHEETS



Study Area Information

County	Beaufort County	Date	8/10/2021
SCDOT Engineering District	District 6	Analyst	Claudia Thompson
Analysis Year	2024	Agency	Stantec Consulting Services Inc.
Intersection:	SC 170/Okatie Highway & Old Meadow Road/Project Driveway #1		
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
	AM	PM		AM	PM
Advancing	Left	39	112	1,213	1,012
	Through	1,163	1,748	1,609	1,803
	Right	11	54	39	112
Opposing	Left	2	11		
	Through	1,568	1,480		
	Right	39	112		

Advancing Volume: 1,213 AM, 1,012 PM  
 Opposing Volume: 1,609 AM, 1,803 PM  
 Left Turn Volume: 39 AM, 112 PM

% Left Turns in Advancing Volume: 3.2% AM, 5.9% PM

Right Turn Lane Volume Calculations

Movement	Volume (vph)			AM	PM
	AM	PM		AM	PM
Advancing	Left	2	11	1,609	1,603
	Through	1,568	1,480	39	112
	Right	39	112		

Adjustment to Right Turn Volume: Include? No

Advancing Volume: 1,609 AM, 1,603 PM  
 Right Turn Volume: 39 AM, 112 PM

Turn Lane Warrant Met?

<p><b>Left Turn Lane Warrant</b></p> <p>Applicable Warrant Chart: <b>Fig 9.5-D</b></p> <p>Warrant Satisfied: <b>Yes</b></p>	<p><b>Right Turn Lane Warrant</b></p> <p>Applicable Warrant Chart: <b>Fig 9.5-B</b></p> <p>Warrant Satisfied: <b>Yes</b></p>
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Recommended Turn Lane Length

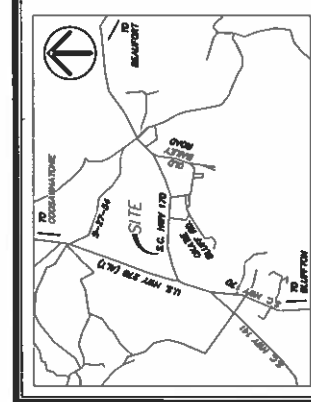
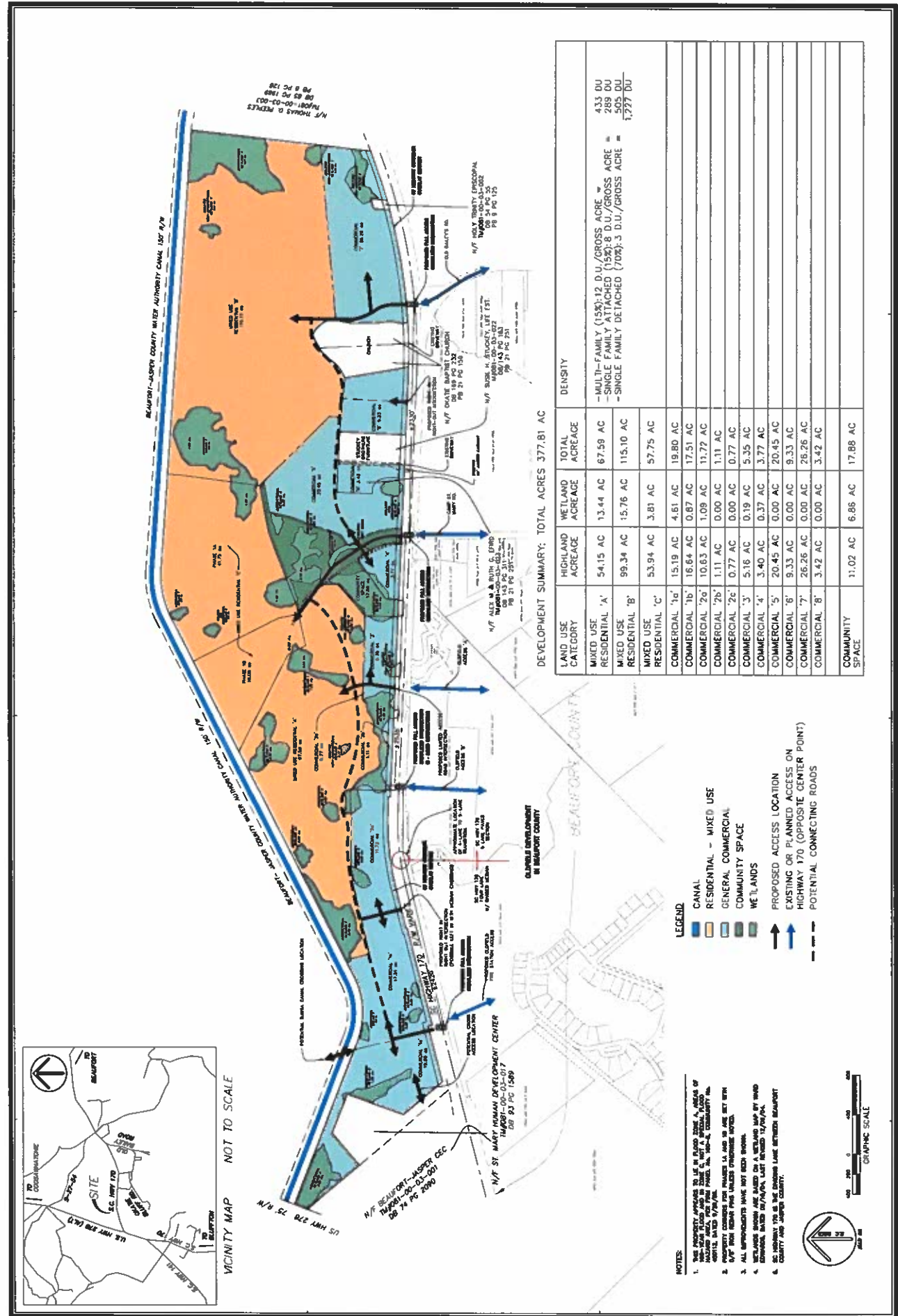
Advancing Approach Truck%: <b>2%</b>	Advancing Approach Truck%: <b>2%</b>
<p><b>Left Turn Lane</b></p> <p>Storage Length (ft): <b>200</b> ft</p> <p>Taper Length (ft): <b>200</b> ft</p> <p>Total Left Turn Lane (ft): <b>400</b> ft</p>	<p><b>Right Turn Lane</b></p> <p>Storage Length: <b>100</b> ft</p> <p>Taper Length: <b>200</b> ft</p> <p>Total Left Turn Lane: <b>300</b> ft</p>

Consider providing dual-lane 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.





DEVELOPMENT SUMMARY: TOTAL ACRES 377.81 AC

LAND USE CATEGORY	HIGHLAND ACREAGE	WETLAND ACREAGE	TOTAL ACREAGE	DENSITY
MIXED USE RESIDENTIAL 'A'	54.15 AC	13.44 AC	67.59 AC	-MULTI-FAMILY (15%)-12 D.U./GROSS ACRE = 433 DU -SINGLE FAMILY ATTACHED (15%)-8 D.U./GROSS ACRE = 289 DU -SINGLE FAMILY DETACHED (70%)-3 D.U./GROSS ACRE = 505 DU = 1,227 DU
MIXED USE RESIDENTIAL 'B'	99.34 AC	15.76 AC	115.10 AC	
MIXED USE RESIDENTIAL 'C'	53.94 AC	3.81 AC	57.75 AC	
COMMERCIAL '1d'	15.19 AC	4.61 AC	19.80 AC	
COMMERCIAL '1b'	16.64 AC	0.87 AC	17.51 AC	
COMMERCIAL '2b'	10.63 AC	1.09 AC	11.72 AC	
COMMERCIAL '2b'	1.11 AC	0.00 AC	1.11 AC	
COMMERCIAL '2c'	0.77 AC	0.00 AC	0.77 AC	
COMMERCIAL '3'	5.16 AC	0.19 AC	5.35 AC	
COMMERCIAL '4'	3.40 AC	0.37 AC	3.77 AC	
COMMERCIAL '5'	20.45 AC	0.00 AC	20.45 AC	
COMMERCIAL '6'	9.33 AC	0.00 AC	9.33 AC	
COMMERCIAL '7'	26.26 AC	0.00 AC	26.26 AC	
COMMERCIAL '8'	3.42 AC	0.00 AC	3.42 AC	
COMMUNITY SPACE	11.02 AC	6.88 AC	17.88 AC	

- LEGEND**
- █ CANAL
  - █ RESIDENTIAL - MIXED USE
  - █ GENERAL COMMERCIAL
  - █ COMMUNITY SPACE
  - █ WETLANDS
  - ↑ PROPOSED ACCESS LOCATION
  - ↑ EXISTING OR PLANNED ACCESS ON HIGHWAY 170 (OPPOSITE CENTER POINT)
  - POTENTIAL CONNECTING ROADS

- NOTES**
1. THIS PROPERTY APPEARS TO BE IN FLOOD ZONE. A REVIEW OF THE FLOOD ZONE MAPS HAS REVEALED THAT THE PROPERTY IS NOT IN A FLOOD ZONE. THE FLOOD ZONE MAPS ARE DATED 1/1/01 AND 1/1/02.
  2. ALL UNIMPROVED LOTS ARE TO BE DEVELOPED WITHIN THE COMMUNITY SPACE.
  3. ALL UNIMPROVED LOTS ARE TO BE DEVELOPED WITHIN THE COMMUNITY SPACE.
  4. THE SHOWN ACCESS LOCATIONS ARE BASED ON THE DESIGN MAP BY THE ENGINEER. THESE ACCESS LOCATIONS ARE SUBJECT TO THE ENGINEER'S REVIEW AND APPROVAL.
  5. THE SHOWN ACCESS LOCATIONS ARE BASED ON THE DESIGN MAP BY THE ENGINEER. THESE ACCESS LOCATIONS ARE SUBJECT TO THE ENGINEER'S REVIEW AND APPROVAL.
  6. THE SHOWN ACCESS LOCATIONS ARE BASED ON THE DESIGN MAP BY THE ENGINEER. THESE ACCESS LOCATIONS ARE SUBJECT TO THE ENGINEER'S REVIEW AND APPROVAL.

