Docket #0553 Date Filed: 11/13/2026

UNITED STATES BANKRUPTCY COURT
FOR THE WESTERN DISTRICT OF NORTH CAROLINA
Charlotte Division

IN RE: BRD LAND & INVESTMENT, et al. Debtors.	Chapter 11 Case No. 26-30215 (Jointly Administered)

MOTION OF DLP CAPITAL LENDING CH LLC TO DISMISS THE CHAPTER 11 CASE OF BRDL WARDEN STATION, LLC PURSUANT TO 11 U.S.C. § 1112(b) BASED ON ADMINISTRATIVE INSOLVENCY AND THE DEBTOR'S INABILITY TO SATISFY 11 U.S.C. § 1129(a)(9), (a)(11), AND (a)(12)

DLP Capital Lending CH LLC ("DLP"), a secured creditor and party in interest in the above-captioned jointly administered chapter 11 cases, moves under 11 U.S.C. § 1112(b), Rules 1017(f) and 9014 of the Federal Rules of Bankruptcy Procedure, and the Local Rules of this Court for entry of an order dismissing the chapter 11 case of BRDL Warden Station, LLC ("Warden Station"), Case No. 26-30214 (the "Motion"). In support, DLP states as follows.

PRELIMINARY STATEMENT

1. Warden Station is administratively insolvent. According to its own monthly operating reports, Warden Station held exactly $29.65 at the end of every month from May through October 2026, received nothing during these cases, and made a single $202.00 payment to the North Carolina Secretary of State in March 2026. It has no operations, employees, or income. Its only asset is approximately 1,800 acres of undeveloped land in Horry County, South Carolina, encumbered by DLP's lien and a senior statutory lien for unpaid real property taxes.

2. Against $29.65, Warden Station must pay, at a minimum: tax year 2026 Horry County real property taxes of $297,223.93, due January 15, 2027 and rising with penalties to

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$341,807.52; unpaid tax year 2025 taxes of $337,793.63 with penalties,[1] which must be paid under 11 U.S.C. § 1129(a)(9)(C) and (D); insurance; quarterly fees under 28 U.S.C. § 1930; approximately $85,000.00 in estimated fees of its South Carolina land use counsel, Robert S. Guyton, P.C. (the "Guyton Law Firm") (Doc. No. 505); and obligations running with the land under a recorded Development Agreement[2] with the City of Conway and a pending Utility Development Agreement[3] with Bucksport Water System, Inc. Those agreements require, among other things, a $250,000.00 transportation enhancement fee, conveyance and improvement of approximately 500 acres of recreation acreage by February 2027, a $110,000.00 soft cost reimbursement, a $250,000.00 well advance, reimbursement of an estimated $6,000,000.00 well and tank project, a letter of credit of up to 125 percent of that project's cost, and pay the City of Conway $297,500[4].

3. The Debtors are not substantively consolidated. Warden Station has its own bank account, cash reporting, tax bills, and contracts, and DLP extended credit on the strength of Warden Station's own property. Warden Station must pay its own administrative expenses from its own assets. It cannot, and that administrative insolvency is cause for dismissal under 11 U.S.C. § 1112(b)(4)(A).

JURISDICTION AND VENUE

4. This Court has jurisdiction over this matter under 28 U.S.C. §§ 157 and 1334 and the standing order of reference entered by the United States District Court for the Western District of North Carolina.

[1] A true and correct copy of tax bills is attached hereto as Composite Exhibit A.
[2] A true and correct copy is attached hereto as Exhibit B, with First Amendment to Development Agreement for Warden Station recorded at Deed Book 4875, Page 3348, attached hereto as Exhibit C.
[3] A true and correct copy is attached hereto as Exhibit D.
[4] See the Debtors' Schedules which list City of Conway as owed $297,500, which amount this Court required to be paid at the previous attempted sale of Warden Sation properties to Greenstead Capital.

5. This is a core proceeding under 28 U.S.C. § 157(b)(2)(A) and (O). DLP consents to the entry of final orders by this Court.

6. Venue is proper in this district under 28 U.S.C. §§ 1408 and 1409.

7. The statutory predicates for the relief requested are 11 U.S.C. §§ 503(b), 507(a)(2), 507(b), 1112(b), and 1129(a) and 28 U.S.C. § 960, together with Rules 1017(f), 2002(a)(4), and 9014 of the Federal Rules of Bankruptcy Procedure and Local Rule 9013-1.

BACKGROUND

A. The Debtors and These Cases

8. On February 24, 2026, BRD Land & Investment ("BRD"), BRDL Warden Station, LLC (Case No. 26-30214), and BRDL Warden Station Holding Co, LLC ("Holding Co.") (Case No. 26-30213) commenced these chapter 11 cases, which are jointly administered under Case No. 26-30215 (collectively, the "Debtors"). The Debtors are in the real estate business.

9. DLP holds claims secured by, among other collateral, the Warden Station properties, approximately 1,800 acres of parcels in Horry County, South Carolina, which are Warden Station's only asset.

B. Warden Station Is a Separate Debtor With Separate Assets, Liabilities, Accounts, and Contracts

10. Warden Station is a South Carolina limited liability company whose case is jointly administered with those of BRD and Holding Co. for procedural purposes only. It holds title to the Warden Station properties, and Horry County bills the real property taxes to Warden Station in its own name. Warden Station maintains its own Wells Fargo account ending in 9685, separate from

BRD's operating account ending in 1569, and the Debtors prepare separate weekly cash reports (the "Cash Reports") for each.

11. Warden Station, not BRD, is the "Developer" under the proposed Utility Development Agreement, which recites that Warden Station owns the property to be served. BRD signed the recorded Development Agreement as "Developer," but that agreement defines "Developer" to include all current owners and their successors in title, and its burdens run with the land under S.C. Code Ann. § 6-31-120.

12. DLP's loan documents include a Loan and Security Agreement, a Note, a Mortgage on the Warden Station properties, an Ownership Interest Pledge Agreement, a separate Guaranty, and three amendments (Doc. No. 475, Exs. A–I), reflecting that the parties treated Warden Station as a separate entity with separate assets and liabilities.

13. No party has moved for substantive consolidation, the Court has not ordered it, and Debtors' counsel has stated in Court that the Debtors do not seek it through a plan.

C. The Proposed Liquidating Plan and the December 9 Confirmation Hearing

14. On September 18, 2026, the Debtors filed the Joint Second Amended Plan of Liquidation (Doc. No. 451) (the "Plan") and related disclosure statement (Doc. No. 452), followed by a Corrected Liquidation Analysis (Doc. No. 471) on October 2, 2026. On October 16, 2026, the Court approved the disclosure statement and set the confirmation hearing for December 9, 2026 at 9:30 a.m. (Doc. No. 490).

15. The Plan is a liquidating plan. It provides for payment in full in cash of Allowed Administrative Claims, Professional Fee Claims, Priority Tax Claims, and Bankruptcy Administrator quarterly fees on or after the Effective Date, which is subject to conditions, but Plan § 3.3 defers administrative claims until "the date when sufficient Cash becomes available." Because the Effective Date is the first Business Day following the thirtieth day after confirmation

order becomes a Final Order, the earliest possible Effective Date is late January 2027, after the January 15, 2027 Horry County tax due date.

D. Obligations Running With the Warden Station Property

16. The Warden Station properties are undeveloped land with a hunting stand.

17. On October 28, 2026, the Debtors applied to employ the Guyton Law Firm (Doc. No. 505) on shortened notice (Doc. Nos. 510, 525). Robert S. Guyton, Esq. receives notices for the Developer under both the Development Agreement and the Utility Agreement, reflecting that his work concerns the Warden Station project. Mr. Guyton seeks payment of $85,000.00.

18. The Development Agreement between BRD, as Developer, and the City of Conway was recorded on February 27, 2024 in Deed Book 4779 at Page 997 in the Horry County Register of Deeds (the "Development Agreement"); the related Planned Development ordinance is recorded in Deed Book 4779 at Page 653.[5]

19. The Development Agreement requires the owner to, among other things, pay a $250,000.00 Transportation Enhancement Fee before a land disturbance permit issues for the Spine Road; construct or bond roads, paths, sewer, stormwater, and intersection improvements; and, by February 27, 2027, convey approximately 500 acres of City Recreation Acreage after completing or bonding specified recreational improvements. A failure to proceed with Development Work for more than six months, after notice and a thirty-day cure period, is a default that entitles the City to withhold building permits, seek specific performance, or terminate or modify the agreement.

20. The Utility Development Agreement between Warden Station, as Developer, and Bucksport Water System, Inc. (the "Utility Agreement") was approved in final form just before

[5] A true and correct copy of the ordinance is attached hereto as Exhibit E.

these cases and bears the legend "Final Approved 12.04.2025." It requires Warden Station to pay an Initial Soft Cost Reimbursement of approximately $110,000.00 and a Well #2 Advance of $250,000.00 shortly after execution; pay Monthly Cost Reimbursements; reimburse all costs of Well/Tank #1, estimated at $6,000,000.00; deliver a standby letter of credit of up to 125 percent of that cost; and convey a Facilities Expansion Site of up to fifteen acres.

E. Real Property Taxes and Other Tax Obligations

21. Horry County's tax year 2026 bills total $297,223.93 ($10,090.68, $1,896.60, and $285,236.65), due January 15, 2027. With penalties, the total rises to $306,140.65 on January 16, $326,946.33 on February 2, and $341,807.52 after March 17, 2027.[6]

22. The tax year 2025 bills, totaling $293,733.59 and due January 15, 2026, remain unpaid and, with the fifteen percent penalty, now total $337,793.63. These are prepetition priority tax claims under 11 U.S.C. § 507(a)(8), secured by a statutory lien senior to DLP's, which the Plan must treat under 11 U.S.C. § 1129(a)(9)(C) and (D).

RELIEF REQUESTED

23. DLP requests dismissal of Warden Station's chapter 11 case under 11 U.S.C. § 1112(b) and granting such other relief as is just and proper.

24. Because 11 U.S.C. § 1112(b)(3) requires the hearing to commence within thirty days after filing, DLP requests that the Court hear this Motion on December 9, 2026 at 9:30 a.m., together with the confirmation hearing, twenty-six days after this Motion's filing.

25. Alternatively, if the Court considers confirmation first, DLP requests that the Court deny confirmation for failure to satisfy 11 U.S.C. § 1129(a)(9), (a)(11), and (a)(12).

[6]To the extent any portion of the tax year 2026 assessment is determined to be a priority claim under 11 U.S.C. § 507(a)(8)(B) rather than an administrative expense under 11 U.S.C. § 503(b)(1)(B)(i), it must still be paid in accordance with 11 U.S.C. § 1129(a)(9)(C). Under either characterization the amount is a plan funding obligation.

BASIS FOR RELIEF

I. The Legal Standard Under Section 1112(b)

26. On request of a party in interest and after notice and a hearing, the court shall convert or dismiss a chapter 11 case, whichever is in the best interests of creditors and the estate, for cause, unless appointment of a trustee or examiner under 11 U.S.C. § 1104(a) is in their best interests. 11 U.S.C. § 1112(b)(1).

27. Section 1112(b)(4) sets forth a nonexclusive list of grounds constituting cause. Section 1112(b)(4) sets forth a non-exclusive list of examples of "cause" for conversion or dismissal. "Although the language of section 1112(b) provides a list of possible circumstances for "cause," this is not an exhaustive list, and in fact "the court is not limited to the enumerated grounds in making its determination of some 'cause.' " Thus, in determining "cause" for dismissal the court may consider other factors as they arise and use its powers to reach appropriate results in individual cases." *In re RainTree Healthcare of Forsyth LLC*, No. 17-51237, 2018 WL 770367, at *8 (Bankr. M.D.N.C. Feb. 7, 2018) (quoting *In re Gonic Realty Trust*, 909 F.2d 624, 626-27 (1st Cir. 1990).

28. Administrative insolvency, meaning the inability of the estate to pay in full the administrative expenses it has incurred and continues to incur, is a recognized form of cause under section 1112(b)(4)(A). "Although section 1112(b)(4) does not list administrative insolvency as a cause to convert or dismiss a chapter 11 case, a court may still consider this factor." *In re BH S & B Holdings, LLC,* 439 B.R. 342, 349 (Bankr. S.D.N.Y. 2010) (citations omitted) It is independent of whether the value of the collateral is declining: an estate that cannot pay its own administrative and priority claims cannot confirm a plan, regardless of what the land is worth.

II. The Debtors Are Not Substantively Consolidated, and Each Debtor Must Pay Its Own Administrative Expenses From Its Own Assets

29. Joint administration under Bankruptcy Rule 1015(b) is a procedural convenience. It does not merge the assets and liabilities of separate debtors, create a single estate, or make one debtor liable for another's debts. Each Debtor's estate under 11 U.S.C. § 541 consists only of its own property.

30. Substantive consolidation, by contrast, is an extraordinary equitable remedy that pools the assets and liabilities of separate entities and treats them as one. Courts permit it sparingly. The proponent must show that, before the petition, the debtors so disregarded their separateness that creditors relied on the breakdown of entity separateness and treated the debtors as a single economic unit, or that, after the petition, the debtors' assets and liabilities are so hopelessly entangled that separating them is prohibitive and would harm all creditors. *See Stone v. Eacho (In re Tip Top Tailors, Inc.)*, 127 F.2d 284 (4th Cir. 1942); *In re Owens Corning*, 419 F.3d 195 (3d Cir. 2005).

31. Because the estates are not consolidated, each Debtor must satisfy 11 U.S.C. § 1129(a) on its own and pay its administrative and priority claims from its own assets. *See In re Tribune Co.*, 464 B.R. 126 (Bankr. D. Del. 2011) (applying confirmation requirements debtor by debtor in a jointly administered case). Any use of BRD's cash to pay Warden Station's obligations would require notice and a hearing under 11 U.S.C. § 363(b) and, if structured as a loan, approval under 11 U.S.C. § 364. No such relief has been sought. Warden Station's solvency must therefore be measured against its own $29.65.

III. Warden Station Is Administratively Insolvent on a Standalone Basis, and Cause Exists to Dismiss Its Case

32. Beginning with $29.65 and deducting only the tax year 2026 taxes of $297,223.93 and the estimated Guyton Law Firm fees of $85,000.00, Warden Station faces a shortfall of $382,194.28. Adding the tax year 2025 taxes of $337,793.63 increases the shortfall to $719,987.91, and if the Utility Agreement is performed, the $110,000.00 soft cost reimbursement and $250,000.00 Well #2 Advance increase it to $1,079,987.91. These figures exclude insurance, quarterly fees, the Transportation Enhancement Fee, the recreation acreage improvements, Monthly Cost Reimbursements, the letter of credit and the Scheduled amounts owed to City of Conway.

33. Warden Station also suffers continuing loss with no reasonable likelihood of rehabilitation. Section 1112(b)(4)(A) requires a two-step showing: (i) a substantial or continuing loss to or diminution of the estate, and (ii) the absence of a reasonable likelihood of rehabilitation. *See In re Landmark Atl. Hess Farm, LLC*, 448 B.R. 707 (Bankr. D. Md. 2011). The first step looks to the estate as a whole, not only to the market value of the land. Warden Station has no income; its unpaid taxes, which prime DLP's lien, accrue at approximately $28,168.22 per month; penalties on its 2025 taxes have reached fifteen percent; its 2026 taxes begin accruing penalties on January 16, 2027; and it has no funds to meet the February 27, 2027 recreation acreage deadline or avoid a Development Work default. Each month the case continues, the estate's liabilities grow and the property and its entitlements are exposed to growing liens and default risk. On the second step, rehabilitation means reestablishing a business, not liquidating it, and the Debtors have proposed a liquidating plan. A liquidating debtor with $29.65 cannot rehabilitate.

34. The Utility Agreement makes Warden Station's bankruptcy or insolvency a Developer default permitting Bucksport Water to withhold meters, draw on the letter of credit, and

stop work. Although 11 U.S.C. § 365(e)(1) may limit enforcement while the case is pending, the provision confirms that water service depends on funding Warden Station does not have. Any postpetition performance of either agreement, and any cure on assumption, would be an administrative expense under 11 U.S.C. §§ 503(b)(1)(A) and 365(b)(1).

35. Cause also exists under section 1112(b)(4)(C) for failure to maintain appropriate insurance posing a risk to the estate or the public.

36. To the extent the Guyton Law Firm's estimated $85,000.00 in fees benefit Warden Station, they are Warden Station's administrative expense, which it cannot pay; charging them to BRD would improperly shift a separate estate's costs to BRD's creditors. DLP reserves all rights to object to the firm's employment and compensation.

37. For the same reasons, the Plan cannot be confirmed as to Warden Station. Section 1129(a)(9)(A) requires cash payment of allowed administrative claims on the effective date absent the holder's consent, and section 1129(a)(9)(C) and (D) govern priority and secured tax claims. Taxes incurred by the estate, and related penalties, are administrative expenses that taxing authorities need not request. 11 U.S.C. § 503(b)(1)(B)–(D). Even if part of the tax year 2026 assessment were a prepetition priority claim under section 507(a)(8)(B), it would still have to be paid under section 1129(a)(9)(C). Either way, the taxes are plan funding obligations that Warden Station cannot satisfy.

IV. The Plan Is Not Feasible and Does Not Satisfy Section 1129(a)(12)

38. Feasibility under section 1129(a)(11) requires, for a liquidating plan, a showing that the debtor can do what the plan promises, including paying administrative and priority claims in full on the effective date. Warden Station has no source of funds, and the Plan depends on a sale transaction that has been neither approved nor a signed proposed sale agreement.

39. Section 1129(a)(12) requires that all fees under 28 U.S.C. § 1930 be paid or provided for on the effective date. Debtor's records reflect no quarterly fee payment from Warden Station's account, so the Debtors cannot demonstrate compliance.

V. The Section 1112(b)(2) Exception Does Not Apply

40. Section 1112(b)(2) permits the Court to decline relief only if it identifies unusual circumstances showing that the requested relief is not in the best interests of creditors and the estate, and the debtor establishes, among other things, a reasonable likelihood of confirmation within a reasonable time. The Debtors cannot do so: confirmation is opposed (Doc. Nos. 482, 489), and the Plan fails 11 U.S.C. § 1129(a)(9), (a)(11), and (a)(12). Moreover, the exception does not apply where cause arises under section 1112(b)(4)(A), as it does here.

VI. Dismissal, Rather Than Conversion, Is in the Best Interests of Creditors and the Estate

41. Dismissal is the appropriate remedy. Warden Station has no unencumbered assets: its land is subject to Horry County's senior tax lien and DLP's lien, and its cash is $29.65. Dismissal would stop the accrual of tax penalties and administrative expense, permit Horry County and DLP to exercise their state law rights, leave the City of Conway and Bucksport Water to their rights under agreements that run with the land, and resolve DLP's pending renewed stay relief motion (Doc. No. 475).

42. Conversion would not serve creditors or the estate. A chapter 7 trustee would have no unencumbered assets to administer, could generate no distribution for unsecured creditors, and would only add the cost of another fiduciary while the tax liens and penalties continue to grow. Any chapter 7 trustee would likely be left to abandon the fully encumbered property, producing the same result as dismissal only after further delay and expense. For the same reasons,

appointment of a trustee or examiner under 11 U.S.C. § 1104(a) would not serve creditors, as the estate cannot afford another fiduciary.

43. DLP requests that the order dismissing Warden Station's case direct Warden Station to file all outstanding monthly operating reports and pay all outstanding fees under 28 U.S.C. § 1930 within fourteen days, and that the Court retain jurisdiction over final fee applications under 11 U.S.C. § 330.

NOTICE

44. Notice of this Motion and the accompanying Notice of Opportunity for Hearing has been given to the Debtors and their counsel, the Bankruptcy Administrator, counsel for the Official Committee of Unsecured Creditors, all parties requesting notice under Bankruptcy Rule 2002, and all creditors on the matrix, consistent with Bankruptcy Rule 2002(a)(4) and Local Rule 9013-1. No further notice is required.

45. The December 9, 2026 hearing date affords twenty-six days' notice, exceeding the twenty-one days contemplated by Bankruptcy Rule 2002(a)(4); to the extent necessary, DLP requests that the Court shorten notice under Bankruptcy Rule 9006(c).

CONCLUSION

WHEREFORE, DLP respectfully requests that the Court enter an order (a) dismissing the chapter 11 case of BRDL Warden Station, LLC, Case No. 26-30214, under 11 U.S.C. § 1112(b); (b) directing Warden Station to file all outstanding monthly operating reports and pay all outstanding fees under 28 U.S.C. § 1930 within fourteen days, and retaining jurisdiction over final fee applications under 11 U.S.C. § 330; and (c) granting such other relief as is just and proper.

Dated: November 13, 2026.

/s/ Esther McKean
Esther McKean, Esquire
(Admitted Pro Hac Vice)
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Counsel for DLP Lending Fund LLC and DLP Capital Lending CH LLC

UNITED STATES BANKRUPTCY COURT
FOR THE WESTERN DISTRICT OF NORTH CAROLINA
Charlotte Division

IN RE: BRD LAND & INVESTMENT, et al. Debtors.	Chapter 11 Case No. 26-30215 (Jointly Administered)

CERTIFICATE OF SERVICE

I hereby certify that on November 13, 2026, I caused a true and correct copy of the foregoing *Motion of DLP Capital Lending CH LLC to Dismiss the Chapter 11 Case of BRDL Warden Station, LLC Pursuant to 11 U.S.C. § 1112(b)* to be served via CM/ECF on all parties registered to receive electronic notice and by U.S. Mail on all parties on the attached matrix.

/s/ Esther McKean
Esther McKean, Esquire
(Admitted Pro Hac Vice)
Florida Bar Number: 28124
Texas Bar Number: 24122145
AKERMAN LLP
420 South Orange Avenue, Suite 1200
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Counsel for DLP Lending Fund LLC and DLP Capital Lending CH LLC

Label Matrix for local noticing
0419-3
Case 26-30214
Western District of North Carolina
Charlotte
Fri Nov 13 14:30:53 EST 2026

BRDL Warden Station LLC
6433 Bannington Road
Charlotte, NC 28226-1326

KCC/Verita Global, LLC
222 N. Pacific Coast Highway
3rd Floor
El Segundo, CA 90245-5648

U.S. Bankruptcy Administrator Office
401 W. Trade Street
Suite 2400
Charlotte, NC 28202-1633

Charlotte Division
401 West Trade Street
Charlotte, NC 28202-1633

Ashton Charleston Res., LLC
Anna-Bryce Hobson
Parker Poe Adams & Bernstein, LLP
850 Morrison Drive, Suite 400
Charleston, SC 29403-7134

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Orlando, FL 32801-4904

DLP Capital Lending CH, LLC
405 Golfway West Dr.
St. Augustine, FL 32095-8852

DLP Capital Servicing
835 Hamilton Street
Allentown, PA 18101

DLP Lending Fund, LLC
405 Golfway West Dr.
Saint Augustine, FL 32095-8852

Horry County Treasurer
PO Box 260107
Conway, SC 29528-6107

Internal Revenue Service
P.O. Box 7317
Philadelphia, PA 19101-7317

North Carolina Department of Revenue
Bankruptcy Unit
P.O. Box 1168
Raleigh, NC 27602-1168

Strategic Insights LLC
720 Creek Road
Alpharetta, GA 30004-7554

Town of Shallotte
PO Box 2287
Shallotte, NC 28459-2287

U.S. Securities Exchange
Office of Reorganization
950 East Paces Ferry Road, N.E.
Suite 900
Atlanta, GA 30326-1382

Matthew L Tomsic
Rayburn Cooper Durham P.A.
227 West Trade St.
Suite 1200
Charlotte, NC 28202-1672

End of Label Matrix
Mailable recipients 16
Bypassed recipients 0
Total 16

Horry County
SOUTH CAROLINA
Committed to Excellence

Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2025
NOTICE #:	119603-25-3
PIN #:	381-00-00-0028
City of CONWAY	Dist 110
Description	US HWY 701 TRACT P AD#26-01587
Appraised Value (Taxable):	$617,100
Other 6% 61.71 Acres	$617,100
CURRENT TAX AMOUNT	$9,972.18
CREDITS AND FEES:	
PLUS PENALTY	997.22
TOTAL DUE NOW	$10,969.40

THIS IS A TAX BILL IN THE AMOUNT OF:

$10,969.40

PAY THIS AMOUNT BY JANUARY 15, 2026

NO PARTIAL PAYMENTS

ISSUED 09/26/2025

Breakdown of your taxes on back of form

Make Check Payable To:
Horry County Treasurer
PO Box 260107
Conway, SC 29528

...Or scan the QR code to pay online!

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% Jan. 16 Thru Feb. 01, 2026	$10,271.35
Plus 10% Feb. 02 Thru Mar. 16, 2026	$10,969.40
Plus 15% After Mar. 16, 2026	$11,468.01

Additional fees may apply after April 30

If paying by check, put current notice # on memo line. If using online bill pay, use current notice # as payee account #.

Return this stub with payment

HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE: www.horrycountysc.gov	TOTAL TAX DUE NOW
2025	119603-25-3	381-00-00-0028		$10,969.40

US Dollar Only

TOTAL DUE NOW $10,969.40

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

11960325300009972180001027135000109694O8

Horry County
SOUTH CAROLINA
Committed to Excellence

HORRY COUNTY, SOUTH CAROLINA
Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2025
NOTICE #:	119604-25-3
PIN #:	381-00-00-0029
City of CONWAY	**Dist** 110
Description US HWY 701 TRACT Q	AD#26-01588
Appraised Value (Taxable):	$116,000
Other 6% 11.60 Acres	$116,000
CURRENT TAX AMOUNT	$1,874.33
CREDITS AND FEES:	
PLUS PENALTY	187.43
TOTAL DUE NOW	**$2,061.76**

THIS IS A TAX BILL IN THE AMOUNT OF:

$2,061.76

PAY THIS AMOUNT BY JANUARY 15, 2026

NO PARTIAL PAYMENTS

ISSUED 09/26/2025

Breakdown of your taxes on back of form

Make Check Payable To:
Horry County Treasurer
PO Box 260107
Conway, SC 29528

...Or scan the QR code to pay online!

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% - Jan. 16 Thru Feb. 01, 2026	$1,930.56
Plus 10% - Feb. 02 Thru Mar. 16, 2026	$2,061.76
Plus 15% - After Mar. 16, 2026	$2,155.48

Additional fees may apply after April 30

If paying by check, put current notice # on memo line. If using online bill pay, use current notice # as payee account #.

Return this stub with payment

HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE: www.horrycountysc.gov	TOTAL TAX DUE NOW
2025	119604-25-3	381-00-00-0029		$2,061.76

US Dollar Only

TOTAL DUE NOW $2,061.76

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

11960425300001874330000193056000002061760

Horry County
SOUTH CAROLINA
Committed to Excellence

HORRY COUNTY, SOUTH CAROLINA
Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2025
NOTICE #:	119605-25-3
PIN #:	403-00-00-0002
City of CONWAY	**Dist** 110
Description US HWY 701 TRACT 1	AD#26-01589
Appraised Value (Taxable):	$17,445,595
Other 6% 1,566.26 Acres	$17,445,595
CURRENT TAX AMOUNT	$281,887.08
CREDITS AND FEES:	
PLUS PENALTY	28,188.71
TOTAL DUE NOW	$310,075.79

THIS IS A TAX BILL IN THE AMOUNT OF:

$310,075.79

PAY THIS AMOUNT BY JANUARY 15, 2026

NO PARTIAL PAYMENTS

ISSUED 09/26/2025

Breakdown of your taxes on back of form

Make Check Payable To:
Horry County Treasurer
PO Box 260107
Conway, SC 29528

...Or scan the QR code to pay online!

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% Jan. 16 Thru Feb. 01, 2026	**290,343.69**
Plus 10% Feb. 02 Thru Mar. 16, 2026	**310,075.79**
Plus 15% After Mar. 16, 2026	**324,170.14**

Additional fees may apply after April 30

If paying by check, put current notice # on memo line. If using online bill pay, use current notice # as payee account #.

Return this stub with payment

HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE:	TOTAL TAX DUE NOW
2025	119605-25-3	403-00-00-0002	www.horrycountysc.gov	**$310,075.79**

US Dollar Only

TOTAL DUE NOW $310,075.79

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

11960525300281887080029034369003100757794

Horry County
SOUTH CAROLINA
Committed to Excellence

HORRY COUNTY, SOUTH CAROLINA
Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2026
NOTICE #:	121975-26-3
PIN #:	381-00-00-0028
City of CONWAY	**Dist** 110
Description	US HWY 701 TRACT P
Appraised Value (Taxable):	$617,100
Other 6% 61.71 Acres	$617,100
CURRENT TAX AMOUNT	$10,090.68
CREDITS AND FEES:	
TOTAL DUE NOW	$10,090.68

THIS IS A TAX BILL IN THE AMOUNT OF:

$10,090.68

PAY THIS AMOUNT BY JANUARY 15, 2027

NO PARTIAL PAYMENTS

ISSUED 09/28/2026

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PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% Jan. 16 Thru Feb. 01, 2027	$10,393.40
Plus 10% Feb. 02 Thru Mar. 17, 2027	$11,099.75
Plus 15% After Mar. 17, 2027	$11,604.28

Additional fees may apply after April 30

If paying by check, put current notice # on memo line. If using online bill pay, use current notice # as payee account #.

Return this stub with payment

HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE: www.horrycountysc.gov	TOTAL TAX DUE NOW
2026	121975-26-3	381-00-00-0028		$10,090.68

US Dollar Only

TOTAL DUE NOW $10,090.68

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

1219752630001009068000103934000011099753

Horry County
SOUTH CAROLINA
Committed to Excellence

HORRY COUNTY, SOUTH CAROLINA
Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2026
NOTICE #:	121976-26-3
PIN #:	381-00-00-0029
City of CONWAY	**Dist** 110
Description	US HWY 701 TRACT Q
Appraised Value (Taxable):	$116,000
Other 6% 11.60 Acres	$116,000
CURRENT TAX AMOUNT	$1,896.60
CREDITS AND FEES:	
TOTAL DUE NOW	$1,896.60

THIS IS A TAX BILL IN THE AMOUNT OF:

$1,896.60

PAY THIS AMOUNT BY JANUARY 15, 2027

NO PARTIAL PAYMENTS

ISSUED 09/28/2026

Breakdown of your taxes on back of form

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PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% ---------- Jan. 16 Thru Feb. 01, 2027	$1,953.50
Plus 10% ---------- Feb. 02 Thru Mar. 17, 2027	$2,086.26
Plus 15% ---------- After Mar. 17, 2027	$2,181.09

Additional fees may apply after April 30

If paying by check, put current notice # on memo line. If using online bill pay, use current notice # as payee account #.

Return this stub with payment

HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE: www.horrycountysc.gov	TOTAL TAX DUE NOW
2026	121976-26-3	381-00-00-0029		$1,896.60

US Dollar Only

TOTAL DUE NOW $1,896.60

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

12197626300001896600000195350000020866266

Horry County
Committed to Excellence

HORRY COUNTY, SOUTH CAROLINA
Angie Jones County Treasurer
R. A. Johnson Deputy Treasurer

REAL ESTATE TAX NOTICE

REAL ESTATE

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

TAX YEAR:	2026
NOTICE #:	121977-26-3
PIN #:	403-00-00-0002
City of CONWAY	**Dist** 110
Description	US HWY 701 TRACT 1
Appraised Value (Taxable):	$17,445,595
Other 6% 1,566.26 Acres	$17,445,595
CURRENT TAX AMOUNT	$285,236.65
CREDITS AND FEES:	
TOTAL DUE NOW	$285,236.65

THIS IS A TAX BILL IN THE AMOUNT OF:

$285,236.65

PAY THIS AMOUNT BY JANUARY 15, 2027

NO PARTIAL PAYMENTS

ISSUED 09/28/2026

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Conway, SC 29528

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PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

PENALTY AMOUNTS AND DATES BELOW	
Plus 3% - Jan. 16 Thru Feb. 01, 2027	293,793.75
Plus 10% - Feb. 02 Thru Mar. 17, 2027	313,760.32
Plus 15% - After Mar. 17, 2027	328,022.15

Additional fees may apply after April 30

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HORRY COUNTY REAL ESTATE TAX BILL

TAX YEAR	NOTICE NUMBER	PIN #	PAY ONLINE: www.horrycountysc.gov	TOTAL TAX DUE NOW
2026	121977-26-3	403-00-00-0002		$285,236.65

US Dollar Only

TOTAL DUE NOW $285,236.65

PAY BY PHONE: 1-843-428-2126
PAY ONLINE: www.horrycountysc.gov

MAKE CHECK PAYABLE TO:
HORRY COUNTY TREASURER

ANGIE JONES
HORRY COUNTY TREASURER
PO BOX 260107
CONWAY, SC 29528-6107

BRDL WARDEN STATION LLC
6433 BANNINGTON RD
CHARLOTTE NC 28226 1326

12197726300285236650029379375003137603 21

Deed BK: 4791 PG: 3926 - 3976 Doc Type: 108
02/27/2024 at 11:50:41 AM: 1 OF 315

Marion D. Foxworth III
HORRY COUNTY, SC REGISTRAR OF DEEDS

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

DEVELOPMENT AGREEMENT FOR WARDEN STATION

THIS DEVELOPMENT AGREEMENT ("***Agreement***") is made and entered this 27 day of February, 2024, by and between **BRD LAND & INVESTMENT**, a South Carolina general partnership, its affiliates, subsidiaries, successors and assigns ("***Developer***"), and the governmental authority of the **CITY OF CONWAY**, a body politic under the laws of the State of South Carolina ("***City***").

WHEREAS, the legislature of the State of South Carolina has enacted the "South Carolina Local Government Development Agreement Act", as set forth in Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976), as amended; and

WHEREAS, Section 6-31-10(B)(1) of the Act, as defined below, recognizes that "[t]he lack of certainty in the approval of development can result in a waste of economic and land resources, can discourage sound capital improvement planning and financing, can cause the cost of housing and development to escalate, and can discourage commitment to comprehensive planning"; and

WHEREAS, Section 6-31-10(B)(6) of the Act, as defined below, also states that "[d]evelopment agreements will encourage the vesting of property rights by protecting such rights from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the development agreement or in any way hinder, restrict, or prevent the development of the project. Development agreements will provide a reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State"; and

WHEREAS, the Act, as defined below, further authorizes local governments, including municipal governments, to enter into development agreements with developers to accomplish these and other goals as set forth in Section 6-31-10 of the Act; and

WHEREAS, the City seeks to protect and preserve the natural environment and to secure for its citizens quality, well planned and designed development and a stable and viable tax base; and

WHEREAS, Developer is, or will be, the legal owner of the Property hereinafter defined and is authorized to enter into this Agreement with the City; and

WHEREAS, the City finds that the program of development for this Property (as hereinafter defined) proposed by Developer over approximately the next Twenty (20) years or as extended as provided herein is consistent with the City's comprehensive land use plan and land development regulations, and will further the health, safety, welfare and economic wellbeing of the City and its residents, in accordance with Section 6-31-70 of the Act; and

WHEREAS, the development of the Property and the program for its development presents an opportunity for the City to secure quality planning and growth, protection of the environment, and to strengthen the City's tax base; and

WHEREAS, the City, at the request of the Developer, has annexed the real property more particularly shown and depicted on **Exhibit "B"** attached hereto (the "***Property***"), and simultaneously approved under an amendment to the zoning ordinances of the City to create the Warden Station Planned Development ("***PD***") under the ordinances of the City of Conway, together with this Agreement, on or about the 2nd day of January, 2024; and

WHEREAS, this Agreement is being made and entered into between Developer and the City, under the terms of the Act, for the purpose of providing assurances to Developer that it may proceed with its development plan under the terms hereof, consistent with its annexation and approved zoning (as hereinafter defined) without encountering future changes in certain laws which would materially affect the Developer's ability to develop the Property under its approved zoning, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to the City;

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, including the potential economic benefits to both the City and Developer by entering this Agreement, and to encourage well planned development by Developer, the receipt and sufficiency of such consideration being hereby acknowledged, the City and Developer hereby agree as follows:

1. **INCORPORATION**. The above recitals are hereby incorporated into this Agreement, together with the South Carolina General Assembly findings as set forth under Section 6-31-10(B) of the Act.

2. **DEFINITIONS**. As used herein, the following terms mean:

"***Act***" means the South Carolina Local Government Development Agreement Act, as codified in Sections 6-31-10 through 6-31-160 of the Code of Laws of South Carolina (1976), as amended; attached hereto as **Exhibit "A"**.

"***Code of Ordinances***" means the Code of Ordinances for the City, as amended and in effect as of the date hereof, as the same may be amended from time to time, a complete copy of which is on file in the City's office.

"***Developer***" means BRD Land & Investment, LP, a South Carolina limited partnership, all of its permitted assignees, and all current owners of any portion of the Property at the time of this Agreement, or any of their respective successors in title or lessees who undertake development of the Property as a Developer or who are transferred Development Rights and Obligations.

"***Developer Default***" for purposes of this Agreement, Developer Default shall mean that (i) Developer has breached the specific obligations of this Agreement, and, following prior written notice from the City, has failed to cure such breach within Thirty (30) days of the date of written notice from the City; or (ii) once commenced, Developer has failed to continue with Development Work, as defined in this Agreement, on the Property for a period of more than Six (6) months, and, following prior written notice from the City, has failed to cure such breach within Thirty (30) days of the date of written notice from the City.

"***Developer Default Remedy***" notwithstanding any other remedy that may be available to the City at law, or in equity, as a result of a Developer Default, Developer and the City agree that the

City may elect to (i) withhold issuance of building permits until such Developer Default is cured; (ii) seek injunctive relief to stop any such continuing Developer Default, or (iii) any other remedy available at law or in equity.

"***Development Rights and Obligations***" means the rights, obligations, benefits and approvals of the Developer(s) under the PD and this Agreement.

"***Development Work***" means the periodic operation of development activities on the Property, which include, but are not limited to clearing, grading, erosion control, site work, and landscaping under the terms of a written contract with the Developer.

"***Effective Date***" means the date on which the last of the parties has executed this Agreement.

"***Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States***" means those areas identified by the United States Army Corps of Engineers ("***Corps***") and/or the South Carolina Department of Health and Environmental Control ("***DHEC***") or any other applicable governmental authority as wetland areas subject to the regulation of the Corps and/or DHEC.

"***Land Development Regulations***" means the Land Development Regulations for the City, as amended and in effect as of the date hereof, or further amended from time to time pursuant to this Agreement.

"***Master Site Plan***" means that certain master site plan prepared by Developer, which Master Site Plan depicts the portion of the Property, for purposes of showing the density, site arrangement, and responsibilities for off-site roadway improvements, and a copy of such Master Site Plan being attached to the PD, and also being attached hereto as **Exhibit "C"**.

"***Owners Association***" means a legal entity formed by Developer or its successors pursuant to South Carolina statutes which is responsible for the enforcement of neighborhood restrictions and covenants, and for the maintenance and upkeep of any common areas and/or community infrastructure developed under this Agreement, but not accepted by the City for perpetual ownership and maintenance, to include but not be limited to: private drives and alleyways, common areas, neighborhood parks and recreational facilities, wetlands and storm water management systems not otherwise conveyed to the City or its designee.

"***PD***" means the Warden Station Planned Development, under the Code of Ordinances for the City, as amended, a complete copy of which is attached hereto as **Exhibit "D"**, or as further amended from time to time.

"***Project***" means a master planned community to include single family detached lots, single family attached lots, single family attached condominiums, single family in common, multi-family and various commercial and recreational uses, in a single project envisioned by the Master Site Plan and approved by the City pursuant to this Agreement and the Code of Ordinances, as the same may be amended from time to time pursuant to this Agreement.

"***Property***" means those parcels of land more particularly shown and depicted on **Exhibit "B"** attached hereto.

"Residential Unit" means a single-family home, whether attached or detached, a single family attached condominium, single family home in-common (whether attached or detached), or a multi-family home, within the Property, as shown and depicted on the Master Site Plan, as the same may be amended.

"Term" means the duration of this Agreement as set forth in Section 3 hereof.

3. **TERM**. The Developer represents and warrants that the Property consists of a total of not less than 1,000 acres and not more than 2,000 acres of "highland" within the meaning given that term by the Act. The term of this Agreement shall commence on the date on which this Agreement is executed by the City and the Developer and shall terminate on the date which is Twenty (20) years from the date of execution. Notwithstanding such termination date, provided that the Developer is not in default (after being provided with notice and opportunity to cure as set forth below) of this Agreement, Developer has diligently pursued development of the Property, and the Project has not been completed, at the conclusion of the initial Twenty-year term, the termination date of this Agreement shall automatically be extended for up to Three (3) additional Five (5) year term. At the conclusion of the initial Five (5) year extension of the Term, provided that the Developer is not in default (after being provided with notice and opportunity to cure as set forth below) of this Agreement, Developer has diligently pursued development of the Property, and the Project has not been completed, at the conclusion of the initial five-year extension of the Term, the termination date of this Agreement shall automatically be extended for up to Two (2) additional Five (5) year terms. Notwithstanding the terms and provisions in this Section or elsewhere in this Agreement to the contrary, if a court of competent jurisdiction hereafter determines that the length of the Term, or the provision for extension of the Term set forth above, exceeds the maximum term allowed under the Act and if all applicable judicial appeal periods have expired without such determination being overturned, then the Term of this Agreement relative to all or specific affected portions of the Property shall be reduced to the maximum permissible term under the Act, as determined by a court of competent jurisdiction.

4. **DEVELOPMENT OF THE PROPERTY**. The Property shall be developed in accordance with this Agreement, the PD, including the Code of Ordinances, and other applicable land development regulations required by the City, State, and/or Federal Government. The City shall, throughout the Term, maintain or cause to be maintained a procedure for the processing of reviews as contemplated by this Agreement and the Code of Ordinances. The City shall review applications for development approval based on the development standards adopted as a part of the Code of Ordinances, unless such standards are superseded by the terms of this Agreement, in which case the terms of this Agreement shall govern.

5. **CONVEYANCES OF PROPERTY AND ASSIGNMENT OF DEVELOPMENT RIGHTS AND OBLIGATIONS**. The City agrees with Developer, for itself and its successors and assigns, including successor Developer(s), as follows:

(A) **Conveyance of Property**. In accordance with the Act, the burdens of this Agreement shall be binding on, and the benefits of this Agreement shall inure to, all successors in interest and assigns of all parties hereto, except for Excluded Property, as such term is defined below. For the purposes of this Agreement, "***Excluded Property***" means property that is conveyed by the Developer to a third party and is: **(i)** a single-family residential lot for which a certificate of occupancy has been issued; **(ii)** a parcel for which certificates of occupancy have been issued and on

which no additional residential structures can be built under local ordinances governing land development; **(iii)** any other type of lot for which a certificate of occupancy has been issued and which cannot be further subdivided into one or more unimproved lots or parcels under local ordinances governing land development; or **(iv)** a single-family residential lot which has been subdivided and platted and is not capable of further subdivision without the granting of a variance. Excluded Property shall at all times be subject to the Code of Ordinances of the City, and those incorporated in this Agreement. The conveyance by a Developer of Excluded Property shall not excuse that Developer from its obligation to provide infrastructure improvements within such Excluded Property in accordance with this Agreement.

(B) **Assignment of Development Rights and Obligations**. The Developer, or any subsequent developer, shall be entitled to assign and delegate the Development Rights and Obligations to a subsequent purchaser of all or any portion of the Property with the consent of the City, provided that such consent shall not be unreasonably withheld or delayed. The City understands that any such assignment or transfer by the Developer of the Development Rights and Obligations shall be non-recourse as to the assigning Developer. Upon the assignment or transfer by Developer of the Development Rights and Obligations, then the assigning Developer shall not have any responsibility or liability under this Agreement. For purposes of this Section 5, the following activities on the part of Developer shall not be deemed "development of the Property": **(i)** the filing of this Agreement, the Master Site Plan and the petitioning for or consenting to any amendment of this Agreement or the Code of Ordinances, including the PD; **(ii)** the subdivision and conveyance of any portions of the Property to the City as contemplated under this Agreement; **(iii)** the subdivision and conveyance of the portion of the Property designated as "***Open Space***" on the Master Site Plan to any person or entity so long as the same shall be restricted in use to "open space"; **(iv)** the subdivision and conveyance of portions of the Property, not to exceed in the aggregate one (1) acre, more or less, provided that such conveyances shall be deed-restricted to single-family residential use; **(v)** the conveyance of easements and portions of the Property for public utility purposes; **(vi)** the conveyance of portions of the Property to public entities in the case of any road realignments or grants of road rights of way; **(vii)** the marketing of the Property as contemplated under this Agreement; and **(viii)** any other activity which would not be deemed "development" under the Act.

6. **DEVELOPMENT SCHEDULE**. The Property shall be developed in accordance with the development schedule, attached as **Exhibit "E"** (the "***Development Schedule***"). Developer shall keep the City informed of its progress with respect to the Development Schedule as a part of the required Compliance Review process set forth in Section 13 below. Pursuant to the Act, the failure of the Developer to meet the development schedule shall not, in and of itself, constitute a material breach of this Agreement. In such event, the failure to meet the development schedule shall be judged by the totality of circumstances, including but not limited to any change in economic conditions, the occurrence of an act of God (including natural disasters), an act of war, an act of terrorism, civil disturbance, strikes, lockouts, fire, flood, hurricane, unavoidable casualties, a health crisis which results in a limitation on business activities in the City extending for a period of more than Thirty (30) days, or any other cause or causes beyond the reasonable control of the Developer (collectively "***Force Majeure***"), and the Developer's good faith efforts made to attain compliance with the development schedule. As further provided in the Act, if the Developer requests a modification of the dates set forth in the development agreement and is able to demonstrate that there is good cause to modify those dates, such modification shall not be unreasonably withheld or delayed by the City.

7. **EFFECT OF FUTURE LAWS**. Developer shall have vested rights to undertake development of any or all of the Property in accordance with the Code of Ordinances and the Land Development Regulations, as amended and in effect at the time of this Agreement, for the entirety of the Term. Future enactments of, or changes or amendments to the Code of Ordinances and the Land Development Regulations, which conflict with this Agreement shall apply to the Property only if permitted pursuant to the Act, and agreed to in writing by the Developer and the City. The parties specifically acknowledge that building moratoria or permit allocations enacted by the City during the Term of this Agreement or any adequate public facilities ordinance as may be adopted by the City shall not apply to the Property except as may be allowed by the Act or otherwise agreed to in writing by the Developer and the City. The parties further acknowledge and agree that, notwithstanding the above limitation on future changes in ordinances, with the exception of the internal Spine Road, as defined in Section 10(F) below, and its related storm water improvements, future All stormwater runoff, drainage, retention and treatment improvements within the Property shall be designed in accordance with the Code of Ordinances, as the same may be amended from time to time.

The parties specifically acknowledge that this Agreement shall not prohibit the application of any present or future building, housing, electrical, plumbing, gas or other standard codes, of any tax or fee of general application throughout the City, provided such fees are applied consistently and in the same manner to all single-family properties within the City. Notwithstanding the above, the City may apply subsequently enacted laws to the Property only in accordance with the Act and this Agreement.

8. **INFRASTRUCTURE AND SERVICES.** The City and Developer recognize that the majority of the direct costs associated with the development of the Property will be borne by the Developer. Subject to the conditions set forth herein, the parties make specific note of and acknowledge the following:

Notwithstanding the provisions referenced above, nothing in this Agreement shall preclude the City and Developer from entering into a separate utility agreement for cost-sharing of water transmission systems or sewer transmission systems when such agreement may be of mutual benefit to both parties. Nothing herein shall be construed as precluding the City from providing potable water to its residents in accordance with applicable provisions of laws.

(A) **Public Roads**. All roads within the Project serving the Residential Units and commercial development within the Project shall be public roads, unless otherwise indicated on the Master Site Plan. All public roadways shall be constructed to City standards unless specifically modified herein, will be approved by the City Planning Commission as part of the subdivision plat approval process, and will be dedicated to, conveyed, maintained and repaired by the City.

(B) **Storm Drainage System**. All stormwater runoff, drainage, retention and treatment improvements within the Property shall be designed in accordance with the Code of Ordinances, as the same may be amended, in accordance with Section 7 above. All stormwater runoff and drainage system structural improvements, including culverts and piped infrastructure, will be constructed by the Developer and dedicated to the City. Upon final inspection and acceptance by the City, the Developer shall provide a one-year warranty period for all drainage system structural improvements within the Project. Retention ponds, ditches and other stormwater retention and treatment areas will be constructed and maintained by the Developer and/or one of more Owners Association, as appropriate, and will not be accepted or maintained by the City, with the specific

exception of those retention ponds, ditches and other stormwater retention and treatment areas located on property conveyed to the City by the Developer, for which the Developer will retain an easement for transmission of stormwater, but upon which the City will exclusively maintain.

(C) **Solid Waste and Recycling Collection**. The City shall provide solid waste and recycling collection services to the Property on the same basis as is provided to other residents and businesses within the City. Payment for such services to the City by Developer, an Owners Association or each individual purchaser or owner of any portion of the Property is required in return for such service for each owner within the Property. The City reserves the right to contract with a third party, which may include another governmental entity for the provision of such services or the billing of such services to Developer, an Owners Association or each individual owner of any portion of the Property, and the City reserves the right to terminate or discontinue such service(s) to any owner of any portion of the Property until such payment(s) have been made.

(D) **Police Protection**. The City shall provide police protection services to the Property on the same basis as is provided to other residents and businesses within the City.

(E) **Fire Services**. The City shall provide fire services to the Property on the same basis as is provided to other residents and businesses within the City, which services may be provided by way of a mutual services agreement with Horry County, if the City is unable to provide such services directly.

(F) **Emergency Medical Services**. The City shall provide emergency medical services to the Property, on the same basis as it provided to other residents and businesses within the City, which services may be provided by way of a mutual services agreement with Horry County, if the City is unable to provide such services directly.

(G) **School Services**. The City neither provides nor is authorized by law to provide public education facilities or services. Such facilities and services are now provided by the Horry County School District. The person or entity, whether it be homebuilder or another assignee of Developer, who actually initiates the building permit shall be responsible for paying all impact fees levied by the School District for each residential unit constructed prior to the issuance of a certificate of occupancy.

(H) **Private Utility Services**. Private utility services, including electric, natural gas, and telecommunication services (including telephone, cable television, and internet/broadband) shall be provided to the site by the appropriate private utility providers based upon designated service areas. All utilities on the Property shall be located underground, and shall be placed in locations approved by the City so as to reduce or eliminate potential conflicts within utility rights-of-way.

(I) **Streetlights**. Developer shall install or cause to be installed streetlights within the Project. To the extent that the City provides the same benefit to other similarly-situated neighborhoods within the City, the City shall contribute toward the monthly cost for each streetlight in an amount equal to the costs for the base street light fixture offered by the utility provider. The remaining monthly cost for each streetlight, including additional charges associated with an enhancement street light fixture, if any, shall be borne by the Developer and/or Owners Association.

(J) **No Donation of Acreage for Sewer Plant Expansion**. The City shall not require, mandate or demand that, or condition approval(s) upon a requirement that the Developer

donate, use, dedicate or sell to the City or any other party for public purposes any portion of the Property or any other property owned by the Developer or any affiliate of the Developer for sewer plant expansion by the City, provided, however, that this provision shall not be deemed to preclude the City from requiring additional sewer pump station facilities, to subsequently be dedicated and conveyed to the City.

(K) **No Required Donations for Civic Purposes**. The City shall not require, mandate or demand that, or condition approval(s) upon a requirement that, the Developer donate, use, dedicate or sell to the City or any other party for public purposes any portions of the Property or any other property owned by the Developer (or any of the entities or parties comprising the Developer) or any affiliate of the Developer, provided, however, that the Developer has agreed to convey, in consideration of obligations set forth in this Agreement, and in the PD, and without payment from the City to the Developer those parks, recreational areas and athletic facilities for public use are shown on the Master Site Plan attached hereto as **Exhibit "C"**.

(L) **Easements**. Developer shall be responsible for obtaining, at Developer's cost, all easements, access rights, or other instruments that will enable the Developer to tie into current or future water and sewer infrastructure on adjacent properties.

(M) **Ponds and Lakes**. As an obligation, Developer shall install pond(s) or lake(s) as shown on the approved Master Site Plan for the Property. The City agrees to cooperate with the Developer in the permitting process for such pond(s) and lake(s), it being understood that the City will not accept maintenance responsibility or any other liability for such pond(s) and lake(s) except those pond(s) and lake(s) located upon any portion of the Property conveyed to the City by the Developer, and that all other such pond(s) and lake(s) shall either be **(i)** maintained by the Developer; or **(ii)** conveyed to an Owners Association for on-going maintenance following completion of the Project.

9. **IMPACT FEES**. The Property shall be subject to all development impact fees imposed by the City at the time of this Agreement, provided such fees are applied consistently and in the same manner to all similarly-situated property within the City limits. All such impact fees shall not be due and payable until an application of any person or entity for a building permit for the vertical development of any subdivided lot or portion of the Property. In particular, the Developer agrees that it shall not seek any exemptions for any portions of the Property from any current development impact fees (so long as such development impact fees are applied consistently and in the same manner to all similarly-situated property within the City limits) for any reason.

10. **ADDITIONAL FEES, OBLIGATIONS AND PUBLIC BENEFITS**. The Developer, and its respective successors and assigns agree that the then current owner of the Property or any portion thereof, shall pay to the City, the enhancement fees for the purpose of enhancing City services (collectively the "***Enhancement Fees***") in an amount equal to Five Thousand Seven Hundred Fifty and No/100 ($5,750.00) Dollars per single family detached Residential Unit (whether subdivided, condominium, or in-common); Four Thousand Twenty Five and No/100 ($4,025.00) Dollars per single family attached Residential Unit (whether subdivided, condominium or in-common); and Two Thousand Eight Hundred Seventy Five and No/100 ($2,875.00) per multi-family Residential Unit (whether condominium or in-common), each of which shall be payable at the time of building permit application. Developer further agrees that each of the above Enhancement Fees shall be subject to an annual increase, beginning on January 1, 2025, in an amount equal to the increase in the Consumer Price Index, published by the U.S. Bureau of Labor Statistics ("***CPI***") between the beginning and end of the

most recent calendar year, but in no event shall such annual increase exceed Five (5%) percent for any respective calendar year. This annual increase is intended to ensure that the Enhancement Fees continue to reflect the City's on-going increases in the costs of services provided. Developer will provide the Enhancements Fees, together any additional public benefits, as follows:

(A) **One Time Transportation Enhancement Fee**. As a public benefit, for the Property, the Developer, or the then current owner, shall pay to the City, on or before the date on which a land disturbance permit is issued by the City for the Spine Road, as defined below, a one-time, lump sum transportation enhancement fee (the "***Transportation Enhancement Fee***") in an amount equal to $250,000.00, which Transportation Enhancement Fee may be used by the City, in its sole discretion, for expenses reasonably related to transportation and transportation improvements within the City.

(B) The creation of a direct internal roadway network with public rights-of-way ranging in width from 50' to 100', including an internal right-of-way connection from U.S. Highway 701 to Pitch Landing Road measuring 100' in width at U.S. Highway 701 and Pitch Landing Road, with variable widths internal of not less than 60', and the roadway improvements thereon (the "***Spine Road***"), such Spine Road to be completed in more than one phase, each of which shall be completed with any adjacent subdivisions requiring access, whether directly or indirectly from the Spine Road, or, in the alternative, bonded for completion in accordance with the requirements of the City, provided that no Residential Units or Commercial Units may be completed within such respective subdivision until such portion of the Spine Road has been completed. Notwithstanding any other provision herein, the Developer shall install, as a part of the initial Spine Road installation, not less than Two (2) lanes on one side of the proposed divided median, along the entire corridor of the Spine Road, which Two (2) lanes shall be operated in opposite traffic flow directions prior the date on which the Spine Road is complete, which Two (2) lanes will insure that the PD will have not less than Two (2) means of access on or before the recording of the first final plat for any subdivision within the PD.

(C) The installation of a multi-purpose path of 8' in width on one side of the internal Spine Road, and a 5' sidewalk on the opposite side of the road, following the internal Spine Road, in accordance with the requirements of the City for other similar-situated properties, to be complete on or before the date on which the respective portion of the Spine Road providing access, directly or indirectly, to one or more subdivisions within the PD is completed. In the event the installation of such multi-purpose path or sidewalk is delayed beyond completion of the corresponding portion of the Spine Road, then, in such event the multi-purpose path and/or shall be bonded for completion, in accordance with the bonding requirements of the City. The installation of this path must be in accordance with the City's Pathway's and Trails Plan, adopted in 2022, and the same must be completed at the same time as the installation of the Spine Road is complete, without regard to the number of building permits that have been issued for the PD by the City.

(D) As a requirement, the installation of at least One (1) new sewer pump station on the Subject Parcels, and, to the extent required in order to provide sufficient capacity as necessary for the proposed development of the Project, a second sewer pump on the Subject Parcels. Sewer pump installation shall be in accordance with the requirements of Bucksport Water System, Inc. ("***Bucksport Water***"), or such other agency then providing sanitary sewer service to the Subject Parcels.

(E) Stormwater conveyance and retention facilities sufficient in capacity to accommodate the storm water generated from the Subject Parcels, and provide the City with evidence of the necessary and required permanent and perpetual easements necessary to facilitate such drainage from the Subject Parcels. All stormwater shall be designed to meet or exceed the City's Stormwater Ordinance that is in effect at the time of plan submittal.

(F) The installation of roadway improvements to Five (5) separate roadway intersections, Three (3) existing roadway intersections, and Two (2) proposed intersections, each lying on the boundary of the Subject Parcels, in accordance with the Transportation Plan submitted as part of the Exhibit Supplement under Appendix A, Exhibit VII, and as shown on Table appearing directly below this section. Provided, however, that, in the event any of such roadway intersection improvements require the acquisition of additional right-of-way not located on the Subject Parcels, which Developer has no means of acquiring then, in such event the City may **(i)** acquire the additional right-of-way which is not located on the Subject Parcels for such roadway intersection improvements and provide access to the Developer for the installation of such improvements, provided that the Developer shall be obligated to reimburse the City for the costs of such right-of-way acquisition, not to exceed the appraised value, within 90 days of such acquisition, or, **(ii)** in the event the City declines to acquire such additional required right-of-way, the Developer may, in lieu of installing such roadway intersection improvements, instead pay to the City any amount equal to the then current engineer's estimated costs of such roadway intersection improvements, as approved by the City under the ordinances and regulations of the City, in satisfaction of Developer and/or the Project's obligations with regards to such roadway intersection improvements lying outside of the existing right-of-way, with the City then having the right, but not the obligation, of installing such roadway intersection improvements outside of the existing right-of-way, at a time and under the conditions as determined by the City to be reasonable. Subject to the above condition with regard to additional required right-of-way, the respective roadway intersections must be completed in accordance with the table below. The intent of this provision is to insure that either **(i)** such roadway intersection improvements have been installed by the Developer; or **(ii)** the costs of such improvements outside of the existing right-of-way have been paid to the City by the Developer, to the extent not previously completed by Developer as a result of the City's decision not to acquire additional right-of-way, with the future installation of such roadway intersection improvements being solely within the discretion of the City, in either event such roadway intersection improvements shall be deemed completed, or bonded for completion if such roadway intersection improvements are required of Developer, on or before the date on which any final plat or master deed is recorded within any portion of the PD having access by way of such roadway intersection improvements.

[TABLE APPEARS ON THE FOLLOWING PAGE]

ROADWAY INTERSECTION IMPROVEMENT TABLE

Improvement	Intersection/Improvement Description	Roadways	Tracts Served	Date for completion
Improvement #1	Westbound right turn lane	Pitch Landing Rd. & Willow Springs Rd. Intersection	All Tracts	Once 1,300 Residential Units have been permitted
Improvement #2 (Access 3)	Right & left turn lanes, signalization when warranted	Pitch Landing Rd.	A, B, C, D & E	By completion of Phase 1 construction, before any plats creating lots are approved
Improvement #3	Southbound right turn lane; Eastbound dual left lanes with receiving lanes; additional Northbound through lane and additional Southbound through lane	Intersection of Hwy 701 South and Pitch Landing Rd.	All Tracts	Once 435 Residential Units have been permitted
Improvement #4 (Access 1)	Right & Left turn lanes, signalization when warranted	Hwy 701	F, G & H	Completion of Phase 3 construction and before any plats creating lots are approved
Improvement #4 (Access 2)	Right & Left turn lanes, signalization when warranted	Hwy 701 South & Kinlaw Lane	I	Once access is provided

*Note: All Traffic Improvements to be completed and installed in accordance with the Traffic Impact Study ("T.I.S.") that is included as an appendix or exhibit to the approved PD, which provides the specific details related to the design standards and requirements for the improvements set forth above.

(G) Conveyance and dedication to the City of approximately 500 acres of real property, shown and delineated on the Master Site Plan (the "***City Recreation Acreage***"), which City Recreation Acreage also comprises open space in accordance with the requirements of the PD to be conveyed and dedicated to the City at no cost to the City (including but not limited to title searches and abstracts, surveys and plats, deed preparation, recording fees or other fees imposed for the conveyed and dedication of such property), and includes uplands, wetlands and flood plain areas for ownership, perpetual maintenance and preservation, also as indicated on the Open Space Plan submitted as part of the Exhibit Supplement under **Appendix A, Exhibit IV**, which City Recreation Acreage may be conveyed and dedicated in one or more parcels, each conveyed on the date that is not later than the Third (3rd) anniversary of the recording of this Agreement. In addition, prior to the date on which the City Recreation Acreage is conveyed and dedicated to the City, Developer shall have completed, or caused to be completed, the following improvements, each to be shown on the Open Space Plan:

(i) Installation of not less than Four (4) pickle ball courts;

(ii) Installation of a floodproof playground, materially comparable in size, equipment and other improvements to the existing Collins Park, owned by the City;

(iii) Installation of parking areas sufficient in size, to accommodate visitors to the above reference recreational facilities;

(iv) Notwithstanding any other provision herein, the City Recreation Acreage shall be deemed a portion of the Open Space required under the PD, without regards to the conveyance of such City Recreation Acreage to the City.

(v) To the extent any portion of the City Recreation Acreage includes stormwater lakes and ponds serving the PD, Developer may convey such stormwater lakes and ponds to the City, subject to a maintenance easement in favor of Developer, which requires Developer to maintain such stormwater lakes and ponds at the sole

cost and expense of Developer, or one or more Owners Associations.

(vi) To the extent any of the above referenced improvements are not complete at the time of conveyance of the City Recreation Acreage from Developer to the City, Developer shall bond the completion of the same, in accordance with the City's standard procedures for bonds and financial guarantees.

(H) Installation of a Wildlife Refuge Trail connection, in accordance with the City's Pathway's and Trails Plan (adopted in 2022). Refer to this plan for appropriate trail materials, widths, locations, etc. To the extent any approvals and coordination are required with agencies other than the City, including but not limited to U.S. Army Corps of Engineers and South Carolina Department of Health and Environmental Control with regards to any wetland impacts or the materials or methods of trailway construction, Developer shall be solely responsible for approvals and coordination. Such Wildlife Refuge Trail is to be located on portions of the PD both within the City Recreation Acreage and on portions of the Subject Parcel not comprising a portion of the City Recreation Acreage. This Wildlife Refuge Trail connection shall be completed or bonded for completion, on or before the date on which the Developer has completed the improvements within the City Recreation Acreage described in Section 10(K) above.

(I) Tree Preservation. Developer and City recognize the public benefit of tree preservation, and therefore agree that, a tree survey depicting all trees in excess of 6" caliper shall be provided for each Tract within the PD at the time of plan submittal, and before land disturbance or such Tract(s) is approved.

(J) Developer shall install, at each entrance to the PD (two on U.S. Highway 701 and one on Pitch Landing Road), cameras, which capture identification of each vehicle entering the PD. The ongoing costs of such cameras, which costs shall be paid by Developer, or, any Owners Association to which Developer assigns the rights and obligations of maintenance, and which costs per camera are to be determined at the time of acquisition, shall include both acquisition costs and monthly cellular fees, if any.

(K) Developer shall install speed control devices along the Spine Road, in the form of traffic circles, in each of the areas along the Spine Road where 3-Way and 4-Way stops would be required, in accordance with the Transportation Plan.

*The proposed Perimeter Road and Southern Evacuation Lifeline, if funded and implemented, will not be materially impacted or interfered with by development of the PD. Background growth in the area may require roadway and municipal facility improvements. Phase 1 construction (phasing density) is scheduled to occur in 2028. Phase 2 construction (phasing density) in 2031; and Phase 3 construction (phasing density) in 2035.

(L) **Uses and Density**. As a public benefit, Development of the Property shall be determined in accordance with the Code of Ordinances, as the same may be amended from time to time pursuant to this Agreement, provided that the Property and the applicable approved Master Plan which is consistent with the approved PD for the Property, each of which shall provide for not more than 3,318 total Residential Units.

(M) **Road Standards and Traffic Impact**. As an obligation, all public roads within the Project shall be constructed to City specifications. The exact location, alignment, and name of any public road within the Project, shall be subject to review and approval by the City

Planning Commission as part of the subdivision platting process. The Developer shall be responsible for maintaining all public roads until such roads are offered to, and accepted by, the City for ownership and maintenance. Without regard to the above provision, to the extent the public right-of-way of any portion of Kinlaw Lane is less than Fifty (50') feet, and the same may not be expanded by the addition of any portion of the Subject Parcels, the parties agree that that the Developer shall have no obligation to acquire additional real property other than as a portion of the Subject Parcels for the expansion of Kinlaw Lane, such that the existing right-of-way of Kinlaw Lane, when improved, shall be deemed to satisfy the requirements as a third public access to the PD.

Notwithstanding any provision herein to the contrary, this Agreement does not obligate the City to expend any funds of the City or borrow any sums in connection with improvements to the roads subject to this Section 10.M.

(N) **Stormwater and Drainage**. As an obligation, Developer shall provide stormwater conveyance and retention facilities sufficient in capacity to accommodate the storm water generated from the Property, and provide the City with evidence of the necessary and required permanent and perpetual easements necessary to facilitate such drainage from the Property.

(O) **Jurisdictional and Non-Jurisdictional Waters**. As an obligation, Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States within the Project which are not mitigated, filled or otherwise modified, shall be surrounded by an undisturbed water quality buffer of not less than Twenty-Five (25) feet in width. Developer will convey all Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States located within the Project to the Owner's Association for maintenance and operation not later than the date on which the Project is complete.

(P) **Floodways and Flood Hazard Areas**. As an obligation, Developer agrees that no portion of the Subject Parcels which is located in a floodway or the AE Flood Zone shall be improved with Residential Units, or parking improvements to accommodate Residential Units. The intent of this provision is to ensure that the flood hazard protections afforded Residential Units exceeds such flood hazard protections as would otherwise be required under the Code of Ordinances.

(Q) **Joinder of Property Owners**. To the extent the Developer is not the owner of any portion of the Subject Parcels at the time the Developer and City enter into this Agreement, the Developer shall cause any then current owner of any portion of the Subject Parcels other than Developer (collectively the "***Other Owners***"), to deliver a joinder, acknowledging the limitations and restrictions on the use of the Subject Parcels pursuant to the terms of this Agreement, but specifically excluding any obligation of the Other Owners as to monetary contributions other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee. The form of such joinder is attached hereto as **Exhibit "F"** (the "***Other Owner Joinder Form***").

(R) **Recording**. Pursuant to Title 6, Chapter 31, Section 120 of the Code of Laws for the State of South Carolina, this Agreement shall be recorded in the public records of Horry County, South Carolina, on or before the date which is Fourteen (14) days following the date on which the City enters into this Agreement.

11. **PROTECTION OF ENVIRONMENT AND QUALITY OF LIFE**. The City and Developer recognize that development can have negative as well as positive impacts. Specifically,

the City considers the protection of the natural environment and nearby waters, and the preservation of the character and unique identity of the City, to be important goals. Developer shares this commitment and therefore agrees to abide by all provisions of federal, state and local laws and regulations for the handling of storm water.

12. **COMPLIANCE REVIEWS**. Developer, or its assigns, shall meet with the City, or its designee, at least once per year during the Term to review development completed in the prior year and the development anticipated to be commenced or completed in the ensuing year as compared to the Development Schedule. The City shall provide written notice to the Developer of the date for such compliance review not less than Five (5) business days in advance, provided such notice shall not be applicable to standard reviews and inspections otherwise performed by the City as to the improvement of the Property. The Developer must demonstrate good faith compliance with the terms of this Agreement. The Developer, or its designee, shall be required to provide such information as may reasonably be requested by the City. The Development Schedule attached to this Agreement is only a projection, and Developer's obligation at each respective Compliance Review shall be to reconcile the projected Development Schedule attached to this Agreement with the actual schedule of development for the Project at each respective Compliance Review. Failure to meet the Development Schedule attached to this Agreement shall not constitute a default hereunder.

13. **DEFAULTS**. Notwithstanding the provisions of Section 6 above, Developer shall continuously and diligently proceed with Development Work on the Property. Developer's failure to proceed with Development Work on the Property for a period of more than Six (6) months, other than as a result of Force Majeure, as defined in Section 6 above, shall constitute a default hereunder on the part of Developer. In the event of a default, the City shall provide written notice to Developer of such default, and Developer shall have a period of Thirty (30) days in which to cure a default by commencement of Development Work with regards to the next portion of the Property to be developed in accordance with phasing plan of the Project as set forth on the Master Site Plan attached hereto as **Exhibit "C"**, and set forth in the approved PD. The failure of the Developer to comply with the terms of this Agreement shall constitute a default, entitling the City to pursue such remedies as deemed appropriate, including withholding the issuance of building permits in accordance with the provisions of this Agreement, specific performance and the termination or modification of this Agreement in accordance with the Act; provided however no termination of this Agreement may be declared by the City absent its according the Developer the notice and opportunity to cure in accordance with the Act.

14. **MODIFICATION OF AGREEMENT**. This Agreement may be modified or amended only by the written agreement of the City and the Developer. No statement, action or agreement hereafter made shall be effective to change, amend, waive, modify, discharge, terminate or effect an abandonment of this Agreement in whole or in part unless such statement, action or agreement is in writing and signed by the party against whom such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced except as otherwise provided in the Act.

15. **RESTRICTIVE COVENANTS**. The obligations and public benefits agreed to and accepted by Developer set forth in this Agreement (collectively the "***Restrictive Covenants***") shall survive and continue in full force and effect without regard to the termination of this Agreement for a period ending on the earlier of **(i)** Fifty (50) years after the Term of this Agreement; or **(ii)** such time as the parties hereto, or their respective successors and assigns, have recorded a fully executed and effective

termination of the Restrictive Covenants in the Office of the Register of Deeds for Horry County. Developer further covenants and agrees that, to the extent the Property is encumbered by covenants, conditions and restrictions (the "***CCRs***"), whether administered by an Owners Association or not, such CCRs shall include the Restrictive Covenants, the effect of which shall be to extend the term of the Restrictive Covenants, the same thereafter running with the Property as continuing obligations, public benefits and restrictions.

16. **NOTICES**. Any notice, demand, request, consent, approval or communication which a signatory party is required to or may give to another signatory party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such party may from time to time direct by written notice given in the manner herein prescribed, and such notice or communication shall be deemed to have been given or made when communicated by personal delivery or by independent courier service or by facsimile or if by mail on the fifth (5th) business day after the deposit thereof in the United States Mail, postage prepaid, registered or certified, addressed as hereinafter provided. All notices, demands, requests, consents, approvals or communications to the City shall be addressed to the City at:

City of Conway
101 Third Avenue
Conway, SC 29526
Attention: City Manager

With a copy to:

City of Conway
Conway, SC 29526
Attention: City Attorney

And to the Developer at:

BRD Land & Investment
234 Kingsley Park Drive, Suite 110
Fort Mill, SC 29715
Attention: Chief Executive Officer

With a copy to:

Robert S. Guyton, Esq.
Robert S. Guyton, P.C.
4605 B Oleander Drive, Suite 202
Myrtle Beach, SC 29577

17. **GENERAL**.

(A) **Subsequent Laws**. In the event state or federal laws or regulations are enacted after the execution of this Agreement or decisions are issued by a court of competent jurisdiction which prevent or preclude compliance with the Act or one or more provisions of this Agreement ("***New Laws***"), the provisions of this Agreement shall be modified or suspended as may be necessary to comply with such New Laws. Immediately after enactment of any such New Law, or court decision, a party designated by Developer and the City shall meet and confer in good faith in order to agree upon such modification or suspension based on the effect such New Law would have on the purposes and intent of this Agreement. During the time that these parties are conferring on such modification or suspension or challenging the New Laws, the City may take reasonable action to comply with such New Laws. Should these parties be unable to agree to a modification or

suspension, either may petition a court of competent jurisdiction for an appropriate modification or suspension of this Agreement.

(B) **Estoppel Certificate**. The City or any Developer may, at any time, and from time to time, deliver written notice to the other applicable party requesting such party to certify in writing, within Thirty (30) days of such written notice, that this Agreement is in full force and effect, that this Agreement has not been amended or modified, or if so amended, identifying the amendments, whether, to the knowledge of such party, the requesting party is in default or claimed default in the performance of its obligations under this Agreement, and, if so, describing the nature and amount, if any, of any such default or claimed default, and whether, to the knowledge of such party, any event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute a default and, if so, specifying each such event.

(C) **Entire Agreement**. This Agreement sets forth, and incorporates by reference all of the agreements, conditions and understandings between the City and the Developer relative to the Property and its development and there are no promises, agreements, conditions or understandings, oral or written, expressed or implied, among these parties relative to the matters addressed herein other than as set forth or as referred to herein.

(D) **No Partnership or Joint Venture**. Nothing in this Agreement shall be deemed to create a partnership or joint venture between the City or any Developer or to render such party liable in any manner for the debts or obligations of another party.

(E) **Exhibits**. All exhibits attached hereto and/or referred to in this Agreement are incorporated herein as though set forth in full.

(F) **Construction**. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendments or exhibits hereto.

(G) **Transfer of Title**. Transfers of title to the Property, in whole or in part, may be made, at any time and to any person or entity, without the consent of the City.

(H) **Binding Effect**. The parties hereto agree that this Agreement shall be binding upon their respective successors and/or assigns.

(I) **Governing Law**. This Agreement shall be governed by the laws of the State of South Carolina, and the parties further agree that venue shall be proper, without regards to any conflict of law principals, in a court of competent jurisdiction in Horry County, or such other jurisdiction in South Carolina as is appropriate and necessary under the circumstances.

(J) **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same instrument.

(K) **Eminent Domain**. Nothing contained in this Agreement shall limit, impair or restrict the City's right and power of eminent domain under the laws of the State of South Carolina.

(L) **No Third-Party Beneficiaries**. The provisions of this Agreement may be enforced only by the City and the Developer. No other persons shall have any rights hereunder, unless specified in this Agreement.

(M) **Release of Developer**. Subject to Section 5.B, in the event of conveyance of all or a portion of the Property, the Developer shall be released from any obligations and liabilities with respect to this Agreement as to the portion of Property so transferred, and the transferee shall be substituted as the Developer under the Agreement as to the portion of the Property so transferred; provided, however, the transferee(s) of the one acre contemplated for subdivision and conveyance under Section 5.B shall not be deemed to succeed to any Development Rights and Obligation of Developer under this Agreement.

18. **DESCRIPTION OF LOCAL DEVELOPMENT PERMITS NEEDED**. The development of the Property shall be pursuant to this Agreement, the Land Development Regulations, and Code of Ordinances, as amended; provided, however, in the event of any conflict between this Agreement and the Land Development Regulations, and/or the Code of Ordinances, the provisions of this Agreement shall control. Necessary permits include, but may not be limited to, the following: building permits, zoning compliance permits, sign permits (permanent and temporary), temporary use permits, accessory use permits, driveway/encroachment/curb cut permits, clearing/grading permits, and land disturbance permits. Notwithstanding the foregoing, the City acknowledges that City Planning and Development Director and/or the City Planning Commission approval of plats will be given if any such plats are materially consistent with the Master Site Plan of the Project, subject to any Master Site Plan Revisions. It is specifically understood that the failure of this Agreement to address a particular permit, condition, term or restriction does not relieve the Developer of the necessity of complying with the law governing the permitting requirements, conditions, terms or restrictions. It is expressly understood and acknowledged by all parties to this Agreement that any portions of the Property donated or sold by any Developer to the City shall not be subject to any private declaration of restrictions or property owners association(s) created by any Developer for any subsequent subdivision of the Property.

19. **STATEMENT OF REQUIRED PROVISIONS**. In compliance with Section 6-31-60(A) of the Act, the Developer represents that this Agreement includes all of the specific mandatory provisions required by the Act, addressed elsewhere in this Agreement.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

DEVELOPER:

WITNESSES:

BRD LAND & INVESTMENT, a South Carolina general partnership

Witness #1

By: _____
Name: Maurice B. Johnson
Title: CEO

Witness #2

STATE OF _____)
)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this 1st day of _____, 2024, by Maurice B. Johnson, as CEO of BRD LAND & INVESTMENT, a South Carolina general partnership. He or she personally appeared before me and is personally known to me.

ROBERT S. GUYTON NOTARY PUBLIC My Commission Expires 06-27-2033 STATE OF SOUTH CAROLINA

Notary Public
Name: _____
My Commission Expires: 6/27/33

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

CITY:

WITNESSES:

CITY OF CONWAY

Witness #1

By: _____

Name: Adam Emrick

Title: City Administrator

Witness #2

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

The foregoing instrument was acknowledged before me this 23rd day of February, 2024 by Adam Emrick, the of the CITY OF CONWAY. He or she personally appeared before me and is personally known to me.

Notary Public

My Commission Expires: 12/11/2027

EXHIBIT "A"

South Carolina Local Government Development Agreement
Act as Codified in Sections 6-31-10 through 6-31-160
of the Code of Laws of South Carolina (1976), as amended

South Carolina Legislature

olina Code of Laws
Unannotated

Title 6 - Local Government - Provisions Applicable to Special Purpose Districts and Other Political Subdivisions

CHAPTER 31

South Carolina Local Government Development Agreement Act

SECTION 6-31-10. Short title; legislative findings and intent; authorization for development agreements; provisions are supplemental to those extant.

(A) This chapter may be cited as the "South Carolina Local Government Development Agreement Act".

(B)(1) The General Assembly finds: The lack of certainty in the approval of development can result in a waste of economic and land resources, can discourage sound capital improvement planning and financing, can cause the cost of housing and development to escalate, and can discourage commitment to comprehensive planning.

(2) Assurance to a developer that upon receipt of its development permits it may proceed in accordance with existing laws and policies, subject to the conditions of a development agreement, strengthens the public planning process, encourages sound capital improvement planning and financing, assists in assuring there are adequate capital facilities for the development, encourages private participation in comprehensive planning, reduces the economic costs of development, allows for the orderly planning of public facilities and services, and allows for the equitable allocation of the cost of public services.

(3) Because the development approval process involves the expenditure of considerable sums of money, predictability encourages the maximum efficient utilization of resources at the least economic cost to the public.

(4) Public benefits derived from development agreements may include, but are not limited to, affordable housing, design standards, and on and off-site infrastructure and other improvements. These public benefits may be negotiated in return for the vesting of development rights for a specific period.

(5) Land planning and development involve review and action by multiple governmental agencies. The use of development agreements may facilitate the cooperation and coordination of the requirements and needs of the various governmental agencies having jurisdiction over land development.

(6) Development agreements will encourage the vesting of property rights by protecting such rights from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the development agreement or in any way hinder, restrict, or prevent the development of the project. Development agreements will provide a reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State.

(C) It is the intent of the General Assembly to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities for development, encourage the efficient use of resources, and reduce the economic cost of development.

(D) This intent is effected by authorizing the appropriate local governments and agencies to enter into development agreements with developers, subject to the procedures and requirements of this chapter.

(E) This chapter must be regarded as supplemental and additional to the powers conferred upon local governments and other government agencies by other laws and must not be regarded as in derogation of any powers existing on the effective date of this chapter.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-20. Definitions.

As used in this chapter:

(1) "Comprehensive plan" means the master plan adopted pursuant to Sections 6-7-510, et seq., 5-23-490, et seq., or 4-27-600 and the official map adopted pursuant to Section 6-7-1210, et seq.

(2) "Developer" means a person, including a governmental agency or redevelopment authority created pursuant to the provisions of the Military Facilities Redevelopment Law, who intends to undertake any development and who has a legal or equitable interest in the property to be developed.

(3) "Development" means the planning for or carrying out of a building activity or mining operation, the making of a material change in the use or appearance of any structure or property, or the dividing of land into three or more parcels. "Development", as designated in a law or development permit, includes the planning for and all other activity customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the planning for or the act of developing or to the result of development. Reference to a specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of this item.

(4) "Development permit" includes a building permit, zoning permit, subdivision approval, rezoning certification, special exception, variance, or any other official action of local government having the effect of permitting the development of property.

(5) "Governing body" means the county council of a county, the city council of a municipality, the governing body of a consolidated political subdivision, or any other chief governing body of a unit of local government, however designated.

(6) "Land development regulations" means ordinances and regulations enacted by the appropriate governing body for the regulation of any aspect of development and includes a local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulations controlling the development of property.

(7) "Laws" means all ordinances, resolutions, regulations, comprehensive plans, land development regulations, policies and rules adopted by a local government affecting

the development of property and includes laws governing permitted uses of the property, governing density, and governing design, improvement, and construction standards and specifications, except as provided in Section 6-31-140 (A).

(8) "Property" means all real property subject to land use regulation by a local government and includes the earth, water, and air, above, below, or on the surface, and includes any improvements or structures customarily regarded as a part of real property.

(9) "Local government" means any county, municipality, special district, or governmental entity of the State, county, municipality, or region established pursuant to law which exercises regulatory authority over, and grants development permits for land development or which provides public facilities.

(10) "Local planning commission" means any planning commission established pursuant to Sections 4-27-510, 5-23-410, or 6-7-320.

(11) "Person" means an individual, corporation, business or land trust, estate, trust, partnership, association, two or more persons having a joint or common interest, state agency, or any legal entity.

(12) "Public facilities" means major capital improvements, including, but not limited to, transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational, and health systems and facilities.

HISTORY: 1993 Act No. 150, Section 1; 1994 Act No. 462, Section 3.

SECTION 6-31-30. Local governments authorized to enter into development agreements; approval of county or municipal governing body required.

A local government may establish procedures and requirements, as provided in this chapter, to consider and enter into development agreements with developers. A development agreement must be approved by the governing body of a county or municipality by the adoption of an ordinance.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-40. Developed property must contain certain number of acres of highland; permissible durations of agreements for differing amounts of highland content.

A local government may enter into a development agreement with a developer for the development of property as provided in this chapter provided the property contains twenty-five acres or more of highland. Development agreements involving property containing no more than two hundred fifty acres of highland shall be for a term not to exceed five years. Development agreements involving property containing one thousand acres or less of highland but more than two hundred fifty acres of highland shall be for a term not to exceed ten years. Development agreements involving property containing two thousand acres or less of highland but more than one thousand acres of highland shall be for a term not to exceed twenty years. Development agreements involving property containing more than two thousand acres and development agreements with a developer which is a redevelopment authority created pursuant to the provisions of the Military Facilities Redevelopment Law, regardless of the number of acres of property involved, may be for such term as the local government and the developer shall elect.

HISTORY: 1993 Act No. 150, Section 1; 1994 Act No. 462, Section 4.

SECTION 6-31-50. Public hearings; notice and publication.

(A) Before entering into a development agreement, a local government shall conduct at least two public hearings. At the option of the governing body, the public hearing may be held by the local planning commission.

(B)(1) Notice of intent to consider a development agreement must be advertised in a newspaper of general circulation in the county where the local government is located. If more than one hearing is to be held, the day, time, and place at which the second public hearing will be held must be announced at the first public hearing.

(2) The notice must specify the location of the property subject to the development agreement, the development uses proposed on the property, and must specify a place where a copy of the proposed development agreement can be obtained.

(C) In the event that the development agreement provides that the local government shall provide certain public facilities, the development agreement shall provide that the delivery date of such public facilities will be tied to defined completion percentages or other defined performance standards to be met by the developer.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-60. What development agreement must provide; what it may provide; major modification requires public notice and hearing.

(A) A development agreement must include:

(1) a legal description of the property subject to the agreement and the names of its legal and equitable property owners;

(2) the duration of the agreement. However, the parties are not precluded from extending the termination date by mutual agreement or from entering into subsequent development agreements;

(3) the development uses permitted on the property, including population densities and building intensities and height;

(4) a description of public facilities that will service the development, including who provides the facilities, the date any new public facilities, if needed, will be constructed, and a schedule to assure public facilities are available concurrent with the impacts of the development;

(5) a description, where appropriate, of any reservation or dedication of land for public purposes and any provisions to protect environmentally sensitive property as may be required or permitted pursuant to laws in effect at the time of entering into the development agreement;

(6) a description of all local development permits approved or needed to be approved for the development of the property together with a statement indicating that the failure of the agreement to address a particular permit, condition, term, or restriction does not relieve the developer of the necessity of complying with the law governing the permitting requirements, conditions, terms, or restrictions;

(7) a finding that the development permitted or proposed is consistent with the local government's comprehensive plan and land development regulations;

(8) a description of any conditions, terms, restrictions, or other requirements determined to be necessary by the local government for the public health, safety, or welfare of its citizens; and

(9) a description, where appropriate, of any provisions for the preservation and restoration of historic structures.

(B) A development agreement may provide that the entire development or any phase of it be commenced or completed within a specified period of time. The development agreement must provide a development schedule including commencement dates and interim completion dates at no greater than five year intervals; provided, however, the failure to meet a commencement or completion date shall not, in and of itself, constitute a material breach of the development agreement pursuant to Section 6-31-90, but must be judged based upon the totality of the circumstances. The development agreement may include other defined performance standards to be met by the developer. If the developer requests a modification in the dates as set forth in the agreement and is able to demonstrate and establish that there is good cause to modify those dates, those dates must be modified by the local government. A major modification of the agreement may occur only after public notice and a public hearing by the local government.

(C) If more than one local government is made party to an agreement, the agreement must specify which local government is responsible for the overall administration of the development agreement.

(D) The development agreement also may cover any other matter not inconsistent with this chapter not prohibited by law.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-70. Agreement and development must be consistent with local government comprehensive plan and land development regulations.

A development agreement and authorized development must be consistent with the local government's comprehensive plan and land development regulations.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-80. Law in effect at time of agreement governs development; exceptions.

(A) Subject to the provisions of Section 6-31-140 and unless otherwise provided by the development agreement, the laws applicable to development of the property subject to a development agreement, are those in force at the time of execution of the agreement.

(B) Subject to the provisions of Section 6-31-140, a local government may apply subsequently adopted laws to a development that is subject to a development agreement only if the local government has held a public hearing and determined:

(1) the laws are not in conflict with the laws governing the development agreement and do not prevent the development set forth in the development agreement;

(2) they are essential to the public health, safety, or welfare and the laws expressly state that they apply to a development that is subject to a development agreement;

(3) the laws are specifically anticipated and provided for in the development agreement;

(4) the local government demonstrates that substantial changes have occurred in pertinent conditions existing at the time of approval of the development agreement which changes, if not addressed by the local government, would pose a serious threat to the public health, safety, or welfare; or

(5) the development agreement is based on substantially and materially inaccurate information supplied by the developer.

(C) This section does not abrogate any rights preserved by Section 6-31-140 herein or that may vest pursuant to common law or otherwise in the absence of a development agreement.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-90. Periodic review to assess compliance with agreement; material breach by developer; notice of breach; cure of breach or modification or termination of agreement.

(A) Procedures established pursuant to Section 6-31-40 must include a provision for requiring periodic review by the zoning administrator, or, if the local government has no zoning administrator, by an appropriate officer of the local government, at least every twelve months, at which time the developer must be required to demonstrate good faith compliance with the terms of the development agreement.

(B) If, as a result of a periodic review, the local government finds and determines that the developer has committed a material breach of the terms or conditions of the agreement, the local government shall serve notice in writing, within a reasonable time after the periodic review, upon the developer setting forth with reasonable particularity the nature of the breach and the evidence supporting the finding and determination, and providing the developer a reasonable time in which to cure the material breach.

(C) If the developer fails to cure the material breach within the time given, then the local government unilaterally may terminate or modify the development agreement; provided, that the local government has first given the developer the opportunity:

(1) to rebut the finding and determination; or

(2) to consent to amend the development agreement to meet the concerns of the local government with respect to the findings and determinations.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-100. Amendment or cancellation of development agreement by mutual consent of parties or successors in interest.

A development agreement may be amended or canceled by mutual consent of the parties to the agreement or by their successors in interest.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-110. Validity and duration of agreement entered into prior to incorporation or annexation of affected area; subsequent modification or suspension by municipality.

(A) Except as otherwise provided in Section 6-31-130 and subject to the provisions of Section 6-31-140, if a newly-incorporated municipality or newly-annexed area comprises territory that was formerly unincorporated, any development agreement entered into by a local government before the effective date of the incorporation or annexation remains valid for the duration of the agreement, or eight years from the effective date of the incorporation or annexation, whichever is earlier. The parties to the development agreement and the municipality may agree that the development agreement remains valid for more than eight years; provided, that the longer period may not exceed fifteen years from the effective date of the incorporation or annexation. The parties to the development agreement and the municipality have the same rights and obligations with respect to each other regarding matters addressed in the development agreement as if the property had remained in the unincorporated territory of the county.

(B) After incorporation or annexation the municipality may modify or suspend the provisions of the development agreement if the municipality determines that the failure of the municipality to do so would place the residents of the territory subject to the development agreement, or the residents of the municipality, or both, in a condition dangerous to their health or safety, or both.

(C) This section applies to any development agreement which meets all of the following:

(1) the application for the development agreement is submitted to the local government operating within the unincorporated territory before the date that the first signature was affixed to the petition for incorporation or annexation or the adoption of an annexation resolution pursuant to Chapter 1 or 3 of Title 5; and

(2) the local government operating within the unincorporated territory enters into the development agreement with the developer before the date of the election on the question of incorporation or annexation, or, in the case of an annexation without an election before the date that the municipality orders the annexation.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-120. Developer to record agreement within fourteen days; burdens and benefits inure to successors in interest.

Within fourteen days after a local government enters into a development agreement, the developer shall record the agreement with the register of mesne conveyance or clerk of court in the county where the property is located. The burdens of the development agreement are binding upon, and the benefits of the agreement shall inure to, all successors in interest to the parties to the agreement.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-130. Agreement to be modified or suspended to comply with later-enacted state or federal laws or regulations.

In the event state or federal laws or regulations, enacted after a development agreement has been entered into, prevent or preclude compliance with one or more provisions of the development agreement, the provisions of the agreement must be modified or suspended as may be necessary to comply with the state or federal laws or regulations.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-140. Rights, duties, and privileges of gas and electricity suppliers, and of municipalities with respect to providing same, not affected; no extraterritorial powers.

(A) The provisions of this act are not intended nor may they be construed in any way to alter or amend in any way the rights, duties, and privileges of suppliers of electricity or natural gas or of municipalities with reference to the provision of electricity or gas service, including, but not limited to, the generation, transmission, distribution, or provision of electricity at wholesale, retail or in any other capacity.

(B) This chapter is not intended to grant to local governments or agencies any authority over property lying beyond their corporate limits.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-145. Applicability to local government of constitutional and statutory procedures for approval of debt.

In the event that any of the obligations of the local government in the development agreement constitute debt, the local government shall comply at the time of the obligation to incur such debt becomes enforceable against the local government with any applicable constitutional and statutory procedures for the approval of this debt.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-150. Invalidity of all or part of Section 6-31-140 invalidates chapter.

If Section 6-31-140 or any provision therein or the application of any provision therein is held invalid, the invalidity applies to this chapter in its entirety, to any and all provisions of the chapter, and the application of this chapter or any provision of this chapter, and to this end the provisions of Section 6-31-140 of this chapter are not severable.

HISTORY: 1993 Act No. 150, Section 1.

SECTION 6-31-160. Agreement may not contravene or supersede building, housing, electrical, plumbing, or gas code; compliance with such code if subsequently enacted.

Notwithstanding any other provision of law, a development agreement adopted pursuant to this chapter must comply with any building, housing, electrical, plumbing, and gas codes subsequently adopted by the governing body of a municipality or county as authorized by Chapter 9 of Title 6. Such development agreement may not include provisions which supersede or contravene the requirements of any building, housing, electrical, plumbing, and gas codes adopted by the governing body of a municipality or county.

HISTORY: 1993 Act No. 150, Section 1.

EXHIBIT "B"

Survey of Property

GB ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

EXHIBIT I-A

boundary survey

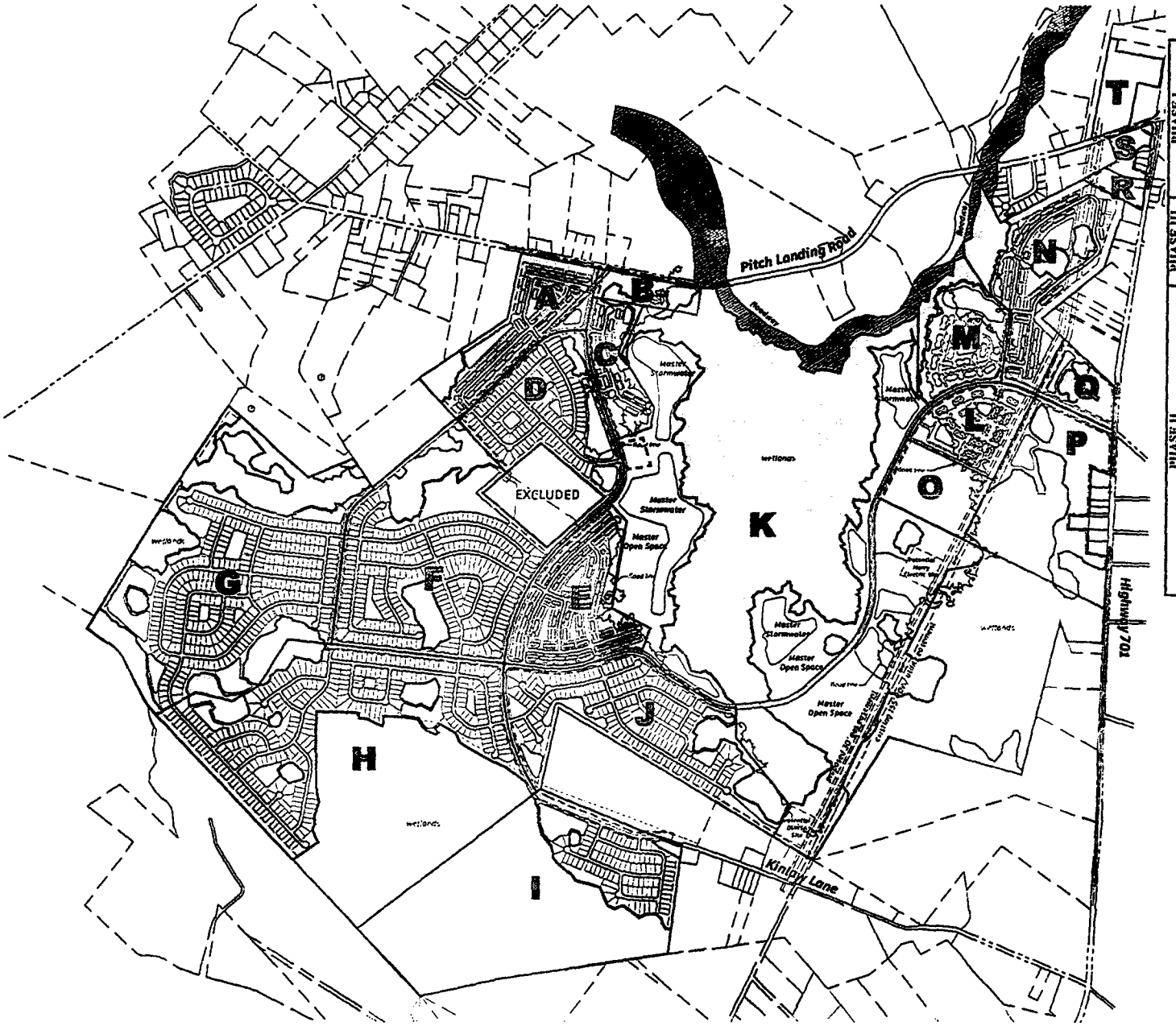
NOTES:
1. COMPILED BOUNDARIES UTILIZED FOR TRACTS R, S & T. BOUNDARY TO BE FIELD VERIFIED AT TRACT DEVELOPMENT.

NORTH

SCALE 1" = 400'

EXHIBIT "C"

Master Site Plan



	TRACT	ACREAGE	PERMITTED USES	UNITS/LOTS	DENSITY (GROSS | NET)
PHASE I	A	40.47	Single-Family attached; Multifamily	246	6.08 | 7.11
	B	10.72	Commercial - Type 3	-	-
	C	21.66	Single-Family attached; Multifamily	104	4.80 | 6.73
	D	56.84	Single Family detached	135	2.38 | 3.01
	E	50.94	Single-Family attached; Multifamily	408	8.01 | 8.67
PHASE III	F	128.57	Single Family detached	302	2.35 | 2.76
	G	178.76	Single Family detached	341	1.91 | 2.58
	H	232.80	Single Family detached	321	1.38 | 2.81
PHASE II	I	153.20	Single Family detached	91	0.59 | 2.28
	J	88.02	Single Family detached	190	2.16 | 2.56
	K	550.14	Master Open Space; City Recreation Acreage	-	-
	L	27.82	Multifamily	480	17.25 | 24.78
	M	34.81	Multifamily	440	12.64 | 27.79
	N	64.43	Single-Family attached; Multifamily	260	4.04 | 7.84
	O	23.47	Commercial - Type 2	-	-
	P	68.32	Commercial - Type 1	-	-
	Q	14.13	Commercial - Type 1	-	-
	R	4.30	Commercial - Type 1	-	-
	S	5.26	Commercial - Type 2	-	-
	T	12.55	Commercial - Type 1	-	-

Commercial Acreage	136.76 ac
Residential Acreage	1628.46 ac
Total Acreage	1765.22 ac
Total Number of Dwelling Units	3318 units
Gross Residential Density	2.04 du/ac
Net Residential Density	4.18 du/ac

NOTES:

1. DENSITY MAY BE SHIFTED BETWEEN RESIDENTIAL TRACTS/AREAS WITH LIKE USES (I.E. SINGLE-FAMILY TO SINGLE-FAMILY) MAY BE CONSIDERED A "MINOR" AMENDMENT TO THE PD, PROVIDED THAT THE OVERALL (TOTAL) DENSITY IS NOT INCREASED AND REMAINS CONSTANT.
2. REFER TO TABLE 2 IN THE PD DOCUMENT FOR DIMENSIONAL STANDARDS.
3. REFER TO THE PD DOCUMENT FOR PERMITTED USES FOR COMMERCIAL TYPE 1, COMMERCIAL TYPE 2, AND COMMERCIAL TYPE 3.
4. TRACTS R, S, AND T EXCLUDED FROM PHASING DESIGNATIONS.

GB ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

APPENDIX A

master site plan

NORTH

SCALE 1" = 400'

EXHIBIT "D"

Approved PD Ordinance Narrative



A written project description of

WARDEN STATION PLANNED DEVELOPMENT DISTRICT (PD District)

April 5, 2023
Latest Revision: January 22, 2024

Prepared by:

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SECTION 1: PURPOSE AND INTENT STATEMENT

The intent of the Planned Development District (PD District) is to provide for large-scale, quality development projects (three acres of larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments. More specifically, the intent of the PD District is to permit:

A. Flexibility in design to take the greatest advantage of natural land, trees, historical and other features;

B. Accumulation of large areas of usable open space for recreation, preservation of natural amenities, and provision of community facilities;

C. Creation of a variety of residential and compatible neighborhood arrangements that give the home occupant greater choice in selecting types of environment and living units;

D. Clustering of one residential type for better use of the land and open space;

E. Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance visual character of the city;

F. Efficient use of land which may result in reduction in development and maintenance cost of street and utility systems;

G. Simplification of the procedure for obtaining approval of proposed development through simultaneous review by the city of proposed land use, site consideration, lot and setback consideration, public needs and requirements, and health and safety factors [*City of Conway Unified Development Ordinance Adopted December 12, 2011*].

The real property that is the subject of this PD District consist of approximately One Thousand Seven Hundred Sixty-Five and 22/100 (1,765.22) Acres, more or less (the "***Subject Parcels***"). The Subject Parcels are located within the Conway and Bucksport Sections of Horry County, but outside of the jurisdiction of the City of Conway, bounded generally by U.S. Highway 701 to the East, Pitch Landing Road to the North, Kinlaw Lane to the South and Bear Creek to the West. Simultaneously with the adoption of this PD District, the Subject Parcels will be annexed into the City of Conway, by separate petition for annexation (the "***Annexation Agreement***"), and will be subjected to the terms of a separate development agreement between BRD Land & Investment, a North Carolina general partnership (the "***Developer***"), with a joinder from each of the property owners of the Subject Parcels, their respective successors and assigns and the City of Conway (the

"***Development Agreement***"), which Development Agreement will also be adopted simultaneously with the adoption of this PD District. For purposes of this PD District, each property owner within the PD District shall be considered a "Developer". The Subject Parcels are generally located Southwest of the intersection of U.S. Highway 701 and Pitch Landing Road.

Pursuant to the terms of the Development Agreement and the requirements of the City's Unified Development Ordinance (the "***City's UDO***"), public benefit is not required under the City's UDO as a part of the PD District, the Developer, and its successors and assigns, have nevertheless agreed to provide certain public benefits, which are as follows:

1. The Developer, and its respective successors and assigns agree that the then current owner of the Property or any portion thereof, shall pay to the City, the enhancement fees for the purpose of enhancing City services (collectively the "***Enhancement Fees***") in an amount equal to Five Thousand Seven Hundred Fifty and No/100 ($5,750.00) Dollars per single family detached Residential Unit (whether subdivided, condominium, or in-common); Four Thousand Twenty Five and No/100 ($4,025.00) Dollars per single family attached Residential Unit, which includes duplexes (2 attached units) and townhomes (3 to 8 attached units) (whether subdivided, condominium or in-common); and Two Thousand Eight Hundred Seventy Five and No/100 ($2,875.00) per multi-family Residential Unit (whether condominium or in-common), each of which shall be payable at the time of building permit application. Developer further agrees that each of the above Enhancement Fees shall be subject to an annual increase, beginning on January 1, 2025, in an amount equal to the lesser of (i) the increase in the Consumer Price Index, published by the U.S. Bureau of Labor Statistics ("***CPI***") between the beginning and end of the most recent calendar year; or (ii) Five (5%) percent per annum, which increase is intended to ensure that the Enhancement Fees continue to reflect the City's on-going increases in the costs of services provided. Developer will provide the Enhancements Fees, together any additional public benefits, as follows:

(A) **One Time Transportation Enhancement Fee**. As a public benefit, for the Property, the Developer, or the then current owner, shall pay to the City, on or before the date on which a land disturbance permit is issued by the City for the Spine Road, as defined below, a one-time, lump sum transportation enhancement fee (the "***Transportation Enhancement Fee***") in an amount equal to $250,000.00, which Transportation Enhancement Fee may be used by the City, in its sole discretion, for expenses reasonably related to transportation and transportation improvements within the City.

(B) The creation of a direct internal roadway network with public rights-of-way ranging in width from 50' to 100', including an internal right-of-way connection from U.S. Highway 701 to Pitch Landing Road measuring 100' in width at U.S. Highway 701 and Pitch Landing Road, with variable widths internal of not less than 60', and the roadway improvements thereon (the "***Spine Road***"), such Spine Road to be completed in more than one phase, each of which shall be completed with any adjacent subdivisions requiring access, whether directly or indirectly from the Spine Road, or, in the alternative, bonded for completion in accordance with the requirements of the City, provided that no Residential Units or Commercial Units may be issued a certificate of occupancy within such respective subdivision until such portion of the Spine Road has been completed. Notwithstanding any other provision herein, the Developer shall install, as a part of the initial Spine Road installation, not less than Two (2) lanes on one side of the proposed divided median, along the entire corridor of the Spine Road, which Two (2) lanes shall be operated in opposite traffic flow directions prior the date on which the Spine Road is complete, which Two (2) lanes will insure that the PD will have not less than Two (2) means of access on or before the recording of the first final plat for any subdivision within the PD.

(C) The installation of a multi-purpose path of 8' in width on one side of the internal Spine Road, and a 5' sidewalk on the opposite side of the road, following the internal Spine Road, in accordance with the requirements of the City for other similar-situated properties, to be complete on or before the date on which the respective portion of the Spine Road providing access, directly or indirectly, to one or more subdivisions within the PD is completed. In the event the installation of such multi-purpose path or sidewalk is delayed beyond completion of the corresponding portion of the Spine Road, then, in such event the multi-purpose path and/or shall be bonded for completion, in accordance with the bonding requirements of the City. The installation of this path must be in accordance with the City's Pathway's and Trails Plan, adopted in 2022, and the same must be completed at the same time as the installation of the Spine Road is complete, without regard to the number of building permits that have been issued for the PD by the City.

(D) As a requirement, the installation of at least One (1) new sewer pump station on the Subject Parcels, and, to the extent required in order to provide sufficient capacity as necessary for the proposed development of the Project, a second sewer pump on

the Subject Parcels. Sewer pump installation shall be in accordance with the requirements of Bucksport Water System, Inc. ("***Bucksport Water***"), or such other agency then providing sanitary sewer service to the Subject Parcels.

(E) Stormwater conveyance and retention facilities sufficient in capacity to accommodate the storm water generated from the Subject Parcels, and provide the City with evidence of the necessary and required permanent and perpetual easements necessary to facilitate such drainage from the Subject Parcels. All stormwater shall be designed to meet or exceed the City's Stormwater Ordinance that is in effect at the time of plan submittal.

(F) The installation of roadway improvements to Five (5) separate roadway intersections, Three (3) existing roadway intersections, and Two (2) proposed intersections, each lying on the boundary of the Subject Parcels, in accordance with the terms of the Development Agreement. Provided, however, that, in the event any of such roadway intersection improvements require the acquisition of additional right-of-way not located on the Subject Parcels, which Developer has no means of acquiring then, in such event the City may **(i)** acquire the additional right-of-way not located on the Subject Parcels for such roadway intersection improvements and provide access to the Developer for the installation of such improvements, provided that the Developer shall be obligated to reimburse the City for the costs of such right-of-way acquisition, not to exceed the appraised value, within 90 days of such acquisition, or, **(ii)** in the event the City declines to acquire such additional required right-of-way, the Developer may, in lieu of installing such roadway intersection improvements, instead pay to the City any amount equal to the then current engineer's estimated costs of such roadway intersection improvements, as approved by the City under the ordinances and regulations of the City, in satisfaction of Developer and/or the Project's obligations with regards to such roadway intersection improvements lying outside of the existing right-of-way, with the City then having the right, but not the obligation, of installing such roadway intersection improvements outside of the existing right-of-way, at a time and under the conditions as determined by the City to be reasonable. Subject to the above condition with regard to additional required right-of-way, the respective roadway intersections must be completed in accordance with the roadway intersection improvement table attached at the end of this Section 1. The intent of this provision is to insure that either **(i)** such roadway intersection improvements have been installed by the Developer; or **(ii)** the costs of such improvements outside of the

existing right-of-way have been paid to the City by the Developer, to the extent not previously completed by Developer as a result of the City's decision not to acquire additional right-of-way, with the future installation of such roadway intersection improvements being solely within the discretion of the City, in either event such roadway intersection improvements shall be deemed completed, or bonded for completion if such roadway intersection improvements are required of Developer, on or before the date on which any final plat or master deed is recorded within any portion of the PD having access by way of such roadway intersection improvements (directly or indirectly), in accordance with the Project Traffic Report.

(G) Conveyance to the City of approximately 500 acres of real property, shown and delineated on the Master Site Plan (the "***City Recreation Acreage***"), which City Recreation Acreage also comprises open space in accordance with the requirements of the PD, and includes uplands, wetlands and flood plain areas for ownership, perpetual maintenance and preservation, also as indicated on the Open Space Plan submitted as part of the Exhibit Supplement under **Appendix A, Exhibit IV**, which City Recreation Acreage may be conveyed in one or more parcels, each conveyed on the date that is not later than the Third (3rd) anniversary of the recording of this Agreement. In addition, prior to the date on which the City Recreation Acreage is conveyed to the City, Developer shall have completed, or caused to be completed, the following improvements, each to be shown on the Open Space Plan:

(i) Installation of not less than Four (4) pickle ball courts;

(ii) Installation of a floodproof playground, materially comparable in size, equipment and other improvements to the existing Collins Park, owned by the City;

(iii) Installation of parking areas sufficient in size, to accommodate visitors to the above reference recreational facilities;

(iv) Notwithstanding any other provision herein, the City Recreation Acreage shall be deemed a portion of the Open Space required under the PD, without regards to the conveyance of such City Recreation Acreage to the City.

(v) To the extent any portion of the City Recreation Acreage includes stormwater lakes and ponds serving the PD, Developer may convey such stormwater lakes and ponds to the City, subject to an obligation of record, including any required easements, which requires Developer to maintain the structural elements and capacity of such

stormwater lakes and ponds at the sole cost and expense of Developer, or one or more Owners Associations. Notwithstanding this provision, the general mowing and upkeep of the bank areas of any stormwater lakes and ponds, or any recreational structures installed by the City in such stormwater lakes and ponds shall be maintained by the City in keeping with the City's maintenance of other recreational facilities within the City.

(vi) To the extent any of the above referenced improvements are not complete at the time of conveyance of the City Recreation Acreage from Developer to the City, Developer shall bond the completion of the same, in accordance with the City's standard procedures for bonds and financial guarantees.

(H) Installation of a Wildlife Refuge Trail connection, in accordance with the City's Pathway's and Trails Plan (adopted in 2022). Refer to this plan for appropriate trail materials, widths, locations, etc. To the extent any approvals and coordination are required with agencies other than the City, including but not limited to U.S. Army Corps of Engineers and South Carolina Department of Health and Environmental Control with regards to any wetland impacts or the materials or methods of trailway construction, Developer shall be solely responsible for approvals and coordination. Such Wildlife Refuge Trail is to be located on portions of the PD both within the City Recreation Acreage and on portions of the Subject Parcel not comprising a portion of the City Recreation Acreage. This Wildlife Refuge Trail connection shall be completed or bonded for completion, on or before the date on which the Developer has completed the improvements within the City Recreation Acreage.

(I) Tree Preservation. Developer and City recognize the public benefit of tree preservation, and therefore agree that, a tree survey in accordance with the City's tree ordinance, shall be provided for each Tract within the PD at the time of plan submittal, and before land disturbance or such Tract(s) is approved.

(J) Developer shall install, at each entrance to the PD (two on U.S. Highway 701 and one on Pitch Landing Road), cameras, which capture identification of each vehicle entering the PD. The ongoing costs of such cameras, which costs shall be paid by Developer, or, any Owners Association to which Developer assigns the rights and obligations of maintenance, and which costs per camera are to be determined at the time of acquisition, shall include both acquisition costs and monthly cellular fees, if any.

(K) Developer shall install speed control devices along the Spine Road, in the form of traffic circles, in each of the areas along the Spine Road where 3-Way and 4-Way stops would be required, in accordance with the Transportation Plan.

The proposed Perimeter Road and Southern Evacuation Lifeline, if funded and implemented, will not be materially impacted or interfered with by development of the PD. Background growth in the area may require roadway and municipal facility improvements. **Phase 1 construction** (phasing density) is scheduled to occur in 2028. **Phase 2 construction** (phasing density) in 2031; and Phase 3 construction (phasing density) in 2035.

2. It is the specific intent of this PD document ("***PD Document***" or "***PD District Document***") approved by the City on or about the 2nd day of January, 2024, to create and maintain an interconnected pedestrian and active lifestyle driven residential community which includes a variety of single family areas, a limited number of commercial areas, open spaces, common areas, and amenities, including parks, recreational and passive spaces, which are together referred to as "**Warden Station PD District**" (the "***Project***"), in accordance with the City's UDO, which are specifically addressed as follows:

(A) The proposed land uses within the PD are a combination of various residential uses consisting of approximately 1,628.57 Acres, including single family detached homes, single family subdivided attached homes ranging from Two (2) unit duplexes to townhomes of Three (3) to Eight (8) homes per individual building, mid-rise multi-family condominiums, mid-rise multi-family apartments, and mid-rise multi-family apartments with elevators, which, dependent upon the product, may be offered for sale or rent, or a combination of both, together with those amenities and recreational facilities as set forth herein. The commercial component of the PD consists of approximately 136.76 Acres, which may include many different commercial uses which would typically be associated with a development of this scale, such uses being set forth herein. The proposed land uses for the Project were selected in an effort to compliment and blend with the existing surrounding uses, while exemplifying the primary components of the active lifestyle market for both families and retirees. The proposed gross and net densities for the PD are set forth on the Master Site Plan Summary Table below.

(B) Connections between the PD and the surrounding roadways are designed to enhance both the interconnectivity and the usability of U.S. Highway 701, Pitch Landing Road and Kinlaw Lane and to allow residents to safely travel along the

interior of the Project from neighborhood to neighborhood with minimal impact to adjoining neighborhoods outside of the PD.

(C) Pathways adjacent to public rights-of-way, and pedestrian and bicycle connections reflected on the Master Plan to be constructed within the PD provide for safe and accessible travel for pedestrians and bicycles.

(D) The variety of housing products provided within the PD are intended to appeal to single adults, working families, pre-retirees, early retirees and late in life retirees by providing opportunities for home ownership at a variety of price points.

(E) Streets follow the City's design standards, except to the extent revised standards are included within the PD District Appendices, reflecting a revised design standard, and where varied, consist of wider green space, and multi-purpose paths, rather than additional asphalt. Build-out demand considerations have been incorporated in the initial project design, including exterior connections from the PD to existing public roadways to avoid constricting traffic flow. Notwithstanding the above requirements, Developer and the City acknowledge and agree that the right-of-way of Kinlaw Lane, and the existing portion of Blaze Trail (driveway) do not comply with the City's design standards. To the extent improvements are required by the City to Kinlaw Lane, and/or Blaze Trail, Developer will reserve and dedicate any additional right-of-way from the Subject Parcels, at no additional cost to the City, for the City to make such improvements, at the City's expense, and at the time the City deems such improvements appropriate.

(F) The PD incorporates both water, open space and passive amenities, among the Subject Parcels, that may include, at the election of the Developer with regards to each individual parcel, swimming pool, neighborhood clubhouse, docks, shelters and open air gazebos to encourage resident's maximization of outdoor spaces, and these improvements, to the extent included in any individual parcel, shall be for the benefit of one or more individual neighborhoods within the PD, and not as a master amenity for the benefit of the entire PD, and set forth on the Master Site Plan. Site design has been guided, and actual construction will be guided by an effort to maintain key trees and environmentally sensitive areas, to meet all regulatory requirements. All stormwater will be designed to meet or exceed the standards within the City's Stormwater Ordinance that is in effect at the time of plan submittal.

All development within this Project will be regulated by the terms of the master site plan, approved ordinance, the City's UDO, the Development Agreement, and other applicable codes and ordinances of the City of Conway. *The definitions applicable throughout this Document are set forth in Article 2 of the City of Conway Unified Development Ordinance.*

[SEE ROADWAY INTERSECTION IMPROVEMENT TABLE BELOW]

ROADWAY INTERSECTION IMPROVEMENT TABLE

Improvement	**Intersection/Improvement Description**	**Roadways**	**Tracts Served**	**Date for completion**
Improvement #1	Westbound right turn lane	Pitch Landing Rd. & Willow Springs Rd. Intersection	All Tracts	Once 1,300 Residential Units have been permitted
Improvement #2 (Access 3)	Right & left turn lanes, signalization when warranted	Pitch Landing Rd.	A, B, C, D & E	By completion of Phase 1 construction, before any plats creating lots are approved
Improvement #3	Southbound right turn lane; Eastbound dual left lanes with receiving lanes; additional Northbound through lane and additional Southbound through lane	Intersection of Hwy 701 S. & Pitch Landing Rd.	All Tracts	Once 435 Residential Units have been permitted
Improvement #4 (Access 1)	Right & Left turn lanes, signalization when warranted	Hwy 701 S.	F, G & H	Completion of Phase 3 construction and before any plats creating lots are approved
Improvement #4 (Access 2)	Right & Left turn lanes, signalization when warranted	Hwy 701 S. & Kinlaw Lane	I	Once access is provided

SECTION 2: LEGAL DESCRIPTION

The Subject Parcels are described as all of those certain pieces, parcels or tracts of land lying and situate near the City of Conway, Horry County, South Carolina, and being more particularly depicted on **Appendix A** attached hereto.

SECTION 3: PROJECT DEVELOPER AND TITLE

The Project title of this development is "***Warden Station PD***", although the Project may be branded among various neighborhoods within the Project following the approval of this PD by the City. The developer for the Project is BRD Land & Investment General Partnership. The term "***Developer***" throughout this Document will include all subsidiaries and affiliates of BRD Land & Investment General Partnership, and the term will also include any of its successors in interest or successors in title and/or assigns by virtue of assignment or other instrument.

SECTION 4: MASTER SITE PLAN

Appendix A of this Document, attachment hereto, contains the PD Documentation, and the Twelve (12) different neighborhoods, together with the commercial parcels located on each side of the Spine Road, within the Project ("***Master Site Plan***"). The Master Site Plan shall be binding on the Subject Parcels and any materially major departure, other than as set forth in Section 6 and Section 12 below, shall be authorized by amendment only. The controlling Master Site Plan shall negate any contradiction between the Master Site Plan and any other plan, and this PD Document.

A. This Project will ultimately include Nineteen (19) phases, including Twelve (12) phases of residential product, and Seven (7) phases of commercial product, together with amenity areas, park and open space areas, and each of such components may be developed at various times relative to the residential development and commercial development portion of the PD, any one of which may be further developed in sub-phases, and any of which may be developed in any particular order, with all homes remaining under ownership of the Developer, its successors and assigns, until such time as a final plat approved by the City may be recorded in the public records of Horry County, South Carolina. Although the timing of completion of any particular Phase of the PD is subject to then current market demands, the Developer anticipates a period of approximately Eighteen (18) months from approval of the PD for design, and permitting, and additional period of approximately Twelve (12) months from the issuance of permits and approvals for the installation of initial required infrastructure, and that approximately One-Fifth of the Project would be complete within Five (5) years of approval of the PD, with an additional One-Fifth of the Project being completed in each of the subsequent Five (5) year periods, with a projected build-out period for the Project of Twenty Five (25) years. A general description of each Phase of the Project is set forth in the Tables included herein. The relevant infrastructure necessary for development of the individual Phases of the PD, including water, sewer, drainage and other supporting utilities and other improvements will be installed in

accordance with construction plans to be approved by and in accordance with the requirements as per City departmental reviews.

[SEE MASTER SITE PLAN SUMMARY TABLE ON FOLLOWING PAGE]

MASTER SITE PLAN SUMMARY TABLE

Tract / Area	Acreage	Permitted Use	Lots/Units	Density Gross/Net (units/acre)	Other
A	40.47	Attached Single Family; Multifamily	246 lots/units	6.08/7.11	Notes 1; 2
B	10.72	Commercial (Type 3)	-		Note 6
C	21.66	Attached Single Family; Multifamily	104 lots/units	4.80/6.73	Notes 1; 2
D	56.84	Detached Single Family	135 lots	2.38/3.01	Note 1
E	50.94	Attached Single Family; Multifamily	406 lots/units	8.01/8.67	Notes 1; 2
F	128.54	Detached Single Family	302 lots	2.35/2.76	Note 1
G	178.76	Detached Single Family	341 lots	1.91/2.58	Note 1
H	232.97	Detached Single Family	321 lots	1.38/2.81	Note 1
I	153.20	Detached Single Family	91 lots	0.59/2.28	Note 1
J	85.78	Detached Single Family	190 lots	2.16/2.56	Note 1
K	552.34	Master Open Space/City Recreational Acreage			
L	27.82	Multifamily	480 units	17.25/27.25	Notes 1; 2
M	34.81	Multifamily	440 units	12.64/24.82	Notes 1; 2
N	64.46	Attached Single Family; Multifamily	260 lots/units	4.03/7.84	Notes 1; 2
O	23.47	Commercial (Type 2)			Note 5
P	66.30	Commercial (Type 1)			Note 4
Q	14.14	Commercial (Type 1)			Note 4
R	4.30	Commercial (Type 1)			Note 4
S	5.26	Commercial (Type 2)			Note 5
T	12.56	Commercial (Type 1)			
Totals		**Residential Area 1,628.46 AC** **Commercial Area 136.76 AC**	**3,316 lots/units**	Total Gross/Net Density 2.04/4.18	

Notes to Master Site Plan Summary Table:

1. Density may be shifted between residential tracts/areas with like uses (*i.e.* single-family detached to single-family detached) and may be considered a "minor" amendment to the PD, provided that the overall (total) density is not increased and remains constant, applicable to Tracts A, C, D, E, F, G, H, I, J, L, M and N.
2. Attached Single Family/Multifamily tracts/areas may be developed in-common. Development Standards for in-common development may differ from fee-simple development, applicable to Tracts A, C, E, L, M & N.
3. Refer to Table 2 in the PD document for dimensional standards applicable to all Tracts.
4. Unless otherwise specified in the PD, all uses permitted in the Highway Commercial (HC) district, per the City of Conway's Unified Development Ordinance (UDO) shall be permitted on tracts/areas identified as Commercial (Type 1), applicable to Tracts P, Q, R and T.
5. Unless otherwise specified in the PD, all uses permitted in the Highway Commercial (HC) / Light Industrial (LI) districts, per the City's UDO, shall be permitted on tracts/areas identified as Commercial (Type 2), applicable to Tracts O and S, provided that Tract O may be used only for outdoor recreation and/or storage.

6. Unless otherwise specified in the PD, all uses permitted in the Neighborhood Commercial (NC) and Conservation Preservation (CP) districts, per the City's UDO, shall be permitted on tracts/areas identified as Commercial (Type 3), applicable to Tract B.
7. For purposes of the PD, single family attached Residential Units shall include Duplexes of Two (2) units, and Townhomes of Three (3) to Eight (8) units, consistent with the definitions in the City's UDO.

SECTION 5: DEVELOPMENT DESCRIPTION

The Project is planned to include a mix of land uses, which together form an integrated active lifestyle community. The Project will be the subject of master covenants, conditions and restrictions, which will apply to the community as a whole, as well as additional covenants, conditions and restrictions which may be applicable only to certain portions of the community (collectively the "***CCRs***"). The CCRs will define the building size, aesthetic style and shared amenities and open spaces of each of the respective neighborhoods within the Project.

The Developer has significant experience in bringing new communities that meet the needs of both the local community and the new residents, throughout the Southeast region of the United States, with a significant concentration of such communities within North Carolina and South Carolina. By being involved in the creation of the new development, the Developer is able to insure the desires of future homebuyers are incorporated in the initial land design, and carried through consistently to the completion of the final home. Often in today's market, the Developer is disconnected from the builder's targeted homebuyer, and that disconnect can have a significant impact on the success of the community. For this PD, the Developer has planned the amenities and the product offerings to reflect an active lifestyle to accommodate families, soon to be retirees and retirees. The key word in the phrase "Master Planned Community", is Community, since success for an active community is dependent upon substantial amenities encouraging an active lifestyle with outdoor activity and interaction among residents. In today's real estate market, communities are typically a collection of one or more neighborhoods, with compatible architectural character, promoting a way of life and diversity with a common purpose. The Project is designed to anticipate a variety of users, and to balance the environment between them.

Neighborhoods are the building blocks of a community. The neighborhood is where we experience our family and friends, it's where life happens, and it's where we tell people we live. Residents are offered a range of options for getting where they want to go rather than having to depend solely on their automobile. Each neighborhood within the PD will offer distinctive product type, to appeal to the needs of a particular targeted resident. The offering of various product types further encourages the diversity of both residents and their interests. In addition, the covenants, conditions and restrictions for the various neighborhoods within the PD will provide for limitations on certain types of uses that conflict with the target resident for that particular neighborhood. As an example,

private restrictions that are not a part of the PD may dictate that a particular neighborhood may be restricted for leases terms of not less than One (1) year, while other neighborhoods are intentionally design to attract the short-term, transition resident, who may be building are anticipating the building of a permanent residence within another area of the PD.

Public spaces are the social heart of communities. Today, modern development has arranged public space into two forms; the first being activity areas for organized leisure activities and sports; and the second being preservation areas such as lakes, wetlands, pocket parks, groves of preserved trees, and drainage channels. The recreational areas are designed to accommodate leisure activities and sports, but also to create places where one can go simply to be outside, enjoy nature and maybe have a picnic. The relationship between leisure and recreation has to be better understood. Leisure is time and experience based, while recreation is activity and space based. One is aesthetically oriented and the other is functionally oriented. While a good community should provide both, the two are not the same, and must be balanced so the needs of the residents are being met in equal proportion. The Project incorporates a significant flood plain area, which contributes to the Developer's efforts to separate uses, provide buffers between neighborhoods, and preserve the flood plain areas and wetlands in order to accommodate any rising water during an historical storm event. Portions of the flood plain area within the PD may be supplemented with docks, recreation lawns and preservation of existing vegetated border areas. Public space and green areas help provide a transition between the various neighborhoods and residences, and provide a sense of movement, and enhances the feeling of being in a distinct place. The interconnection of activities, through the use of pathways, provides opportunities for activities to all residents.

The public spaces, including open space, flood plain areas, jurisdictional and non-jurisdictional wetlands to be conveyed by Developer, its successors and assigns, including the owners of the individual parcels comprising the Subject Parcels, to the City, shall be conveyed in conjunction with the development of the individual Phases, on or before the date on which the development within a particular Phase has been completed. To the extent any area within the PD is, at the time of the development of the Phase in which such area is located, designated as a jurisdictional or non-jurisdictional wetland, or required wetland buffer, then, and only then, will the same be conveyed by Developer to the City, provided, however, that the Developer, its successors and assigns, including the owners of the individual parcels comprising the Subject Parcels, such conveyance shall be subject to reservations of ingress, egress, access and the installation, extension, tie-in, repair, maintenance and replacement of utilities serving the Subject Parcels.

The arterial roadway providing access through the Project from U.S. Highway 701 to Pitch Landing Road, as a spine road, is anticipated to be a variable width public roadway. The interior roadways within the Project, to the extent the same meet with requirements of the City for a public

roadway, are also anticipated to be public roadways. Roadways within the Project, in addition to public roadways, may include private roadways, internal drives and other areas within the multi-family areas of the Project where subdivision from a public right-of-way is not required and planned by the Developer. Setbacks and easements will be arranged so as to allow for off-street parking of at least one car in depth for the residences. All water and sewer systems within the Project, upon completion, will be dedicated to one or more of Grand Strand Water & Sewer Authority or Bucksport Water System, Inc. The neighborhoods within the Project may consist of detached single family lots of varying width, single family subdivided attached units ranging from Two (2) unit Duplex's to Three (3) to Eight (8) unit townhomes, mid-rise multi-family buildings and many different commercial uses within the commercial areas of the PD. The architectural style of the homes will be consistent and compatible, but will also allow for an identity to be established within each neighborhood by its distinctive elements. Elevated entries, varying rooflines, oversized windows and durable but distinctive roofing materials will be present in each of the neighborhoods, the elements and style of each neighborhood being reflected in the appendixes attached to this PD Document. Structures within the PD will comply with City's Design Standards for residential and non-residential structures are in effect at the time of plan and/or permit submittal.

Single-Family residences may include Detached Single-Family, Attached Single-Family ranging from Two (2) unit Duplexes to Three (3) to Eight (8) unit Townhomes per building. Single-Family Attached may be subdivided, or may be in common. To the extent such units are subdivided, each unit shall comply with the subdivision requirements of the City, including, but not limited to the requirement that in order to be subdivided, lots must adjoin (front) a public right-of-way.

Multi-Family residences may include mid-rise condominiums, and mid-rise apartments, not exceeding Four (4) stories, all of which may be offered for sale, for rent or both.

The Commercial areas may include subdivided commercial lots, shopping centers and commercial condominium complexes, combining various uses within a single development.

Architecture, signage design and landscaping are proposed to be controlled with detailed design guidelines, which will be administered by a Subject Parcels under a property owners association ("***POA***") or homeowners association ("***HOA***") and/or an architectural review board ("***ARB***"). Table 1 below identifies the proposed uses for the Subject Parcels within the PD.

[SEE **TABLE 1 PROPOSED USES** ON FOLLOWING PAGE]

TABLE 1

PROPOSED USES FOR SUBJECT PARCELS

Master Plan Tract	Approximate Acres	Proposed Land Use	Product Type	Proposed Density
Tract D	56.84 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	135
Tract F	128.57 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	302
Tract G	178.76 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	341
Tract H	232.80 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	321
Tract I	153.20 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	91
Tract J	88.02 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	190
Tract A*	40.47 AC	Attached Single Family	SF Type C (Min. 28' Lot Width) Attached	246
Tract C*	21.66 AC	Attached Single Family	SF Type B (Min. 38' Lot Width) Attached	104
Tract E*	50.94 AC	Attached Single Family	SF Type D (Min. 20' Lot Width) Attached	408
Tract N*	64.43 AC	Attached Single Family	SF Type D (Min. 20' Lot Width) Attached	260
Tract L	27.82 AC	Multi-Family	3-4 Story Multi-Family	480
Tract M	34.81 AC	Multi-Family	3-4 Story Multi-Family	440
Tract K**	550.14 AC	Open Space	Recreational Open Space	N/A
Tract B	10.72 AC	Commercial	Type 3 Commercial	161,000 SF Max.
Tract O***	23.47 AC	Commercial	Type 2 Commercial	352,000 SF Max.
Tract P	66.32 AC	Commercial	Type 1 Commercial	995,000 SF Max.
Tract Q	14.13 AC	Commercial	Type 1 Commercial	212,000 SF Max.
Tract R	4.30 AC.	Commercial	Type 1 Commercial	64,000 SF Max.
Tract S	5.26 AC.	Commercial	Type 2 Commercial	79,000 SF Max.
Tract T	12.56 AC.	Commercial	Type 1 Commercial	188,000 SF Max.
TOTAL	**1,765.22 AC**		**Residential**	**3,318 UNITS**

*Tract A, Tract C, Tract E and Tract N each represent Attached Single Family (which includes Duplexes of 2 units and Townhomes of 3-8 units) use at the highest intensity. As to SF Type B, SF Type C and SF Type D Parcels set forth above, which parcels are intended to be interchangeable based upon market conditions, Developer may elect to replace any one of these Three (3) designations with any other of these Three (3) designations by submittal of a minor amendment to the Planning Director for approval.

**Tract K represents acreage to be conveyed to the City by the Developer, in one or more parcels, upon completion of improvements, but not later than the date which is the third anniversary of the final approval of the PD.

***Tract O lies primarily within the AE Flood Zone and may be used only for Outdoor Recreation and/or Storage without regard to the allowable uses within Type 2 Commercial.

[SEE **TABLE 2 DIMENSIONAL STANDARDS** ON THE FOLLOWING PAGE FOR PROPOSED USES WITHIN THE PD DISTRICT.]

TABLE 2

PROPOSED DIMENSIONAL STANDARDS CHART

Permitted Uses	Min. Lot Size Sq. Ft.	Min. Lot Width	Min. Lot Depth	Setbacks (Feet)				Max. Height* (Applicable in both subdivided & in-common Residential Units)	Impervious Surface **** (Applicable in both subdivided & in-common Residential Units)	Min. Separation of Structures* (Applicable in both subdivided & in-common Residential Units)
				Front	Side	Rear	Corner			
Detached Single Family SF Type "A" **	6,000	60'	100'	20'	5'	15'	10'	35'	80%	10' Wall to Wall
Attached SF Type "B" ***	3,000	38'	84'	20'	0'	20'	10'	35'	75%	20'
Attached SF Type "C" ***	2,300	28'	84'	20'	0'	20'	10'	35'	75%	20'
Attached SF Type "D" ***	1,650	20'	84'	20'	0'	10'	10'	35'	75%	20'
Multi-Family	5,000	50'	150'	15'	10'	10'	10'	52'	75%	20'
Amenities	1,000	N/A	N/A	10'	10'	10'	20'	35'	N/A	10' Wall to Wall
Commercial 1	10,000	50'	125'	30'	20'	20'	20'	42'	75%	20'
Commercial 2	15,000	80'	150'	40'	20'	20'	20'	52'	75%	20'
Commercial 3	7,500	60'	125'	20'	20'	20'	15'	42'	75%	20'
Accessory Structures (All Tracts)	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below

*Minimum wall to wall separation for single family homes shall be Ten (10) feet.

**SF Type A Minimum Lot Frontage (in feet) shall be reduced to 40' along curves, and 35' along cul-de-sac.

***SF Type B, SF Type C and SF Type D Minimum Lot Frontage (in feet) shall be reduced to to the greater of **(i)** 50% of the Minimum Lot Frontage (in feet) otherwise required; or **(ii)** 20 along curves and along cul de sac.

**** Impervious Surface is determined by the ratio of building roof area together with driveways, patios, pools, etc. not under roof, to total Lot or Tract/Parcel area, as applicable to subdivided or in common development.

Note: SF Type A requires a minimum Lot Width of 60', SF Type B requires a minimum Lot Width of 38', SF Type C requires a minimum Lot Width of 28' and SF Type D requires a minimum Lot Width of 20'. The dimensional standards set forth above as being applicable to Attached SF Type B, Attached SF Type C and Attached SF Type D, including the above minimum Site Area S.F., Lot Width, minimum Lot Depth, shall be applicable only to subdivided lots, and shall not apply to units which are owned in-common, except as specifically noted.

Note: Accessory Structures shall comply with the City UDO at the time of permit submittal.

SECTION 6: GENERAL DEVELOPMENT STANDARDS THROUGHOUT THE PD DISTRICT

Densities. The overall density for the Project through all Phases, as shown on the Master Site Plan, shall not exceed 3,318 total units, and shall not exceed 1,892 detached single-family residential units, 1,648 attached single-family residential units or 920 multi-family residential units, together with the applicable commercial square footage not exceeding the maximum square footage for each Tract set forth in Table 1 above.

Permitted Uses.

Permitted Uses are as follows:

(1) Commercial Uses: Commercial may include each of the uses set forth in Table 3 below, the definition of such uses being consistent with the definitions set forth in the City's UDO, or, to the extent not defined in the City's UDO, and classified and designated, for purposes of the PD District, as Type 1 Commercial, Type 2 Commercial or Type 3 Commercial:

TABLE 3.

PERMITTED USES IN COMMERCIAL TYPES 1, 2, AND 3 & OPEN SPACE/RECREATIONAL USES

Type 1 Commercial	Type 2 Commercial	Type 3 Commercial	Open Space/Recreational (Tract K)
Tracts / Areas:	**Tracts / Areas:**	**Tracts / Areas:**	**Tracts / Areas: K**
In addition to the uses specified in this Table, all uses permitted in the **Highway Commercial (HC)** district, shall be a permitted or conditional use on Tracts/Areas identified as Type 1 Commercial on the Master Site Plan.	In addition to the uses specified in this Table, all uses permitted in the **Highway Commercial (HC) & Light Industrial (LI)** districts shall also be permitted or conditional use on Tracts/Areas identified as Type 2 Commercial on the Master Site Plan.	In addition to the uses specified in this Table, all uses permitted in the **Neighborhood Commercial (NC) & Conservation Preservation (CP)** districts shall be permitted on Tracts/Areas identified as Type 3 Commercial on the Master Site Plan.	All uses permitted in the **Conservation Preservation (CP)** district, AND as specified in Table 3 / Master Site Plan
Permitted Uses: • Conservation Area(s) • Passive Open Space • Public Recreational Facilities	**Permitted Uses:** • All uses listed under Type 1 Commercial as a Permitted use • Conservation Area(s) • Passive Open Space	**Permitted Uses:** • Boat Dock • Conservation Area(s) • Forest Management Area • Passive Open Space	

• Athletic Fields (with or without lights) • Golf Course (with or without lights) • Gymnasiums • Nursing Home • Hospital • Civic Club • Fire/Police station • Educational Facility • Library • Business office (*i.e.* accounting, consulting, financial institution, real estate, law firm, and the like) • Chiropractor • Counseling service • Dentist / Orthodontist / Oral Surgeon • Doctor's office • Government office • Barber Shop / Beauty Salon (including Hair/Nail salons) • Dry Cleaner (no drive-thru) • Dance/Fitness Studio • Fitness Center; Athletic Club • Laundromat • Pharmacy • Bakery • Butcher Shop • Convenience Store • Grocery Store • Ice Cream Shop • Specialty Food Store • News Stand • Bars/Tavern/Nightclub • Café / Coffee Shop	• Public Recreational Facilities • Athletic Fields (with or without lights) • Gymnasiums • Agricultural Crop • Tree Farms & Silviculture • Skating Rinks • Fire / Police Station • Vocational, Trade School • Business Offices (i.e. accounting, consulting, financial institution, real estate, law firm, and the like) • Charitable Institution • Government Office • Clothing Alterations; Seamstress • Dance / Fitness Studio • Dry Cleaner (no drive-thru) • Shoe Repair • Bakery • Wholesale Bakery • Butcher Shop • News Stand • Wholesale Produce • Bars / Tavern / Nightclub • Clothing Stores • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sales & Studio; film developing • Bookstore • Tobacco Shop • Wholesale Florist • Hardware Store	• Public Recreational Facilities • Private Sports Facilities (*i.e.* athletic fields, golf courses, gymnasiums, and the like) • Fire / Police Station • Fitness Center; Athletic Club • Passenger Facility (transit stop, station) • Civic Clubs • Fire / Police Station • Educational Facility • Library • Business Offices (i.e. accounting, consulting, financial institution, real estate, law firm, and the like) • Chiropractor • Counseling Service • Dentist / Orthodontist / Oral Surgeon • Doctor's Office • Charitable Institution • Government Office • Barber Shops / Beauty Salons (including Hair / Nail salons) • Clothing Alterations; Seamstress • Dance / Fitness Studio • Dry Cleaner (no drive-thru) • Laundromat • Pharmacy • Shoe Repair	

• Restaurant (with or without a drive-thru) • Clothing Stores • Shoe Store • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sales & Studio; film developing • Bookstore • Tobacco shop • Florist • Hardware Store • Pet Supply, Pet Grooming • Musical Instrument Sales & Repair; Music Store • Gas & Service Station • Optical / Hearing Center • Retail & Service uses (*i.e.* appliance sales/service, big box retail dept. store, computer sales/service, liquor stores, furniture stores/showrooms, discount stores, jeweler, and the like) • Shopping Center • Auto-Accessory Store • Automobile Dealership • Rental Car Agency • Truck & Auto Repair • Building Supply; Equipment Sales • Office Supply Stores • Paint, Floor Supply & Sales • Hotel / Motel / Inn • Armory • Sporting Goods • Portable Storage Unit	• Musical Instrument Sales & Repair; Music Store • Pet Supply; Pet Grooming • Gas & Service Station • Optical & Hearing Center • Appliance Sales & Service • Boat Sales; Boat Service • Computer Sales & Service • Copy Center; Print Shops • Discount Store • Furniture Repair & Upholstery • Jeweler • Leather Shop • Sign Shop • Auto Accessory Store • Automobile Dealership • Rental Car Agency • Truck & Auto Repair • Building Supply; Equipment Sales • Fitness Center; Athletic Clubs • Hotel / Motel / Inn • Private Club • Passenger Facility (transit stop, station) • Nursery / Garden Center • Dry Cleaner (with drive-thru) • Car Wash & Detailing Facility • Portable Storage Unit • Mini Storage Unit; Mini Storage Warehouse with Outdoor Storage • Warehousing with Outdoor Storage	• Bakery • Candy Store; Confectionary • Convenience Store • Grocery Store • Health; Vitamin; Nutrition Food Store • Ice Cream Shop • News Stand • Specialty Food Store • Café / Coffee Shop • Restaurant (no drive-thru) • Clothing Stores • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sale & Studio; film developing • Bookstore • Tobacco Shop • Florist • Hardware Store • Musical Instrument Repair & Sales; Music Store • Pet Supply; Pet Grooming • Gas & Service Station • Optical & Hearing Center • Appliance Sales & Service • Computer Sales & Service • Copy Center; Print Center	

• Mini Storage Unit/Mini Storage Warehouse with Outdoor Storage • Warehousing with Outdoor Storage • Building Supply/Lumber Yard • Nursery/Garden Center • Car Wash & Detailing Facility • Dry Cleaner (with drive-thru) •	• Building Supply Lumber Yard • Wholesaling, Storage & Distribution (Light)	• Furniture Repair & Upholstery • Furniture Store & Showroom • Jeweler • Shoe Store • Fitness Center; Athletic Club • Hotel / Motel / Inn • Sporting Goods • Passenger Facility (transit stop; station)	
Conditional Uses: • Adult Day Care Services; Adult Day Care Facilities • Child Day Care Facilities • Community Support Services • Funeral Home; Mortuary • Religious Institution • Doggie Day Care; spa • Sidewalk Café; Outdoor Dining • Farmers' Market • Mobile Vending • Veterinarian / Animal Clinic • Custom Manufacturing • Parking Lot • Public Utility Facility • Indoor Shooting Range	**Conditional Uses:** • All uses listed under Type 1 Commercial as a Conditional use • Community Support Services • Doggie Day Care / Spa • Produce Stand • Amphitheater • Armory • Manufactured / Modular Home Sales • Pawn Shop • Veterinarian / Animal Clinic • Research Facility • Science Laboratory • Custom Manufacturing • High Technology Industry • Microbrewery • Agricultural Processing • Manufacturing; Processing • Meat Processing • Public Utility Facility • Indoor Shooting Range	**Conditional Uses:** • Farmers' Market • Mobile Vending • Portable Storage Unit • Public Utility Facility • Adult Day Care Services; Adult Day Care Facilities • Child Day Care Facilities • Community Support Facility • Funeral Home; Mortuary • Religious Institution • Sidewalk Café / Outdoor Dining • Farmers' Market • Mobile Vending	

District Definitions (Provided for reference only):
Highway Commercial (HC): The intent of the HC District is to provide compatible locations to serve the automobile oriented commercial activities in harmony with major highway developments, reduce traffic congestions, and to enhance the aesthetic atmosphere of the City.
Light Industrial (LI): The intent of the LI District is to provide areas for light industrial uses, such as manufacturing, processing, repairing of goods, wholesaling, storage, packaging, distribution and retailing while ensuring adjacent and nearby properties are not adversely impacted.
Neighborhood Commercial (NC): The NC District is intended to provide small-scale retail and service uses for nearby residential areas. Dimensional requirements and design standards of the NC district are intended to promote compatibility to surrounding residential areas and accommodate pedestrian use and access. Strip commercial development, designed primarily to accommodate vehicular access and parking, and development that is insensitive or incompatible with the scale and character of the surrounding residential areas, is discouraged in this district.
Conservation Preservation (CP): The intent of the CP District is to provide needed open space for general outdoor and indoor recreational uses, and to protect environmentally sensitive areas and flood prone areas from the encroachment of any residential, commercial, industrial, or other uses capable of adversely affecting the relatively undeveloped character of the district.
Conditional Uses specified in this Table: Uses identified as a "conditional" use in this Table shall comply with specific use regulations contained within Article 5 of the City of Conway Unified Development Ordinance identified for such use.
Tract K: All uses proposed for Tract K that are deemed recreational (i.e. park facilities/structures, trails, activity courts, etc. shall be shown on the Master Site Plan.

(2) Additional Commercial Uses: Prior to the completion of the Project, and the sale of all homes from the Developer to third party purchasers, the Developer may operate a commercial sales center and a design center, as a freestanding structure, within any model home, or as a part of any Amenity buildings within the PD District, which uses shall be in addition to the commercial uses set forth in Table 3 above, provided however, that Tract K shall be specifically excluded from such uses at any time.

(3) Model Homes: Pursuant to the terms of the PD, Developer may construct up to Two (2) single family detached model homes within the Tracts designated for single family detached homes under the PD following the approval of a preliminary plat, but prior to the recording of a final plat for the Lots on which such single family detached homes will be located, provided, however that such model homes will not be issued certificates of occupancy prior to the date on which a final plat has been recorded.

(4) Single Family: Fee simple Detached Single-Family, fee simple Attached Single-Family subdivided, and Attached Single Family in common.

(5) Multi-Family: Multi-Family homes shall not exceed 4 stories.

(6) Amenity and Recreational Areas. Commons areas, common elements, clubhouses, pools, public restrooms, picnic shelters, barbeque/fire pits, multi-purpose paths, jogging trails, recreation fields, sports courts and open spaces.

(7) Decks and Promenades. Decks, docks, gazebos, bridges and elevated walkways, fountains and other water features may be incorporated within any stormwater lake or pond within the PD.

(8) Temporary Uses. Temporary uses, if any, shall be approved by the City, in accordance with the City's then current UDO.

SECTION 7: ADDITIONAL REQUIREMENTS THROUGHOUT THE PD DISTRICT

A. Tree Preservation. All of the Subject Parcels shall comply with the City of Conway's Tree Preservation Ordinance that is in effect at the time of plan submittal. No protected trees, as defined under the City's Tree Preservation Ordinance shall be removed without a Protected Tree Permit and the submission of a tree survey. Tree surveys indicating the location of all protected trees under the City's Tree Preservation Ordinance shall be submitted for each Tract or parcel within the PD at the time of plan submittal, and prior to the approval of any land disturbance, clearing, grading, confirming that development will not occur without verification by the City's staff that no protected trees will be removed without proper permitting and mitigation.

B. Development Activity, Clearing and Grading. The Subject Parcels which are the subject of the PD, are primarily undeveloped. Clearing and Grading of the PD will require both removal of inferior materials, and replacement with structurally sound materials, in addition to providing for storm water and erosion control measures over the Subject Parcels, in accordance with the requirements of the Stormwater Management and Sediment Control Ordinance for the City of Conway, South Carolina, *Ordinance #2015-05-04(C)* and any subsequent amendments to such ordinance.

C. Temporary Storm Drainage Maintenance. Developer will provide temporary storm drainage measures, which incorporate storm drainage facilities located on the Subject Parcels to the reasonable satisfaction of the Public Works Director for the City, such that prior to commencement of Development Activities, the Subject Parcels shall continue to

maintain the existing storm drainage facilities until the storm drainage facilities which are a part of the Development Activities for each respective Phase of the PD are complete, and the same are dedicated to the City.

D. Signage. Signage within the PD District shall comply with the requirements of the City's UDO, as in effect at the time a permit is requested for a sign, provided, however, that, to the extent any of the Subject Parcels designated as Commercial 1, Commercial 2 or Commercial 3, includes more than One (1) business, a sign easement may be created and reserved by the owner of the respective parcel, for the installation of a multi-tenant pylon sign at the road frontage of such respective parcel..

E. Parking. Parking with the PD District shall comply with the City's UDO, and the following additional provisions:

(i) Unless otherwise specified within this PD, on-street parking shall be prohibited in public rights-of-way.

(ii) All uses specified in the Use Tables within this PD shall comply with the minimum off-street parking requirements for such proposed in accordance with the City's UDO.

F. Buffers. Applicable buffers, including wetland buffers, perimeter buffers and buffers separating specific uses shall be noted on the Buffer Plan. The perimeter buffer of the PD shall be not less than 25'. Landscape buffers within the PD shall be not less than 10'. Wetland buffers within the PD shall be not less than 30'. Buffer between single family detached and single family attached shall be not less than 20'. Buffers between single family attached and multi-family shall be not less than 50'. Buffers between residential and commercial shall be not less than 50'. Such buffers being noted on the Buffer Plan submitted as part of the PD. Buffers shall be recorded of record as a part of the respective final plat for each Tract, or any portion thereof.

G. Utilities.

(i) Electric services to be provided by Horry County and/or Santee Cooper.

(ii) Water services to be provided by Bucksport Water System.

(iii) Sewer services to be provided by Grand Strand Water & Sewer Authority.

(iv) Telecommunication/Cable Service. Telecommunication and cable services to be provided by Horry Telephone Cooperative and Spectrum Service to be extended as needed in order to serve each of the Subject Parcels.

(v) Developer has, and will continue to reserve One (1) booster pump site for sewer for the benefit of Bucksport Water System and/or Grand Strand Water & Sewer Authority, as shown on the Master Site Plan, provided the same must be located in an allowable flood designation area under the City's UDO.

(vi) Developer has, and will continue to reserve One (1) substation site for electrical service for the benefit of Horry Electric Cooperative, as shown on the Master Site Plan, provided the same must be located in an allowable flood designation area under the City's UDO.

**All utilities to be placed underground.*

H. Other Services. Residents and businesses within the PD will be served by Horry County Schools, Conway Police, Conway Fire and EMS, Conway Parks and Recreation.

I. Governing Documents. To the extent the provisions of the approved PD could be read so as to conflict with the City's UDO, and the other ordinances of the City, the PD shall be deemed to govern, as an approved, intended departure, written into this PD District Ordinance, amending the standards otherwise applicable to the Subject Parcels under the City's UDO and other ordinances.

J. Design Standards. Residential Design standards shall be applicable to all structures, single family detached, single family attached or multi-family, and shall be determined at the tie of permit submittal, based on the then current design standards.

K. Design Modifications. Certain modifications of the City's design standards set forth in the City's UDO shall be allowed within the PD, as set forth in the table below.

DESIGN MODIFICATIONS APPROVED AS A PART OF PD

Mod. #	Description	Section
1	Kinlaw Lane shall be utilized as a public access based upon the proposed improvements depicted on the construction plans for Horry County Dirt Road Improvements (Project #S102015), such that the minimum width is within the existing ROW, not less than a 24' paved section, no curb/gutter, sidewalks or street trees to be installed.	Complete Streets
2	The existing portion of Blaze Trail abutting PIN 380-00-00-0039 shall be utilized as a public access based upon the existing roadway cross section and paving improvements on the existing roadway, but paved to minimum City standards.	Complete Streets
3	Buffers, street tree plantings and sidewalks shall not be required along the following sections of roadways:	Buffer Requirements; Landscaping

	(a) Along the improved local road commonly known as Blaze Trail adjacent to PIN 380-00-00-0039 (b) Along the existing driveway access commonly known as Wayna Marie Lane (c) Along the existing portions of Kinlaw Lane until the full landscape buffer width is permittable within the PD.	Requirements; Design Standards
4	Sidewalks shall be installed along both sides of collector and arterial roadways internal to the PD in accordance with the cross sections prescribed. Local roadway designations shall require the installation of a 5' sidewalk along one side of the public right of ways. Sidewalks shall be constructed in accordance with materials approved in the City's UDO, and consistent with the street section(s) submitted as a part of this PD.	Design Standards; Dimensional Requirements; Access & Circulation

SECTION 8: RESIDENTIAL REGULATIONS

A. Geographic Description. The residential regulations applicable to the single-family homes portions of the Project shall be included in a set of restrictive covenants, either applicable to all residential neighborhoods as a master declaration, or applicable to each neighborhood individually, or both.

B. Public Purpose. The public purpose of the Residential Regulations is to establish and thereafter maintain for its residents, tenants and visitors a sense of community through the design of exterior spaces and buildings at a human scale with appropriate architectural transitions. The sense of community will be further enhanced by the utilization of generous vegetation in and around the residential portion of the Project.

C. Residential Design Standards. All residential development within the PD shall comply with the City's Residential Design Standards in effect at the time of plan and/or permit submittal.

SECTION 9: COMMERCIAL REGULATIONS

A. Geographic Description. The commercial regulations applicable to the Commercial portions of the Project, shall be included in a set of restrictive covenants, either applicable to all commercial areas as a master declaration, or applicable to the commercial area.

B. Public Purpose. The public purpose of the Commercial Regulations is to establish and thereafter maintain for its residents, tenants and visitors a sense of community through the design of exterior spaces and buildings at a human scale with appropriate architectural

transitions. The sense of community will be further enhanced by the utilization of generous vegetation in and around the residential portion of the Project.

C. Commercial Design Standards. All commercial development within the PD shall comply with the City's Non-Residential Design Standards in effect at the time of plan and/or permit submittal, and, where applicable, the Gateway Corridor Overlay.

SECTION 10: MAINTENANCE AND CONTROL

Roadways within the PD are public roadways unless specifically indicated on the Master Site Plan. It will be the responsibility of the Developer to maintain or provide for the maintenance of the Subject Parcels within the PD, including any pathways and driveways. The Developer's maintenance responsibilities and restrictions will cover the driveways, landscape areas, trees, parking areas, pathways, walkways, open space, common areas, stormwater conveyance and retention facilities, buildings and other features of the development as appropriate under this Document, applicable City UDO provisions and other ordinances. Upon execution and recording of the declarations of conditions, covenants and restrictions, which must occur prior to the conveyance of any single-family residential lot to a third-party buyer, the foregoing responsibilities shall be assumed by the applicable POA. In addition to the standards set forth within the PD, the CCRs will establish additional requirements for landscaping, particularly foundation landscaping and layering, signage and materials for single family residences.

SECTION 11: CONSTRUCTION SCHEDULE

Construction will begin following receipt of permits from the City and from other regulatory bodies. The nature of this Project, together with the current economic conditions, prevents the Developer from providing exact dates for commencement of future phases or exact completion dates. Although the timing of completion of any particular Phase of the PD District is subject to then current market demands, the Developer anticipates a period of approximately Eighteen (18) months from approval of the PD for design and permitting, and an additional period of Twelve (12) months from the issuance of permits for the installation of initial required infrastructure. Developer estimates that approximately One-Fifth of the Project would be complete within Five (5) years of approval of the PD District, with an additional One-Fifth of the Project being completed in each of the subsequent Five (5) year periods. Notwithstanding the fluid nature of development, and that various Phases of the PD District may be developed in non-numerical order, the number of building permits issued for single family residential units, including both attached and detached homes, and multifamily residential units shall not exceed Three Thousand Three Hundred Eighteen (3,318) total units.

SECTION 12: AMENDMENTS AND ENFORCEMENT

For purposes of this Ordinance, amendments to the PD District shall be determined as Minor or Major, by the Planning Director for the City.

Notwithstanding the classification of amendments to the PD District, revisions to the approved Master Site Plan made during the preparation of construction design documents to account for topography, soil quality, trees, grading, minor adjustments to roadway alignment, and changes to the location of lot lines, provided such revisions do not increase the maximum allowable density of the PD District, shall be deemed Minor amendments to the PD District, subject to the review of the City's Planning Director.

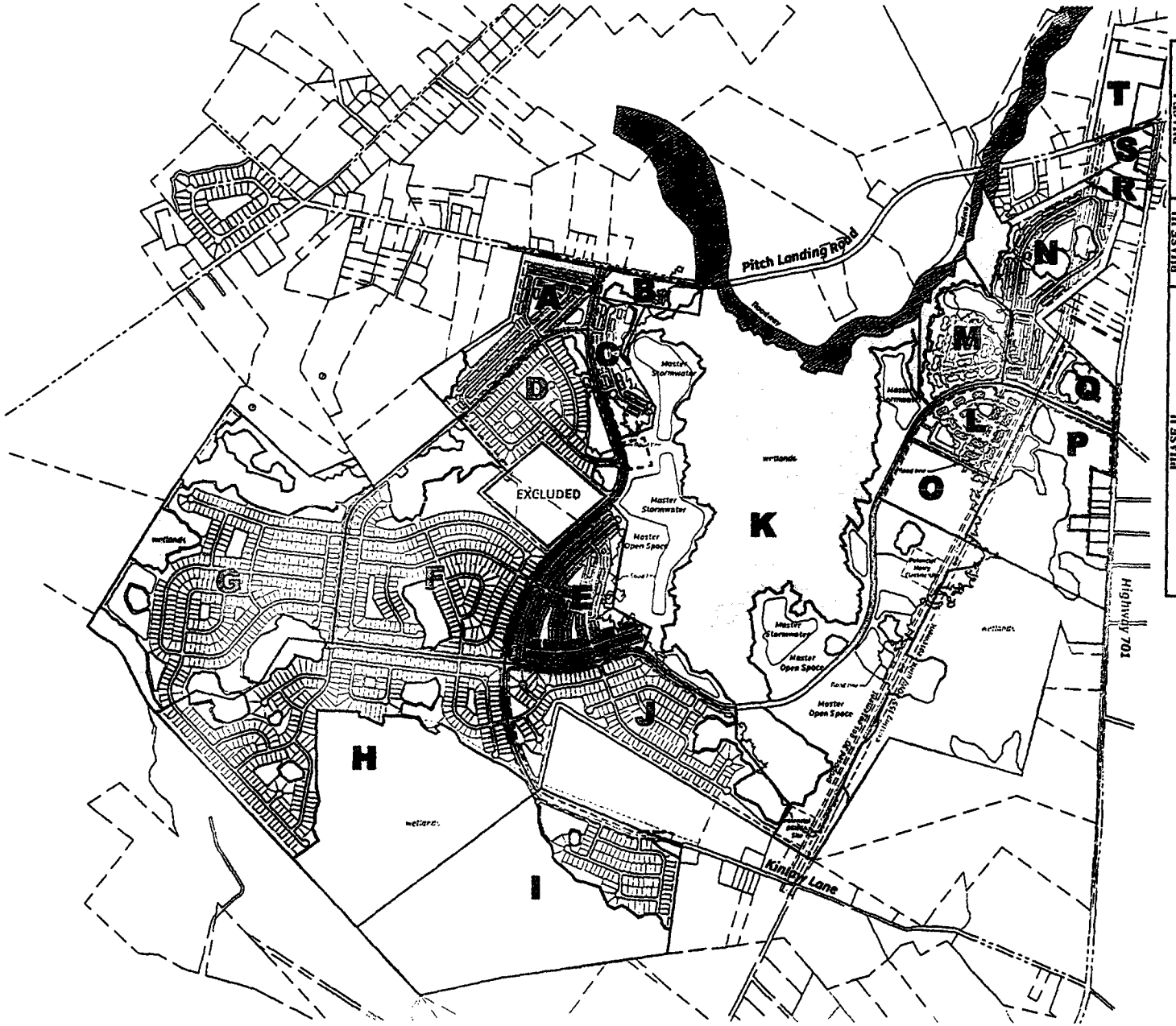
The Developer shall record the approved ordinance in the public records of Horry County and return two (2) time-stamped copies to the City.

Expansions and further amendments to this PD District shall not be permitted without review by the Planning Director and approval as prescribed by the City's UDO.

APPENDIX A

Master Site Plan

(Miniaturized copy attached, details may be obscured, full scale available in City Planning Department)



	TRACT	ACREAGE	PERMITTED USES	UNITS/LOTS	DENSITY
PHASE I	A	40.47	Single-Family attached; Multifamily	246	6.08 | 7.11
	B	10.72	Commercial - Type 3	-	-
	C	21.66	Single-Family attached; Multifamily	104	4.80 | 5.73
	D	56.84	Single Family detached	135	2.38 | 3.01
	E	50.94	Single-Family attached; Multifamily	408	8.01 | 8.67
PHASE III	F	128.57	Single Family detached	302	2.35 | 2.76
	G	178.76	Single Family detached	341	1.91 | 2.56
	H	232.80	Single Family detached	321	1.38 | 2.81
PHASE II	I	153.20	Single Family detached	91	0.59 | 2.28
	J	88.02	Single Family detached	190	2.16 | 2.56
	K	550.14	Master Open Space; City Recreation Acreage	-	-
	L	27.82	Multifamily	480	17.25 | 24.78
	M	34.81	Multifamily	440	12.64 | 27.79
	N	64.43	Single-Family attached; Multifamily	250	4.04 | 7.84
	O	23.47	Commercial - Type 2	-	-
	P	66.32	Commercial - Type 1	-	-
	Q	14.13	Commercial - Type 1	-	-
	R	4.30	Commercial - Type 1	-	-
	S	5.26	Commercial - Type 2	-	-
	T	12.56	Commercial - Type 1	-	-

Commercial Acreage	136.76 ac
Residential Acreage	1628.46 ac
Total Acreage	1765.22 ac
Total Number of Dwelling Units	3318 units
Gross Residential Density	2.04 du/ac
Net Residential Density	4.18 du/ac

NOTES:

1. DENSITY MAY BE SHIFTED BETWEEN RESIDENTIAL TRACTS/AREAS WITH LIKE USES (I.E. SINGLE-FAMILY TO SINGLE-FAMILY) MAY BE CONSIDERED A "MINOR" AMENDMENT TO THE PD, PROVIDED THAT THE OVERALL (TOTAL) DENSITY IS NOT INCREASED AND REMAINS CONSTANT.
2. REFER TO TABLE 2 IN THE PD DOCUMENT FOR DIMENSIONAL STANDARDS.
3. REFER TO THE PD DOCUMENT FOR PERMITTED USES FOR COMMERCIAL TYPE 1, COMMERCIAL TYPE 2, AND COMMERCIAL TYPE 3.
4. TRACTS R, S, AND T EXCLUDED FROM PHASING DESIGNATIONS.

GB ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

APPENDIX A

master site plan

NORTH

SCALE: 1" = 400'

APPENDIX B

Additional PD Documentation

(*Miniaturized copies attached, details may be obscured, full scale available in City Planning Department*)

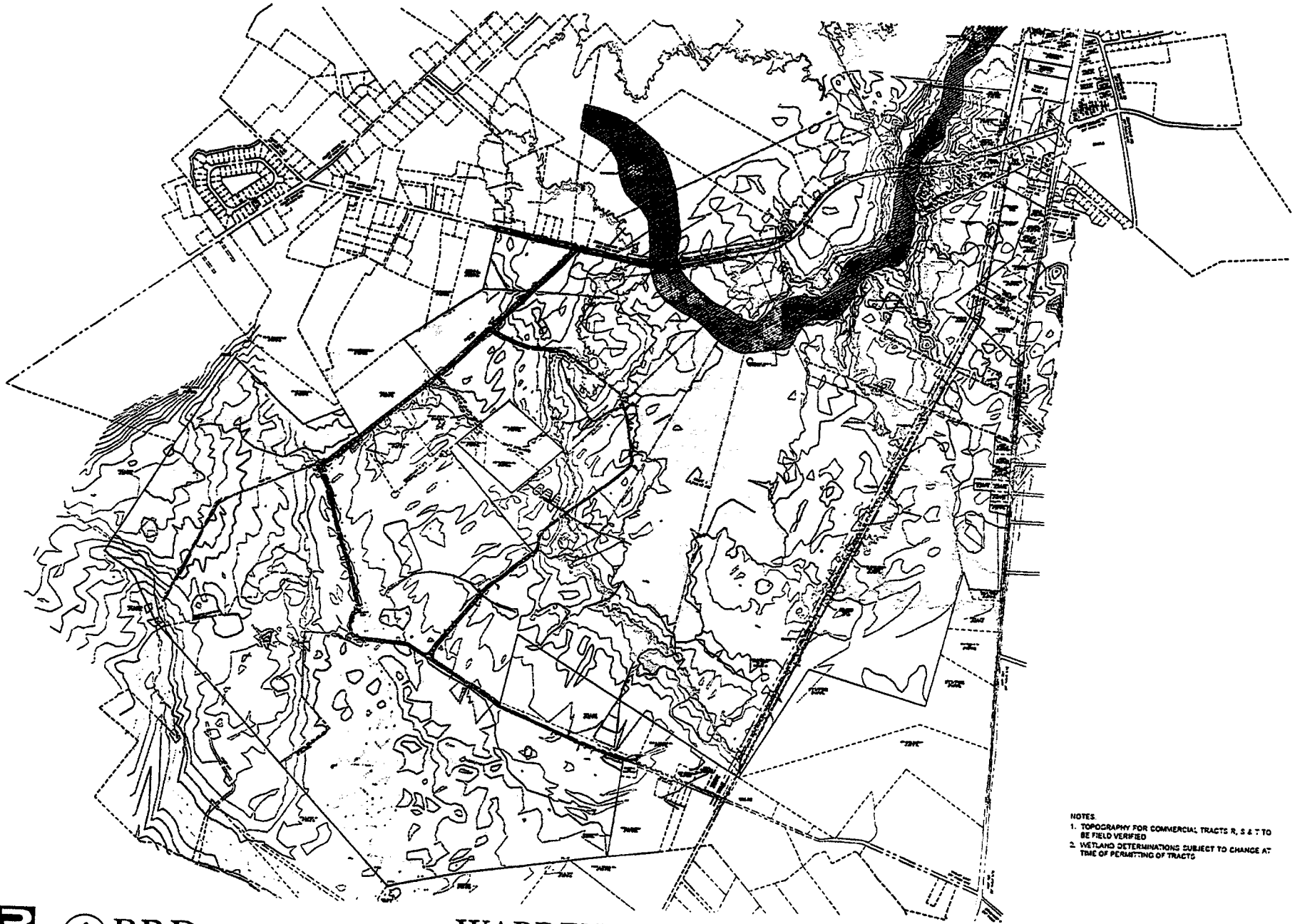
Including, but not limited to:

1.A. Existing Conditions
1.B. Wetlands
1.C. Downstream Analysis
1.D. Aerial
II. Buffers
III. Open Space
IV. Stormwater Management
V. Transportation Hierarchy
VII. Utility Plan
VIII. Flood Zone overlay (updated)

Warden Station
Appendix B (I)(A)
Existing Conditions

NOTES:
1. COMPILED BOUNDARIES UTILIZED FOR TRACTS A, B & C BOUNDARY TO BE FIELD VERIFIED AT TRACT DEVELOPMENT.
SCALE: 1" = 400'
NORTH
WARDEN STATION
EXHIBIT I-A
boundary survey
BRD
LAND & INVESTMENT
GB
ENGINEERING
& SURVEYING

Warden Station
Appendix B (I)(B)
Wetlands Delineation/Estimations



NOTES
1. TOPOGRAPHY FOR COMMERCIAL TRACTS R, S & T TO BE FIELD VERIFIED
2. WETLAND DETERMINATIONS SUBJECT TO CHANGE AT TIME OF PERMITTING OF TRACTS

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WARDEN STATION

EXHIBIT I-B

wetlands + topography

NORTH

SCALE: 1" = 400'

Warden Station
Appendix B (I)(C)
Downstream Stormwater Analysis



Warden adj. properties

Warden Property

10

20

30

40

50

NOTES:

1. DOMINANT WATERSHED BREAK ALONG WILLOW SPRINGS/PAWLEYS SWAMP RD INTERSECTION WITH PITCH LANDING.
2. PITCH LANDING WEST OF SITE (NEAREST WILLOW SPRINGS INTERSECTION) PREDOMINANTLY TRAVELS EASTBOUND ALONG PITCH LANDING DITCH NETWORK BEFORE DISCHARGE INTO CENTRAL WETLANDS ON SITE.
3. PITCH LANDING EAST OF SITE (NEAREST 701 INTERSECTION) PREDOMINANTLY TRAVELS WESTBOUND ALONG PITCH LANDING, PORTIONS OF 701 DRAINAGE NETWORK CONVERGE AT INTERSECTION WITH PITCH LANDING AND DISCHARGE UPSTREAM AND DOWNSTREAM OF THE BRIDGE AT PITCH LANDING ROAD.
4. DOMINANT PORTION OF PD DISCHARGES INTO WETLANDS AND THROUGH BRIDGE UNDER PITCH LANDING ROAD.
5. SOUTHWESTERN PORTION OF PD EXTENTS AND SURROUNDING TRACTS- TRAVEL SOUTH OF SITE TOWARDS DITCH NETWORKS SOUTH OF SITE BEFORE CROSSING HARPER ROAD. DITCH TRAVELS EAST THROUGH HALFWAY SWAMP UNDER REBA ROAD BETWEEN RHEMARK DRIVE AND MT. TRIUMPH LANE BEFORE CROSSING HWY. 701 AND DISCHARGING INTO WACCAMAW RIVER.
6. SOUTHEASTERN PORTION OF PD EXTENTS AND SURROUNDING TRACTS-TRAVEL SOUTHEAST TOWARDS DITCH NETWORKS SOUTH OF KINLAW LANE; DITCH TRAVELS EAST UNDER DENNIS LANE AND 701 BEFORE DISCHARGE INTO WACCAMAW RIVER.

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BRD LAND & INVESTMENT

WARDEN STATION

EXHIBIT I-C

existing conditions - downstream analysis

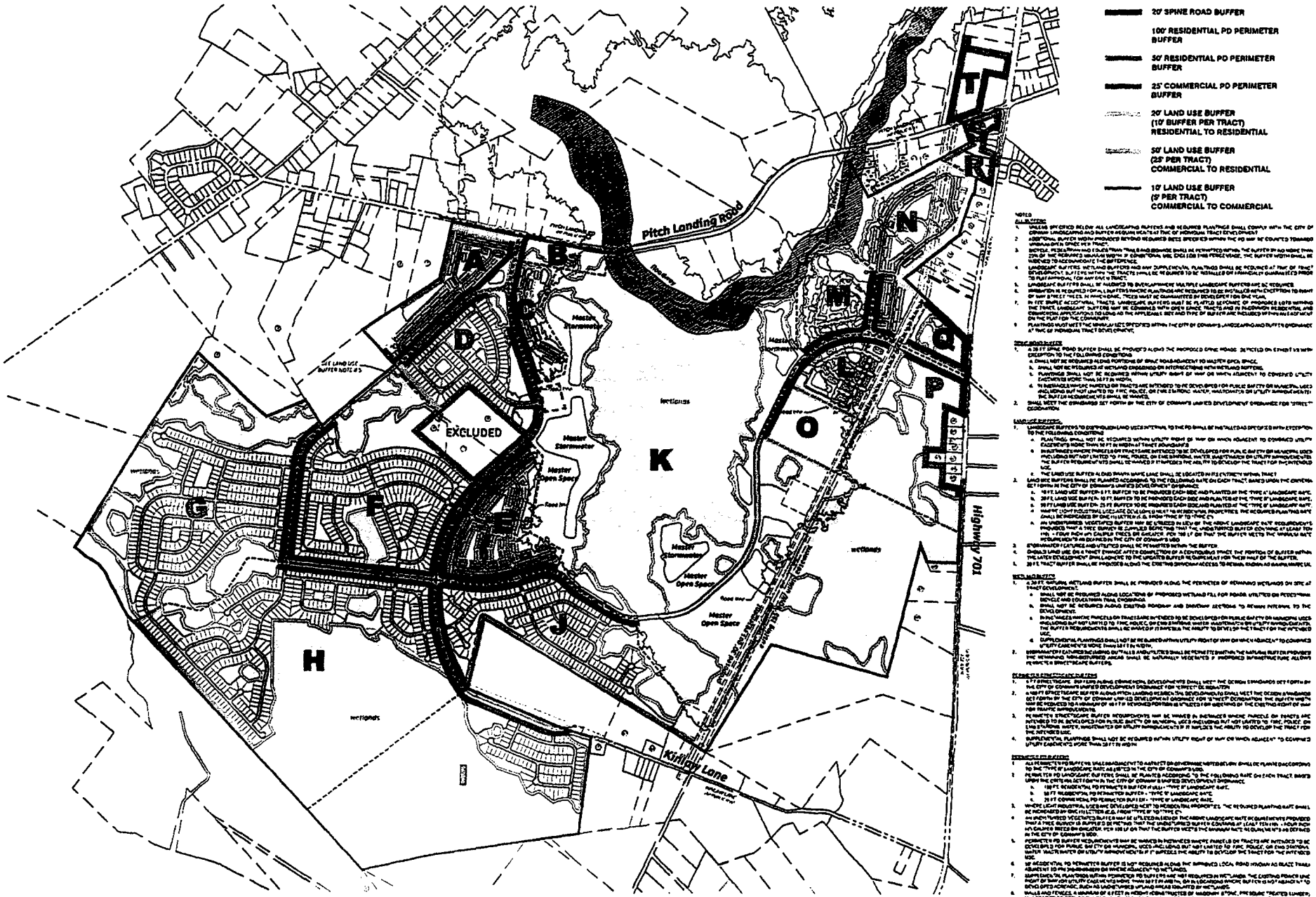
NORTH

SCALE: 1" = 600'

Warden Station
Appendix B (I)(D)
Aerial

WARDEN STATION
EXHIBIT I-D
aerial
GB ENGINEERING & SURVEYING
BRD LAND & INVESTMENT
SCALE: 1" = 400'
NORTH

Warden Station
Appendix B (II)
Buffers



ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

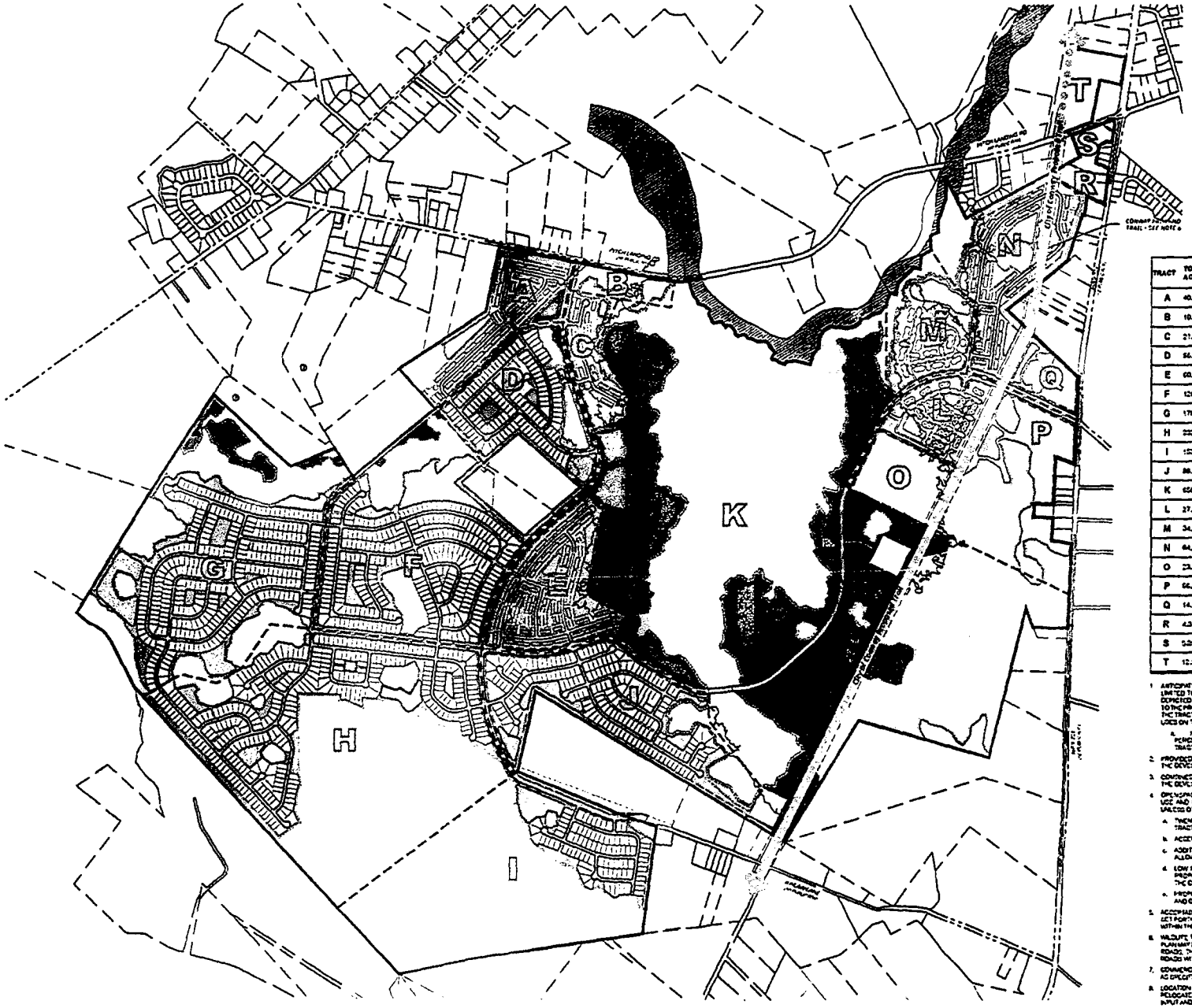
EXHIBIT II

buffer plan

SCALE 1" = 400'

NORTH

Warden Station
Appendix B (III)
Open Space



LEGEND

SYMBOL	NOTES	ACRES
	Wetland	698.03
	Buffers	119.51
	Open Space Master	145.09
	Open Space Common	74.25
	Pond Master	52.70
	Pond Common	73.49
	City Recreation Acreage Improvements	MIN. 2.0 AC

REFER TO APPENDIX C FOR CONCEPTUAL

TRACT	TOTAL ACREAGE	WETLAND (W) UPLAND (U)	OPEN SPACE	POND	TOTAL OPEN SPACE	% OPEN SPACE
A	40.47 AC	3.69 AC (W) 36.58 AC (U)	2.75 AC	2.69 AC	3.45 AC	8.4%
B	10.72 AC	2.94 AC (W) 7.78 AC (U)	-	-	-	-
C	31.66 AC	1.81 AC (W) 29.85 AC (U)	6.90 AC	0.39 AC	6.09 AC	20.0%
D	36.84 AC	1.67 AC (W) 35.17 AC (U)	5.36 AC	7.28 AC	8.86 AC	12.3%
E	69.94 AC	0 (W) 69.94 AC (U)	5.69 AC	3.34 AC	8.83 AC	12.6%
F	126.57 AC	17.53 AC (W) 111.04 AC (U)	8.32 AC	11.83 AC	11.28 AC	18.1%
G	178.76 AC	46.79 AC (W) 131.97 AC (U)	17.34 AC	19.63 AC	22.00 AC	16.7%
H	202.80 AC	118.66 AC (W) 114.14 AC (U)	8.11 AC	3.79 AC	8.53 AC	8.4%
I	153.20 AC	113.33 AC (W) 39.87 AC (U)	3.65 AC	3.76 AC	4.57 AC	11.4%
J	88.02 AC	11.27 AC (W) 76.75 AC (U)	8.05 AC	5.13 AC	9.33 AC	12.1%
K	626.14 AC	204.13 AC (W) 326.01 AC (U)	139.66 AC	62.06 AC	153.67 AC	66.4%
L	27.82 AC	0 (W) 27.82 AC (U)	1.69 AC	1.84 AC	2.15 AC	7.7%
M	34.81 AC	5.13 AC (W) 29.68 AC (U)	7.73 AC	4.78 AC	8.68 AC	30.0%
N	64.43 AC	11.86 AC (W) 52.55 AC (U)	4.67 AC	5.10 AC	5.94 AC	11.3%
O	23.47 AC	0 (W) 23.47 AC (U)	-	-	-	-
P	66.30 AC	32.51 AC (W) 33.81 AC (U)	-	2.62 AC	-	-
Q	14.13 AC	1.89 AC (W) 12.24 AC (U)	-	1.12 AC	-	-
R	4.39 AC	0 (W) 4.39 AC (U)	-	-	-	-
S	9.26 AC	0 (W) 9.26 AC (U)	-	-	-	-
T	12.56 AC	0 (W) 12.56 AC (U)	-	-	-	-

1. ANTICIPATED LOCATIONS FOR TRACTS TO BE UTILIZED FOR MUNICIPAL PURPOSES INCLUDING BUT NOT LIMITED TO FIRE, POLICE, EMS STATIONS, WATER, WASTEWATER OR UTILITY IMPROVEMENTS AS DEPICTED ON TRACT K SHALL BE DIRECTED AND PROVIDED THE NECESSARY ACCESS AND EASEMENTS TO THE PROPOSED ROADWAYS WITHIN THE PD. SHOULD THE ANTICIPATED USE NO LONGER BE REQUIRED, THE TRACT SHALL BE CONVEYED TO THE CITY OF CONWAY FOR INCLUSION WITHIN THE ANTICIPATED USES ON TRACT K. LOCATION AND SIZE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE.
   a. NO MORE THAN 5% OF TRACT K SHALL BE UTILIZED FOR THIS PURPOSE. SHOULD THIS PERCENTAGE BE EXCEEDED, COMMENSURATE ACREAGE SHALL BE PROVIDED FROM CONTIGUOUS TRACTS J, L, THE MINIMUM DEDICATION BE MET.
2. PROVIDED OPEN SPACE WITHIN RESIDENTIAL TRACTS SHALL MEET OR EXCEED A CUMULATIVE 5% OF THE DEVELOPABLE ACREAGE FOR PHASED DEVELOPMENT DEVIATIONS.
3. CONFIRMED MASTER AND COMMON OPEN SPACE AT FULL BUILD OUT SHALL MEET OR EXCEED 15% OF THE DEVELOPABLE ACREAGE.
4. OPEN SPACE SHALL BE CONSIDERED PROPERTY THAT IS DEVELOPABLE AS RESIDENTIAL OR COMMERCIAL USE AND EXCLUDES WETLAND BUFFERS, EXTERIOR BUFFERS AND EXISTING UTILITY EASEMENTS UNLESS OTHERWISE SPECIFIED
   a. TWENTY-FIVE PERCENT (25%) OF POND ACREAGE CAN COUNT TOWARDS OPEN SPACE WITHIN THE TRACTS IF FOUNTAINS, DOCKS OR PIERS ARE INSTALLED WITHIN THE PROPOSED POND.
   b. ACCEPTABLE OPEN SPACE SHALL MEET A MINIMUM OF 1,500 S.F. IN SIZE.
   c. ADDITIONAL BUFFER WIDTH BEYOND THE MINIMUM REQUIRED DOES SPECIFIED HEREIN SHALL BE ALLOWABLE TOWARDS ACCEPTABLE OPEN SPACE.
   d. LOW IMPACT TRAILS OR BOARDWALKS THROUGH WETLANDS, PASSIVE AREAS AND ALONG THE PROPOSED CONWAY PATH PLAN SHALL BE UTILIZED AS ACCEPTABLE OPEN SPACE BASED UPON THE CROSS ACCESS PROVIDED IN THE CONWAY PATHWAYS AND TRAILS PLAN.
   e. PROVIDED OPEN SPACE SHALL HAVE MINIMUM 20 ACCESS POINTS TO PROPOSED RIGHT OF WAYS AND OR DRIVEWAYS WITHIN THE TRACTS.
5. ACCEPTABLE AMENITIES WITHIN OPEN SPACE ON RESIDENTIAL TRACTS SHALL ADHERE TO THE CRITERIA SET FORTH IN CITY OF CONWAY'S UNIFIED DEVELOPMENT ORDINANCE UNLESS OTHERWISE SPECIFIED WITHIN THE PD
6. WILDLIFE REFUGE TRAIL INSTALLATION BASED UPON THE CITY OF CONWAY'S PATHWAYS AND TRAILS PLAN MAY BE UTILIZED TOWARDS ACCEPTABLE OPEN SPACE WHEN EXTERNAL TO THE PROPOSED DRIVE ROADS. THE PROPOSED PATHWAYS PLAN MAY BE RELOCATED TO ALIGN WITH THE PROPOSED DRIVE ROADS WITHIN THE COMMUNITY AS LONG AS THE TERMINUS REMAINS CONSISTENT WITH THE INTENT.
7. COMMERCIAL TRACTS D, O, P, Q, R, S AND T TO MEET THE MINIMUM LANDSCAPE AREA REQUIREMENT AS SPECIFIED BY THE CITY OF CONWAY'S UNIFIED DEVELOPMENT ORDINANCE.
8. LOCATION OF PICKLE BALL COURTS, PLAYGROUND(S) AND REQUIRED PARKING MAY BE ADJUSTED OR RELOCATED AS THE DESIGN AND PROGRAMMING FOR THE DEDICATED PARK DEVELOPS BASED ON CITY INPUT AND STAKEHOLDER MEETINGS WITH RESIDENTS.

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WARDEN STATION

EXHIBIT III

open space plan

NORTH

SCALE: 1" = 400'

Warden Station
Appendix B (IV)
Stormwater Management



NOTES:

1. STORMWATER SHALL MEET THE MINIMUM DESIGN MEASUREMENTS FOR THE CITY OF CONROE.
2. MASTER STORMWATER PONDS SHALL BE INSTALLED PRIOR TO COMPLETION OF THE SPINE ROAD WHERE STORMWATER DISCHARGE SHALL ULTIMATELY DISCHARGE.
3. STORMWATER INFRASTRUCTURE WITHIN THE PD SHALL REQUIRE INSTALLATION SIZED TO ACCOMMODATE UPSTREAM TRACTS WITHIN THE PD.
4. TRACTS A THROUGH G WITHIN THE PD ARE DEPICTED FOR CONCEPTUAL STORMWATER CONVEYANCE.
5. DITCHES WITHIN PUBLIC RIGHT-OF-WAYS WILL BE CONSTRUCTED AND MAINTAINED BY THE DEVELOPER AND/OR AN OWNERS ASSOCIATION.

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WARDEN STATION

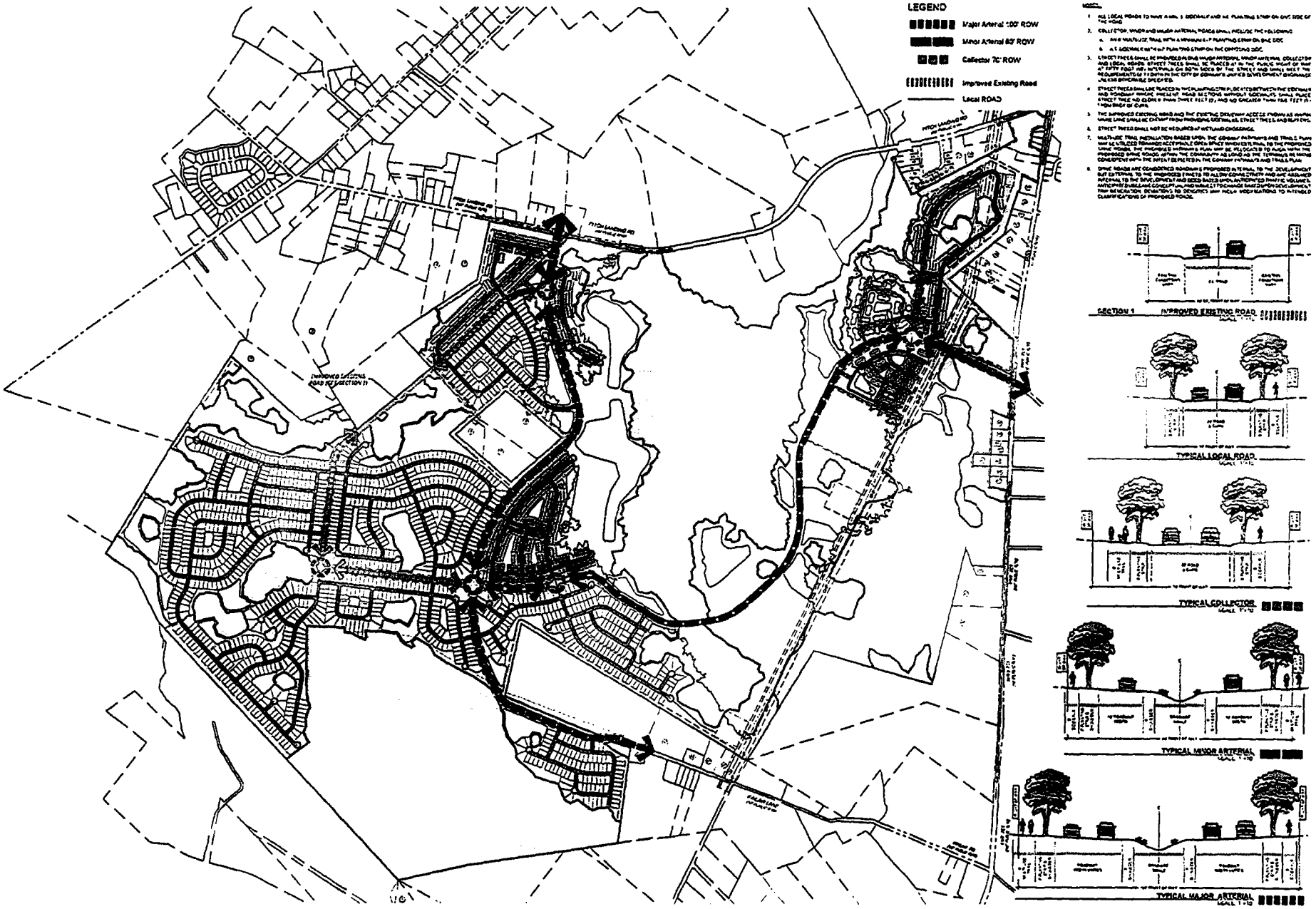
EXHIBIT IV

stormwater management plan

NORTH

SCALE: 1" = 400'

Warden Station
Appendix B (V)
Transportation Hierarchy



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WARDEN STATION

EXHIBIT VI

traffic hierarchy plan

Warden Station
Appendix B (VI)
Utility Plan

NOTES:

1. ANTICIPATED LOCATIONS FOR TRACTS TO BE UTILIZED FOR MUNICIPAL PURPOSES (INCLUDING BUT NOT LIMITED TO FIRE, POLICE, OR EMS STATIONS, WATER, WASTEWATER OR UTILITY IMPROVEMENTS) AS DEPICTED IN THIS EXHIBIT ARE ESTIMATED AND PROVIDED THE NECESSARY ACCESS AND EASEMENTS TO THE PROPOSED ROADWAYS WITHIN THE P.D. SHOULD THE ANTICIPATED USE NO LONGER BE REQUIRED, THE TRACT(S) SHALL BE CONVEYED TO THE CITY OF CONWAY FOR INCLUSION WITHIN THE ANTICIPATED USES ON TRACT K. LOCATION AND SIZE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE.

SCALE: 1" = 400'

NORTH

WARDEN STATION

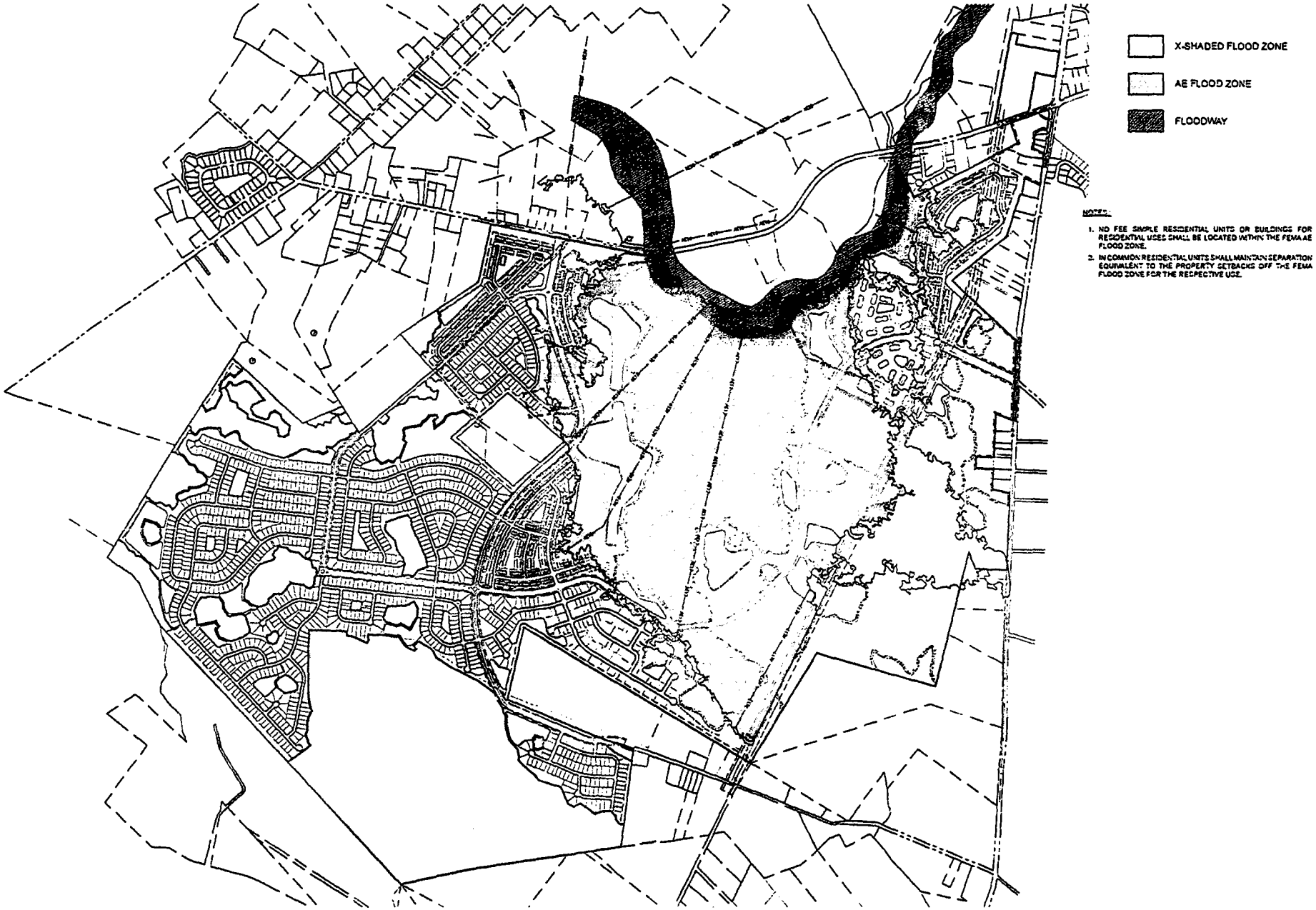
EXHIBIT VII

utility plan

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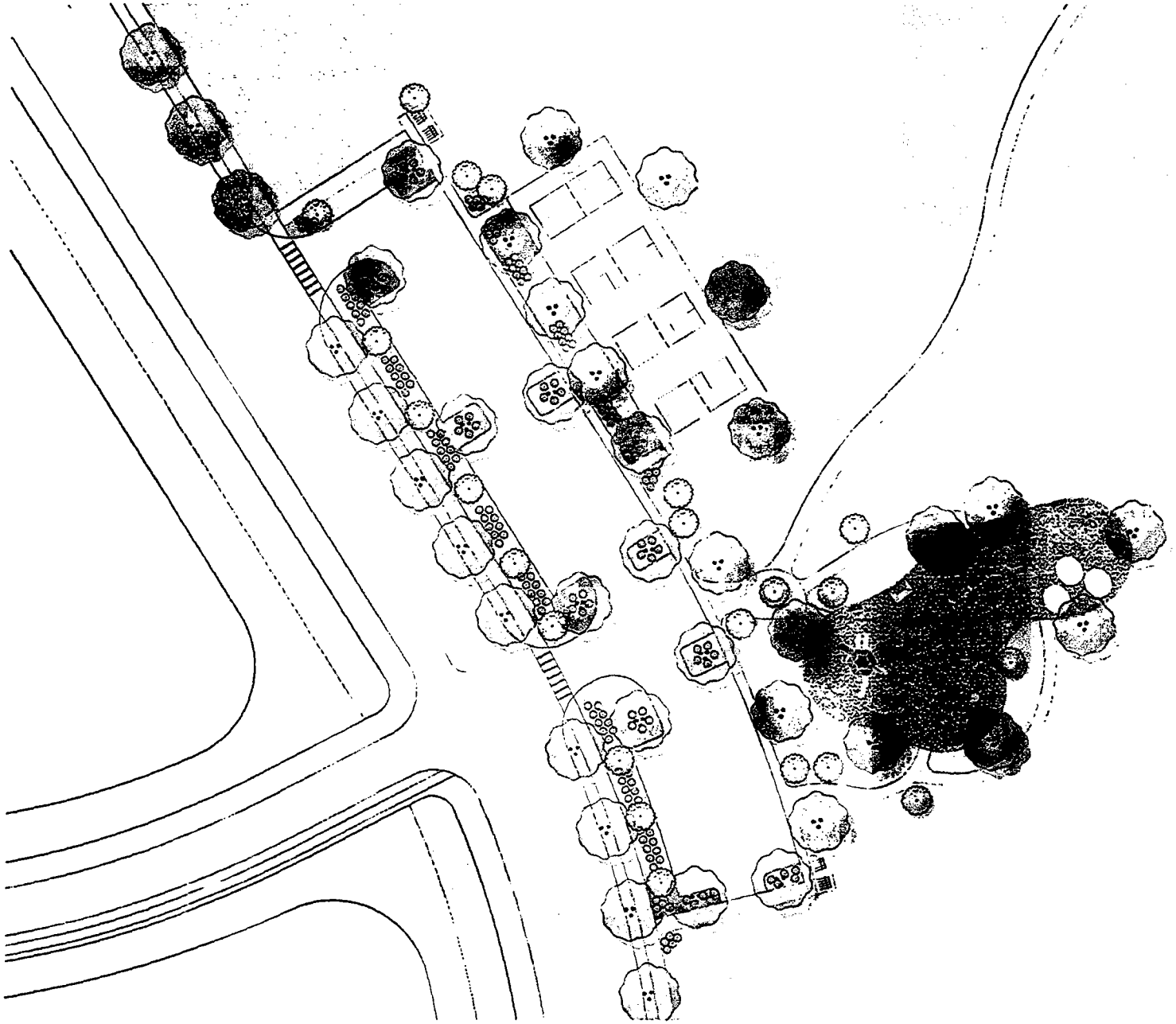
Warden Station
Appendix B (VII)
Flood Zone Overlay


X-SHADED FLOOD ZONE
AE FLOOD ZONE
FLOODWAY
NOTES:
1. NO FEE SIMPLE RESIDENTIAL UNITS OR BUILDINGS FOR RESIDENTIAL USES SHALL BE LOCATED WITHIN THE FEMA AE FLOOD ZONE.
2. IN COMMON RESIDENTIAL UNITS SHALL MAINTAIN SEPARATION EQUIVALENT TO THE PROPERTY SETBACKS OFF THE FEMA FLOOD ZONE FOR THE RESPECTIVE USE.
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WARDEN STATION
EXHIBIT VIII
flood zone overlay
NORTH
SCALE: 1" = 400'

APPENDIX C

City Recreational Exhibit

(*Miniaturized copy attached, details may be obscured, full scale available in City Planning Department*)



THIS GRAPHIC IS CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.

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WARDEN STATION

APPENDIX C

city recreation acreage

NORTH

APPENDIX D:

Project Traffic Report

TRAFFIC IMPACT STUDY

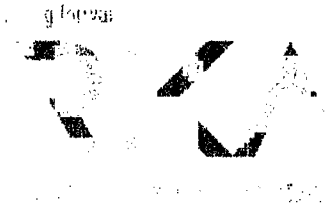
for the

Warden Tract
Mixed-Use Development

Located in
City of Conway, South Carolina

Prepared for
G3 Engineering, LLC

Prepared by
Ramey Kemp Associates



May 2023
RKA Project #22438

TRAFFIC IMPACT STUDY

for the

Warden Tract
Mixed-Use Development

Located in
City of Conway, South Carolina

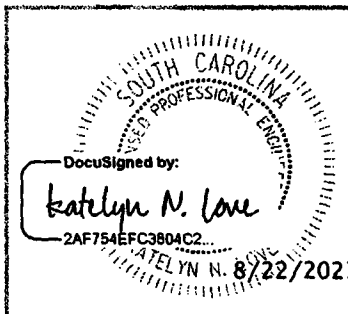
Prepared for
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Prepared by
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Moving forward.

RAMEY KEMP ASSOCIATES

May 2023
RKA Project #22438



This document has been digitally signed and sealed by Katelyn N. Love, South Carolina Professional Engineer Number 37486, August 22, 2023. This electronic document is 147 pages in length.

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B) Traffic Volume Development Worksheets

C) Turn Lane Analysis Worksheets

D) Capacity Analysis

EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1 (once access provided)
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2 (once access provided)
- right -turn and left-turn lane on Pitch Landing Road at Access #3 (once access provided)
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection (once approximately 1,300 homes occupied)
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection (once US 701 & Pitch Landing Road improvements built)

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The MUTCD warrant criteria are expected to be satisfied at US 701 & Access #1 by completion of Phase 3 construction. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The MUTCD warrant criteria are expected to be satisfied at Pitch Landing Road & Access #3 by completion of Phase 1 construction. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely

to be needed for improved operation. Dual lefts will require two receiving lanes on US 701 that should be provided for a minimum of 1,000 feet. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 south of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate, same as the analysis, results in a 2035 ADT of approximately 23,000 vpd. The existing ADT and the future ADT should likely earmark this segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly volumes and the incremental Phase 1 development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Warden Tract Mixed-Use development in Conway, South Carolina in accordance with SCDOT and City of Conway guidelines. This report summarizes the procedures and findings of the traffic impact study.

1.1. Project Background

The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout with one (1) full site access on Pitch Landing Road and two (2) full access driveways on US 701.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- US 701 & Access #1
- US 701 & Kinlaw Lane/Access #2
- Pitch Landing Road & Access #3
- Cates Bay Highway & Highway 134
- Cates Bay Highway & Allen Dew Road/N Pauley Road
- Cates Bay Highway & Willow Springs Road
- Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road
- Highway 701 & Pitch Landing Road

Future-year analyses assume 2035 conditions as the full Buildout scenario. The construction is expected to occur in three phases. The construction phasing density is provided in the appendix. Phase 1 is expected in 2028, Phase 2 in 2031 and the final buildout in 2035. Figure 1 shows the location of the project site and Figure 2 illustrates the conceptual site plan.

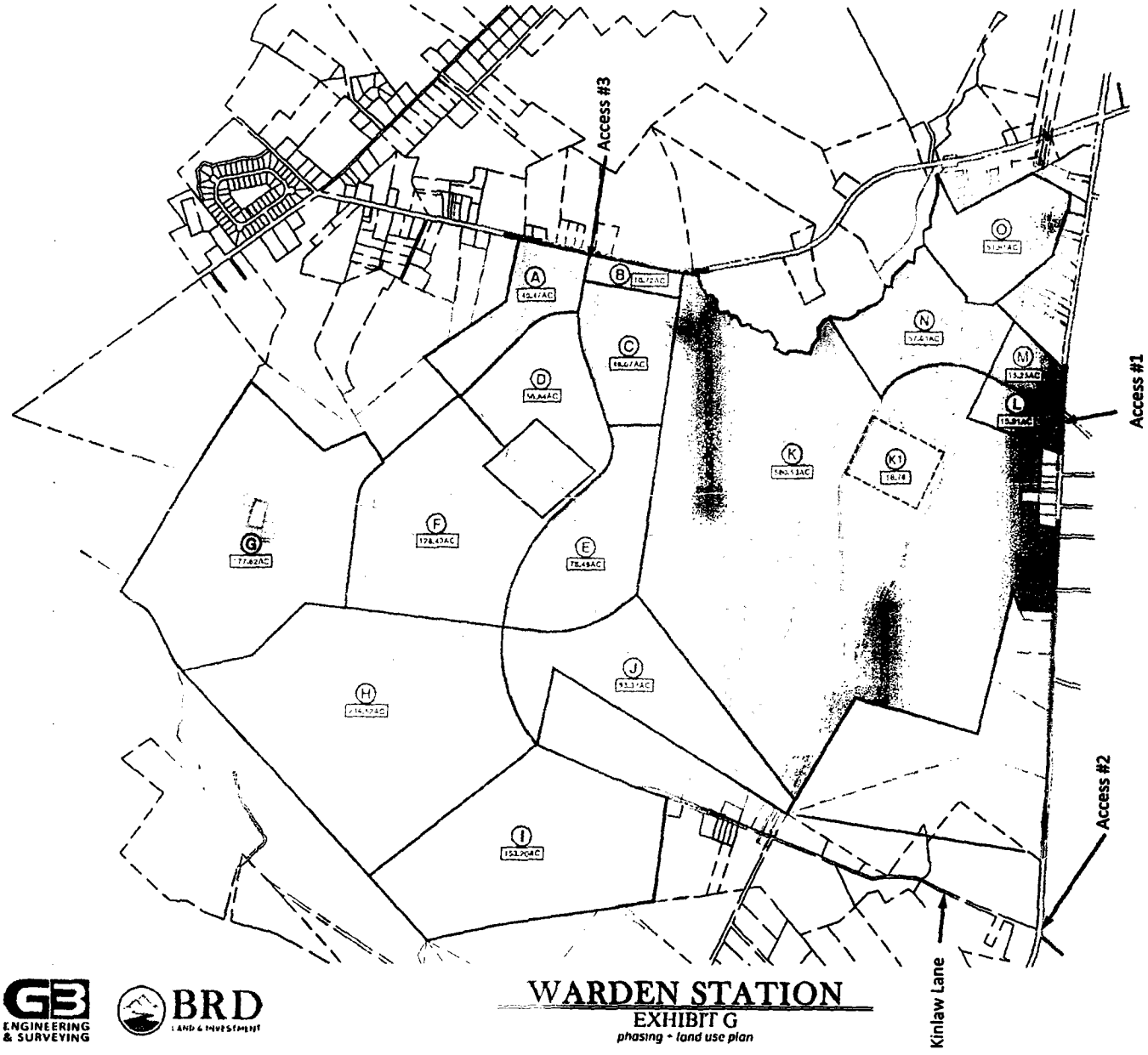
There are planned projects in the area, Perimeter Road and the Southern Evacuation Lifeline, however final traffic studies have not been completed for these projects at the time of this analysis. If these projects become funded and implemented, project traffic from the Warden Tract Mixed-Use development will not be significantly impacted or rerouted.

This study's analysis is based on a conservative, fast-paced build out completion in 2035. However, the full build out schedule could reach completion in 25 years, during the year 2050. The existing ADT on US 701 is 16,600 vpd north of Pitch Landing Road and 7,800 vpd south of Pitch Landing Road. The future 2035 No-Build ADT is projected to be approximately 23,000 vpd and 10,800 vpd

based on the analysis growth rate, respectively. Similarly, the 2050 ADT is projected to grow to approximately 30,500 vpd north of Pitch Landing Road and 14,300 vpd south of Pitch Landing Road. It should be noted the background growth in the area may require roadway and municipal facility improvements.



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EXHIBIT G

phasing + land use plan

Warden Tract - Traffic Impact Study - Tier 3

Figure 2 - Conceptual Site Plan

Page 4

Moving forward.

RKA RAMEY KEMP ASSOCIATES

1.2. Existing Roadway Conditions

A review of the existing roadway conditions in the study area was conducted and is summarized in Table 1. Figure 3 illustrates the existing lane geometry.

Table 1 – Street Inventory

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2021 AADT
Pitch Landing Road	S-110	2-lane undivided	45 MPH	SCDOT	N/A
Allen Dew Road	N/A	2-lane undivided	35 MPH	Local	N/A
Willow Springs Road	N/A	2-lane undivided	35 MPH	Local	N/A
Pauley Swamp Road	S-109	2-lane undivided	55 MPH	SCDOT	N/A
Cates Bay Highway	S-29	2-lane undivided	45 MPH	SCDOT	3,500[2]
Highway 134	S-134	2-lane undivided	50 MPH	SCDOT	N/A
Highway 701	S-701	2-lane undivided	55 MPH	SCDOT	16,600[1]
Kinlaw Lane	N/A	2-lane undivided	-	Local	N/A

[1]SCDOT Count Station 26-0177, [2]SCDOT Count Station 26-0372

1.3. Existing Traffic Count

Vehicle turning movement counts were collected by Short Counts, LLC in September 2022 for the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) at the following intersections:

- Cates Bay Road & Hwy 134
- Willow Springs Road & Cates Bay Hwy
- Cates Bay Road & Allen Dew Road/N Pawley Road
- Willow Springs Road & Pitch Landing Road
- US 701 & Pitch Landing Road
- US 701 & Lake Way Drive
- US 701 & Kinlaw Lane

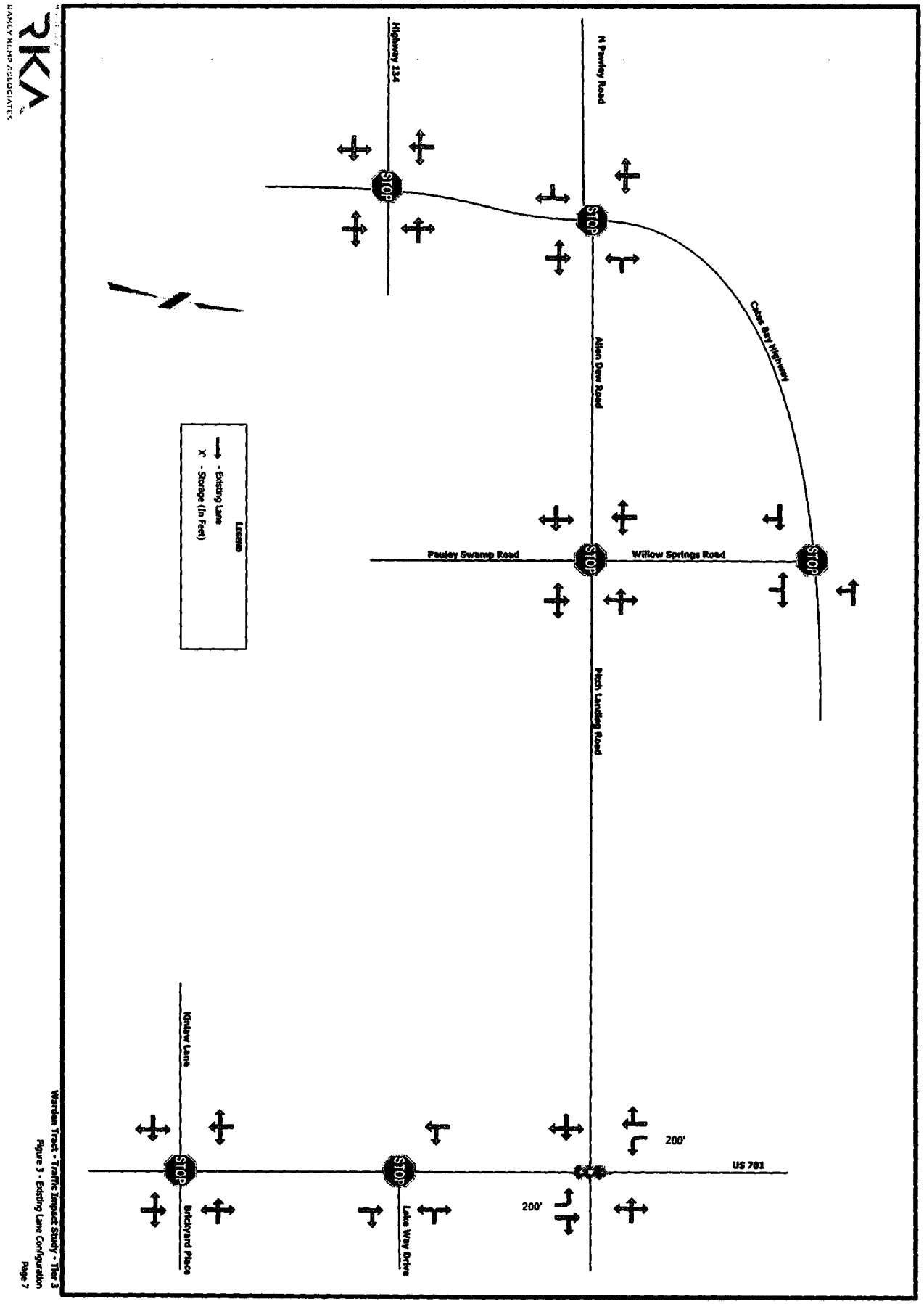
All counts were conducted while the local school district was in session. The 2022 raw traffic volumes are provided in Appendix A. Existing Traffic Volume are illustrated in Figure 4.

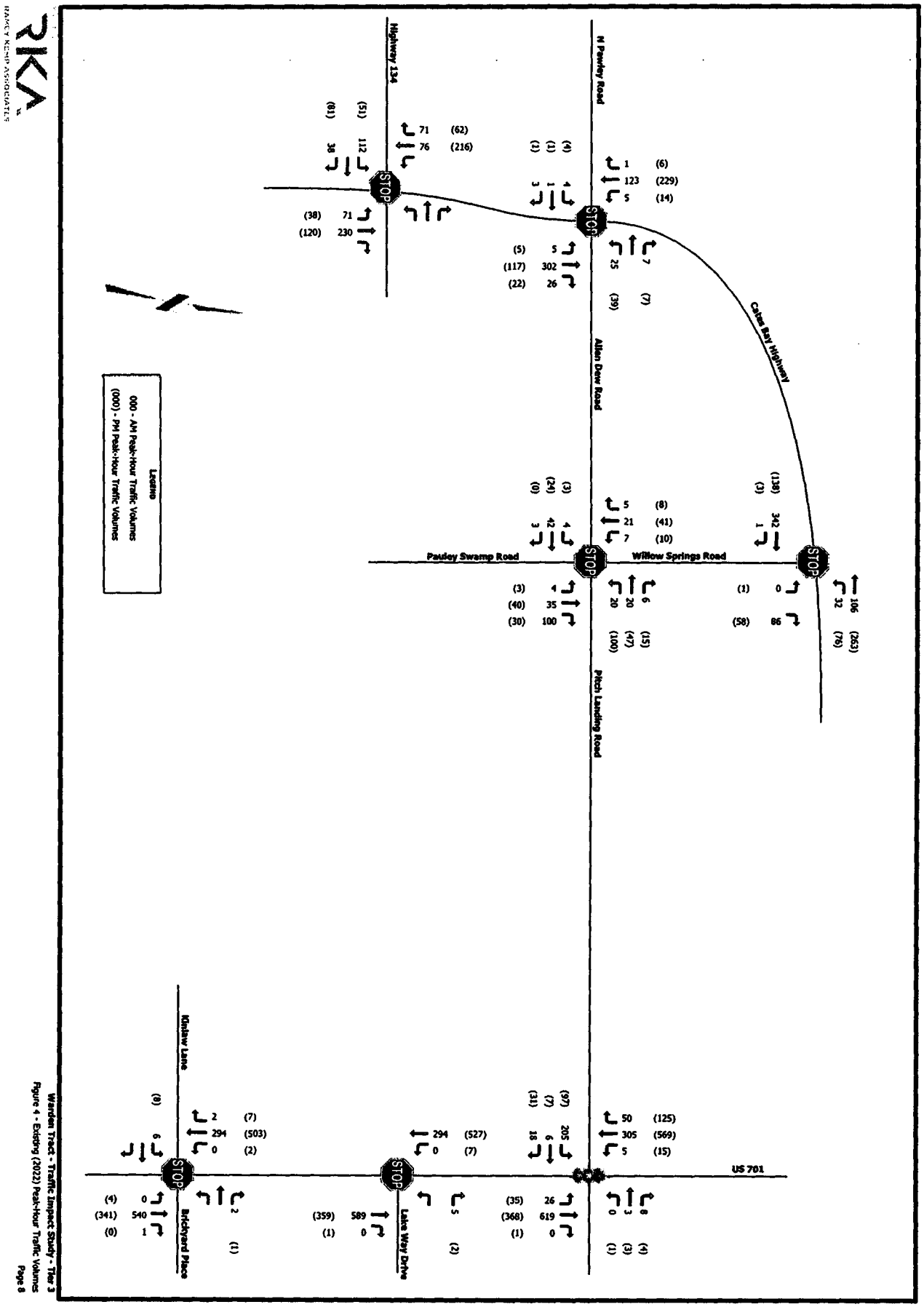
1.4. Driveway Location

The Warden Tract Mixed-Use development is expected to provide three full access driveways. One full access driveway is proposed on Pitch Landing Road located approximately 450 feet west of the

Station 46 Fire Station driveway. One full access on US 701 is proposed to align with Lake Way Drive and the other full access on US 701 is proposed to be along the existing Kinlaw Lane access to US 701.

The proposed driveways appear to meet the SCDOT ARMS spacing requirements.


RKA
HANLEY KLEIN ASSOCIATES
Highway 134
N Pawley Road
Allen Dew Road
Cates Bay Highway
Pauley Swamp Road
Willow Springs Road
Pitch Landing Road
Kinlaw Lane
Brickyard Place
Lake Way Drive
US 701
200'
200'
STOP
Legend
- Existing Lane
X' - Storage (in Feet)
Warden Tract - Traffic Impact Study - Tier 3
Figure 3 - Existing Lane Configuration
Page 7


Highway 134
N Pawley Road
Allen Dew Road
Cates Bay Highway
Pauley Swamp Road
Willow Springs Road
Pitch Landing Road
Kinlaw Lane
Brickyard Place
Lake Way Drive
US 701
STOP
Legend
000 - AM Peak-Hour Traffic Volumes
(000) - PM Peak-Hour Traffic Volumes
Warden Tract - Traffic Impact Study - Tier 3
Figure 4 - Existing (2022) Peak-Hour Traffic Volumes
Page 8

2. PROJECT TRAFFIC

2.1. Proposed Land Uses

The Warden Tract Mixed-Use development is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. The project site location is currently vacant.

2.2. Trip Generation Estimates

The trip generation potential was estimated using information contained in ITE's *Trip Generation Manual*, 11th Edition (2021) for land use code (LUC) 210 – Single Family Detached Housing, LUC 215 – Single-Family Attached Housing, LUC 221 – Multifamily Housing (Mid-Rise), LUC 820 – Shopping Center, LUC 821 – Shopping Plaza, and LUC 151 – Mini-Warehouse. The weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in Table 2. Due to the nature of the development internal capture and pass-by trips were considered in the trip generation estimates.

Table 2 – Buildout Trip Generation Estimates

Land Use	ITE LUC	Size	Daily Traffic	AM Peak			PM Peak		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	1,374 DU	11,242	202	607	809	735	432	1,167
Single Family Attached Housing	215	1,031 DU	7,806	133	397	530	363	252	615
Multifamily Housing (Mid-Rise)	221	928 DU	4,380	91	306	397	221	141	362
Shopping Center	820	311.6 ksf	14,000	197	120	317	614	665	1,279
Shopping Plaza	821	107.2 ksf	9,663	235	143	378	452	489	941
Mini-Warehouse	151	187.8 ksf	272	10	7	17	13	15	28
Internal Capture				-22	-22	-44	-407	-407	-814
Pass-by				--	--	--	-306	-305	-611
New, External Traffic				**846**	**1,558**	**2,404**	**1,686**	**1,283**	**2,968**
LUC 210 Daily Trips: Ln(T) = 0.92Ln(X) + 2.68 (50% In; 50% Out) AM Peak-Hour: Ln(T) = 0.91Ln(X) + 0.12 (25% In; 75% Out) PM Peak-Hour: Ln(T) = 0.94Ln(X) + 0.27 (63% In; 37% Out)									
LUC 215 Daily Trips: T = 7.62(X) – 50.48 (50% In; 50% Out) AM Peak-Hour: T = 0.52(X) – 5.70 (25% In; 75% Out)									

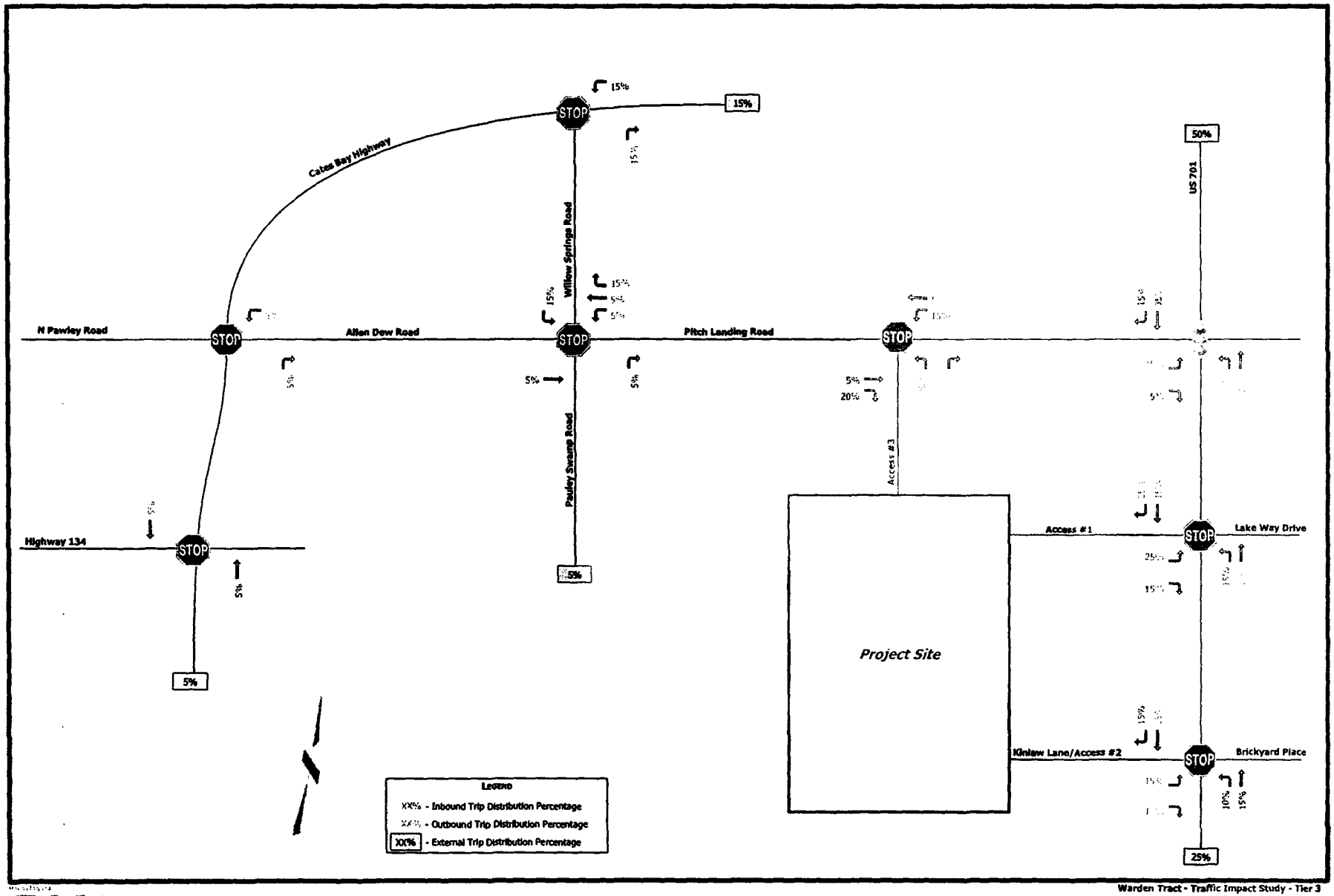
PM Peak-Hour: T = 0.60(X) – 3.93 (59% In; 41% Out)
LUC 221 Daily Trips: T = 4.77(X) – 46.46 (50% In; 50% Out) AM Peak-Hour: T = 0.44(X) -11.61 (23% In; 77% Out) PM Peak-Hour: T = 0.39(X) + 0.34 (61% In; 39% Out)
LUC 820 Daily Trips: T = 26.11(X) + 5863.73 (50% In; 50% Out) AM Peak-Hour: T = 0.59 (X) + 133.55 (62% In; 38% Out) PM Peak-Hour: Ln(T) = 0.72Ln(X) + 3.02 (48% In; 52% Out)
LUC 821 Daily Trips: T = 76.96(X) + 1412.79 (50% In; 50% Out) AM Peak-Hour: T = 3.53 (X) (62% In; 38% Out) PM Peak-Hour: T = 9.03 (X) (48% In; 52% Out)
LUC 151 Daily Trips: T = 1.45 (X) (50% In; 50% Out) AM Peak-Hour: T = 0.09 (X) (59% In; 41% Out) PM Peak-Hour: T = 0.15 (X) (47% In; 53% Out)

2.3. Trip Distribution & Assignment

New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

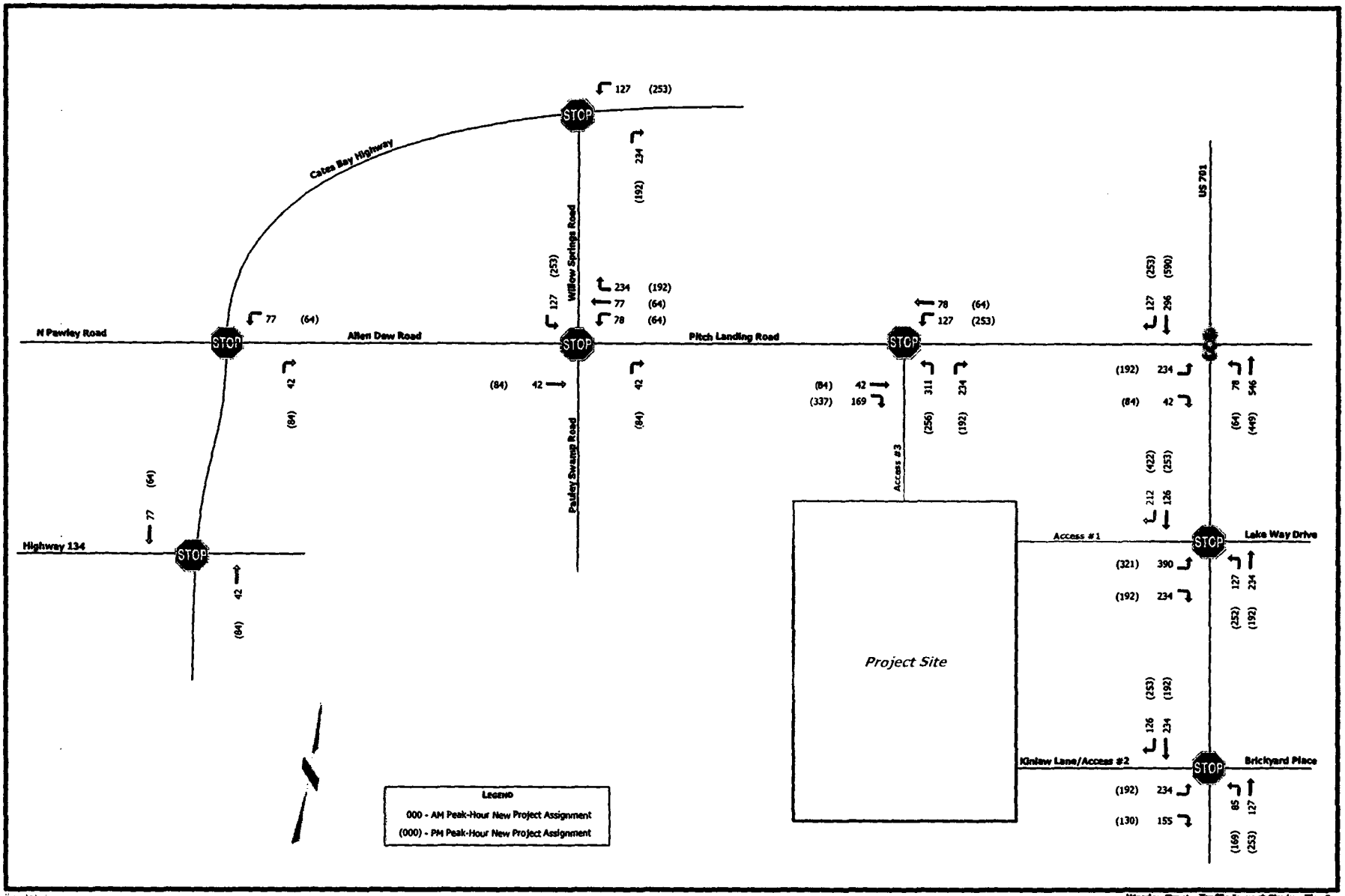
- 50% to/from the north via Highway 701;
- 25% to/from the south via Highway 701;
- 15% to/from the east via Cates Bay Highway;
- 5% to/from the west via Cates Bay Highway; and
- 5% to/from the south via Pauley Swamp Road

The directional distribution assumptions are shown in Figure 5; the assignment of the total project traffic is shown in Figure 6; and the pass-by assignment is shown in Figure 7.



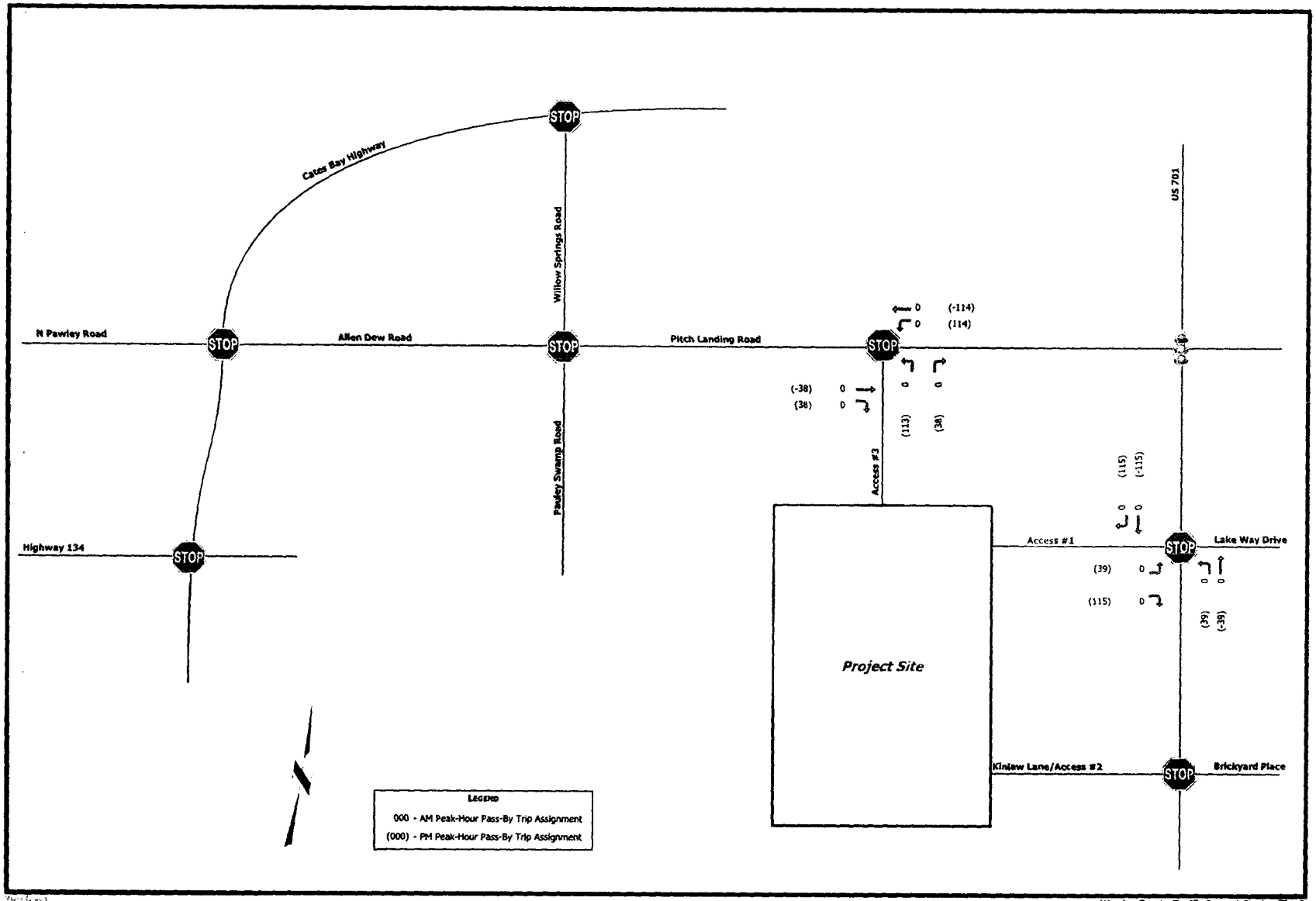
RKA
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Warden Tract - Traffic Impact Study - Tier 3
Figure 5 - Project Trip Distribution
Page 11



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Warden Tract - Traffic Impact Study - Tier 3
Figure 6 - Total, New Project Trip Assignment
Page 12



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Warden Tract - Traffic Impact Study - Tier 3
Figure 7 - Pass-By Trip Assignment
Page 13

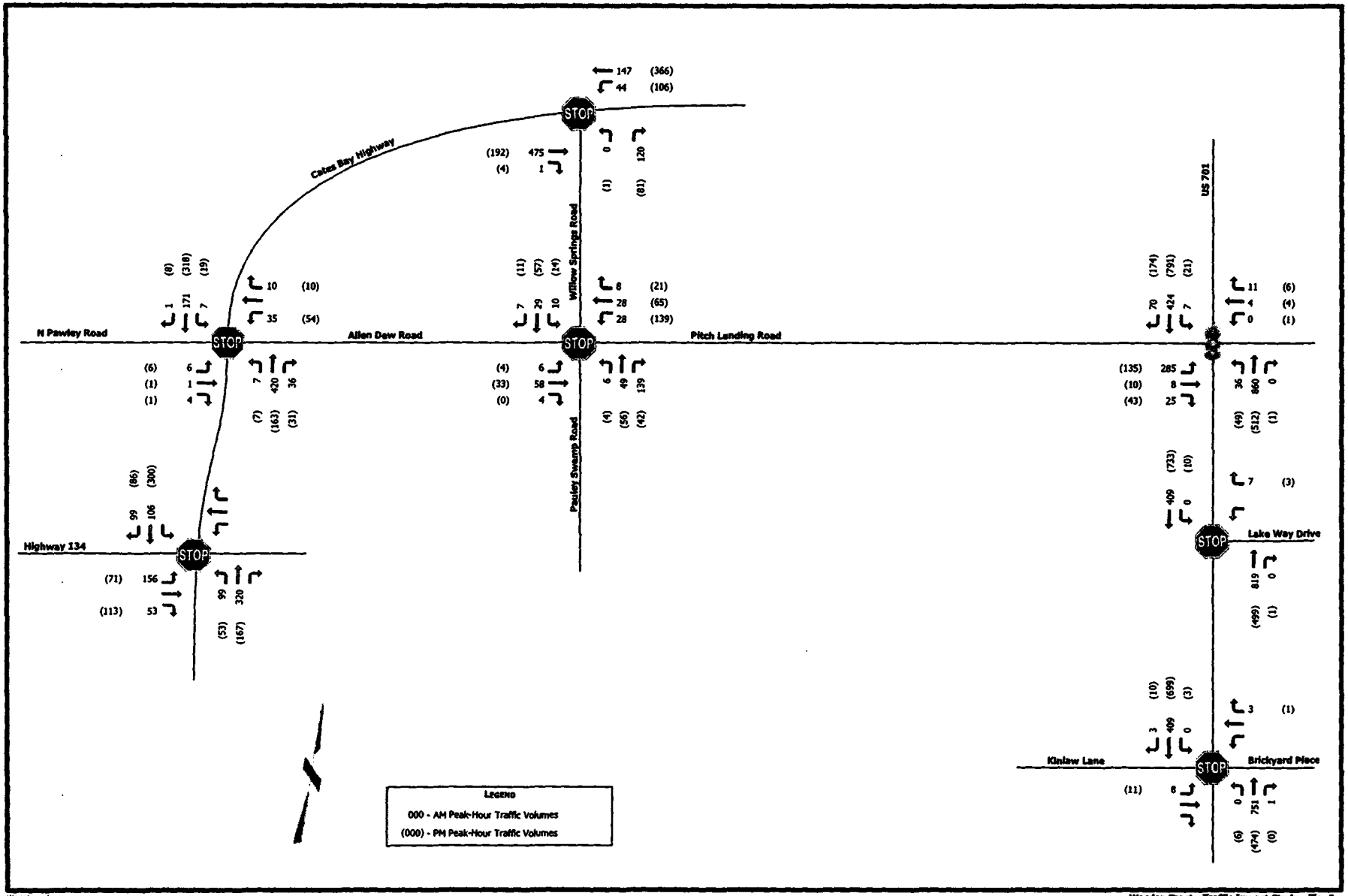
3. TRAFFIC VOLUME DEVELOPMENT

3.1. Future No-Build Traffic Volumes

To develop an annual background growth rate for use in the analysis, historical count data was reviewed and a 3.0% annual growth was utilized for this study. This annual growth rate was used to develop the future phasing years and the 2035 No-Build traffic volumes. The future No-Build volumes which are illustrated in Figure 8, and the volume development worksheets are included in Appendix B.

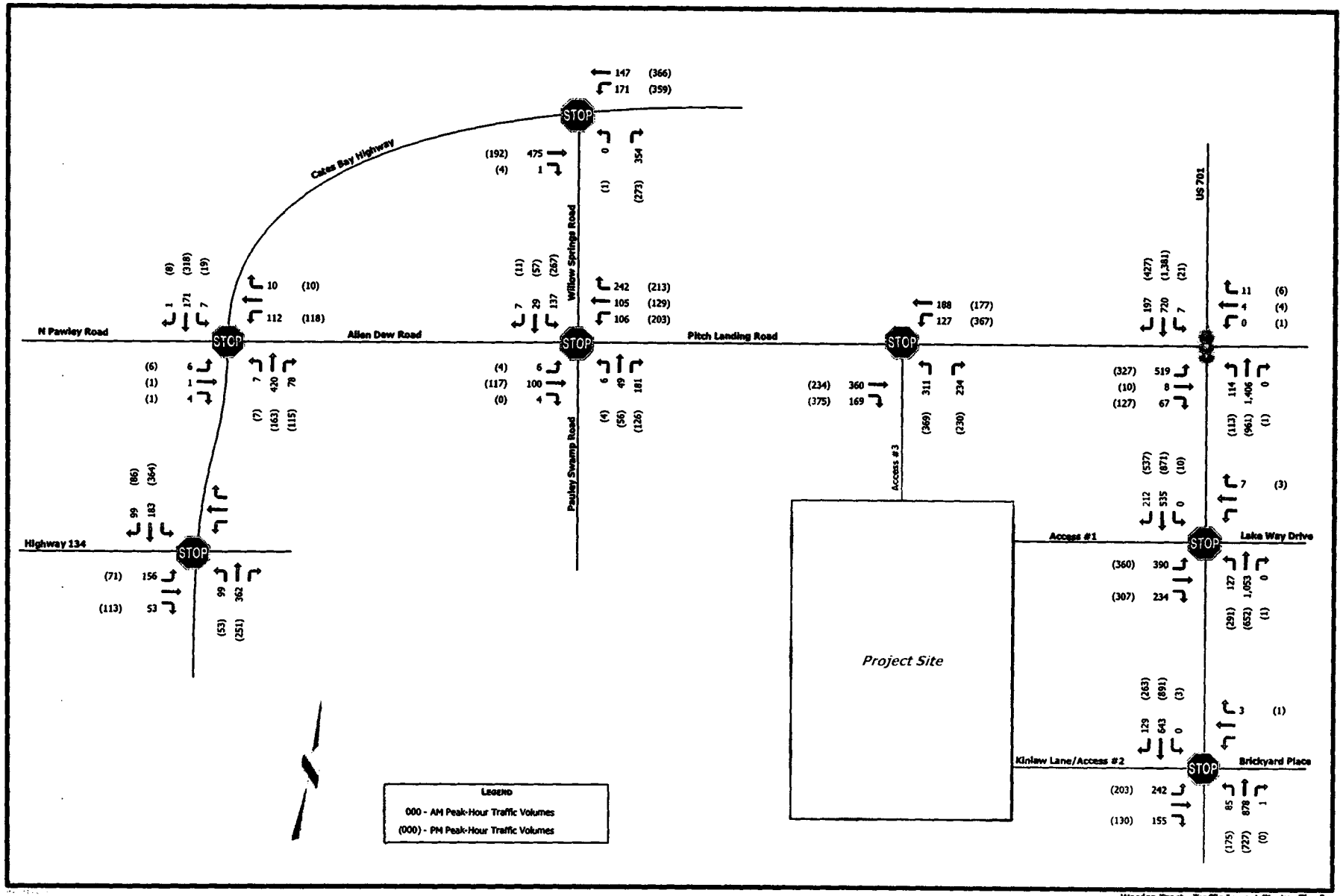
3.2. Build Out Traffic Volumes

The site generated traffic volumes were added to the future No-Build traffic volumes to determine the future phasing years and the 2035 Build volumes. The future Build volumes are illustrated in Figure 9. Volume development worksheets are included in Appendix B.



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Warden Tract - Traffic Impact Study - Tier 3
Figure 8 - No-Build (2035) Peak-Hour Traffic Volumes
Page 15



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Warden Tract - Traffic Impact Study - Tier 3
Figure 9 - Build (2035) Peak-Hour Traffic Volumes
Page 16

4. TRAFFIC IMPACT ANALYSIS

4.1. Turn Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2035 future volumes. Turn lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) section 9.5.1. Figures 9.5-2 and 9.5-9 were used for left-turn and right-turn lane warrant review.

Based on the anticipated future 2035 volumes, auxiliary turn-lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2
- right -turn and left-turn lane on Pitch Landing Road at Access #3
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection

Turn lane analyses are provided in Appendix C.

4.2. Intersection LOS Analysis

Using the existing and proposed traffic volumes, intersection analyses were conducted for the study intersections considering 2022 Existing conditions, 2035 No-Build conditions, and 2035 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 6th Edition (HCM 6th Edition)* methodologies of the *Synchro*, Version 11 software.

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 3 summarizes the *HCM 6th Edition* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 3 – *HCM 6th Edition* LOS Criteria for Unsignalized and Signalized Intersections

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

Signalized Intersections	
LOS	Control Delay per Vehicle (seconds)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered.

Using the *Synchro* software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods. The recommended turn lanes were included in the build conditions. The results of the intersection analyses are summarized in Table 4.

Table 4 – Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2022 Existing Conditions		2035 No-Build Conditions		2035 Build Conditions	
		AM	PM	AM	PM	AM	PM
Cates Bay Highway & Highway 134	EB[2]	C/15.8	B/12.6	D/31.1	C/17.5	E/49.7	C/22.4
	NB[1]	A/7.7	A/8.0	A/7.9	A/8.4	A/8.2	A/8.6
Cates Bay Highway & N Pawley Road/Allen Dew Road	EB[2]	B/11.5	B/11.8	B/13.6	B/14.0	B/13.9	B/14.7
	WB[2]	B/12.8	B/12.3	C/16.1	C/15.2	C/22.4	C/20.2
	NB[1]	A/7.5	A/7.8	A/7.6	A/8.0	A/7.6	A/8.0
	SB[1]	A/8.0	A/7.6	A/8.4	A/7.7	A/8.6	A/7.9
Willow Springs Road & Cates Bay Highway	WB[1]	A/8.2	A/7.7	A/8.7	A/7.9	A/9.3	A/8.6
	NB[2]	B/11.3	A/9.4	B/13.6	B/10.0	D/26.3	B/12.2
Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road (AWSC)	EB	A/7.7	A/7.6	A/8.0	A/8.0	B/10.6	B/12.6
	WB	A/7.7	A/8.5	A/8.1	A/9.5	B/12.2	C/19.9
	NB	A/7.5	A/7.7	A/8.1	A/8.2	B/11.8	B/13.1
	SB	A/7.4	A/7.8	A/7.7	A/8.3	B/11.9	C/21.5
US-701 & Pitch Landing Road (Signalized)	EB	C/27.2	C/22.7	E/58.8	D/37.7	F/266.6	F/190.1
	WB	B/18.4	B/18.0	C/32.2	C/27.7	C/34.4	D/38.0
	NB	B/14.3	A/6.7	C/30.1	A/9.1	F/218.5	F/94.8
	SB	A/9.5	A/7.5	B/15.6	B/10.7	C/25.7	F/102.8
	Overall	B/15.3	A/9.0	C/31.2	B/13.2	F/168.6	F/112.0
US 701 & Lake Way Drive/Access #1	EB[2]	-	-	-	-	F+	F+
	WB[2]	B/12.8	B/10.6	C/16.1	B/11.8	C/20.8	B/13.0
	NB[1]	-	-	-	-	B/10.4	E/36.5
	SB[1]	A/0.0	A/8.1	A/0.0	A/8.6	A/0.0	A/9.2
US 701 & Kinlaw Lane/Access #2	EB[2]	C/20.0	C/20.9	D/32.7	E/35.5	F+	F+
	WB[2]	B/12.2	B/10.4	B/14.9	B/11.5	C/17.0	B/14.5
	NB[1]	A/0.0	A/8.6	A/0.0	A/9.4	B/10.2	C/15.3
	SB[1]	A/0.0	A/8.1	A/0.0	A/8.5	A/0.0	A/9.4
Pitch Landing Road & Access #3	WB[1]	--	--	--	--	A/9.3	B/12.1
	NB[2]	--	--	--	--	F/116.3	F+

1. LOS for major street left turn movement 2. LOS for minor street approach

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted

at Access #1. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 southern of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

Table 5 presents the LOS operation with additional recommended improvements.

Table 5 – Build + Improvement Analysis Results

Intersection	Approach	LOS/Delay (seconds)	
		2035 Build + IMPS Conditions	
		AM	PM
US-701 & Pitch Landing Road (Signalized + Dual Lefts)	EB	D/50.2	D/44.7
	WB	D/44.3	D/37.4
	NB	B/13.6	C/24.0
	SB	C/25.2	C/23.3
	Overall	**C/25.0**	**C/27.9**
US 701 & Lake Way Drive/Access #1 (Signalized)	EB	F/111.1	E/66.9
	WB	E/62.3	E/60.8
	NB	D/54.7	D/51.7
	SB	D/54.0	C/21.1
	Overall	**E/66.8**	**D/46.5**
Pitch Landing Road & Access #3 (Signalized)	EB	A/9.0	A/8.6
	WB	C/28.2	B/10.0
	NB	C/23.1	B/13.9
	Overall	**B/19.8**	**B/11.0**

Figure 10 shows the proposed lane configuration. The capacity analysis worksheets are provided in Appendix D.

4.3. Improvement Timing

The recommended improvements shown in Figure 10 were analyzed to determine timing for when the implementation would be required. The improvements at the access points should be implemented once the connection is provided. The right turn lane along Pitch Landing Road at the Willow Springs Road intersection is expected to be warranted once 1,300 homes are occupied.

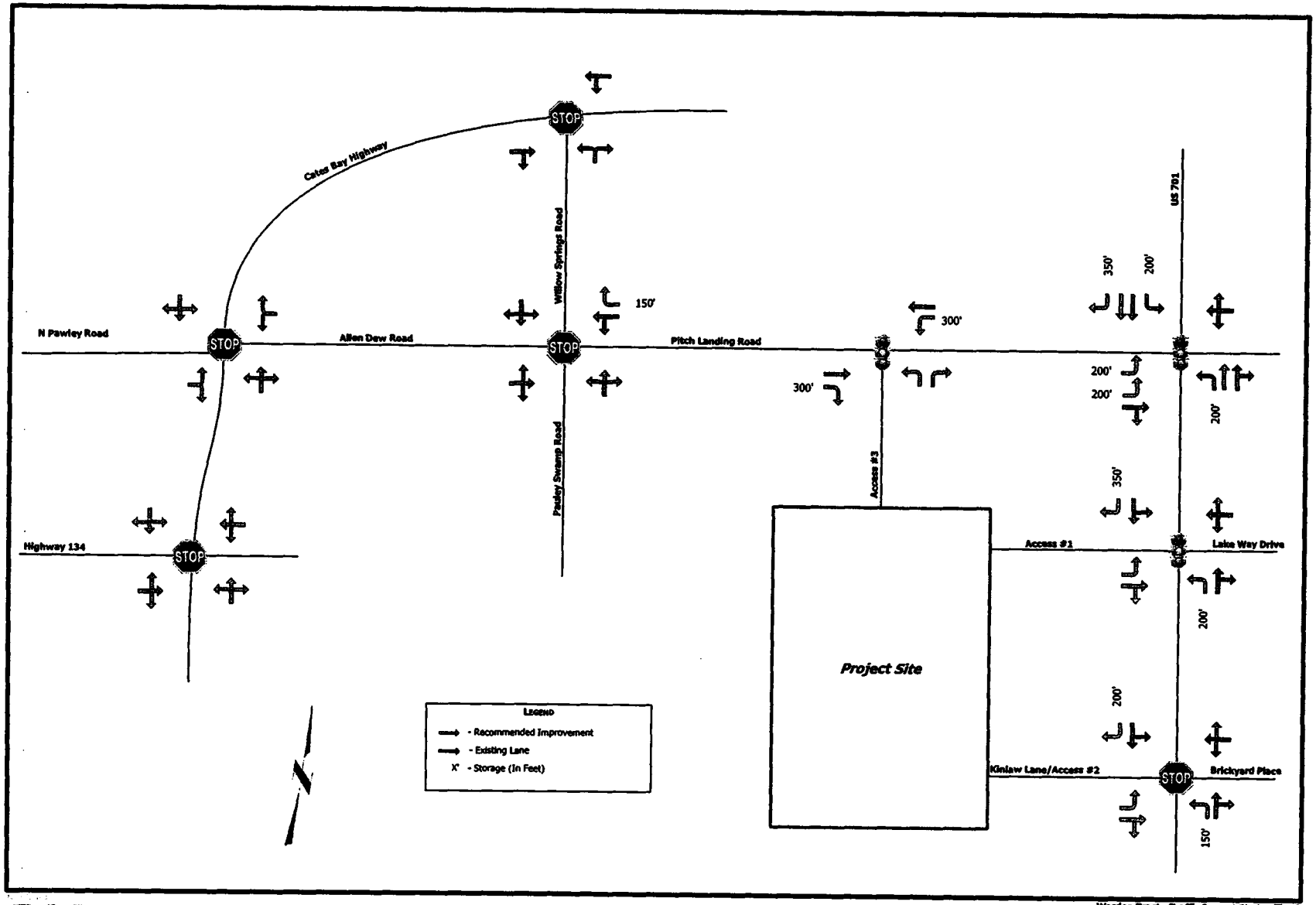
The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate same as the analysis results in a 2035

ADT of approximately 23,000 vpd. The existing ADT and the future ADT would earmark a segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly counts and the expected development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

The analysis worksheets are provided in Appendix D.



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Warden Tract - Traffic Impact Study - Tier 3
Figure 10 - Proposed Lane Configuration
Page 23

5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1 (once access provided)
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2 (once access provided)
- right -turn and left-turn lane on Pitch Landing Road at Access #3 (once access provided)
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection (once approximately 1,300 homes occupied)
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection (once US 701 & Pitch Landing Road improvements built)

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The MUTCD warrant criteria are expected to be satisfied at US 701 & Access #1 by completion of Phase 3 construction. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The MUTCD warrant criteria are expected to be satisfied at Pitch Landing Road & Access #3 by completion of Phase 1 construction. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. Dual lefts will require two receiving lanes on US 701 that

should be provided for a minimum of 1,000 feet. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 south of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate, same as the analysis, results in a 2035 ADT of approximately 23,000 vpd. The existing ADT and the future ADT should likely earmark this segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly volumes and the incremental Phase 1 development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

APPENDIX A

Traffic Count Data

SEC Counts, LLC
735 Maryland St
Columbia, SC 29201
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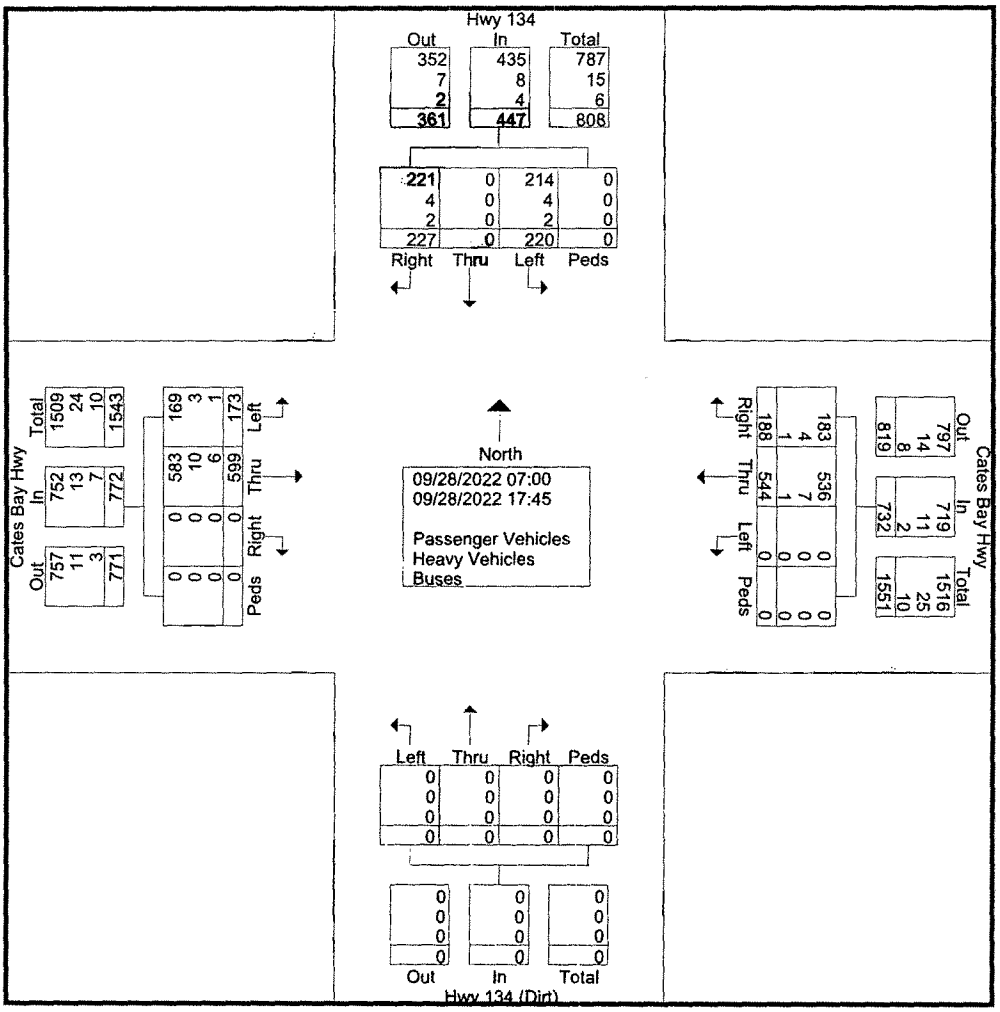
File Name : Cates Bay Hwy @ Hwy 134
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Hwy 134 Southbound				Cates Bay Hwy Westbound				Hwy 134 (Dirt) Northbound				Cates Bay Hwy Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	33	0	14	0	0	16	32	0	0	0	0	0	19	59	0	0	173
07:15	48	0	8	0	0	22	30	0	0	0	0	0	24	68	0	0	200
07:30	21	0	8	0	0	19	4	0	0	0	0	0	15	58	0	0	125
07:45	10	0	8	0	0	19	5	0	0	0	0	0	13	45	0	0	100
Total	112	0	38	0	0	76	71	0	0	0	0	0	71	230	0	0	598
08:00	6	0	8	0	0	20	4	0	0	0	0	0	4	36	0	0	78
08:15	8	0	11	0	0	20	5	0	0	0	0	0	3	37	0	0	84
08:30	3	0	9	0	0	16	4	0	0	0	0	0	9	32	0	0	73
08:45	7	0	5	0	0	22	4	0	0	0	0	0	7	38	0	0	83
Total	24	0	33	0	0	78	17	0	0	0	0	0	23	143	0	0	318
16:00	5	0	16	0	0	35	6	0	0	0	0	0	9	35	0	0	106
16:15	8	0	21	0	0	37	9	0	0	0	0	0	3	26	0	0	104
16:30	12	0	23	0	0	44	10	0	0	0	0	0	14	24	0	0	127
16:45	8	0	15	0	0	58	13	0	0	0	0	0	15	21	0	0	130
Total	33	0	75	0	0	174	38	0	0	0	0	0	41	106	0	0	467
17:00	12	0	12	0	0	52	16	0	0	0	0	0	9	35	0	0	136
17:15	16	0	25	0	0	55	22	0	0	0	0	0	6	28	0	0	152
17:30	17	0	21	0	0	54	11	0	0	0	0	0	11	30	0	0	144
17:45	6	0	23	0	0	55	13	0	0	0	0	0	12	27	0	0	136
Total	51	0	81	0	0	216	62	0	0	0	0	0	38	120	0	0	568
Grand Total	220	0	227	0	0	544	188	0	0	0	0	0	173	599	0	0	1951
Apprch %	49.2	0	50.8	0	0	74.3	25.7	0	0	0	0	0	22.4	77.6	0	0	
Total %	11.3	0	11.6	0	0	27.9	9.6	0	0	0	0	0	8.9	30.7	0	0	
Passenger Vehicles	214	0	221	0	0	536	183	0	0	0	0	0	169	583	0	0	1906
% Passenger Vehicles	97.3	0	97.4	0	0	98.5	97.3	0	0	0	0	0	97.7	97.3	0	0	97.7
Heavy Vehicles	4	0	4	0	0	7	4	0	0	0	0	0	3	10	0	0	32
% Heavy Vehicles	1.8	0	1.8	0	0	1.3	2.1	0	0	0	0	0	1.7	1.7	0	0	1.6
Buses	2	0	2	0	0	1	1	0	0	0	0	0	1	6	0	0	13
% Buses	0.9	0	0.9	0	0	0.2	0.5	0	0	0	0	0	0.6	1	0	0	0.7

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Columbia, SC 29201
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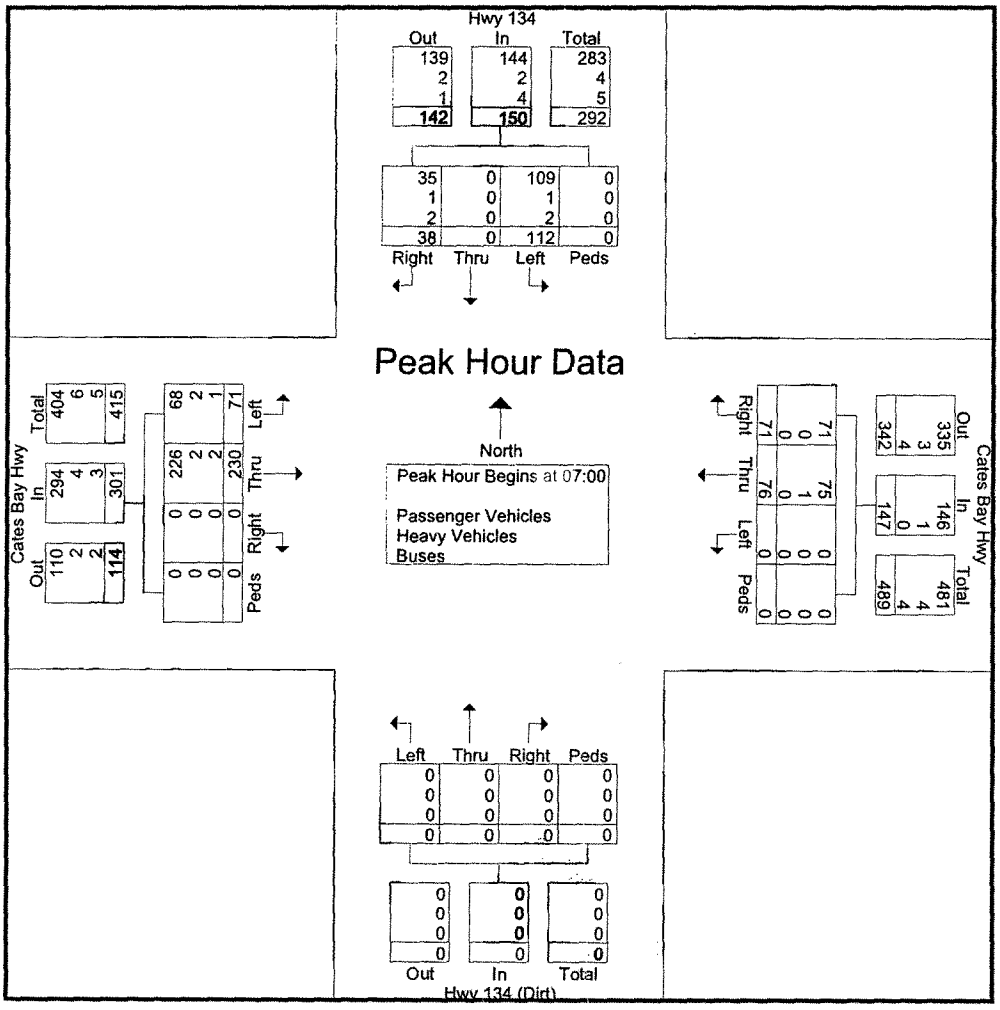
File Name : Cates Bay Hwy @ Hwy 134
Site Code :
Start Date : 09/28/2022
Page No : 2



SOUTHERN COUNTS, LLC
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File Name : Cates Bay Hwy @ Hwy 134
Site Code :
Start Date : 09/28/2022
Page No : 3

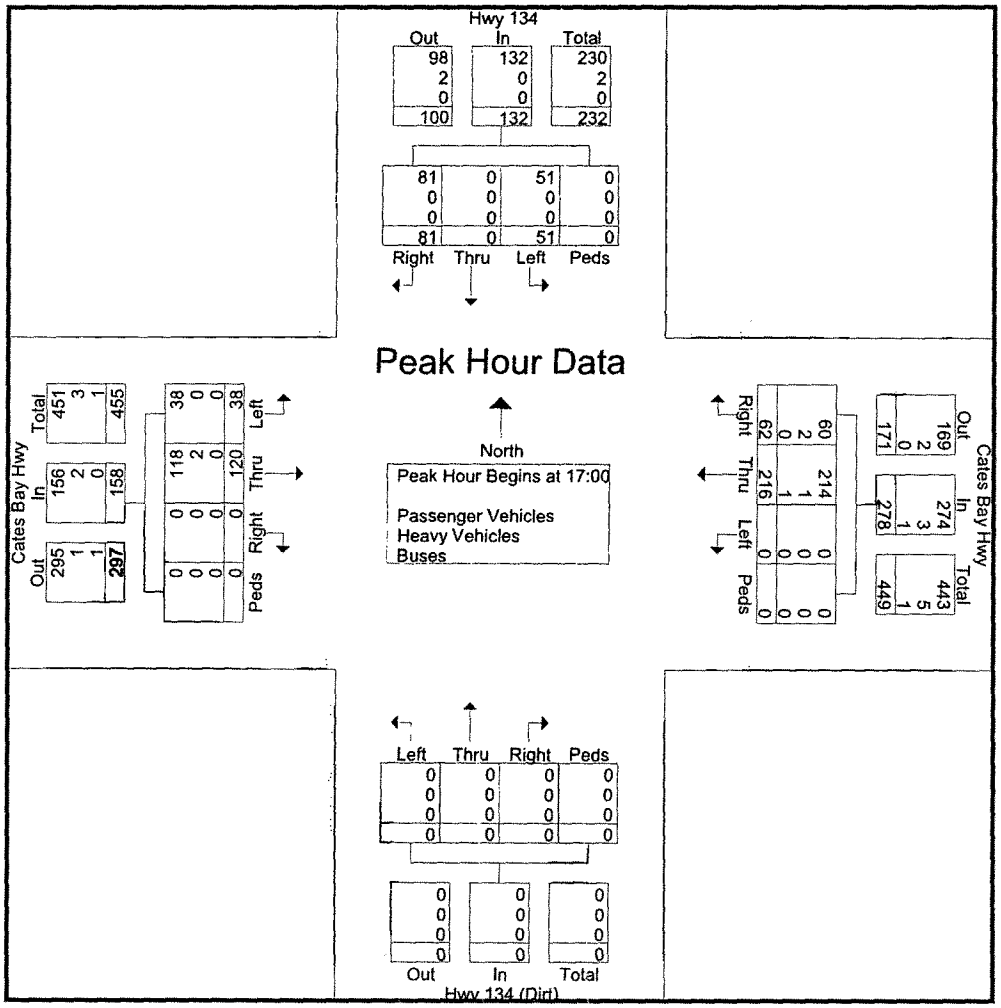
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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	33	0	**14**	0	47	0	16	**32**	0	48	0	0	0	0	0	19	59	0	0	78	173
07:15	**48**	0	8	0	**56**	0	**22**	30	0	**52**	0	0	0	0	0	**24**	**68**	0	0	**92**	**200**
07:30	21	0	8	0	29	0	19	4	0	23	0	0	0	0	0	15	58	0	0	73	125
07:45	10	0	8	0	18	0	19	5	0	24	0	0	0	0	0	13	45	0	0	58	100
Total Volume	112	0	38	0	150	0	76	71	0	147	0	0	0	0	0	71	230	0	0	301	598
% App. Total	74.7	0	25.3	0		0	51.7	48.3	0		0	0	0	0		23.6	76.4	0	0		
PHF	.583	.000	.679	.000	.670	.000	.864	.555	.000	.707	.000	.000	.000	.000	.000	.740	.846	.000	.000	.818	.748
Passenger Vehicles	109	0	35	0	144	0	75	71	0	146	0	0	0	0	0	68	226	0	0	294	584
% Passenger Vehicles																					
Heavy Vehicles	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
% Heavy Vehicles	0.9	0	2.6	0	1.3	0	1.3	0	0	0.7	0	0	0	0	0	2.8	0.9	0	0	1.3	1.2
Buses	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	7
% Buses	1.8	0	5.3	0	2.7	0	0	0	0	0	0	0	0	0	0	1.4	0.9	0	0	1.0	1.2



SHORTCOUNTS, LLC
735 Maryland St
Columbia, SC 29201
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File Name : Cates Bay Hwy @ Hwy 134
Site Code :
Start Date : 09/28/2022
Page No : 4

	Hwy 134 Southbound					Cates Bay Hwy Westbound					Hwy 134 (Dirt) Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	12	0	12	0	24	0	52	16	0	68	0	0	0	0	0	9	**35**	0	0	**44**	136
17:15	16	0	**25**	0	**41**	0	**55**	**22**	0	**77**	0	0	0	0	0	6	28	0	0	34	**152**
17:30	**17**	0	21	0	38	0	54	11	0	65	0	0	0	0	0	11	30	0	0	41	144
17:45	6	0	23	0	29	0	55	13	0	68	0	0	0	0	0	**12**	27	0	0	39	136
Total Volume	51	0	81	0	132	0	216	62	0	278	0	0	0	0	0	38	120	0	0	158	568
% App. Total	38.6	0	61.4	0		0	77.7	22.3	0		0	0	0	0		24.1	75.9	0	0		
PHF	.750	.000	.810	.000	.805	.000	.982	.705	.000	**.903**	.000	.000	.000	.000	.000	.792	.857	.000	.000	.898	.934
Passenger Vehicles	51	0	81	0	132	0	214	60	0	274	0	0	0	0	0	38	118	0	0	156	562
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	0.5	3.2	0	1.1	0	0	0	0	0	0	1.7	0	0	1.3	0.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2



SOUTEAST COUNTS, LLC
735 Maryland St
Columbia, SC 29201
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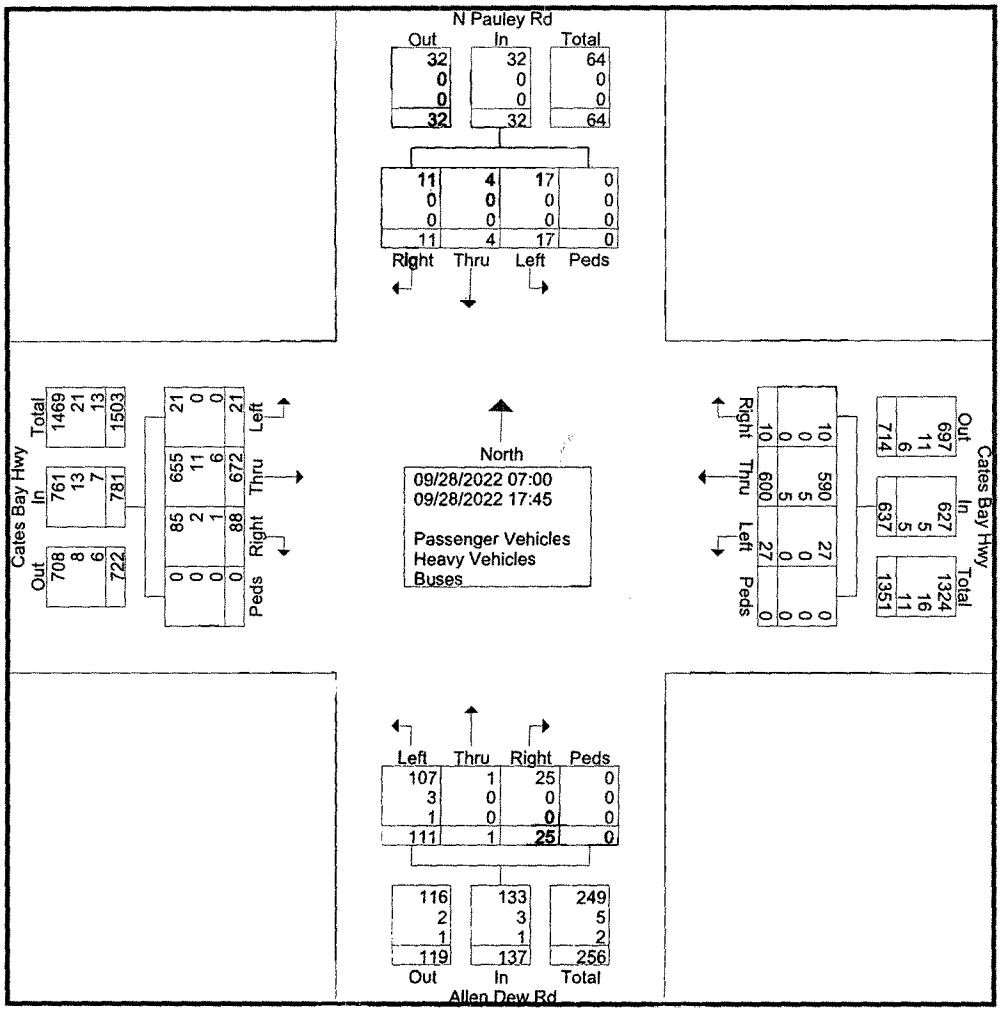
File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	N Pauley Rd Southbound				Cates Bay Hwy Westbound				Allen Dew Rd Northbound				Cates Bay Hwy Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	1	0	3	43	0	0	9	0	3	0	0	78	5	0	143
07:15	2	0	2	0	1	37	0	0	9	0	1	0	3	100	9	0	164
07:30	1	0	0	0	1	22	1	0	3	0	1	0	1	76	4	0	110
07:45	0	1	0	0	0	21	0	0	4	0	2	0	1	48	8	0	85
Total	4	1	3	0	5	123	1	0	25	0	7	0	5	302	26	0	502
08:00	0	0	0	0	2	21	0	0	4	0	0	0	0	37	2	0	66
08:15	1	0	1	0	0	17	0	0	5	0	3	0	4	36	3	0	70
08:30	5	0	2	0	0	16	0	0	5	0	1	0	1	32	3	0	65
08:45	0	0	1	0	0	21	0	0	3	0	1	0	0	40	4	0	70
Total	6	0	4	0	2	75	0	0	17	0	5	0	5	145	12	0	271
16:00	1	0	0	0	1	31	0	0	7	0	0	0	3	33	6	0	82
16:15	0	1	1	0	2	36	2	0	7	1	2	0	0	26	8	0	86
16:30	0	1	1	0	1	53	0	0	7	0	2	0	1	27	7	0	100
16:45	2	1	0	0	5	59	1	0	5	0	3	0	1	25	2	0	104
Total	3	3	2	0	9	179	3	0	26	1	7	0	5	111	23	0	372
17:00	1	0	0	0	2	55	3	0	10	0	1	0	0	39	1	0	112
17:15	1	0	1	0	5	62	0	0	13	0	2	0	1	26	11	0	122
17:30	0	0	0	0	2	53	2	0	11	0	1	0	3	27	8	0	107
17:45	2	0	1	0	2	53	1	0	9	0	2	0	2	22	7	0	101
Total	4	0	2	0	11	223	6	0	43	0	6	0	6	114	27	0	442
Grand Total	17	4	11	0	27	600	10	0	111	1	25	0	21	672	88	0	1587
Apprch %	53.1	12.5	34.4	0	4.2	94.2	1.6	0	81	0.7	18.2	0	2.7	86	11.3	0	
Total %	1.1	0.3	0.7	0	1.7	37.8	0.6	0	7	0.1	1.6	0	1.3	42.3	5.5	0	
Passenger Vehicles	17	4	11	0	27	590	10	0	107	1	25	0	21	655	85	0	1553
% Passenger Vehicles	100	100	100	0	100	98.3	100	0	96.4	100	100	0	100	97.5	96.6	0	97.9
Heavy Vehicles	0	0	0	0	0	5	0	0	3	0	0	0	0	11	2	0	21
% Heavy Vehicles	0	0	0	0	0	0.8	0	0	2.7	0	0	0	0	1.6	2.3	0	1.3
Buses	0	0	0	0	0	5	0	0	1	0	0	0	0	6	1	0	13
% Buses	0	0	0	0	0	0.8	0	0	0.9	0	0	0	0	0.9	1.1	0	0.8

SOUTHEASTERN TRAFFIC COUNTS, LLC
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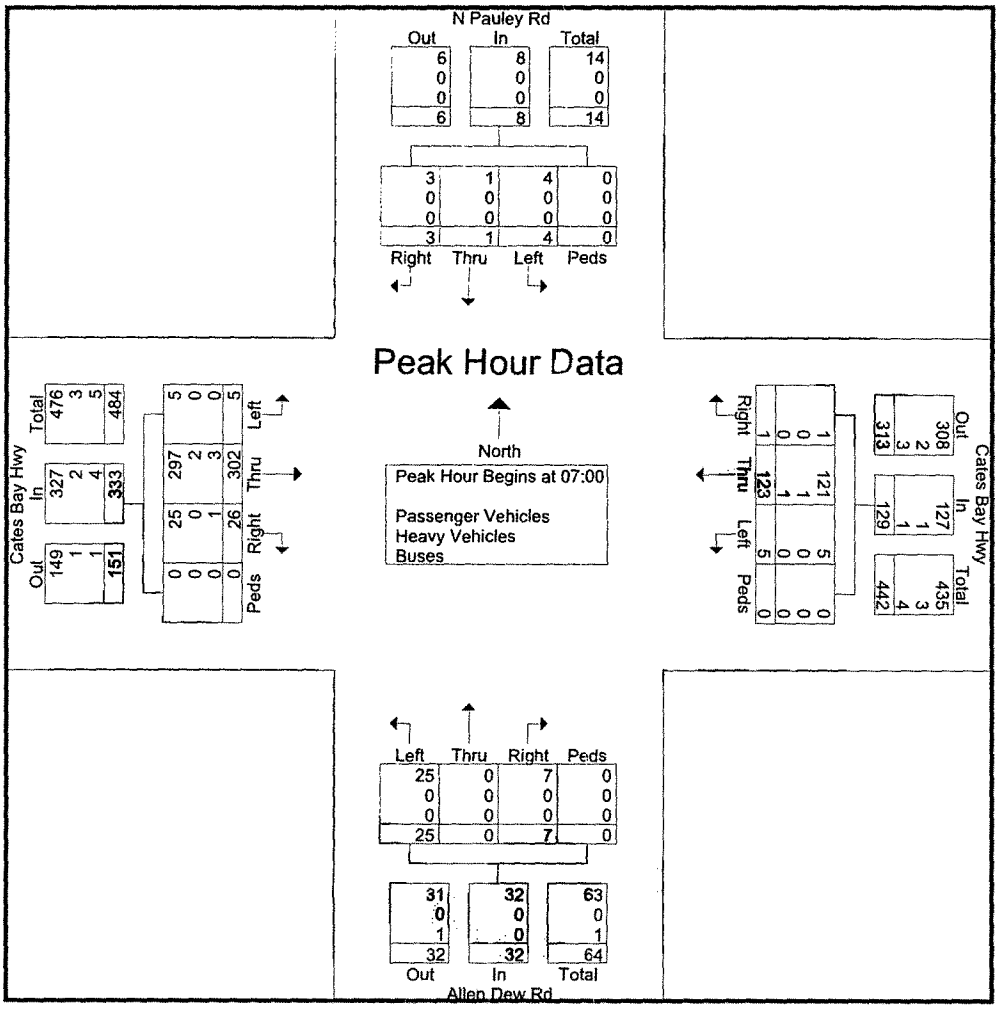
File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
Site Code :
Start Date : 09/28/2022
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SOARCOUNTS, LLC
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File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
Site Code :
Start Date : 09/28/2022
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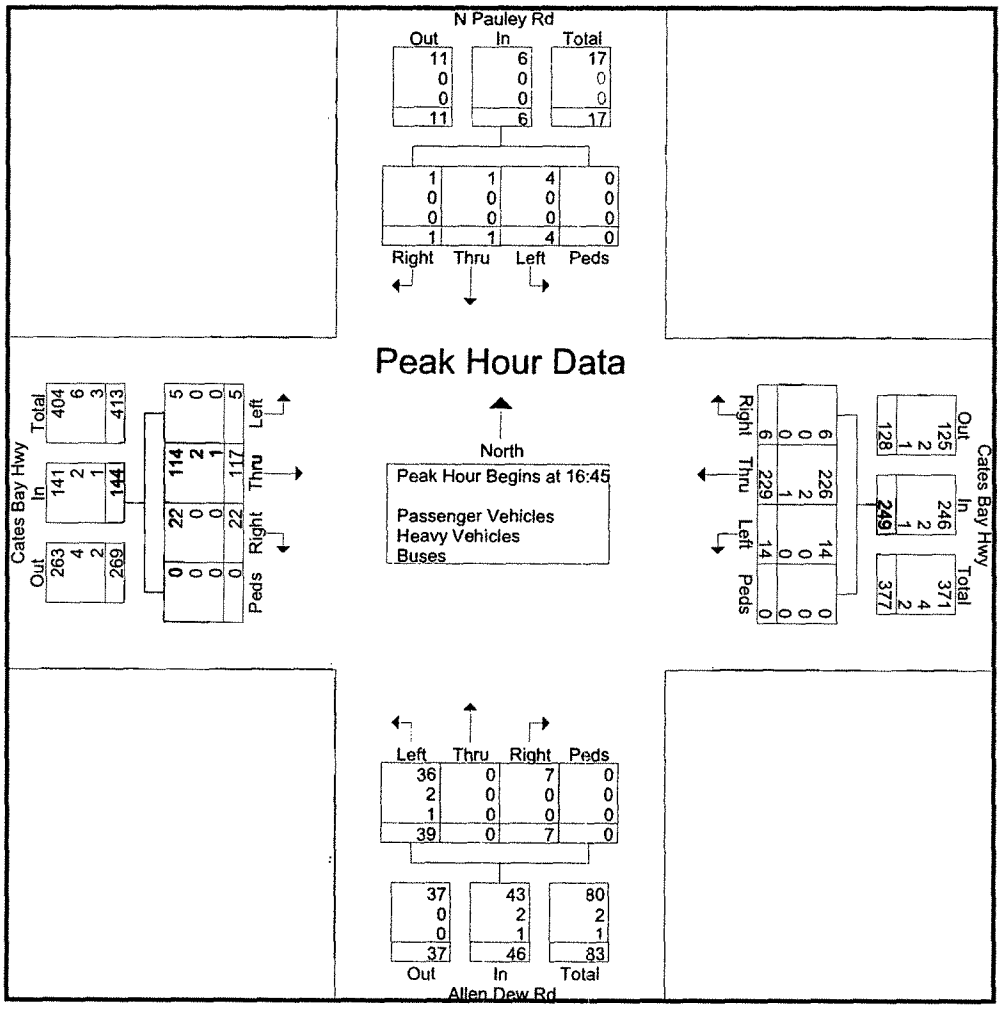
	N Pauley Rd Southbound					Cates Bay Hwy Westbound					Allen Dew Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	0	1	0	2	**3**	**43**	0	0	**46**	**9**	0	**3**	0	**12**	0	78	5	0	83	143
07:15	**2**	0	**2**	0	**4**	1	37	0	0	38	9	0	1	0	10	**3**	**100**	**9**	0	**112**	**164**
07:30	1	0	0	0	1	1	22	**1**	0	24	3	0	1	0	4	1	76	4	0	81	110
07:45	0	**1**	0	0	1	0	21	0	0	21	4	0	2	0	6	1	48	8	0	57	85
Total Volume	4	1	3	0	8	5	123	1	0	129	25	0	7	0	32	5	302	26	0	333	502
% App. Total	50	12.5	37.5	0		3.9	95.3	0.8	0		78.1	0	21.9	0		1.5	90.7	7.8	0		
PHF	.500	.250	.375	.000	.500	.417	.715	.250	.000	.701	.694	.000	.583	.000	.667	.417	.755	.722	.000	.743	.765
Passenger Vehicles	4	1	3	0	8	5	121	1	0	127	25	0	7	0	32	5	297	25	0	327	494
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	1.0	3.8	0	1.2	1.0



SCRC CIVILS, LLC
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File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
Site Code :
Start Date : 09/28/2022
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	N Pauley Rd Southbound					Cates Bay Hwy Westbound					Allen Dew Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**2**	**1**	0	0	**3**	**5**	59	1	0	65	5	0	**3**	0	8	1	25	2	0	28	104
17:00	1	0	0	0	1	2	55	**3**	0	60	10	0	1	0	11	0	**39**	1	0	**40**	112
17:15	1	0	**1**	0	2	5	**62**	0	0	**67**	**13**	0	2	0	**15**	1	26	**11**	0	38	**122**
17:30	0	0	0	0	0	2	53	2	0	57	11	0	1	0	12	**3**	27	8	0	38	107
Total Volume	4	1	1	0	6	14	229	6	0	249	39	0	7	0	46	5	117	22	0	144	445
% App. Total	66.7	16.7	16.7	0		5.6	92	2.4	0		84.8	0	15.2	0		3.5	81.2	15.3	0		
PHF	.500	.250	.250	.000	.500	.700	.923	.500	.000	.929	.750	.000	.583	.000	.767	.417	.750	.500	.000	.900	.912
Passenger Vehicles	4	1	1	0	6	14	226	6	0	246	36	0	7	0	43	5	114	22	0	141	436
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	0	0.9	0	0	0.8	5.1	0	0	0	4.3	0	1.7	0	0	1.4	1.3
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	2.6	0	0	0	2.2	0	0.9	0	0	0.7	0.7



SOUTHEASTERN COUNTS, LLC
735 Maryland St
Columbia, SC 29201

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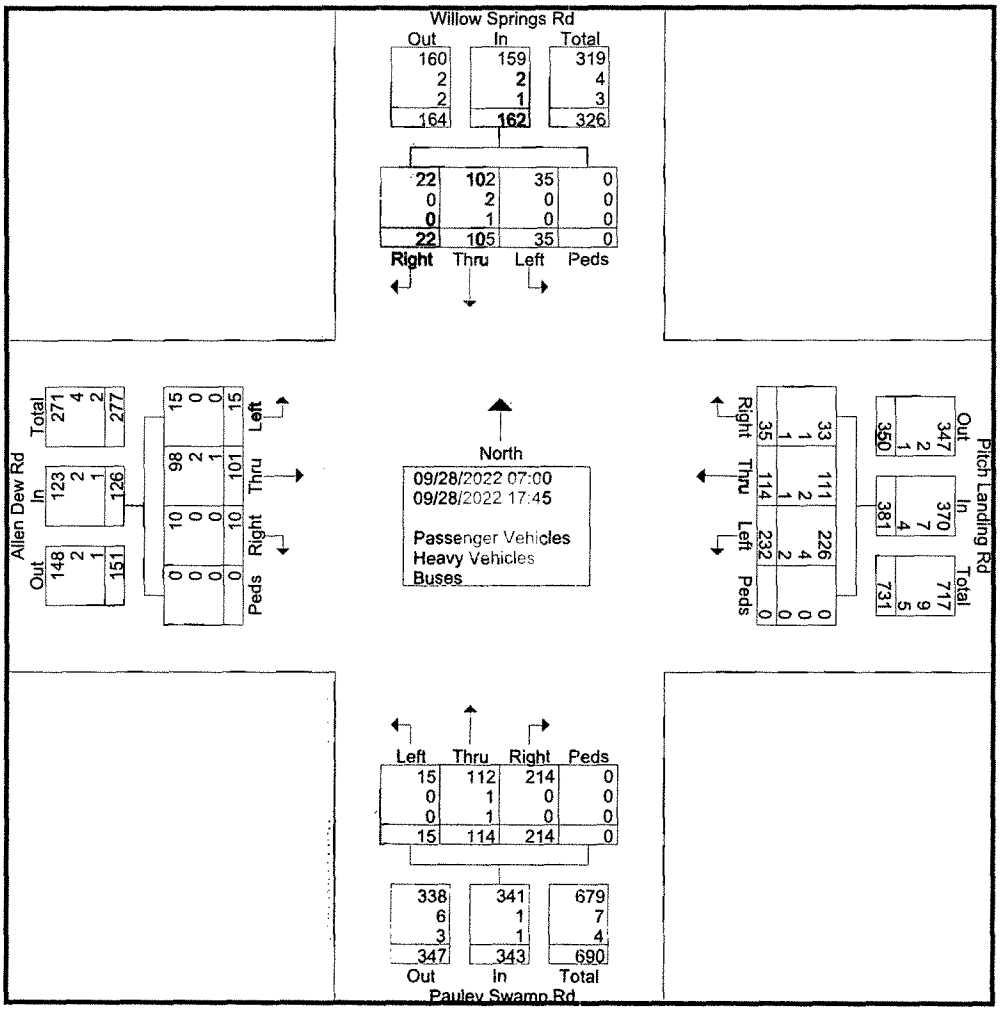
File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Willow Springs Rd Southbound				Pitch Landing Rd Westbound				Pauley Swamp Rd Northbound				Allen Dew Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	3	0	3	5	2	0	1	12	50	0	1	14	1	0	93
07:15	1	5	1	0	9	8	2	0	1	13	26	0	1	13	1	0	81
07:30	2	8	0	0	3	2	2	0	1	4	7	0	2	8	1	0	40
07:45	3	8	1	0	5	5	0	0	1	6	17	0	0	7	0	0	53
Total	7	21	5	0	20	20	6	0	4	35	100	0	4	42	3	0	267
08:00	2	2	0	0	6	1	1	0	1	7	16	0	2	5	0	0	43
08:15	1	1	0	0	10	3	3	0	1	6	9	0	1	3	0	0	38
08:30	2	7	2	0	2	1	1	0	2	6	17	0	0	3	0	0	43
08:45	3	2	0	0	7	1	1	0	0	3	12	0	1	2	1	0	33
Total	8	12	2	0	25	6	6	0	4	22	54	0	4	13	1	0	157
16:00	5	3	1	0	20	14	2	0	1	5	8	0	1	7	1	0	68
16:15	0	12	2	0	25	7	4	0	2	2	4	0	1	5	2	0	66
16:30	3	8	2	0	24	13	1	0	0	6	11	0	0	7	1	0	76
16:45	4	5	1	0	23	8	4	0	0	11	6	0	1	5	0	0	68
Total	12	28	6	0	92	42	11	0	3	24	29	0	3	24	4	0	278
17:00	0	10	4	0	23	14	6	0	0	6	10	0	1	3	0	0	77
17:15	3	14	1	0	28	17	3	0	1	15	5	0	1	10	0	0	98
17:30	3	12	2	0	26	8	2	0	2	8	9	0	0	6	0	0	78
17:45	2	8	2	0	18	7	1	0	1	4	7	0	2	3	2	0	57
Total	8	44	9	0	95	46	12	0	4	33	31	0	4	22	2	0	310
Grand Total	35	105	22	0	232	114	35	0	15	114	214	0	15	101	10	0	1012
Apprch %	21.6	64.8	13.6	0	60.9	29.9	9.2	0	4.4	33.2	62.4	0	11.9	80.2	7.9	0	
Total %	3.5	10.4	2.2	0	22.9	11.3	3.5	0	1.5	11.3	21.1	0	1.5	10	1	0	
Passenger Vehicles	35	102	22	0	226	111	33	0	15	112	214	0	15	98	10	0	993
% Passenger Vehicles	100	97.1	100	0	97.4	97.4	94.3	0	100	98.2	100	0	100	97	100	0	98.1
Heavy Vehicles	0	2	0	0	4	2	1	0	0	1	0	0	0	2	0	0	12
% Heavy Vehicles	0	1.9	0	0	1.7	1.8	2.9	0	0	0.9	0	0	0	2	0	0	1.2
Buses	0	1	0	0	2	1	1	0	0	1	0	0	0	1	0	0	7
% Buses	0	1	0	0	0.9	0.9	2.9	0	0	0.9	0	0	0	1	0	0	0.7

SURVEYING, LLC
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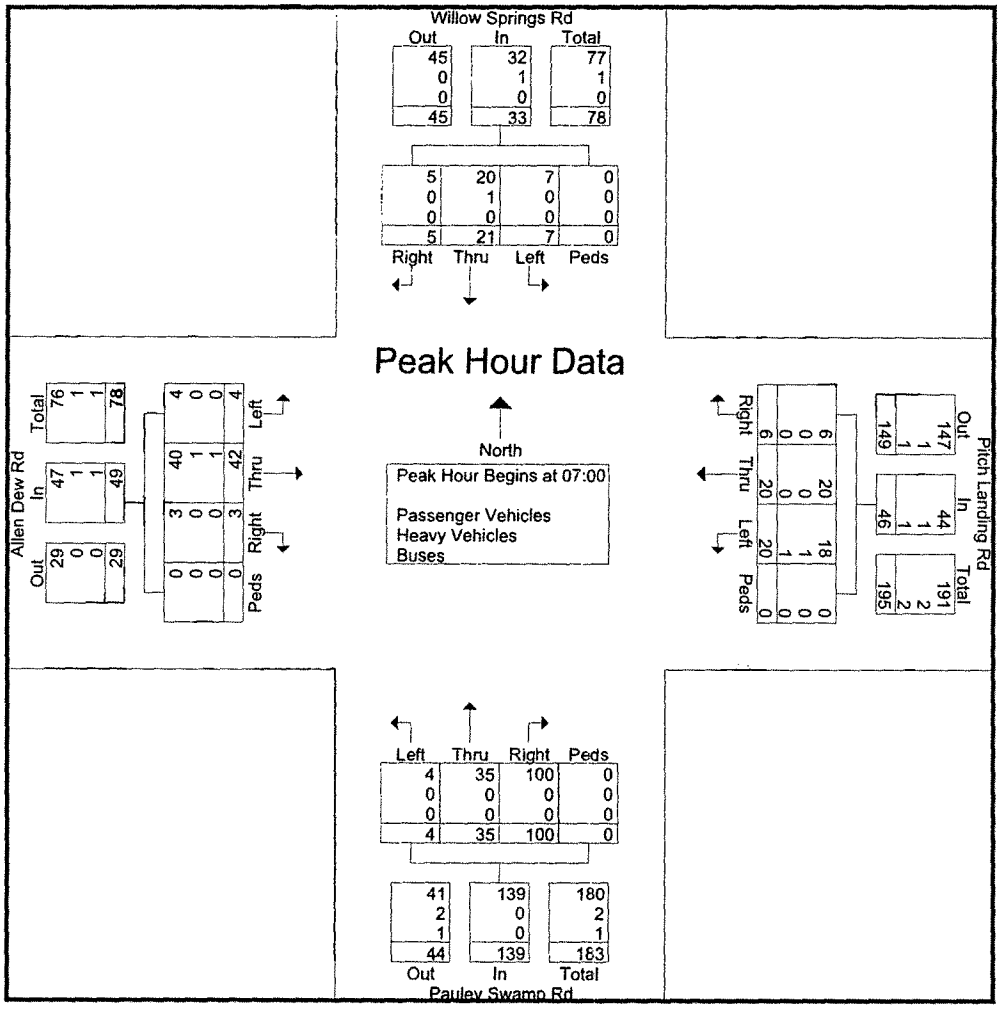
File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
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SOUTHEASTERN COUNTS, LLC
735 Maryland St
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File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
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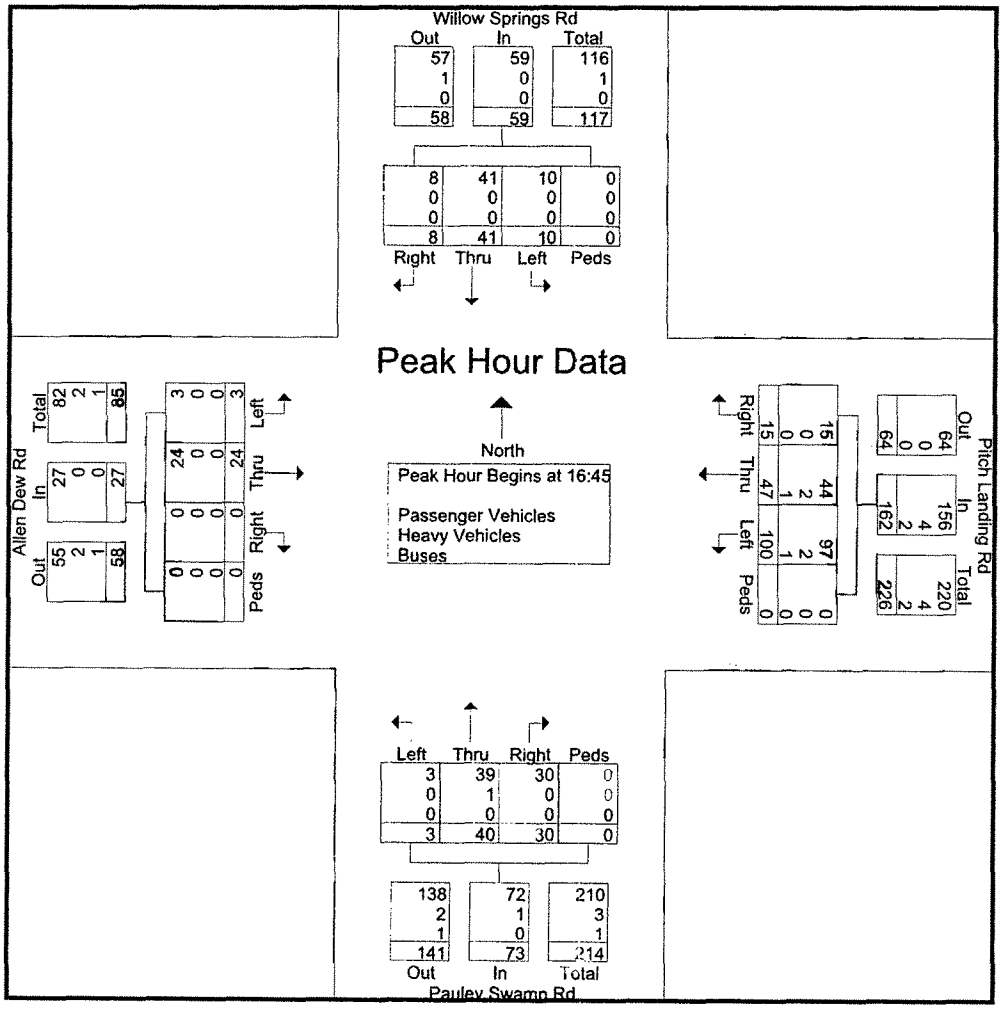
	Willow Springs Rd Southbound					Pitch Landing Rd Westbound					Pauley Swamp Rd Northbound					Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	0	**3**	0	4	3	5	**2**	0	10	**1**	12	**50**	0	**63**	1	**14**	**1**	0	**16**	**93**
07:15	1	5	1	0	7	**9**	**8**	2	0	**19**	1	**13**	26	0	40	1	13	1	0	15	81
07:30	2	**8**	0	0	10	3	2	2	0	7	1	4	7	0	12	**2**	8	1	0	11	40
07:45	**3**	8	1	0	**12**	5	5	0	0	10	1	6	17	0	24	0	7	0	0	7	53
Total Volume	7	21	5	0	33	20	20	6	0	46	4	35	100	0	139	4	42	3	0	49	267
% App. Total	21.2	63.6	15.2	0		43.5	43.5	13	0		2.9	25.2	71.9	0		8.2	85.7	6.1	0		
PHF	.583	.656	.417	.000	.688	.556	.625	.750	.000	.605	1.00	.673	.500	.000	.552	.500	.750	.750	.000	.766	.718
Passenger Vehicles	7	20	5	0	32	18	20	6	0	44	4	35	100	0	139	4	40	3	0	47	262
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
% Heavy Vehicles	0	4.8	0	0	3.0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	1.1
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	0.7



SAM RC COUNTS, LLC
735 Maryland St
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File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
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	Willow Springs Rd Southbound					Pitch Landing Rd Westbound					Pauley Swamp Rd Northbound					Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	4	5	1	0	10	23	8	4	0	35	0	11	6	0	17	1	5	0	0	6	68
17:00	0	10	4	0	14	23	14	6	0	43	0	6	10	0	16	1	3	0	0	4	77
17:15	3	14	1	0	18	28	17	3	0	48	1	15	5	0	21	1	10	0	0	11	98
17:30	3	12	2	0	17	26	8	2	0	36	2	8	9	0	19	0	6	0	0	6	78
Total Volume	10	41	8	0	59	100	47	15	0	162	3	40	30	0	73	3	24	0	0	27	321
% App. Total	16.9	69.5	13.6	0		61.7	29	9.3	0		4.1	54.8	41.1	0		11.1	88.9	0	0		
PHF	.625	.732	.500	.000	.819	.893	.691	.625	.000	.844	.375	.667	.750	.000	.869	.750	.600	.000	.000	.614	.819
Passenger Vehicles	10	41	8	0	59	97	44	15	0	156	3	39	30	0	72	3	24	0	0	27	314
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	5
% Heavy Vehicles	0	0	0	0	0	2.0	4.3	0	0	2.5	0	2.5	0	0	1.4	0	0	0	0	0	1.6
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	1.0	2.1	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.6



SOUTH COAST, LLC
735 Maryland St
Columbia, SC 29201
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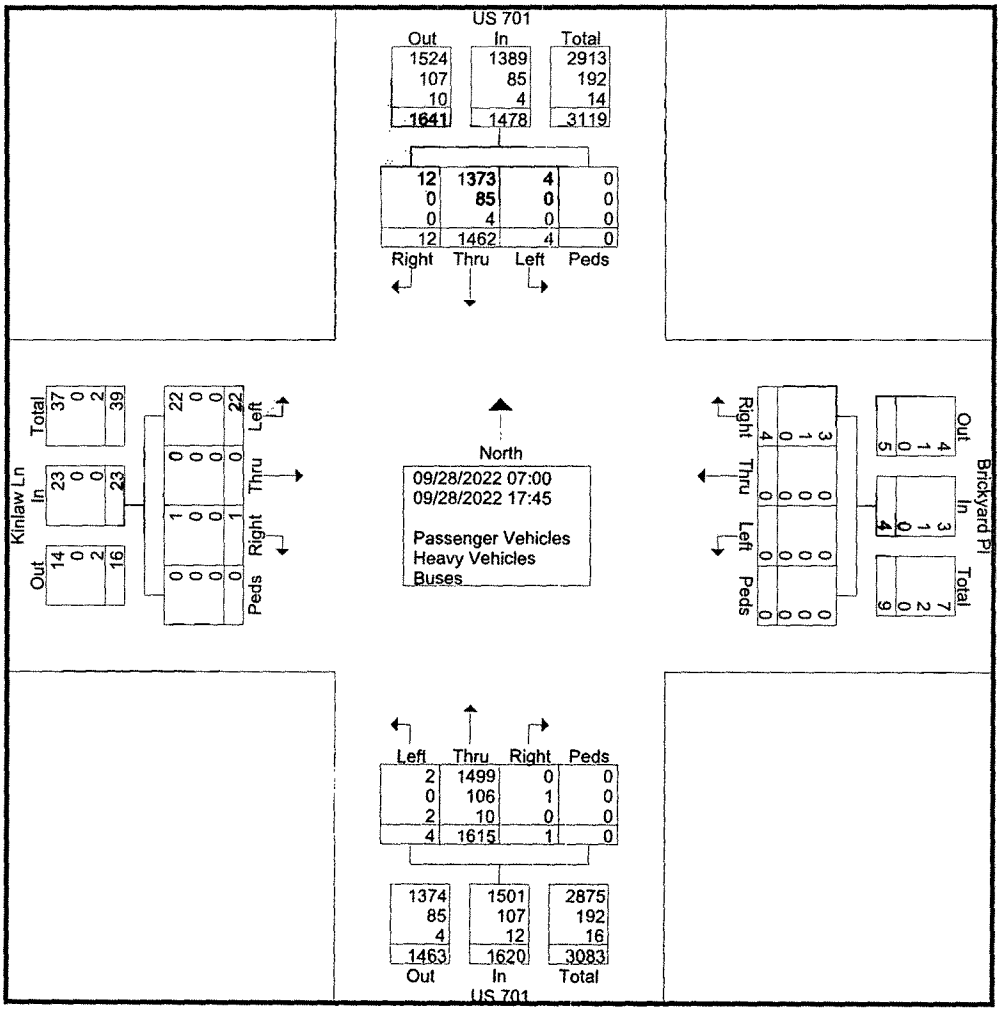
File Name : US 701 @ Kinlaw-Brickyard Pl
Site Code :
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	US 701 Southbound				Brickyard Pl Westbound				US 701 Northbound				Kinlaw Ln Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	68	0	0	0	0	0	0	0	173	0	0	4	0	0	0	245
07:15	0	78	0	0	0	0	0	0	0	129	1	0	0	0	0	0	208
07:30	0	72	1	0	0	0	2	0	0	137	0	0	1	0	0	0	213
07:45	0	76	1	0	0	0	0	0	0	101	0	0	1	0	0	0	179
Total	0	294	2	0	0	0	2	0	0	540	1	0	6	0	0	0	845
08:00	0	68	0	0	0	0	0	0	0	109	0	0	0	0	0	0	177
08:15	1	60	0	0	0	0	0	0	0	92	0	0	0	0	0	0	153
08:30	1	63	0	0	0	0	0	0	0	89	0	0	2	0	0	0	155
08:45	0	59	0	0	0	0	0	0	0	82	0	0	1	0	0	0	142
Total	2	250	0	0	0	0	0	0	0	372	0	0	3	0	0	0	627
16:00	0	109	0	0	0	0	1	0	0	113	0	0	2	0	0	0	225
16:15	0	104	1	0	0	0	0	0	0	99	0	0	1	0	0	0	205
16:30	0	80	2	0	0	0	0	0	0	78	0	0	2	0	0	0	162
16:45	1	116	0	0	0	0	0	0	3	89	0	0	3	0	0	0	212
Total	1	409	3	0	0	0	1	0	3	379	0	0	8	0	0	0	804
17:00	1	119	3	0	0	0	0	0	0	82	0	0	3	0	0	0	208
17:15	0	138	2	0	0	0	1	0	1	85	0	0	0	0	0	0	227
17:30	0	130	2	0	0	0	0	0	0	85	0	0	2	0	0	0	219
17:45	0	122	0	0	0	0	0	0	0	72	0	0	0	0	1	0	195
Total	1	509	7	0	0	0	1	0	1	324	0	0	5	0	1	0	849
Grand Total	4	1462	12	0	0	0	4	0	4	1615	1	0	22	0	1	0	3125
Apprch %	0.3	98.9	0.8	0	0	0	100	0	0.2	99.7	0.1	0	95.7	0	4.3	0	
Total %	0.1	46.8	0.4	0	0	0	0.1	0	0.1	51.7	0	0	0.7	0	0	0	
Passenger Vehicles	4	1373	12	0	0	0	3	0	2	1499	0	0	22	0	1	0	2916
% Passenger Vehicles	100	93.9	100	0	0	0	75	0	50	92.8	0	0	100	0	100	0	93.3
Heavy Vehicles	0	85	0	0	0	0	1	0	0	106	1	0	0	0	0	0	193
% Heavy Vehicles	0	5.8	0	0	0	0	25	0	0	6.6	100	0	0	0	0	0	6.2
Buses	0	4	0	0	0	0	0	0	2	10	0	0	0	0	0	0	16
% Buses	0	0.3	0	0	0	0	0	0	50	0.6	0	0	0	0	0	0	0.5

SHOOTS COUNTS, LLC
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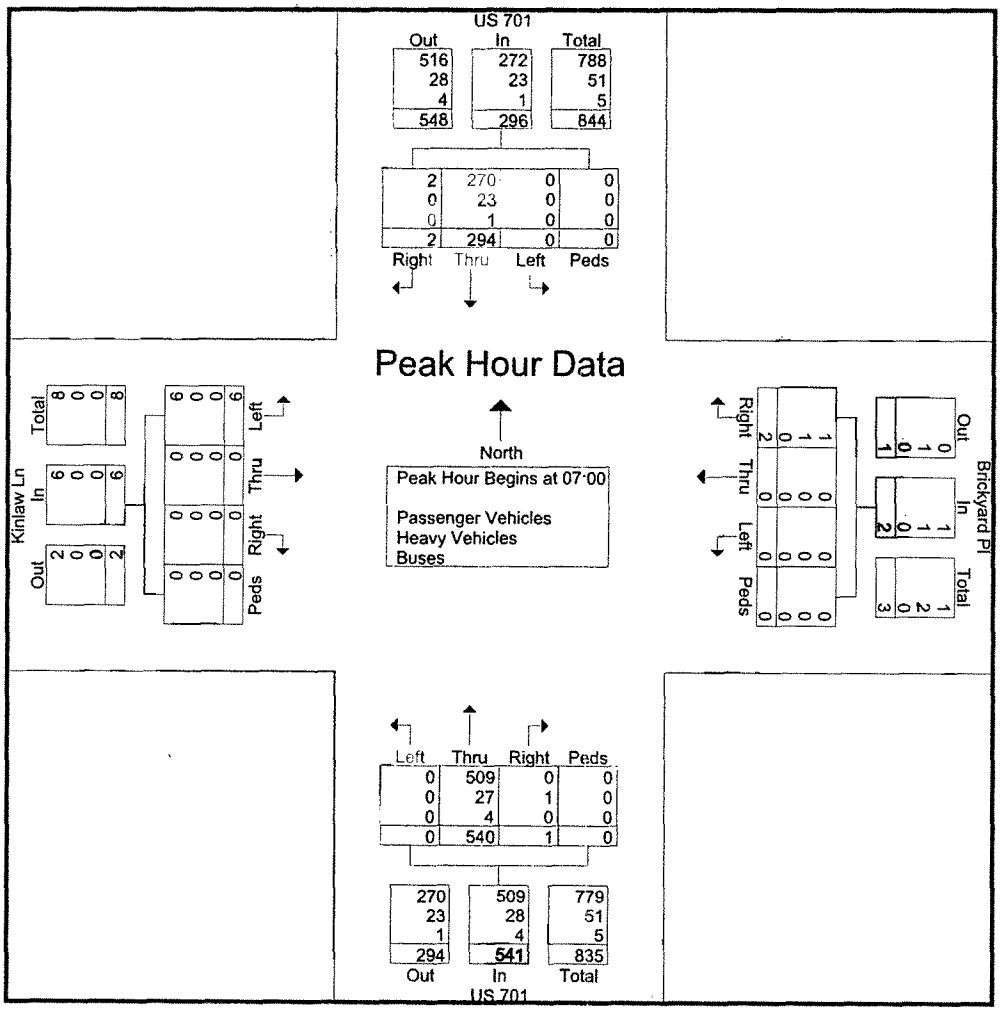
File Name : US 701 @ Kinlaw-Brickyard Pl
Site Code :
Start Date : 09/28/2022
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SURFACE VIEWS, LLC
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File Name : US 701 @ Kinlaw-Brickyard Pl
Site Code :
Start Date : 09/28/2022
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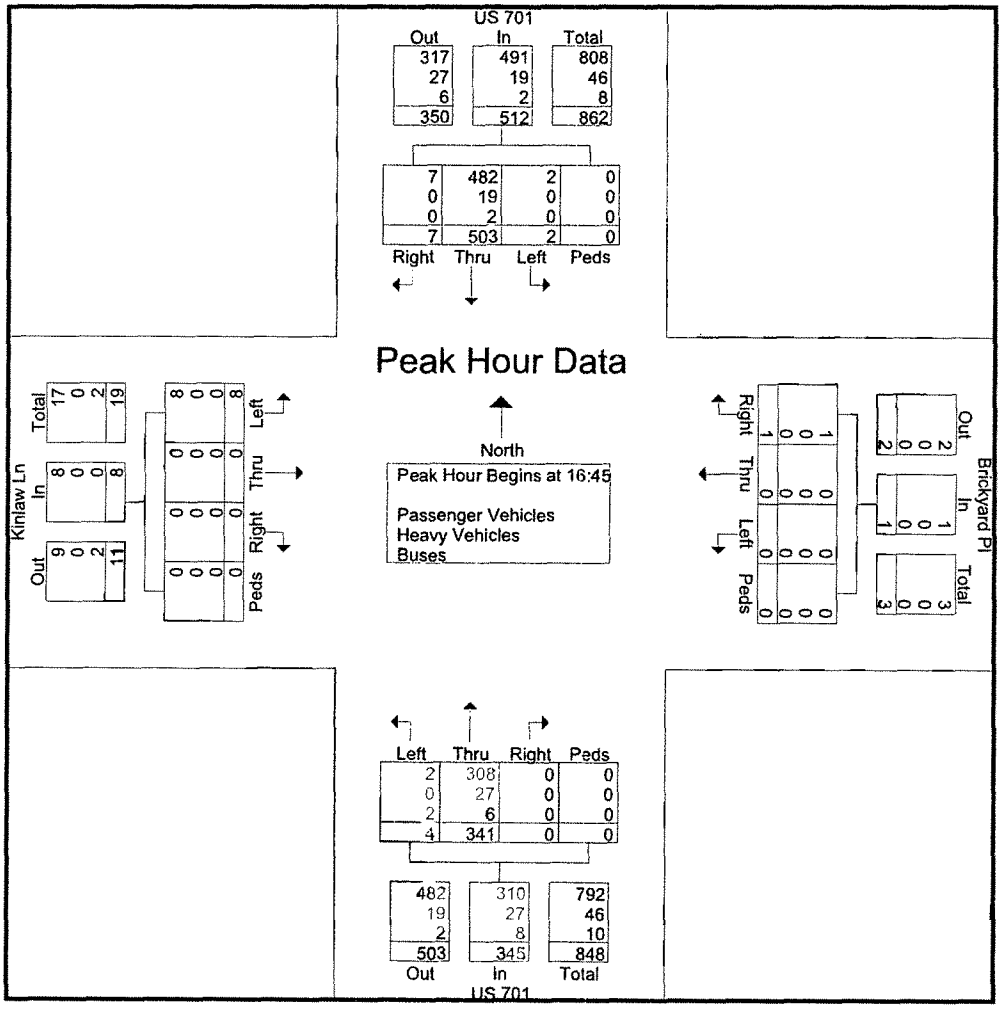
	US 701 Southbound					Brickyard Pl Westbound					US 701 Northbound					Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	68	0	0	68	0	0	0	0	0	0	**173**	0	0	**173**	**4**	0	0	0	**4**	**245**
07:15	0	**78**	0	0	**78**	0	0	0	0	0	0	129	**1**	0	130	0	0	0	0	0	208
07:30	0	72	**1**	0	73	0	0	**2**	0	**2**	0	137	0	0	137	1	0	0	0	1	213
07:45	0	76	1	0	77	0	0	0	0	0	0	101	0	0	101	1	0	0	0	1	179
Total Volume	0	294	2	0	296	0	0	2	0	2	0	540	1	0	541	6	0	0	0	6	845
% App. Total	0	99.3	0.7	0		0	0	100	0		0	99.8	0.2	0		100	0	0	0		
PHF	.000	.942	.500	.000	.949	.000	.000	.250	.000	.250	.000	.780	.250	.000	.782	.375	.000	.000	.000	.375	.862
Passenger Vehicles	0	270	2	0	272	0	0	1	0	1	0	509	0	0	509	6	0	0	0	6	788
% Passenger Vehicles																					
Heavy Vehicles	0	23	0	0	23	0	0	1	0	1	0	27	1	0	28	0	0	0	0	0	52
% Heavy Vehicles	0	7.8	0	0	7.8	0	0	50.0	0	50.0	0	5.0	100	0	5.2	0	0	0	0	0	6.2
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.6



SOUTH STATES, LLC
735 Maryland St
Columbia, SC 29201
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File Name : US 701 @ Kinlaw-Brickyard Pl
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	US 701 Southbound					Brickyard Pl Westbound					US 701 Northbound					Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**1**	116	0	0	117	0	0	0	0	0	**3**	**89**	0	0	**92**	**3**	0	0	0	**3**	212
17:00	1	119	**3**	0	123	0	0	0	0	0	0	82	0	0	82	3	0	0	0	3	208
17:15	0	**138**	2	0	**140**	0	0	**1**	0	**1**	1	85	0	0	86	0	0	0	0	0	**227**
17:30	0	130	2	0	132	0	0	0	0	0	0	85	0	0	85	2	0	0	0	2	219
Total Volume	2	503	7	0	512	0	0	1	0	1	4	341	0	0	345	8	0	0	0	8	866
% App. Total	0.4	98.2	1.4	0		0	0	100	0		1.2	98.8	0	0		100	0	0	0		
PHF	.500	.911	.583	.000	.914	.000	.000	.250	.000	.250	.333	.958	.000	.000	.938	.667	.000	.000	.000	.667	.954
Passenger Vehicles	2	482	7	0	491	0	0	1	0	1	2	308	0	0	310	8	0	0	0	8	810
% Passenger Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46
% Heavy Vehicles	0	3.8	0	0	3.7	0	0	0	0	0	0	7.9	0	0	7.8	0	0	0	0	0	5.3
Buses	0	2	0	0	2	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	10
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	50.0	1.8	0	0	2.3	0	0	0	0	0	1.2



SOUTH COUNTS, LLC
735 Maryland St
Columbia, SC 29201
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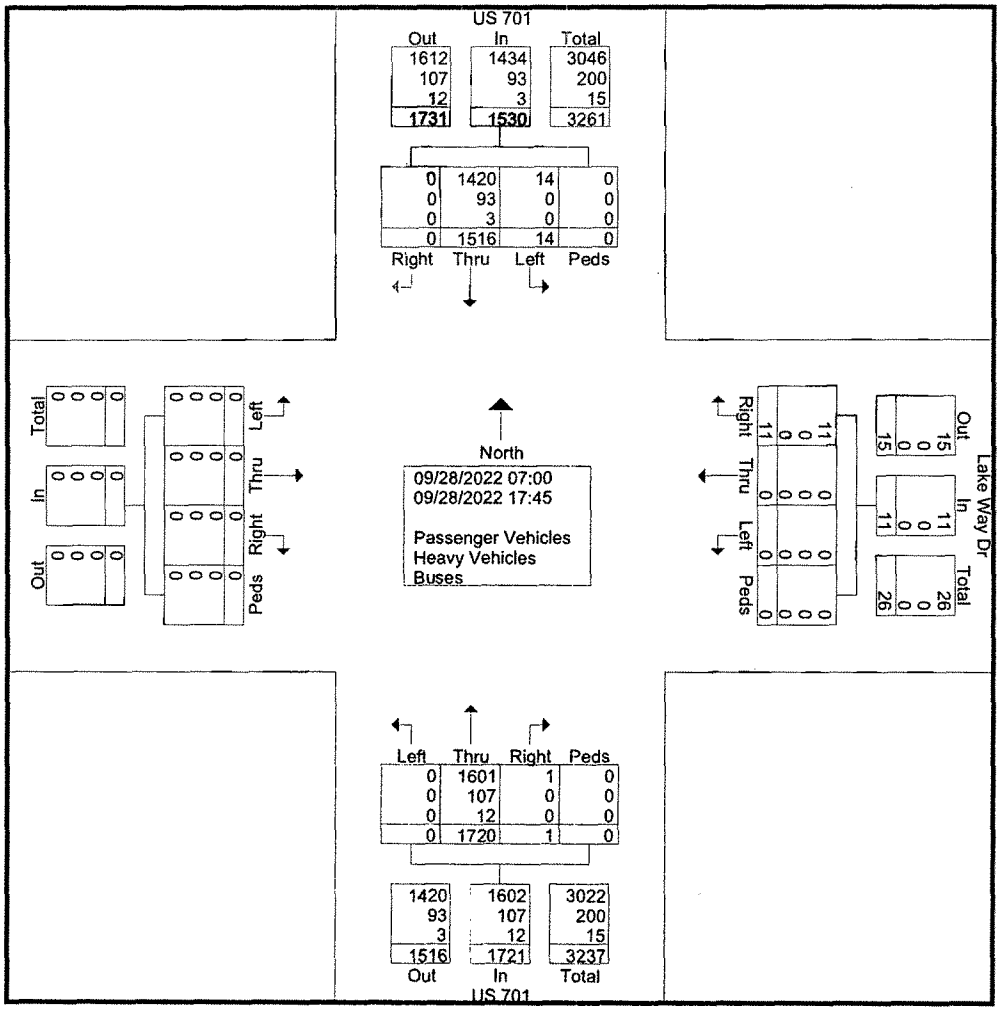
File Name : US 701 @ Lake Way Dr
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	US 701 Southbound				Lake Way Dr Westbound				US 701 Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	65	0	0	0	0	4	0	0	194	0	0	0	0	0	0	263
07:15	0	80	0	0	0	0	0	0	0	152	0	0	0	0	0	0	232
07:30	0	71	0	0	0	0	1	0	0	130	0	0	0	0	0	0	202
07:45	0	78	0	0	0	0	0	0	0	113	0	0	0	0	0	0	191
Total	0	294	0	0	0	0	5	0	0	589	0	0	0	0	0	0	888
08:00	1	79	0	0	0	0	0	0	0	104	0	0	0	0	0	0	184
08:15	1	54	0	0	0	0	2	0	0	109	0	0	0	0	0	0	166
08:30	0	76	0	0	0	0	1	0	0	82	0	0	0	0	0	0	159
08:45	0	60	0	0	0	0	0	0	0	98	0	0	0	0	0	0	158
Total	2	269	0	0	0	0	3	0	0	393	0	0	0	0	0	0	667
16:00	2	110	0	0	0	0	0	0	0	103	0	0	0	0	0	0	215
16:15	1	106	0	0	0	0	0	0	0	87	0	0	0	0	0	0	194
16:30	1	95	0	0	0	0	1	0	0	108	0	0	0	0	0	0	205
16:45	1	115	0	0	0	0	0	0	0	81	0	0	0	0	0	0	197
Total	5	426	0	0	0	0	1	0	0	379	0	0	0	0	0	0	811
17:00	2	127	0	0	0	0	0	0	0	96	1	0	0	0	0	0	226
17:15	2	139	0	0	0	0	0	0	0	92	0	0	0	0	0	0	233
17:30	1	138	0	0	0	0	1	0	0	89	0	0	0	0	0	0	229
17:45	2	123	0	0	0	0	1	0	0	82	0	0	0	0	0	0	208
Total	7	527	0	0	0	0	2	0	0	359	1	0	0	0	0	0	896
Grand Total	14	1516	0	0	0	0	11	0	0	1720	1	0	0	0	0	0	3262
Apprch %	0.9	99.1	0	0	0	0	100	0	0	99.9	0.1	0	0	0	0	0	
Total %	0.4	46.5	0	0	0	0	0.3	0	0	52.7	0	0	0	0	0	0	
Passenger Vehicles	14	1420	0	0	0	0	11	0	0	1601	1	0	0	0	0	0	3047
% Passenger Vehicles	100	93.7	0	0	0	0	100	0	0	93.1	100	0	0	0	0	0	93.4
Heavy Vehicles	0	93	0	0	0	0	0	0	0	107	0	0	0	0	0	0	200
% Heavy Vehicles	0	6.1	0	0	0	0	0	0	0	6.2	0	0	0	0	0	0	6.1
Buses	0	3	0	0	0	0	0	0	0	12	0	0	0	0	0	0	15
% Buses	0	0.2	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0.5

SHORE COUNTS, LLC
735 Maryland St
Columbia, SC 29201
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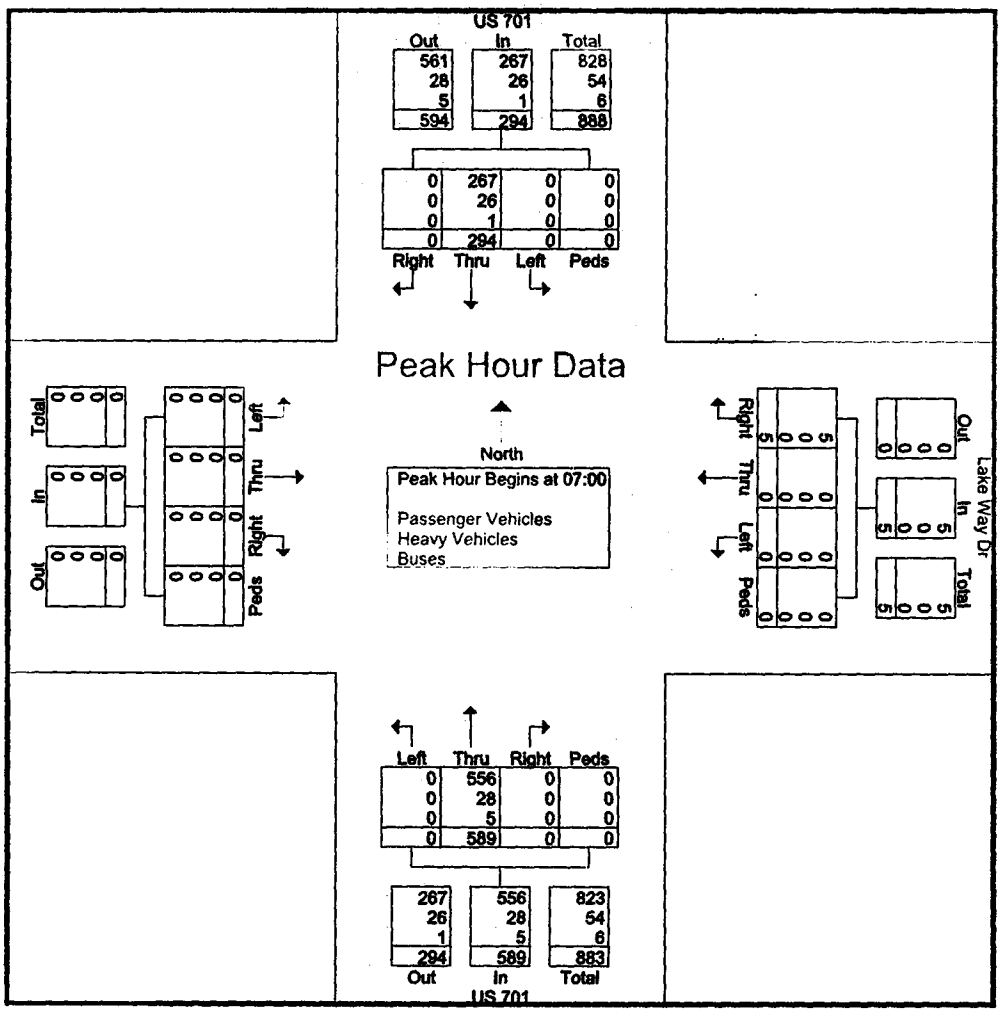
File Name : US 701 @ Lake Way Dr
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SHORE COUNTS, LLC
735 Maryland St
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File Name : US 701 @ Lake Way Dr
Site Code :
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	US 701 Southbound					Lake Way Dr Westbound					US 701 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	65	0	0	65	0	0	4	0	4	0	194	0	0	194	0	0	0	0	0	263
07:15	0	80	0	0	80	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	232
07:30	0	71	0	0	71	0	0	1	0	1	0	130	0	0	130	0	0	0	0	0	202
07:45	0	78	0	0	78	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	191
Total Volume	0	294	0	0	294	0	0	5	0	5	0	589	0	0	589	0	0	0	0	0	888
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.919	.000	.000	.919	.000	.000	.313	.000	.313	.000	.759	.000	.000	.759	.000	.000	.000	.000	.000	.844
Passenger Vehicles	0	267	0	0	267	0	0	5	0	5	0	556	0	0	556	0	0	0	0	0	828
% Passenger Vehicles																					
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	54
% Heavy Vehicles	0	8.8	0	0	8.8	0	0	0	0	0	0	4.8	0	0	4.8	0	0	0	0	0	6.1
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.7

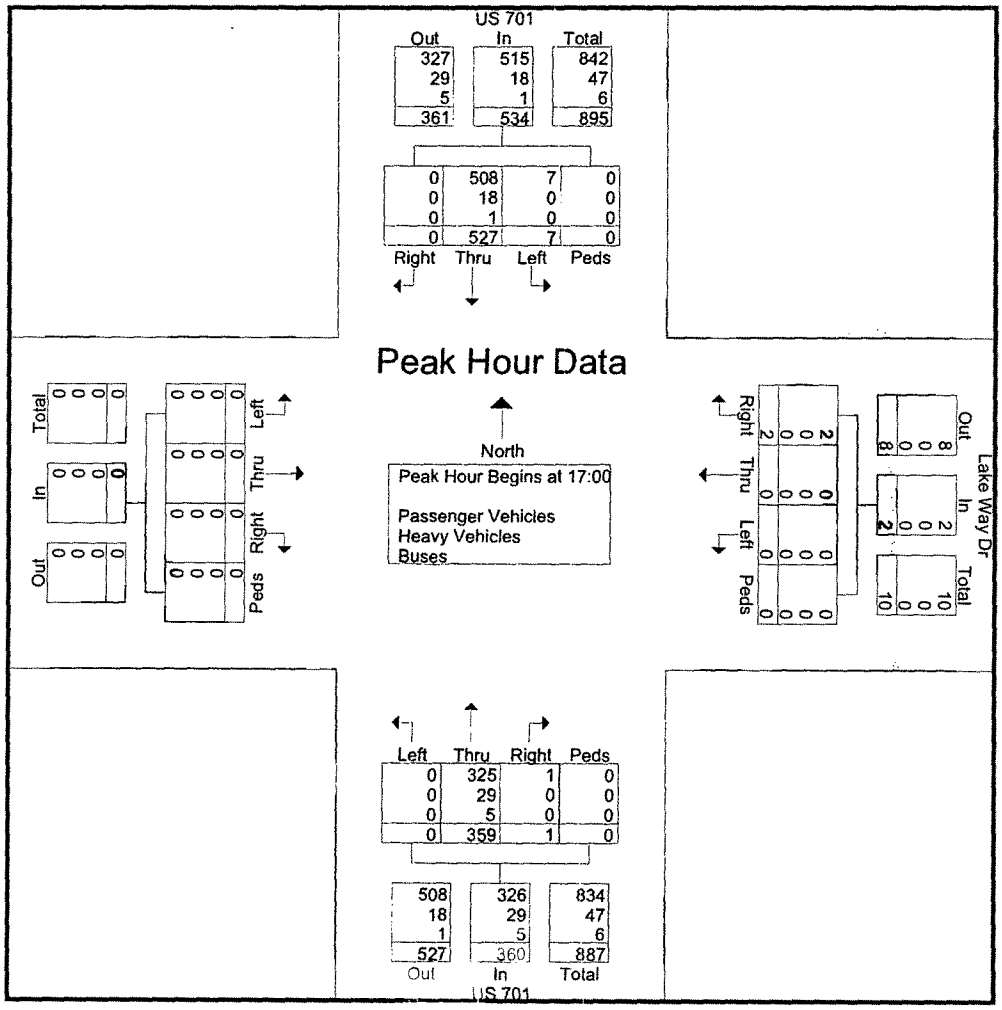


S&H TRAFFIC COUNTS, LLC
735 Maryland St
Columbia, SC 29201

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

File Name : US 701 @ Lake Way Dr
Site Code :
Start Date : 09/28/2022
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	US 701 Southbound					Lake Way Dr Westbound					US 701 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**2**	127	0	0	129	0	0	0	0	0	0	**96**	**1**	0	**97**	0	0	0	0	0	226
17:15	2	**139**	0	0	**141**	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	**233**
17:30	1	138	0	0	139	0	0	**1**	0	**1**	0	89	0	0	89	0	0	0	0	0	229
17:45	2	123	0	0	125	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	208
Total Volume	7	527	0	0	534	0	0	2	0	2	0	359	1	0	360	0	0	0	0	0	896
% App. Total	1.3	98.7	0	0		0	0	100	0		0	99.7	0.3	0		0	0	0	0		
PHF	.875	.948	.000	.000	.947	.000	.000	.500	.000	.500	.000	.935	.250	.000	.928	.000	.000	.000	.000	.000	.961
Passenger Vehicles	7	508	0	0	515	0	0	2	0	2	0	325	1	0	326	0	0	0	0	0	843
% Passenger Vehicles																					
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	47
% Heavy Vehicles	0	3.4	0	0	3.4	0	0	0	0	0	0	8.1	0	0	8.1	0	0	0	0	0	5.2
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0.7



SOARE CIVILS, LLC
735 Maryland St
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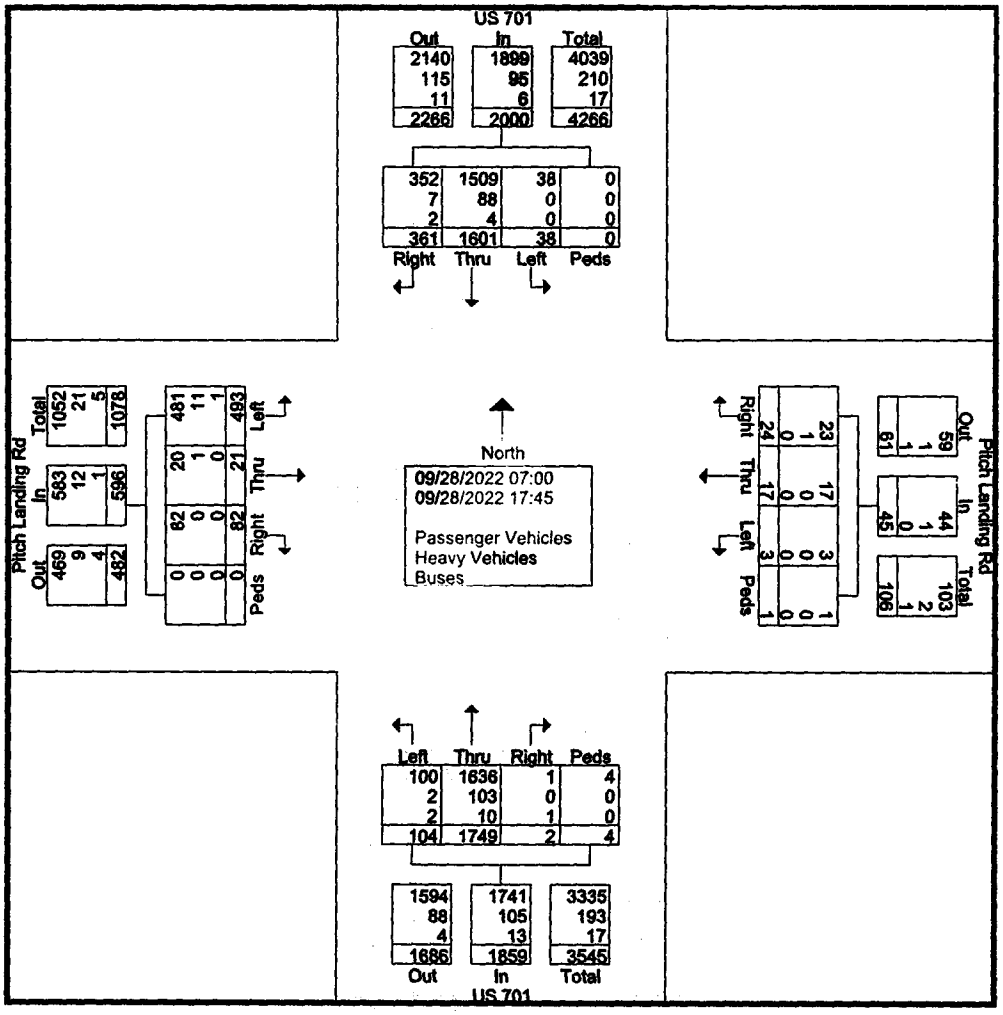
File Name : US 701 @ Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	US 701 Southbound				Pitch Landing Rd Westbound				US 701 Northbound				Pitch Landing Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	78	10	0	0	3	4	0	9	180	0	0	77	2	3	0	368
07:15	0	77	11	0	0	0	0	0	4	164	0	0	52	1	7	0	316
07:30	2	72	10	0	0	0	2	0	11	154	0	0	45	0	4	0	300
07:45	1	78	19	0	0	0	2	0	2	121	0	0	31	3	4	0	261
Total	5	305	50	0	0	3	8	0	26	619	0	0	205	6	18	0	1245
08:00	4	74	19	0	1	4	1	0	5	108	0	0	26	0	2	0	244
08:15	3	65	14	0	0	1	4	0	10	97	0	0	29	1	2	0	226
08:30	1	64	9	0	1	0	0	1	5	91	0	0	29	1	7	0	209
08:45	2	67	11	0	0	0	1	0	3	91	0	0	25	1	1	0	202
Total	10	270	53	0	2	5	6	1	23	387	0	0	109	3	12	0	881
16:00	2	121	35	0	0	4	1	0	3	114	1	0	22	0	7	0	310
16:15	4	107	30	0	0	2	2	0	4	98	0	0	16	2	3	0	268
16:30	2	108	33	0	0	0	1	0	7	90	0	0	24	2	7	0	274
16:45	1	144	30	0	0	1	1	0	3	88	1	0	35	1	4	0	309
Total	9	480	128	0	0	7	5	0	17	390	2	0	97	5	21	0	1161
17:00	5	135	32	0	0	1	3	0	7	94	0	4	21	0	9	0	311
17:15	6	149	33	0	0	0	0	0	12	97	0	0	19	4	10	0	330
17:30	3	141	30	0	1	1	0	0	13	89	0	0	22	2	8	0	310
17:45	0	121	35	0	0	0	2	0	6	73	0	0	20	1	4	0	262
Total	14	546	130	0	1	2	5	0	38	353	0	4	82	7	31	0	1213
Grand Total	38	1601	361	0	3	17	24	1	104	1749	2	4	493	21	82	0	4500
Apprch %	1.9	80.1	18	0	6.7	37.8	53.3	2.2	5.6	94.1	0.1	0.2	82.7	3.5	13.8	0	
Total %	0.8	35.6	8	0	0.1	0.4	0.5	0	2.3	38.9	0	0.1	11	0.5	1.8	0	
Passenger Vehicles	38	1509	352	0	3	17	23	1	100	1636	1	4	481	20	82	0	4267
% Passenger Vehicles	100	94.3	97.5	0	100	100	95.8	100	96.2	93.5	50	100	97.6	95.2	100	0	94.8
Heavy Vehicles	0	88	7	0	0	0	1	0	2	103	0	0	11	1	0	0	213
% Heavy Vehicles	0	5.5	1.9	0	0	0	4.2	0	1.9	5.9	0	0	2.2	4.8	0	0	4.7
Buses	0	4	2	0	0	0	0	0	2	10	1	0	1	0	0	0	20
% Buses	0	0.2	0.6	0	0	0	0	0	1.9	0.6	50	0	0.2	0	0	0	0.4

SHOALS CONSULTING, LLC
735 Maryland St
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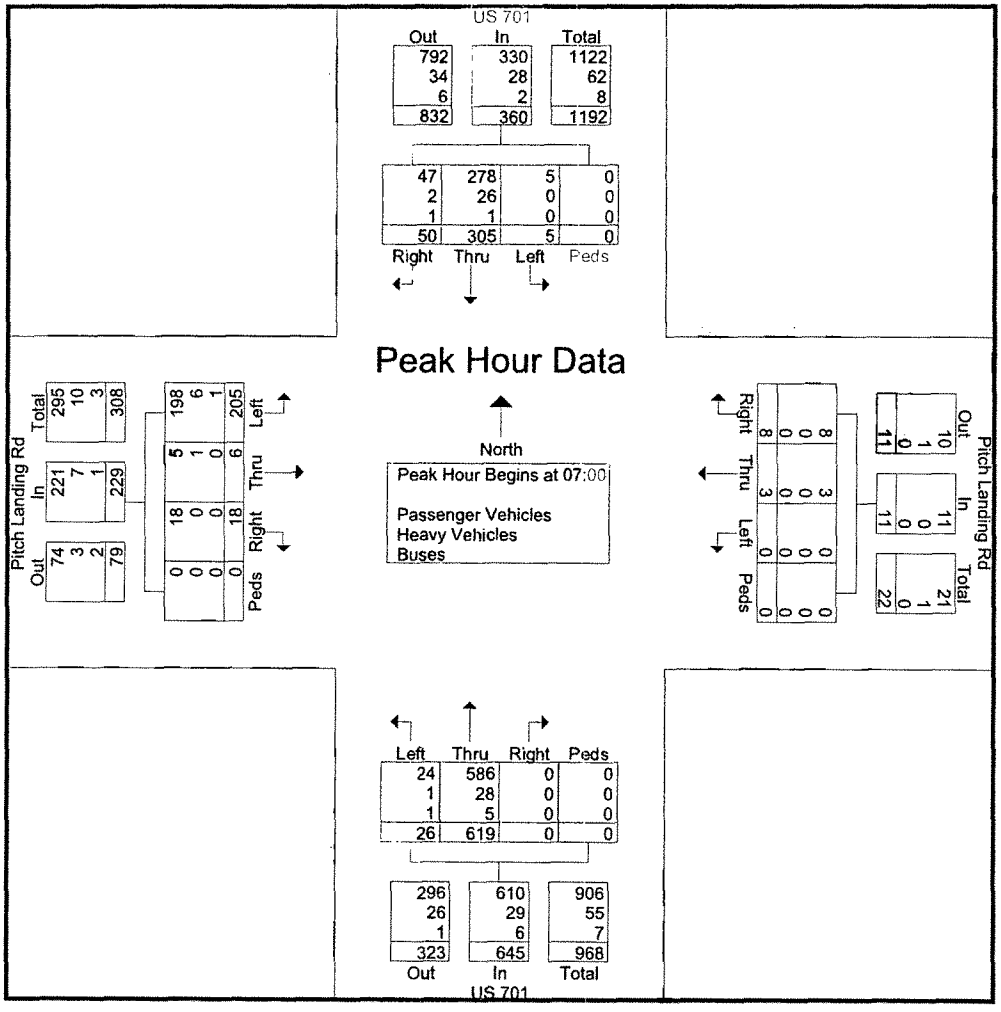
File Name : US 701 @ Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
Page No : 2



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File Name : US 701 @ Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
Page No : 3

	US 701 Southbound					Pitch Landing Rd Westbound					US 701 Northbound					Pitch Landing Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**2**	**78**	10	0	90	0	**3**	**4**	0	**7**	9	**180**	0	0	**189**	**77**	2	3	0	**82**	**368**
07:15	0	77	11	0	88	0	0	0	0	0	4	164	0	0	168	52	1	**7**	0	60	316
07:30	2	72	10	0	84	0	0	2	0	2	**11**	154	0	0	165	45	0	4	0	49	300
07:45	1	78	**19**	0	**98**	0	0	2	0	2	2	121	0	0	123	31	**3**	4	0	38	261
Total Volume	5	305	50	0	360	0	3	8	0	**11**	26	619	0	0	645	205	6	18	0	229	1245
% App. Total	1.4	84.7	13.9	0		0	27.3	72.7	0		4	96	0	0		89.5	2.6	7.9	0		
PHF	.625	.978	.658	.000	.918	.000	.250	.500	.000	**.393**	.591	.860	.000	.000	.853	.666	.500	.643	.000	.698	.846
Passenger Vehicles	5	278	47	0	330	0	3	8	0	11	24	586	0	0	610	198	5	18	0	221	1172
% Passenger Vehicles																					
Heavy Vehicles	0	26	2	0	28	0	0	0	0	0	1	28	0	0	29	6	1	0	0	7	64
% Heavy Vehicles	0	8.5	4.0	0	7.8	0	0	0	0	0	3.8	4.5	0	0	4.5	2.9	16.7	0	0	3.1	5.1
Buses	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	9
% Buses	0	0.3	2.0	0	0.6	0	0	0	0	0	3.8	0.8	0	0	0.9	0.5	0	0	0	0.4	0.7

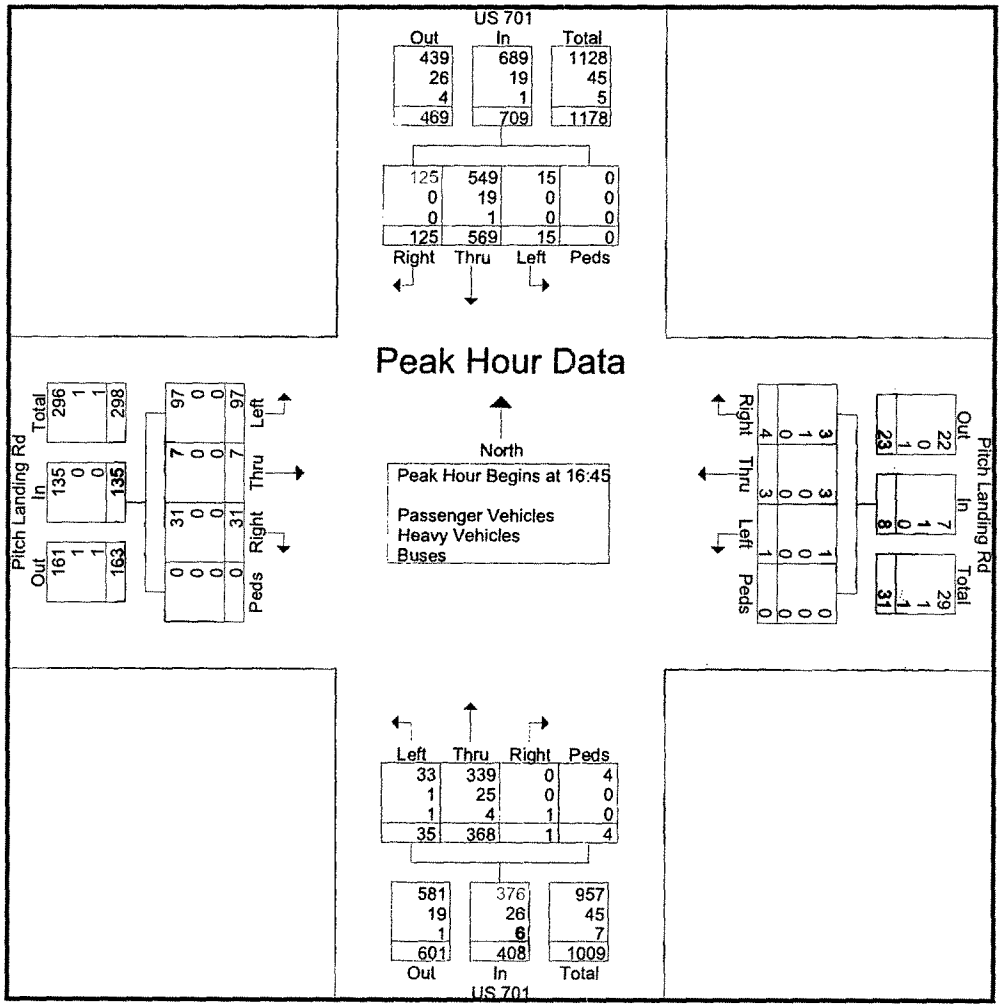


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File Name : US 701 @ Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
Page No : 4

	US 701 Southbound					Pitch Landing Rd Westbound					US 701 Northbound					Pitch Landing Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	1	144	30	0	175	0	**1**	1	0	2	3	88	**1**	0	92	**35**	1	4	0	**40**	309
17:00	5	135	32	0	172	0	1	**3**	0	**4**	7	94	0	**4**	105	21	0	9	0	30	311
17:15	**6**	**149**	**33**	0	**188**	0	0	0	0	0	12	**97**	0	0	**109**	19	**4**	**10**	0	33	**330**
17:30	3	141	30	0	174	**1**	1	0	0	2	**13**	89	0	0	102	22	2	8	0	32	310
Total Volume	15	569	125	0	709	1	3	4	0	8	35	368	1	4	408	97	7	31	0	135	1260
% App. Total	2.1	80.3	17.6	0		12.5	37.5	50	0		8.6	90.2	0.2	1		71.9	5.2	23	0		
PHF	.625	.955	.947	.000	.943	.250	.750	.333	.000	.500	.673	.948	.250	.250	.936	.693	.438	.775	.000	.844	.955
Passenger Vehicles	15	549	125	0	689	1	3	3	0	7	33	339	0	4	376	97	7	31	0	135	1207
% Passenger Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	46
% Heavy Vehicles	0	3.3	0	0	2.7	0	0	25.0	0	12.5	2.9	6.8	0	0	6.4	0	0	0	0	0	3.7
Buses	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	2.9	1.1	100	0	1.5	0	0	0	0	0	0.6



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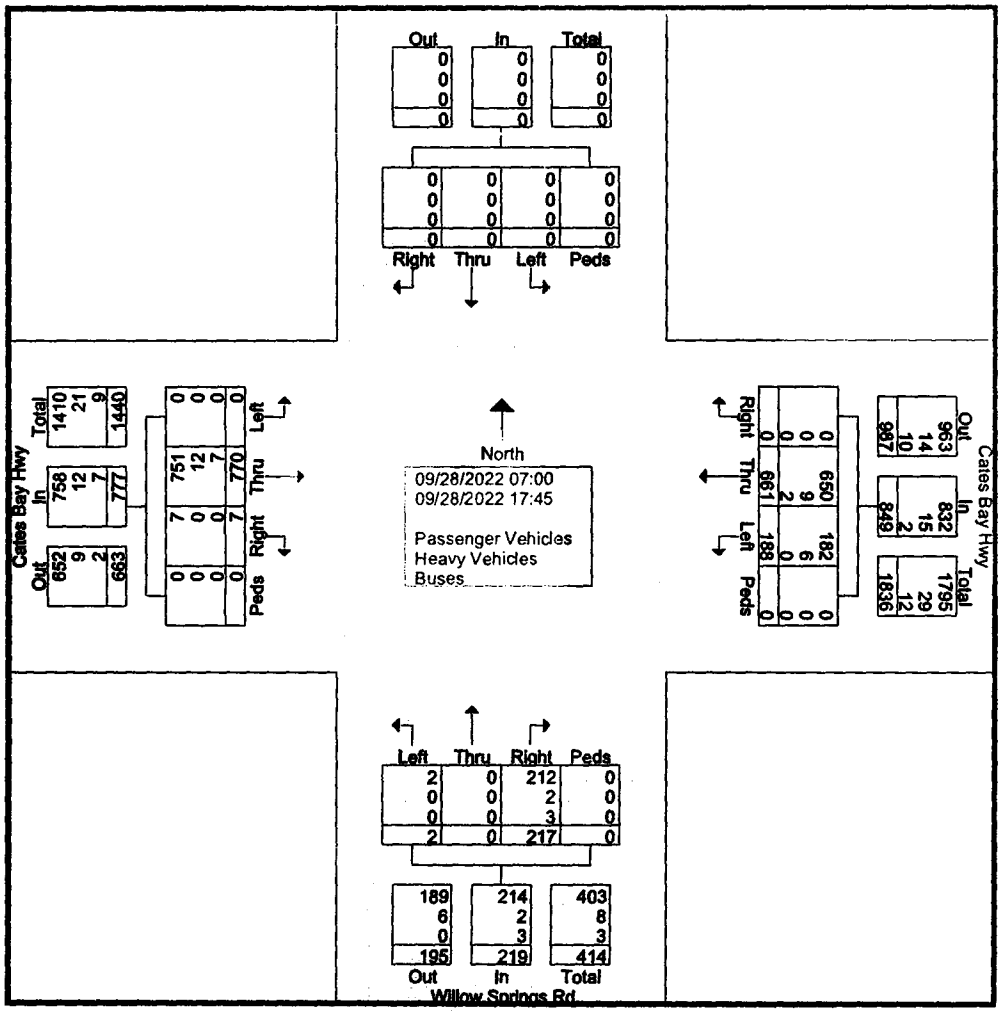
File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Southbound				Cates Bay Hwy Westbound				Willow Springs Rd Northbound				Cates Bay Hwy Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	2	37	0	0	0	0	25	0	0	93	1	0	158
07:15	0	0	0	0	10	29	0	0	0	0	27	0	0	100	0	0	166
07:30	0	0	0	0	11	21	0	0	0	0	18	0	0	93	0	0	143
07:45	0	0	0	0	9	19	0	0	0	0	16	0	0	56	0	0	100
Total	0	0	0	0	32	106	0	0	0	0	86	0	0	342	1	0	567
08:00	0	0	0	0	5	21	0	0	0	0	12	0	0	44	0	0	82
08:15	0	0	0	0	4	17	0	0	0	0	9	0	0	42	0	0	72
08:30	0	0	0	0	7	18	0	0	0	0	8	0	0	35	0	0	68
08:45	0	0	0	0	5	24	0	0	0	0	12	0	0	46	0	0	87
Total	0	0	0	0	21	80	0	0	0	0	41	0	0	167	0	0	309
16:00	0	0	0	0	5	40	0	0	0	0	7	0	0	36	2	0	90
16:15	0	0	0	0	20	46	0	0	0	0	5	0	0	34	0	0	105
16:30	0	0	0	0	18	66	0	0	1	0	11	0	0	26	0	0	122
16:45	0	0	0	0	15	64	0	0	1	0	17	0	0	39	1	0	137
Total	0	0	0	0	58	216	0	0	2	0	40	0	0	135	3	0	454
17:00	0	0	0	0	23	65	0	0	0	0	13	0	0	36	1	0	138
17:15	0	0	0	0	19	69	0	0	0	0	17	0	0	34	1	0	140
17:30	0	0	0	0	19	65	0	0	0	0	11	0	0	29	0	0	124
17:45	0	0	0	0	16	60	0	0	0	0	9	0	0	27	1	0	113
Total	0	0	0	0	77	259	0	0	0	0	50	0	0	126	3	0	515
Grand Total	0	0	0	0	188	661	0	0	2	0	217	0	0	770	7	0	1845
Apprch %	0	0	0	0	22.1	77.9	0	0	0.9	0	99.1	0	0	99.1	0.9	0	
Total %	0	0	0	0	10.2	35.8	0	0	0.1	0	11.8	0	0	41.7	0.4	0	
Passenger Vehicles	0	0	0	0	182	650	0	0	2	0	212	0	0	751	7	0	1804
% Passenger Vehicles	0	0	0	0	96.8	98.3	0	0	100	0	97.7	0	0	97.5	100	0	97.8
Heavy Vehicles	0	0	0	0	6	9	0	0	0	0	2	0	0	12	0	0	29
% Heavy Vehicles	0	0	0	0	3.2	1.4	0	0	0	0	0.9	0	0	1.6	0	0	1.6
Buses	0	0	0	0	0	2	0	0	0	0	3	0	0	7	0	0	12
% Buses	0	0	0	0	0	0.3	0	0	0	0	1.4	0	0	0.9	0	0	0.7

SOUTH CAROLINA TRAFFIC COUNTS, LLC
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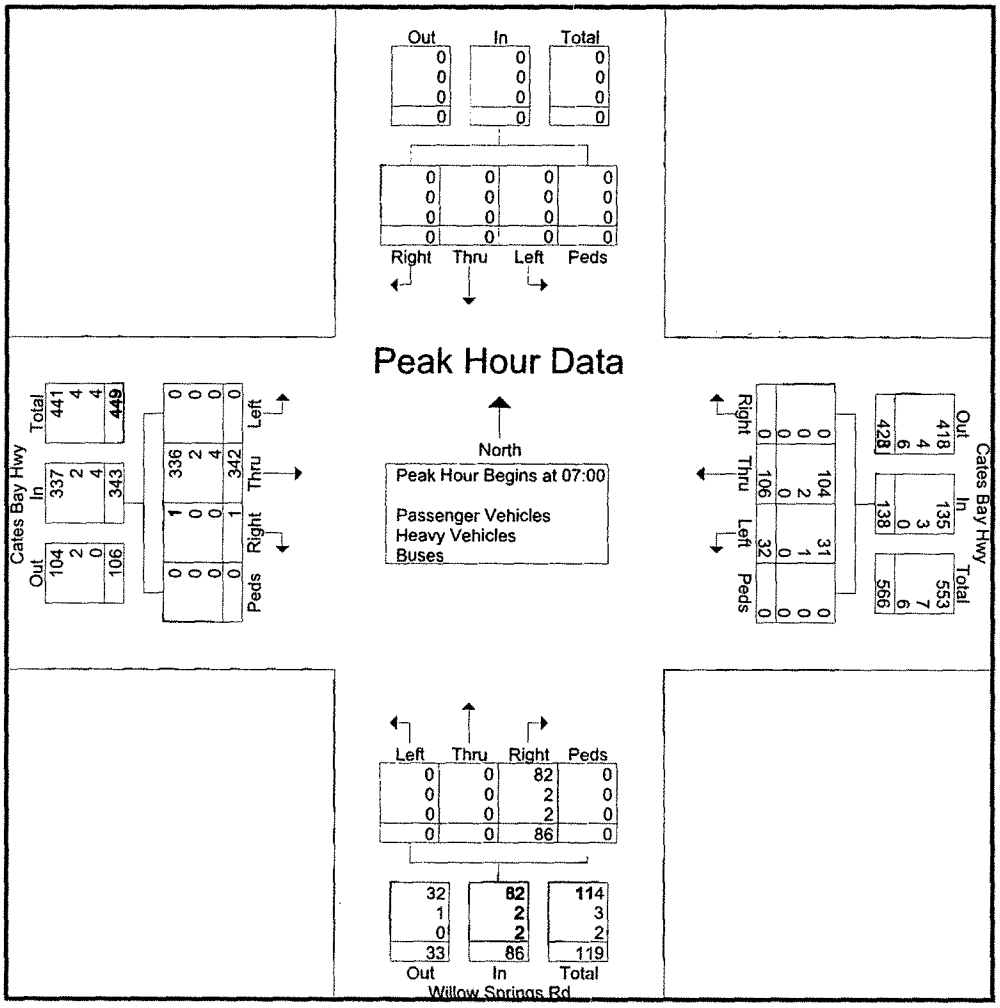
File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
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SURVCOUNTS, LLC
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File Name : Willow Springs Rd @ Cates Bay Hwy
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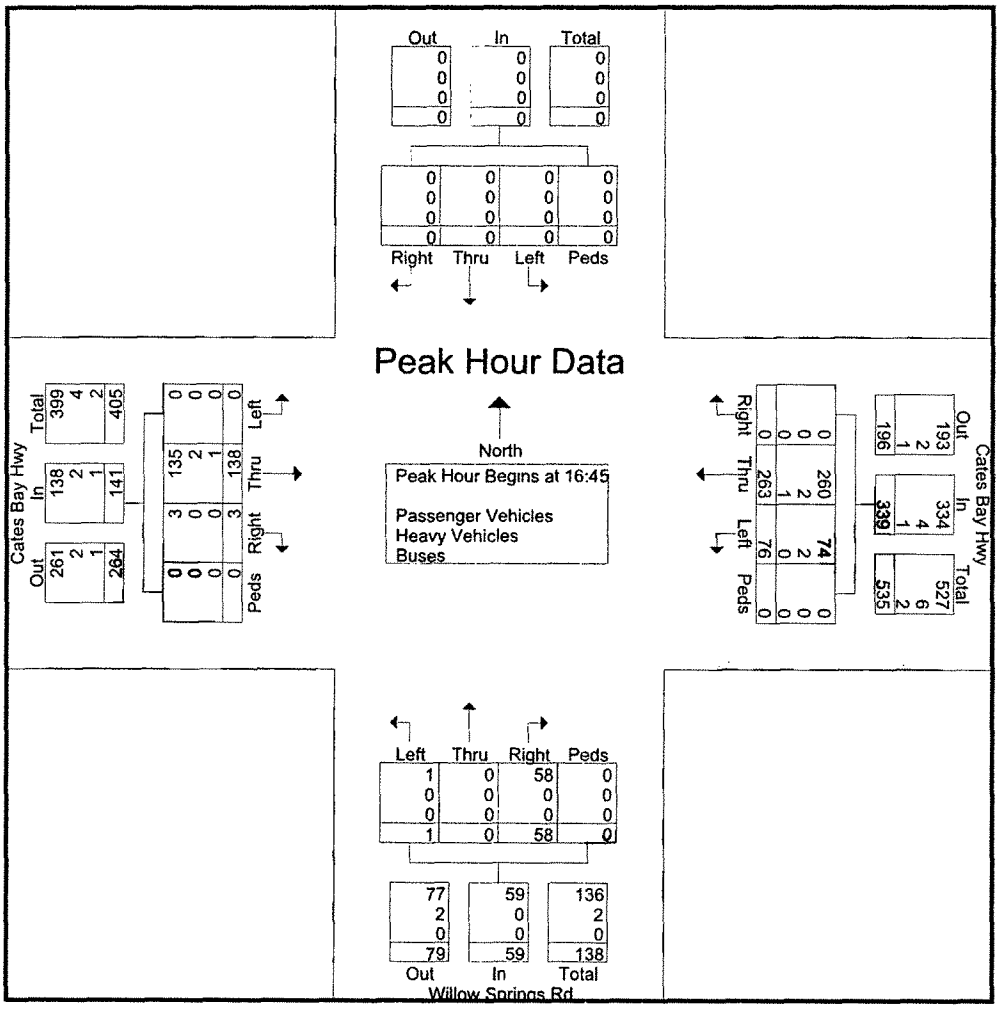
	Southbound					Cates Bay Hwy Westbound					Willow Springs Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	2	**37**	0	0	**39**	0	0	25	0	25	0	93	**1**	0	94	158
07:15	0	0	0	0	0	10	29	0	0	39	0	0	**27**	0	**27**	0	**100**	0	0	**100**	**166**
07:30	0	0	0	0	0	**11**	21	0	0	32	0	0	18	0	18	0	93	0	0	93	143
07:45	0	0	0	0	0	9	19	0	0	28	0	0	16	0	16	0	56	0	0	56	100
Total Volume	0	0	0	0	0	32	106	0	0	138	0	0	86	0	86	0	342	1	0	343	567
% App. Total	0	0	0	0		23.2	76.8	0	0		0	0	100	0		0	99.7	0.3	0		
PHF	.000	.000	.000	.000	.000	.727	.716	.000	.000	.885	.000	.000	.796	.000	.796	.000	.855	.250	.000	.858	.854
Passenger Vehicles	0	0	0	0	0	31	104	0	0	135	0	0	82	0	82	0	336	1	0	337	554
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	2	0	0	2	7
% Heavy Vehicles	0	0	0	0	0	3.1	1.9	0	0	2.2	0	0	2.3	0	2.3	0	0.6	0	0	0.6	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	2.3	0	1.2	0	0	1.2	1.1



SOUTEC TRAFFIC, LLC
735 Maryland St
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File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 4

	Southbound					Cates Bay Hwy Westbound					Willow Springs Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	15	64	0	0	79	**1**	0	**17**	0	**18**	0	**39**	**1**	0	**40**	137
17:00	0	0	0	0	0	**23**	65	0	0	**88**	0	0	13	0	13	0	36	1	0	37	138
17:15	0	0	0	0	0	19	**69**	0	0	88	0	0	17	0	17	0	34	1	0	35	**140**
17:30	0	0	0	0	0	19	65	0	0	84	0	0	11	0	11	0	29	0	0	29	124
Total Volume	0	0	0	0	0	76	263	0	0	339	1	0	58	0	59	0	138	3	0	141	539
% App. Total	0	0	0	0		22.4	77.6	0	0		1.7	0	98.3	0		0	97.9	2.1	0		
PHF	.000	.000	.000	.000	.000	.826	.953	.000	.000	.963	.250	.000	.853	.000	.819	.000	.885	.750	.000	.881	.963
Passenger Vehicles	0	0	0	0	0	74	260	0	0	334	1	0	58	0	59	0	135	3	0	138	531
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	2.6	0.8	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.4	1.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0.4



APPENDIX B

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Highway 134

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**112**		**38**				**71**	**230**			**76**	**71**
Heavy Vehicle Percentage	**2%**		**3%**				**3%**	**2%**			**2%**	**2%**
Years To Phase 2 Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	44		15				28	90			30	28
2035 NO-BUILD TRAFFIC VOLUMES	**156**		**53**				**99**	**320**			**106**	**99**
Inbound Trip Distribution Percentage								**5%**				
Outbound Trip Distribution Percentage											**5%**	
Inbound New Project Traffic								**42**				
Outbound New Project Traffic											77	
Pass-By Project Traffic												
Total Buildout Project Traffic								42			77	
2035 BUILD TRAFFIC VOLUMES	**156**		**53**				**99**	**362**			**183**	**99**

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**51**		**81**				**38**	**120**			**216**	**62**
Heavy Vehicle Percentage	**2%**		**2%**				**2%**	**2%**			**2%**	**3%**
Years To Phase 2 Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	20		32				15	47			84	24
2035 NO-BUILD TRAFFIC VOLUMES	**71**		**113**				**53**	**167**			**300**	**86**
Inbound Trip Distribution Percentage								**5%**				
Outbound Trip Distribution Percentage											**5%**	
Inbound New Project Traffic								**84**				
Outbound New Project Traffic											64	
Pass-By Project Traffic												
Total Buildout Project Traffic								84			64	
2035 BUILD TRAFFIC VOLUMES	**71**		**113**				**53**	**251**			**364**	**86**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Allen Dew Road/N Pauley Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	1	3	25	0	7	5	302	26	5	123	1
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	1	10	0	3	2	118	10	2	48	0
2035 NO-BUILD TRAFFIC VOLUMES	6	1	4	35	0	10	7	420	36	7	171	1
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									42			
Outbound New Project Traffic				77								
Pass-By Project Traffic												
Total Buildout Project Traffic				77					42			
2035 BUILD TRAFFIC VOLUMES	6	1	4	112	0	10	7	420	78	7	171	1

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	1	1	39	0	7	5	117	22	14	229	6
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	15	0	3	2	46	9	5	89	2
2035 NO-BUILD TRAFFIC VOLUMES	6	1	1	54	0	10	7	163	31	19	318	8
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									84			
Outbound New Project Traffic				64								
Pass-By Project Traffic												
Total Buildout Project Traffic				64					84			
2035 BUILD TRAFFIC VOLUMES	6	1	1	118	0	10	7	163	115	19	318	8

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Willow Springs Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		342	1	32	106		0		86			
Heavy Vehicle Percentage		2%	2%	3%	2%		2%		2%			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		133	0	12	41		0		34			
2035 NO-BUILD TRAFFIC VOLUMES		475	1	44	147		0		120			
Inbound Trip Distribution Percentage				15%								
Outbound Trip Distribution Percentage									15%			
Inbound New Project Traffic				127								
Outbound New Project Traffic									234			
Pass-By Project Traffic												
Total Buildout Project Traffic				127					234			
2035 BUILD TRAFFIC VOLUMES		475	1	171	147		0		354			

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		138	3	76	263		1		58			
Heavy Vehicle Percentage		2%	2%	3%	2%		2%		2%			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		54	1	30	103		0		23			
2035 NO-BUILD TRAFFIC VOLUMES		192	4	106	366		1		81			
Inbound Trip Distribution Percentage				15%								
Outbound Trip Distribution Percentage									15%			
Inbound New Project Traffic				253								
Outbound New Project Traffic									192			
Pass-By Project Traffic												
Total Buildout Project Traffic				253					192			
2035 BUILD TRAFFIC VOLUMES		192	4	359	366		1		273			

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Willow Springs Road/Pauley Swamp Road & Pitch Landing Road/Allen Dew Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**4**	**42**	**3**	**20**	**20**	**6**	**4**	**35**	**100**	**7**	**21**	**5**
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	5%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	16	1	8	8	2	2	14	39	3	8	2
2035 NO-BUILD TRAFFIC VOLUMES	**6**	**58**	**4**	**28**	**28**	**8**	**6**	**49**	**139**	**10**	**29**	**7**
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		42							42	127		
Outbound New Project Traffic				78	77	234						
Pass-By Project Traffic												
Total Buildout Project Traffic		42		78	77	234			42	127		
2035 BUILD TRAFFIC VOLUMES	**6**	**100**	**4**	**106**	**105**	**242**	**6**	**49**	**181**	**137**	**29**	**7**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**3**	**24**	**0**	**100**	**47**	**15**	**3**	**40**	**30**	**10**	**41**	**8**
Heavy Vehicle Percentage	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	9	0	39	18	6	1	16	12	4	16	3
2035 NO-BUILD TRAFFIC VOLUMES	**4**	**33**	**0**	**139**	**65**	**21**	**4**	**56**	**42**	**14**	**57**	**11**
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		84							84	253		
Outbound New Project Traffic				64	64	192						
Pass-By Project Traffic												
Total Buildout Project Traffic		84		64	64	192			84	253		
2035 BUILD TRAFFIC VOLUMES	**4**	**117**	**0**	**203**	**129**	**213**	**4**	**56**	**126**	**267**	**57**	**11**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Pitch Landing Road

TRAFFIC CONTROL: Signalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**205**	**6**	**18**	**0**	**3**	**8**	**26**	**619**	**0**	**5**	**305**	**50**
Heavy Vehicle Percentage	3%	17%	2%	2%	2%	2%	4%	5%	2%	2%	9%	4%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	80	2	7	0	1	3	10	241	0	2	119	20
2035 NO-BUILD TRAFFIC VOLUMES	**285**	**8**	**25**	**0**	**4**	**11**	**36**	**860**	**0**	**7**	**424**	**70**
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			42								296	127
Outbound New Project Traffic	234						78	546				
Pass-By Project Traffic												
Total Buildout Project Traffic	234		42				78	546			296	127
2035 BUILD TRAFFIC VOLUMES	**519**	**8**	**67**	**0**	**4**	**11**	**114**	**1,406**	**0**	**7**	**720**	**197**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**97**	**7**	**31**	**1**	**3**	**4**	**35**	**368**	**1**	**15**	**569**	**125**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	25%	3%	7%	2%	2%	3%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	38	3	12	0	1	2	14	144	0	6	222	49
2035 NO-BUILD TRAFFIC VOLUMES	**135**	**10**	**43**	**1**	**4**	**6**	**49**	**512**	**1**	**21**	**791**	**174**
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			84								590	253
Outbound New Project Traffic	192						64	449				
Pass-By Project Traffic												
Total Buildout Project Traffic	192		84				64	449			590	253
2035 BUILD TRAFFIC VOLUMES	**327**	**10**	**127**	**1**	**4**	**6**	**113**	**961**	**1**	**21**	**1,381**	**427**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Lake Way Drive/Access #1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**589**	**0**	**0**	**294**	**0**
Heavy Vehicle Percentage	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**9%**	**2%**
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	2	0	230	0	0	115	0
2035 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**819**	**0**	**0**	**409**	**0**
Inbound Trip Distribution Percentage							**15%**				**15%**	**25%**
Outbound Trip Distribution Percentage	**25%**		**15%**					**15%**				
Inbound New Project Traffic							127				126	212
Outbound New Project Traffic	390		234					234				
Pass-By Project Traffic												
Total Buildout Project Traffic	390		234				127	234			126	212
2035 BUILD TRAFFIC VOLUMES	**390**	**0**	**234**	**0**	**0**	**7**	**127**	**1,053**	**0**	**0**	**535**	**212**

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**359**	**1**	**7**	**527**	**0**
Heavy Vehicle Percentage	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**8%**	**2%**	**2%**	**3%**	**2%**
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	1	0	140	0	3	206	0
2035 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**499**	**1**	**10**	**733**	**0**
Inbound Trip Distribution Percentage							**15%**				**15%**	**25%**
Outbound Trip Distribution Percentage	**25%**		**15%**					**15%**				
Inbound New Project Traffic							252				253	422
Outbound New Project Traffic	321		192					192				
Pass-By Project Traffic	39		115				39	-39			-115	115
Total Buildout Project Traffic	321		192				252	192			253	422
2035 BUILD TRAFFIC VOLUMES	**360**	**0**	**307**	**0**	**0**	**3**	**291**	**652**	**1**	**10**	**871**	**537**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Kinlaw Lane/Access #2/Brickyard Place

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	6	0	0	0	0	2	0	540	1	0	294	2
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	5%	100%	2%	8%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	0	0	1	0	211	0	0	115	1
2035 NO-BUILD TRAFFIC VOLUMES	8	0	0	0	0	3	0	751	1	0	409	3
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							85	127				126
Outbound New Project Traffic	234		155								234	
Pass-By Project Traffic												
Total Buildout Project Traffic	234		155				85	127			234	126
2035 BUILD TRAFFIC VOLUMES	242	0	155	0	0	3	85	878	1	0	643	129

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	8	0	0	0	0	1	4	341	0	2	503	7
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	4%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	3	0	0	0	0	0	2	133	0	1	196	3
2035 NO-BUILD TRAFFIC VOLUMES	11	0	0	0	0	1	6	474	0	3	699	10
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							169	253				253
Outbound New Project Traffic	192		130								192	
Pass-By Project Traffic												
Total Buildout Project Traffic	192		130				169	253			192	253
2035 BUILD TRAFFIC VOLUMES	203	0	130	0	0	1	175	727	0	3	891	263

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Pitch Landing & Access #3

TRAFFIC CONTROL: Unsignalized

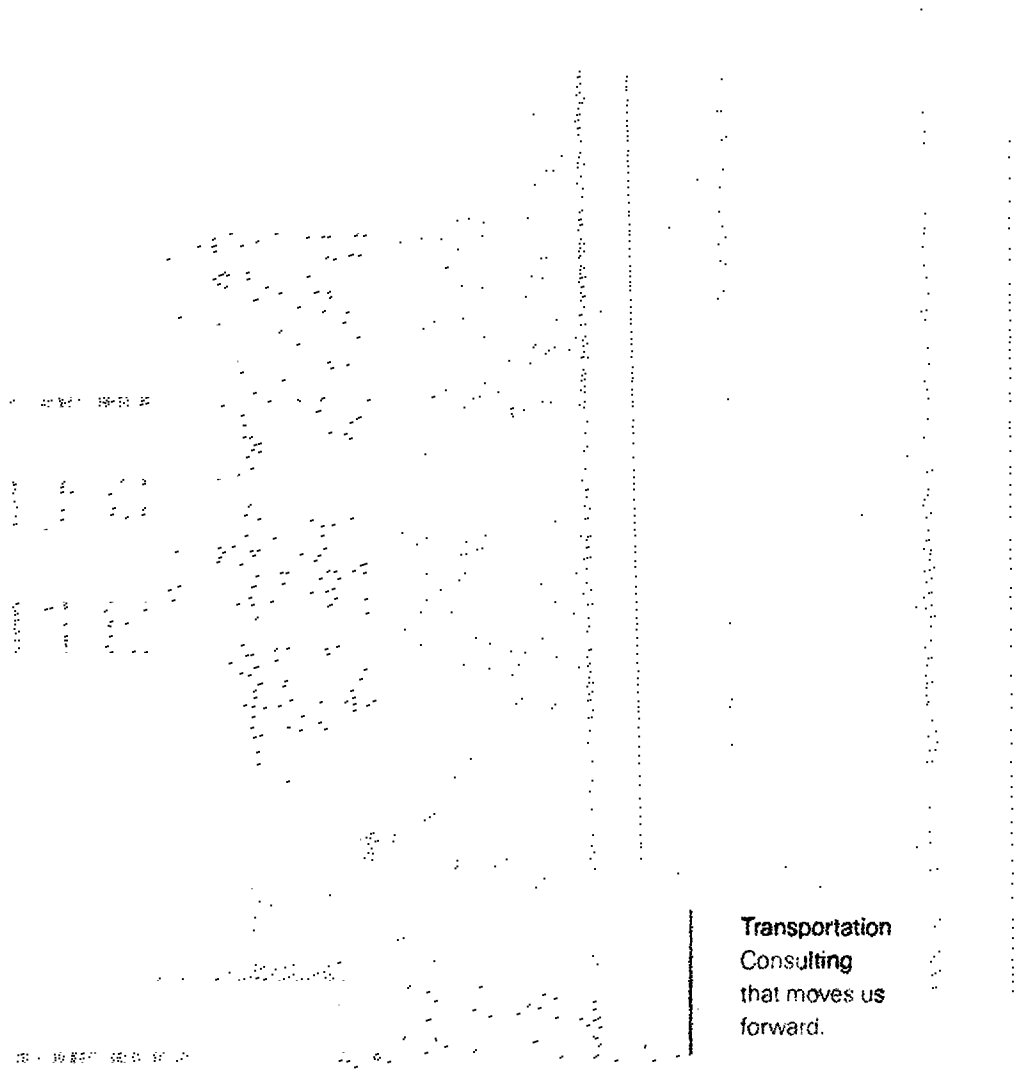
DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**229**	**0**	**0**	**79**		**0**		**0**			
Heavy Vehicle Percentage		**3%**	**2%**	**2%**	**4%**		**2%**		**2%**			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		89	0	0	31		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		**318**	**0**	**0**	**110**		**0**		**0**			
Inbound Trip Distribution Percentage		**5%**	**20%**	**15%**								
Outbound Trip Distribution Percentage					**5%**		**20%**		**15%**			
Inbound New Project Traffic		42	169	127								
Outbound New Project Traffic					78		311		234			
Pass-By Project Traffic												
Total Buildout Project Traffic		42	169	127	78		311		234			
2035 BUILD TRAFFIC VOLUMES		**360**	**169**	**127**	**188**		**311**		**234**			

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**135**	**0**	**0**	**163**		**0**		**0**			
Heavy Vehicle Percentage		**2%**	**2%**	**2%**	**2%**							
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		53	0	0	64		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		**188**	**0**	**0**	**227**		**0**		**0**			
Inbound Trip Distribution Percentage		**5%**	**20%**	**15%**								
Outbound Trip Distribution Percentage					**5%**		**20%**		**15%**			
Inbound New Project Traffic		84	337	253								
Outbound New Project Traffic					64		256		192			
Pass-By Project Traffic		-38	38	114	-114		113		38			
Total Buildout Project Traffic		84	337	253	64		256		192			
2035 BUILD TRAFFIC VOLUMES		**234**	**375**	**367**	**177**		**369**		**230**			

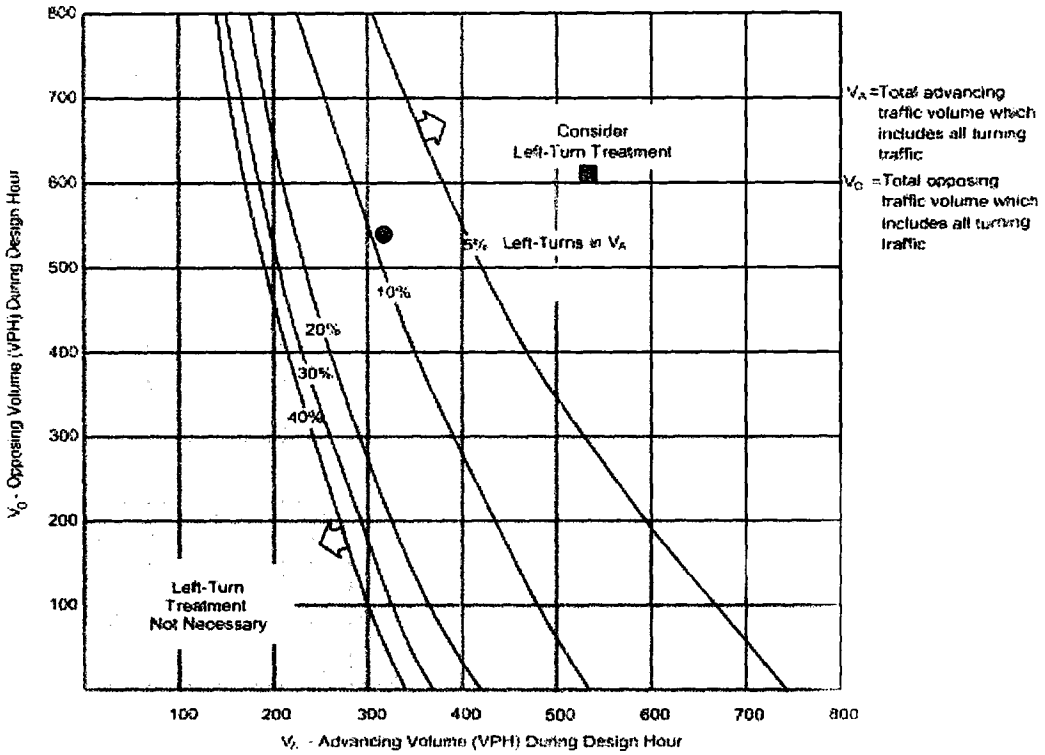
APPENDIX C

Turn Lane Analysis Worksheets



Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)

Figure 9.5-F

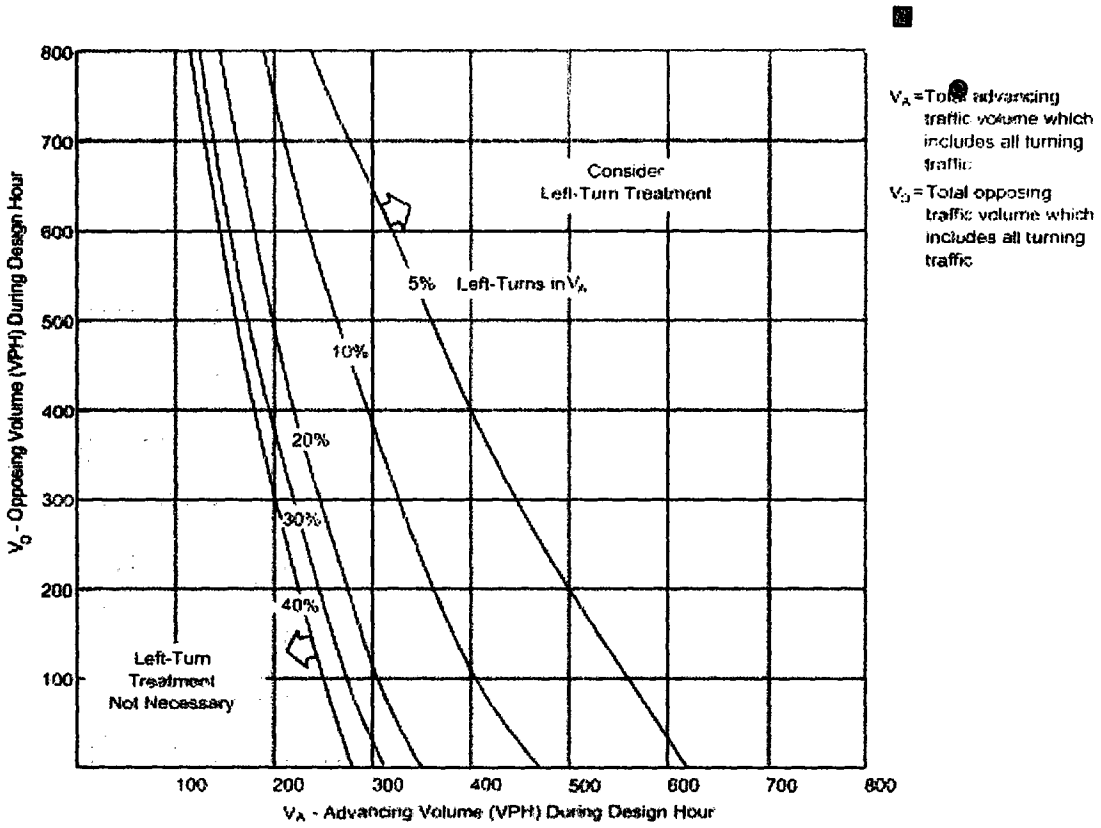
INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Eastbound Left Turn

SCENARIO	Advancing Volume (V_a)	Eastbound Left Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	315	127	529	40.3%	○
PM Build	544	367	609	67.5%	■

Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

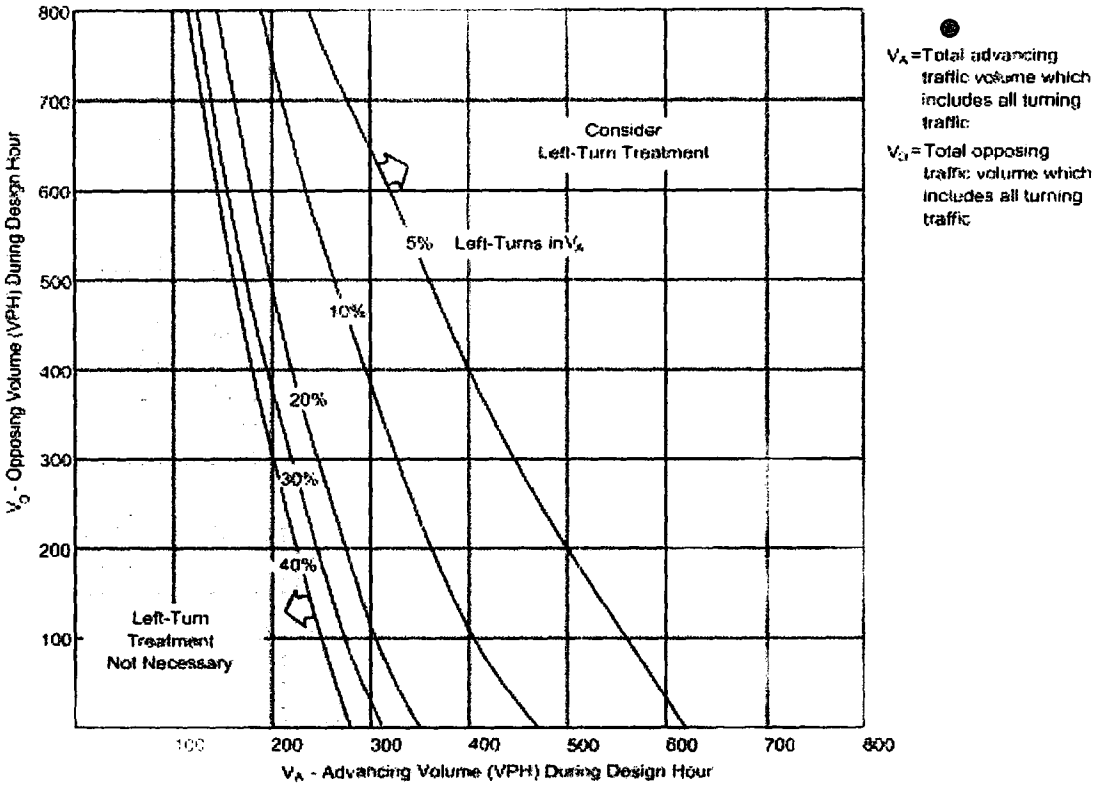
INTERSECTION: US 701 & Access #1

MOVEMENT: Northbound Left-Turn

SCENARIO	Advancing Volume (V_a)	Northbound Left-Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	1180	127	747	10.8%	●
PM Build	944	291	1418	30.8%	■

Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED **INTERSECTIONS** ON TWO-LANE HIGHWAYS (55 mph)

Figure 9.5-D

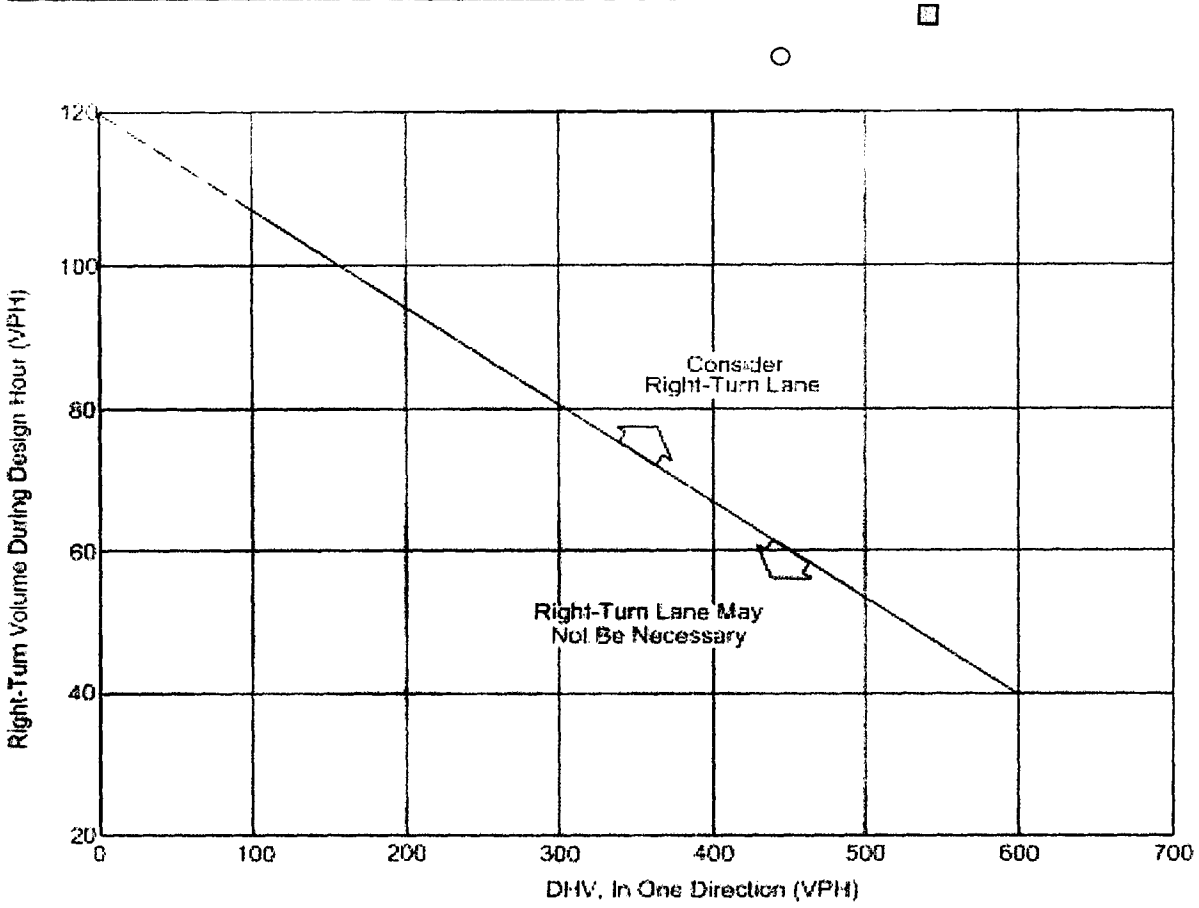
INTERSECTION: **US 701 & Kinlaw Lane**

MOVEMENT: **Northbound Left-Turn**

SCENARIO	Advancing Volume (V_a)	Northbound Left-Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	964	85	772	8.8%	⊙
PM Build	902	175	1157	19.4%	⊡

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

Figure 9.5-A

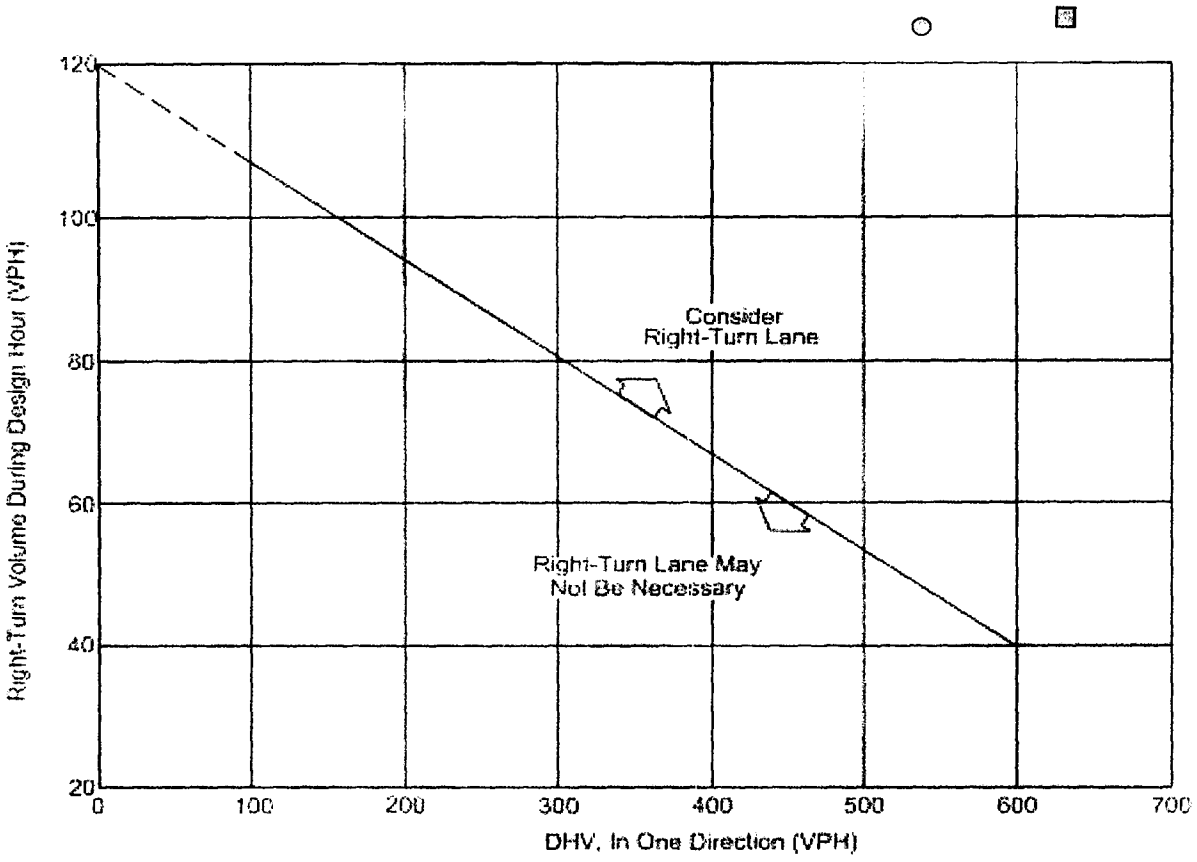
INTERSECTION: Pitch Landing Road & Willow Springs Road

MOVEMENT: Westbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	453	242	○
PM Build	545	213	□

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

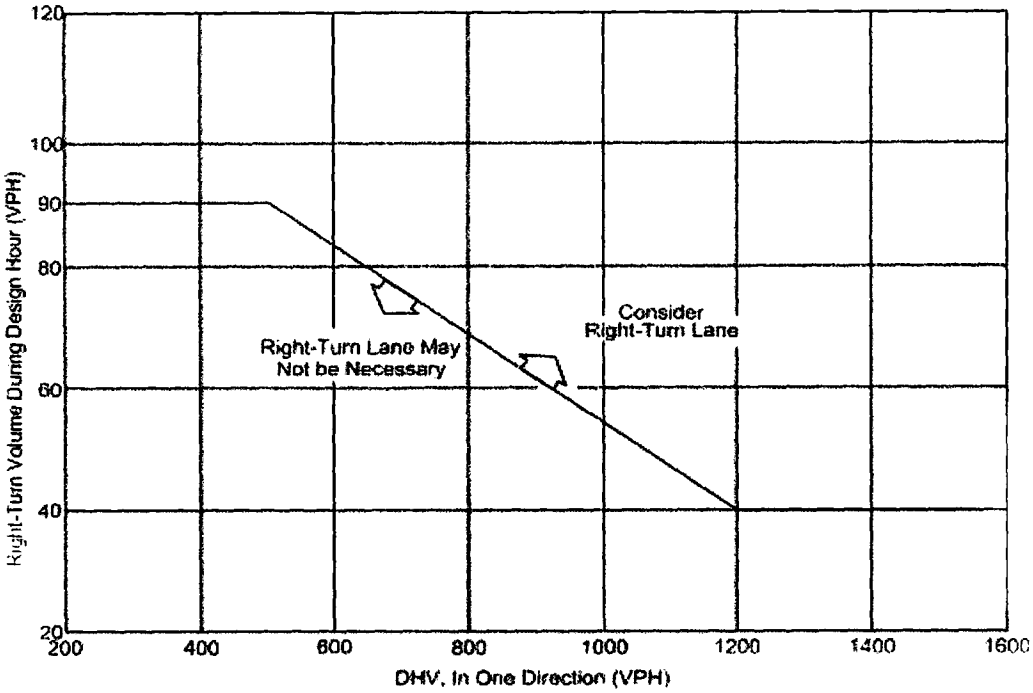
Figure 9.5-A

INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Westbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	529	169	○
PM Build	609	375	□

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

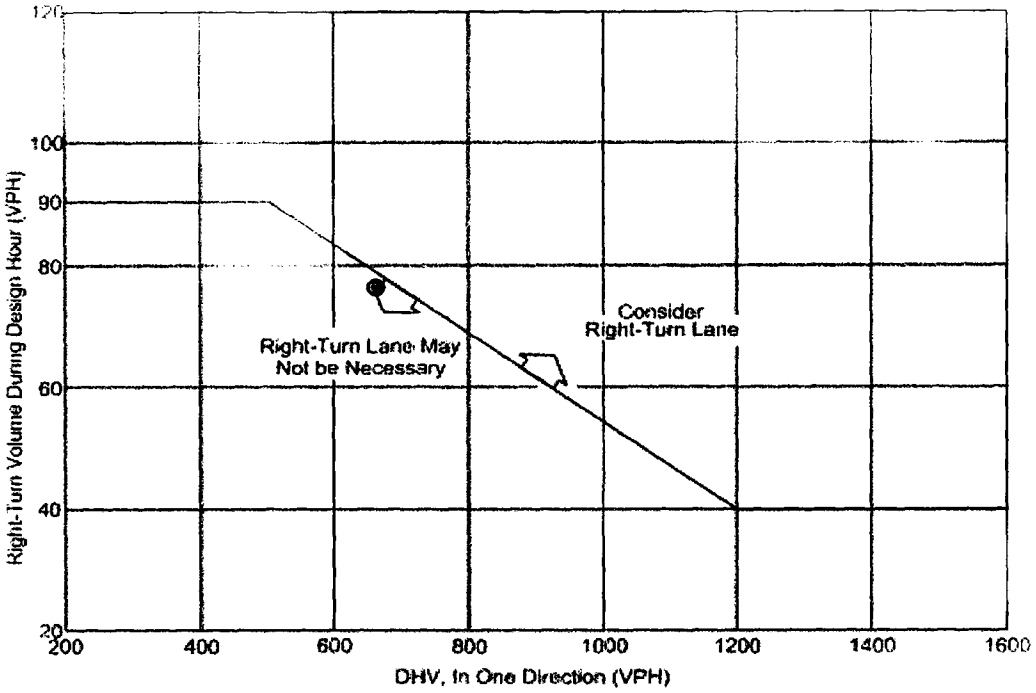
INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	747	212	⊙
PM Build	1418	537	⊡

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

INTERSECTION: US 701 & Access #1

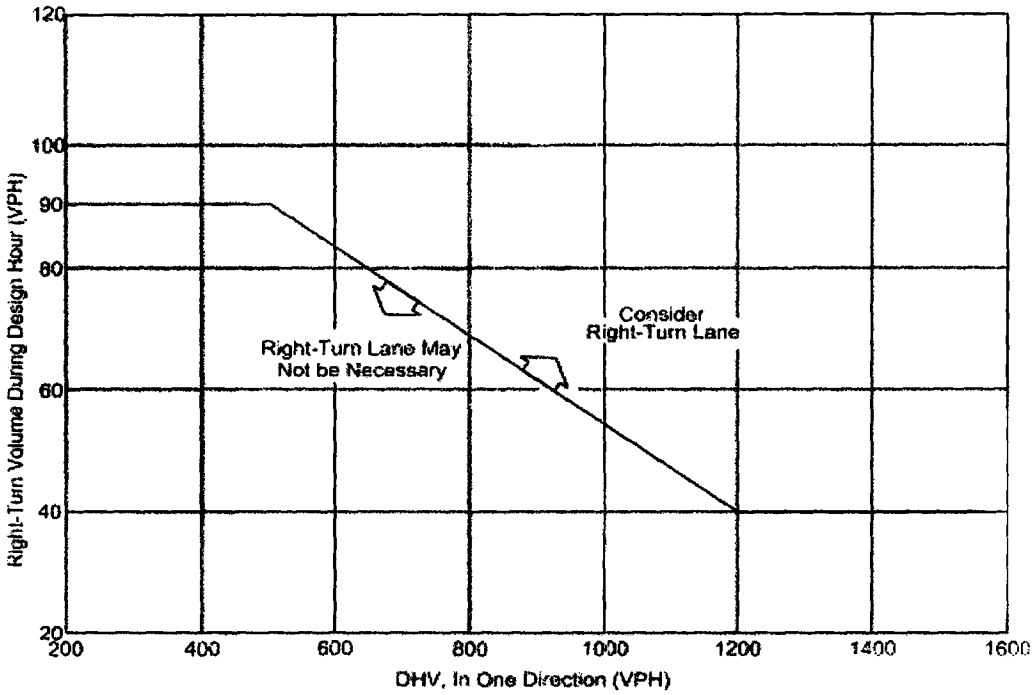
MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	658	76	⊙
PM Build	1063	223	⊡

RKA
RAMEY KEMP ASSOCIATES

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

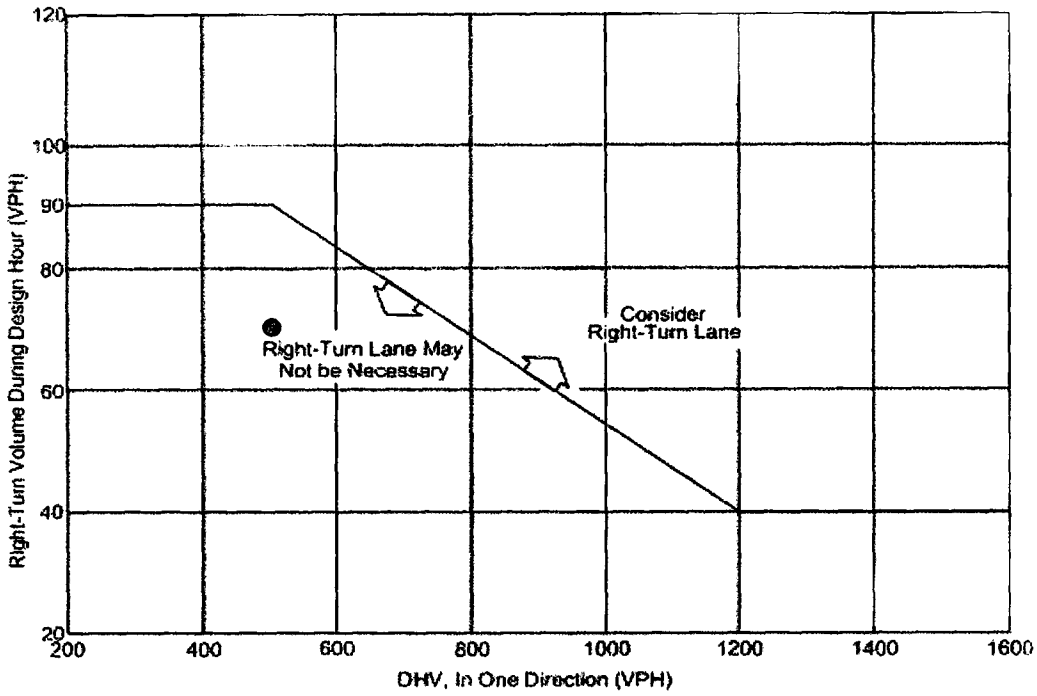
INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	924	197	⊙
PM Build	1829	427	⊠

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

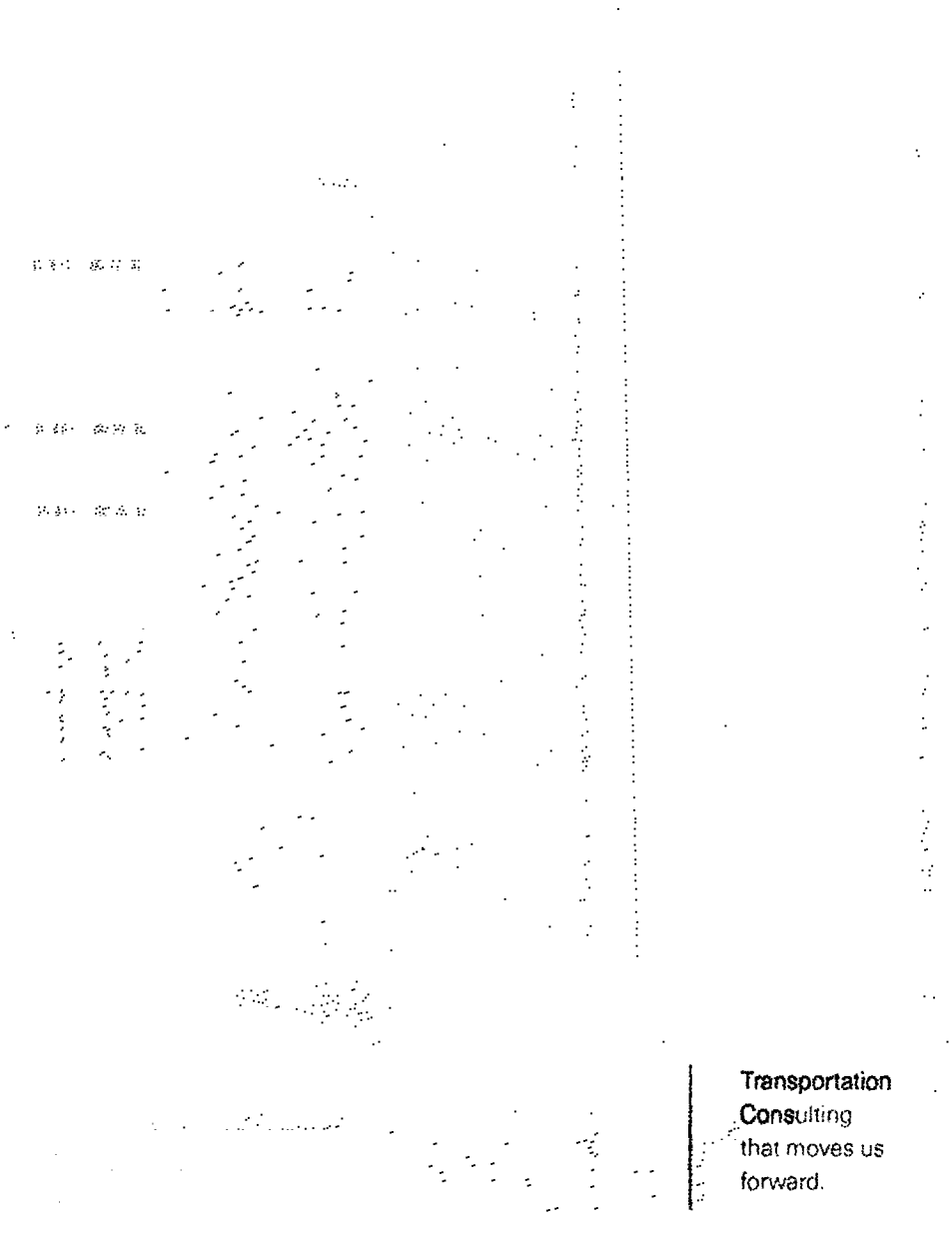
INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM No-Build	501	70	○
PM No-Build	986	174	□

APPENDIX D

Capacity Analysis



2022 – Existing Conditions

Intersection												
Int Delay, s/veh	4.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Future Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	124	0	42	0	0	0	79	256	0	0	84	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	538	538	124	559	577	256	163	0	0	256	0	0
Stage 1	124	124	-	414	414	-	-	-				
Stage 2	414	414	-	145	163	-	-	-				
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	454	450	924	440	427	783	1410	-	-	1309	-	-
Stage 1	880	793	-	616	593	-	-	-	-	-	-	-
Stage 2	616	593	-	858	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	421	924	399	399	783	1410			1309		
Mov Cap-2 Maneuver	431	421	-	399	399	-	-	-	-	-	-	-
Stage 1	823	793	-	576	554	-	-	-	-	-	-	-
Stage 2	576	554	-	819	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	0	1.8	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	498	-	1309		
HCM Lane V/C Ratio	0.056	-	-	0.335	-	-	-	
HCM Control Delay (s)	7.7	0	-	15.8	0	0		
HCM Lane LOS	A	A	-	C	A	A		
HCM 95th %tile Q(veh)	0.2	-	-	1.5	-	0	-	-

HCM 6th TWSC — 2022 Existing Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — AM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Future Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	3	28	0	8	6	336	29	6	137	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	517	527	138	515	513	351	138	0	0	365	0	0
Stage 1	150	150	-	363	363		-	-	-	-	-	-
Stage 2	367	377	-	152	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	469	456	910	470	465	692	1446	-	-	1194	-	-
Stage 1	853	773	-	656	625	-	-	-	-	-	-	-
Stage 2	653	616	-	850	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	460	451	910	464	460	692	1446	-	-	1194	-	-
Mov Cap-2 Maneuver	460	451	-	464	460	-	-	-	-	-	-	-
Stage 1	849	769	-	653	622	-	-	-	-	-	-	-
Stage 2	642	613	-	841	769	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	12.8	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	563	500	1194	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.071	0.005	-	-
HCM Control Delay (s)	7.5	0	-	11.5	12.8	8	0	
HCM Lane LOS	A	A	-	B	B	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0		

Intersection						
Int Delay, s/veh	2.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	342	1	32	106	0	86
Future Vol, veh/h	342	1	32	106	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	380	1	36	118	0	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	571	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1172	-	482	666
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-				
Mov Cap-1 Maneuver	-	-	-	-	466	666
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	-	-	1172	-
HCM Lane V/C Ratio	0.143	-	-	0.03	-
HCM Control Delay (s)	11.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th AWSC 2022 Existing Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
Future Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	4	46	2	22	22	7	4	38	109	8	23	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	8%	43%	21%
Vol Thru, %	25%	88%	43%	64%
Vol Right, %	72%	4%	13%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	48	46	33
LT Vol	4	4	20	7
Through Vol	35	42	20	21
RT Vol	100	2	6	5
Lane Flow Rate	151	52	50	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.062	0.061	0.042
Departure Headway (Hd)	3.71	4.288	4.358	4.178
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	953	825	813	845
Service Time	1.783	2.366	2.435	2.263
HCM Lane V/C Ratio	0.158	0.063	0.062	0.043
HCM Control Delay	7.5	7.7	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.1

HCM 6th Signalized Intersection Summary 2022 Existing Conditions

5: US-701 & Pitch Landing Road AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
Future Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	223	7	20	0	3	9	28	673	0	5	332	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	393	13	26	0	110	329	531	983	0	313	951	840
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.54	0.54	0.00	0.54	0.54	0.54
Sat Flow, veh/h	1098	48	100	0	412	1236	982	1826	0	765	1767	1560
Grp Volume(v), veh/h	250	0	0	0	0	12	28	673	0	5	332	54
Grp Sat Flow(s),veh/h/ln	1245	0	0	0	0	1648	982	1826	0	765	1767	1560
Q Serve(g_s), s	12.1	0.0	0.0	0.0	0.0	0.4	1.1	18.2	0.0	0.3	7.2	1.1
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.0	0.0	0.4	8.3	18.2	0.0	18.5	7.2	1.1
Prop In Lane	0.89		0.08	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	0	0	0	438	531	983	0	313	951	840
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.03	0.05	0.68	0.00	0.02	0.35	0.06
Avail Cap(c_a), veh/h	937	0	0	0	0	1101	1335	2480	0	940	2399	2118
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	0.0	0.0	18.3	11.2	11.4	0.0	18.1	8.9	7.4
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	0.1	0.1	3.1	0.0	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.0	0.0	0.1	0.2	6.3	0.0	0.1	2.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	0.0	0.0	18.4	11.4	14.4	0.0	18.2	9.6	7.6
LnGrp LOS	C	A	A	A	A	B	B	B	A	B	A	A
Approach Vol, veh/h		250			12			701			391	
Approach Delay, s/veh		27.2			18.4			14.3			9.5	
Approach LOS		C			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.7		24.9		42.7		24.9				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c+I1), s		20.5		14.5		20.2		2.4				
Green Ext Time (p_c), s		6.5		3.6		16.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
6: US-701 & Lake Way Drive

2022 Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	589	0	0	294
Future Vol, veh/h	0	5	589	0	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	2	9
Mvmt Flow	0	6	654	0	0	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	981	654	0	0	654	0
Stage 1	654	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	467	-	-	933	-
Stage 1	517	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	467			933	
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	517					
Stage 2	731	-	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	467	9	
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)			0	0	

HCM 6th TWSC
7: US-701 & Kinlaw Lane

2022 Existing Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	0.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Future Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	7	0	0	0	0	2	0	600	1	0	327	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	929	328	929	930	601	329	0	0	601	0	0
Stage 1	328	328	-	601	601	-	-	-	-	-	-	-
Stage 2	602	601	-	328	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	268	713	248	267	500	1231	-	-	976	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	486	489	-	685	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	268	713	248	267	500	1231	-	-	976	-	-
Mov Cap-2 Maneuver	247	268	-	248	267	-	-	-	-	-	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	484	489	-	685	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	12.2	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	247	500	976	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.004	-	-	-
HCM Control Delay (s)	0	-	-	20	12.2	0	-	
HCM Lane LOS	A	-	-	C	B	A	-	
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0		

HCM 6th TWSC
2022 Existing Conditions
1: Cates Bay Highway & Highway 134
PM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Future Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	57	0	90	0	0	0	42	133	0	0	240	69

Major/Minor	Minor2			Minor1			Major1			Major		
Conflicting Flow All	492	492	275	537	526	133	309	0	0	133	0	0
Stage 1	275	275	-	217	217	-	-	-	-	-	-	-
Stage 2	217	217	-	320	309	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	487	478	764	455	457	916	1252			1452		
Stage 1	731	683	-	785	723	-	-	-	-	-	-	-
Stage 2	785	723	-	692	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	474	461	764	390	441	916	1252	-	-	1452		
Mov Cap-2 Maneuver	474	461	-	390	441	-	-	-	-	-	-	-
Stage 1	705	683	-	757	697	-	-	-	-	-	-	-
Stage 2	757	697	-	610	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	0	1.9	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	618	-	1452	-	
HCM Lane V/C Ratio	0.034	-	-	0.237	-	-	-	
HCM Control Delay (s)	8	0	-	12.6	0	0	-	
HCM Lane LOS	A	A	-	B	A	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.9	-	0	-	

HCM 6th TWSC — 2022 Existing Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Future Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0			0	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	43	0	8	6	130	24	16	254	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	448	456	258	445	447	142	261	0	0	154	0	0
Stage 1	290	290	-	154	154	-	-	-	-	-	-	-
Stage 2	158	166	-	291	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12		
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	521	501	781	518	506	906	1303	-	-	1426		
Stage 1	718	672	-	841	770	-	-	-	-	-	-	-
Stage 2	844	761	-	710	670	-	-	-	-	-		
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	510	492	781	509	497	906	1303	-	-	1426		
Mov Cap-2 Maneuver	510	492	-	509	497	-	-	-	-	-	-	-
Stage 1	714	663	-	837	766	-	-	-	-	-	-	-
Stage 2	833	757	-	699	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.3	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	538	545	1426	
HCM Lane V/C Ratio	0.004	-	-	0.012	0.094	0.011	-	-
HCM Control Delay (s)	7.8	0	-	11.8	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0			0	0.3	0		

Intersection						
Int Delay, s/veh	2.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	3	76	263	1	58
Future Vol, veh/h	138	3	76	263	1	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	153	3	84	292	1	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	615	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	455	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	423	891
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1418	-
HCM Lane V/C Ratio	0.075	-	-	0.06	-
HCM Control Delay (s)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
Future Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	3	26	0	109	51	16	3	43	33	11	45	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.5	7.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	11%	62%	17%
Vol Thru, %	55%	89%	29%	69%
Vol Right, %	41%	0%	9%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	27	162	59
LT Vol	3	3	100	10
Through Vol	40	24	47	41
RT Vol	30	0	15	8
Lane Flow Rate	79	29	176	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.036	0.209	0.079
Departure Headway (Hd)	4.241	4.47	4.273	4.445
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	804	828	810
Service Time	2.244	2.48	2.367	2.449
HCM Lane V/C Ratio	0.093	0.036	0.213	0.079
HCM Control Delay	7.7	7.6	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.8	0.3

HCM 6th Signalized Intersection Summary 2022 Existing Conditions

5: US-701 & Pitch Landing Road PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125
Future Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	105	8	34	1	3	4	38	400	1	16	618	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	271	24	51	93	115	125	410	1044	3	602	1082	924
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	979	165	344	68	778	846	704	1791	4	984	1856	1585
Grp Volume(v), veh/h	147	0	0	8	0	0	38	0	401	16	618	136
Grp Sat Flow(s),veh/h/ln	1488	0	0	1693	0	0	704	0	1795	984	1856	1585
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	1.8	0.0	5.9	0.4	10.2	1.9
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.2	0.0	0.0	12.0	0.0	5.9	6.3	10.2	1.9
Prop In Lane	0.71		0.23	0.12		0.50	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	0	333	0	0	410	0	1047	602	1082	924
V/C Ratio(X)	0.42	0.00	0.00	0.02	0.00	0.00	0.09	0.00	0.38	0.03	0.57	0.15
Avail Cap(c_a), veh/h	1058	0	0	1132	0	0	1229	0	3135	1747	3240	2768
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	17.9	0.0	0.0	10.1	0.0	5.5	7.2	6.4	4.7
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.8	0.1	1.7	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	0.0	0.0	0.1	0.0	0.0	0.2	0.0	1.3	0.1	2.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	0.0	0.0	18.0	0.0	0.0	10.5	0.0	6.3	7.3	8.1	4.9
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		147			8			439			770	
Approach Delay, s/veh		22.7			18.0			6.7			7.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.9		14.2		34.9		14.2				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 86		31.1		* 86		31.1				
Max Q Clear Time (g_c+I1), s		12.2		6.5		14.0		2.2				
Green Ext Time (p_c), s		16.4		1.7		8.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	359	1	7	527
Future Vol, veh/h	0	2	359	1	7	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	3
Mvmt Flow	0	2	399	1	8	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1002	400	0	0	400	0
Stage 1	400	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	269	650	-	-	1159	-
Stage 1	677	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	266	650	-	-	1159	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	1159	-
HCM Lane V/C Ratio	-	-	0.003	0.007	-
HCM Control Delay (s)	-	-	10.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC — 2022 Existing Conditions

7: US-701 & Kinlaw Lane — PM Peak Hour

Intersection												
Int Delay, s/veh	0.2											
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Future Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	9	0	0	0	0	1	4	379	0	2	559	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	955	954	563	954	958	379	567	0	0	379	0	0
Stage 1	567	567	-	387	387	-	-	-	-	-	-	-
Stage 2	388	387	-	567	571	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	238	259	526	238	257	668	1005	-	-	1179	-	-
Stage 1	508	507	-	637	610	-	-	-	-	-	-	-
Stage 2	636	610	-	508	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	257	526	237	255	668	1005	-	-	1179	-	-
Mov Cap-2 Maneuver	236	257	-	237	255	-	-	-	-	-	-	-
Stage 1	505	506	-	634	607	-	-	-	-	-	-	-
Stage 2	632	607	-	507	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	10.4	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	236	668	1179	-	-
HCM Lane V/C Ratio	0.004	-	-	0.038	0.002	0.002	-	-
HCM Control Delay (s)	8.6	0	-	20.9	10.4	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

2035 No-Build Conditions

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Future Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	356	0	0	118	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	749	749	173	779	804	356	228	0	0	356	0	0
Stage 1	173	173	-	576	576	-	-	-	-	-	-	-
Stage 2	576	576	-	203	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	328	341	868	313	316	688	1334	-	-	1203	-	-
Stage 1	829	756	-	503	502	-	-	-	-	-	-	-
Stage 2	503	502	-	799	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	306	868	269	283	688	1334	-	-	1203	-	-
Mov Cap-2 Maneuver	302	306	-	269	283	-	-	-	-	-	-	-
Stage 1	744	756	-	451	450	-	-	-	-	-	-	-
Stage 2	451	450	-	745	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.1	0	1.9	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	362	-	1203	-	-
HCM Lane V/C Ratio	0.082	-	-	0.641	-	-	-	-
HCM Control Delay (s)	7.9	0	-	31.1	0	0	-	-
HCM Lane LOS	A	A	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.3	-	0	-	-

HCM 6th TWSC — 2035 No-Build Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — AM Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Future Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	39	0	11	8	467	40	8	190	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	716	730	191	712	710	487	191	0	0	507	0	0
Stage 1	207	207	-	503	503	-	-	-	-	-	-	-
Stage 2	509	523	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	345	349	851	347	359	581	1383	-	-	1058	-	-
Stage 1	795	731	-	551	541	-	-	-	-	-	-	-
Stage 2	547	530	-	793	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	343	851	340	353	581	1383	-	-	1058	-	-
Mov Cap-2 Maneuver	334	343	-	340	353	-	-	-	-	-	-	-
Stage 1	789	725	-	547	537	-	-	-	-	-	-	-
Stage 2	532	526	-	781	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	16.1	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	430	375	1058	-	-
HCM Lane V/C Ratio	0.006	-	-	0.028	0.133	0.007	-	-
HCM Control Delay (s)	7.6	0	-	13.6	16.1	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

HCM 6th TWSC
2035 No-Build Conditions
3: Willow Springs Road & Cates Bay Highway
AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	Y	
Traffic Vol, veh/h	475	1	44	147	0	120
Future Vol, veh/h	475	1	44	147	0	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	49	163	0	133

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	790	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1033	-	359	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	340	550
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1033	-
HCM Lane V/C Ratio	0.242	-	-	0.047	-
HCM Control Delay (s)	13.6	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

HCM 6th AWSC 2035 No-Build Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road AM Peak Hour

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
Future Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	63	4	30	30	9	7	53	151	11	32	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	9%	44%	22%
Vol Thru, %	25%	85%	44%	63%
Vol Right, %	72%	6%	12%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	68	64	46
LT Vol	6	6	28	10
Through Vol	49	58	28	29
RT Vol	139	4	8	7
Lane Flow Rate	211	74	70	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.093	0.089	0.062
Departure Headway (Hd)	3.907	4.544	4.63	4.433
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	790	776	810
Service Time	1.917	2.564	2.649	2.448
HCM Lane V/C Ratio	0.229	0.094	0.09	0.062
HCM Control Delay	8.1	8	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.3	0.2

HCM 6th Signalized Intersection Summary — 2035 No-Build Conditions

5: US-701 & Pitch Landing Road — AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
Future Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	310	9	27	0	4	12	39	935	0	8	461	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	387	10	29	0	126	378	440	1085	0	155	1050	927
Arrive On Green	0.31	0.31	0.31	0.00	0.31	0.31	0.59	0.59	0.00	0.59	0.59	0.59
Sat Flow, veh/h	1096	32	95	0	412	1236	854	1826	0	599	1767	1560
Grp Volume(v), veh/h	346	0	0	0	0	16	39	935	0	8	461	76
Grp Sat Flow(s),veh/h/ln	1223	0	0	0	0	1648	854	1826	0	599	1767	1560
Q Serve(g_s), s	35.4	0.0	0.0	0.0	0.0	0.9	3.5	56.3	0.0	1.5	18.9	2.7
Cycle Q Clear(g_c), s	36.3	0.0	0.0	0.0	0.0	0.9	22.4	56.3	0.0	57.8	18.9	2.7
Prop In Lane	0.90		0.08	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	0	0	0	504	440	1085	0	155	1050	927
V/C Ratio(X)	0.81	0.00	0.00	0.00	0.00	0.03	0.09	0.86	0.00	0.05	0.44	0.08
Avail Cap(c_a), veh/h	470	0	0	0	0	562	525	1267	0	215	1226	1083
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	0.0	0.0	0.0	32.1	20.9	22.3	0.0	46.3	14.7	11.4
Incr Delay (d2), s/veh	13.9	0.0	0.0	0.0	0.0	0.1	0.3	8.1	0.0	0.5	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.4	0.7	24.2	0.0	0.2	7.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	0.0	0.0	0.0	0.0	32.2	21.2	30.4	0.0	46.8	15.8	11.6
LnGrp LOS	E	A	A	A	A	C	C	C	A	D	B	B
Approach Vol, veh/h		346			16			974			545	
Approach Delay, s/veh		58.8			32.2			30.1			15.6	
Approach LOS		E			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		84.8		47.3		84.8		47.3				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c+I1), s		59.8		38.3		58.3		2.9				
Green Ext Time (p_c), s		8.6		2.1		20.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
6: US-701 & Lake Way Drive

2035 No-Build Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	819	0	0	409
Future Vol, veh/h	0	7	819	0	0	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	2	9
Mvmt Flow	0	8	910	0	0	454

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1364	910	0	0	910	0
Stage 1	910	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42					
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	163	333	-	-	748	
Stage 1	393	-	-	-	-	-
Stage 2	640					
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	333	-	-	748	
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	393					
Stage 2	640	-	-	-	-	-

Approach	WB	N
HCM Control Delay, s	16.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	748	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	-	-	16.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
7: US-701 & Kinlaw Lane

2035 No-Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Future Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	9	0	0	0	0	3	0	834	1	0	454	3

Major/Minor	Minor2			Minor1			Major			[redacted]2		
Conflicting Flow All	1292	1291	456	1291	1292	835	457	0	0	835	0	0
Stage 1	456	456	-	835	835	-	-	-	-	-	-	-
Stage 2	836	835	-	456	457	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	[redacted]	-	4.12	[redacted]	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	140	163	604	140	163	368	1104	-	-	798	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	362	383	-	584	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	163	604	140	163	368	1104	-	-	798	-	-
Mov Cap-2 Maneuver	139	163	-	140	163	-	-	-	-	-	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	359	383	-	584	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.7	14.9	0	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	139	368	798	-	-
HCM Lane V/C Ratio	-	-	-	0.064	0.009	-	-	-
HCM Control Delay (s)	0	-	-	32.7	14.9	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

HCM 6th TWSC — 2035 No-Build Conditions

1: Cates Bay Highway & Highway 134 — PM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Future Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	186	0	0	333	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	685	685	381	748	733	186	429	0	0	186	0	0
Stage 1	381	381	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	444	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	371	666	329	348	856	1130	-	-	1388	-	-
Stage 1	641	613	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	593	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	346	349	666	255	328	856	1130	-	-	1388	-	-
Mov Cap-2 Maneuver	346	349	-	255	328	-	-	-	-	-	-	-
Stage 1	604	613	-	664	625	-	-	-	-	-	-	-
Stage 2	664	625	-	481	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	0	2	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	491	-	1388		
HCM Lane V/C Ratio	0.052	-	-	0.416	-	-	-	-
HCM Control Delay (s)	8.4	0	-	17.5	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	-	0	-	-

HCM 6th TWSC — 2035 No-Build Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — PM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Future Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	60	0	11	8	181	34	21	353	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	620	631	358	615	618	198	362	0	0	215	0	0
Stage 1	400	400	-	214	214	-	-	-	-	-	-	-
Stage 2	220	231	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	400	398	686	399	405	843	1197	-	-	1355	-	-
Stage 1	626	602	-	781	725	-	-	-	-	-	-	-
Stage 2	782	713	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	387	387	686	389	394	843	1197	-	-	1355	-	-
Mov Cap-2 Maneuver	387	387	-	389	394	-	-	-	-	-	-	-
Stage 1	621	591	-	775	719	-	-	-	-	-	-	-
Stage 2	766	707	-	606	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.2	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	409	425	1355	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.167	0.016	-	-
HCM Control Delay (s)	8	0	-	14	15.2	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

HCM 6th TWSC — 2035 No-Build Conditions

3: Willow Springs Road & Cates Bay Highway — PM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	Y	
Traffic Vol, veh/h	192	4	106	366	1	81
Future Vol, veh/h	192	4	106	366	1	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	118	407	1	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	858	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1347	-	327	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	290	825
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	1347	-
HCM Lane V/C Ratio	0.113	-	-	0.087	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
Future Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	36	0	151	71	23	4	61	46	15	62	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.5	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	11%	62%	17%
Vol Thru, %	55%	89%	29%	70%
Vol Right, %	41%	0%	9%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	37	225	82
LT Vol	4	4	139	14
Through Vol	56	33	65	57
RT Vol	42	0	21	11
Lane Flow Rate	111	40	245	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.053	0.307	0.116
Departure Headway (Hd)	4.474	4.703	4.514	4.688
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	761	797	764
Service Time	2.504	2.737	2.54	2.721
HCM Lane V/C Ratio	0.139	0.053	0.307	0.116
HCM Control Delay	8.2	8	9.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.2	1.3	0.4

HCM 6th Signalized Intersection Summary — 2035 No-Build Conditions

5: US-701 & Pitch Landing Road — PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174
Future Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	147	11	47	1	4	7	53	557	1	23	860	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	262	20	62	55	120	179	280	1177	2	515	1218	1041
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1023	111	338	41	660	981	534	1792	3	851	1856	1585
Grp Volume(v), veh/h	205	0	0	12	0	0	53	0	558	23	860	189
Grp Sat Flow(s),veh/h/ln	1472	0	0	1683	0	0	534	0	1796	851	1856	1585
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	5.8	0.0	12.7	1.1	24.3	3.8
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.5	0.0	0.0	30.1	0.0	12.7	13.8	24.3	3.8
Prop In Lane	0.72		0.23	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	0	0	354	0	0	280	0	1179	515	1218	1041
V/C Ratio(X)	0.60	0.00	0.00	0.03	0.00	0.00	0.19	0.00	0.47	0.04	0.71	0.18
Avail Cap(c_a), veh/h	632	0	0	678	0	0	488	0	1878	846	1940	1657
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	27.6	0.0	0.0	18.6	0.0	7.0	10.5	9.0	5.5
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.1	0.0	0.0	1.2	0.0	1.1	0.1	2.7	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	4.1	0.0	0.0	0.2	0.0	0.0	0.7	0.0	3.8	0.2	7.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	0.0	27.7	0.0	0.0	19.8	0.0	8.1	10.6	11.7	5.8
LnGrp LOS	D	A	A	C	A	A	B	A	A	B	B	A
Approach Vol, veh/h		205			12			611			1072	
Approach Delay, s/veh		37.7			27.7			9.1			10.7	
Approach LOS		D			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.1		21.8		60.1		21.8				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 86		31.1		* 86		31.1				
Max Q Clear Time (g_c+I1), s		26.3		12.8		32.1		2.5				
Green Ext Time (p_c), s		27.5		2.2		12.9		0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
6: US-701 & Lake Way Drive

2035 No-Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	499	1	10	733
Future Vol, veh/h	0	3	499	1	10	733
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	3
Mvmt Flow	0	3	554	1	11	814

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1391	555	0	0	555	0
Stage 1	555	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	157	531	-	-	1015	-
Stage 1	575	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	531	-	-	1015	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	531	1015	-
HCM Lane V/C Ratio	-	-	0.006	0.011	-
HCM Control Delay (s)	-	-	11.8	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC — 2035 No-Build Conditions

7: US-701 & Kinlaw Lane — PM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Future Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	12	0	0	0	0	1	7	527	0	3	777	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1331	1330	783	1330	1335	527	788	0	0	527	0	0
Stage 1	789	789	-	541	541	-	-	-	-	-	-	-
Stage 2	542	541	-	789	794	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	155	394	132	154	551	831	-	-	1040	-	-
Stage 1	384	402	-	525	521	-	-	-	-	-	-	-
Stage 2	525	521	-	384	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	152	394	130	151	551	831	-	-	1040	-	-
Mov Cap-2 Maneuver	130	152	-	130	151	-	-	-	-	-	-	-
Stage 1	379	400	-	519	515	-	-	-	-	-	-	-
Stage 2	518	515	-	382	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	11.5	0.1	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	130	551	1040		
HCM Lane V/C Ratio	0.008	-	-	0.094	0.002	0.003	-	-
HCM Control Delay (s)	9.4	0	-	35.5	11.5	8.5	0	
HCM Lane LOS	A	A	-	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0		

2035 Build Conditions

HCM 6th TWSC — 2035 Build Conditions

1: Cates Bay Highway & Highway 134 — AM Peak Hour

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	156	0	53	0	0	0	99	362	0	0	183	99
Future Vol, veh/h	156	0	53	0	0	0	99	362	0	0	183	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	402	0	0	203	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	880	880	258	910	935	402	313	0	0	402	0	0
Stage 1	258	258	-	622	622	-	-	-	-	-	-	-
Stage 2	622	622	-	288	313	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	286	778	255	265	648	1242	-	-	1157	-	-
Stage 1	747	694	-	474	479	-	-	-	-	-	-	-
Stage 2	474	479	-	720	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	245	253	778	215	235	648	1242	-	-	1157	-	-
Mov Cap-2 Maneuver	245	253	-	215	235	-	-	-	-	-	-	-
Stage 1	662	694	-	420	424	-	-	-	-	-	-	-
Stage 2	420	424	-	666	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.7	0	1.8	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	297	-	1157	-	-
HCM Lane V/C Ratio	0.089	-	-	0.782	-	-	-	-
HCM Control Delay (s)	8.2	0	-	49.7	0	0	-	-
HCM Lane LOS	A	A	-	E	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.1	-	0	-	-

HCM 6th TWSC — 2035 Build Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — AM Peak Hour

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	4	112	0	10	7	420	78	7	171	1
Future Vol, veh/h	6	1	4	112	0	10	7	420	78	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	124	0	11	8	467	87	8	190	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	739	777	191	736	734	511	191	0	0	554	0	0
Stage 1	207	207	-	527	527	-	-	-	-	-	-	-
Stage 2	532	570	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	333	328	851	335	347	563	1383	-	-	1016	-	-
Stage 1	795	731	-	535	528	-	-	-	-	-	-	-
Stage 2	531	505	-	793	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	322	322	851	328	341	563	1383	-	-	1016	-	-
Mov Cap-2 Maneuver	322	322	-	328	341	-	-	-	-	-	-	-
Stage 1	789	724	-	531	524	-	-	-	-	-	-	-
Stage 2	516	501	-	781	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	22.4	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	416	340	1016	-	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.399	0.008	-	-
HCM Control Delay (s)	7.6	0	-	13.9	22.4	8.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.9	0	-	-

Intersection						
Int Delay, s/veh	9.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	475	1	171	147	0	354
Future Vol, veh/h	475	1	171	147	0	354
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	190	163	0	393

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	1072	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1033	-	244	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	195	550
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5	26.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1033	-
HCM Lane V/C Ratio	0.715	-	-	0.184	-
HCM Control Delay (s)	26.3	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	5.8	-	-	0.7	-

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Traffic Vol, veh/h	6	100	4	106	105	242	6	49	181	137	29	7
Future Vol, veh/h	6	100	4	106	105	242	6	49	181	137	29	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	109	4	115	114	263	7	53	197	149	32	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.6	12.2	11.8	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	5%	50%	0%	79%
Vol Thru, %	21%	91%	50%	0%	17%
Vol Right, %	77%	4%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	110	211	242	173
LT Vol	6	6	106	0	137
Through Vol	49	100	105	0	29
RT Vol	181	4	0	242	7
Lane Flow Rate	257	120	229	263	188
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.383	0.201	0.402	0.386	0.316
Departure Headway (Hd)	5.372	6.048	6.303	5.287	6.055
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	667	591	571	679	592
Service Time	3.425	4.112	4.05	3.034	4.113
HCM Lane V/C Ratio	0.385	0.203	0.401	0.387	0.318
HCM Control Delay	11.8	10.6	13.3	11.3	11.9
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.8	0.7	1.9	1.8	1.3

HCM 6th Signalized Intersection Summary — 2035 Build Conditions

5: US-701 & Pitch Landing Road — AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
Future Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	564	9	73	0	4	12	124	1528	0	8	783	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	396	6	45	0	135	405	189	1068	0	48	1033	912
Arrive On Green	0.33	0.33	0.33	0.00	0.33	0.33	0.58	0.58	0.00	0.58	0.58	0.58
Sat Flow, veh/h	1071	17	139	0	412	1236	556	1826	0	341	1767	1560
Grp Volume(v), veh/h	646	0	0	0	0	16	124	1528	0	8	783	214
Grp Sat Flow(s),veh/h/ln	1227	0	0	0	0	1648	556	1826	0	341	1767	1560
Q Serve(g_s), s	48.1	0.0	0.0	0.0	0.0	1.0	32.1	87.7	0.0	0.0	49.6	9.9
Cycle Q Clear(g_c), s	49.1	0.0	0.0	0.0	0.0	1.0	81.7	87.7	0.0	87.7	49.6	9.9
Prop In Lane	0.87		0.11	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	0	0	0	0	539	189	1068	0	48	1033	912
V/C Ratio(X)	1.45	0.00	0.00	0.00	0.00	0.03	0.66	1.43	0.00	0.17	0.76	0.23
Avail Cap(c_a), veh/h	447	0	0	0	0	539	189	1068	0	48	1033	912
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	0.0	0.0	0.0	34.3	53.7	31.1	0.0	75.0	23.2	15.0
Incr Delay (d2), s/veh	213.2	0.0	0.0	0.0	0.0	0.1	14.1	199.5	0.0	5.8	4.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.5	0.0	0.0	0.0	0.0	0.4	5.1	94.6	0.0	0.4	20.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	266.6	0.0	0.0	0.0	0.0	34.4	67.8	230.7	0.0	80.8	27.9	15.5
LnGrp LOS	F	A	A	A	A	C	E	F	A	F	C	B
Approach Vol, veh/h		646			16			1652			1005	
Approach Delay, s/veh		266.6			34.4			218.5			25.7	
Approach LOS		F			C			F			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	94.0	56.0	94.0	56.0
Change Period (Y+Rc), s	* 6.3	6.9	* 6.3	6.9
Max Green Setting (Gmax), s	* 88	49.1	* 88	49.1
Max Q Clear Time (g_c+I1), s	89.7	51.1	89.7	3.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	168.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC — 2035 Build Conditions

6: US-701 & Access #1/Lake Way Drive — AM Peak Hour

Intersection												
Int Delay, s/veh	842.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	390	0	234	0	0	7	127	1053	0	0	535	212
Future Vol, veh/h	390	0	234	0	0	7	127	1053	0	0	535	212
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	433	0	260	0	0	8	141	1170	0	0	594	236

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2050	2046	594	2294	2282	1170	830	0	0	1170	0	0
Stage 1	594	594	-	1452	1452	-	-	-	-	-	-	-
Stage 2	1456	1452	-	842	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 41	56	505	27	40	235	802	-	-	597	-	-
Stage 1	491	493	-	162	195	-	-	-	-	-	-	-
Stage 2	~ 161	195	-	359	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 34	46	505	11	33	235	802	-	-	597	-	-
Mov Cap-2 Maneuver	~ 34	46	-	11	33	-	-	-	-	-	-	-
Stage 1	~ 405	493	-	133	161	-	-	-	-	-	-	-
Stage 2	~ 128	161	-	174	385	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	3450.2	20.8	1.1	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	34	505	235	597	-	-
HCM Lane V/C Ratio	0.176	-	-	12.745	0.515	0.033	-	-	-
HCM Control Delay (s)	10.4	-	-	$ 5508.7	19.4	20.8	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	53	2.9	0.1	0	-	-

Notes

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

HCM 6th TWSC — 2035 Build Conditions

7: US-701 & Kinlaw Lane/Access #2 — AM Peak Hour

Intersection

Int Delay, s/veh 255.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	242	0	155	0	0	3	85	878	1	0	643	129
Future Vol, veh/h	242	0	155	0	0	3	85	878	1	0	643	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	269	0	172	0	0	3	94	976	1	0	714	143

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1880	1879	714	2037	2022	977	857	0	0	977	0	0
Stage 1	714	714	-	1165	1165	-	-	-	-	-	-	-
Stage 2	1166	1165	-	872	857	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 54	71	431	42	58	304	783	-	-	706	-	-
Stage 1	422	435	-	237	268	-	-	-	-	-	-	-
Stage 2	~ 236	268	-	345	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	62	431	23	51	304	783	-	-	706	-	-
Mov Cap-2 Maneuver	~ 48	62	-	23	51	-	-	-	-	-	-	-
Stage 1	371	435	-	209	236	-	-	-	-	-	-	-
Stage 2	~ 205	236	-	207	374	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1371.8	17	0.9	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	48	431	304	706	-	-
HCM Lane V/C Ratio	0.121	-	-	5.602	0.4	0.011	-	-	-
HCM Control Delay (s)	10.2	-	-	$ 2238.4	18.8	17	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	30.9	1.9	0	0	-	-

Notes

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

HCM 6th TWSC
2035 Build Conditions
8: Access #3 & Pitch Landing Road
AM Peak Hour

Intersection						
Int Delay, s/veh	46.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	360	169	127	188	311	234
Future Vol, veh/h	360	169	127	188	311	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	4	2	2	2
Mvmt Flow	400	188	141	209	346	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	588	0	891	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	977	-	~ 313	650
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	977	-	~ 268	650
Mov Cap-2 Maneuver	-	-	-	-	~ 268	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	116.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	650	-	-	977	-
HCM Lane V/C Ratio	1.289	0.4	-	-	0.144	-
HCM Control Delay (s)	193.2	14.2	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	17.2	1.9	-	-	0.5	-

Notes

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

HCM 6th Signalized Intersection Summary — 2035 Build + IMPS

5: US-701 & Pitch Landing Road — AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
Future Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	564	9	73	0	4	12	124	1528	0	8	783	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	634	53	430	0	35	105	295	1753	0	124	1252	582
Arrive On Green	0.18	0.34	0.34	0.00	0.08	0.08	0.06	0.51	0.00	0.37	0.37	0.37
Sat Flow, veh/h	3428	156	1265	0	412	1236	1753	3561	0	341	3357	1560
Grp Volume(v), veh/h	564	0	82	0	0	16	124	1528	0	8	783	214
Grp Sat Flow(s),veh/h/ln	1714	0	1420	0	0	1648	1753	1735	0	341	1678	1560
Q Serve(g_s), s	13.7	0.0	3.5	0.0	0.0	0.8	3.5	33.2	0.0	1.8	16.3	8.5
Cycle Q Clear(g_c), s	13.7	0.0	3.5	0.0	0.0	0.8	3.5	33.2	0.0	23.7	16.3	8.5
Prop In Lane	1.00		0.89	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	0	483	0	0	139	295	1753	0	124	1252	582
V/C Ratio(X)	0.89	0.00	0.17	0.00	0.00	0.11	0.42	0.87	0.00	0.06	0.63	0.37
Avail Cap(c_a), veh/h	643	0	799	0	0	502	371	1781	0	124	1252	582
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	19.7	0.0	0.0	36.1	16.0	18.6	0.0	34.1	21.9	19.4
Incr Delay (d2), s/veh	14.3	0.0	0.6	0.0	0.0	1.3	1.0	5.9	0.0	0.8	2.0	1.4
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	6.6	0.0	1.1	0.0	0.0	0.3	1.3	12.6	0.0	0.2	6.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	20.3	0.0	0.0	37.4	16.9	24.6	0.0	34.9	23.9	20.8
LnGrp LOS	D	A	C	A	A	D	B	C	A	C	C	C
Approach Vol, veh/h		646			16			1652			1005	
Approach Delay, s/veh		44.7			37.4			24.0			23.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	11.3	38.1		35.9		49.4	21.8	14.1
Change Period (Y+Rc), s	6.0	* 6.3		6.9		* 6.3	6.0	6.9
Max Green Setting (Gmax), s	9.0	* 29		48.0		* 44	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.5	25.7		5.5		35.2	15.7	2.8
Green Ext Time (p_c), s	0.1	2.4		1.1		7.9	0.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 2035 Build + IMPS

6: US-701 & Access #1/Lake Way Drive AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	0	234	0	0	7	127	1053	0	0	535	212
Future Volume (veh/h)	390	0	234	0	0	7	127	1053	0	0	535	212
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1767	1870
Adj Flow Rate, veh/h	433	0	260	0	0	8	141	1170	0	0	594	236
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	9	2
Cap, veh/h	449	0	442	0	0	61	340	1146	0	0	938	842
Arrive On Green	0.19	0.00	0.28	0.00	0.00	0.04	0.05	0.63	0.00	0.00	0.53	0.53
Sat Flow, veh/h	1781	0	1585	0	0	1585	1781	1826	0	0	1767	1585
Grp Volume(v), veh/h	433	0	260	0	0	8	141	1170	0	0	594	236
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1781	1826	0	0	1767	1585
Q Serve(g_s), s	25.0	0.0	18.2	0.0	0.0	0.6	4.5	81.0	0.0	0.0	30.6	10.6
Cycle Q Clear(g_c), s	25.0	0.0	18.2	0.0	0.0	0.6	4.5	81.0	0.0	0.0	30.6	10.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	449	0	442	0	0	61	340	1146	0	0	938	842
V/C Ratio(X)	0.96	0.00	0.59	0.00	0.00	0.13	0.42	1.02	0.00	0.00	0.63	0.28
Avail Cap(c_a), veh/h	449	0	578	0	0	197	374	1146	0	0	938	842
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	40.1	0.0	0.0	59.9	16.6	24.0	0.0	0.0	21.4	16.7
Incr Delay (d2), s/veh	33.5	0.0	1.2	0.0	0.0	0.9	0.8	31.9	0.0	0.0	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	7.3	0.0	0.0	0.3	1.7	40.2	0.0	0.0	12.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	0.0	41.3	0.0	0.0	60.8	17.4	55.9	0.0	0.0	22.8	16.9
LnGrp LOS	F	A	D	A	A	E	B	F	A	A	C	B
Approach Vol, veh/h		693			8			1311			830	
Approach Delay, s/veh		66.9			60.8			51.7			21.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	87.0		42.0	12.5	74.5	31.0	11.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	81.0		47.0	9.0	66.0	25.0	16.0
Max Q Clear Time (g_c+I1), s	83.0		20.2	6.5	32.6	27.0	2.6
Green Ext Time (p_c), s	0.0		1.8	0.1	5.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary 2035 Build + IMPS

8: Access #3 & Pitch Landing Road AM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Volume (veh/h)	360	169	127	188	311	234
Future Volume (veh/h)	360	169	127	188	311	234
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	400	188	141	209	346	260
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	4	2	2	2
Cap, veh/h	760	649	391	766	489	435
Arrive On Green	0.41	0.41	0.41	0.41	0.27	0.27
Sat Flow, veh/h	1856	1585	815	1870	1781	1585
Grp Volume(v), veh/h	400	188	141	209	346	260
Grp Sat Flow(s),veh/h/ln	1856	1585	815	1870	1781	1585
Q Serve(g_s), s	6.2	3.0	6.0	2.8	6.6	5.4
Cycle Q Clear(g_c), s	6.2	3.0	12.2	2.8	6.6	5.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	760	649	391	766	489	435
V/C Ratio(X)	0.53	0.29	0.36	0.27	0.71	0.60
Avail Cap(c_a), veh/h	1221	1043	593	1231	1078	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	7.5	13.0	7.5	12.4	12.0
Incr Delay (d2), s/veh	0.6	0.2	0.6	0.2	1.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.8	0.8	0.7	2.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	7.8	13.6	7.6	14.3	13.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	588			350	606	
Approach Delay, s/veh	8.6			10.0	13.9	
Approach LOS	A			B	B	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		16.4		21.6		21.6
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		25.0		25.0
Max Q Clear Time (g_c+I1), s		8.6		8.2		14.2
Green Ext Time (p_c), s		1.8		2.9		1.4

Intersection Summary		
HCM 6th Ctrl Delay		11.0
HCM 6th LOS		B

HCM 6th TWSC — 2035 Build Conditions

1: Cates Bay Highway & Highway 134 — PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	0	113	0	0	0	53	251	0	0	364	86
Future Vol, veh/h	71	0	113	0	0	0	53	251	0	0	364	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	279	0	0	404	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	849	849	452	912	897	279	500	0	0	279	0	0
Stage 1	452	452	-	397	397	-	-	-	-	-	-	-
Stage 2	397	397	-	515	500	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-			
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	298	608	255	279	760	1064	-	-	1284	-	-
Stage 1	587	570	-	629	603	-	-	-	-	-	-	-
Stage 2	629	603	-	543	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	267	278	608	192	261	760	1064	-	-	1284	-	-
Mov Cap-2 Maneuver	267	278	-	192	261	-	-	-	-	-	-	-
Stage 1	548	570	-	587	563	-	-	-	-	-	-	-
Stage 2	587	563	-	431	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	0	1.5	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	407	-	1284	-	-
HCM Lane V/C Ratio	0.055	-	-	0.502	-	-	-	-
HCM Control Delay (s)	8.6	0	-	22.4	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.7	-	0	-	-

HCM 6th TWSC — 2035 Build Conditions

2: Cates Bay Highway & N Pauley Road/Allen Dew Road — PM Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	118	0	10	7	163	115	19	318	8
Future Vol, veh/h	6	1	1	118	0	10	7	163	115	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	131	0	11	8	181	128	21	353	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	725	358	662	665	245	362	0	0	309	0	0
Stage 1	400	400	-	261	261	-	-	-	-	-	-	-
Stage 2	267	325	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	352	686	371	381	794	1197	-	-	1252	-	-
Stage 1	626	602	-	737	692	-	-	-	-	-	-	-
Stage 2	738	649	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	359	342	686	361	370	794	1197	-	-	1252	-	-
Mov Cap-2 Maneuver	359	342	-	361	370	-	-	-	-	-	-	-
Stage 1	621	589	-	731	686	-	-	-	-	-	-	-
Stage 2	722	644	-	605	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	20.2	0.2	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	379	377	1252	-	-
HCM Lane V/C Ratio	0.006	-	-	0.023	0.377	0.017	-	-
HCM Control Delay (s)	8	0	-	14.7	20.2	7.9	0	
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.7	0.1	-	-

HCM 6th TWSC
2035 Build Conditions
3: Willow Springs Road & Cates Bay Highway
PM Peak Hour

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	4	359	366	1	273
Future Vol, veh/h	192	4	359	366	1	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	399	407	1	303

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	1420	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	1205	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1347	-	150	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	93	825
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	175	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1347	-
HCM Lane V/C Ratio	0.38	-	-	0.296	-
HCM Control Delay (s)	12.2	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	1.2	-

HCM 6th AWSC 2035 Build Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road PM Peak Hour

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Traffic Vol, veh/h	4	117	0	203	129	213	4	56	126	267	57	11
Future Vol, veh/h	4	117	0	203	129	213	4	56	126	267	57	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	127	0	221	140	232	4	61	137	290	62	12
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.6	19.9	13.1	21.5
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	3%	61%	0%	80%
Vol Thru, %	30%	97%	39%	0%	17%
Vol Right, %	68%	0%	0%	100%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	121	332	213	335
LT Vol	4	4	203	0	267
Through Vol	56	117	129	0	57
RT Vol	126	0	0	213	11
Lane Flow Rate	202	132	361	232	364
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.361	0.258	0.701	0.386	0.661
Departure Headway (Hd)	6.426	7.073	6.998	6.007	6.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	560	508	516	600	553
Service Time	4.471	5.128	4.739	3.747	4.57
HCM Lane V/C Ratio	0.361	0.26	0.7	0.387	0.658
HCM Control Delay	13.1	12.6	24.6	12.5	21.5
HCM Lane LOS	B	B	C	B	C
HCM 95th-tile Q	1.6	1	5.5	1.8	4.8

HCM 6th Signalized Intersection Summary — 2035 Build Conditions

5: US-701 & Pitch Landing Road — PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
Future Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	355	11	138	1	4	7	123	1045	1	23	1501	464
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	294	8	96	47	157	244	55	1183	1	155	1223	1045
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1032	32	401	72	657	1020	221	1794	2	539	1856	1585
Grp Volume(v), veh/h	504	0	0	12	0	0	123	0	1046	23	1501	464
Grp Sat Flow(s),veh/h/ln	1465	0	0	1748	0	0	221	0	1796	539	1856	1585
Q Serve(g_s), s	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.8	4.7	85.7	18.3
Cycle Q Clear(g_c), s	31.1	0.0	0.0	0.7	0.0	0.0	85.7	0.0	61.8	66.5	85.7	18.3
Prop In Lane	0.70		0.27	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	0	0	448	0	0	55	0	1184	155	1223	1045
V/C Ratio(X)	1.27	0.00	0.00	0.03	0.00	0.00	2.22	0.00	0.88	0.15	1.23	0.44
Avail Cap(c_a), veh/h	398	0	0	448	0	0	55	0	1184	155	1223	1045
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	0.0	0.0	37.9	0.0	0.0	65.0	0.0	18.1	45.2	22.1	10.7
Incr Delay (d2), s/veh	138.9	0.0	0.0	0.1	0.0	0.0	603.2	0.0	9.3	1.6	109.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.3	0.0	0.0	0.3	0.0	0.0	11.1	0.0	25.0	0.7	68.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.1	0.0	0.0	38.0	0.0	0.0	668.2	0.0	27.4	46.8	131.7	11.7
LnGrp LOS	F	A	A	D	A	A	F	A	C	D	F	B
Approach Vol, veh/h		504			12			1169			1988	
Approach Delay, s/veh		190.1			38.0			94.8			102.8	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		92.0		38.0		92.0		38.0				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 86		31.1		* 86		31.1				
Max Q Clear Time (g_c+I1), s		87.7		33.1		87.7		2.7				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	112.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC — 2035 Build Conditions

6: US-701 & Access #1/Lake Way Drive — PM Peak Hour

Intersection												
Int Delay, s/veh	2741.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	360	0	307	0	0	3	291	652	1	10	871	537
Future Vol, veh/h	360	0	307	0	0	3	291	652	1	10	871	537
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	3	2
Mvmt Flow	400	0	341	0	0	3	323	724	1	11	968	597

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2362	2361	968	2830	2958	725	1565	0	0	725	0	0
Stage 1	990	990	-	1371	1371	-	-	-	-	-	-	-
Stage 2	1372	1371	-	1459	1587	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 25	35	~ 308	11	14	425	422	-	-	878	-	-
Stage 1	~ 297	324	-	181	214	-	-	-	-	-	-	-
Stage 2	~ 180	214	-	161	168	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 8	7	~ 308	-	3	425	422	-	-	878	-	-
Mov Cap-2 Maneuver	~ 8	7	-	-	3	-	-	-	-	-	-	-
Stage 1	~ 70	261	-	43	50	-	-	-	-	-	-	-
Stage 2	~ 42	50	-	-	135	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay	$ 2445.2		11.2	0.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	8	308	-	878	-	-
HCM Lane V/C Ratio	0.766	-	-	50	1.108	-	0.013	-	-
HCM Control Delay (s)	36.5	-	-	$ 22955	120.9	-	9.2	0	-
HCM Lane LOS	E	-	-	F	F	-	A	A	-
HCM 95th %tile Q(veh)	6.5	-	-	51.9	13.6	-	0	-	-

Notes

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

HCM 6th TWSC — 2035 Build Conditions

7: US-701 & Kinlaw Lane/Access #2 — PM Peak Hour

Intersection

Int Delay, s/veh 366.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	203	0	130	0	0	1	175	727	0	3	891	263
Future Vol, veh/h	203	0	130	0	0	1	175	727	0	3	891	263
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	226	0	144	0	0	1	194	808	0	3	990	292

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2193	2192	990	2410	2484	808	1282	0	0	808	0	0
Stage 1	996	996	-	1196	1196	-	-	-	-	-	-	-
Stage 2	1197	1196	-	1214	1288	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 32	45	299	23	29	381	541	-	-	817	-	-
Stage 1	294	322	-	227	259	-	-	-	-	-	-	-
Stage 2	227	259	-	222	234	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 23	28	299	8	18	381	541	-	-	817	-	-
Mov Cap-2 Maneuver	~ 23	28	-	8	18	-	-	-	-	-	-	-
Stage 1	~ 188	317	-	146	166	-	-	-	-	-	-	-
Stage 2	~ 145	166	-	113	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay,$	2627.2	14.5	3	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	541	-	-	23	299	381	817	-	-
HCM Lane V/C Ratio	0.359	-	-	9.807	0.483	0.003	0.004	-	-
HCM Control Delay (s)	15.3	-	-	$ 4291.8	27.8	14.5	9.4	0	-
HCM Lane LOS	C	-	-	F	D	B	A	A	-
HCM 95th %tile Q(veh)	1.6	-	-	28.3	2.5	0	0	-	-

Notes

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

HCM 6th TWSC
2035 Build Conditions
8: Access #3 & Pitch Landing Road
PM Peak Hour

Intersection						
Int Delay, s/veh	308.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	234	375	367	177	369	230
Future Vol, veh/h	234	375	367	177	369	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	260	417	408	197	410	256

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	677	0	1273	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	1013	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	915	-	~ 185	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	~ 351	
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	~ 102	779
Mov Cap-2 Maneuver	-	-	-	-	~ 102	-
Stage 1	-	-	-	-	783	
Stage 2	-	-	-	-	~ 194	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.1	$ 894.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	779	-	-	915	
HCM Lane V/C Ratio	4.02	0.328	-	-	0.446	-
HCM Control Delay (s)	$ 1444.6	11.9	-	-	12.1	
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	42.1	1.4	-	-	2.3	

Notes

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

HCM 6th Signalized Intersection Summary 2035 Build + IMPS

5: US-701 & Pitch Landing Road PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
Future Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	355	11	138	1	4	7	123	1045	1	23	1501	464
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	419	31	383	42	51	76	190	2143	2	312	1772	797
Arrive On Green	0.12	0.26	0.26	0.08	0.08	0.08	0.05	0.61	0.61	0.50	0.50	0.50
Sat Flow, veh/h	3456	118	1485	46	650	975	1767	3499	3	539	3526	1585
Grp Volume(v), veh/h	355	0	149	12	0	0	123	510	536	23	1501	464
Grp Sat Flow(s),veh/h/ln	1728	0	1603	1671	0	0	1767	1706	1796	539	1763	1585
Q Serve(g_s), s	10.2	0.0	7.7	0.0	0.0	0.0	3.3	16.8	16.8	2.5	37.5	21.0
Cycle Q Clear(g_c), s	10.2	0.0	7.7	0.7	0.0	0.0	3.3	16.8	16.8	8.1	37.5	21.0
Prop In Lane	1.00		0.93	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	0	414	168	0	0	190	1045	1100	312	1772	797
V/C Ratio(X)	0.85	0.00	0.36	0.07	0.00	0.00	0.65	0.49	0.49	0.07	0.85	0.58
Avail Cap(c_a), veh/h	441	0	708	458	0	0	257	1119	1178	315	1793	806
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	30.9	43.6	0.0	0.0	22.2	10.9	10.9	16.2	21.9	17.8
Incr Delay (d2), s/veh	13.7	0.0	1.9	0.6	0.0	0.0	3.7	1.3	1.2	0.4	4.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.1	0.3	0.0	0.0	1.6	5.7	6.0	0.3	14.9	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	32.8	44.3	0.0	0.0	25.9	12.2	12.1	16.6	26.8	20.3
LnGrp LOS	E	A	C	D	A	A	C	B	B	B	C	C
Approach Vol, veh/h		504			12			1169			1988	
Approach Delay, s/veh		50.2			44.3			13.6			25.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	11.2	57.5		33.2		68.7	18.4	14.8
Change Period (Y+Rc), s	6.0	* 6.3		6.9		* 6.3	6.0	6.9
Max Green Setting (Gmax), s	9.0	* 52		45.0		* 67	13.0	26.0
Max Q Clear Time (g_c+I1), s	5.3	39.5		9.7		18.8	12.2	2.7
Green Ext Time (p_c), s	0.1	11.7		2.2		22.3	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 2035 Build + IMPS

6: US-701 & Access #1/Lake Way Drive PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	0	307	0	0	3	291	652	1	10	871	537
Future Volume (veh/h)	360	0	307	0	0	3	291	652	1	10	871	537
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1781	1870	1870	1856	1870
Adj Flow Rate, veh/h	400	0	341	0	0	3	323	724	1	11	968	597
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	3	2
Cap, veh/h	360	0	368	0	0	116	284	1218	2	30	938	811
Arrive On Green	0.12	0.00	0.23	0.00	0.00	0.07	0.13	0.68	0.68	0.51	0.51	0.51
Sat Flow, veh/h	1781	0	1585	0	0	1585	1781	1779	2	9	1834	1585
Grp Volume(v), veh/h	400	0	341	0	0	3	323	0	725	979	0	597
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1781	0	1781	1842	0	1585
Q Serve(g_s), s	17.0	0.0	30.4	0.0	0.0	0.3	19.0	0.0	31.3	30.7	0.0	42.7
Cycle Q Clear(g_c), s	17.0	0.0	30.4	0.0	0.0	0.3	19.0	0.0	31.3	74.0	0.0	42.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.01		1.00
Lane Grp Cap(c), veh/h	360	0	368	0	0	116	284	0	1219	968	0	811
V/C Ratio(X)	1.11	0.00	0.93	0.00	0.00	0.03	1.14	0.00	0.59	1.01	0.00	0.74
Avail Cap(c_a), veh/h	360	0	427	0	0	175	284	0	1219	968	0	811
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	0.0	54.3	0.0	0.0	62.2	52.4	0.0	12.1	36.1	0.0	27.7
Incr Delay (d2), s/veh	80.4	0.0	24.1	0.0	0.0	0.1	95.9	0.0	0.8	31.8	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.0	14.6	0.0	0.0	0.1	17.4	0.0	11.4	42.6	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.0	0.0	78.4	0.0	0.0	62.3	148.4	0.0	12.9	67.9	0.0	31.2
LnGrp LOS	F	A	E	A	A	E	F	A	B	F	A	C
Approach Vol, veh/h		741			3			1048			1576	
Approach Delay, s/veh		111.1			62.3			54.7			54.0	
Approach LOS		F			E			D			D	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		105.0		39.6	25.0	80.0	23.0	16.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		99.0		39.0	19.0	74.0	17.0	16.0				
Max Q Clear Time (g_c+I1), s		33.3		32.4	21.0	76.0	19.0	2.3				
Green Ext Time (p_c), s		5.4		1.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			66.8									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary 2035 Build + IMPS

8: Access #3 & Pitch Landing Road PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Volume (veh/h)	234	375	367	177	369	230
Future Volume (veh/h)	234	375	367	177	369	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	417	408	197	410	256
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	948	803	456	948	492	438
Arrive On Green	0.51	0.51	0.51	0.51	0.28	0.28
Sat Flow, veh/h	1870	1585	762	1870	1781	1585
Grp Volume(v), veh/h	260	417	408	197	410	256
Grp Sat Flow(s),veh/h/ln	1870	1585	762	1870	1781	1585
Q Serve(g_s), s	4.4	9.7	23.6	3.2	12.0	7.7
Cycle Q Clear(g_c), s	4.4	9.7	28.0	3.2	12.0	7.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	948	803	456	948	492	438
V/C Ratio(X)	0.27	0.52	0.90	0.21	0.83	0.58
Avail Cap(c_a), veh/h	948	803	456	948	645	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	9.1	18.2	7.5	18.8	17.3
Incr Delay (d2), s/veh	0.2	0.6	19.9	0.1	7.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	7.1	0.9	5.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	9.7	38.1	7.6	26.0	18.5
LnGrp LOS	A	A	D	A	C	B
Approach Vol, veh/h	677			605	666	
Approach Delay, s/veh	9.0			28.2	23.1	
Approach LOS	A			C	C	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		21.3		34.0		34.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		20.0		28.0		28.0
Max Q Clear Time (g_c+I1), s		14.0		11.7		30.0
Green Ext Time (p_c), s		1.3		2.9		0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Improvement Timings

The following maximum total gross units are proposed for this PDD. Reference the following table:

Tract	Parent Tract		Aprox. Area [Acres]	Proposed Land Use	Proposed Dwelling Units		
	Parent Tract Designation	Sub-tract Designation			Single Family	Townhome	Multifamily
TIER I							
	Tract D		56.84	Single Family	135	--	--
	Tract F		128.43	Single Family	302	--	--
	Tract G		177.62	Single Family	339	--	--
	Tract H		234.62	Single Family	319	--	--
	Track I		153.2	Single Family	91	--	--
	Tract J		93.37	Single Family	188	--	--
TIER II							
	Tract A		40.47	Townhome	--	246	--
	Tract C		48.07	Townhome	--	104	--
	Tract E		78.49	Townhome	--	398	--
	Tract O		51.81	Townhome	--	204	--
TIER III							
	Tract B		10.72	Commercial	--	--	--
	Tract K	K	561.75	Multifamily	--	--	480
		K.1	18.78	Outdoor Storage	--	--	--
	Tract L[1]		15.91	Commercial	--	--	--
	Tract M[1]		15.25	Commercial	--	--	--
	Tract N		57.84	Multifamily / Townhome	--	79	448
TOTAL APPROXIMATE ACREAGE [AC.]			**1743.17**	**TOTAL PROPOSED UNITS**	**1374**	**1031**	**928**
					3333		

[1]	No dwelling units shall be allowed on Tracts L and M, or any future subdivisions of tracts L and M.

Density not utilized in one parcel may be transferred to other parcels within the PDD, so long as the total density of the PDD is not exceeded, and no Dwelling Units are located within flood zones.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

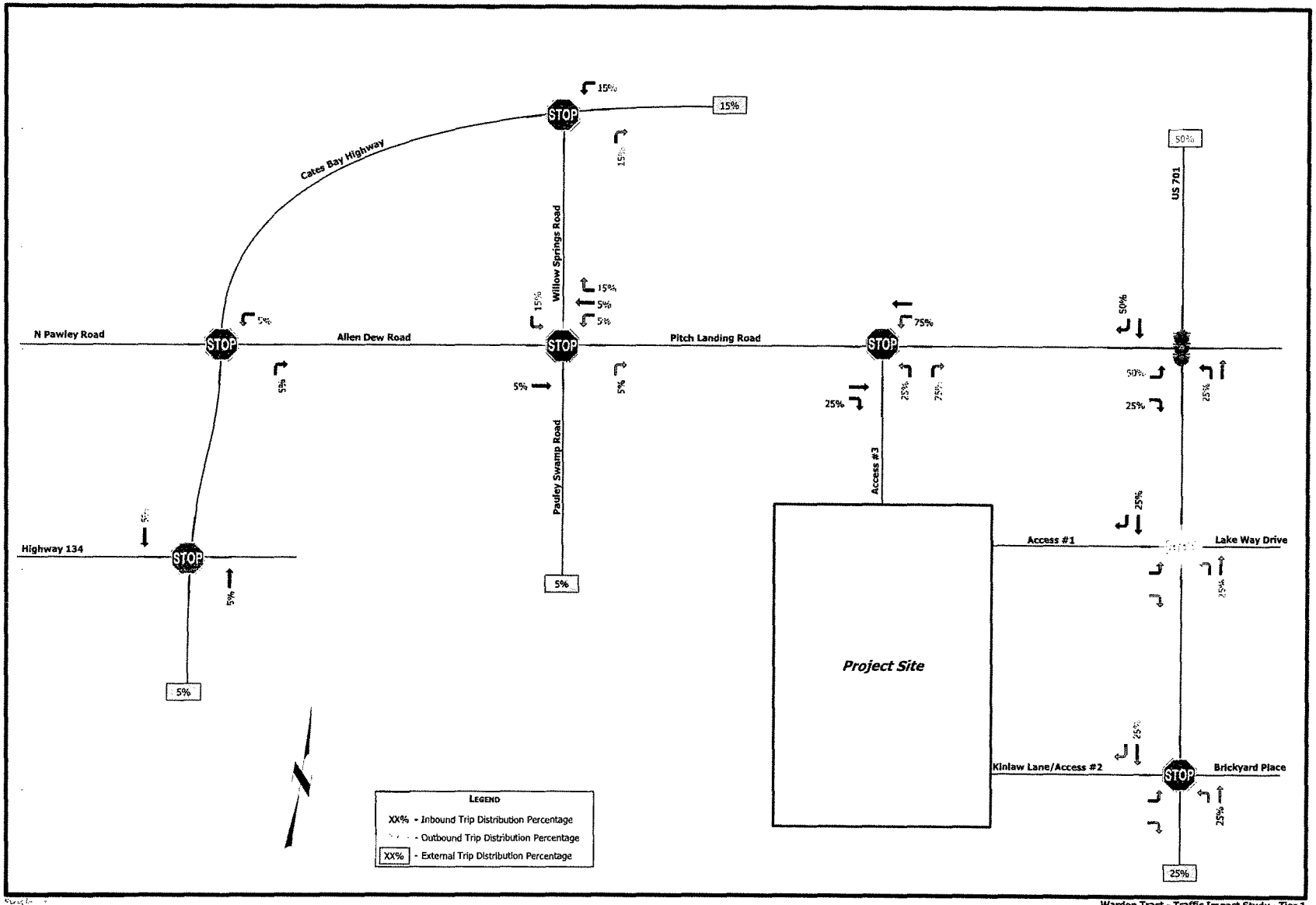
Willow Springs Road/Pauley Swamp Road & Pitch Landing Road/Allen Dew Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

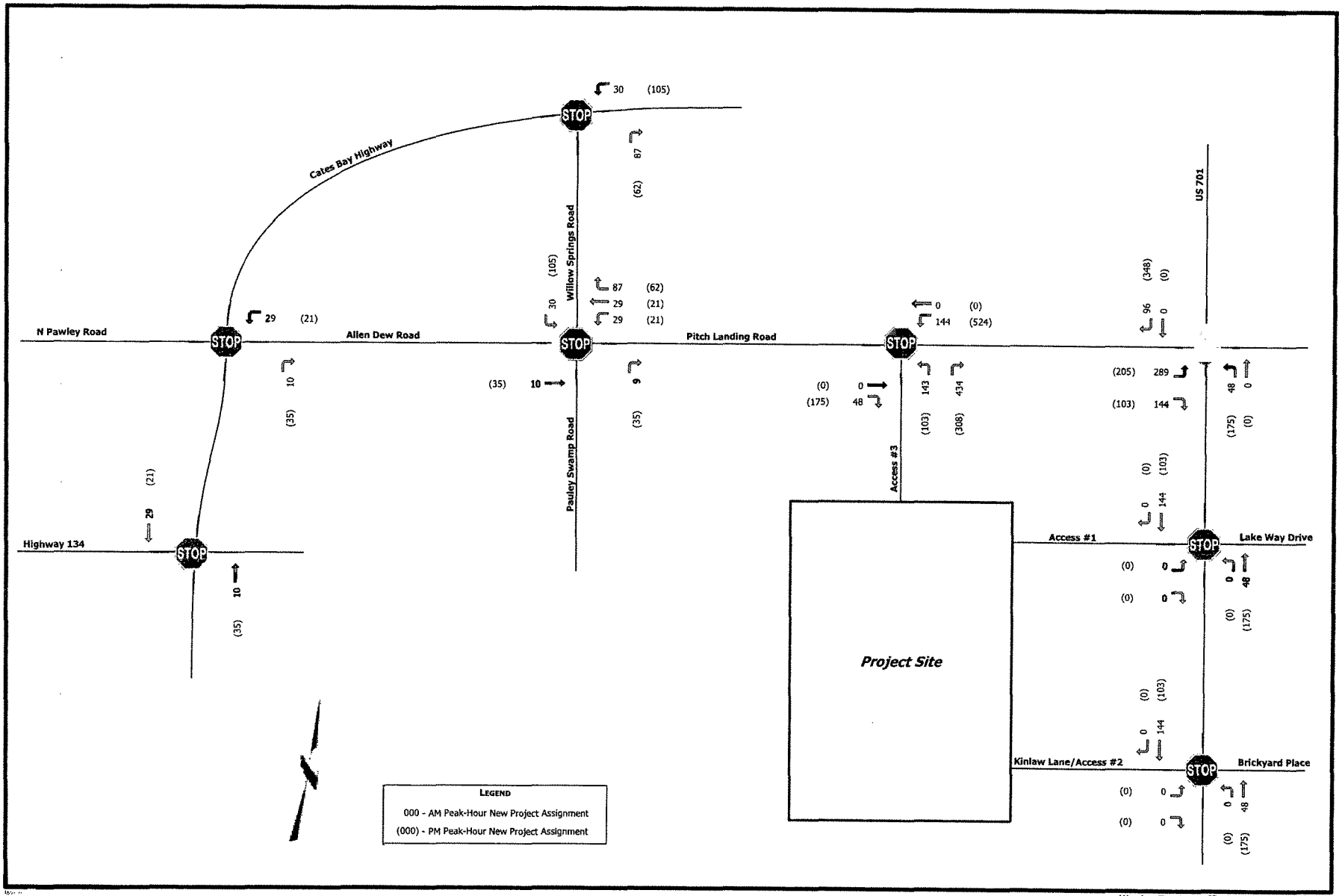
AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	42	3	20	20	6	4	35	100	7	21	5
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	5%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	8	1	4	4	1	1	6	18	1	4	1
2028 NO-BUILD TRAFFIC VOLUMES	5	50	4	24	24	7	5	41	118	8	25	6
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		10							9	30		
Outbound New Project Traffic				29	29	87						
Pass-By Project Traffic												
Total Buildout Project Traffic		10		29	29	87			9	30		
2028 BUILD TRAFFIC VOLUMES	5	60	4	53	53	94	5	41	127	38	25	6

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	3	24	0	100	47	15	3	40	30	10	41	8
Heavy Vehicle Percentage	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	4	0	18	8	3	1	7	5	2	7	1
2028 NO-BUILD TRAFFIC VOLUMES	4	28	0	118	55	18	4	47	35	12	48	9
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		35							35	105		
Outbound New Project Traffic				21	21	62						
Pass-by Project Traffic												
Total New Project Traffic		35		21	21	62			35	105		
2028 BUILD TRAFFIC VOLUMES	4	63	0	139	76	80	4	47	70	117	48	9

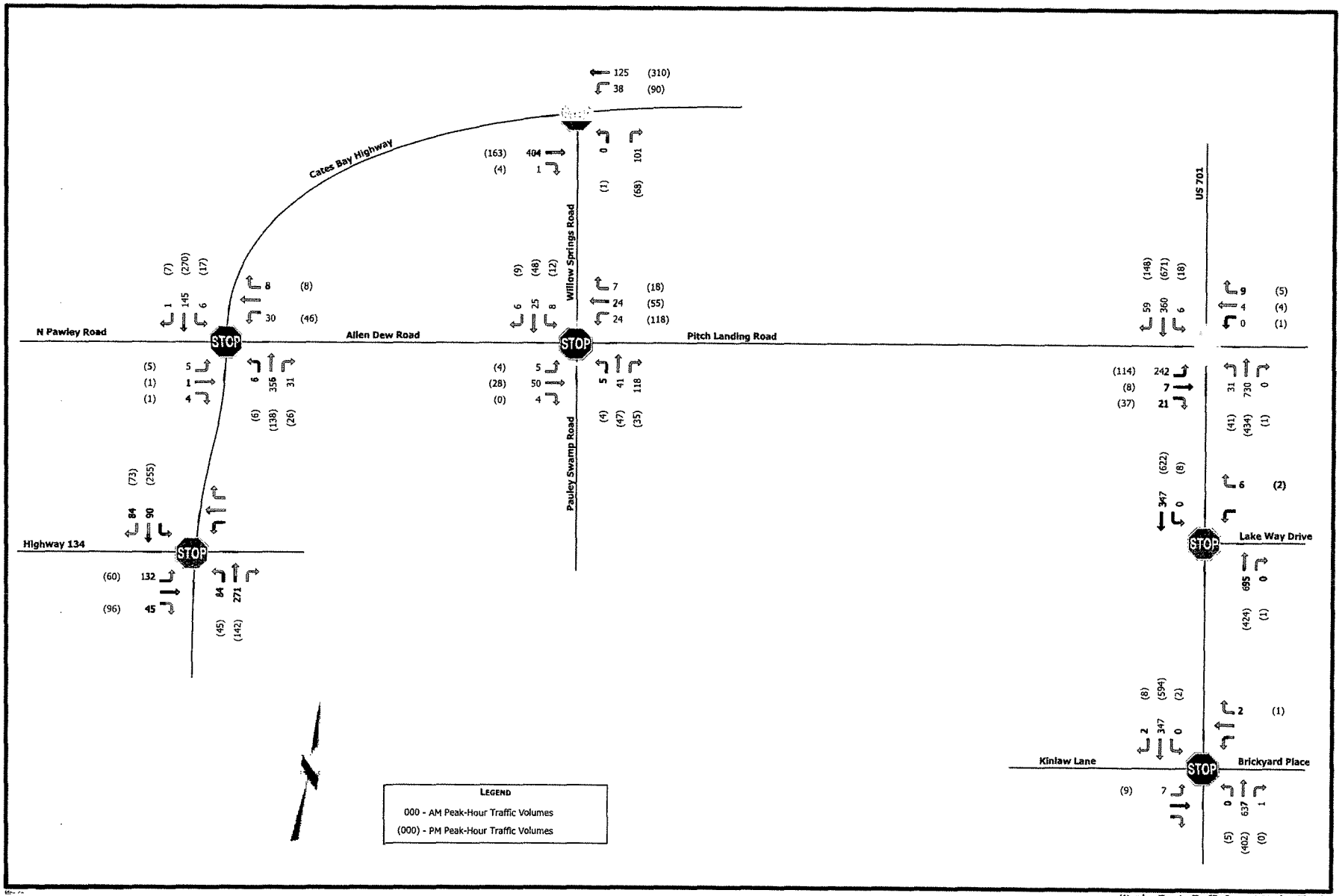


RAMEY KEMP ASSOCIATES

Warden Tract - Traffic Impact Study - Tier 1
Figure 5 - Project Trip Distribution
Page 10

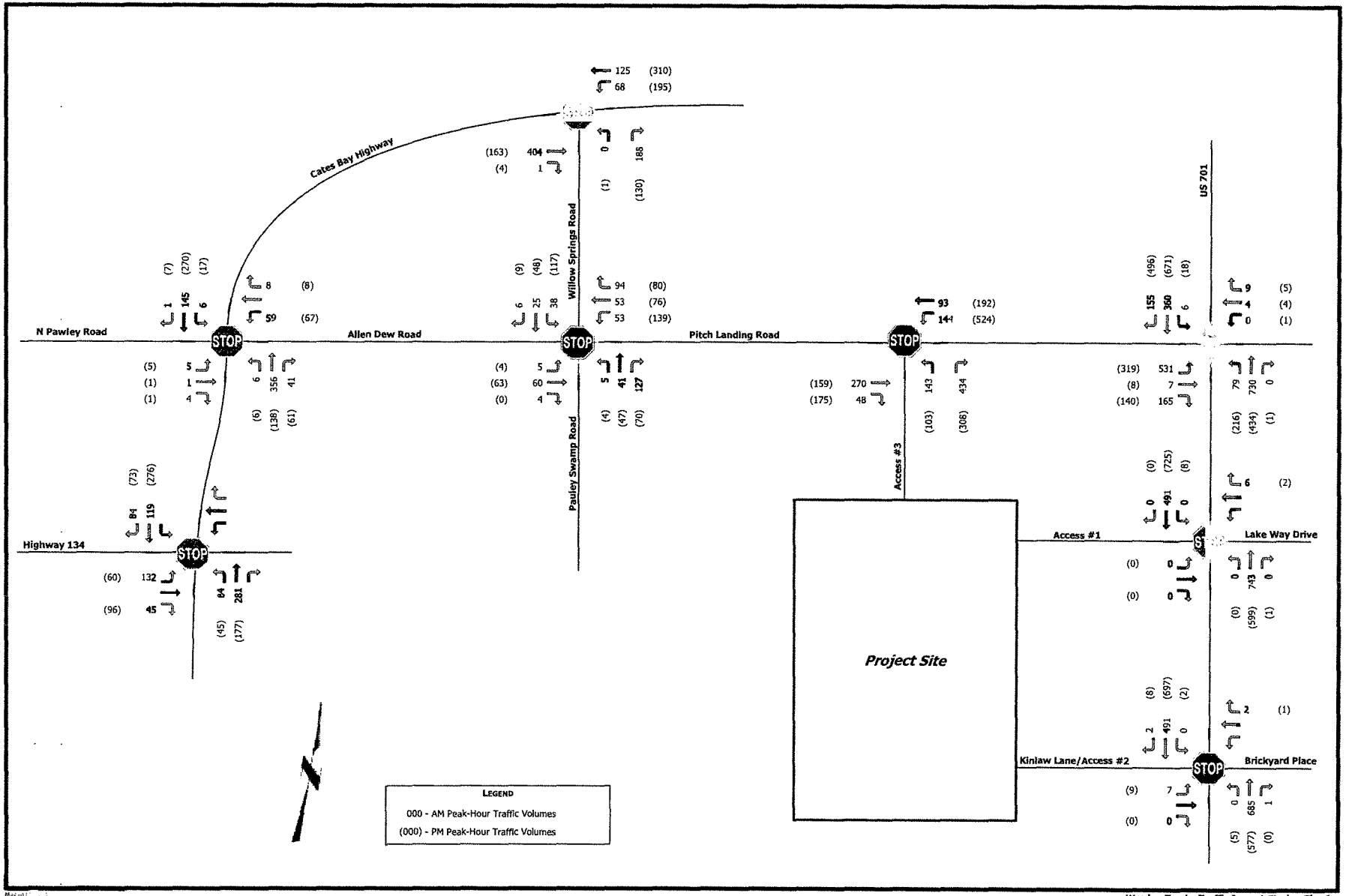


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Warden Tract - Traffic Impact Study - Tier 1
Figure 8 - No-Build (2028) Peak-Hour Traffic Volumes
Page 14

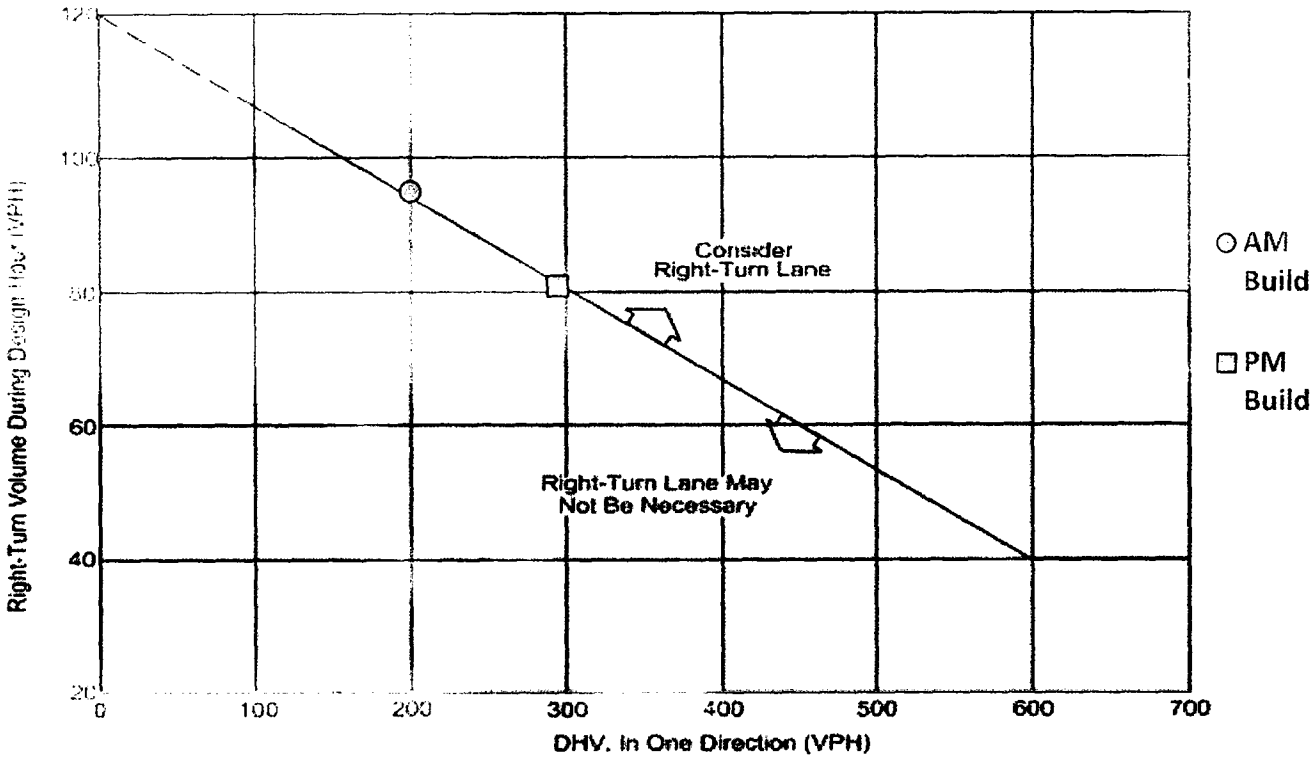


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Warden Tract - Traffic Impact Study - Tier 1
Figure 9 - Build (2028) Peak-Hour Traffic Volumes
Page 15

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

Figure 9.5-A

INTERSECTION: Pitch Landing Road & Willow Springs Road

MOVEMENT: Westbound right turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	200	94	○
PM Build	295	80	□

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

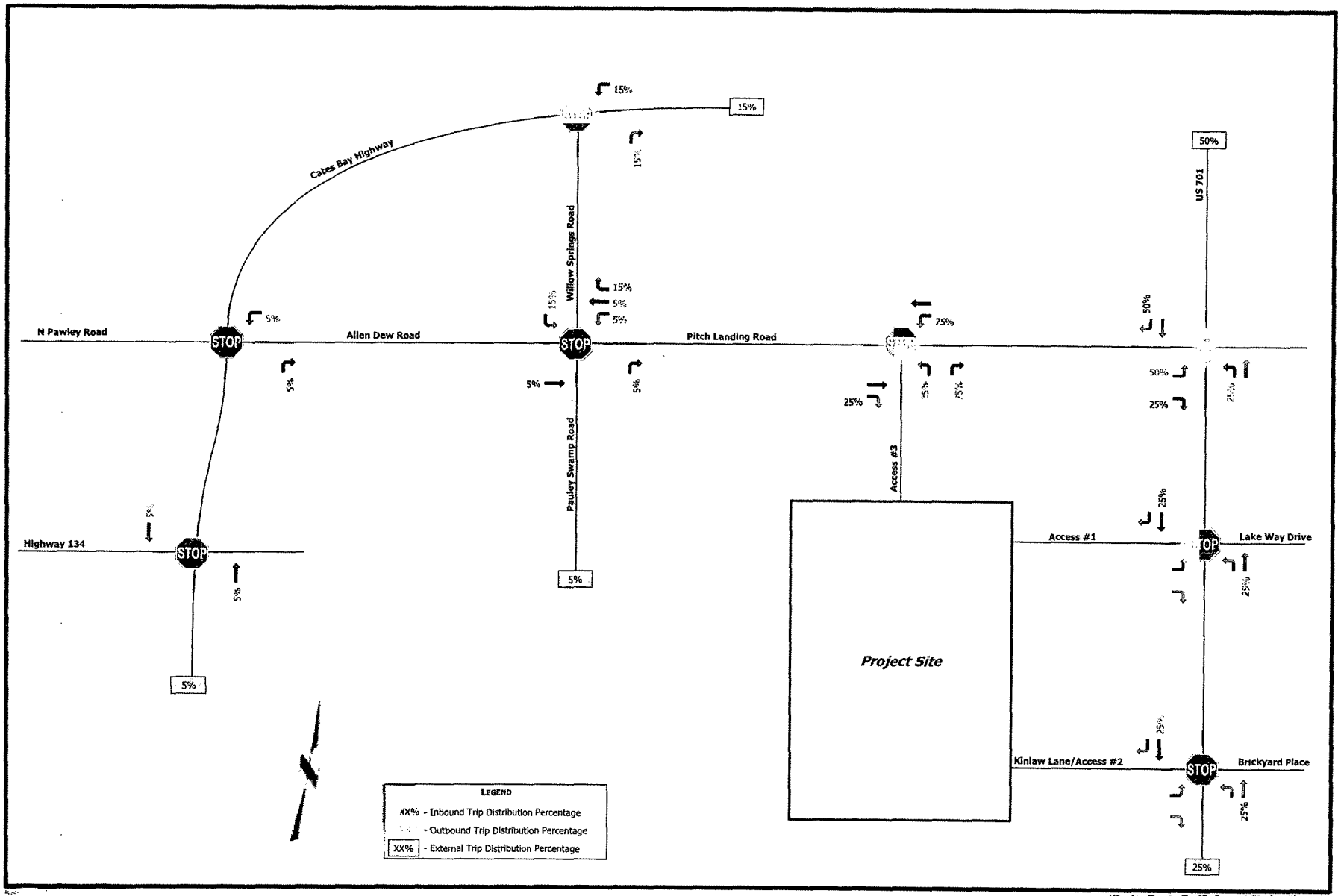
US 701 & Pitch Landing Road

TRAFFIC CONTROL: Signalized

DATE COUNTED:

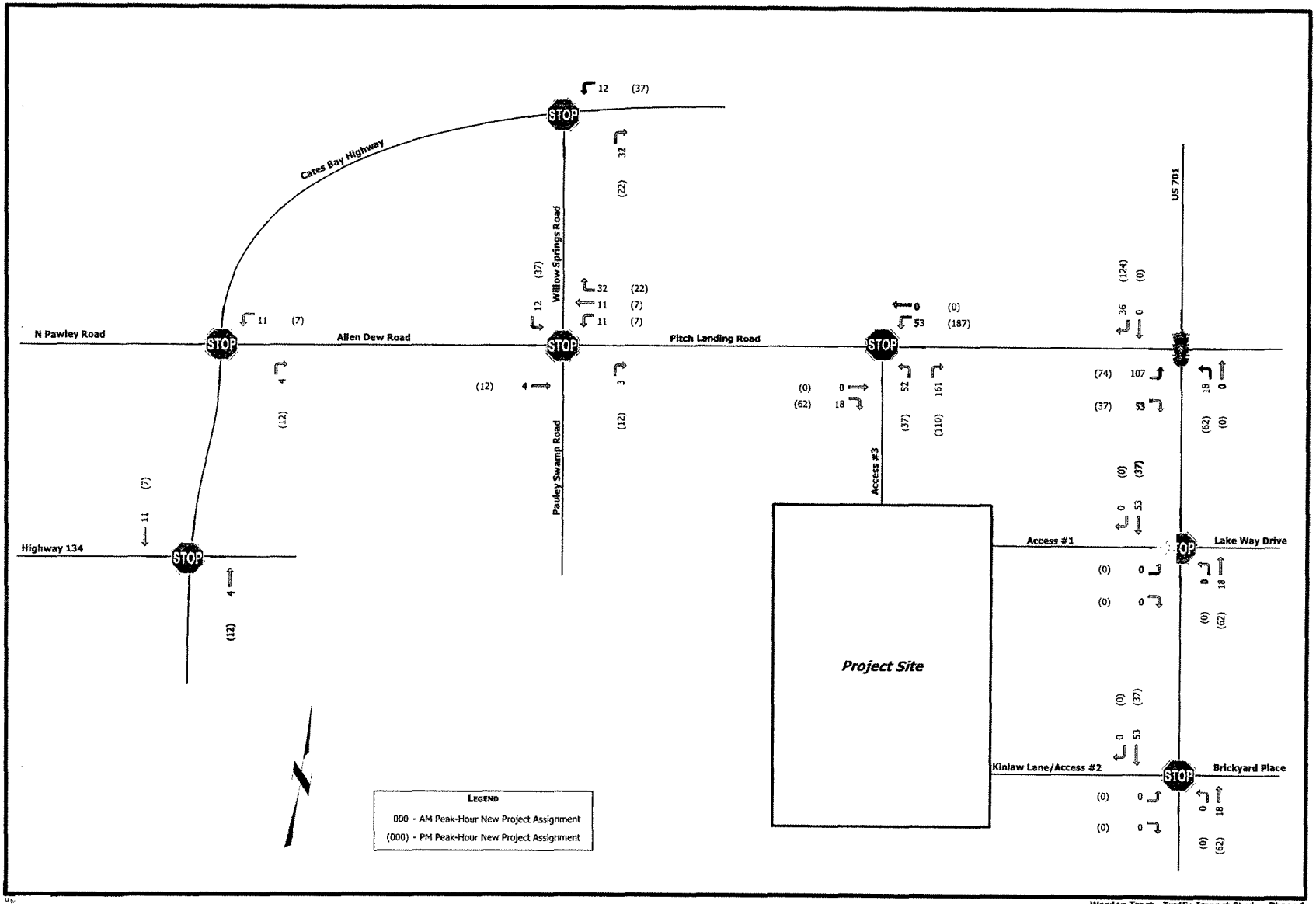
AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**205**	**6**	**18**	**0**	**3**	**8**	**26**	**619**	**0**	**5**	**305**	**50**
Heavy Vehicle Percentage	3%	17%	2%	2%	2%	2%	4%	5%	2%	2%	9%	4%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	37	1	3	0	1	1	5	111	0	1	55	9
2028 NO-BUILD TRAFFIC VOLUMES	**242**	**7**	**21**	**0**	**4**	**9**	**31**	**730**	**0**	**6**	**360**	**59**
Inbound Trip Distribution Percentage							25%					50%
Outbound Trip Distribution Percentage	50%		25%									
Inbound New Project Traffic							18					36
Outbound New Project Traffic	107		53									
Pass-By Project Traffic												
Total Buildout Project Traffic	107		53				18					36
2028 BUILD TRAFFIC VOLUMES	**349**	**7**	**74**	**0**	**4**	**9**	**49**	**730**	**0**	**6**	**360**	**95**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**97**	**7**	**31**	**1**	**3**	**4**	**35**	**368**	**1**	**15**	**569**	**125**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	25%	3%	7%	2%	2%	3%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	17	1	6	0	1	1	6	66	0	3	102	23
2028 NO-BUILD TRAFFIC VOLUMES	**114**	**8**	**37**	**1**	**4**	**5**	**41**	**434**	**1**	**18**	**671**	**148**
Inbound Trip Distribution Percentage							25%					50%
Outbound Trip Distribution Percentage	50%		25%									
Inbound New Project Traffic							62					124
Outbound New Project Traffic	74		37									
Pass-by Project Traffic												
Total New Project Traffic	74		37				62					124
2028 BUILD TRAFFIC VOLUMES	**188**	**8**	**74**	**1**	**4**	**5**	**103**	**434**	**1**	**18**	**671**	**272**

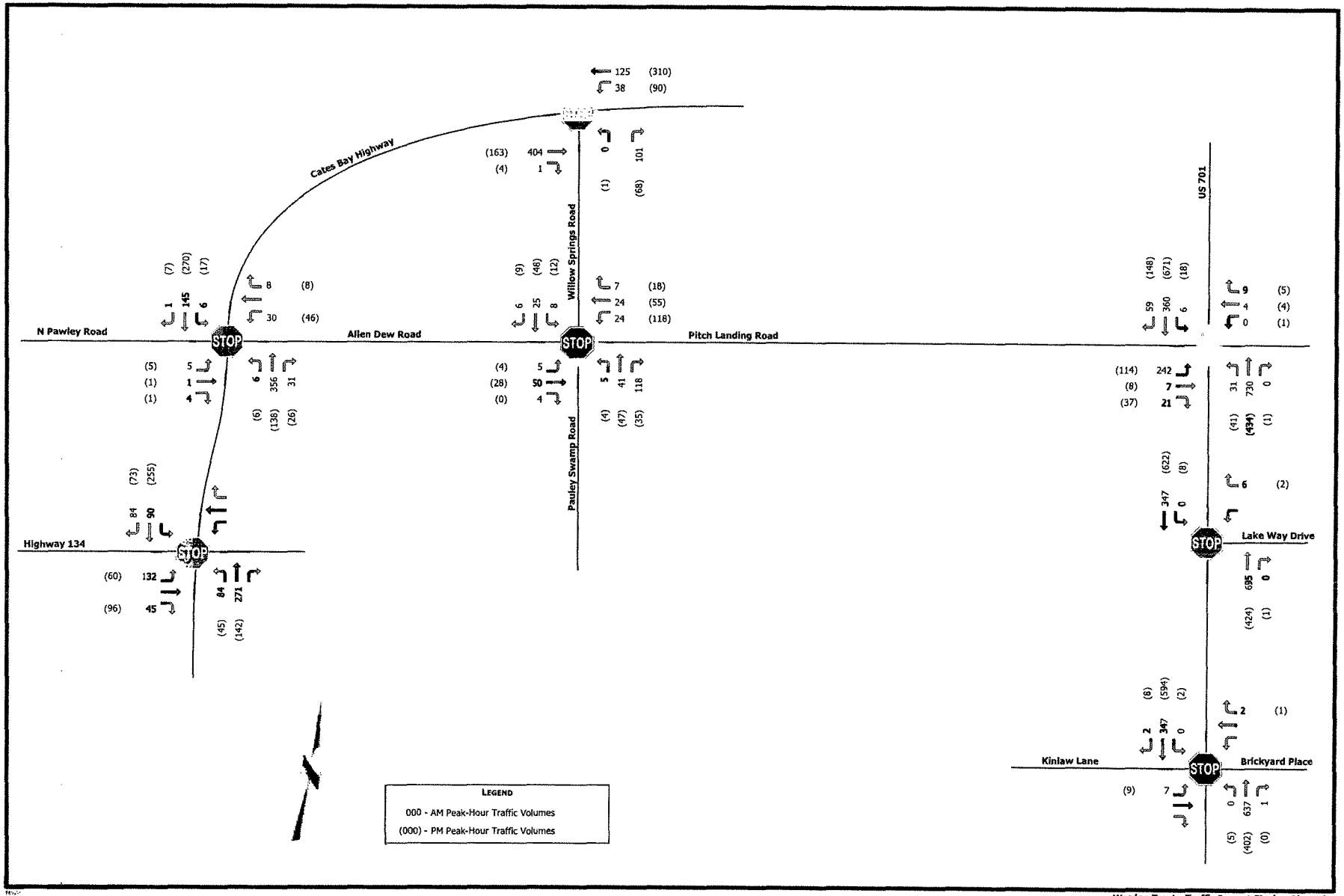


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Warden Tract - Traffic Impact Study - Phase 1
Figure 5 - Project Trip Distribution
Page 10

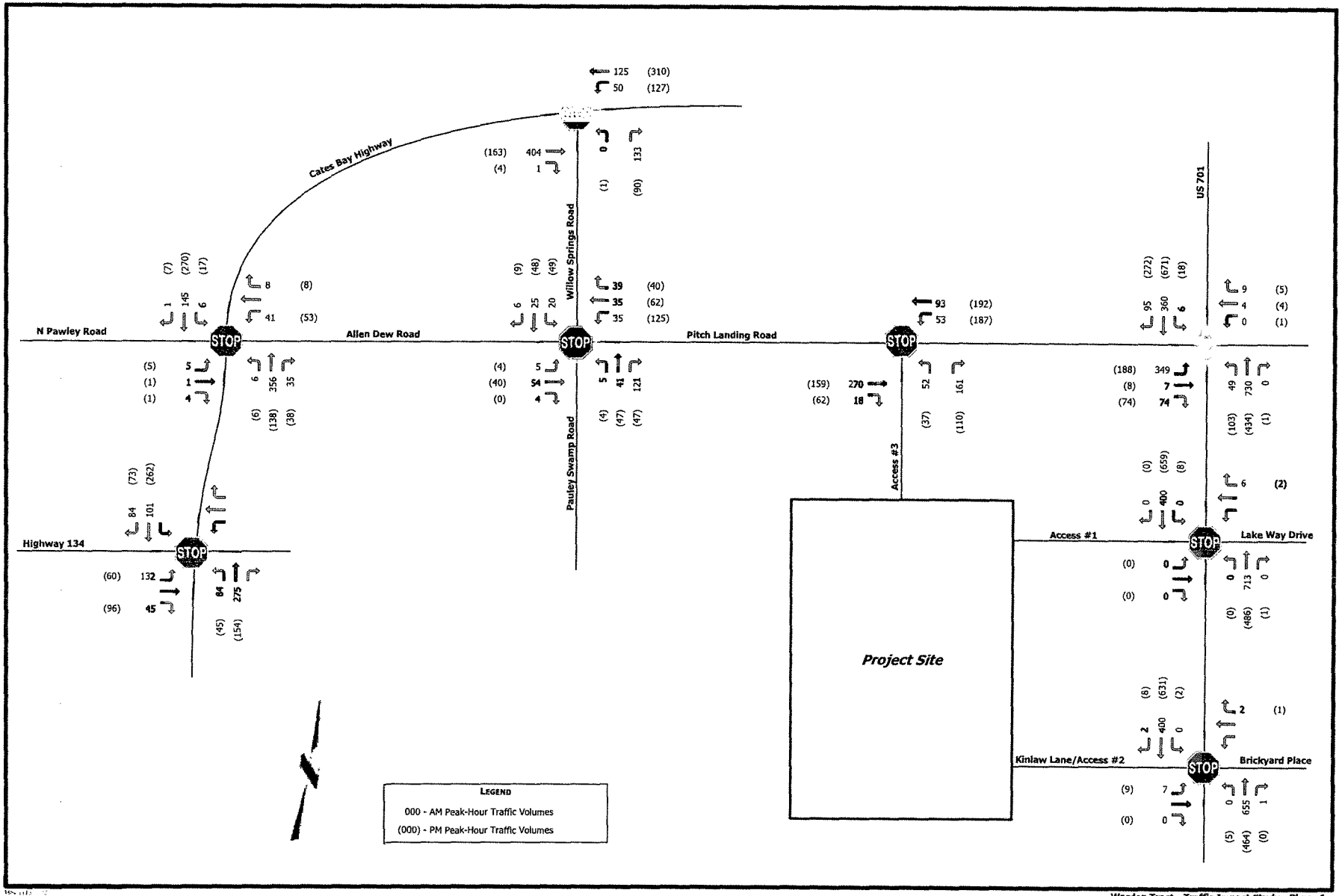


Warden Tract - Traffic Impact Study - Phase 1
Figure 6 - Total Project Trip Assignment
Page 11



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Warden Tract - Traffic Impact Study - Phase 1
Figure 6 - No-Build (2028) Peak-Hour Traffic Volumes
Page 14



RAMEY KEMP ASSOCIATES

Warden Tract - Traffic Impact Study - Phase 1
Figure 9 - Build (2028) Peak-Hour Traffic Volumes
Page 15

HCM 6th Signalized Intersection Summary 2028 Dual Left Timing

5: US-701 & Pitch Landing Road AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	↱
Traffic Volume (veh/h)	349	7	74	0	4	9	49	730	0	6	360	95
Future Volume (veh/h)	349	7	74	0	4	9	49	730	0	6	360	95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	379	8	80	0	4	10	53	793	0	7	391	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	453	8	80	0	177	443	372	869	0	132	841	743
Arrive On Green	0.37	0.37	0.37	0.00	0.37	0.37	0.48	0.48	0.00	0.48	0.48	0.48
Sat Flow, veh/h	1011	21	213	0	474	1184	889	1826	0	684	1767	1560
Grp Volume(v), veh/h	467	0	0	0	0	14	53	793	0	7	391	103
Grp Sat Flow(s),veh/h/ln	1246	0	0	0	0	1657	889	1826	0	684	1767	1560
Q Serve(g_s), s	32.6	0.0	0.0	0.0	0.0	0.5	3.8	35.5	0.0	0.8	13.2	3.3
Cycle Q Clear(g_c), s	33.1	0.0	0.0	0.0	0.0	0.5	16.9	35.5	0.0	36.4	13.2	3.3
Prop In Lane	0.81		0.17	0.00		0.71	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	541	0	0	0	0	621	372	869	0	132	841	743
V/C Ratio(X)	0.86	0.00	0.00	0.00	0.00	0.02	0.14	0.91	0.00	0.05	0.46	0.14
Avail Cap(c_a), veh/h	541	0	0	0	0	621	389	903	0	145	874	771
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	0.0	17.4	21.3	21.4	0.0	38.3	15.6	13.0
Incr Delay (d2), s/veh	15.8	0.0	0.0	0.0	0.0	0.1	0.6	14.8	0.0	0.6	1.5	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	11.2	0.0	0.0	0.0	0.0	0.2	0.8	16.6	0.0	0.2	5.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	0.0	0.0	0.0	0.0	17.5	21.9	36.3	0.0	38.9	17.0	13.3
LnGrp LOS	D	A	A	A	A	B	C	D	A	D	B	B
Approach Vol, veh/h		467			14			846			501	
Approach Delay, s/veh		43.7			17.5			35.4			16.6	
Approach LOS		D			B			D			B	
Timer - Assigned Phs		2	[redacted]	4		6		8				
Phs Duration (G+Y+Rc), s		48.4		40.0		48.4		40.0				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 44		33.1		* 44		33.1				
Max Q Clear Time (g_c+I1), s		38.4		35.1		37.5		2.5				
Green Ext Time (p_c), s		2.4		0.0		4.5		0.1				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E:

Threatened and Endangered Species

Biological Evaluation
Warren Tract
Conway, Horry County, South Carolina
Project No. 02337-23169

BRD Land and Investments
234 Kinsley Park Drive, Suite 110
Fort Mill, South Carolina 29715

The Brigman Company
Post office Box 1532
Conway, South Carolina 29526

July 7, 2023

THE BRIGMAN COMPANY

July 7, 2023

BRD Land and Investments
234 Kinsley Park Drive, Suite 110
Fort Mill, SC 29715

Attention: Ms. Elizabeth Kurre

Reference: **Biological Evaluation**
Warden Tract
Conway, Horry County, South Carolina
Project No. 02337-23169

Dear Ms. Kurre:

The Brigman Company (TBC) is pleased to submit this report detailing our Biological Evaluation for the Warden Tract (i.e. the Property) located on Pitch Landing Road and US 701 near the City of Conway, Horry County, South Carolina. This work was performed in accordance with TBC's Professional Services Contract, authorized on July 6, 2023. This report and the on-site pedestrian survey have been conducted to assess the potential for the presence of federally protected species or habitat to support federally protected species prior to future development of the Property.

The Property is comprised of a tract of land (Horry County TMS# 149-00-05-015 and 160-00-01-004) totaling approximately 1,709.5 acres. Exhibit 1 of this report presents the approximate location of the Property. The Property is identified on a portion of the U.S. Geological Survey (USGS) 7.5-minute Conway, SC topographic quadrangle map dated 1980. Exhibit 2 of this report depicts the approximate location of the Property overlaid on the referenced topographic quadrangle.

Site and Habitat Descriptions

The Property is located in south central Horry County within the Coastal Plain Physiographic Province of South Carolina. The USGS topographic quadrangle (Exhibit 2) depicts the Property as mostly wooded in 1984. The surrounding properties consist of undeveloped, wooded land and a few residential home and some commercial properties that front US Highway 701. Exhibit 3 of this report depicts the Property overlaid on an aerial photograph.

The majority of the Property has been clear cut of timber, including the majority of wetland areas. The only remaining mature trees are those that are growing in areas that were too wet for the harvesting equipment. Based upon historic aerial photography, it appears the timber harvest began in mid-2016 and was completed prior to May 2017. The uplands have re-generating in loblolly pine (*Pinus taeda*) and with sweetgum (*Liquidambar styraciflua*), with dogfennel (*Eupatorium capillifolium*) and broom grass (*Andropogon virginicus*) in the herbaceous layer. The clear cut wetlands are have become dominated by herbaceous species, including, wool grass (*Scirpus Cyprinus*) and blue sedge (*Carex glaucescens*).

Protected Species

The U.S. Fish & Wildlife Service (USF&WS) *South Carolina List of At-risk, Candidate, Endangered, and Threatened Species – Horry County*, the USF&WS Information for Planning and Conservation (IPaC) website, and the South Carolina Department of Natural Resources (SCDNR) *Rare, Threatened, and Endangered Species and Communities Known to Occur in Horry County, SC* were consulted regarding current federally protected species within Horry County. The information was reviewed prior to conducting the site visit, to determine if known locations of protected species were located on or near the Property. The USF&WS database has twenty-one (22) federally protected species listed for Horry County, South Carolina and one candidate species. However, sixteen (16) of these species are dependent on either beach/sand dunes ecosystems, a marine ecosystem, or large rivers, which the Property does not contain or border. The remaining five (5) protected species and one (1) candidate species include:

Common Name	Scientific Name	Survey Window	Status
Bald Eagle	*Haliaeetus leucocephalus*	October 1 – May 15 (nesting season)	Bald & Golden Eagle Protection Act
Red-Cockaded Woodpecker	*Picoides borealis*	March 1 – July 31 (nesting season)	Endangered
American Wood Stork	*Mycteria americana*	February 15 – September 1 (nesting season)	Threatened
American Chaffseed	*Schwalbea americana*	May - August (1-2 months after a fire)	Endangered
Northern Long-eared Bat	*Myotis septentrionalis*	Year round	Threatened
Monarch Butterfly	*Danaus plexippus*	August-December	Candidate

A pedestrian field review was performed for protected species and suitable habitats to support protected species on July 6, 2023 by Mr. Jeffery Vereen of TBC. The results of the pedestrian field review are included in the following sections of this report, as well as a discussion of the above species, where applicable.

Plants: **No Effect**

American chaffseed typically grows in sandy, acidic, seasonally moist to dry soils in open moist pine flatwoods, pine/wiregrass savannas, and transitional areas between peaty wetlands and xeric sandy soils. Suitable habitat for this species was not observed on the Property.

Vertebrates: **Not Likely to Adversely Affect**

Birds:

Even though the bald eagle was taken off of the threatened species list, it is still offered protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940. The bald eagle requires mature trees for nesting that are in close proximity to large bodies of water to feed. Site observations revealed that suitable nesting habitat does not exist on the Property. No nests were observed on the Property, nor were any bald eagles observed during the site reconnaissance.

The red-cockaded woodpecker requires mature longleaf pines or loblolly pine with an open understory that does not exceed 15' in height, and evenly spaced trees with an open, park-like stand. Site observations revealed that suitable nesting or foraging habitat does not exist on the Property.

The wood stork typically requires coastal areas, tidal waters, marshes, swamps, streams and mangroves for nesting and feeding. Suitable nesting habitat was not present on the Property, however, the wetlands of Bear Swamp does provide foraging habitat for the wood stork, however, the proposed project may affect, but is not likely to adversely affect the wood stork or any of the other listed species of birds for Horry County.

Reptiles and Amphibians:

The only federally protected species of reptiles or amphibians listed for Horry County are associated with the marine ecosystem, and the Property does not adjoin the Atlantic Ocean.

Fish and Marine Species:

There is no suitable habitat on or adjacent to the Property to support protected species of fish or marine species listed for Horry County.

Mammals:

The northern long-eared bat is a medium-sized bat approximately three to 3.7 inches, with a wingspan of nine to 10 inches. Fur color ranges from medium to dark brown on the back and tawny to pale brown on the underside. It is distinguished by its long ears in relation to other bats in the genus *Myotis,* which means mouse-eared. The northern long-eared bat uses caves and abandoned mines as winter hibernacula. It is found from Maine to North Carolina on the Atlantic Coast, westward to eastern Oklahoma, and north through the Dakotas. In summer, this bat will roost in small colonies or alone underneath bark or in cavities or crevices of both live trees and dead trees. The USFWS considers any live or dead tree with loose or exfoliating bark with a diameter-at-breast-height (DBH) greater than three inches to be potential summer roosting habitat. The trees on the Property range from approximately 3 inches to 10 inches DBH and could potentially provide summer roosting habitat for this species.

In recent coordination with the USF&WS (IPaC) and SCDNR Natural Heritage Trust Program in regard to northern long-eared bat occurrences on or in the vicinity of the Property, the USF&WS and SCDNR stated that there are no known NLEB maternity roosts or hibernacula located near the project area. Accordingly, future development of the Property **"not likely to adversely affect"** this species.

The remaining federally protected species of mammals listed for Horry County are marine species and the Property does not adjoin the Atlantic Ocean.

Invertebrate: No Effect

Insects:

The Monarch butterfly (*Danaus plexippus*) originates in North America where an eastern and western population undertake extensive migrations. For overwintering monarchs, habitat with a specific microclimate is needed for protection from the elements, as well as moderate temperatures to avoid freezing. These conditions vary between populations. For the eastern North American population, most monarchs overwinter in Oyamel fir (*Abies religiosa*) tree roosts located in mountainous regions in central Mexico at an elevation of 2,400 to 3,600 meters. Monarchs living west of the Rocky Mountain range in North America primarily overwinter in California at sites along the Pacific Coast, roosting in eucalyptus (*Eucalyptus spp.*), Monterey pines (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*) trees. Whether it's a field, roadside area, open area, wet area or urban garden, milkweed and flowering plants are needed for monarch habitat. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they can only lay eggs on milkweed plants. During the site reconnaissance, no monarch butterflies or milkweed were observed on or directly adjacent to the Property, therefore should have no effect on this species.

Freshwater Mussels:

There are no federally protected species of freshwater mussel listed for Horry County.

Methodology

TBC reviewed the SCDNR and the USF&WS databases for records of protected species known to occur within Horry County. The purpose of the search was to identify current and historic documented occurrences of protected species located within this county. Additionally, TBC personnel reviewed available supporting information including the USGS topographic quadrangle and applicable soil survey data. The purpose of reviewing this supporting information was to identify drainage features and soil types in the site area that may be suitable habitat for protected species. During field reconnaissance, TBC personnel integrated the information obtained from this supporting documentation with field evaluation for the presence of protected species or potential protected species habitat.

Summary and Conclusions

Based on the literature review, habitat assessment, and pedestrian field review of the Property, it is our opinion that future land clearing activities associated with proposed development on the Property will have no effect on federally listed protected plant or candidate species for Horry County and may "not likely to adversely affect" the wood stork and the Northern Long-eared bat.

Closure

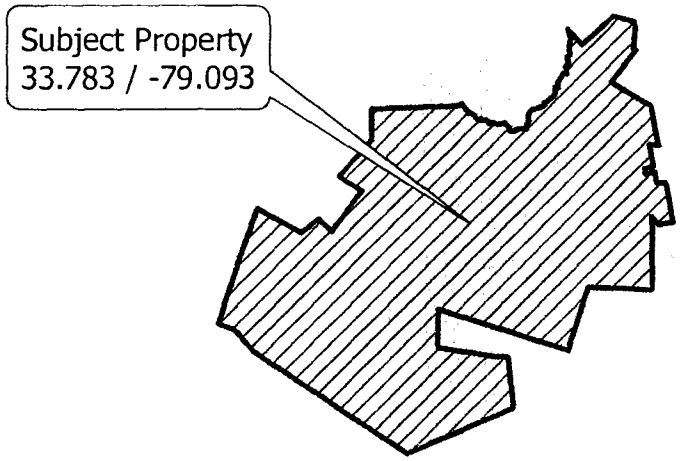
TBC appreciates the opportunity to be of service to you by performing this Biological Evaluation for the Property. Please contact us at (843) 248-9388 with questions regarding this report, or if you require additional information.

Sincerely,

Jeffery Vereen
Project Manager
jvereen@TheBrigmanCompany.com

Appendices

Exhibit 1: Project Area
Exhibit 2: USGS Topographic Map Exhibit
Exhibit 3: Aerial Exhibit
Exhibit 4: USDA/SCS Soil Survey Exhibit
Site Photographs
USF&WS IPaC Report
SCDNR Species List for Horry County
SCDNR Request for Threatened and Endangered Species Consultation Report



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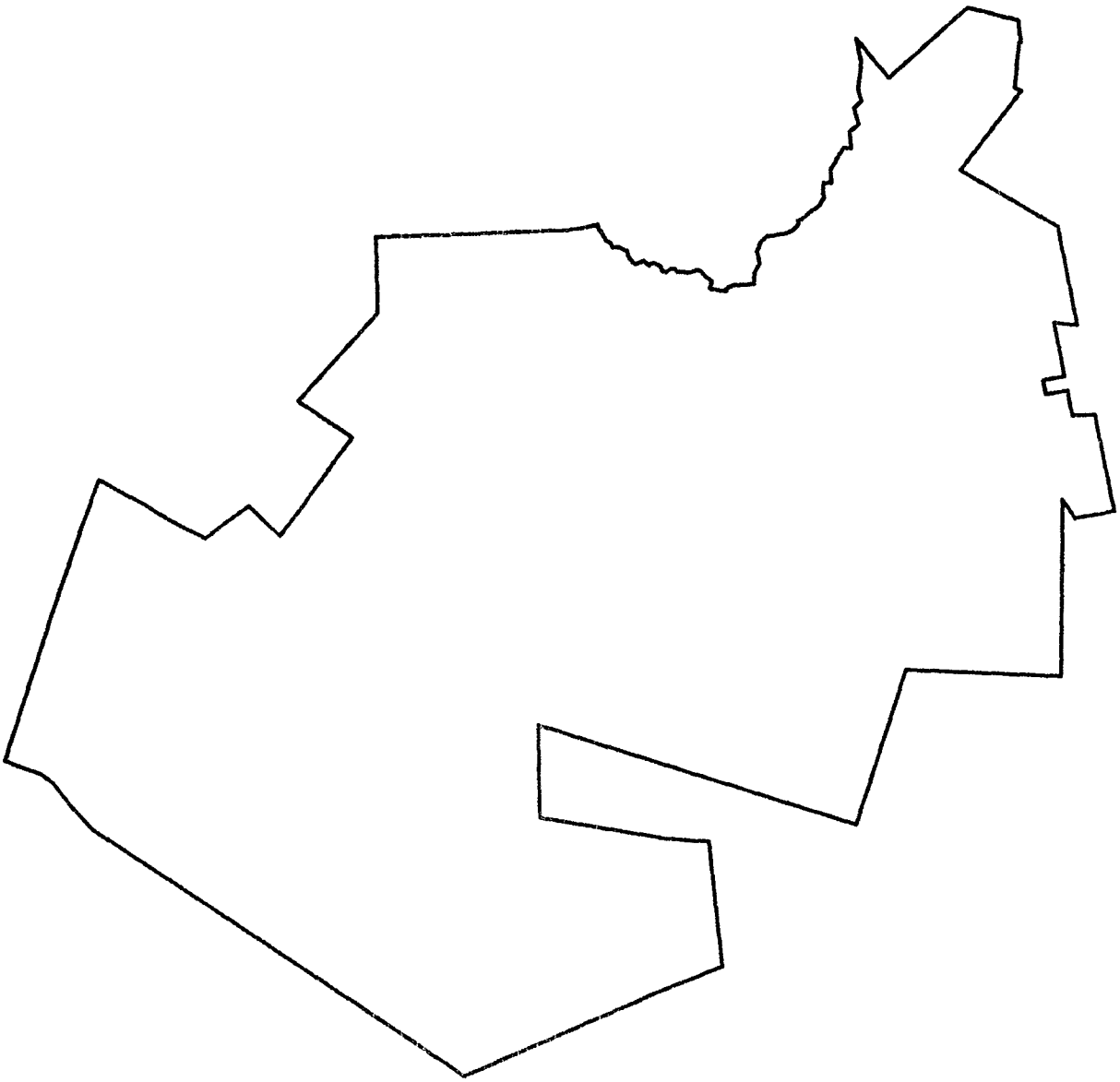
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

[redacted]

Site Vicinity Map
Warden Tract
TMS# 149-00-05-015 and 160-00-01-004
Conway, Horry County, SC
July 2023

N
1 " = 1 miles

USGS 7.5-Min. Conway, SC Quad. (1980)



LEGEND

Subject Property

0 1,000 2,000 4,000 6,000

Feet

Copyright:© 2013 National Geographic Society, i-cubed

USGS Topographic Map

Warden Tract

TMS# 149-00-05-015 and 160-00-01-004

Conway, Horry County, SC

July 2023

N

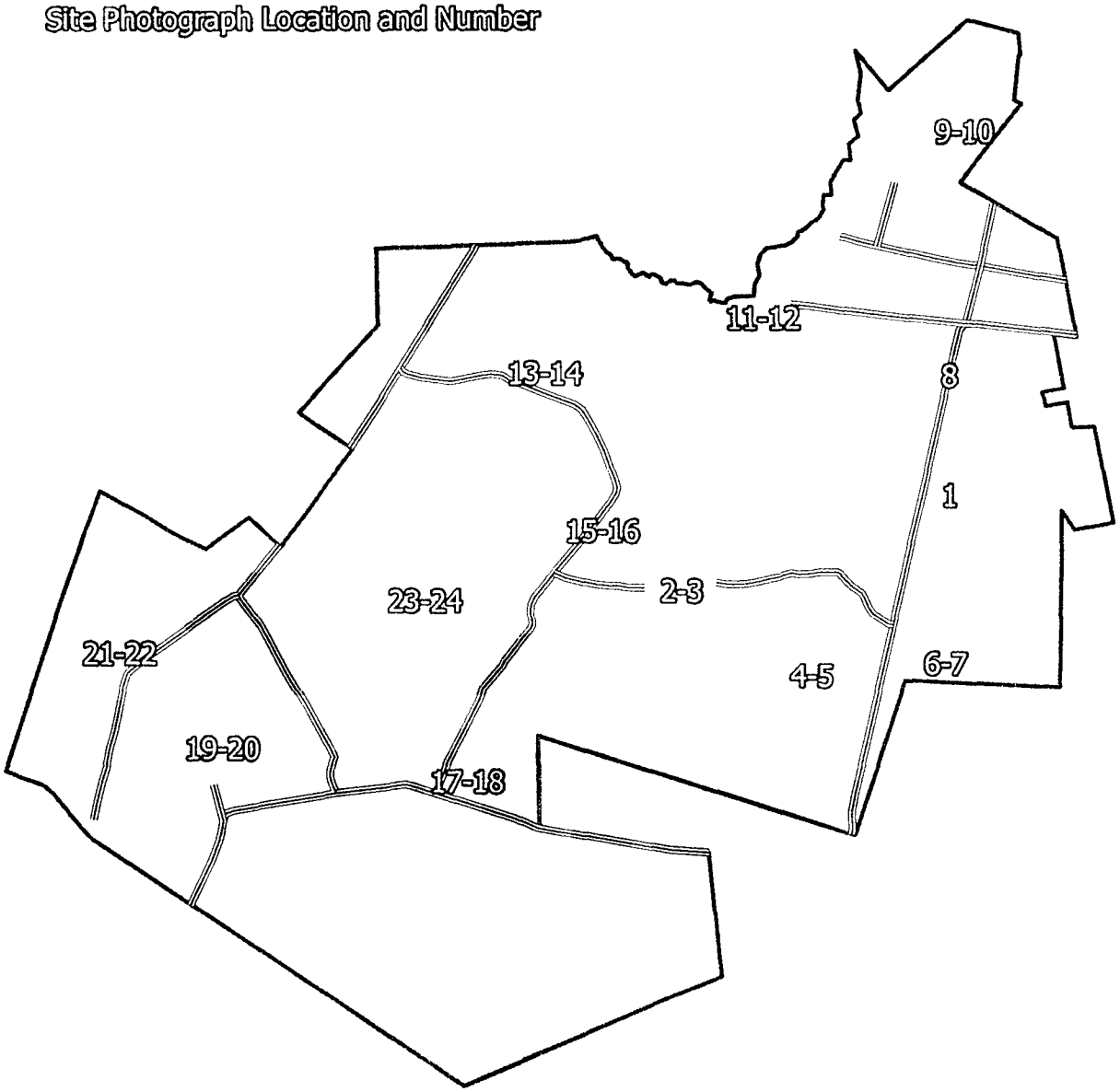
1 " = 2,000 '

LEGEND

Subject Property: 1,709.5 Ac+/-

Wetland Area: 723.8 Ac+/-

1 Site Photograph Location and Number



0 1,000 2,000 4,000 6,000 Feet

Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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Aerial Photograph Exhibit

Warden Tract

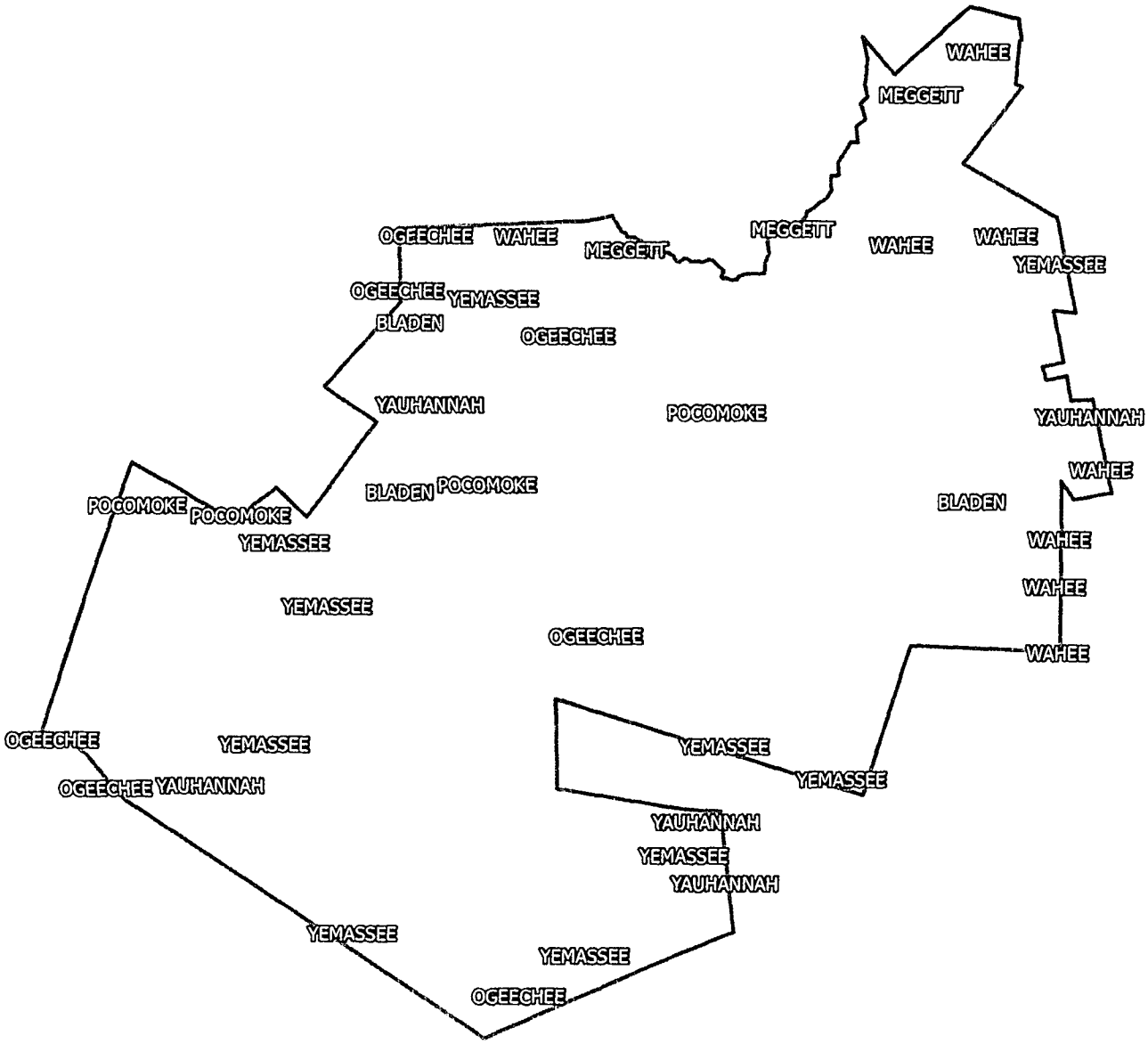
TMS# 149-00-05-015 and 160-00-01-004

Conway, Horry County, SC

July 2023

N

1 " = 2,000 '



LEGEND

Subject Property

US Dept. of Agriculture / Soil Conservation Service Soils Data

0 1,000 2,000 4,000 6,000 Feet

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

[redacted]

USDA / SCS Soils Map

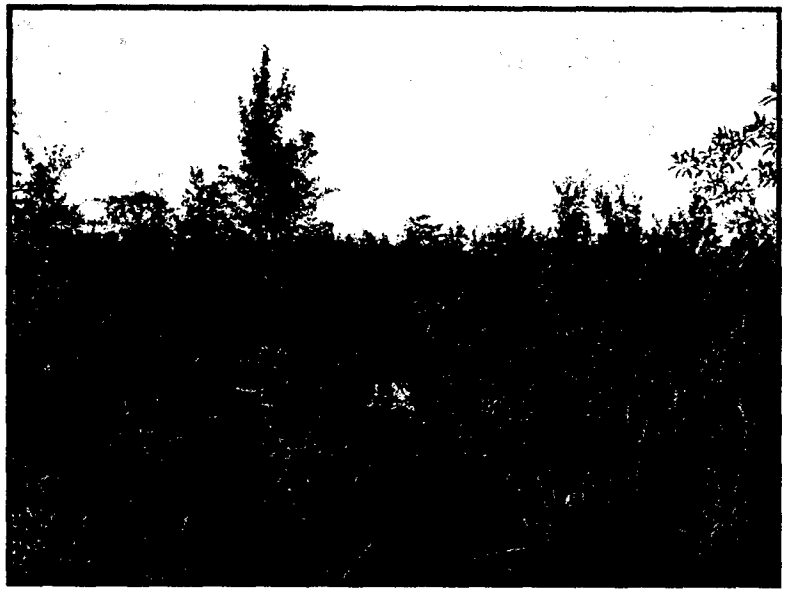
Warden Tract
TMS# 149-00-05-015 and 160-00-01-004
Conway, Horry County, SC
July 2023

N

1 " = 2,000 '

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - Fax (843) 248-9596 - wwwTtheBrigmanCompany.com

jobs/2023/02337-23169



1 Photo Point 1 facing east.



2 Photo Point 2 facing west.



3 Photo Point 2 facing east.



4 Photo Point 3 facing west.

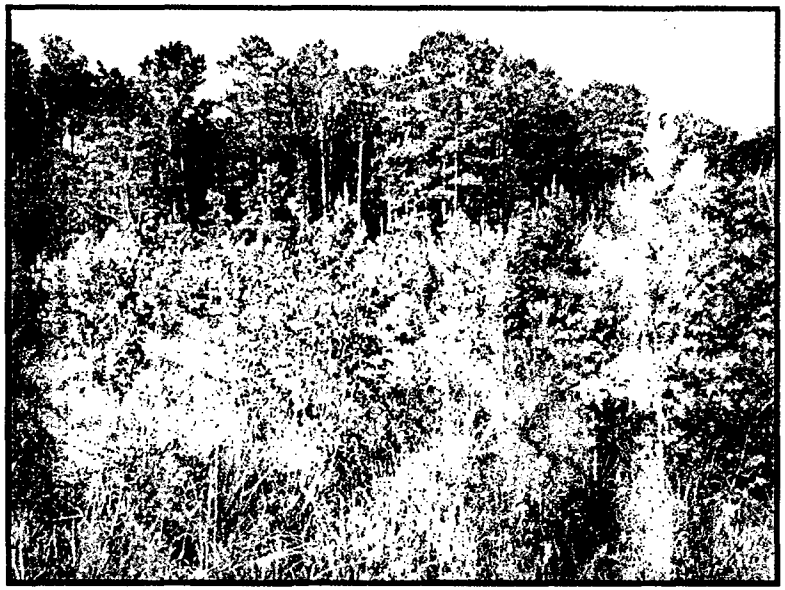
THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23



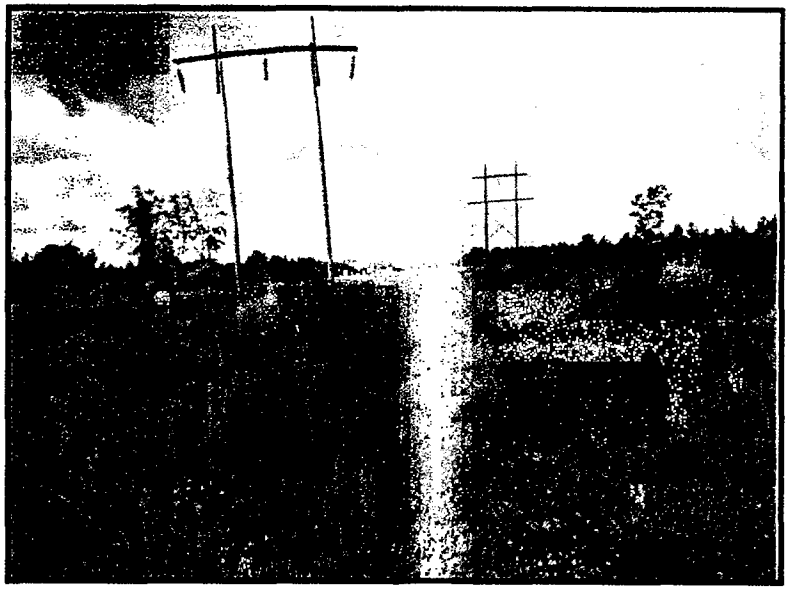
5 Photo Point 3 facing south.



6 Photo Point 4 facing east.



7 Photo Point 4 facing west.



8 Photo Point 5 facing south.

THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

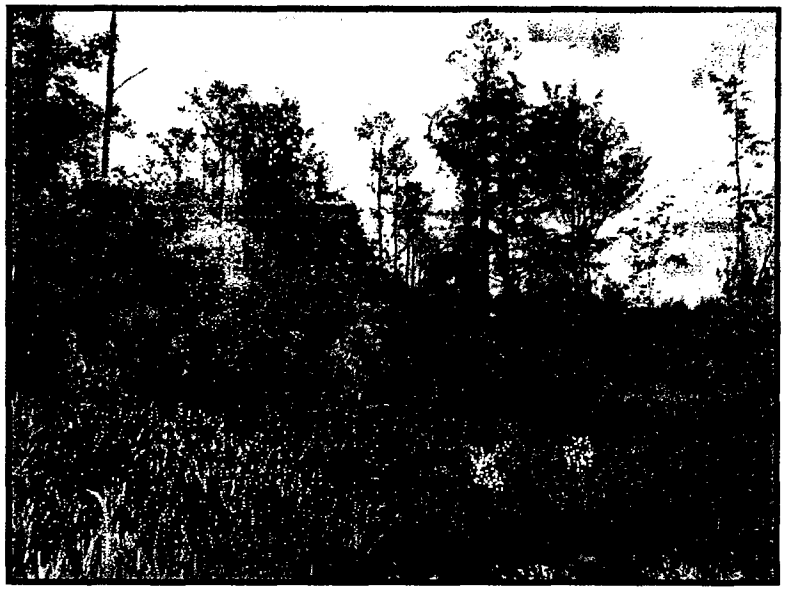
Date Taken: 07/06/23



9 Photo Point 6 facing north.



10 Photo Point 6 facing south.



11 Photo Point 7 facing north.



12 Photo Point 7 facing south.

THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

Case 26-30215 Doc 553-4 Filed 11/13/26 Entered 11/13/26 19:05:32 Desc Exhibit B - Part 2 - Development Agreement Page 89 of 155



13 Photo Point 8 facing west.



14 Photo Point 8 facing east.



15 Photo Point 9 facing south.



16 Photo Point 9 facing north.

THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

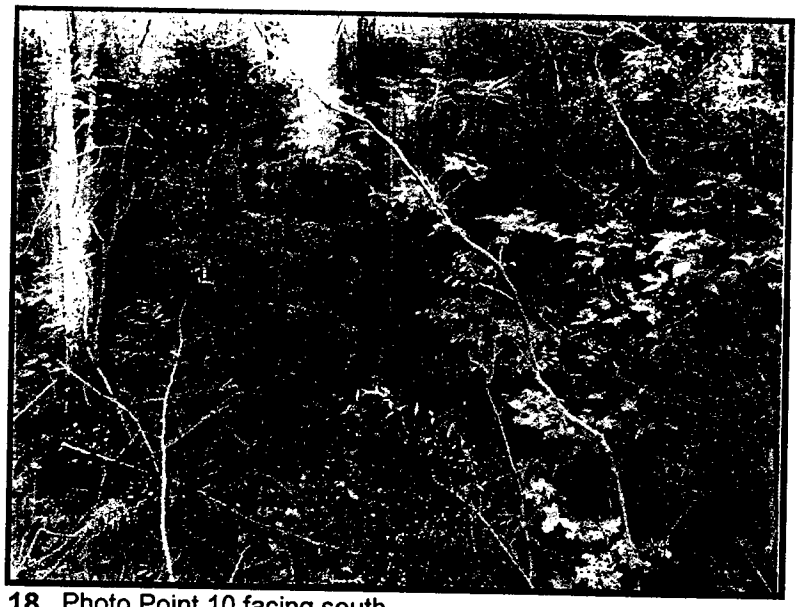
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Date Taken: 07/06/23

Case 26-30215 Doc 553-4 Filed 11/13/26 Entered 11/13/26 19:05:32 Desc Exhibit
B - Part 2 - Development Agreement Page 90 of 155



17 Photo Point 10 facing north.



18 Photo Point 10 facing south.



19 Photo Point 11 facing west.



20 Photo Point 11 facing east.

THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

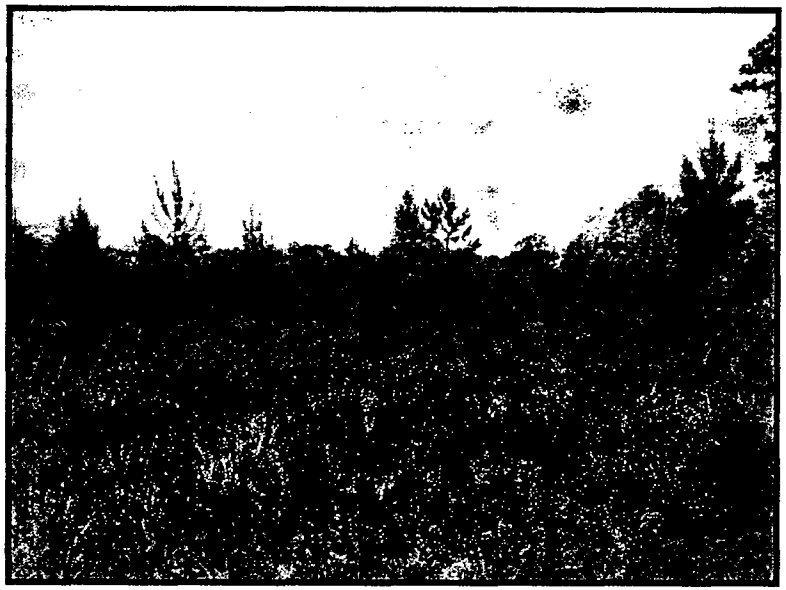
Date Taken: 07/06/23



21 Photo Point 12 facing west.



22 Photo Point 12 facing north.



23 Photo Point 13 facing north.



24 Photo Point 13 facing south.

THE BRIGMAN CO.

Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218

In Reply Refer To:
Project Code: 2023-0100339
Project Name: warden Tract

July 03, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

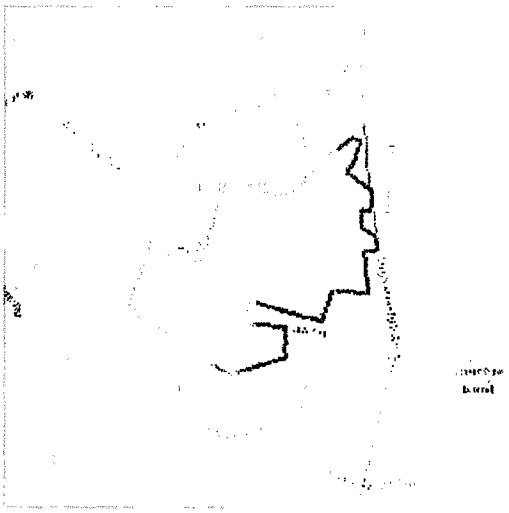
This species list is provided by:

South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
(843) 727-4707

PROJECT SUMMARY

Project Code: 2023-0100339
Project Name: warden Tract
Project Type: Commercial Development
Project Description: Proposed commercial development.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.7822491,-79.09061354569455,14z



Counties: Horry County, South Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 14 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered
Wood Stork *Mycteria americana* Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8477	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle *Chelonia mydas* Population: North Atlantic DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Kemp's Ridley Sea Turtle *Lepidochelys kempii* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5523	Endangered
Leatherback Sea Turtle *Dermochelys coriacea* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493	Endangered
Loggerhead Sea Turtle *Caretta caretta* Population: Northwest Atlantic Ocean DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1110	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
American Chaffseed *Schwalbea americana* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1286	Endangered
Canby's Dropwort *Oxypolis canbyi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7738	Endangered
Pondberry *Lindera melissifolia* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1279	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31

NAME	BREEDING SEASON
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Painted Bunting *Passerina ciris* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 25 to Aug 15
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Swallow-tailed Kite *Elanoides forficatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Wilson's Plover *Charadrius wilsonia* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Aug 20

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▒)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (▒)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

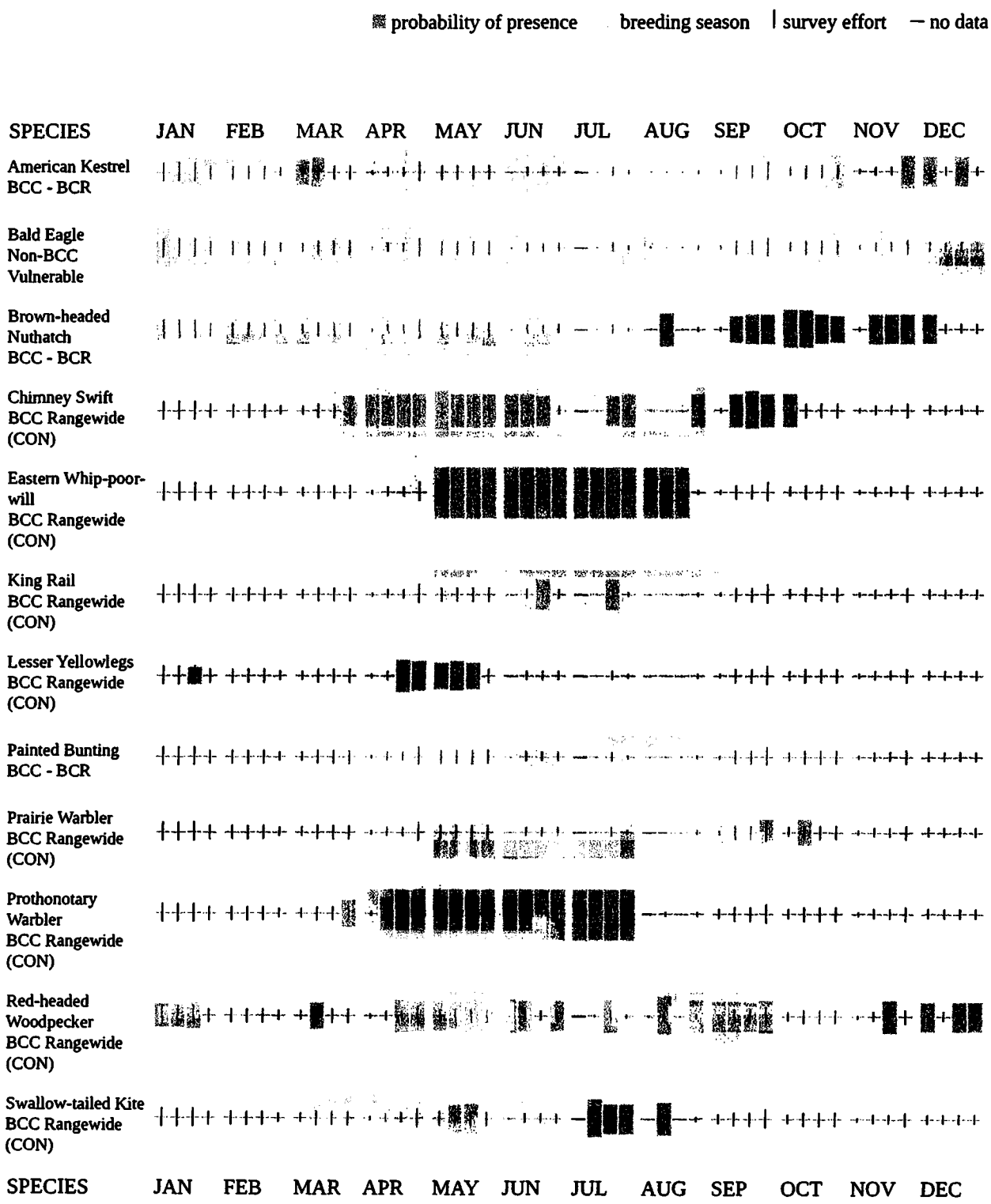
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)

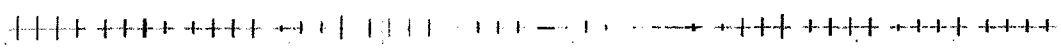
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

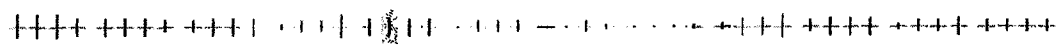
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Willet
BCC Rangewide
(CON)



Wilson's Plover
BCC Rangewide
(CON)



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO4/1A
- PSS4/1B
- PFO4B
- PFO1F
- PFO1B
- PFO1C
- PFO1/4B
- PFO1/4A
- PSS1C
- PSS1Ad
- PFO4A
- PSS4/1Bd
- PFO1/4Bd
- PFO1Bd
- PFO4Bd
- PSS4B
- PFO4C
- PFO1Cd
- PSS4A
- PFO4/1C
- PFO4/1B
- PSS1Bd
- PFO1/4Ad
- PFO4/1Bd
- PFO1Fd
- PFO1A

- PSS1/4Bd
- PSS4C
- PFO1/4C
- PSS1/4Cd

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1Bd
- PEM1A
- PEM1/SS4Bd
- PEM1B
- PEM1Cd
- PEM1C

RIVERINE

- R4SBC
- R2UBH

IPAC USER CONTACT INFORMATION

Agency:	The Brigman Company
Name:	Jeffery Vereen
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Address Line 2:	607 Main Street
City:	Conway
State:	SC
Zip:	29526
Email	jvereen@thebrigmancompany.com
Phone:	8432489388

HORRY COUNTY

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/ TIME PERIOD	COMMENTS
Amphibians	None Found			
Birds	American wood stork (T)	*Mycteria americana*	February 15-September 1	Nesting season
	Bald eagle (BGEPA)	*Haliaeetus leucocephalus*	October 1-May 15	Nesting season
	Black-capped petrel (ARS)	*Pterodroma hasitata*	April-October	Offshore water primarily
	Piping plover (T, CH)	*Charadrius melodus*	July 15-May 1	Migration and wintering
	Red-cockaded woodpecker (E)	*Picoides borealis*	March 1-July 31	Nesting season
	Red knot (T)	*Calidris canutus rufa*	August 1-May 31	Migration and wintering
	Saltmarsh sparrow (ARS)	*Ammospiza caudacuta*	Fall/winter	Fall/winter surveys
Crustaceans	None Found			
Fishes	Atlantic sturgeon* (E)	*Acipenser oxyrinchus**	February 1-April 30	Spawning migration
	Robust redhorse (ARS)	*Moxostoma robustum*	Late April-early May	Temperature dependent: 16-24°C
	Shortnose sturgeon* (E)	*Acipenser brevirostrum**	February 1-April 30	Spawning migration
Insects	Monarch butterfly (C)	*Danaus plexippus*	August-December	Overwinter population departs: March-April
Mammals	Finback whale* (E)	*Balaenoptera physalus**	November 1-April 30	Off the coast
	Humpback whale * (E)	*Megaptera novaengliae*	January 1-March 31	Migration off the coast
	Northern long-eared bat (T)	*Myotis septentrionalis*	Year round	Winter surveys not as successful
	Right whale* (E)	*Balaena glacialis*	November 1-April 30	Off the coast
	Sei whale* (E)	*Balaenoptera borealis*		
	Sperm whale* (E)	*Physeter macrocephalus*		
	Tri-colored bat (ARS)	*Perimyotis subflavus*	Year round	Found in mines and caves in the winter
	West Indian manatee (T)	*Trichechus manatus*	May 1-November 15	In coastal waters
Mollusks	None Found			

South Carolina Department of Natural Resources

Robert H. Boyles, Jr.
Director

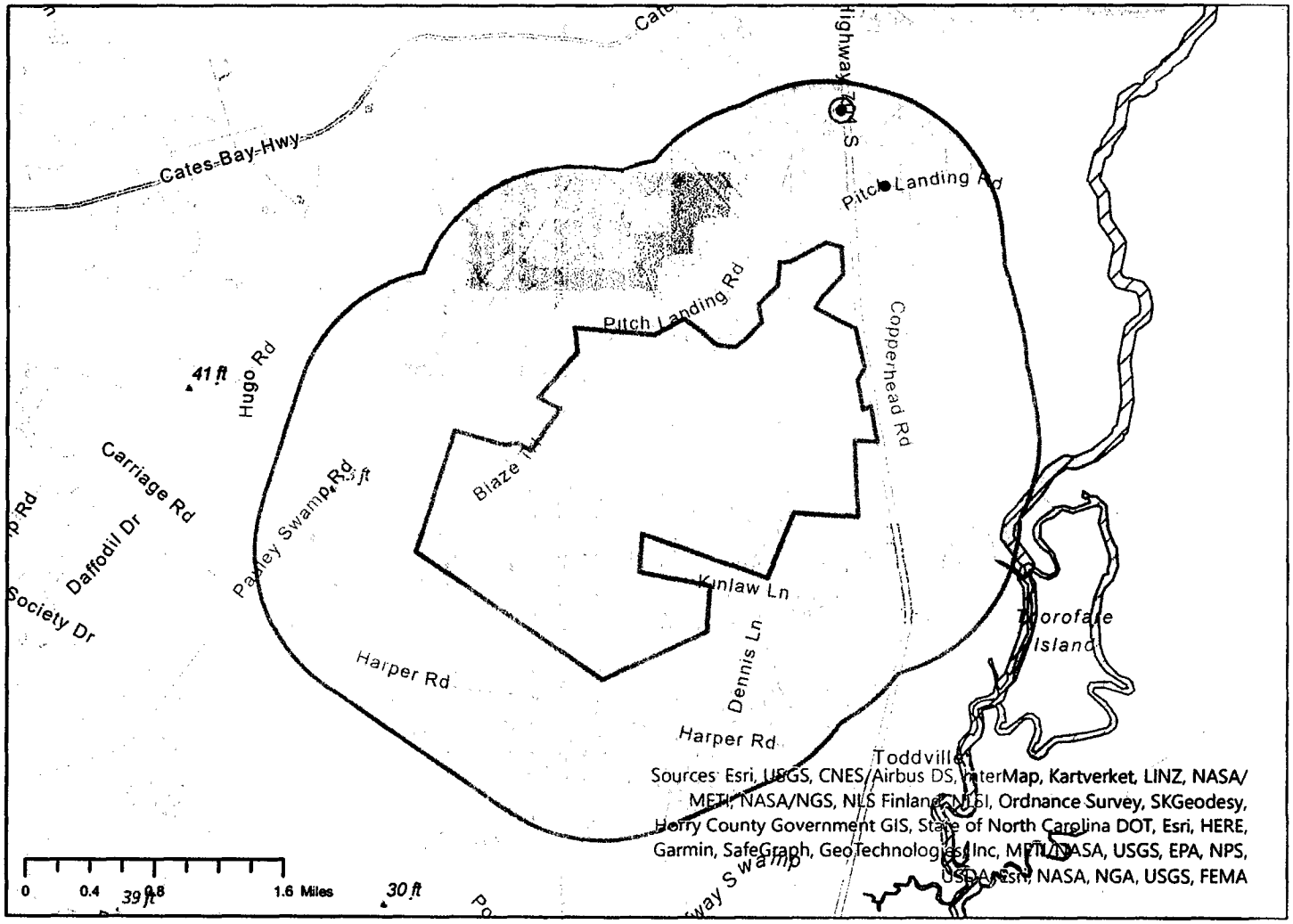
Emily C. Cope
Deputy Director for Wildlife and Freshwater Fisheries

PO Box 167
Columbia, SC 29202
(803) 734-1396
speciesreview@dnr.sc.gov

Requested on Monday, July 3, 2023 by *Jeffery Vereen.*

Re: Request for Threatened and Endangered Species Consultation
Jeffery Vereen - Warden Tract - Development (Commercial/Residential) - Horry County, South Carolina

The South Carolina Department of Natural Resources (SCDNR) has received your request for threatened and endangered species consultation of the above named project in Horry County, South Carolina. The following map depicts the project area and a 1 mile buffer surrounding:



Live Life Outdoors

South Carolina Department of Natural Resources

Robert H. Boyles, Jr.
Director

Emily C. Cope
Deputy Director for Wildlife and Freshwater Fisheries

This report includes the following items:
A - A report for species which intersect the project area
B - A report for species which intersect the buffer around the project area
C - A list of best management practices relevant to species near to or within the project area
D - A list of best management practices relevant to the project type
E - A list of state & federally listed species within the county of the project area
F - Instructions to submit new species observation records to the SC Natural Heritage Program

Please be advised:

The contents of this report, including all tables, maps, recommendations, and various other text, are produced as a direct result of the information a user provides at the time of submission. The SCDNR assumes that all information submitted by the user represents the project scope as proposed, and recommends that additional reports be requested should the scope deviate from how the project was initially represented to the SCDNR.

The technical comments outlined in this report are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments.

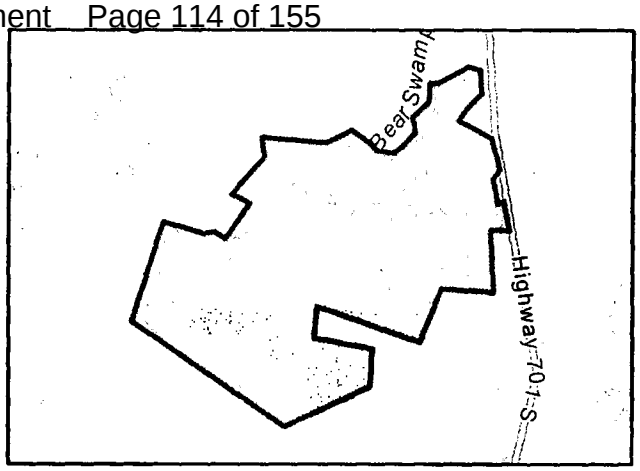
Interested parties are to understand that SCDNR may provide a final agency position to regulatory agencies if any local, state or federal permit, certification or license applications may be needed by any applicant or their contractors, consultants or agents. For further information regarding comments and input from SCDNR on your project, please contact our Office of Environmental Programs by emailing environmental@dnr.sc.gov or by visiting www.dnr.sc.gov/environmental. Pursuant to Section 7 of the Endangered Species Act, requests for formal letters of concurrence with regards to federally listed species should be directed to the USFWS.

Should you have any questions or need more information, please do not hesitate to contact our office by email at speciesreview@dnr.sc.gov or by phone at 803-734-1396.

Sincerely,

Joseph Lemeris, Jr.
Heritage Trust Program
SC Department of Natural Resources

A. Project Area - Species Report



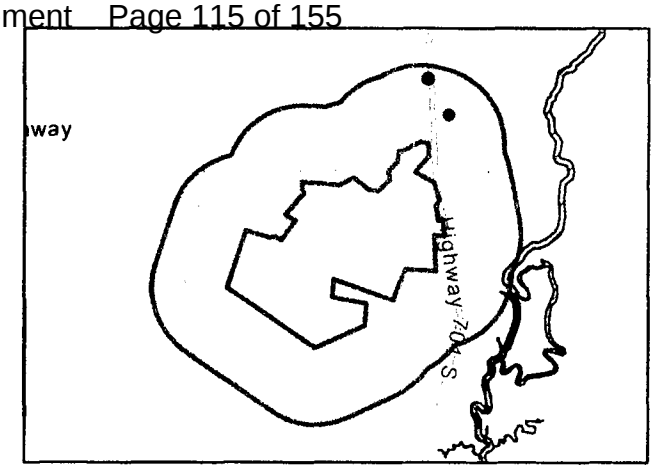
There are 0 tracked species records found within the project foot print. The following table outlines occurrences found within the project footprint (if any), sorted by listing status and species name. Please keep in mind that this information is derived from existing databases and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. You can find more information about global and state rank status definitions by visiting Natureserve's web page. Please note that certain sensitive species found on site may be listed in this table but are not represented on the map. Please contact speciesreview@dnr.sc.gov should you have further questions related to sensitive species found within the project area.

Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

No records for species of concern are found within the project area

B. Buffer Area - Species Report

The following table outlines rare, threatened or endangered species found within 1 miles of the project footprint, arranged in order of protection status and species name. Please keep in mind that this information is derived from existing databases and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. You can find more information about global and state rank status definitions by visiting Natureserve's web page. Please note that certain sensitive species found within the buffer area may be listed in this table but are not represented on the map.

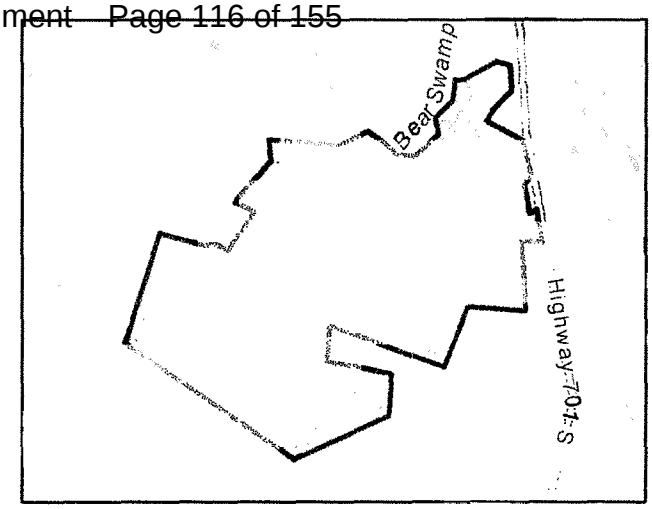


Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Esri, NASA, NGA, USGS, Horry County Government GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Scientific Name	Common Name	Federal Protection Status	State Protection Status	G Rank	S Rank	Last Obs. Date	Type
Clemmys guttata	Spotted Turtle	ARS: At-Risk Species	ST: State Threatened	G5	S3	2015-09-07	Zoological
Trichechus manatus	Florida Manatee	LT: Federally Threatened	SE: State Endangered	G2G3	S1S2	2022	Zoological
Alosa aestivalis	Blueback Herring	Not Applicable	Not Applicable	G3G4	S5	2021	Zoological
Alosa mediocris	Hickory Shad	Not Applicable	Not Applicable	G4	S4	2021	Zoological
Alosa sapidissima	American Shad	Not Applicable	Not Applicable	G5	S4S5	2021	Zoological
Anguilla rostrata	American Eel	Not Applicable	Not Applicable	G4	S3S4	1981-06-17	Zoological
Enneacanthus obesus	Banded Sunfish	Not Applicable	Not Applicable	G5	S3S4	1981-06-17	Zoological
Sternotherus odoratus	Eastern Musk Turtle	Not Applicable	R: Regulated	G5	S5	2021-09-01	Zoological

C. Species Best Management Practices (1 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.

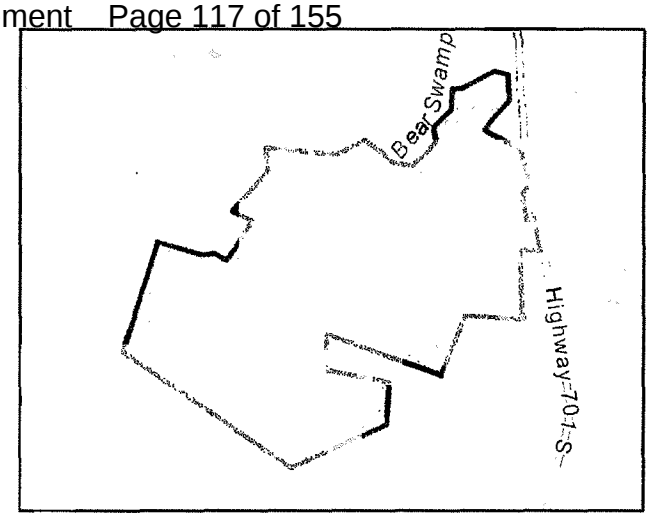


Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

One or more occurrences of state listed species are found within or near to your project area. Please note that take of these species are prohibited under S.C. Code of Laws §50-15-30.
The SCDNR recommends that water construction-related activities such as dredging or piling installation be avoided during the months of February through April to limit disturbance to american shad, hickory shad, or blueback herring migrations that occur during this time.
To reduce potential construction-related impacts to the manatee to discountable and insignificant levels, the US Fish & Wildlife Service recommends implementing the following Standard Manatee Construction Conditions to all projects affecting the coastal waters of South Carolina (1 of 2): • The permittee shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel must monitor water-related activities for the presence of manatee(s) during May 1 - November 15. Construction personnel are requested to monitor outside of that timeframe as manatees may be in the area before or after the above dates. • The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. • Any siltation barriers used during the project shall be made of material in which manatees cannot become entangled and must be properly secured, and regularly monitored to avoid manatee entrapment. • All vessels associated with the project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
To reduce potential construction-related impacts to the manatee to discountable and insignificant levels, the US Fish & Wildlife Service recommends implementing the following Standard Manatee Construction Conditions to all projects affecting the coastal waters of South Carolina (2 of 2): • If manatee(s) are seen within 100 yards of the active construction area all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operation of all moving equipment no closer than 50 feet to a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition. • The permittee understands and agrees that all in-water lines (rope, chain, and cable, including the lines to secure turbidity curtains) must be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle, must be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line is allowed in the water. Where appropriate in water wires, cables, should be fitted with PVC sleeve from the surface to the bottom to prevent any potential scraping of the passing manatees. • Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service contacts: Melanie Olds, South Carolina Manatee Lead, Charleston Field Office, at 843-727-4707 ext. 205; or Terri Calleson, Manatee Recovery Coordinator, North Florida Field Office, at 904-731-3286.

C. Species Best Management Practices (2 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

Regarding spotted turtle (1 of 3): The spotted turtle (Clemmys guttata) is a state-threatened species and a federal At-Risk species (ARS). Spotted turtles may be allowed to be relocated into areas of suitable habitat, management, and conservation status; however, any plans for relocation should be submitted for review to SCDNR with a detailed description and images of the current and future habitat and proposed work plan and methodologies as it pertains to a relocation project. It should be noted that not all habitats are suitable for relocation.

- Avoid any construction in areas within or adjacent to aquatic resources (wetlands, streams, etc.) from January 15th through May 31st.
- Prior to any construction activity, install silt fencing from November 15th through January 15th. Silt fencing should include 45-degree arms to direct spotted turtles to the uplands adjacent to the waterbody and away from the construction site. The 45-degree arms should be placed at a minimum of 100 ft from the waterbody and no more than 300 ft from the waterbody. Additionally, silt fence arms should extend at least 50-ft and extend in each direction so that the ends of each 45-degree angle to the fence meet to form a triangle. Silt fencing should remain in place throughout the duration of the proposed construction activities.
- Prior to construction, monitor the silt fencing to ensure it is effectively working properly on a monthly basis. This should effectively exclude the species from the project area prior to construction activities. Once construction activities begin, the silt fence should be monitored weekly for the integrity of the fencing and the presence of spotted turtles or other herpetofauna or small wildlife species. If spotted turtles are encountered, the SCDNR state herpetologist should be notified immediately by calling 854-202-0472.

Regarding spotted turtle (2 of 3): Should the applicant not be able to install the silt fencing in accordance with the proposed window, it will require the applicant to install the exclusion fencing when the species is more active and has the potential to trap individuals with the area of proposed construction. Therefore, the SCDNR recommends checking the perimeter of the fencing twice daily for 14 days prior to ground disturbance and/or clearing in areas adjacent to and near these wetlands to ensure that spotted turtles are not trapped within the proposed project footprint.

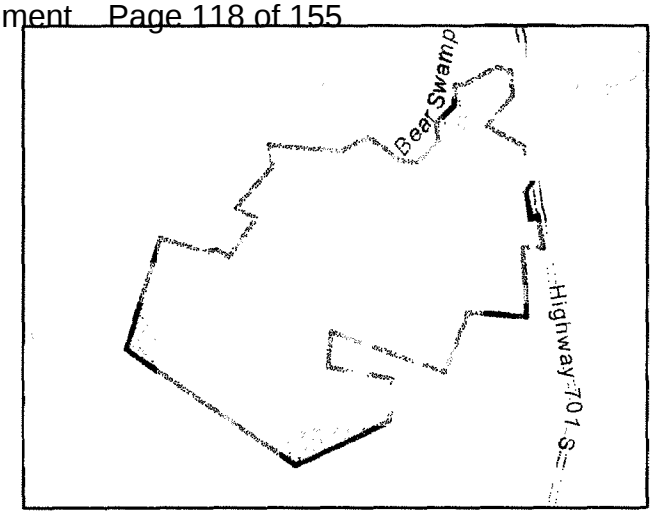
Any turtles found within the construction area during this initial monitoring period and the construction monitoring period described below must be relocated. The relocation plan must be submitted to SCDNR for review prior to the installation of the silt fencing and the proper permits acquired from the SCDNR Herpetologist for the movement of a state protected species. Please contact the State Herpetologist by calling 854-202-0472.

Regarding spotted turtle (3 of 3): For areas where construction will occur in wetlands, the SCDNR recommends the following to prevent the take of this state protected species:

- Surveys for the presence of spotted turtle in wetlands to be impacted should occur from February 15th – April 15th. The best window for visually identifying spotted turtles as well as successfully trapping is February to early May. Visual surveys are usually most effective February to April and trapping, usually March to May. All of this depends on water levels in the surveyed wetland habitat. If dry or extremely low water levels, neither method will be effective or appropriate. Spotted turtles utilize wetland habitat during certain times of the year, but during periods of drought or low water levels, spotted turtles will aestivate in the surrounding forests adjacent to wetlands. The SCDNR recommends one of the methods detailed in the Spotted Turtle Assessment Protocol developed by the Spotted Turtle Working Group be utilized. Following completion of surveys, the results should be submitted to SCDNR, and further coordination occur if spotted turtle are found to be present onsite.

C. Species Best Management Practices (3 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.

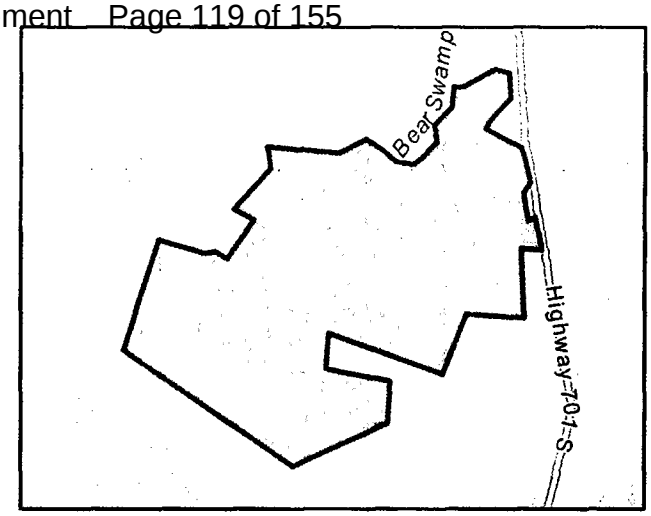


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Species in the above table with SWAP priorities of High, Highest or Moderate are designated as having conservation priority under the South Carolina State Wildlife Action Plan (SWAP). SWAP species are those species of greatest conservation need not traditionally covered under any federal funded programs. Species are listed in the SWAP because they are rare or designated as at-risk due to knowledge deficiencies; species common in South Carolina but listed rare or declining elsewhere; or species that serve as indicators of detrimental environmental conditions. SCDNR recommends that appropriate measures should be taken to minimize or avoid impacts to the aforementioned species of concern.
This project falls within an area that supports black bear (Ursus americanus) populations, a moderate SWAP conservation priority species that requires fire-dependent habitats. The SCDNR recommends that any project area be developed with that in mind. Black bears are attracted to human foods, food waste and packaging (e.g. trash cans, litter, outdoor grills, bird feeders, etc.) and other scented substances and may become habituated to the presence of such attractants if they are obtained. Therefore, the development should be designed in a manner that will substantially minimize the availability of unnatural bear attractants. For example, any exterior trash receptacles must be designed and operated to be 'bear proof' and storage areas should be appropriately secured to prevent access by bears, etc. Some helpful bear-wise tactics can be found at https://bearwise.org/six-bearwise-basics/.
Related to American alligator (1 of 3): American alligator (Alligator mississippiensis), a federally and state regulated species, is common throughout freshwater habitats in the Coastal Plain of South Carolina. Juvenile alligators frequently utilize stormwater or stormwater-like ponds, such as golf course ponds or resort lagoons, to avoid being preyed upon by larger adult alligators. Alligators are ambush predators that spend most of their lives in water. They have a natural fear of people unless they become habituated. Most often alligators become habituated when people feed them, either purposefully or accidentally. Please note it is illegal to feed, entice or molest an alligator pursuant to S.C. Code of Laws §50-15-500(C); it is also illegal to kill or possess an alligator without a permit pursuant to S.C. Code §50-15-500(D). Accidental feeding can occur when people do not properly dispose of food or fish carcasses associated with recreational fishing or indirect feeding of other wildlife, such as fish, turtles, or ducks, where alligators resides. A habituated alligator is more likely to approach or be near people and pose a potential threat. Therefore, any development should be designed in a manner that will substantially minimize the interaction of alligators and people.
Related to American alligator (2 of 3): The SCDNR recommends the following best management practices to deter human and alligator interactions: • Any private property or private yards near ponds or waterways should be fenced to limit unexpected alligator encounters. If fencing individual yards is not possible, fencing around the pond should occur. Keeping people, pets, and children from the edge of the water is the single best way to prevent alligator interactions. Due to the alligator's ability to ambush and lunge a great distance to capture its prey, walking paths around ponds should be a minimum of 10 feet from the shoreline. However, to provide greater protection, the SCDNR recommends this distance be increased to 30 feet to reduce alligator and human conflicts. Brush near the water's edge should be managed and considered in the minimum distance as alligators will utilize vegetation to rest and hunting to wait and ambush prey. If vegetation extends five feet from the edge of the water, then the walkway should be a minimum of 10 to ideally 30 feet beyond the farthest edge of vegetation from the water. Additionally, consideration should be given to require that all dogs on walkways near stormwater ponds or pond-like features in the neighborhood must be leashed to prevent alligator from targeting pets as prey. There should be a designated area included in design plans to provide a place for fishermen to properly dispose of fish carcasses or bait to avoid the accidental feeding and habituation of alligators.

C. Species Best Management Practices (4 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



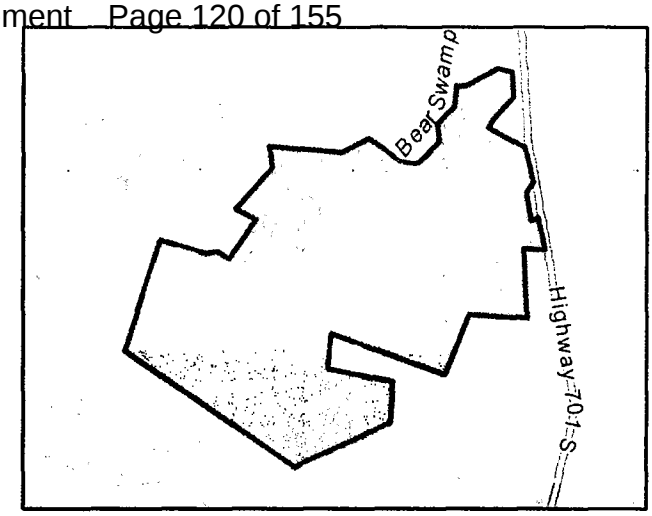
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Related to American alligator (3 of 3):
The SCDNR recommends the following best management practices to deter human and alligator interactions:

- Retention ponds, lagoons and other water features should be designed to limit the occurrence of alligator basking adjacent to homes and walkways. As alligators are more likely to bask on shallow slopes, this can be achieved by construction of shallow bank slopes away from the homes and steeper bank slopes near homes or walkways.
- Warning signs noting the presence of alligators and that feeding is illegal should be posted at the entrances to the neighborhood and at any access point where people may be able to approach the water's edge. Signs can be acquired by callingSCDNR at 843-546-6062 or can be purchased on our website at www.gooutdoorssouthcarolina.com.
- The SCDNR recommends that the HOA/management company for the residential development should provide information and educational handouts to all residents on an annual basis prior to spring and summer before alligator activity increases. Informationand educational handouts are available on our website www.dnr.sc.gov/wildlife/herps/alligator.

D. Project Best Management Practices (1 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.

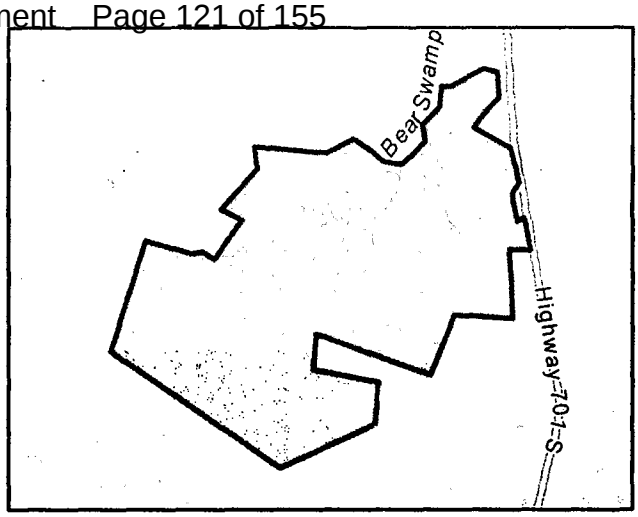


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Please be aware that the proposed development is in close proximity to property managed to maintain high-quality wildlife habitats using prescribed burning. Future property owners in this area should be made aware of the potential for smoke and hazardous conditions during seasonal prescribed burning events. In an effort to inform the public and allow for the continued use of this essential management tool, the SCDNR strongly encourages the use of smoke easement restrictive covenant and contract language associated with individual lots such that the owners of each individual lots will be required to acknowledge and agree that they may experience noise and smoke emanating from time to time from adjacent protected lands in connection with prescribed burning techniques employed to reduce understory growth, improve wildlife habitat and decrease chances of wildfire.
The project area is located immediately adjacent to or within 0.5 mile of a U.S. Fish and Wildlife National Wildlife Refuge (NWR). Because of the wildlife and habitat values provided by the NWR, the SCDNR recommends consultation with the U.S. Fish and Wildlife Service to best avoid and minimize impacts to this area of conservation importance. You can find the contact information for each refuge by visiting: https://www.fws.gov/visit-us
Review of available data, National Wetlands Inventory and hydric soils, indicate that wetlands or waters of the United States are present within your project area. These areas may require a permit from the U.S. Army Corps of Engineers (USACE), as well as a compensatory mitigation plan. SCDNR advises that you consult with the USACE Regulatory to determine if jurisdictional wetlands are present and if a permit and mitigation is required for any activities impacting these areas. For more information, please visit their website at www.sac.usace.army.mil/Missions/Regulatory. Additionally, a 401 Water Quality Certification may also be required from the SC Department of Health & Environmental Control. For more information, please visit their website at https://www.scdhec.gov/environment/water-quality/water-quality-certification-section-401-clean-water-act.

D. Project Best Management Practices (2 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



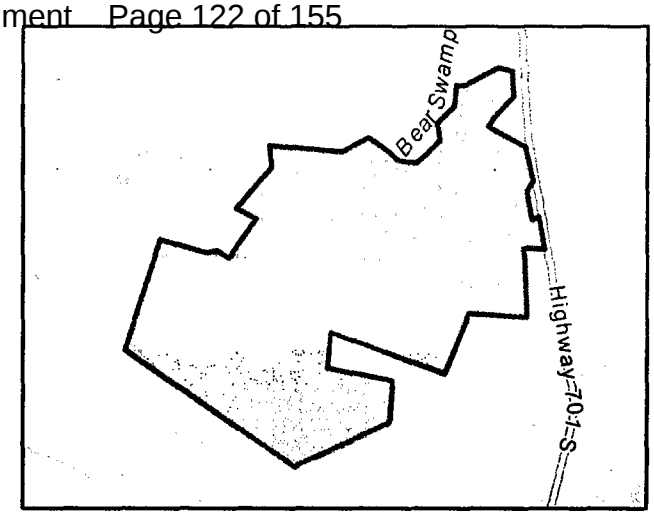
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- All necessary measures must be taken to prevent oil, tar, trash and other pollutants from entering the adjacent offsite areas/wetlands/ water.
- Once the project is initiated, it must be carried to completion in an expeditious manner to minimize the period of disturbance to the environment.
- Upon project completion, all disturbed areas must be permanently stabilized with vegetative cover (preferable), riprap or other erosion control methods as appropriate.
- The project must be in compliance with any applicable floodplain, stormwater, land disturbance, shoreline management guidance or riparian buffer ordinances.
- Prior to beginning any land disturbing activity, appropriate erosion and siltation control measures (e.g. silt fences or barriers) must be in place and maintained in a functioning capacity until the area is permanently stabilized.
- Materials used for erosion control (e.g., hay bales or straw mulch) will be certified as weed free by the supplier.
- Inspecting and ensuring the maintenance of temporary erosion control measures at least:
  a. on a daily basis in areas of active construction or equipment operation;
  b. on a weekly basis in areas with no construction or equipment operation; and
  c. within 24 hours of each 0.5 inch of rainfall.
- Ensuring the repair of all ineffective temporary erosion control measures within 24 hours of identification, or as soon as conditions allow if compliance with this time frame would result in greater environmental impacts.
- Land disturbing activities must avoid encroachment into any wetland areas (outside the permitted impact area).Wetlands that are unavoidably impacted must be appropriately mitigated.
- Your project may require a Stormwater Permit from the SC Department of Health & Environmental Control, please visit https://www.scdhec.gov/environment/water-quality/stormwater

- If clearing must occur, riparian vegetation within wetlands and waters of the U.S. must be conducted manually and low growing, woody vegetation and shrubs must be left intact to maintain bank stability and reduce erosion.
- Construction activities must avoid and minimize, to the greatest extent practicable, disturbance of woody shoreline vegetation within the project area. Removal of vegetation should be limited to only what is necessary for construction of the proposed structures.
- Where necessary to remove vegetation, supplemental plantings should be installed following completion of the project. These plantings should consist of appropriate native species for this ecoregion and exclude plant species found on the exotic pest plant council list: https://www.se-eppc.org/southcarolina/SCEPPC_LIST2014finalOct.pdf.

D. Project Best Management Practices (3 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



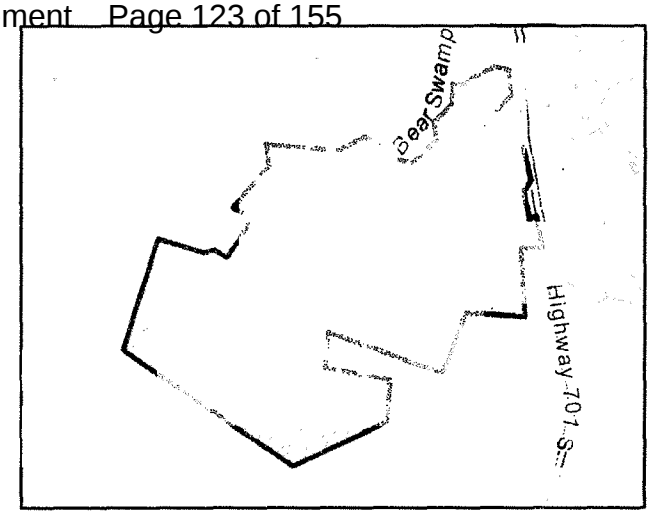
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- Review of available data, National Hydrography Dataset, indicates that streams or waters of the United States are present within your project area. These areas may require a permit from the U.S. Army Corps of Engineers (USACE), as well as a compensatory mitigation plan. SCDNR advises that you consult with the USACE Regulatory to determine if jurisdictional waters are present and if a permit and mitigation is required for any activities impacting these areas. For more information, please visit their website at www.sac.usace.army.mil/Missions/Regulatory. Additionally, a 401 Water Quality Certification or a State Navigable Waters permit may also be required from the SC Department of Health & Environmental Control. For more information, please visit the following websites:
  - https://www.scdhec.gov/environment/water-quality/water-quality-certification-section-401-clean-water-act
  - https://www.scdhec.gov/environment/water-quality/navigable-waters
- Excavation/Construction activities must not occur during fish spawning season from March through June due to its negative impacts on eggs and reproduction activities.
- If clearing must occur, riparian vegetation within wetlands and waters of the U.S. must be conducted manually and low growing, woody vegetation and shrubs must be left intact to maintain bank stability and reduce erosion.
- Construction activities must avoid and minimize, to the greatest extent practicable, disturbance of woody shoreline vegetation within the project area. Removal of vegetation should be limited to only what is necessary for construction of the proposed structures.
- Where necessary to remove vegetation, supplemental plantings should be installed following completion of the project. These plantings should consist of appropriate native species for this ecoregion.

Your project area includes a FEMA special flood hazard area and may require a permit from the County National Floodplain Insurance Program Manager before impacts occur to aquatic resources and the associated floodplains on site. Please refer to https://www.dnr.sc.gov/water/flood/documents/nfipadmindirectory.pdf to find your appropriate contact information.

D. Project Best Management Practices (4 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



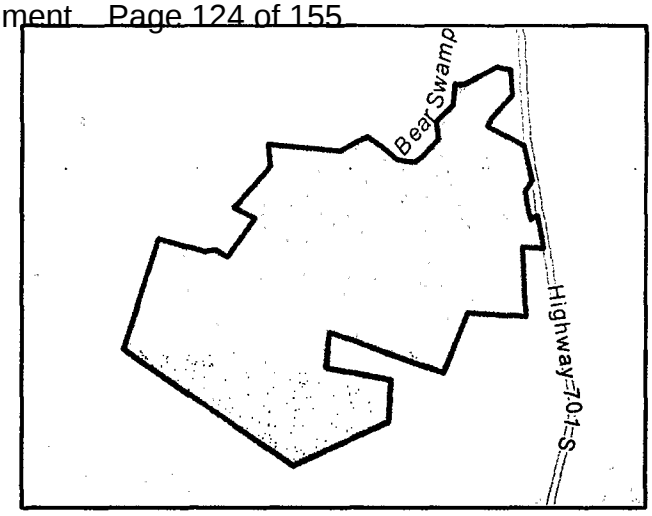
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- Residential and commercial development has grown exponentially in recent years. Activities associated with these developments can have detrimental impacts on wildlife and aquatic resources such as habitat fragmentation, loss of available habitats and pollution, especially stormwater pollution. The result of these impacts causes the displacement of species and increases wildlife and human interactions. However, properly planned and sited development activities may allow for economic expansion with minimal negative impacts.
- Where appropriate, particularly adjacent to wetlands and water bodies, drainage plans and construction measures for residential and commercial development should be designed to control erosion and sedimentation, water quality degradation and other negative impacts on adjacent water and wetlands utilizing the best available design research. Developers proposing development activities should contact and work closely with local community development planning entities.
- Developments should be planned where growth is most compatible with natural resources utilizing residential and commercial cluster development methods, maximizing green spaces which can both be beneficial to protect natural resources and provide recreational opportunities for outdoor enthusiasts.
- Developments should be designed and constructed to avoid impact to wetland and stream areas whenever possible and to minimize unavoidable wetland and stream impacts to the maximum extent possible. Aquatic habitats and other sensitive natural areas should be identified in the initial planning stages of the project and incorporated in their natural state into the overall development plan.
- Developments should be designed to maintain the integrity and contiguity of wetland and stream systems and their associated riparian corridors, including the establishment of protective upland buffers around and between undisturbed aquatic systems whenever possible. Projects should be designed to minimize habitat fragmentation, including the construction of a limited number of road and utility crossings through streams and wetlands.

- The SCDNR recommends that the applicant incorporate vegetated bioswales, catch basins and/or bioretention cells/rain gardens into development plans beyond the regulatory requirements of the Stormwater Permitting requirements to add additional features to aid in capturing and filtering runoff from hardened surfaces. These structures can protect water quality and prevent oil, gas and other pollutants from directly entering nearby waterways. In addition, the SCDNR strongly recommends the use of permeable or porous pavement surfaces when possible. Permeable surfaces allow for rainfall to filter through the soil which aids in flood control and improves water quality.
- The following resources are available from Clemson Extension to assist:
  - https://hgic.clemson.edu/factsheet/an-introduction-to-bioswales/
  - https://hgic.clemson.edu/factsheet/rain-garden-plants-introduction/
  - https://hgic.clemson.edu/factsheet/bioretention-cells-a-guide-for-your-residents/
  - https://hgic.clemson.edu/factsheet/an-introduction-to-porous-pavement/
  - https://hgic.clemson.edu/factsheet/trees-for-stormwater-management/

D. Project Best Management Practices (5 of 5)

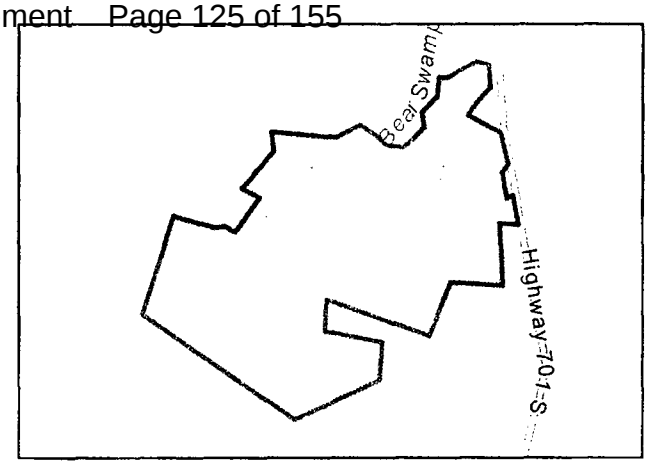
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- Your project boundary lies within a coastal county in South Carolina which means you may also need a Coastal Zone Consistency Certification for your project from the SC Department of Health and Environmental Control. For more information, visit: https://www.scdhec.gov/environment/your-water-coast/ocean-coastal-management/beach-management/coastal-permits/coastal-zone
- If your project could affect coastal waters, tidelands, beaches and beach/dune systems, you may also need a critical area permit from the SC Department of Health and Environmental Control. For more information, visit: https://www.scdhec.gov/environment/your-water-coast/ocean-coastal-management/beach-management/coastal-permits/critical-l

E. State & Federally Listed Species in Horry County



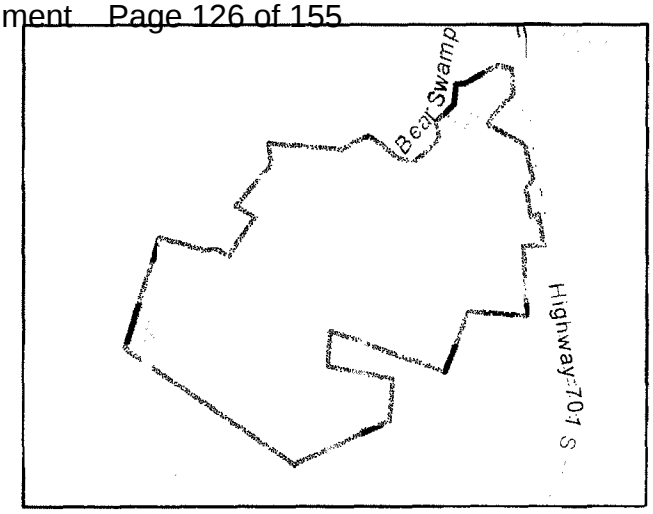
The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. Please keep in mind that this information included within this report is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. If your project requires the assessment of potential threatened or endangered species that could be within the project area, the SCDNR asks that you include a review of the state listed species within the county or watershed in addition to those that may be within the report as being within the project footprint or within 1-mile of the proposed project area. Consideration should be given to the occurrence of suitable habitat onsite, species movement and connectivity of habitat when assessing the likelihood of a state listed species on the project area.

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County	Scientific Name	Common Name	G Rank	S Rank	Federal Protection Status	State Protection Status	Group Type
Horry	*Acipenser brevirostrum*	Shortnose Sturgeon	G3	S3	LE: Federally Endangered	SE: State Endangered	Zoological
Horry	*Acipenser oxyrinchus*	Atlantic Sturgeon	G3	S3	LE: Federally Endangered	Not Applicable	Zoological
Horry	*Atrytone arogos*	Arogos Skipper; Eastern Beard Grass Skipper	G2G3	SH	ARS: At-Risk Species	Not Applicable	Zoological
Horry	*Bombus pensylvanicus*	American Bumble Bee	G3G4	SNR	ARS: At-Risk Species	Not Applicable	Zoological
Horry	*Caretta caretta*	Loggerhead Sea Turtle	G3	S3	LT: Federally Threatened	ST: State Threatened	Zoological
Horry	*Charadrius melodus*	Piping Plover	G3	S2N	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Clemmys guttata*	Spotted Turtle	G5	S3	ARS: At-Risk Species	ST: State Threatened	Zoological
Horry	*Corynorhinus rafinesquii*	Rafinesque's Big-eared Bat	G3G4	S2	Not Applicable	SE: State Endangered	Zoological
Horry	*Danaus plexippus*	Monarch Butterfly	G4	S4	C: Candidate	Not Applicable	Zoological
Horry	*Dryobates borealis*	Red-cockaded Woodpecker	G3	S2	LE: Federally Endangered	SE: State Endangered	Zoological
Horry	*Elanoides forficatus*	Swallow-tailed Kite	G5	S1S2	MBTA: Migratory Bird Treaty Act	SE: State Endangered	Zoological
Horry	*Elassoma boehlkei*	Carolina Pygmy Sunfish	G2	S1	Not Applicable	ST: State Threatened	Zoological
Horry	*Haliaeetus leucocephalus*	Bald Eagle	G5	S3B,S3N	Bald & Golden Eagle Protection Act	ST: State Threatened	Zoological
Horry	*Heterodon simus*	Southern Hog-nosed Snake	G2	S1S2	Not Applicable	ST: State Threatened	Zoological
Horry	*Laterallus jamaicensis*	Black Rail	G3	S1	LT: Federally Threatened	Not Applicable	Zoological
Horry	*Mycteria americana*	Wood Stork	G4	S2	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Sternula antillarum*	Least Tern	G4	S2	MBTA: Migratory Bird Treaty Act	ST: State Threatened	Zoological
Horry	*Trichechus manatus*	Florida Manatee	G2G3	S1S2	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Amaranthus pumilus*	Seabeach Amaranth, Dwarf Amaranth	G2	S1	LT: Federally Threatened	Not Applicable	Botanical
Horry	*Dionaea muscipula*	Venus Flytrap, Meadow Clam, Tippitiwitchet	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Fimbristylis perpusilla*	Harper's Fimbry	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Ludwigia ravenii*	Raven's Seedbox	G1G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Sabulina paludicola*	Godfrey's Sandwort	G1	SX	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Schwalbea americana*	Chaffseed	G2	S2	LE: Federally Endangered	Not Applicable	Botanical
Horry	*Sporobolus teretifolius*	Wireleaf Dropseed	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical

F. Instructions for Submitting Species Observations

The SC Natural Heritage Dataset relies on continuous monitoring and surveying for species of concern throughout the state. Any records of species of concern found within this project area would greatly benefit the quality and comprehensiveness of the statewide dataset for rare, threatened and endangered species. Below are instructions for how to download the SC Natural Heritage Occurrence Reporting Form through the Survey123 App.



Map Credits: **Sources**: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, **LINZ, NASA/METI, NASA/NGS, NLS** Finland, NLSI, **Ordnance Survey**, SKGeodesy, Horry County Government **GIS, State of North Carolina DOT, Esri,** HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, **NPS, USDA, Esri, NASA, NGA,**

Conservation Ranks & SWAP Priority Status

The SC Natural Heritage Program assigns S Ranks for species tracked within the state of South Carolina based on ranking methodology developed by NatureServe and its state program network. For information conservation rank definitions, please visit https://explorer.natureserve.org/AboutTheData/Statuses

The SCDNR maintains and updates it's State Wildlife Action Plan (SWAP) every 10 years. This plan categorizes species of concern by Moderate, High, and Highest Priority. Please visit https://www.dnr.sc.gov/swap/index.html for more information about the SC SWAP.

Important Information Regarding Element Occurrence Data:

The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. Please keep in mind that this information included within this report is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. If your project requires the assessment of potential threatened or endangered species that could be within the project area, the SCDNR asks that you include a review of the state listed species within the county or watershed in addition to those that may be within the report as being within the project footprint or within 1-mile of the proposed project area. Consideration should be given to the occurrence of suitable habitat onsite, species movement and connectivity of habitat when assessing the likelihood of a state listed species on the project area. To view these lists please visit our county and watershed dashboards at our website: https://schtportal.dnr.sc.gov/portal/apps/sites/#track

Instructions for accessing the SC Natural Heritage Occurrence Reporting Form

For use in a browser (on your desktop/PC):

1) Follow https://bit.ly/scht-reporting-form
2) Select 'Open in browser'
3) The form will open and you can begin entering data!

This method of access will also work on a browser on a mobile device, but only when connected to the internet. To use the form in the field without relying on data/internet access, follow the steps below.

For use on a smartphone or tablet using the field app:

1) Download the Survey123 App from the Google Play store or the Apple Store. This app is free to download. Allow the app to use your location.
2) Use the camera app (or other QR Reader app) to scan the QR code on this page from your smartphone or tablet. Click on the 'Open in the Survey123 field app'. This will prompt a window to allow Survey123 to download the SC Natural Heritage Occurrence Reporting Form. Select 'Open.'
3) The form will automatically open in Survey123, and you can begin entering data! This form will stay loaded in the app on your device until you manually delete it, and you can submit as many records as you like.

APPENDIX F:

Wetland Letters for Subject Tracts

THE BRIGMAN COMPANY

June 21, 2023

BRD Land and Investments
234 Kinsley Park Drive, Suite 110
Fort Mill, SC 29715

Attention: Elizabeth Kurre

Reference: **Wetland Assessment Report**
Portion of the Warden Tract
Conway, Horry County, SC

Dear Ms. Kurre:

The Brigman Company (TBC) has completed a Wetland Assessment for the Portion of the Warden Tract (i.e., the Property). Our services were conducted in accordance with The Brigman Company Professional Services Contract authorized on June 19, 2023. The purpose of this Wetland Assessment is to provide our opinion, based on a site visit and publicly available mapping, as to the potential presence of wetland areas within the Property.

TBC reviewed publicly available mapping sources in preparation of this report, such as: color infrared aerial photographs, U.S. Geological Survey (USGS) 7.5-Minute topographic quadrangle maps, U.S. Department of Agriculture (USDA) soils information, U.S. Fish & Wildlife Service (USF&WS) National Wetland Inventory maps, and LiDAR data. Site observations were conducted on June 20 and 21, 2023.

Based on our review of the previously noted sources of information, in conjunction with the site observations, we believe that the approximate 165-acre Property contains approximately 126 acres of wetlands. The attached exhibit depicts the approximate location of the wetlands on the Property.

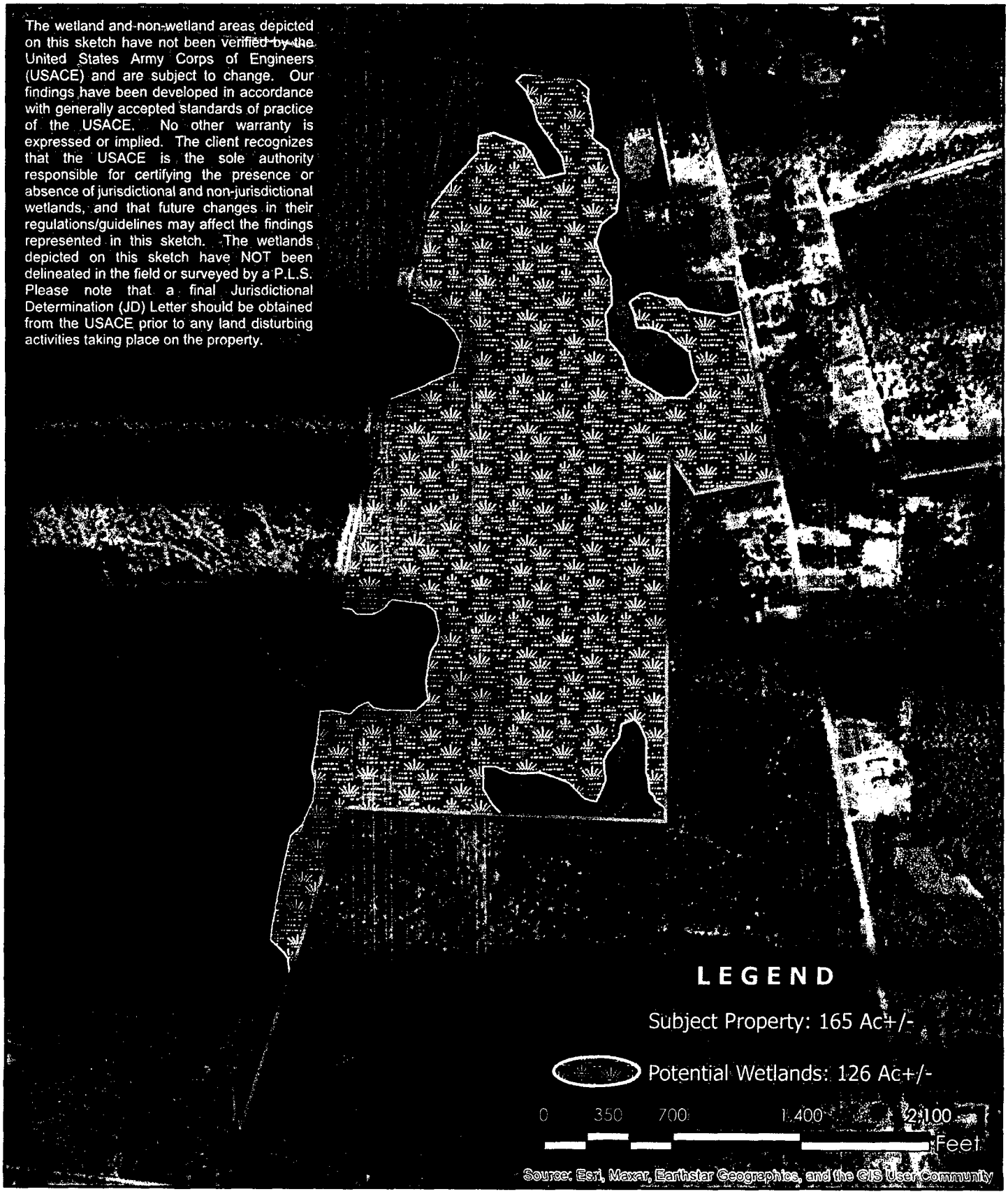
Our findings have been developed in accordance with generally accepted standards of practice in the Charleston District of the United States Army Corps of Engineers. No other warranty is expressed or implied. Please be aware that the United States Army Corps of Engineers is the sole authority responsible for certifying the presence or absence of jurisdictional wetlands and future changes in their regulations/guidelines may affect the findings represented in this letter.

TBC appreciates the opportunity to be of service to you by conducting this Wetland Assessment on the above-referenced project. Should you have any questions or require additional information, please contact us at (843) 248-9388.

Sincerely,

Charles C. Oates, Jr.
Project Manager

The wetland and non-wetland areas depicted on this sketch have not been verified by the United States Army Corps of Engineers (USACE) and are subject to change. Our findings have been developed in accordance with generally accepted standards of practice of the USACE. No other warranty is expressed or implied. The client recognizes that the USACE is the sole authority responsible for certifying the presence or absence of jurisdictional and non-jurisdictional wetlands, and that future changes in their regulations/guidelines may affect the findings represented in this sketch. The wetlands depicted on this sketch have NOT been delineated in the field or surveyed by a P.L.S. Please note that a final Jurisdictional Determination (JD) Letter should be obtained from the USACE prior to any land disturbing activities taking place on the property.



THE BRIGMAN CO.

Preliminary Wetland Assessment Exhibit

Portion fo the Warden Tract
Portion of TMS# 149-00-05-015
Conway, Horry County, SC
June 21, 2023

N
1 " = 700 '

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

Jobs/2023/0-23

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526

January 6, 2021

Regulatory Division

Mr. Charles Oates
S&ME, Inc.
1330 Highway 501 Business
Conway, South Carolina 29527
coates@smeinc.com

Dear Mr. Oates:

This is in response to your request for a preliminary jurisdictional determination (PJD). Based on information submitted to the U.S. Army Corps of Engineers (Corps) we have determined there may be waters of the United States, including wetlands on your parcel located at the following:

Project Number:	SAC-2020-01556
County:	Horry County
Project/Site Size:	1,668.2 Acres
Latitude:	33.7816°
Longitude:	-79.0936°
Project/Site Location:	TMS# 149-00-05-015, 012, and 011, located west of and adjacent to U.S. 701, south of Conway
Waters (Acreage/Linear Feet):	714.3 Acres of wetlands and 107,866 Linear feet of Non-wetland Waters

A copy of the PJD form and the map dated January 4, 2021, and titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC" is enclosed. Please carefully read this form, then sign and return a copy to the project manager at the following Robert.C.Huff@usace.army.mil within 30 days from the date of this notification.

Please be advised a Department of the Army permit will be required for regulated work in all areas which may be waters of the United States, as indicated in this PJD. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all waters and wetlands, which would be affected in any way by the permitted activity on the site, as if they are jurisdictional waters of the United States. Should you desire an approved Corps determination, one will be issued upon request.

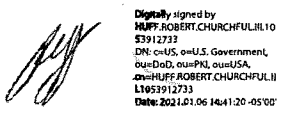
You are cautioned that work performed in areas which may be waters of the United States, as indicated in the PJD, without a Department of the Army permit could subject you to enforcement action.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

If you submit a permit application as a result of this PJD, include a copy of this letter and the depiction as part of the application. Not submitting the letter and depiction will cause a delay while we confirm a PJD was performed for the proposed permit project area. Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water and/or Office of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

In all future correspondence, please refer to file number SAC-2020-01556. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact me at (843) 365-4316, or by email at Robert.C.Huff@usace.army.mil.

Sincerely,



Rob Huff
Team Lead

Enclosures:
Preliminary Jurisdictional Determination Form
Notification of Appeal Options
Map titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC"

Copies Furnished:

Mr. Hunter Dawkins
Johnson Development Associates, Inc.
100 Dunbar Street, Suite 400
Spartanburg, South Carolina 29306
hdawkins@johnsondevelopmnet.net

SC DHEC - OCRM
1362 McMillan Avenue, Suite 400
North Charleston, South Carolina 29405
OCRMPermitting@dhec.sc.gov

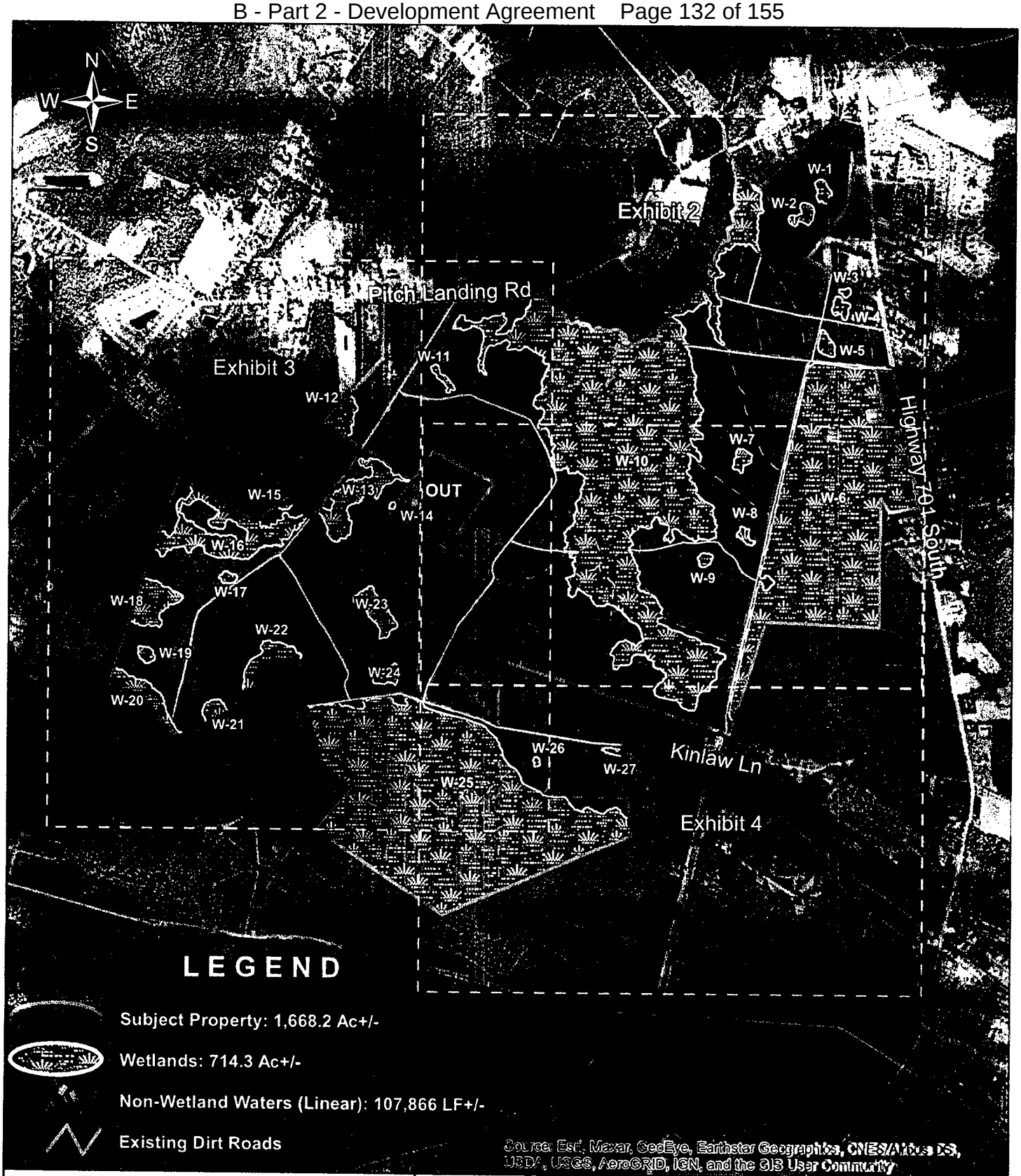


EXHIBIT DISCLAIMER: PLEASE NOTE THIS EXHIBIT IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR ANY OTHER USES. THERE ARE NO GUARANTEES REGARDING ACCURACY. S&ME, INC. ASSUMES NO RESPONSIBILITY FOR ANY DECISION MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON THIS EXHIBIT.

0 1,000 2,000 4,000 6,000 8,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, and 011
Conway, Horry County, SC

Exhibit No. 1

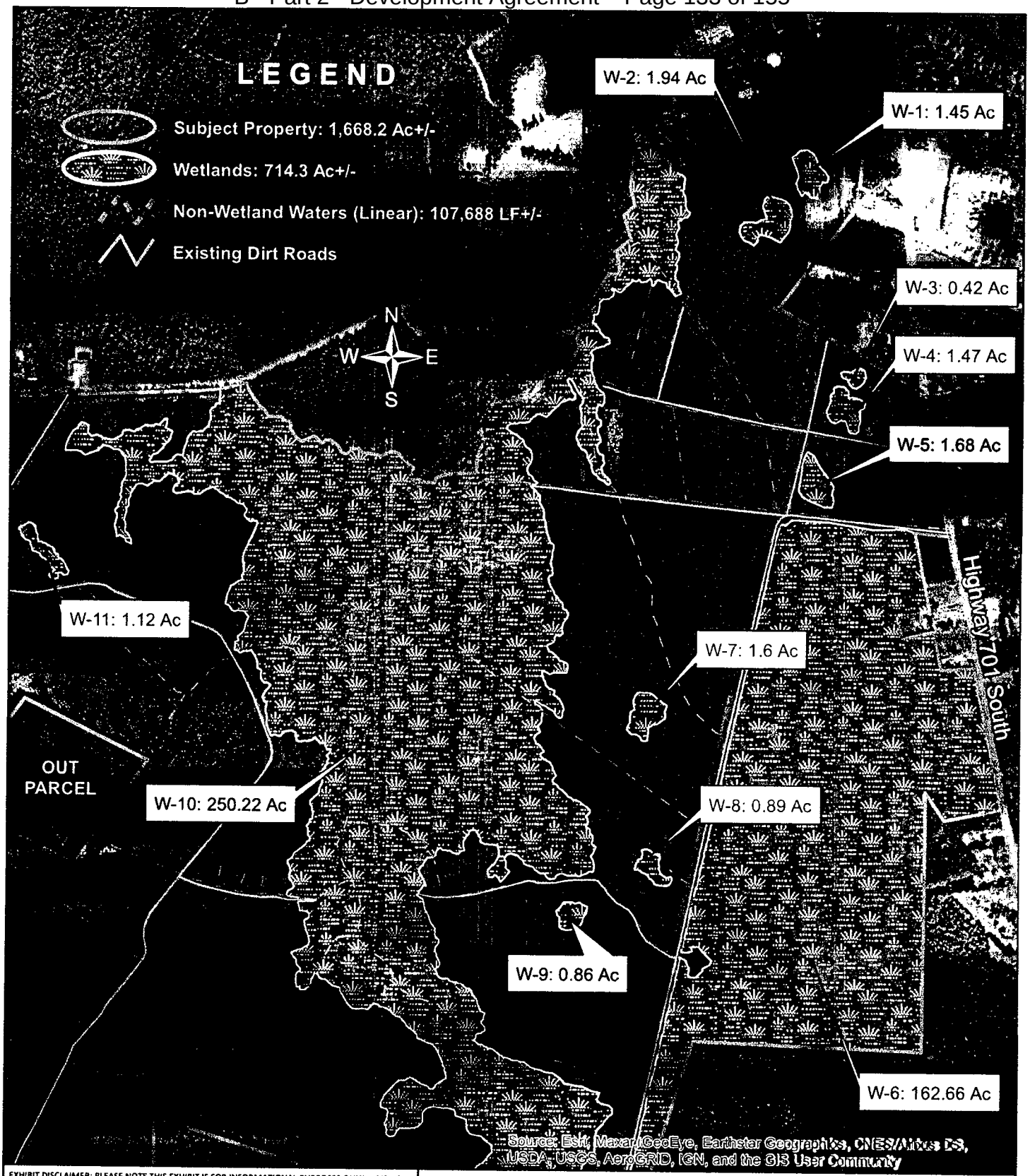


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0 500 1,000 2,000 3,000 4,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, and 011
Conway, Horry County, SC

Exhibit No. **2**

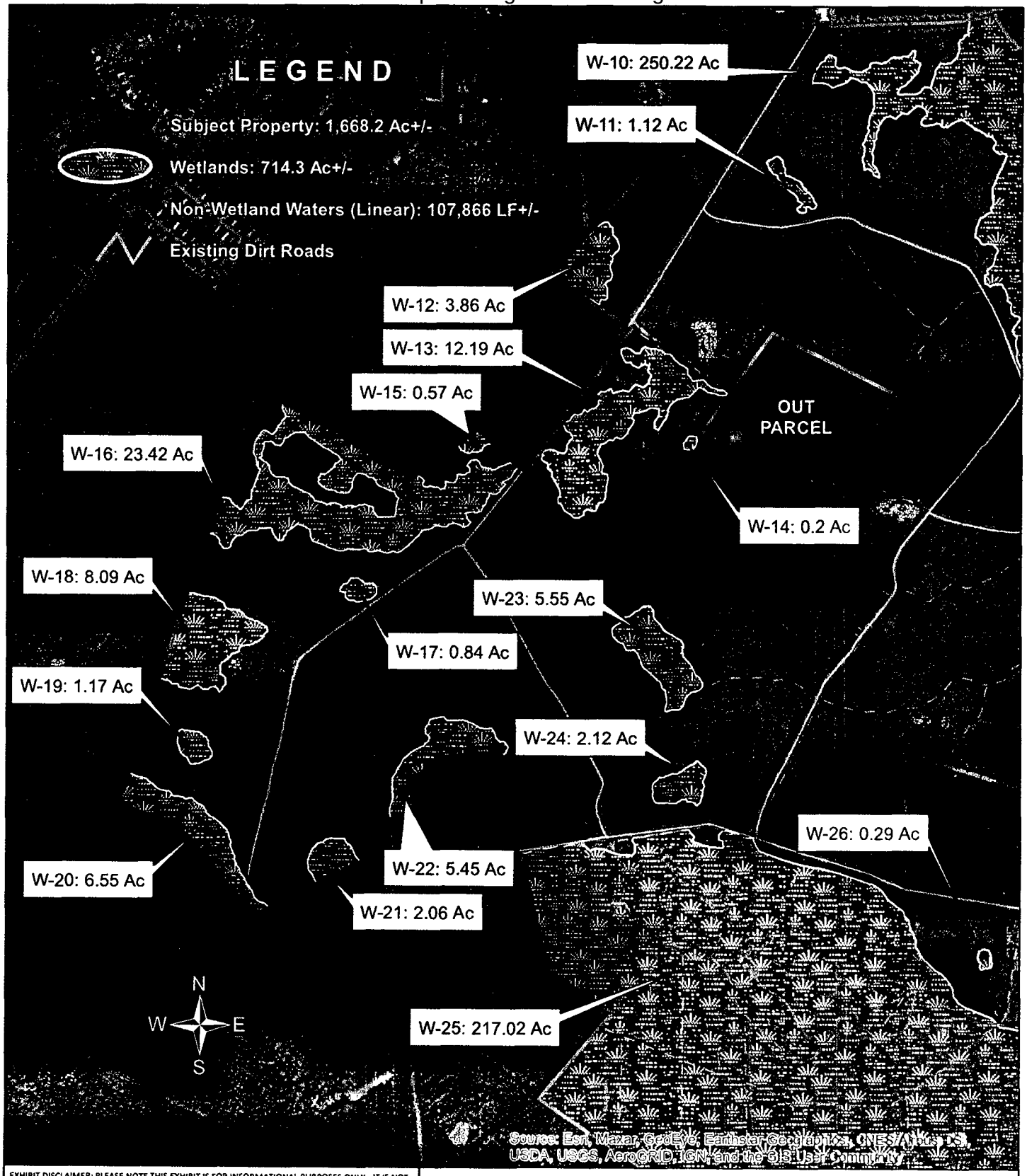


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0 500 1,000 2,000 3,000 4,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, andd 011
Conway, Horry County, SC

Exhibit No.
3

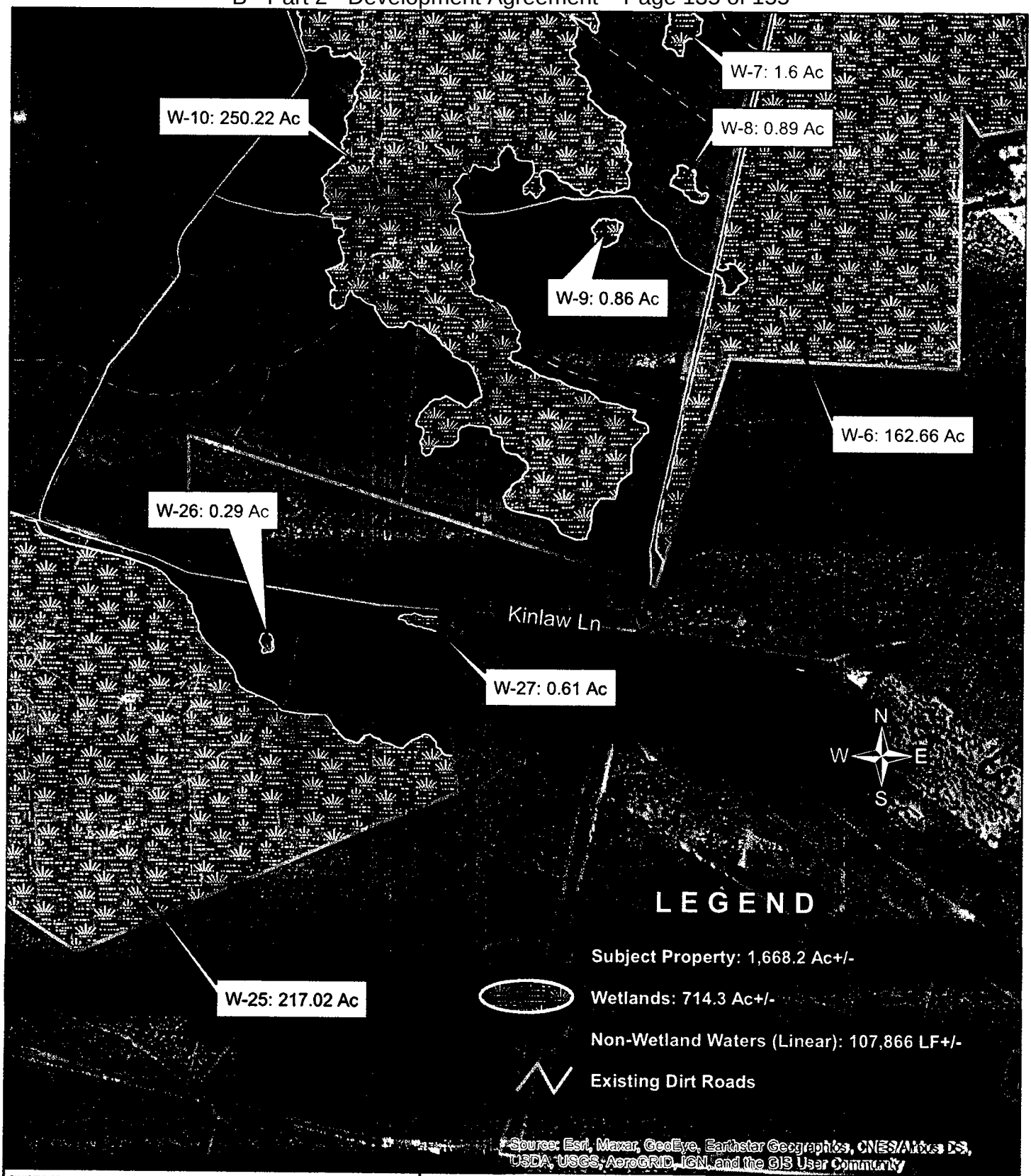


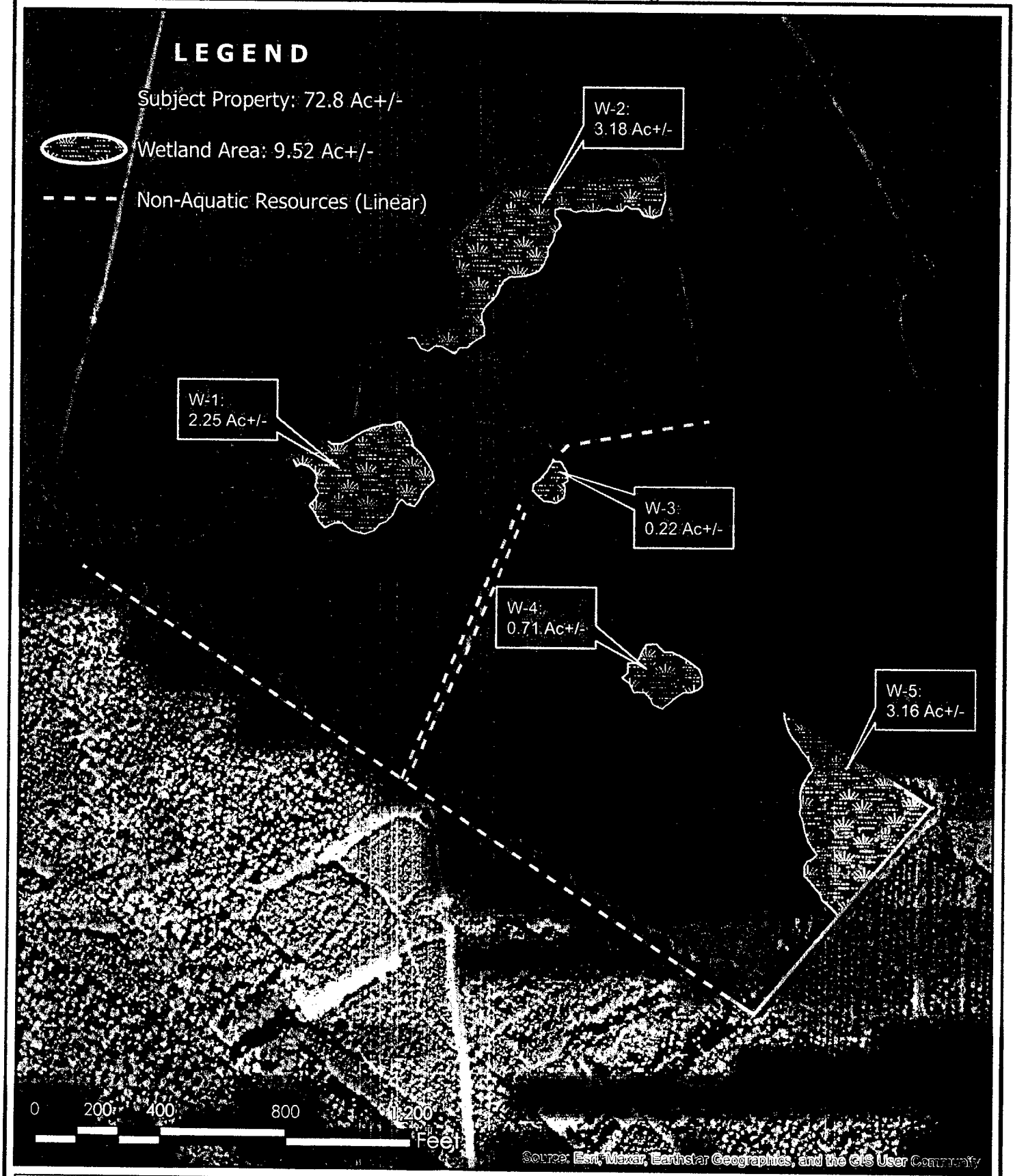
EXHIBIT DISCLAIMER: PLEASE NOTE THIS EXHIBIT IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT MEANT FOR DESIGN, LEGAL, OR ANY OTHER USES. THERE ARE NO GUARANTEES REGARDING ACCURACY. S&ME, INC. ASSUMES NO RESPONSIBILITY FOR ANY DECISION MADE OR ANY ACTIONS TAKEN BY THE USER BASED UPON THIS EXHIBIT.

0 500 1,000 2,000 3,000 4,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, and 011
Conway, Horry County, SC

Exhibit No. **4**



THE BRIGMAN CO.

Delineation Concurrence Exhibit

Evelyn Richardson Tract
TMS# 160-00-01-004
Conway, Horry County, South Carolina
December 21, 2022

N

1 " = 400 '

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

jobs/2022/02337-22483

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1949 Industrial Park Road, Room 140
Conway, South Carolina 29526

REPLY TO
ATTENTION OF

July 1, 2009

Regulatory Division

White Oak Forest, LLC
c/o Mr. Charles Oates
S&ME, Inc.
1330 Highway 501 Business
Conway, South Carolina 29526

Re: SAC 2001-34600-3JH
Horry County

Dear Mr. Oates:

This is in response to your letter of June 15, 2009, requesting a wetland determination, on behalf of White Oak Forest, LLC, for a 15.03 acre tract located adjacent to and north of the intersection of U.S. Highway 701 and S.C. Highway 110, Buck's Township, Horry County, South Carolina. The project area is depicted on the survey plat you submitted which was prepared by Terry M. Watson, dated September 10, 1999, and entitled "Plat/ of a Boundary Survey of Tract B. containing 15.03 acres/ of land in Buck's Township, Horry County, S.C. surveyed / for White Oak/ Forest LLC".

Based on an on-site inspection and a review of aerial photography and soil survey information, it has been determined that the referenced property does not contain any wetland areas or other waters of the United States and, as such, Department of the Army authorization will not be required for mechanized land clearing, excavation, or the placement of dredged or fill material on this site.

Please be advised that this determination is valid for five (5) years from the date of this letter unless new information warrants revision of the delineation before the expiration date. All actions concerning this determination must be complete within this time frame, or an additional delineation must be conducted. For the purposes of 33 CFR 331.2, this is considered to be an approved jurisdictional determination.

In future correspondence concerning this matter, please refer to SAC 2001-34600-3JH. A copy of this letter is being forwarded to the South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management. for their information.

In order to assist us in improving our service to you, please complete the online survey found at http://regulatory.usacesurvey.com/. If you have any questions concerning this matter, please contact me at 843-365-1726.

Sincerely,

Rob Huff
Project Manager

Enclosure:
Approved Jurisdictional Determination Form
Notification of Appeal Options

Copy Furnished:

South Carolina Department of Health
and Environmental Control
Office of Ocean and Coastal
Resource Management
1362 McMillan Avenue, Suite 400
Charleston, South Carolina 29405

Huff/RD 7/1/09 RH
Konickson/RD 7-2-09 CK

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526

March 5, 2023

Regulatory Division

Mr. Patrick Quinn
BRD Land & Investment
234 Kinsley Park Drive
Fort Mills, South Carolina 29715
pat@pdscarolinas.com

Dear Mr. Quinn:

This is in response to your request for an Approved Jurisdictional Determination (AJD) (SAC-2022-01538) received in our office on October 17, 2022, for a 21.5-acre site identified as Tax Map Sequence (TMS) #s 381-00-00-003, 381-08-01-0006, 381-08-04-0009, 0012 and 0014, located north and south of Pitch Landing Road near Conway, in Horry County, South Carolina (Latitude: 33.8006°, Longitude: -79.0785°). An AJD is used to indicate the Corps has identified the presence or absence of wetlands and/or other aquatic resources on a site, including their accurate location(s) and boundaries, as well as their jurisdictional status pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344) and/or navigable waters of the United States pursuant to Section 10 of the Rivers and Harbors Act of 1899 (RHA) (33 U.S.C. § 403).

The site is shown on the attached map entitled "**Approved Jurisdictional Determination Exhibit** / Pitch Landing Road Tracts / PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009 / Conway, Horry County, South Carolina / October 10, 2022" and dated October 10, 2022, prepared by The Brigman Company. Based on a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, Wetland Determination Data Form(s), and Previous Jurisdictional Determination SAC-2001-34600-3JH, dated July1, 2009, we conclude the site, as shown on the referenced map, does not contain any aquatic resources subject to regulatory jurisdiction under Section 404 of the CWA or Section 10 of the RHA.

Attached is a form describing the basis of jurisdiction for the delineated area(s). Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water, or Department of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

This AJD is valid for five (5) years from the date of this letter unless new information warrants revision before the expiration date. This AJD is an appealable action under the Corps of Engineers administrative appeal procedures defined at 33 CFR Part 331. The

administrative appeal options, process and appeals request form is attached for your convenience and use.

This AJD was conducted pursuant to Corps of Engineers' regulatory authority to identify the limits of Corps of Engineers' jurisdiction for the particular site identified in this request. This AJD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

In all future correspondence, please refer to file number SAC-2022-01538. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact Rob Huff, Team Lead, at (843) 365-4239, or by email at Robert.C.Huff@usace.army.mil.

Sincerely,



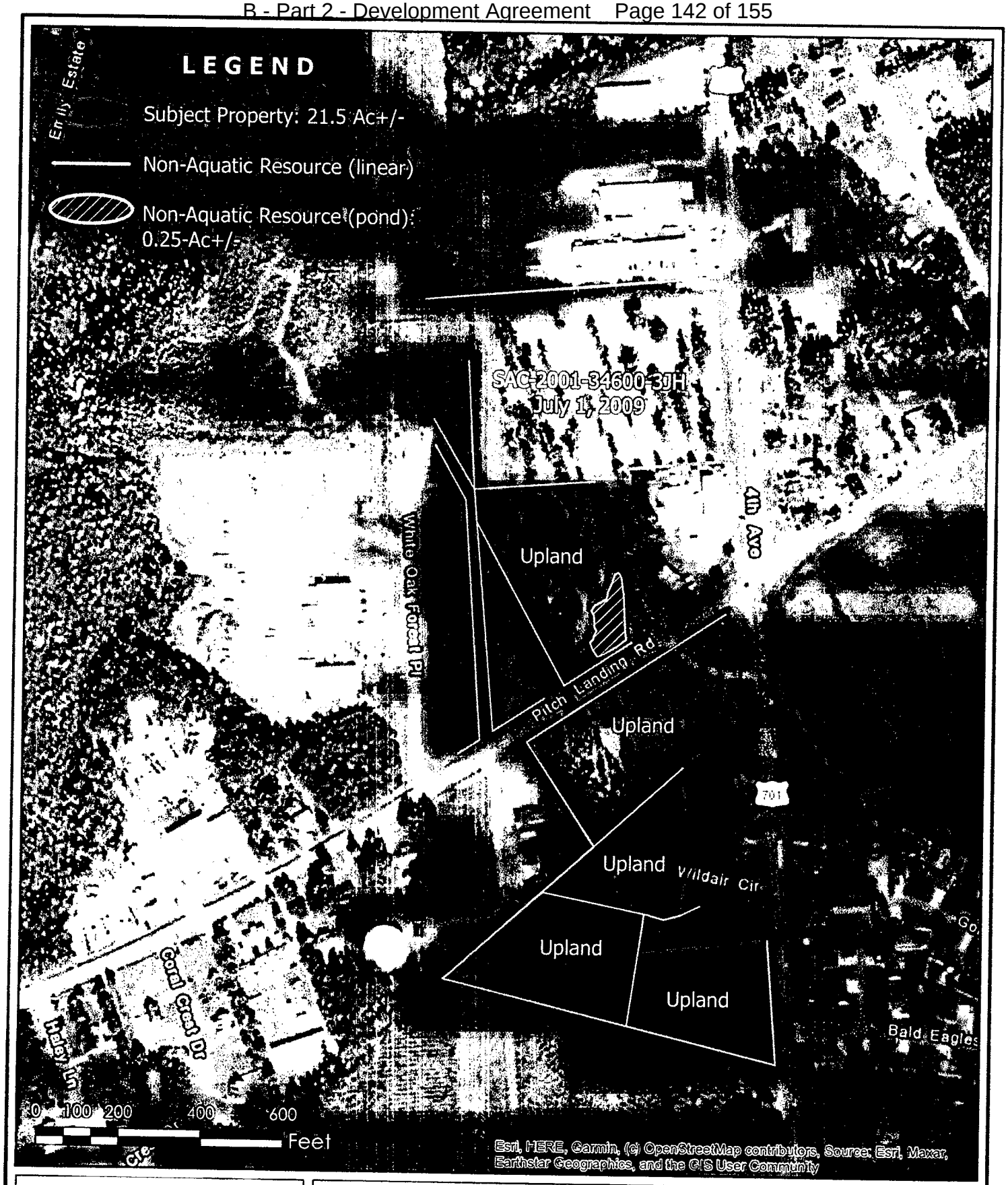
Rob Huff
Team Lead

Attachments:
Approved Jurisdictional Determination Form
Notification of Appeal Options
Map entitled "Approved Jurisdictional Determination Exhibit / Pitch Landing Road Tracts / PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009 / Conway, Horry County, South Carolina / October 10, 2022"

Copies Furnished:

Mr. Charles Oates, Jr.
The Brigman Company, Inc.
PO Box 1532
Conway, South Carolina 29528
coates@thebrigmancompany.com

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



THE BRIGMAN CO.

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

Approved Jurisdictional Determination Exhibit

Pitch Landing Road Tracts

PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009

Conway, Horry County, South Carolina

October 10, 2022

1 " = 300 '

jobs/2022/02308-22406

APPENDIX G:

Design Modifications Approved as part of PD Street Sections Included

(*Miniaturized copies attached, details may be obscured, full scale available in City Planning Department*)

GB ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

APPENDIX G

design modifications

DESIGN MODIFICATIONS:

1. KINGMAN LANE SHALL BE UTILIZED AS A PUBLIC ACCESS BASED UPON THE PROPOSED IMPROVEMENTS DEPICTED ON THE CONSTRUCTION PLANS FOR HORRY COUNTY DIRT ROAD IMPROVEMENTS: KINGMAN LANE PROJECT (SERIES); DEVIATION FROM COMPLETE STREETS:
2. THE EXISTING PORTION OF BLACK TRAIL ADJOINING PIN 338-00-00029 SHALL BE UTILIZED AS A PUBLIC ACCESS BASED UPON THE PROPOSED IMPROVEMENTS DEPICTED ON THE CONSTRUCTION PLANS FOR HORRY COUNTY DIRT ROAD IMPROVEMENTS: BLACK TRAIL PROJECT (SERIES); DEVIATION FROM COMPLETE STREETS:
3. BUFFERS, STREET TREE PLANTINGS AND SIDEWALKS SHALL NOT BE REQUIRED ALONG THE FOLLOWING SECTIONS OF ROADWAYS; DEVIATION FROM BUFFER REQUIREMENTS; LANDSCAPING REQUIREMENTS; DESIGN STANDARDS;
   - ALONG THE IMPROVED LOCAL ROAD (KNOWN AS BLACK TRAIL) ADJACENT TO PIN 338-00-00029
   - ALONG THE EXISTING DRIVEWAY ACCESS (KNOWN AS MARINA MARIE LANE
   - ALONG THE EXISTING PORTIONS OF KINGMAN LANE UNTIL THE FULL LANDSCAPE BUFFER WIDTH IS PERMITTED WITHIN THE ROW(S);
4. SIDEWALKS SHALL BE INSTALLED ALONG BOTH SIDES OF COLLECTOR AND ARTERIAL ROADWAYS AND ALONG ONE SIDE OF LOCAL ROADWAYS; SIDEWALKS SHALL BE PERMITTED, LOCAL ROADWAY DESIGNATIONS SHALL INSTALL A FIVE (5) FOOT SIDEWALK ALONG ONE SIDE OF THE PUBLIC RIGHT OF WAYS; SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MATERIALS APPROVED IN THE CITY OF MYRTLE BEACH STANDARD SPECIFICATIONS AND DETAILS FOR CONSTRUCTION; TRAILS MAY DEVIATION FROM DESIGN STANDARDS; DEVIATION FROM REQUIREMENTS; ACCESS AND CIRCULATION;

NORTH

SCALE: 1" = 400'

EXHIBIT "E"

Development Schedule

Construction will begin following receipt of permits from the City of Conway and from other regulatory bodies. The nature of this Project, together with the current economic conditions, prevents the Developer from providing exact dates for commencement of future phases or exact completion dates. Although the timing of completion of any particular Phase of the Project is subject to then current market demands, the Developer anticipates starting the installation of the infrastructure within a period of approximately Twenty-four (24) months from approval of this Agreement to allow for design, permitting and mobilization. The Project would be complete within Twenty-Five (25) years of approval of this Agreement.

EXHIBIT "F"

Other Owner Joinder Form

JOINDER OF OTHER OWNER

The undersigned _____, a _____, does hereby join and consent to the encumbrance of the real property described on **Exhibit "A"** attached hereto (the "***Other Owner's Property***") to the terms and conditions of the foregoing Development Agreement for Warden Station, specifically excluding, however, any obligation as to monetary fees other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee.

OTHER OWNER:

_____, a
_____

_____
Name: _____

_____
Name: _____

By: _____
Name: _____
Title: _____

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, _____, a Notary Public, do hereby certify that _____, as _____ of _____, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the corporation.

Witness my hand and seal this ___ day of _____, 2024

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires: _____

(Seal)

JOINDER OF OTHER OWNER

The undersigned **WHITE OAK FOREST, LLC**, a South Carolina limited liability company, does hereby join and consent to the encumbrance of the real property described on **Exhibit "A"** attached hereto (the "***Other Owner's Property***") to the terms and conditions of the foregoing Development Agreement for Warden Station, specifically excluding, however, any obligation as to monetary fees other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee.

OTHER OWNER:

WHITE OAK FOREST, LLC, a
South Carolina limited liability company

By: _____
Name: Keith C. Hinson
Title: MANAGER

_____
Name: Randal Wallace

_____
Name: John J. Meek

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, Sandra Duke, a Notary Public, do hereby certify that Keith Hinson, as MANAGER of WHITE OAK FOREST, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this 31st day of JANUARY, 2024

_____
Notary Public Signature
Name: Sandra L. Duke
Notary Public for South Carolina
My Commission Expires: 12/07/2031

(Seal)

EXHIBIT "A"

Legal Description of Property

ALL AND SINGULAR, that certain piece, parcel or tract of land lying and being in Horry County, South Carolina, and being shown and designated as **12.55 ACRES** on a map entitled "**BOUNDARY PLAT OF TRACT B, BUCKS TOWNSHIP, HORRY COUNTY, SOUTH CAROLINA, PREPARED FOR WHITE OAK FOREST, LLC**" prepared by Development Resource Group, LLC, dated May 31, 2023 and recorded July 5, 2023 in Plat Book 314 at Page 220, in the Office of the Register of Deeds for Horry County, South Carolina. Said Plat being incorporated herein by reference and made a part and parcel hereof.

DERIVATION: This being a portion of the same property conveyed to White Oak Forest, LLC by Deed of Evergreen Enterprises, Inc., recorded October 6, 1999 in Deed Book 2194 at Page 1478, and by Deed of TGS Holdings LLC, recorded June 7, 2023 in Deed Book 4688 at Page 940, in the Office of the Register of Deeds for Horry County, South Carolina.

TMS/PIN No.: 149-00-02-125/381-00-00-0003

JOINDER OF OTHER OWNER

The undersigned **DDG INVESTMENTS, LLC**, a South Carolina limited liability company, does hereby join and consent to the encumbrance of the real property described on **Exhibit "A"** attached hereto (the "***Other Owner's Property***") to the terms and conditions of the foregoing Development Agreement for Warden Station, specifically excluding, however, any obligation as to monetary fees other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee.

OTHER OWNER:

DDG INVESTMENTS, LLC, a
South Carolina limited liability company

By: _____
Name: Donald Godwin
Title: Manager

_____
Name: Tammy Skipper

_____
Name: ADAM CATES

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, Brooke Howle, a Notary Public, do hereby certify that Donald Godwin, as Manager of DDG INVESTMENTS, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this 25 day of Jan., 2024

_____
Notary Public Signature
Name: Brooke Howle
Notary Public for South Carolina
My Commission Expires: Oct. 24 2032

(Seal)

EXHIBIT "A"

Description of Property

PARCEL 1:

ALL AND SINGULAR that certain piece, parcel or tract of land, situate, lying and being in Conway Township, Horry County, South Carolina, containing 3.24 acres, more or less, and being more particularly described as **TMS# 149-00-05-018, 148,823 SF, 3.42 ACRES** on a plat entitled "**BOUNDARY SURVEY OF A 3.42 ACRE PARCEL OF LAND IN CONWAY TOWNSHIP, HORRY COUNTY, SOUTH CAROLINA**" prepared by Land Engineering Services, dated June 16, 2008 and recorded in Plat Book 239 at Page 190 on July 22, 2008 in the Office of the Register of Deeds for Horry County, South Carolina.

DERVIATION: This being the same property conveyed to DDG Investments, LLC by Deed of Ogeechee Farms, LLC, recorded July 22, 2021 in Deed Book 4445 at Page 1072 in the Office of the Register of Deeds for Horry County, South Carolina.

PARCEL 2:

ALL AND SINGULAR that certain piece, parcel or tract of land, together with any and all improvements situate thereon, lying and being in Bucks Township, Horry County, South Carolina, containing 1.05 Acres, as shown on a plat prepared for George C. Smith and Georgena S. Smith by Terry M. Watson, RLS, a copy of which is recorded in Plat Book 102 at Page 216, in the Office of the Register of Deeds for Horry County, South Carolina.

PARCEL 3:

ALL AND SINGULAR that certain piece, parcel or tract of land, together with all improvements situate thereon, situate, lying and being in the State of South Carolina, County of Horry, Conway Township, and being designated as .50 Acres on a map or plat prepared for Larry C. Cribb prepared by Michael S. Culler, RLS, dated December 17, 1990, recorded December 20, 1990 in Plat Book 112 at Page 138, in the Office of the Register of Deeds for Horry County, South Carolina, referenced to which said map or plat is craved as forming a part and parcel of this description.

PARCEL 4:

ALL AND SINGULAR that certain piece, parcel or tract of land, together with any and all improvements situate thereon, lying and being in Conway Township, Horry County, South Carolina, being shown and designated as .049 Acres of land on a map prepared by Culler Land Surveying, Inc. for Larry C. Cribb, dated December 17, 1990 and recorded December 20, 1990 in Plat Book 112 at Page 138, in the Office of the Register of Deeds for Horry County, South Carolina, reference to which said map or plat is craved as forming a part and parcel of this description.

DERIVATION: This being the same property conveyed to DDG Investments, LLC by Deed of Anderson Brothers Bank recorded February 5, 2014 in Deed Book 3713 at Page 2545, in the Office of the Register of Deeds for Horry County, South Carolina.

TMS/PIN No.: 149-00-05-018/381-08-01-0006

JOINDER OF OTHER OWNER

The undersigned **SEACOAST INVESTMENTS, INC.**, a South Carolina corporation, does hereby join and consent to the encumbrance of the real property described on **Exhibit "A"** attached hereto (the "***Other Owner's Property***") to the terms and conditions of the foregoing Development Agreement for Warden Station, specifically excluding, however, any obligation as to monetary fees other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee.

OTHER OWNER:

SEACOAST INVESTMENTS, INC., a South Carolina corporation

Stephanie Graham
Name: Stephanie Graham

By: Constantine A. Thompson
Name: Constantine A. Thompson
Title: President

Michelle Coats
Name: Michelle Coats

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, Pamela Warren, a Notary Public, do hereby certify that Constantine Thompson as President of SEACOAST INVESTMENTS, INC., a South Carolina corporation, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the corporation.

Witness my hand and seal this 8th day of February, 2024

Pamela T. Warren
Notary Public Signature
Name: PAMELA T. WARREN
Notary Public for South Carolina
My Commission Expires: 12-16-28

(Seal)

EXHIBIT "A"

Description of Property

PARCEL 1:

ALL AND SINGULAR that certain piece, parcel or tract of land located in Conway Township, Horry County, South Carolina, containing **FOUR (4) ACRES**, more or less, as shown on a map made by J.F. Thomas, RLS, dated November 13, 1958 and entitled "**MAP OF 4.0 ACRES OF LAND IN CONWAY TOWNSHIP, HORRY COUNTY, SOUTH CAROLINA, WHICH MRS. LESSIE C. HUCKS PROPOSES TO CONVEY TO PATRICIA P. BUNCH**" which map is incorporated hereby by reference for a more complete description. The said lands are bounded and described as follows:

Commencing at Iron N Corner on the Western edge of US Highway 701 also common to lot of land reserved and owned by Lessie C. hucks and runs thence South 0 deg. 30 min. East for a distance of 300 feet along the Western edge of US Highway 701 to corner also common to Thomas Cooper, thence running along a ditch North 72 deg. 40 min. West 827 feet to ditch intersection, thence North 51 deg. 50 min. East 316.3 feet along ditch to Iron O corner, thence South 73 deg. East 249.7 feet to Iron N corner, thence South 8 deg. 55 min. West for 88.8 feet to Iron N corner, thence North 88 deg. 30 min. East 318 feet to the beginning corner. Bounded on the Northwest by lands of Zander McCormick, on the North by lands of McDonald Stroud and Lessie C. Hucks, on the East by the Western edge of US Highway 701, on the Southwest by lands of Thomas Cooper and Burroughs Timber Company.

PARCEL 2:

ALL AND SINGULAR that certain piece, parcel or tract of land located in Conway Township, Horry County, South Carolina, and being that certain lot of land which is particularly shown and delineated on a map by J.F. Thomas, RLS, dated November 13, 1958 and entitled "**MAP OF A LOT OF LAND IN CONWAY TOWNSHIP, HORRY COUNTY, SC, SURVEYED FOR MRS. LESSIE C. HUCKS**", which map is recorded in the Office of the Register of Deeds for Horry County, South Carolina in Plat Book 26 at Page 24, and the said plat together with the record thereof are incorporated herein by reference for a more complete description. The said lot is shown by metes and bounds upon said map as follows:

Commencing at Iron O corner in Western margin of US Highway 701 and runs thence along the said Western margin of US Highway 701, South 30 deg. East 80 feet to Iron N corner, thence South 88 deg., 30 min. West 318 feet to corner in ditch, thence North 8 deg. 55 min. East 83.8 feet to Iron N corner at end of ditch, thence South 73 deg. East 6.7 fee to Iron O corner, thence North 88 deg. 30 min. East 297.8 feet to the beginning CNR.

Bounded on the North by lands of McDonald Stroud, on the East by the Western margin of US Highway 701, on the South by lands of Patricia P. Bunch, and on the West by lands of Patricia Bunch.

DERIVATION: This being the same property conveyed to Seacoast Investments, Inc. by Deed of Arkadiusz Grabara recorded January 31, 2008, in Deed Book 3312 at Page 165, in the Office of the Register of Deeds for Horry County, South Carolina.

TMS/PIN No.: 149-00-05-022/381-08-04-0009 and 149-00-05-021/381-08-04-0010

JOINDER OF OTHER OWNER

The undersigned **Evelyn Brown Richardson, Trustee of the RICHARDSON FAMILY TRUST**, does hereby join and consent to the encumbrance of the real property described on **Exhibit "A"** attached hereto (the "***Other Owner's Property***") to the terms and conditions of the foregoing Development Agreement for Warden Station, specifically excluding, however, any obligation as to monetary fees other than the payment of any applicable Sanitation Services Enhancement Fee, Public Safety Enhancement Fee, Parks and Recreation Enhancement Fee and Planning and Development Service Enhancement Fee.

OTHER OWNER:

Kimberly Moore
Name: Kimberly Moore

John C. Zilinsky
Name: John C. Zilinsky

Evelyn Brown Richardson
Evelyn Brown Richardson, as Trustee of the RICHARDSON FAMILY TRUST

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, John C. Zilinsky a Notary Public, do hereby certify that Evelyn Brown Richardson, as Trustee of the RICHARDSON FAMILY TRUST, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed.

Witness my hand and seal this 5th day of February, 2024

John C. Zilinsky
Notary Public Signature
Name: John C. Zilinsky
Notary Public for South Carolina
My Commission Expires: 2/28/2028

(Seal)

JOHN C. ZILINSKY
NOTARY PUBLIC
SOUTH CAROLINA
MY COMMISSION EXPIRES 02-28-28

EXHIBIT "A"

Description of Property

ALL AND SINGULAR that certain piece, parcel or tract of land situate in Bucks Township, Horry County, South Carolina, consisting of **TRACT B**, which is 72.8 acre and the same is shown on a map as being owned by Evelyn Brown Richardson, said map being made by S.D. Cox Surveyors, Inc., by S.D. Cox, Jr., RLS, dated August 1973 and this map is recorded in Plat Book 57 at Page 239, in the Office of the Register of Deeds for Horry County, South Carolina, which map is incorporated herein and made a part and parcel of this description.

DERIVATION: This being a portion of the property conveyed to Malcolm W. Richardson and Evelyn B. Richardson as Trustees of the RICHARDSON FAMILY TRUST, recorded October 7, 1996 in Deed Book 1893 at Page 1223 in the Office of the Register of Deeds for Horry County, South Carolina.

TMS/PIN No.: 160-00-01-004/403-00-00-0022

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT FOR WARDEN STATION

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (“***First Amendment***”) is made and entered this 4th day of October, 2024, by and among **BRD LAND & INVESTMENT**, a South Carolina general partnership, **BRDL WARDEN STATION, LLC**, a South Carolina limited liability company, their respective affiliates, subsidiaries, successors and assigns (collectively “***Developer***”), and the governmental authority of the **CITY OF CONWAY**, a body politic under the laws of the State of South Carolina (“***City***”). Capitalized terms used in this First Amendment and not otherwise defined herein shall have the meanings ascribed to them in the below-described Development Agreement, as hereby amended.

RECITALS:

WHEREAS, the City and BRD Land & Investment, entered into that certain Development Agreement for Warden Station, dated February 27, 2024 and recorded February 27, 2024 in Deed Book 4779 at Page 997, in the Office of the Register of Deeds for Horry County, South Carolina (the “***Development Agreement***”); and

WHEREAS, the City and the Developer now desire to amend said Development Agreement to correct certain inconsistencies in the manner set forth below.

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, the receipt and sufficiency of such consideration being hereby acknowledged, the City and Developer hereby agree as follows:

1. **INCORPORATION**. The above recitals are hereby incorporated into this Agreement.

2. **AMENDMENT TO SECTION 10(I) TREE PRESERVATION**. Section 10(I) of the Development Agreement set forth certain provisions with regards to tree preservation, which conflicts with the provisions of the PD, also attached to the Development Agreement, therefore the City and the Developer agree that Section 10(I) of the Development Agreement shall be deleted in its entirety, and replaced with the following:

> “(I) **Tree Preservation**. All of the Property shall comply with the City’s Tree Preservation Ordinance that is in effect as the time of plan submittal. No Protected and/or Landmark trees, as defined under the City’s Tree Preservation Ordinance shall be removed without a Protected and/or Landmark Tree Removal Permit. A tree survey indicating the location, specimen and D.B.H. of all Protected and/or Landmark trees under the City’s Tree Preservation Ordinance shall be submitted for each Tract or parcel within the Property at the tie of plan submittal, and prior to approval of any land disturbance, clearing, grading, confirming that development will not occur without verification by the City’s staff that no Protected and/or Landmark trees will be removed without proper permitting and mitigation.”

3. **NO FURTHER AMENDMENT**. Except as specifically amended by this First

Amendment, all of the terms and conditions of the Development Agreement shall remain in full force, unless and until amended in a writing signed by the City and the Developer.

4. **FORCE AND EFFECT**. If Developer has properly executed this First Amendment and delivered the same to the City for execution within Sixty (60) days following final approval of this First Amendment by the City, then this First Amendment shall be null and void and of no further force or effect.

[Individual Signature Pages Follow]

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

DEVELOPER:

WITNESSES:

BRD LAND & INVESTMENT, a South Carolina general partnership

Erin W. Edwards
Name: Erin W. Edwards

By: _____
Maurice B. Johnson, its CEO

Luther C Edwards
Name: Luther C. Edwards

STATE OF NC)
)
COUNTY OF Mecklenburg)

The foregoing instrument was acknowledged before me this 14th day of October, 2024, by Maurice B. Johnson, as CEO of BRD LAND & INVESTMENT, a South Carolina general partnership. He or she personally appeared before me and is personally known to me.

ERIN W. EDWARDS
NOTARY PUBLIC
Union County
North Carolina
My Commission Expires Feb. 27, 2025

Erin W. Edwards
Notary Public for Union County NC
Name: Erin W. Edwards
My Commission Expires: 2/27/2025
EWE

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

DEVELOPER:

WITNESSES:

BRDL WARDEN STATION, LLC, a South Carolina limited liability company

Erin W. Edwards
Name: Erin W. Edwards

By: _____
Name: Maurice B. Johnson
Title: CEO

Luther C Edwards
Name: Luther C. Edwards

STATE OF NC)
)
COUNTY OF Mecklenburg)

The foregoing instrument was acknowledged before me this 14th day of October, 2024, by Maurice B. Johnson, as CEO of BRDL WARDEN STATION, LLC, a South Carolina limited liability company. He or she personally appeared before me and is personally known to me.

Erin W. Edwards
Notary Public for Union County, NC
Name: Erin W. Edwards
My Commission Expires: 2/27/2025

ERIN W. EDWARDS
NOTARY PUBLIC
Union County
North Carolina
My Commission Expires Feb. 27, 2025

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

CITY:

CITY OF CONWAY

By: _____
Name: Adam Emrick
Title: City Administrator

WITNESSES:

_____
Name: Anne Bessant

_____
Name: Jessica Hucks

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

The foregoing instrument was acknowledged before me this 4 day of November, 2024 by Adam Emrick, the of the CITY OF CONWAY. He or she personally appeared before me and is personally known to me.

ANNE BESSANT
Notary Public - State of South Carolina
My Commission Expires
April 08, 2032

_____
Notary Public for South Carolina
Name: Anne Bessant
My Commission Expires: 4/8/2032

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

UTILITY DEVELOPMENT AGREEMENT
WARDEN STATION

THIS UTILITY DEVELOPMENT AGREEMENT ("***Agreement***") is made and entered this ___ day of _____, 2025, by and between **BRDL WARDEN STATION, LLC,** a South Carolina limited liability company, its affiliates, subsidiaries, successors and assigns ("***Developer***"), and the governmental authority of **BUCKSPORT WATER SYSTEM, INC.**, a South Carolina non-profit corporation ("***Bucksport Water***").

WHEREAS, Bucksport Water is the designated exclusive provider of water services within portions of Horry County, as designated by the State of South Carolina (collectively the "***Bucksport Water Service Area***"); and

WHEREAS, Developer is the legal owner of the real property more particularly described in **Exhibit "A"** attached hereto (the "***Property***"), which Property is located within the Bucksport Water Service Area, and Developer is duly authorized to enter into this Agreement with Bucksport Water; and

WHEREAS, prior to the date of this Agreement, the Developer has annexed the Property into the City of Conway (the "***City***") pursuant to that Master Site Plan ("***Master Site Plan***") prepared by the Developer and approved by the City, which Master Site Plan is subject to revisions from time to time, and which Master Site Plan divides the Property into certain Tracts identified as A - T for purposes of showing the density, site arrangement, and on-site water improvements. A copy of such Master Site Plan is attached hereto as **Exhibit "B"**; and

WHEREAS, the Developer further subjected the Property to a Plan Development Ordinance under the Code of Ordinances of the City ("***City Code***"), and subjected the Property to a Development Agreement as authorized under the laws of the State of South Carolina, with the City, each of which was finally approved by the City on January 2, 2024, the Development Agreement being recorded February 27, 2024 in Deed Book 4779 at Page 997, as amended by First Amendment recorded November 6, 2024 in Deed Book 4875 at Page 3348, in the Office of the Register of Deeds for Horry County, South Carolina (collectively the "***City Entitlements***") (the Master Plan and City Entitlement collectively are referred to as the "***Project***"); and

WHEREAS, the Project lies within the water service area of Bucksport Water, and Bucksport Water issued its letter indicating its ability and willingness to serve water to the Project on January 22, 2024, a copy of which is attached hereto as **Exhibit "C" (*Bucksport Will Serve Letter)***; and

WHEREAS, the Master Site Plan provides for a mix of both residential and commercial uses, which Master Site Plan and Development Agreement each include a maximum possible density of 3,318 residential units including detached single-family, attached single-family, and multi-family, along with various unknown commercial uses, although Developer anticipates that the actual number of residential units to be developed within the Project will be materially less

than the maximum number of residential units allowed by the Master Site Plan and Development Agreement; and

WHEREAS, the Developer has further proposed that the actual number of residential units within the Project will generally be developed within those timeframes and at the density, as set forth on **Exhibit "D"** attached hereto (the "***Property Occupancy Schedule***"), over the course of the next approximately Ten (10) years; and

WHEREAS, the development of the Property and the program for its development requires the expansion and extension of the existing water utility system of Bucksport Water beyond the current estimated capacity. This further development includes both the expansion of the facilities to be installed by Bucksport Water within the boundaries of the Property and the installation, dedication, and conveyance of facilities to be installed by Developer within the boundaries of the Property; and

WHEREAS, Bucksport Water, at the request of the Developer, will design, permit, and construct one or more water production wells and/or reverse osmosis water treatment/water storage tanks/pumping facilities ("***On-Site Bucksport Installed Improvements***"), to serve the Property, based upon the Property Occupancy Schedule, the maximum number of required sites having been reserved as generally located at "Location #1," "Location #2," and "Location #3" on **Exhibit "E"**; and

WHEREAS, the Developer is responsible for connecting the On-Site Bucksport Installed Improvements to the residential and commercial units to be developed on the Property through those improvements to be installed on the Property by the Developer (the "***On-Site Developer Improvements***") in accordance with the plans attached hereto as **Exhibit "F"** (the "***On-Site Developer Improvement Plans***"); and

WHEREAS, this Agreement is being made and entered into between the Developer and Bucksport Water, to provide to the Developer assurance that water service will be available to the Development in accordance with the Property Occupancy Schedule, and to provide to Bucksport Water the financial assurances from the Developer to allow Bucksport Water to design, permit, and construct the On-Site Bucksport Installed Improvements, all in accordance with terms set forth herein.

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, including the benefits provided to Bucksport Water and the Developer by the potential expansion of the water utility services within the Bucksport Water Service Area, the receipt and sufficiency of which is hereby acknowledged, Bucksport Water and the Developer hereby agree as follows:

1. **INCORPORATION**. The above recitals are hereby incorporated into this Agreement.

2. **DEVELOPMENT OF THE PROPERTY**. The Property shall be developed in strict accordance with this Agreement, the Master Site Plan, the City Entitlements, and the City

Code, as each of the same may be amended from time to time. The Developer agrees that no amendment may be made to the Master Site Plan or City Entitlements that increase the number of residential units without the written consent of Bucksport Water. In addition, the Developer agrees that, to the extent the City Entitlements are proposed for amendment from time to time, Developer shall provide Bucksport Water with notice and copies of such proposed amendments prior to any public hearing with the City, and shall provide Bucksport Water with a copy of the final approved version of any such amendment to the City Entitlements. Bucksport Water shall, throughout the development of the Project, maintain or cause to be maintained a procedure for the processing of reviews as contemplated by this Agreement, the City Entitlements, and the City Code. As identified by the City Entitlements, the subject Project is comprised of certain Tracts identified as A – Q owned by the Developer, and Tracts identified as R, S and T owned by the additional owners executing joinders attached this Agreement immediately following the signatures of Bucksport Water and Developer (collectively the "***Other Project Owners Joinders***"), which collectively include central water service entitlements that will not exceed 3,000 residential units along with various unknown commercial uses per the Master Site Plan.

3. **INSTALLATION OF WELL/TANK #1**. As part of the Bucksport Onsite Installed Improvements, Bucksport Water represents that it has begun the permitting and design process for the Installation of Water Production Well #1 along with attendant reverse osmosis water treatment, water storage tanks, and pumping facilities as required (collectively "***Well/Tank #1***"). The Parties anticipate that Well/Tank #1 will accommodate approximately 1,800 residential units within the Project. Bucksport Water's current engineer's estimated cost of Well/Tank #1 to Bucksport Water is Six Million ($6,000,000.00) Dollars, and on or before the execution of this Agreement, Bucksport Water has provided Developer with such detailed engineer's estimated cost of Well/Tank #1. The Developer shall be responsible for securing easements for access and installation of improvements over the Property, by Bucksport Water, in accordance with the provisions of Section 12(B), Section 12(C) and Section 12(D) below, and Developer shall be responsible for payment of these costs and shall reimburse Bucksport Water for all costs that it has and will incur related to the Installation of Well/Tank #1 as set forth herein. Developer and Bucksport Water acknowledge and agree that, despite the issuance of a permit to Bucksport Water for a test well related to Well/Tank #1, in the event the flow estimates from the test well for Well/Tank #1 are insufficient to achieve the required production well flow estimates, Well/Tank #1 must be relocated in order to achieve the required production well flow estimates, such relocation will result in additional costs, including cost for one or more additional test wells, and the design modifications required as a result of the relocation of Well/Tank #1, which additional costs shall be the responsibility of Developer.

4. **COST REIMBURSEMENT**.

(A) **Initial Soft Cost Reimbursement**. Not later than Twenty (20) days following execution of this Agreement by Developer and Bucksport Water, the Developer shall reimburse Bucksport Water, for the commercially reasonable third party out-of-pocket expenses incurred by Bucksport Water prior to the date of this Agreement, with regards to the improvements anticipated by this Agreement, the amount of which is estimated to be approximately One Hundred Ten Thousand and No/100 ($110,000.00) Dollars (the "***Initial Soft Cost Reimbursement***").

(B) In addition to the Initial Soft Cost Reimbursement, on the 30th of each month following the calendar month in which this Agreement is executed, Bucksport Water shall provide to the Developer an incremental invoice for Cost Reimbursement following the Initial Cost Reimbursement (each a "***Monthly Cost Reimbursement***" and collectively the "***Monthly Cost Reimbursements***") for commercially reasonable third party out-of-pocket expenses incurred by Bucksport Water during the immediately preceding calendar month in regards to the On-Site Bucksport Installed Improvements. All commercially reasonable third-party costs directly related to the legal, design, permitting, planning, construction, and installation of the specific elements of the On-Site Bucksport Installed Improvements shall be reimbursable. Each Monthly Cost Reimbursement shall include all commercially reasonable third-party out-of-pocket expenses, costs, and obligations for payment incurred by Bucksport Water since the time of the last Monthly Cost Reimbursement submitted, as certified by the project engineer engaged by Bucksport Water for the design, permitting, and installation of the On-Site Bucksport Installed Improvements. With each Monthly Cost Reimbursement, Bucksport Water shall include reasonable evidence of the actual expenses incurred and/or obligation for payment of expenses. Within Twenty (20) days of receipt of the Monthly Cost Reimbursement, the Developer shall make payment to Bucksport Water. Time is of the essence for the payment of the Monthly Cost Reimbursement since Bucksport Water intends to use such payment to make the then current payments due to its engineers and contractors. In no event shall the Developer be responsible for reimbursing Bucksport Water more than the projected costs of the specific On-Site Bucksport Installed Improvements in the aggregate. However, the parties acknowledge and understand that the current projected costs are the estimated costs certified by the project engineer engaged by Bucksport Water for the design, permitting and installation of the On-Site Bucksport Installed Improvements and subject to change from time to time, to be evidenced by a revised estimated costs certified by the project engineer engaged by Bucksport Water for the design, permitting and installation of the On-Site Bucksport Installed Improvements, on a timely basis, as Bucksport Water is made aware of any such increases. Bucksport shall have a continuing obligation to update such estimated costs certified by the project engineer engaged by Bucksport Water at any time where the aggregate total of such costs has increased by more than two (2.0%) percent over the original estimated costs certified by the project engineer engaged by Bucksport Water (each an "***Updated Cost Estimate***"). Time is of the essence for delivery of each Updated Cost Estimate, since Developer must make financial arrangements for the additional costs.

5. **DEVELOPER FINANCIAL ASSURANCES**: To better secure the obligations of the Developer for Cost Reimbursement related to Well/Tank #1, the Developer shall deliver to Bucksport Water, for the benefit of Bucksport Water, one or more financial guaranty instruments in the form of a stand-by letter of credit, issued by a financial institution having offices in the State of South Carolina (collectively the "***Developer Financial Assurances***"), the form of the stand-by letter of credit shall be substantially similar to that form attached hereto as **Exhibit "G"** (the "***Developer Financial Assurances Instrument***"). The aggregate amount of the initial Developer Financial Assurances Instrument shall be in an agreed amount not to exceed 125% of the aggregate costs of Well/Tank #1 as certified by the project engineer engaged by Bucksport Water for the design, permitting and installation of the On-Site Bucksport Installed Improvements. The amount of the Developer Financial Assurances Instrument shall be adjusted by the parties at the quarterly Compliance Review process set forth herein based upon the anticipated costs remaining to complete and the portion of such anticipated costs previously paid by Developer. The Developer

Financial Assurances Instrument shall be delivered to Bucksport Water within Twenty (20) days of Bucksport Water providing the aggregate costs of Well/Tank #1 as certified by the project engineer engaged by Bucksport Water for the design, permitting and installation of the On-Site Bucksport Installed Improvements to Developer.

6. **DESIGN AND PERMITTING OF WATER PRODUCTION WELL #2**. Not later than Thirty (30) days following the execution of this Agreement by Developer and Bucksport Water, the Developer shall deliver to Bucksport Water, the sum of Two Hundred Fifty Thousand and No/100 ($250,000.00) Dollars (the "***Well #2 Advance***") for the initial cost projection to design and permit Water Production Well #2. Developer and Bucksport Water acknowledge and agree that the installation of Water Production Well #2, if at all, is dependent upon the pace and density of the initial phases of the Project. However, in an effort to compress the timeline for design, permitting and installation of Water Production Well #2, Bucksport Water has agreed to commence, and use its best efforts to design and permit Water Production Well #2, at the expense of Developer, as soon as is commercially reasonable following the delivery of Well #2 Advance. To the extent the actual commercially reasonable third-party out-of-pocket expenses incurred by Bucksport Water in the design and permitting of Water Production Well #2 exceed the Well #2 Advance, Developer shall deliver to Bucksport Water an additional amount that represents the difference between the Well #2 Advance and Bucksport Water's then current, good faith estimate of the actual cost to design and permit Water Production Well #2. Developer will deliver such additional amount then due Bucksport Water not later than twenty (20) days following written notice of the change in Bucksport Water's estimated actual cost to design and permit Water Production Well #2, together with the certification of the project engineer engaged by Bucksport Water for the design, permitting, and installation of Water Production Well #2. Notwithstanding the delivery of the Well #2 Advance, the provisions of Section 7 below shall continue to apply to Water Production Well #2.

7. **INSTALLATION OF SUBSEQUENT WELLS**. The Developer anticipates developing the Project in accordance with the Property Occupancy Schedule. The Developer agrees to timely communicate any changes, modifications, and/or alterations to the Property Occupancy Schedule to Bucksport Water. At a minimum, the Developer shall update the Property Occupancy Schedule during the Compliance Review process set forth herein. The Developer acknowledges that to the extent the residential units within the Project exceed the capacity of Well/Tank #1 as the same is certified by the project engineer engaged by Bucksport Water, Bucksport Water will require not less than thirty (30) calendar months' prior notice to proceed with the installation of Water Production Well #2. In an effort to complete the design and permitting of Water Production Well #2, Developer shall deliver to Bucksport Water the Well #2 Advance, as defined in Section 6, above, and upon receipt of such Well #2 Advance, Bucksport Water shall thereafter commence within Sixty (60) days the design and permitting of Well #2, and diligently and continuously thereafter pursue such design and permitting. Following the design and permitting of Water Production Well #2, and prior to the installation of Water Production Well #2, Bucksport Water shall submit the aggregate costs of Water Production Well #2 as certified by the project engineer engaged by Bucksport Water for the design, permitting and installation of the On-Site Bucksport Installed Improvements to the Developer. Not later than Sixty (60) days following such submittal from Bucksport Water to Developer and prior to the commencement of any work on Water Production Well #2, and provided such submittal is commercially reasonable, Developer

shall deliver to Bucksport Water additional Developer Financial Assurances, in substantially the same form as the form attached hereto as **Exhibit "G"**, for the subsequent well(s) prior to any design, permitting, or construction of the same, less the amount of the Well #2 Advance.

8. **KINLAW LANE WATER MAIN**. In addition to the installation of Well/Tank #1, and any subsequent Well/Tank, including Water Production Well #2, Bucksport requires, and Developer has agreed to continue the proposed 8" water main from the Spine Road, down Kinlaw Lane, to tie into the 6" water main at Highway 701S, as shown on **Exhibit "F"** attached hereto. The continuation of the eight-inch (8") water main along Kinlaw Lane to Highway 701S shall complete a looped distribution system with the Spine Road water main. Establishment of a looped system shall materially benefit the Project and the Bucksport Water System by enhancing system reliability and ensuring continuity of service. A looped main will promote continuous water circulation, thereby improving water quality and reducing the potential for stagnation. Further, such configuration shall provide multiple points of supply, thereby improving system redundancy, stabilizing pressures, increasing fire flow availability, and minimizing service disruptions during maintenance or emergency conditions. The resulting improvement shall constitute a portion of the On-Site Developer Improvements.

9. **ADDITIONAL FACILITIES SITE AND RESERVED CAPACITY**. Bucksport Water and Developer acknowledge and agree that, in addition to the sites reserved within the Project for Well/Tank #1 and Water Production Well #2, there is a possibility that the combined residential and commercial service demand for the Project could, but is unlikely to require Well #3, which comprises approximately 1 acre, more or less, as shown on **Exhibit "F"** attached hereto. Bucksport Water and Developer further acknowledge that, following the expansion of the Bucksport Water system to accommodate the Project, Bucksport Water will need an additional site adjacent to or in the vicinity of the Project for additional improvements and support in supplying water service within the Service Area, including, but not limited to office areas and a material laydown yard. Bucksport Water and Developer have identified a suitable site for such improvements, which is not to exceed fifteen (15) acres, a preliminary map of which is attached hereto as **Exhibit "H"** (the "***Facilities Expansion Site***"). Recognizing that the Facilities Expansion Site is a portion of the Project, and has materially significant commercial value to the Developer, and that the resources of Bucksport Water are more effectively deployed in the expansion of the Bucksport Water facilities within the Service Area as opposed to purchasing additional sites. In order to accommodate the needs of both Developer and Bucksport Water with regards to the Facilities Expansion Site, Developer agrees to convey the Facilities Expansion Site to Bucksport Water within Sixty (60) days of the execution of this Agreement. Bucksport Water agrees and reserves for the benefit of Developer, all service capacity created by the improvements for which Developer has reimbursed Bucksport Water, and that Developer shall be the sole source for issuance of such service capacity, to such parties as Developer may elect to issue such service capacity and that Developer shall determine, in its sole discretion, the value of such service capacity to be paid by the receiver of any portion of such service capacity.

As an example, in the event the improvements for which Developer has reimbursed Bucksport Water provide capacity for the service of 2,000 residential units, then Developer may elect to transfer such service capacity to third parties, including builders within the Project, on

an equivalent unit basis, at a fee which equals to or exceeds in the aggregate, the amount which Developer has reimbursed Bucksport Water.

Bucksport Water shall, in good faith, cooperate with Developer in both the explanation of service capacity within the project, and the allocation of such service capacity by Developer.

10. **COMPLIANCE REVIEWS**. The Developer, or its assigns, shall meet with Bucksport Water, or its designee, at least once per quarter on or before March 15th, June 15th, September 15th, and December 15th until the Project is substantially completed, to review development completed in the prior quarter and the development anticipated to be commenced or completed in the ensuing quarter as compared to the Property Occupancy Schedule. The parties shall likewise review the progress of the installation of any wells and a reduction in the Developer Financial Assurances of the same based upon projected costs to complete. Bucksport Water and Developer shall mutually agree upon the date for such compliance review not more than ten (10) business days following the 15th day of each calendar quarter following the execution of this Agreement, provided such timeline shall not be applicable to standard reviews and inspections otherwise performed by Bucksport Water as to the improvement of the Property. Each of the parties shall use good faith efforts to diligently comply with the terms of this Agreement. The Developer, or its designee, shall be required to provide such information as may reasonably be requested by Bucksport Water. Bucksport Water shall be required to provide such information as may be reasonably requested by Developer. The Property Occupancy Schedule attached to this Agreement is only a projection, and the Developer's obligation at each respective Compliance Review shall be to reconcile the projected Property Occupancy Schedule attached to this Agreement with the actual schedule of development for the Project at each respective Compliance Review, substantially similar to that form attached hereto as **Exhibit "I"** (the "***Compliance Review/Sample Table***"). Bucksport Water's obligation at each respective Compliance Review shall be to reconcile the projected costs and expenses, together with the then current timeline for completion of Well/Tank #1 initially, and, in the event the same are required for the costs and expenses together with the then current timeline for the design, permitting and completion of Water Production Well #2. Failure to meet the Property Occupancy Schedule, the cost or timeline estimate of the On-Site Bucksport Installed Improvements, or any respective subsequent revisions thereto shall not constitute a default hereunder.

11. **CONVEYANCES OF PROPERTY AND ASSIGNMENT OF DEVELOPMENT RIGHTS AND OBLIGATIONS**. Bucksport Water agrees with the Developer, for itself and its successors and assigns, as follows:

(A) **Conveyance of Property**. The burdens of this Agreement shall be binding on, and the benefits of this Agreement shall inure to, all successors in interest and assigns of all parties hereto, except for Excluded Property, as such term is defined below. For the purposes of this Agreement, "***Excluded Property***" means property that is conveyed by the Developer to a third party and (i) for which a certificate of occupancy has been issued by the City and to which metered water service is being provided by Bucksport Water or (ii) a single-family residential lot which has been subdivided and platted, is not capable of further subdivision without the granting of a variance, and which is not receiving a multi-lot discount under S.C. Code Ann. §§ 12-43-224/225. The conveyance by the Developer of Excluded Property shall not excuse the Developer from its

obligations to provide water service to the boundary of such Excluded Property in accordance with this Agreement.

(B) **Assignment of Development Rights and Obligations**. The Developer, or any subsequent developer, shall be entitled to assign and delegate all of the rights and obligations of the Developer under this Agreement with the consent of Bucksport Water, which consent will not be unreasonably or untimely withheld. Notwithstanding such assignment or delegation by Developer, Developer shall not be relieved of any Developer Financial Assurances provided by Developer to Bucksport Water prior to the delivery by such assignee or delegate of Developer to Bucksport Water replacement Developer Financial Assurances in the same manner and meeting the same requirements of those Developer Financial Assurances previously delivered by Developer to Bucksport Water. To the extent the previously delivered Developer Financial Assurances do not represent the then current estimated costs certified by the project engineer engaged by Bucksport, Bucksport Water may require any assignee to give additional sufficient financial assurances that Bucksport Water shall reasonably deem adequate and in compliance with the requirements for Developer Financial Assurances set forth herein.

12. **FURTHER CONDITIONS TO PROVIDING SERVICE**: In further consideration of agreeing to provide water service to the Property, the Parties agree as follows:

(A) All roads within the Project shall be public roads unless otherwise indicated on the Master Site Plan.

(B) The Developer shall make available to Bucksport Water without any cost to Bucksport Water, such easements, encroachment permits, or other rights of access over, upon or with the Property, as are necessary in the sole opinion of Bucksport Water for the installation and operation of the On-Site Bucksport Installed Improvements. Additionally, the Developer shall perform all Developer Installed Improvements for water service only within Easements reserved for the providing of water service.

(C) All On-Site Bucksport Installed Improvements and On-Site Developer Installed Improvements together with such easements, encroachment permits, or other rights as are necessary, in the sole opinion of Bucksport Water for the rendering and maintenance of utility service shall be dedicated and conveyed to Bucksport Water by the Developer upon the final completion of the respective Improvements and without any cost to Bucksport Water.

(D) The Developer shall be responsible for reserving within the Property, at the Developer's cost, all easements, access rights, or other instruments in the locations designated by Bucksport Water as being reasonably necessary to enable Bucksport Water to tie into current or future water infrastructure on adjacent properties.

(E) The Property shall be subject to all meter fees, service fees, and other similar fees imposed by Bucksport Water, provided such fees shall not exceed those fees as are applied consistently and in the same manner to all similarly situated properties within the Bucksport Water Service Area, on the date of this Agreement, as the same may be adjusted from time to time for properties within the Bucksport Water Service Area. Such fees shall not be due and payable until

an application of any person or entity for a building permit for the vertical development of any subdivided lot or portion of the Property. The schedule of fees currently imposed by Bucksport Water within the Bucksport Water Service Area are attached hereto as **Exhibit "J" (*Bucksport Rates and System Map Territory*)**, and shall be amended and substituted from time to time during the term of this Agreement.

(F) The On-Site Developer Improvements and all other relevant work performed by the Developer, including the engineering details of the same, shall comply with Bucksport Water's ***Policies & Procedures for New Developments*** as attached hereto as **Exhibit "K"**, as the same may be amended from time to time in the sole discretion of Bucksport Water. Bucksport Water reserves the right to specify the size, type, and design of all transmission and distribution lines as well as taps, meters, and any other incidental component appurtenances being added to the Project water systems as it deems reasonably necessary to serve the Project, provided, however, that in the event the sizing, type and design of the transmission and distribution lines are sized to effect the service of areas outside of the Project by Bucksport Water, Bucksport Water shall (i) reimburse the Developer for the incremental costs of such increased sizing, type and design; or (ii) issue credits to Developer to be applied to the subsequent Monthly Cost Reimbursements to be paid by Developer to Bucksport Water until such aggregate incremental costs have been reimbursed in total.

(G) All monies paid to Bucksport Water for service must be in accordance with this Agreement and or in accordance with the standard rates established by Bucksport Water and/or in accordance with the rate schedule in effect at the time fees are paid.

(H) Payment of any sums of any nature hereunder by the Developer and acceptance of the sums by Bucksport Water is not a guarantee of immediate central water service to the Project until the following has occurred:

(i) Design and construction of the water system for the Project are completed;
(ii) The water system for the Project has received regulatory approvals from the South Carolina Department of Environmental Services;
(iii) The water system for the Project has been accepted by Bucksport Water; and
(iv) A Letter of Availability and Capacity has been issued, provided Bucksport Water shall issue a Letter of Availability and Capacity with regard to the current existing capacity to service the Project not later than five (5) business days following the execution of this Agreement.

(I) Any request for a refund of fees will only be considered by Bucksport Water upon receipt of a written and duly notarized request by the Developer and any refunds shall be at the sole discretion of Bucksport Water.

(J) All pipes and related equipment shall be selected, installed, used, and maintained in accordance with all policies and specifications of Bucksport Water as well as any other laws and governmental regulations applicable thereto, and the Developer expressly agrees to abstain from utilizing any appliance or device which may adversely affect the subject central water service. Bucksport Water further reserves the right to withhold or to discontinue service whenever

any such adverse action is used or any such deviation is discovered. Bucksport Water will ensure that the details of the construction documents for the On-Site Developer Improvements reflect the required pipe sizes and related equipment prior to Bucksport Water's approval of such plans, which plans, once approved, shall govern the installation of such On-Site Developer Improvements during the term of this Agreement.

(K) The Developer agrees that it will meet all requirements of Bucksport Water and that the Developer will deed to Bucksport Water free and clear legal title for all facilities and real property required to provide adequate water services to the Project. The Developer understands Bucksport Water shall assume responsibility for the operation and maintenance of those facilities only upon final acceptance, as may be required, by Bucksport Water.

(L) The Developer agrees to not make any alterations or modifications that will materially affect the proper operation of the pipes, mains, or stations of Bucksport Water unless given prior written consent by Bucksport Water.

(M) The Developer agrees that should it choose to locate parking, paved areas, sidewalks, or other Project-related infrastructure over lines and/or easements granted to Bucksport Water, and in the event repairs or maintenance necessitates the excavation of such utility lines, the Developer or its assigns shall be responsible for restoration of those areas and further indemnify, defend, and hold Bucksport Water harmless for such restoration, including any and all fees and costs relating thereto, including attorney's fees and costs.

(N) The Developer understands and agrees that permanent and adequate access must be made available to the water system within the Project at all times so that Bucksport Water personnel can perform necessary functions for the operation, maintenance, repair, and replacement of the central water utilities to ensure the successful operation of these systems.

(O) Notwithstanding the above, the Developer shall be responsible for all costs incurred by Bucksport Water related to any modification, alterations or replacement of existing Bucksport Water system improvements (the "***Bucksport Water Infrastructure***") required as a result of any Off-Site Improvements made solely in order for Bucksport Water to provide service for the development of the Project.

13. **DEFAULTS**. The following constitute a default under this Agreement with the remedies thereof:

(A) The occurrence of any of the following shall constitute a default by Bucksport Water: (i) Bucksport Water has breached specific obligations of this Agreement, and, following prior written notice from the Developer, has failed to cure such breach within thirty (30) days of the date of written notice from the Developer; or (ii) once commenced, Bucksport Water has failed to continue with the On-Site Bucksport Water Improvements on the Property for a period of more than three (3) months, and, following prior written notice from the Developer, has failed to cure such breach within thirty (30) days of the date of written notice from the Developer.

(B) Should Bucksport Water be in default under this Agreement after due notice is given as set forth above, then, notwithstanding any other remedy that may be available to the Developer at law or in equity, the Developer may elect to: (i) be released from the Developer Financial Assurances for the On-Site Bucksport Installed Improvements for development on the Property until the default by Bucksport Water is cured; (ii) seek injunctive relief to cure any such continuing default by Bucksport Water; and (iii) any other remedy available at law or in equity.

(C) The occurrence of any of the following shall constitute a default by the Developer: (i) the Developer has breached the specific obligations of this Agreement, and, following prior written notice from Bucksport Water, has failed to cure such breach within thirty (30) days of the date of written notice from Bucksport Water; or (ii) the Developer is or becomes bankrupt or insolvent, makes an assignment for the benefit of creditors, or a receiver is appointed with regards to the Developer or the Project.

(D) Should the Developer be in default under this Agreement after due notice is given as set forth above, then, notwithstanding any other remedy that may be available to Bucksport Water at law or in equity, Bucksport Water may elect to: (i) withhold issuance of water service meters for the Project until the default by the Developer is cured; (ii) seek injunctive relief to stop any such continuing Default by the Developer; (iii) seek any remedy set forth in the Developer Financial Assurances Instrument; or (iv) any other remedy available at law or in equity.

(E) Notwithstanding anything to the contrary herein, the Developer shall be in default of this Agreement should timely payment not be received by Bucksport Water pursuant to a Demand for Cost Reimbursement, and upon such occurrence, Bucksport Water shall be entitled immediately to seek payment of the same from the Developer Financial Assurances Instrument upon Notice being given to the Developer. If for any reason whatsoever, Bucksport Water cannot obtain payment from the Developer Financial Assurances Instrument, Bucksport Water shall be entitled to instruct its contractor to cease work, and the Developer shall be responsible for any damages assessed against or increased costs incurred by Bucksport Water should its contractor cease work.

14. **DISPUTE RESOLUTION.** If a dispute arises out of this Agreement, the Developer and Bucksport Water shall endeavor to settle the dispute first through direct discussions. If the dispute cannot be settled through direct discussions, either party may serve on the other party a Request for Mediation, and the parties shall then endeavor to settle the dispute through mandatory pre-litigation mediation. The Developer and Bucksport Water agree to conclude such mediation within sixty (60) days of the serving of the Request for Mediation. Any dispute not resolved by direct discussions or mediation shall be decided solely by a bench trial in the Circuit Court of Common Pleas of Horry County, South Carolina. **THE DEVELOPER AND BUCKSPORT WATER EXPRESSLY WAIVE THEIR RIGHTS TO A JURY TRIAL IN RELATION THERETO.**

15. **ATTORNEYS' FEES**. If there is any legal action or proceeding between the Developer and Bucksport Water arising from or based on this Agreement, the prevailing party shall have the right to collect from the non-prevailing party its attorney's fees and costs incurred relating to both mediation and litigation.

16. **INDEMNIFICATION BY DEVELOPER**. The Developer agrees to defend, protect, indemnify and hold Bucksport Water, its directors, officers and employees, harmless from and against all liabilities, losses, damages, costs, expenses (including, without limitation, legal fees and expenses), causes of action, suits, claims, demands and judgements of every kind, character and nature whatsoever directly or indirectly arising out of, or in connection with, any alleged act or omission of the Developer or any person claiming under, by or through the Developer relating to the exercise or non-exercise by the Developer of its rights and obligations under this Agreement including, but not limited to, the following: (i) any injury to or death of any person or damage to any property; (ii) violation of any covenant or condition of this Agreement; (iii) violation by the Developer of any contract, agreement or restriction relating to the Project; and (iv) violation of any law, ordinance or regulation affecting the Project or any part thereof or the ownership, occupancy or use thereof.

17. **MODIFICATION OF AGREEMENT**. This Agreement may be modified or amended only by the written agreement of Bucksport Water and the Developer. No statement, action, or agreement hereafter made shall be effective to change, amend, waive, modify, discharge, terminate, or effect an abandonment of this Agreement in whole or in part unless such statement, action, or agreement is in writing and signed by the party against whom such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced. No modification or amendment is effective until the same has been filed with the Horry County Register of Deeds.

18. **NOTICES**. Any notice, demand, request, consent, approval, or communication that a signatory party is required to or may give to another signatory party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such party may from time to time direct by written notice given in the manner herein prescribed, and such notice or communication shall be deemed to have been given or made when communicated by personal delivery or by independent nationally recognized overnight courier service or if by mail on the fifth (5th) business day after the deposit thereof in the United States Mail, postage prepaid, registered or certified, addressed as hereinafter provided. All such notices shall also be sent via email with a delivery receipt. All notices, demands, requests, consents, approvals, or communications shall be as follows:

If to Bucksport Water:

Bucksport Water System, Inc.
2809 Fourth Avenue
Conway, SC 29527
Attention: Manager
Email: ashleyproctor@bucksportwater.com

With a copy to:

Christopher H. Pearce, Esq.
Pearce Law Group P.C.
1314 Professional Drive
Myrtle Beach, SC 29577
Email: cpearce@pearcelawgroup.com

If to the Developer:	BRDL Warden Station, LLC, c/o BRD Land & Investments 6433 Bennington Road Charlotte, NC 28226 Attention: Chief Executive Officer
With a copy to:	Robert S. Guyton, Esq. Robert S. Guyton, P.C. 4605 B Oleander Drive, Suite 202 Myrtle Beach, SC 29577 Email: rsguyton@guytonlawfirm.com
And a copy to:	Harvey & Vallini, LLC 497 Bransom Court, Suite 201 Mt. Pleasant, SC 29464 Attn: Steve Harvey and Sarah Mockler (both required) Email:steveh@hvlawsc.com and sarahm@hvlawsc.com

19. **GENERAL**.

(A) **Subsequent Laws**. In the event state or federal laws or regulations are enacted after the execution of this Agreement or decisions are issued by a court of competent jurisdiction that prevent or preclude compliance with one or more provisions of this Agreement ("***New Laws***"), the provisions of this Agreement shall be modified or suspended as may be necessary to comply with such New Laws. Immediately after enactment of any such New Law, or court decision, a party designated by the Developer and a party designated by Bucksport Water shall meet and confer in good faith in order to agree upon such modification or suspension based on the effect such New Law would have on the purposes and intent of this Agreement. During the time that these parties are conferring on such modification or suspension or challenging the New Laws, Bucksport Water may take reasonable action to comply with such New Laws.

(B) **Estoppel Certificate**. Bucksport Water or the Developer may, at any time, and from time to time, deliver written notice to the other applicable party requesting such party to certify in writing, within Thirty (30) days of such written notice, that this Agreement is in full force and effect, that this Agreement has not been amended or modified, or if so amended, identifying the amendments, whether, to the knowledge of such party, the requesting party is in default or claimed default in the performance of its obligations under this Agreement, and, if so, describing the nature and amount, if any, of any such default or claimed default, and whether, to the knowledge of such party, any event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute a default and, if so, specifying each such event.

(C) **Entire Agreement**. This Agreement sets forth and incorporates by reference all of the agreements, conditions, and understandings between Bucksport Water and the

Developer relative to the Property and the installation of water improvements to serve the Property and the Project and there are no promises, agreements, conditions or understandings, oral or written, expressed or implied, among these parties relative to the matters addressed herein other than as set forth or as referred to herein.

(D) **No Partnership or Joint Venture**. Nothing in this Agreement shall be deemed to create a partnership or joint venture between Bucksport Water or any Developer or to render such party liable in any manner for the debts or obligations of another party.

(E) **Exhibits**. All exhibits attached hereto and/or referred to in this Agreement are incorporated herein as though set forth in full.

(F) **Construction**. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendments or exhibits hereto.

(G) **Binding Effect**. The parties hereto agree that this Agreement shall be binding upon their respective successors and/or assigns.

(H) **Governing Law**. This Agreement shall be governed by the laws of the State of South Carolina, and Bucksport Water and the Developer further agree that venue and jurisdiction shall be proper in a court of competent jurisdiction in Horry County as otherwise outlined in the Dispute Resolution Provision herein, or such other jurisdiction in South Carolina as is appropriate and necessary under the circumstances.

(I) **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same instrument.

(J) **Eminent Domain**. Nothing contained in this Agreement shall limit, impair, or restrict Bucksport Water's right and power of eminent domain under the laws of the State of South Carolina.

(K) **No Third Party Beneficiaries**. The provisions of this Agreement may be enforced only by Bucksport Water and the Developer. No other persons shall have any rights hereunder unless specified in this Agreement.

(L) **Effective Date**. The Effective Date of this Agreement is the date on which the last of the parties has executed this Agreement.

(M) **Recording**. The parties agree that this Agreement shall be recorded in the public records of Horry County, South Carolina, within thirty (30) days of the Effective Date and shall be deemed to run with the Property. The burdens of this Agreement are binding upon and the benefits inure to, all successors in interest to Bucksport Water and the Developer.

[Separate Signature Pages Follow]

Confidential
esther.mckean@akerman.com
2026-07-06 19:41:11 +0000

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

DEVELOPER:

WITNESSES:

BRDL WARDEN STATION, LLC, a South Carolina limited liability company

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF _____)
)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ___ day of _____, 2025, by _____, as _____ of BRDL WARDEN STATION, LLC, a South Carolina limited liability company. He or she personally appeared before me and is personally known to me.

_____
Notary Public
Name: _____
My Commission Expires: _____

Confidential esther.mckean@akerman.com 2026-07-06 19:41:11 +0000

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

BUCKSPORT WATER:

WITNESSES:

BUCKSPORT WATER SYSTEM, INC., a South Carolina non-profit corporation

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

The foregoing instrument was acknowledged before me this _____day of_____, 2025 by_____, as _____ of BUCKSPORT WATER SYSTEM, INC., a South Carolina non-profit corporation. He or she personally appeared before me and is personally known to me.

_____
Notary Public
Name: _____
My Commission Expires: _____

Confidential esther.mckeand@akerman.com 2026-07-06 19:41:11 +0000

JOINDER OF OTHER OWNER

The undersigned **Malcolm Woodrow Richardson, Jr., Truste of the RICHARDSON FAMILY TRUST**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 403-00-00-0022 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

_____
Name: _____

_____
Name: _____

_____
Malcolm Woodrow Richardson, Jr., as Trustee of the RICHARDSON FAMILY TRUST

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, _____, a Notary Public, do hereby certify that Malcolm Woodrow Richardson, Jr., as Trustee of the RICHARDSON FAMILY TRUST, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)

JOINDER OF OTHER OWNER

The undersigned _____ **as** _____ **of LANDBANK FUND XIV, LLC, a South Carolina limited liability company**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 403-00-00-0002 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

LANDBANK FUND XIV, LLC, a South Carolina limited liability company

By: _____
Name: _____
Title: _____

_____
Name: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
) **ACKNOWLEDGMENT**
COUNTY OF HORRY)

I, _____, a Notary Public, do hereby certify that _____, as _____ of LANDBANK FUND XIV, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)

JOINDER OF OTHER OWNER

The undersigned _____ **as** _____ **of LANDBANK FUND IX, LLC, a South Carolina limited liability company**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 380-00-00-0038 and 403-00-00-0001 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

LANDBANK FUND IX, LLC, a South Carolina limited liability company

By: _____
Name: _____
Title: _____

_____
Name: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, _____, a Notary Public, do hereby certify that _____, as _____ of LANDBANK FUND IX, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)

JOINDER OF OTHER OWNER

The undersigned _____ **as** _____ **of SEACOAST INVESTMENTS, INC., a South Carolina corporation**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 381-08-04-0009 and 381-08-04-0010 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

SEACOAST INVESTMENTS, INC., a South Carolina corporation

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
) **ACKNOWLEDGMENT**
COUNTY OF HORRY)

I, _____, a Notary Public, do hereby certify that _____, as _____ of SEACOAST INVESTMENTS, INC., a South Carolina corporation, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the corporation.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)

JOINDER OF OTHER OWNER

The undersigned _____ **as** _____ **of DDG INVESTMENTS, LLC, a South Carolina limited liability company**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 381-08-01-0006 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

DDG INVESTMENTS, LLC, a South Carolina limited liability company

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

ACKNOWLEDGMENT

I, _____, a Notary Public, do hereby certify that _____, as _____ of DDG INVESTMENTS, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)

JOINDER OF OTHER OWNER

The undersigned _____ **as** _____ **of WHITE OAK FOREST, LLC, a South Carolina limited liability company**, does hereby join and consent to the encumbrance of the real property identified as Horry County PIN No.: 381-00-00-0003 (the "***Other Owner's Property***") to the terms and conditions of the foregoing Utility Development Agreement Warden Station, specifically excluding, however, any obligation as to the installation of water service improvements on any property other than the Other Owner's Property.

OTHER OWNER:

WHITE OAK FOREST, LLC, a South Carolina limited liability company

_____
Name: _____

By: _____
Name: _____
Title: _____

_____
Name: _____

STATE OF SOUTH CAROLINA)
) **ACKNOWLEDGMENT**
COUNTY OF HORRY)

I, _____, a Notary Public, do hereby certify that _____, as _____ of WHITE OAK FOREST, LLC, a South Carolina limited liability company, personally appeared before me this day and acknowledged the due execution of the foregoing instrument as his or her act and deed and as the act and deed of the limited liability company.

Witness my hand and seal this ___ day of _____, 2025

_____
Notary Public Signature
Name: _____
Notary Public for South Carolina
My Commission Expires:_____

(Seal)



A written project description of

WARDEN STATION PLANNED DEVELOPMENT DISTRICT (PD District)

April 5, 2023
Latest Revision: January 22, 2024

Prepared by:

Robert S. Guyton, P.C.
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(843) 839-2100

And

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24 Commerce Drive
Pawleys Island, SC 29585
(843) 237-1001

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SECTION 1: PURPOSE AND INTENT STATEMENT

The intent of the Planned Development District (PD District) is to provide for large-scale, quality development projects (three acres of larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments. More specifically, the intent of the PD District is to permit:

A. Flexibility in design to take the greatest advantage of natural land, trees, historical and other features;

B. Accumulation of large areas of usable open space for recreation, preservation of natural amenities, and provision of community facilities;

C. Creation of a variety of residential and compatible neighborhood arrangements that give the home occupant greater choice in selecting types of environment and living units;

D. Clustering of one residential type for better use of the land and open space;

E. Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance visual character of the city;

F. Efficient use of land which may result in reduction in development and maintenance cost of street and utility systems;

G. Simplification of the procedure for obtaining approval of proposed development through simultaneous review by the city of proposed land use, site consideration, lot and setback consideration, public needs and requirements, and health and safety factors [*City of Conway Unified Development Ordinance Adopted December 12, 2011*].

The real property that is the subject of this PD District consist of approximately One Thousand Seven Hundred Sixty-Five and 22/100 (1,765.22) Acres, more or less (the "***Subject Parcels***"). The Subject Parcels are located within the Conway and Bucksport Sections of Horry County, but outside of the jurisdiction of the City of Conway, bounded generally by U.S. Highway 701 to the East, Pitch Landing Road to the North, Kinlaw Lane to the South and Bear Creek to the West. Simultaneously with the adoption of this PD District, the Subject Parcels will be annexed into the City of Conway, by separate petition for annexation (the "***Annexation Agreement***"), and will be subjected to the terms of a separate development agreement between BRD Land & Investment, a North Carolina general partnership (the "***Developer***"), with a joinder from each of the property owners of the Subject Parcels, their respective successors and assigns and the City of Conway (the

"***Development Agreement***"), which Development Agreement will also be adopted simultaneously with the adoption of this PD District. For purposes of this PD District, each property owner within the PD District shall be considered a "Developer". The Subject Parcels are generally located Southwest of the intersection of U.S. Highway 701 and Pitch Landing Road.

Pursuant to the terms of the Development Agreement and the requirements of the City's Unified Development Ordinance (the "***City's UDO***"), public benefit is not required under the City's UDO as a part of the PD District, the Developer, and its successors and assigns, have nevertheless agreed to provide certain public benefits, which are as follows:

1. The Developer, and its respective successors and assigns agree that the then current owner of the Property or any portion thereof, shall pay to the City, the enhancement fees for the purpose of enhancing City services (collectively the "***Enhancement Fees***") in an amount equal to Five Thousand Seven Hundred Fifty and No/100 ($5,750.00) Dollars per single family detached Residential Unit (whether subdivided, condominium, or in-common); Four Thousand Twenty Five and No/100 ($4,025.00) Dollars per single family attached Residential Unit, which includes duplexes (2 attached units) and townhomes (3 to 8 attached units) (whether subdivided, condominium or in-common); and Two Thousand Eight Hundred Seventy Five and No/100 ($2,875.00) per multi-family Residential Unit (whether condominium or in-common), each of which shall be payable at the time of building permit application. Developer further agrees that each of the above Enhancement Fees shall be subject to an annual increase, beginning on January 1, 2025, in an amount equal to the lesser of (i) the increase in the Consumer Price Index, published by the U.S. Bureau of Labor Statistics ("***CPI***") between the beginning and end of the most recent calendar year; or (ii) Five (5%) percent per annum, which increase is intended to ensure that the Enhancement Fees continue to reflect the City's on-going increases in the costs of services provided. Developer will provide the Enhancements Fees, together any additional public benefits, as follows:

(A) **One Time Transportation Enhancement Fee**. As a public benefit, for the Property, the Developer, or the then current owner, shall pay to the City, on or before the date on which a land disturbance permit is issued by the City for the Spine Road, as defined below, a one-time, lump sum transportation enhancement fee (the "***Transportation Enhancement Fee***") in an amount equal to $250,000.00, which Transportation Enhancement Fee may be used by the City, in its sole discretion, for expenses reasonably related to transportation and transportation improvements within the City.

(B) The creation of a direct internal roadway network with public rights-of-way ranging in width from 50' to 100', including an internal right-of-way connection from U.S. Highway 701 to Pitch Landing Road measuring 100' in width at U.S. Highway 701 and Pitch Landing Road, with variable widths internal of not less than 60', and the roadway improvements thereon (the "***Spine Road***"), such Spine Road to be completed in more than one phase, each of which shall be completed with any adjacent subdivisions requiring access, whether directly or indirectly from the Spine Road, or, in the alternative, bonded for completion in accordance with the requirements of the City, provided that no Residential Units or Commercial Units may be issued a certificate of occupancy within such respective subdivision until such portion of the Spine Road has been completed. Notwithstanding any other provision herein, the Developer shall install, as a part of the initial Spine Road installation, not less than Two (2) lanes on one side of the proposed divided median, along the entire corridor of the Spine Road, which Two (2) lanes shall be operated in opposite traffic flow directions prior the date on which the Spine Road is complete, which Two (2) lanes will insure that the PD will have not less than Two (2) means of access on or before the recording of the first final plat for any subdivision within the PD.

(C) The installation of a multi-purpose path of 8' in width on one side of the internal Spine Road, and a 5' sidewalk on the opposite side of the road, following the internal Spine Road, in accordance with the requirements of the City for other similar-situated properties, to be complete on or before the date on which the respective portion of the Spine Road providing access, directly or indirectly, to one or more subdivisions within the PD is completed. In the event the installation of such multi-purpose path or sidewalk is delayed beyond completion of the corresponding portion of the Spine Road, then, in such event the multi-purpose path and/or shall be bonded for completion, in accordance with the bonding requirements of the City. The installation of this path must be in accordance with the City's Pathway's and Trails Plan, adopted in 2022, and the same must be completed at the same time as the installation of the Spine Road is complete, without regard to the number of building permits that have been issued for the PD by the City.

(D) As a requirement, the installation of at least One (1) new sewer pump station on the Subject Parcels, and, to the extent required in order to provide sufficient capacity as necessary for the proposed development of the Project, a second sewer pump on

the Subject Parcels. Sewer pump installation shall be in accordance with the requirements of Bucksport Water System, Inc. ("***Bucksport Water***"), or such other agency then providing sanitary sewer service to the Subject Parcels.

(E) Stormwater conveyance and retention facilities sufficient in capacity to accommodate the storm water generated from the Subject Parcels, and provide the City with evidence of the necessary and required permanent and perpetual easements necessary to facilitate such drainage from the Subject Parcels. All stormwater shall be designed to meet or exceed the City's Stormwater Ordinance that is in effect at the time of plan submittal.

(F) The installation of roadway improvements to Five (5) separate roadway intersections, Three (3) existing roadway intersections, and Two (2) proposed intersections, each lying on the boundary of the Subject Parcels, in accordance with the terms of the Development Agreement. Provided, however, that, in the event any of such roadway intersection improvements require the acquisition of additional right-of-way not located on the Subject Parcels, which Developer has no means of acquiring then, in such event the City may **(i)** acquire the additional right-of-way not located on the Subject Parcels for such roadway intersection improvements and provide access to the Developer for the installation of such improvements, provided that the Developer shall be obligated to reimburse the City for the costs of such right-of-way acquisition, not to exceed the appraised value, within 90 days of such acquisition, or, **(ii)** in the event the City declines to acquire such additional required right-of-way, the Developer may, in lieu of installing such roadway intersection improvements, instead pay to the City any amount equal to the then current engineer's estimated costs of such roadway intersection improvements, as approved by the City under the ordinances and regulations of the City, in satisfaction of Developer and/or the Project's obligations with regards to such roadway intersection improvements lying outside of the existing right-of-way, with the City then having the right, but not the obligation, of installing such roadway intersection improvements outside of the existing right-of-way, at a time and under the conditions as determined by the City to be reasonable. Subject to the above condition with regard to additional required right-of-way, the respective roadway intersections must be completed in accordance with the roadway intersection improvement table attached at the end of this Section 1. The intent of this provision is to insure that either **(i)** such roadway intersection improvements have been installed by the Developer; or **(ii)** the costs of such improvements outside of the

existing right-of-way have been paid to the City by the Developer, to the extent not previously completed by Developer as a result of the City's decision not to acquire additional right-of-way, with the future installation of such roadway intersection improvements being solely within the discretion of the City, in either event such roadway intersection improvements shall be deemed completed, or bonded for completion if such roadway intersection improvements are required of Developer, on or before the date on which any final plat or master deed is recorded within any portion of the PD having access by way of such roadway intersection improvements (directly or indirectly), in accordance with the Project Traffic Report.

(G) Conveyance to the City of approximately 500 acres of real property, shown and delineated on the Master Site Plan (the "***City Recreation Acreage***"), which City Recreation Acreage also comprises open space in accordance with the requirements of the PD, and includes uplands, wetlands and flood plain areas for ownership, perpetual maintenance and preservation, also as indicated on the Open Space Plan submitted as part of the Exhibit Supplement under **Appendix A, Exhibit IV**, which City Recreation Acreage may be conveyed in one or more parcels, each conveyed on the date that is not later than the Third (3rd) anniversary of the recording of this Agreement. In addition, prior to the date on which the City Recreation Acreage is conveyed to the City, Developer shall have completed, or caused to be completed, the following improvements, each to be shown on the Open Space Plan:

(i) Installation of not less than Four (4) pickle ball courts;

(ii) Installation of a floodproof playground, materially comparable in size, equipment and other improvements to the existing Collins Park, owned by the City;

(iii) Installation of parking areas sufficient in size, to accommodate visitors to the above reference recreational facilities;

(iv) Notwithstanding any other provision herein, the City Recreation Acreage shall be deemed a portion of the Open Space required under the PD, without regards to the conveyance of such City Recreation Acreage to the City.

(v) To the extent any portion of the City Recreation Acreage includes stormwater lakes and ponds serving the PD, Developer may convey such stormwater lakes and ponds to the City, subject to an obligation of record, including any required easements, which requires Developer to maintain the structural elements and capacity of such

stormwater lakes and ponds at the sole cost and expense of Developer, or one or more Owners Associations. Notwithstanding this provision, the general mowing and upkeep of the bank areas of any stormwater lakes and ponds, or any recreational structures installed by the City in such stormwater lakes and ponds shall be maintained by the City in keeping with the City's maintenance of other recreational facilities within the City.

(vi) To the extent any of the above referenced improvements are not complete at the time of conveyance of the City Recreation Acreage from Developer to the City, Developer shall bond the completion of the same, in accordance with the City's standard procedures for bonds and financial guarantees.

(H) Installation of a Wildlife Refuge Trail connection, in accordance with the City's Pathway's and Trails Plan (adopted in 2022). Refer to this plan for appropriate trail materials, widths, locations, etc. To the extent any approvals and coordination are required with agencies other than the City, including but not limited to U.S. Army Corps of Engineers and South Carolina Department of Health and Environmental Control with regards to any wetland impacts or the materials or methods of trailway construction, Developer shall be solely responsible for approvals and coordination. Such Wildlife Refuge Trail is to be located on portions of the PD both within the City Recreation Acreage and on portions of the Subject Parcel not comprising a portion of the City Recreation Acreage. This Wildlife Refuge Trail connection shall be completed or bonded for completion, on or before the date on which the Developer has completed the improvements within the City Recreation Acreage.

(I) Tree Preservation. Developer and City recognize the public benefit of tree preservation, and therefore agree that, a tree survey in accordance with the City's tree ordinance, shall be provided for each Tract within the PD at the time of plan submittal, and before land disturbance or such Tract(s) is approved.

(J) Developer shall install, at each entrance to the PD (two on U.S. Highway 701 and one on Pitch Landing Road), cameras, which capture identification of each vehicle entering the PD. The ongoing costs of such cameras, which costs shall be paid by Developer, or, any Owners Association to which Developer assigns the rights and obligations of maintenance, and which costs per camera are to be determined at the time of acquisition, shall include both acquisition costs and monthly cellular fees, if any.

(K) Developer shall install speed control devices along the Spine Road, in the form of traffic circles, in each of the areas along the Spine Road where 3-Way and 4-Way stops would be required, in accordance with the Transportation Plan.

The proposed Perimeter Road and Southern Evacuation Lifeline, if funded and implemented, will not be materially impacted or interfered with by development of the PD. Background growth in the area may require roadway and municipal facility improvements. **Phase 1 construction** (phasing density) is scheduled to occur in 2028. **Phase 2 construction** (phasing density) in 2031; and Phase 3 construction (phasing density) in 2035.

2. It is the specific intent of this PD document ("***PD Document***" or "***PD District Document***") approved by the City on or about the 2nd day of January, 2024, to create and maintain an interconnected pedestrian and active lifestyle driven residential community which includes a variety of single family areas, a limited number of commercial areas, open spaces, common areas, and amenities, including parks, recreational and passive spaces, which are together referred to as "**Warden Station PD District**" (the "***Project***"), in accordance with the City's UDO, which are specifically addressed as follows:

(A) The proposed land uses within the PD are a combination of various residential uses consisting of approximately 1,628.57 Acres, including single family detached homes, single family subdivided attached homes ranging from Two (2) unit duplexes to townhomes of Three (3) to Eight (8) homes per individual building, mid-rise multi-family condominiums, mid-rise multi-family apartments, and mid-rise multi-family apartments with elevators, which, dependent upon the product, may be offered for sale or rent, or a combination of both, together with those amenities and recreational facilities as set forth herein. The commercial component of the PD consists of approximately 136.76 Acres, which may include many different commercial uses which would typically be associated with a development of this scale, such uses being set forth herein. The proposed land uses for the Project were selected in an effort to compliment and blend with the existing surrounding uses, while exemplifying the primary components of the active lifestyle market for both families and retirees. The proposed gross and net densities for the PD are set forth on the Master Site Plan Summary Table below.

(B) Connections between the PD and the surrounding roadways are designed to enhance both the interconnectivity and the usability of U.S. Highway 701, Pitch Landing Road and Kinlaw Lane and to allow residents to safely travel along the

interior of the Project from neighborhood to neighborhood with minimal impact to adjoining neighborhoods outside of the PD.

(C) Pathways adjacent to public rights-of-way, and pedestrian and bicycle connections reflected on the Master Plan to be constructed within the PD provide for safe and accessible travel for pedestrians and bicycles.

(D) The variety of housing products provided within the PD are intended to appeal to single adults, working families, pre-retirees, early retirees and late in life retirees by providing opportunities for home ownership at a variety of price points.

(E) Streets follow the City's design standards, except to the extent revised standards are included within the PD District Appendices, reflecting a revised design standard, and where varied, consist of wider green space, and multi-purpose paths, rather than additional asphalt. Build-out demand considerations have been incorporated in the initial project design, including exterior connections from the PD to existing public roadways to avoid constricting traffic flow. Notwithstanding the above requirements, Developer and the City acknowledge and agree that the right-of-way of Kinlaw Lane, and the existing portion of Blaze Trail (driveway) do not comply with the City's design standards. To the extent improvements are required by the City to Kinlaw Lane, and/or Blaze Trail, Developer will reserve and dedicate any additional right-of-way from the Subject Parcels, at no additional cost to the City, for the City to make such improvements, at the City's expense, and at the time the City deems such improvements appropriate.

(F) The PD incorporates both water, open space and passive amenities, among the Subject Parcels, that may include, at the election of the Developer with regards to each individual parcel, swimming pool, neighborhood clubhouse, docks, shelters and open air gazebos to encourage resident's maximization of outdoor spaces, and these improvements, to the extent included in any individual parcel, shall be for the benefit of one or more individual neighborhoods within the PD, and not as a master amenity for the benefit of the entire PD, and set forth on the Master Site Plan. Site design has been guided, and actual construction will be guided by an effort to maintain key trees and environmentally sensitive areas, to meet all regulatory requirements. All stormwater will be designed to meet or exceed the standards within the City's Stormwater Ordinance that is in effect at the time of plan submittal.

All development within this Project will be regulated by the terms of the master site plan, approved ordinance, the City's UDO, the Development Agreement, and other applicable codes and ordinances of the City of Conway. *The definitions applicable throughout this Document are set forth in Article 2 of the City of Conway Unified Development Ordinance.*

[SEE ROADWAY INTERSECTION IMPROVEMENT TABLE BELOW]

ROADWAY INTERSECTION IMPROVEMENT TABLE

Improvement	Intersection/Improvement Description	Roadways	Tracts Served	Date for completion
Improvement #1	Westbound right turn lane	Pitch Landing Rd. & Willow Springs Rd. Intersection	All Tracts	Once 1,300 Residential Units have been permitted
Improvement #2 (Access 3)	Right & left turn lanes, signalization when warranted	Pitch Landing Rd.	A, B, C, D & E	By completion of Phase 1 construction, before any plats creating lots are approved
Improvement #3	Southbound right turn lane; Eastbound dual left lanes with receiving lanes; additional Northbound through lane and additional Southbound through lane	Intersection of Hwy 701 S. & Pitch Landing Rd.	All Tracts	Once 435 Residential Units have been permitted
Improvement #4 (Access 1)	Right & Left turn lanes, signalization when warranted	Hwy 701 S.	F, G & H	Completion of Phase 3 construction and before any plats creating lots are approved
Improvement #4 (Access 2)	Right & Left turn lanes, signalization when warranted	Hwy 701 S. & Kinlaw Lane	I	Once access is provided

SECTION 2: LEGAL DESCRIPTION

The Subject Parcels are described as all of those certain pieces, parcels or tracts of land lying and situate near the City of Conway, Horry County, South Carolina, and being more particularly depicted on **Appendix A** attached hereto.

SECTION 3: PROJECT DEVELOPER AND TITLE

The Project title of this development is "***Warden Station PD***", although the Project may be branded among various neighborhoods within the Project following the approval of this PD by the City. The developer for the Project is BRD Land & Investment General Partnership. The term "***Developer***" throughout this Document will include all subsidiaries and affiliates of BRD Land & Investment General Partnership, and the term will also include any of its successors in interest or successors in title and/or assigns by virtue of assignment or other instrument.

SECTION 4: MASTER SITE PLAN

Appendix A of this Document, attachment hereto, contains the PD Documentation, and the Twelve (12) different neighborhoods, together with the commercial parcels located on each side of the Spine Road, within the Project ("***Master Site Plan***"). The Master Site Plan shall be binding on the Subject Parcels and any materially major departure, other than as set forth in Section 6 and Section 12 below, shall be authorized by amendment only. The controlling Master Site Plan shall negate any contradiction between the Master Site Plan and any other plan, and this PD Document.

A. This Project will ultimately include Nineteen (19) phases, including Twelve (12) phases of residential product, and Seven (7) phases of commercial product, together with amenity areas, park and open space areas, and each of such components may be developed at various times relative to the residential development and commercial development portion of the PD, any one of which may be further developed in sub-phases, and any of which may be developed in any particular order, with all homes remaining under ownership of the Developer, its successors and assigns, until such time as a final plat approved by the City may be recorded in the public records of Horry County, South Carolina. Although the timing of completion of any particular Phase of the PD is subject to then current market demands, the Developer anticipates a period of approximately Eighteen (18) months from approval of the PD for design, and permitting, and additional period of approximately Twelve (12) months from the issuance of permits and approvals for the installation of initial required infrastructure, and that approximately One-Fifth of the Project would be complete within Five (5) years of approval of the PD, with an additional One-Fifth of the Project being completed in each of the subsequent Five (5) year periods, with a projected build-out period for the Project of Twenty Five (25) years. A general description of each Phase of the Project is set forth in the Tables included herein. The relevant infrastructure necessary for development of the individual Phases of the PD, including water, sewer, drainage and other supporting utilities and other improvements will be installed in

accordance with construction plans to be approved by and in accordance with the requirements as per City departmental reviews.

[SEE MASTER SITE PLAN SUMMARY TABLE ON FOLLOWING PAGE]

MASTER SITE PLAN SUMMARY TABLE

Tract / Area	Acreage	Permitted Use	Lots/Units	Density Gross/Net (units/acre)	Other
A	40.47	Attached Single Family; Multifamily	246 lots/units	6.08/7.11	Notes 1; 2
B	10.72	Commercial (Type 3)	-		Note 6
C	21.66	Attached Single Family; Multifamily	104 lots/units	4.80/6.73	Notes 1; 2
D	56.84	Detached Single Family	135 lots	2.38/3.01	Note 1
E	50.94	Attached Single Family; Multifamily	406 lots/units	8.01/8.67	Notes 1; 2
F	128.54	Detached Single Family	302 lots	2.35/2.76	Note 1
G	178.76	Detached Single Family	341 lots	1.91/2.58	Note 1
H	232.97	Detached Single Family	321 lots	1.38/2.81	Note 1
I	153.20	Detached Single Family	91 lots	0.59/2.28	Note 1
J	85.78	Detached Single Family	190 lots	2.16/2.56	Note 1
K	552.34	Master Open Space/City Recreational Acreage			
L	27.82	Multifamily	480 units	17.25/27.25	Notes 1; 2
M	34.81	Multifamily	440 units	12.64/24.82	Notes 1; 2
N	64.46	Attached Single Family; Multifamily	260 lots/units	4.03/7.84	Notes 1; 2
O	23.47	Commercial (Type 2)			Note 5
P	66.30	Commercial (Type 1)			Note 4
Q	14.14	Commercial (Type 1)			Note 4
R	4.30	Commercial (Type 1)			Note 4
S	5.26	Commercial (Type 2)			Note 5
T	12.56	Commercial (Type 1)			
Totals		**Residential Area 1,628.46 AC** **Commercial Area 136.76 AC**	**3,316 lots/units**	Total Gross/Net Density 2.04/4.18	

Notes to Master Site Plan Summary Table:

1. Density may be shifted between residential tracts/areas with like uses (*i.e.* single-family detached to single-family detached) and may be considered a "minor" amendment to the PD, provided that the overall (total) density is not increased and remains constant, applicable to Tracts A, C, D, E, F, G, H, I, J, L, M and N.
2. Attached Single Family/Multifamily tracts/areas may be developed in-common. Development Standards for in-common development may differ from fee-simple development, applicable to Tracts A, C, E, L, M & N.
3. Refer to Table 2 in the PD document for dimensional standards applicable to all Tracts.
4. Unless otherwise specified in the PD, all uses permitted in the Highway Commercial (HC) district, per the City of Conway's Unified Development Ordinance (UDO) shall be permitted on tracts/areas identified as Commercial (Type 1), applicable to Tracts P, Q, R and T.
5. Unless otherwise specified in the PD, all uses permitted in the Highway Commercial (HC) / Light Industrial (LI) districts, per the City's UDO, shall be permitted on tracts/areas identified as Commercial (Type 2), applicable to Tracts O and S, provided that Tract O may be used only for outdoor recreation and/or storage.

6. Unless otherwise specified in the PD, all uses permitted in the Neighborhood Commercial (NC) and Conservation Preservation (CP) districts, per the City's UDO, shall be permitted on tracts/areas identified as Commercial (Type 3), applicable to Tract B.
7. For purposes of the PD, single family attached Residential Units shall include Duplexes of Two (2) units, and Townhomes of Three (3) to Eight (8) units, consistent with the definitions in the City's UDO.

SECTION 5: DEVELOPMENT DESCRIPTION

The Project is planned to include a mix of land uses, which together form an integrated active lifestyle community. The Project will be the subject of master covenants, conditions and restrictions, which will apply to the community as a whole, as well as additional covenants, conditions and restrictions which may be applicable only to certain portions of the community (collectively the "***CCRs***"). The CCRs will define the building size, aesthetic style and shared amenities and open spaces of each of the respective neighborhoods within the Project.

The Developer has significant experience in bringing new communities that meet the needs of both the local community and the new residents, throughout the Southeast region of the United States, with a significant concentration of such communities within North Carolina and South Carolina. By being involved in the creation of the new development, the Developer is able to insure the desires of future homebuyers are incorporated in the initial land design, and carried through consistently to the completion of the final home. Often in today's market, the Developer is disconnected from the builder's targeted homebuyer, and that disconnect can have a significant impact on the success of the community. For this PD, the Developer has planned the amenities and the product offerings to reflect an active lifestyle to accommodate families, soon to be retirees and retirees. The key word in the phrase "Master Planned Community", is Community, since success for an active community is dependent upon substantial amenities encouraging an active lifestyle with outdoor activity and interaction among residents. In today's real estate market, communities are typically a collection of one or more neighborhoods, with compatible architectural character, promoting a way of life and diversity with a common purpose. The Project is designed to anticipate a variety of users, and to balance the environment between them.

Neighborhoods are the building blocks of a community. The neighborhood is where we experience our family and friends, it's where life happens, and it's where we tell people we live. Residents are offered a range of options for getting where they want to go rather than having to depend solely on their automobile. Each neighborhood within the PD will offer distinctive product type, to appeal to the needs of a particular targeted resident. The offering of various product types further encourages the diversity of both residents and their interests. In addition, the covenants, conditions and restrictions for the various neighborhoods within the PD will provide for limitations on certain types of uses that conflict with the target resident for that particular neighborhood. As an example,

private restrictions that are not a part of the PD may dictate that a particular neighborhood may be restricted for leases terms of not less than One (1) year, while other neighborhoods are intentionally design to attract the short-term, transition resident, who may be building are anticipating the building of a permanent residence within another area of the PD.

Public spaces are the social heart of communities. Today, modern development has arranged public space into two forms; the first being activity areas for organized leisure activities and sports; and the second being preservation areas such as lakes, wetlands, pocket parks, groves of preserved trees, and drainage channels. The recreational areas are designed to accommodate leisure activities and sports, but also to create places where one can go simply to be outside, enjoy nature and maybe have a picnic. The relationship between leisure and recreation has to be better understood. Leisure is time and experience based, while recreation is activity and space based. One is aesthetically oriented and the other is functionally oriented. While a good community should provide both, the two are not the same, and must be balanced so the needs of the residents are being met in equal proportion. The Project incorporates a significant flood plain area, which contributes to the Developer's efforts to separate uses, provide buffers between neighborhoods, and preserve the flood plain areas and wetlands in order to accommodate any rising water during an historical storm event. Portions of the flood plain area within the PD may be supplemented with docks, recreation lawns and preservation of existing vegetated border areas. Public space and green areas help provide a transition between the various neighborhoods and residences, and provide a sense of movement, and enhances the feeling of being in a distinct place. The interconnection of activities, through the use of pathways, provides opportunities for activities to all residents.

The public spaces, including open space, flood plain areas, jurisdictional and non-jurisdictional wetlands to be conveyed by Developer, its successors and assigns, including the owners of the individual parcels comprising the Subject Parcels, to the City, shall be conveyed in conjunction with the development of the individual Phases, on or before the date on which the development within a particular Phase has been completed. To the extent any area within the PD is, at the time of the development of the Phase in which such area is located, designated as a jurisdictional or non-jurisdictional wetland, or required wetland buffer, then, and only then, will the same be conveyed by Developer to the City, provided, however, that the Developer, its successors and assigns, including the owners of the individual parcels comprising the Subject Parcels, such conveyance shall be subject to reservations of ingress, egress, access and the installation, extension, tie-in, repair, maintenance and replacement of utilities serving the Subject Parcels.

The arterial roadway providing access through the Project from U.S. Highway 701 to Pitch Landing Road, as a spine road, is anticipated to be a variable width public roadway. The interior roadways within the Project, to the extent the same meet with requirements of the City for a public

roadway, are also anticipated to be public roadways. Roadways within the Project, in addition to public roadways, may include private roadways, internal drives and other areas within the multi-family areas of the Project where subdivision from a public right-of-way is not required and planned by the Developer. Setbacks and easements will be arranged so as to allow for off-street parking of at least one car in depth for the residences. All water and sewer systems within the Project, upon completion, will be dedicated to one or more of Grand Strand Water & Sewer Authority or Bucksport Water System, Inc. The neighborhoods within the Project may consist of detached single family lots of varying width, single family subdivided attached units ranging from Two (2) unit Duplex's to Three (3) to Eight (8) unit townhomes, mid-rise multi-family buildings and many different commercial uses within the commercial areas of the PD. The architectural style of the homes will be consistent and compatible, but will also allow for an identity to be established within each neighborhood by its distinctive elements. Elevated entries, varying rooflines, oversized windows and durable but distinctive roofing materials will be present in each of the neighborhoods, the elements and style of each neighborhood being reflected in the appendixes attached to this PD Document. Structures within the PD will comply with City's Design Standards for residential and non-residential structures are in effect at the time of plan and/or permit submittal.

Single-Family residences may include Detached Single-Family, Attached Single-Family ranging from Two (2) unit Duplexes to Three (3) to Eight (8) unit Townhomes per building. Single-Family Attached may be subdivided, or may be in common. To the extent such units are subdivided, each unit shall comply with the subdivision requirements of the City, including, but not limited to the requirement that in order to be subdivided, lots must adjoin (front) a public right-of-way.

Multi-Family residences may include mid-rise condominiums, and mid-rise apartments, not exceeding Four (4) stories, all of which may be offered for sale, for rent or both.

The Commercial areas may include subdivided commercial lots, shopping centers and commercial condominium complexes, combining various uses within a single development.

Architecture, signage design and landscaping are proposed to be controlled with detailed design guidelines, which will be administered by a Subject Parcels under a property owners association ("***POA***") or homeowners association ("***HOA***") and/or an architectural review board ("***ARB***"). Table 1 below identifies the proposed uses for the Subject Parcels within the PD.

[SEE **TABLE 1 PROPOSED USES** ON FOLLOWING PAGE]

TABLE 1

PROPOSED USES FOR SUBJECT PARCELS

Master Plan Tract	Approximate Acres	Proposed Land Use	Product Type	Proposed Density
Tract D	56.84 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	135
Tract F	128.57 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	302
Tract G	178.76 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	341
Tract H	232.80 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	321
Tract I	153.20 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	91
Tract J	88.02 AC	Detached Single Family	SF Type A (Min. 60' Lot Width) Detached	190
Tract A*	40.47 AC	Attached Single Family	SF Type C (Min. 28' Lot Width) Attached	246
Tract C*	21.66 AC	Attached Single Family	SF Type B (Min. 38' Lot Width) Attached	104
Tract E*	50.94 AC	Attached Single Family	SF Type D (Min. 20' Lot Width) Attached	408
Tract N*	64.43 AC	Attached Single Family	SF Type D (Min. 20' Lot Width) Attached	260
Tract L	27.82 AC	Multi-Family	3-4 Story Multi-Family	480
Tract M	34.81 AC	Multi-Family	3-4 Story Multi-Family	440
Tract K**	550.14 AC	Open Space	Recreational Open Space	N/A
Tract B	10.72 AC	Commercial	Type 3 Commercial	161,000 SF Max.
Tract O***	23.47 AC	Commercial	Type 2 Commercial	352,000 SF Max.
Tract P	66.32 AC	Commercial	Type 1 Commercial	995,000 SF Max.
Tract Q	14.13 AC	Commercial	Type 1 Commercial	212,000 SF Max.
Tract R	4.30 AC.	Commercial	Type 1 Commercial	64,000 SF Max.
Tract S	5.26 AC.	Commercial	Type 2 Commercial	79,000 SF Max.
Tract T	12.56 AC.	Commercial	Type 1 Commercial	188,000 SF Max.
TOTAL	**1,765.22 AC**		**Residential**	**3,318 UNITS**

*Tract A, Tract C, Tract E and Tract N each represent Attached Single Family (which includes Duplexes of 2 units and Townhomes of 3-8 units) use at the highest intensity. As to SF Type B, SF Type C and SF Type D Parcels set forth above, which parcels are intended to be interchangeable based upon market conditions, Developer may elect to replace any one of these Three (3) designations with any other of these Three (3) designations by submittal of a minor amendment to the Planning Director for approval.

**Tract K represents acreage to be conveyed to the City by the Developer, in one or more parcels, upon completion of improvements, but not later than the date which is the third anniversary of the final approval of the PD.

***Tract O lies primarily within the AE Flood Zone and may be used only for Outdoor Recreation and/or Storage without regard to the allowable uses within Type 2 Commercial.

[SEE **TABLE 2 DIMENSIONAL STANDARDS** ON THE FOLLOWING PAGE FOR PROPOSED USES WITHIN THE PD DISTRICT.]

TABLE 2
PROPOSED DIMENSIONAL STANDARDS CHART

Permitted Uses	Min. Lot Size Sq. Ft.	Min. Lot Width	Min. Lot Depth	Setbacks (Feet)				Max. Height* (Applicable in both subdivided & in-common Residential Units)	Impervious Surface **** (Applicable in both subdivided & in-common Residential Units)	Min. Separation of Structures* (Applicable in both subdivided & in-common Residential Units)
				Front	Side	Rear	Corner			
Detached Single Family SF Type "A" **	6,000	60'	100'	20'	5'	15'	10'	35'	80%	10' Wall to Wall
Attached SF Type "B" ***	3,000	38'	84'	20'	0'	20'	10'	35'	75%	20'
Attached SF Type "C" ***	2,300	28'	84'	20'	0'	20'	10'	35'	75%	20'
Attached SF Type "D" ***	1,650	20'	84'	20'	0'	10'	10'	35'	75%	20'
Multi-Family	5,000	50'	150'	15'	10'	10'	10'	52'	75%	20'
Amenities	1,000	N/A	N/A	10'	10'	10'	20'	35'	N/A	10' Wall to Wall
Commercial 1	10,000	50'	125'	30'	20'	20'	20'	42'	75%	20'
Commercial 2	15,000	80'	150'	40'	20'	20'	20'	52'	75%	20'
Commercial 3	7,500	60'	125'	20'	20'	20'	15'	42'	75%	20'
Accessory Structures (All Tracts)	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below	Note below

*Minimum wall to wall separation for single family homes shall be Ten (10) feet.

**SF Type A Minimum Lot Frontage (in feet) shall be reduced to 40' along curves, and 35' along cul-de-sac.

***SF Type B, SF Type C and SF Type D Minimum Lot Frontage (in feet) shall be reduced to to the greater of **(i)** 50% of the Minimum Lot Frontage (in feet) otherwise required; or **(ii)** 20 along curves and along cul de sac.

**** Impervious Surface is determined by the ratio of building roof area together with driveways, patios, pools, etc. not under roof, to total Lot or Tract/Parcel area, as applicable to subdivided or in common development.

Note: SF Type A requires a minimum Lot Width of 60', SF Type B requires a minimum Lot Width of 38', SF Type C requires a minimum Lot Width of 28' and SF Type D requires a minimum Lot Width of 20'. The dimensional standards set forth above as being applicable to Attached SF Type B, Attached SF Type C and Attached SF Type D, including the above minimum Site Area S.F., Lot Width, minimum Lot Depth, shall be applicable only to subdivided lots, and shall not apply to units which are owned in-common, except as specifically noted.

Note: Accessory Structures shall comply with the City UDO at the time of permit submittal.

SECTION 6: GENERAL DEVELOPMENT STANDARDS THROUGHOUT THE PD DISTRICT

Densities. The overall density for the Project through all Phases, as shown on the Master Site Plan, shall not exceed 3,318 total units, and shall not exceed 1,892 detached single-family residential units, 1,648 attached single-family residential units or 920 multi-family residential units, together with the applicable commercial square footage not exceeding the maximum square footage for each Tract set forth in Table 1 above.

Permitted Uses.

Permitted Uses are as follows:

(1) Commercial Uses: Commercial may include each of the uses set forth in Table 3 below, the definition of such uses being consistent with the definitions set forth in the City's UDO, or, to the extent not defined in the City's UDO, and classified and designated, for purposes of the PD District, as Type 1 Commercial, Type 2 Commercial or Type 3 Commercial:

TABLE 3.

PERMITTED USES IN COMMERCIAL TYPES 1, 2, AND 3 & OPEN SPACE/RECREATIONAL USES

Type 1 Commercial	Type 2 Commercial	Type 3 Commercial	Open Space/Recreational (Tract K)
Tracts / Areas:	**Tracts / Areas:**	**Tracts / Areas:**	**Tracts / Areas: K**
In addition to the uses specified in this Table, all uses permitted in the **Highway Commercial (HC)** district, shall be a permitted or conditional use on Tracts/Areas identified as Type 1 Commercial on the Master Site Plan.	In addition to the uses specified in this Table, all uses permitted in the **Highway Commercial (HC) & Light Industrial (LI)** districts shall also be permitted or conditional use on Tracts/Areas identified as Type 2 Commercial on the Master Site Plan.	In addition to the uses specified in this Table, all uses permitted in the **Neighborhood Commercial (NC) & Conservation Preservation (CP)** districts shall be permitted on Tracts/Areas identified as Type 3 Commercial on the Master Site Plan.	All uses permitted in the **Conservation Preservation (CP)** district, AND as specified in Table 3 / Master Site Plan
Permitted Uses: • Conservation Area(s) • Passive Open Space • Public Recreational Facilities	**Permitted Uses:** • All uses listed under Type 1 Commercial as a Permitted use • Conservation Area(s) • Passive Open Space	**Permitted Uses:** • Boat Dock • Conservation Area(s) • Forest Management Area • Passive Open Space	

• Athletic Fields (with or without lights) • Golf Course (with or without lights) • Gymnasiums • Nursing Home • Hospital • Civic Club • Fire/Police station • Educational Facility • Library • Business office (*i.e.* accounting, consulting, financial institution, real estate, law firm, and the like) • Chiropractor • Counseling service • Dentist / Orthodontist / Oral Surgeon • Doctor's office • Government office • Barber Shop / Beauty Salon (including Hair/Nail salons) • Dry Cleaner (no drive-thru) • Dance/Fitness Studio • Fitness Center; Athletic Club • Laundromat • Pharmacy • Bakery • Butcher Shop • Convenience Store • Grocery Store • Ice Cream Shop • Specialty Food Store • News Stand • Bars/Tavern/Nightclub • Café / Coffee Shop	• Public Recreational Facilities • Athletic Fields (with or without lights) • Gymnasiums • Agricultural Crop • Tree Farms & Silviculture • Skating Rinks • Fire / Police Station • Vocational, Trade School • Business Offices (i.e. accounting, consulting, financial institution, real estate, law firm, and the like) • Charitable Institution • Government Office • Clothing Alterations; Seamstress • Dance / Fitness Studio • Dry Cleaner (no drive-thru) • Shoe Repair • Bakery • Wholesale Bakery • Butcher Shop • News Stand • Wholesale Produce • Bars / Tavern / Nightclub • Clothing Stores • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sales & Studio; film developing • Bookstore • Tobacco Shop • Wholesale Florist • Hardware Store	• Public Recreational Facilities • Private Sports Facilities (*i.e.* athletic fields, golf courses, gymnasiums, and the like) • Fire / Police Station • Fitness Center; Athletic Club • Passenger Facility (transit stop, station) • Civic Clubs • Fire / Police Station • Educational Facility • Library • Business Offices (i.e. accounting, consulting, financial institution, real estate, law firm, and the like) • Chiropractor • Counseling Service • Dentist / Orthodontist / Oral Surgeon • Doctor's Office • Charitable Institution • Government Office • Barber Shops / Beauty Salons (including Hair / Nail salons) • Clothing Alterations; Seamstress • Dance / Fitness Studio • Dry Cleaner (no drive-thru) • Laundromat • Pharmacy • Shoe Repair	

• Restaurant (with or without a drive-thru) • Clothing Stores • Shoe Store • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sales & Studio; film developing • Bookstore • Tobacco shop • Florist • Hardware Store • Pet Supply, Pet Grooming • Musical Instrument Sales & Repair; Music Store • Gas & Service Station • Optical / Hearing Center • Retail & Service uses (*i.e.* appliance sales/service, big box retail dept. store, computer sales/service, liquor stores, furniture stores/showrooms, discount stores, jeweler, and the like) • Shopping Center • Auto-Accessory Store • Automobile Dealership • Rental Car Agency • Truck & Auto Repair • Building Supply; Equipment Sales • Office Supply Stores • Paint, Floor Supply & Sales • Hotel / Motel / Inn • Armory • Sporting Goods • Portable Storage Unit	• Musical Instrument Sales & Repair; Music Store • Pet Supply; Pet Grooming • Gas & Service Station • Optical & Hearing Center • Appliance Sales & Service • Boat Sales; Boat Service • Computer Sales & Service • Copy Center; Print Shops • Discount Store • Furniture Repair & Upholstery • Jeweler • Leather Shop • Sign Shop • Auto Accessory Store • Automobile Dealership • Rental Car Agency • Truck & Auto Repair • Building Supply; Equipment Sales • Fitness Center; Athletic Clubs • Hotel / Motel / Inn • Private Club • Passenger Facility (transit stop, station) • Nursery / Garden Center • Dry Cleaner (with drive-thru) • Car Wash & Detailing Facility • Portable Storage Unit • Mini Storage Unit; Mini Storage Warehouse with Outdoor Storage • Warehousing with Outdoor Storage	• Bakery • Candy Store; Confectionary • Convenience Store • Grocery Store • Health; Vitamin; Nutrition Food Store • Ice Cream Shop • News Stand • Specialty Food Store • Café / Coffee Shop • Restaurant (no drive-thru) • Clothing Stores • Artists & Craftsmen's Stores (*i.e.* antique, gift, hobby, and frame shops, and the like) • Photography Sale & Studio; film developing • Bookstore • Tobacco Shop • Florist • Hardware Store • Musical Instrument Repair & Sales; Music Store • Pet Supply; Pet Grooming • Gas & Service Station • Optical & Hearing Center • Appliance Sales & Service • Computer Sales & Service • Copy Center; Print Center	

• Mini Storage Unit/Mini Storage Warehouse with Outdoor Storage • Warehousing with Outdoor Storage • Building Supply/Lumber Yard • Nursery/Garden Center • Car Wash & Detailing Facility • Dry Cleaner (with drive-thru) •	• Building Supply Lumber Yard • Wholesaling, Storage & Distribution (Light)	• Furniture Repair & Upholstery • Furniture Store & Showroom • Jeweler • Shoe Store • Fitness Center; Athletic Club • Hotel / Motel / Inn • Sporting Goods • Passenger Facility (transit stop; station)	
Conditional Uses: • Adult Day Care Services; Adult Day Care Facilities • Child Day Care Facilities • Community Support Services • Funeral Home; Mortuary • Religious Institution • Doggie Day Care; spa • Sidewalk Café; Outdoor Dining • Farmers' Market • Mobile Vending • Veterinarian / Animal Clinic • Custom Manufacturing • Parking Lot • Public Utility Facility • Indoor Shooting Range	**Conditional Uses:** • All uses listed under Type 1 Commercial as a Conditional use • Community Support Services • Doggie Day Care / Spa • Produce Stand • Amphitheater • Armory • Manufactured / Modular Home Sales • Pawn Shop • Veterinarian / Animal Clinic • Research Facility • Science Laboratory • Custom Manufacturing • High Technology Industry • Microbrewery • Agricultural Processing • Manufacturing; Processing • Meat Processing • Public Utility Facility • Indoor Shooting Range	**Conditional Uses:** • Farmers' Market • Mobile Vending • Portable Storage Unit • Public Utility Facility • Adult Day Care Services; Adult Day Care Facilities • Child Day Care Facilities • Community Support Facility • Funeral Home; Mortuary • Religious Institution • Sidewalk Café / Outdoor Dining • Farmers' Market • Mobile Vending	

District Definitions (Provided for reference only):
Highway Commercial (HC): The intent of the HC District is to provide compatible locations to serve the automobile oriented commercial activities in harmony with major highway developments, reduce traffic congestions, and to enhance the aesthetic atmosphere of the City.
Light Industrial (LI): The intent of the LI District is to provide areas for light industrial uses, such as manufacturing, processing, repairing of goods, wholesaling, storage, packaging, distribution and retailing while ensuring adjacent and nearby properties are not adversely impacted.
Neighborhood Commercial (NC): The NC District is intended to provide small-scale retail and service uses for nearby residential areas. Dimensional requirements and design standards of the NC district are intended to promote compatibility to surrounding residential areas and accommodate pedestrian use and access. Strip commercial development, designed primarily to accommodate vehicular access and parking, and development that is insensitive or incompatible with the scale and character of the surrounding residential areas, is discouraged in this district.
Conservation Preservation (CP): The intent of the CP District is to provide needed open space for general outdoor and indoor recreational uses, and to protect environmentally sensitive areas and flood prone areas from the encroachment of any residential, commercial, industrial, or other uses capable of adversely affecting the relatively undeveloped character of the district.
Conditional Uses specified in this Table: Uses identified as a "conditional" use in this Table shall comply with specific use regulations contained within Article 5 of the City of Conway Unified Development Ordinance identified for such use.
Tract K: All uses proposed for Tract K that are deemed recreational (i.e. park facilities/structures, trails, activity courts, etc. shall be shown on the Master Site Plan.

(2) Additional Commercial Uses: Prior to the completion of the Project, and the sale of all homes from the Developer to third party purchasers, the Developer may operate a commercial sales center and a design center, as a freestanding structure, within any model home, or as a part of any Amenity buildings within the PD District, which uses shall be in addition to the commercial uses set forth in Table 3 above, provided however, that Tract K shall be specifically excluded from such uses at any time.

(3) Model Homes: Pursuant to the terms of the PD, Developer may construct up to Two (2) single family detached model homes within the Tracts designated for single family detached homes under the PD following the approval of a preliminary plat, but prior to the recording of a final plat for the Lots on which such single family detached homes will be located, provided, however that such model homes will not be issued certificates of occupancy prior to the date on which a final plat has been recorded.

(4) Single Family: Fee simple Detached Single-Family, fee simple Attached Single-Family subdivided, and Attached Single Family in common.

(5) Multi-Family: Multi-Family homes shall not exceed 4 stories.

(6) Amenity and Recreational Areas. Commons areas, common elements, clubhouses, pools, public restrooms, picnic shelters, barbeque/fire pits, multi-purpose paths, jogging trails, recreation fields, sports courts and open spaces.

(7) Decks and Promenades. Decks, docks, gazebos, bridges and elevated walkways, fountains and other water features may be incorporated within any stormwater lake or pond within the PD.

(8) Temporary Uses. Temporary uses, if any, shall be approved by the City, in accordance with the City's then current UDO.

SECTION 7: ADDITIONAL REQUIREMENTS THROUGHOUT THE PD DISTRICT

A. Tree Preservation. All of the Subject Parcels shall comply with the City of Conway's Tree Preservation Ordinance that is in effect at the time of plan submittal. No protected trees, as defined under the City's Tree Preservation Ordinance shall be removed without a Protected Tree Permit and the submission of a tree survey. Tree surveys indicating the location of all protected trees under the City's Tree Preservation Ordinance shall be submitted for each Tract or parcel within the PD at the time of plan submittal, and prior to the approval of any land disturbance, clearing, grading, confirming that development will not occur without verification by the City's staff that no protected trees will be removed without proper permitting and mitigation.

B. Development Activity, Clearing and Grading. The Subject Parcels which are the subject of the PD, are primarily undeveloped. Clearing and Grading of the PD will require both removal of inferior materials, and replacement with structurally sound materials, in addition to providing for storm water and erosion control measures over the Subject Parcels, in accordance with the requirements of the Stormwater Management and Sediment Control Ordinance for the City of Conway, South Carolina, *Ordinance #2015-05-04(C)* and any subsequent amendments to such ordinance.

C. Temporary Storm Drainage Maintenance. Developer will provide temporary storm drainage measures, which incorporate storm drainage facilities located on the Subject Parcels to the reasonable satisfaction of the Public Works Director for the City, such that prior to commencement of Development Activities, the Subject Parcels shall continue to

maintain the existing storm drainage facilities until the storm drainage facilities which are a part of the Development Activities for each respective Phase of the PD are complete, and the same are dedicated to the City.

D. Signage. Signage within the PD District shall comply with the requirements of the City's UDO, as in effect at the time a permit is requested for a sign, provided, however, that, to the extent any of the Subject Parcels designated as Commercial 1, Commercial 2 or Commercial 3, includes more than One (1) business, a sign easement may be created and reserved by the owner of the respective parcel, for the installation of a multi-tenant pylon sign at the road frontage of such respective parcel..

E. Parking. Parking with the PD District shall comply with the City's UDO, and the following additional provisions:

(i) Unless otherwise specified within this PD, on-street parking shall be prohibited in public rights-of-way.

(ii) All uses specified in the Use Tables within this PD shall comply with the minimum off-street parking requirements for such proposed in accordance with the City's UDO.

F. Buffers. Applicable buffers, including wetland buffers, perimeter buffers and buffers separating specific uses shall be noted on the Buffer Plan. The perimeter buffer of the PD shall be not less than 25'. Landscape buffers within the PD shall be not less than 10'. Wetland buffers within the PD shall be not less than 30'. Buffer between single family detached and single family attached shall be not less than 20'. Buffers between single family attached and multi-family shall be not less than 50'. Buffers between residential and commercial shall be not less than 50'. Such buffers being noted on the Buffer Plan submitted as part of the PD. Buffers shall be recorded of record as a part of the respective final plat for each Tract, or any portion thereof.

G. Utilities.

(i) Electric services to be provided by Horry County and/or Santee Cooper.

(ii) Water services to be provided by Bucksport Water System.

(iii) Sewer services to be provided by Grand Strand Water & Sewer Authority.

(iv) Telecommunication/Cable Service. Telecommunication and cable services to be provided by Horry Telephone Cooperative and Spectrum Service to be extended as needed in order to serve each of the Subject Parcels.

(v) Developer has, and will continue to reserve One (1) booster pump site for sewer for the benefit of Bucksport Water System and/or Grand Strand Water & Sewer Authority, as shown on the Master Site Plan, provided the same must be located in an allowable flood designation area under the City's UDO.

(vi) Developer has, and will continue to reserve One (1) substation site for electrical service for the benefit of Horry Electric Cooperative, as shown on the Master Site Plan, provided the same must be located in an allowable flood designation area under the City's UDO.

**All utilities to be placed underground.*

H. Other Services. Residents and businesses within the PD will be served by Horry County Schools, Conway Police, Conway Fire and EMS, Conway Parks and Recreation.

I. Governing Documents. To the extent the provisions of the approved PD could be read so as to conflict with the City's UDO, and the other ordinances of the City, the PD shall be deemed to govern, as an approved, intended departure, written into this PD District Ordinance, amending the standards otherwise applicable to the Subject Parcels under the City's UDO and other ordinances.

J. Design Standards. Residential Design standards shall be applicable to all structures, single family detached, single family attached or multi-family, and shall be determined at the tie of permit submittal, based on the then current design standards.

K. Design Modifications. Certain modifications of the City's design standards set forth in the City's UDO shall be allowed within the PD, as set forth in the table below.

DESIGN MODIFICATIONS APPROVED AS A PART OF PD

Mod. #	Description	Section
1	Kinlaw Lane shall be utilized as a public access based upon the proposed improvements depicted on the construction plans for Horry County Dirt Road Improvements (Project #S102015), such that the minimum width is within the existing ROW, not less than a 24' paved section, no curb/gutter, sidewalks or street trees to be installed.	Complete Streets
2	The existing portion of Blaze Trail abutting PIN 380-00-00-0039 shall be utilized as a public access based upon the existing roadway cross section and paving improvements on the existing roadway, but paved to minimum City standards.	Complete Streets
3	Buffers, street tree plantings and sidewalks shall not be required along the following sections of roadways:	Buffer Requirements; Landscaping

	(a) Along the improved local road commonly known as Blaze Trail adjacent to PIN 380-00-00-0039 (b) Along the existing driveway access commonly known as Wayna Marie Lane (c) Along the existing portions of Kinlaw Lane until the full landscape buffer width is permittable within the PD.	Requirements; Design Standards
4	Sidewalks shall be installed along both sides of collector and arterial roadways internal to the PD in accordance with the cross sections prescribed. Local roadway designations shall require the installation of a 5' sidewalk along one side of the public right of ways. Sidewalks shall be constructed in accordance with materials approved in the City's UDO, and consistent with the street section(s) submitted as a part of this PD.	Design Standards; Dimensional Requirements; Access & Circulation

SECTION 8: RESIDENTIAL REGULATIONS

A. Geographic Description. The residential regulations applicable to the single-family homes portions of the Project shall be included in a set of restrictive covenants, either applicable to all residential neighborhoods as a master declaration, or applicable to each neighborhood individually, or both.

B. Public Purpose. The public purpose of the Residential Regulations is to establish and thereafter maintain for its residents, tenants and visitors a sense of community through the design of exterior spaces and buildings at a human scale with appropriate architectural transitions. The sense of community will be further enhanced by the utilization of generous vegetation in and around the residential portion of the Project.

C. Residential Design Standards. All residential development within the PD shall comply with the City's Residential Design Standards in effect at the time of plan and/or permit submittal.

SECTION 9: COMMERCIAL REGULATIONS

A. Geographic Description. The commercial regulations applicable to the Commercial portions of the Project, shall be included in a set of restrictive covenants, either applicable to all commercial areas as a master declaration, or applicable to the commercial area.

B. Public Purpose. The public purpose of the Commercial Regulations is to establish and thereafter maintain for its residents, tenants and visitors a sense of community through the design of exterior spaces and buildings at a human scale with appropriate architectural

transitions. The sense of community will be further enhanced by the utilization of generous vegetation in and around the residential portion of the Project.

C. Commercial Design Standards. All commercial development within the PD shall comply with the City's Non-Residential Design Standards in effect at the time of plan and/or permit submittal, and, where applicable, the Gateway Corridor Overlay.

SECTION 10: MAINTENANCE AND CONTROL

Roadways within the PD are public roadways unless specifically indicated on the Master Site Plan. It will be the responsibility of the Developer to maintain or provide for the maintenance of the Subject Parcels within the PD, including any pathways and driveways. The Developer's maintenance responsibilities and restrictions will cover the driveways, landscape areas, trees, parking areas, pathways, walkways, open space, common areas, stormwater conveyance and retention facilities, buildings and other features of the development as appropriate under this Document, applicable City UDO provisions and other ordinances. Upon execution and recording of the declarations of conditions, covenants and restrictions, which must occur prior to the conveyance of any single-family residential lot to a third-party buyer, the foregoing responsibilities shall be assumed by the applicable POA. In addition to the standards set forth within the PD, the CCRs will establish additional requirements for landscaping, particularly foundation landscaping and layering, signage and materials for single family residences.

SECTION 11: CONSTRUCTION SCHEDULE

Construction will begin following receipt of permits from the City and from other regulatory bodies. The nature of this Project, together with the current economic conditions, prevents the Developer from providing exact dates for commencement of future phases or exact completion dates. Although the timing of completion of any particular Phase of the PD District is subject to then current market demands, the Developer anticipates a period of approximately Eighteen (18) months from approval of the PD for design and permitting, and an additional period of Twelve (12) months from the issuance of permits for the installation of initial required infrastructure. Developer estimates that approximately One-Fifth of the Project would be complete within Five (5) years of approval of the PD District, with an additional One-Fifth of the Project being completed in each of the subsequent Five (5) year periods. Notwithstanding the fluid nature of development, and that various Phases of the PD District may be developed in non-numerical order, the number of building permits issued for single family residential units, including both attached and detached homes, and multifamily residential units shall not exceed Three Thousand Three Hundred Eighteen (3,318) total units.

SECTION 12: AMENDMENTS AND ENFORCEMENT

For purposes of this Ordinance, amendments to the PD District shall be determined as Minor or Major, by the Planning Director for the City.

Notwithstanding the classification of amendments to the PD District, revisions to the approved Master Site Plan made during the preparation of construction design documents to account for topography, soil quality, trees, grading, minor adjustments to roadway alignment, and changes to the location of lot lines, provided such revisions do not increase the maximum allowable density of the PD District, shall be deemed Minor amendments to the PD District, subject to the review of the City's Planning Director.

The Developer shall record the approved ordinance in the public records of Horry County and return two (2) time-stamped copies to the City.

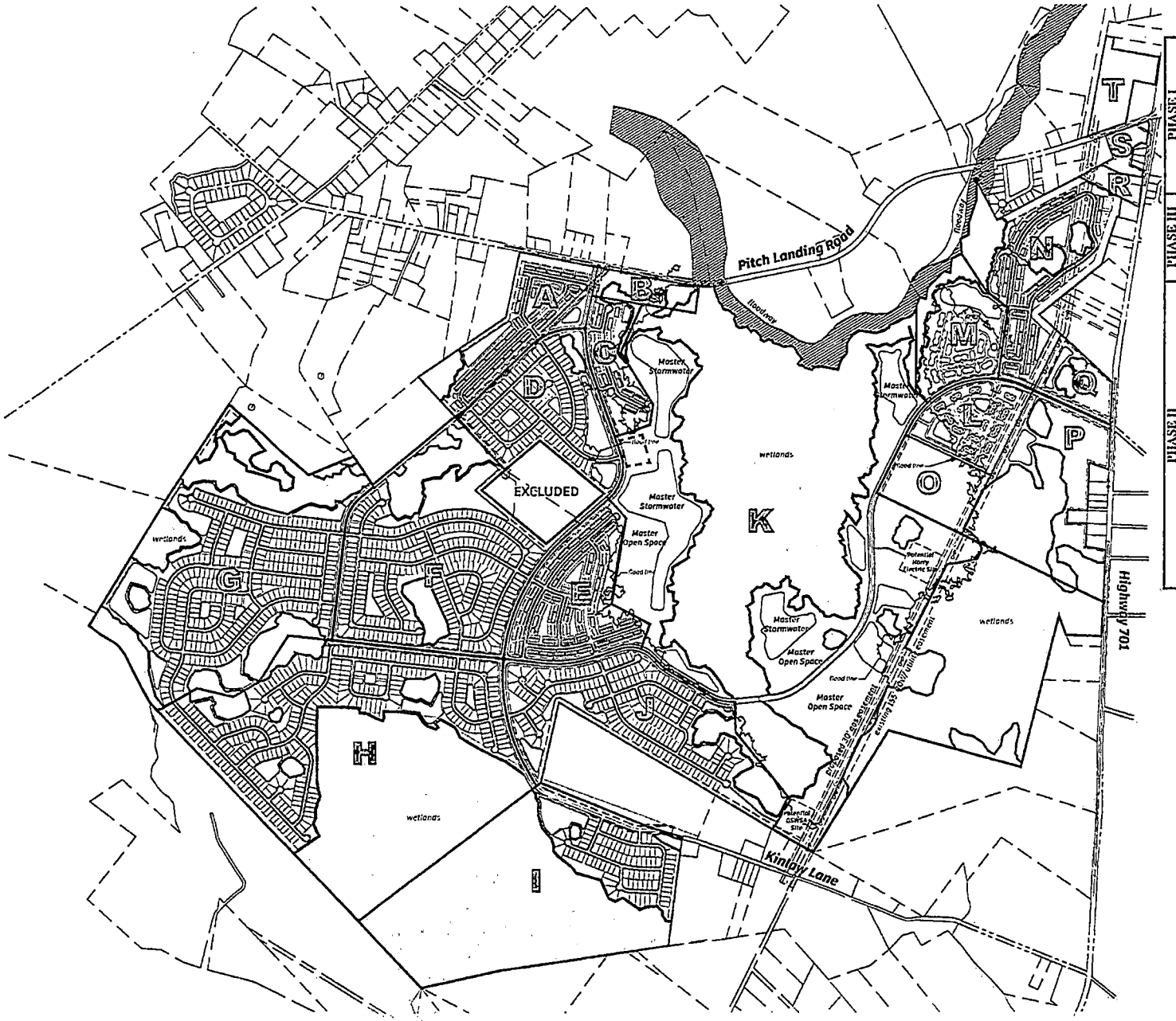
Expansions and further amendments to this PD District shall not be permitted without review by the Planning Director and approval as prescribed by the City's UDO.

APPENDIX A

Master Site Plan

(*Miniaturized copy attached, details may be obscured, full scale available in City Planning Department*)

Deed BK: 4779 PG: 685 Doctype: 082 02/27/2024 at 11:23:22 AM, 33 OF 273 Marion D. Foxworth 26-31 Recording Fee: $30.00 Pages Recorded: 1 Book 553 Pg 215 Doc ID: 553215 Type: CRP Filed and Entered: 11/13/26 19:05:32 Desc Exhibit E - Part 1- Planned Development Page 33 of 136



TRACT		ACREAGE	PERMITTED USES	UNITS/LOTS	DENSITY (GROSS / NET)
PHASE I	A	40.47	Single-Family attached; Multifamily	246	6.08 | 7.11
	B	10.72	Commercial - Type 3	-	-
	C	21.66	Single-Family attached; Multifamily	104	4.80 | 6.73
	D	56.84	Single Family detached	135	2.38 | 3.01
	E	50.94	Single-Family attached; Multifamily	408	8.01 | 8.67
PHASE III	F	128.57	Single Family detached	302	2.35 | 2.76
	G	178.76	Single Family detached	341	1.91 | 2.58
	H	232.80	Single Family detached	321	1.38 | 2.81
PHASE II	I	153.20	Single Family detached	91	0.59 | 2.28
	J	88.02	Single Family detached	190	2.16 | 2.56
	K	550.14	Master Open Space; City Recreation Acreage	-	-
	L	27.82	Multifamily	480	17.25 | 24.78
	M	34.81	Multifamily	440	12.64 | 27.79
	N	64.43	Single-Family attached; Multifamily	260	4.04 | 7.84
	O	23.47	Commercial - Type 2	-	-
	P	66.32	Commercial - Type 1	-	-
	Q	14.13	Commercial - Type 1	-	-
	R	4.30	Commercial - Type 1	-	-
	S	5.26	Commercial - Type 2	-	-
	T	12.55	Commercial - Type 1	-	-

Commercial Acreage	136.76 ac
Residential Acreage	1628.46 ac
Total Acreage	1765.22 ac
Total Number of Dwelling Units	3318 units
Gross Residential Density	2.04 du/ac
Net Residential Density	4.18 du/ac

NOTES:

1. DENSITY MAY BE SHIFTED BETWEEN RESIDENTIAL TRACTS/AREAS WITH LIKE USES (I.E. SINGLE-FAMILY TO SINGLE-FAMILY) MAY BE CONSIDERED A "MINOR" AMENDMENT TO THE PD, PROVIDED THAT THE OVERALL (TOTAL) DENSITY IS NOT INCREASED AND REMAINS CONSTANT.
2. REFER TO TABLE 2 IN THE PD DOCUMENT FOR DIMENSIONAL STANDARDS.
3. REFER TO THE PD DOCUMENT FOR PERMITTED USES FOR COMMERCIAL TYPE 1, COMMERCIAL TYPE 2, AND COMMERCIAL TYPE 3.
4. TRACTS R, S, AND T EXCLUDED FROM PHASING DESIGNATIONS.

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BRD LAND & INVESTMENT

WARDEN STATION

APPENDIX A

master site plan

NORTH

SCALE: 1" = 400'

APPENDIX B

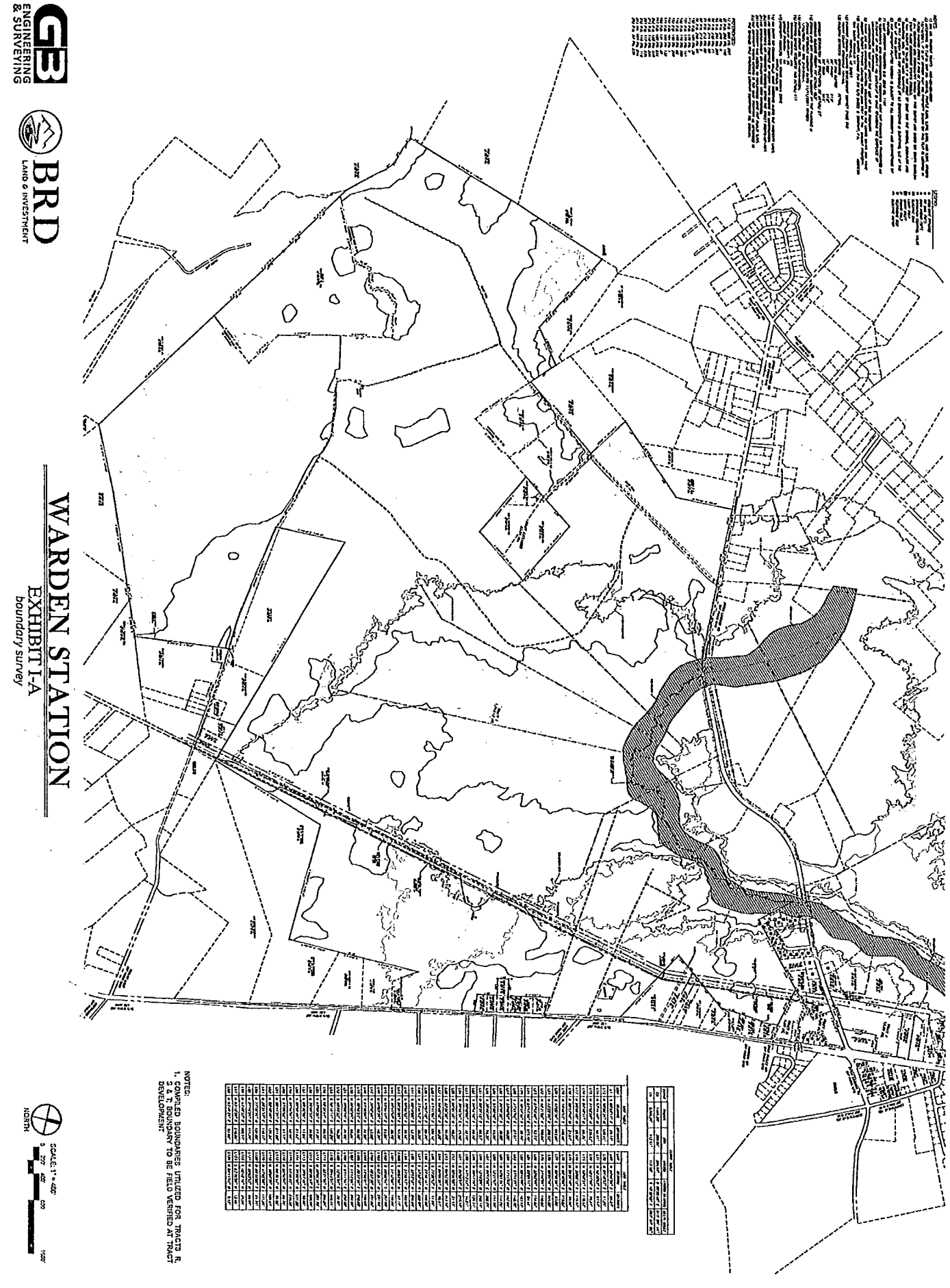
Additional PD Documentation

(*Miniaturized copies attached, details may be obscured, full scale available in City Planning Department*)

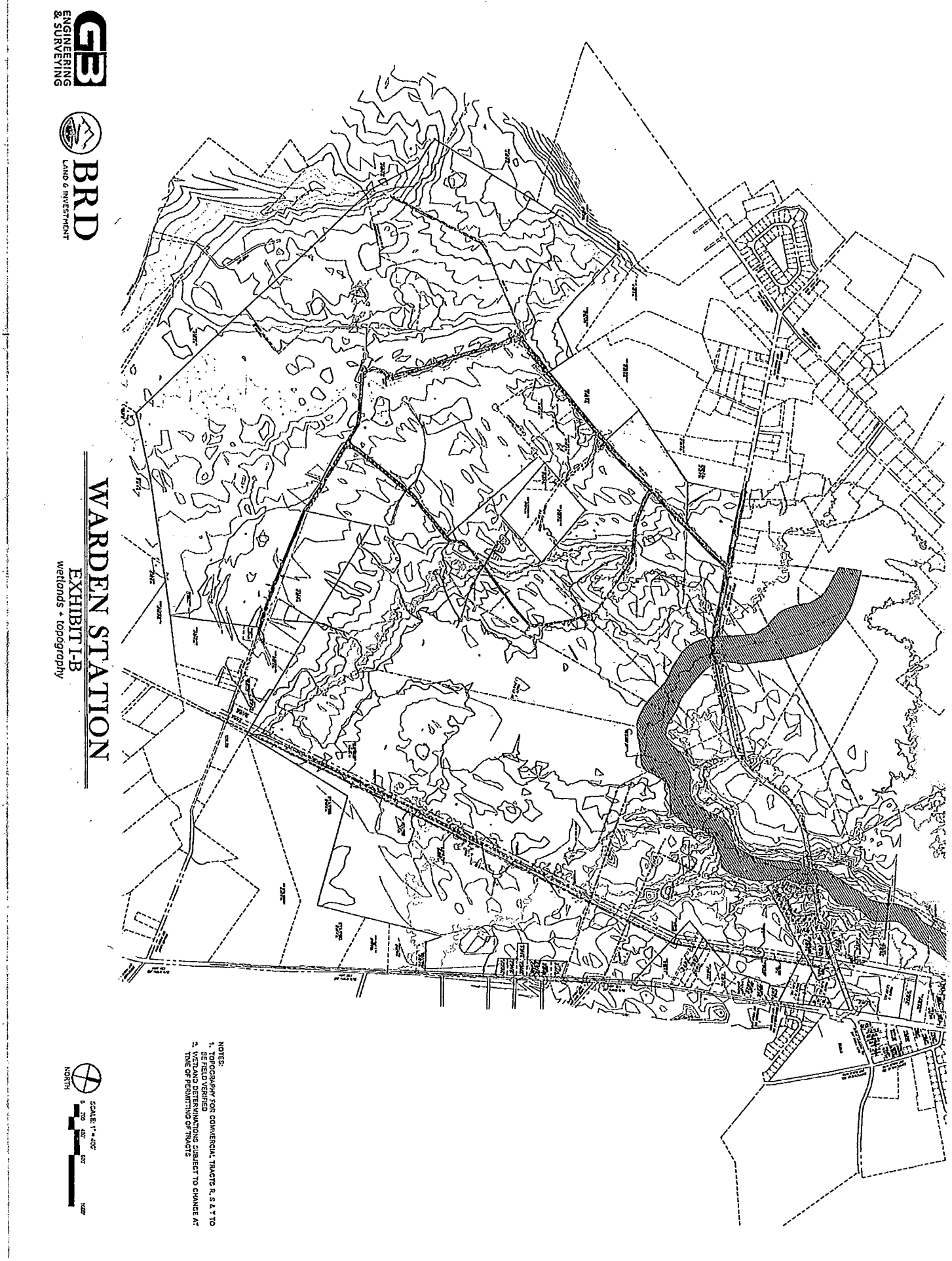
Including, but not limited to:

1.A. Existing Conditions
1.B. Wetlands
1.C. Downstream Analysis
1.D. Aerial
II. Buffers
III. Open Space
IV. Stormwater Management
V. Transportation Hierarchy
VI. Utility Plan
VII. Flood Zone overlay (updated)

Warden Station
Appendix B (I)(A)
Existing Conditions


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WARDEN STATION
EXHIBIT I-A
boundary survey
NOTES:
1. COMPILED BOUNDARIES UTILIZED FOR TRACTS R, S & T. BOUNDARY TO BE FIELD VERIFIED AT TRACT DEVELOPMENT
NORTH
SCALE: 1" = 400'

Warden Station
Appendix B (I)(B)
Wetlands Delineation/Estimations


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WARDEN STATION
EXHIBIT I-B
wetlands + topography
NOTES:
1. TOPOGRAPHY FOR COMMERCIAL TRACTS R, S & T TO BE FIELD VERIFIED
2. WETLAND DETERMINATIONS SUBJECT TO CHANGE AT TIME OF PERMITTING OF TRACTS
NORTH
SCALE: 1" = 400'
0
200
400
800
1600

Warden Station
Appendix B (I)(C)
Downstream Stormwater Analysis

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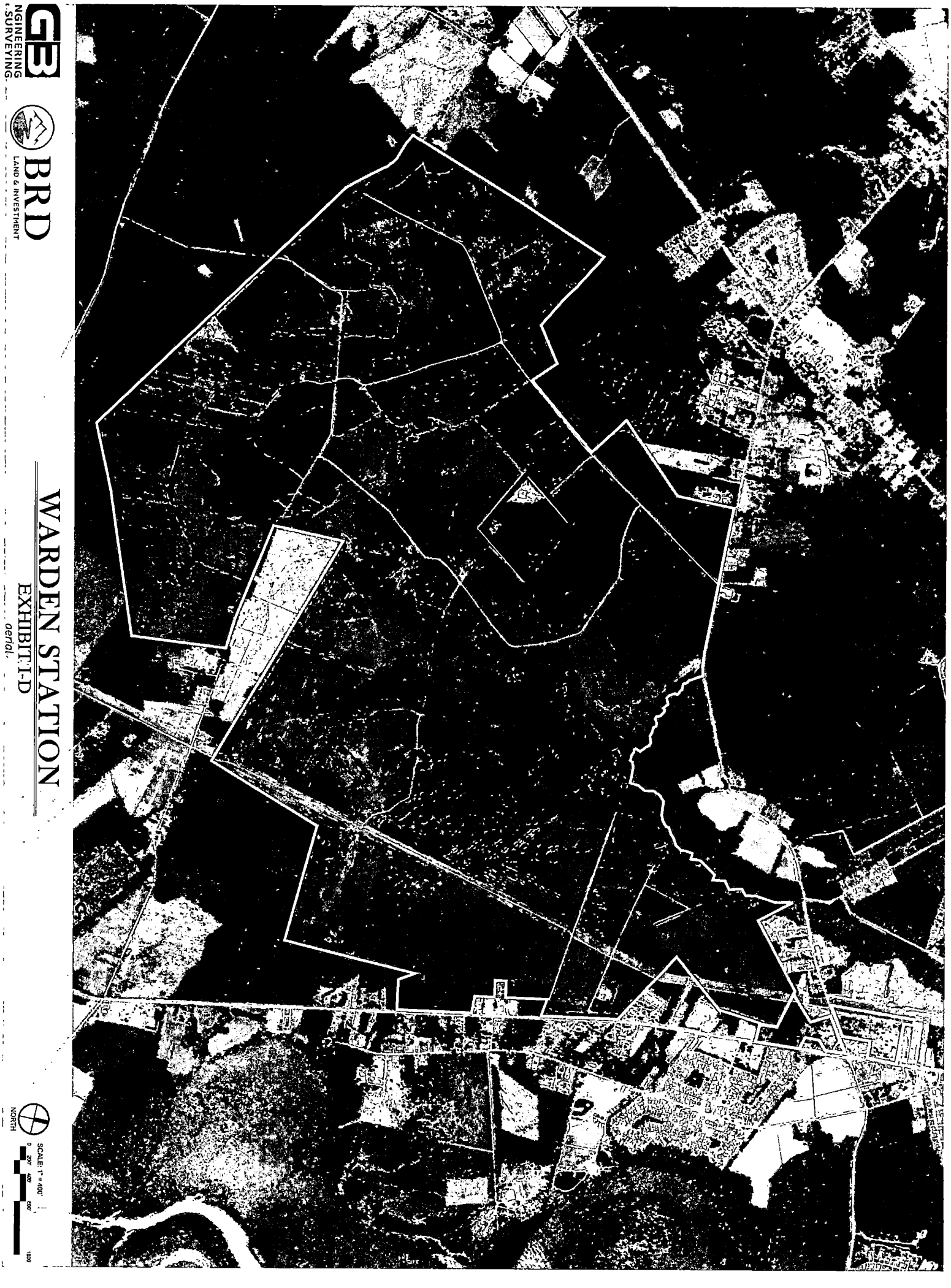
WARDEN STATION

EXHIBIT I-C

existing conditions - downstream analysis

NOTES:
1. DOMINANT WATERSHED BREAK ALONG WILLOW SPRINGS-BOGGY BRANCH-PITCH LANDING'S SWAMP RD INTERSECTION WITH PITCH LANDING'S
2. PITCH LANDING WEST OF SITE (NEAREST WILLOW SPRINGS INTERSECTION) PREDOMINATLY TRAVELS EASTBOUND ALONG PITCH LANDING DITCH NETWORK BEFORE DISCHARGE INTO CENTRAL WETLANDS ON SITE.
3. PITCH LANDING EAST OF SITE (NEAREST 701 INTERSECTION) PREDOMINANTLY TRAVELS WESTBOUND ALONG PITCH LANDING'S NORTHERN PORTION OF THIS DRAINAGE NETWORK CONVERGE AT INTERSECTION WITH PITCH LANDING AND DISCHARGE UPSTREAM AND DOWNSTREAM OF THE BRIDGE AT PITCH LANDING ROAD.
4. DOMINANT PORTION OF PD DISCHARGES INTO WETLANDS AND THROUGH BRIDGE UNDER PITCH LANDING ROAD.
5. SOUTHWESTERN PORTION OF PD EXTENTS AND SURROUNDING TRACTS TRAVEL SOUTH OF SITE TOWARDS DITCH NETWORKS SOUTH OF SITE BEFORE CROSSING HARPER ROAD. DITCH TRAVELS EAST THROUGH MALPANY SWAMP UNDER REBA ROAD BETWEEN CHELWARK DRIVE AND MT. TRIUMPH LANE BEFORE DISCHARGING INTO WACCAMAW RIVER.
6. SOUTHEASTERN PORTION OF PD EXTENTS AND SURROUNDING TRACTS TRAVEL SOUTHEASTWARDS DITCH NETWORKS SOUTH OF KINLAW LANE. DITCH TRAVELS EAST UNDER DENNIS LANE AND 701 BEFORE DISCHARGE INTO WACCAMAW RIVER.

Warden Station
Appendix B (I)(D)
Aerial


GB
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LAND & INVESTMENT
WARDEN STATION
EXHIBIT I-D
aerial
NORTH
SCALE: 1" = 400'
0
200'
400'
800'
1600'

Warden Station
Appendix B (II)
Buffers

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WARDEN STATION

EXHIBIT II

buffer plan

20' SPINE ROAD BUFFER

100' RESIDENTIAL PD PERIMETER BUFFER

50' RESIDENTIAL PD PERIMETER BUFFER

25' COMMERCIAL PD PERIMETER BUFFER

20' LAND USE BUFFER (10' BUFFER PER TRACT) RESIDENTIAL TO RESIDENTIAL

50' LAND USE BUFFER (25' PER TRACT) COMMERCIAL TO RESIDENTIAL

10' LAND USE BUFFER (5' PER TRACT) COMMERCIAL TO COMMERCIAL

Warden Station
Appendix B (III)
Open Space

Deed BK: 4779 PG: 698 Doctype: 082 02/27/2024 at 11:23:22 AM, 46 OF 273 Marion D. Foxworth III, Horry County, SC Register of Deeds
Case 26-30215 Doc 553-7 Filed 11/13/26 Entered 11/13/26 19:05:32 Desc Exhibit E - Part 1- Planned Development Page 46 of 136

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WARDEN STATION

EXHIBIT III

open space plan

LEGEND

SYMBOL	NOTES	ACRES
	Wetland	658.03
	Buffers	119.51
	Open Space Master	145.00
	Open Space Common	74.25
	Pond Master	22.70
	Pond Common	73.40
	City Recreation Acreage Improvements	Min. 20 AC

REFER TO APPENDIX C FOR CONCEPTUAL

TRACT	TOTAL ACREAGE	WETLAND (W) UPLAND (U)	OPEN SPACE	POND	TOTAL OPEN SPACE	% OPEN SPACE
A	40.47 AC	37.97 AC (W) 2.50 AC (U)	2.25 AC	3.69 AC	5.94 AC	14.7%
B	10.72 AC	2.84 AC (W) 7.78 AC (U)	-	-	-	0.0%
C	21.66 AC	13.41 AC (W) 33.62 AC (U)	6.50 AC	6.80 AC	13.30 AC	22.0%
D	56.44 AC	47.77 AC (W) 8.67 AC (U)	5.86 AC	7.58 AC	13.44 AC	23.8%
E	62.94 AC	9.90 AC (W) 53.04 AC (U)	5.50 AC	3.34 AC	8.84 AC	14.0%
F	129.57 AC	117.33 AC (W) 111.94 AC (U)	8.32 AC	11.80 AC	11.14 AC	18.1%
G	178.76 AC	46.79 AC (W) 131.97 AC (U)	17.34 AC	19.82 AC	37.16 AC	20.7%
H	222.25 AC	114.14 AC (W) 108.11 AC (U)	8.11 AC	6.65 AC	14.76 AC	6.6%
I	123.25 AC	113.33 AC (W) 32.87 AC (U)	5.26 AC	3.76 AC	9.02 AC	7.3%
J	88.82 AC	11.27 AC (W) 76.75 AC (U)	8.25 AC	5.13 AC	8.38 AC	12.1%
K	520.14 AC	330.93 AC (W) 189.21 AC (U)	130.56 AC	13.36 AC	143.92 AC	64.4%
L	23.62 AC	21.82 AC (W) 1.80 AC (U)	1.80 AC	1.84 AC	3.64 AC	7.7%
M	34.81 AC	5.13 AC (W) 29.68 AC (U)	7.73 AC	4.73 AC	12.46 AC	35.8%
N	84.48 AC	11.83 AC (W) 72.65 AC (U)	4.67 AC	5.10 AC	9.94 AC	11.8%
O	23.47 AC	0 (W) 23.47 AC (U)	-	-	-	0.0%
P	66.32 AC	33.81 AC (W) 32.51 AC (U)	-	2.82 AC	2.82 AC	4.3%
Q	14.13 AC	1.89 AC (W) 12.24 AC (U)	-	1.12 AC	1.12 AC	7.9%
R	4.23 AC	0 (W) 4.23 AC (U)	-	-	-	0.0%
S	5.25 AC	0 (W) 4.25 AC (U)	-	-	-	0.0%
T	12.26 AC	0 (W) 12.26 AC (U)	-	-	-	0.0%

1. ANTICIPATED DEVELOPMENT FOR TRACTS TO BE UTILIZED FOR RESIDENTIAL PURPOSES INCLUDING BUT NOT LIMITED TO SINGLE FAMILY DETACHED, SINGLE FAMILY ATTACHED, MULTI-FAMILY, AND ASSISTED LIVING FACILITIES. COMMERCIAL DEVELOPMENT MAY INCLUDE RETAIL, OFFICE, AND SERVICE USES. ALL USES SHALL BE PERMITTED IN ACCORDANCE WITH THE CITY OF CONWAY ZONING ORDINANCE AND THE PROVISIONS OF THE PLANNED DEVELOPMENT DISTRICT. ALL DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF CONWAY ZONING ORDINANCE AND THE PROVISIONS OF THE PLANNED DEVELOPMENT DISTRICT.
2. PERCENTAGE RECORDED IS CONVENTIONAL DEVELOPMENT AND SHALL BE PROVIDED FROM CONTIGUOUS TRACTS ONLY. THE PROVISION SHOULD NOT APPLY TO:
   a. 100 MORE THAN 12% OF TRACT K SHALL BE UTILIZED FOR THE PURPOSE, EXCEPT THE PERCENTAGE RECORDED IS CONVENTIONAL DEVELOPMENT AND SHALL BE PROVIDED FROM CONTIGUOUS TRACTS ONLY. THE PROVISION SHOULD NOT APPLY TO:
   b. ACCEPTABLE OPEN SPACE SHALL MEET A MINIMUM OF 1,000 SF IN SIZE.
   c. ADDITIONAL BUFFERS AND/OR SETBACKS MAY BE REQUIRED BASED ON SPECIFIC PROPOSED DEVELOPMENT.
   d. [illegible] PROPOSED DRIVEWAY PATH FROM SHALL BE UTILIZED TO ACCESS PRIVATE OPEN SPACE LOCATED UPON THE GROSS SECTION AS PROVIDED IN THE CONWAY PATHWAYS AND TRAILS PLAN.
   e. [illegible] SHALL HAVE MINIMUM ACCESS RIGHTS TO PROPOSED RIGHT OF WAY.
3. ACCESS TO DEVELOPMENT WITHIN THE PROPOSED PHASE TRACTS SHALL ADHERE TO THE CONDITIONS SET FORTH IN THE CITY OF CONWAY'S UNIFIED DEVELOPMENT ORDINANCE UNLESS OTHERWISE SPECIFIED WITHIN THE PD.
4. MINIMUM STREET TREE INSTALLATION SHALL BE PER THE CITY OF CONWAY ROADWAY AND STREET ROAD). THE PROPOSED PATHWAYS PLAN MAY BE RELOCATED TO ALIGN WITH THE PROPOSED STREET WITHIN THE PD.
5. [illegible] SHALL BE PROVIDED BY THE DEVELOPER AT THE TIME OF DEVELOPMENT AND SHALL BE LOCATED WITHIN THE COMMUNITY AS LONG AS THE TOTAL LINEAR FEET REQUIRED WITHIN THE PROJECT.
6. SPECIFICS OF THE COLOR PLANTING PLAN AND REQUIRED PLANTING MAY BE ADJUSTED ON LOCATION OF TREES SHALL COUNTER PLANTING AND REQUIRED PLANTING MAY BE ADJUSTED ON RECOGNITION OF THE DESIGNATED PROGRAMMING FOR THE DESIGNATED PARK DEVELOPMENT AGREEMENT AND SUBDIVISION WITH THE CITY.
7. [illegible] SHALL BE PROVIDED BY THE DEVELOPER AT THE TIME OF DEVELOPMENT AND SHALL BE LOCATED WITHIN THE COMMUNITY AS LONG AS THE TOTAL LINEAR FEET REQUIRED WITHIN THE PROJECT.
8. RECOGNITION OF THE DESIGNATED PROGRAMMING FOR THE DESIGNATED PARK DEVELOPMENT AGREEMENT AND SUBDIVISION WITH THE CITY.

SCALE 1" = 400'

NORTH

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Warden Station
Appendix B (IV)
Stormwater Management

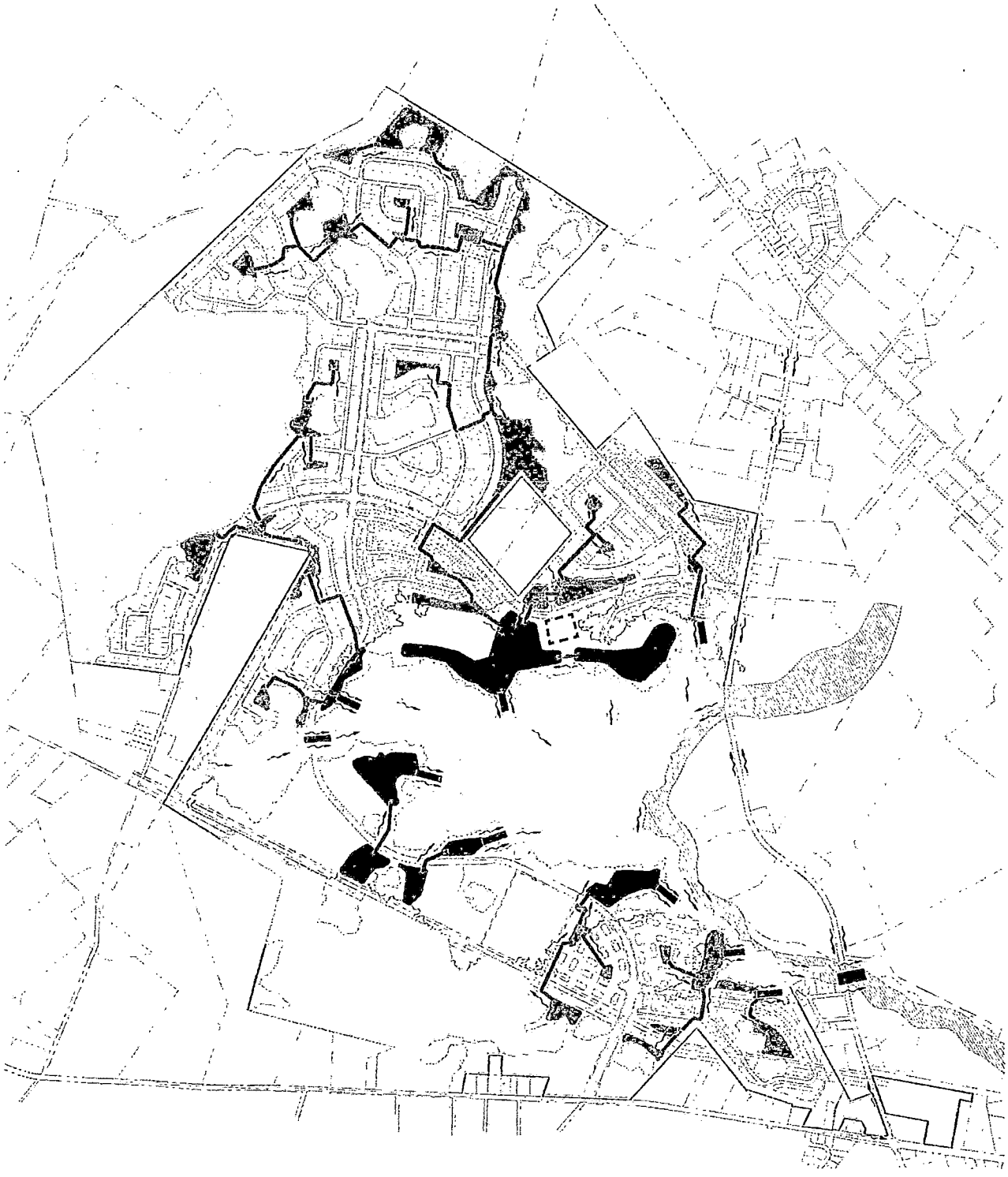
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BRD LAND & INVESTMENT

WARDEN STATION

EXHIBIT IV

stormwater management plan



NOTES

1. STORMWATER SHALL MEET THE MINIMUM REQUIREMENTS FOR THE CITY OF CONWAY.
2. MASTER STORMWATER PONDS SHALL BE INSTALLED PRIOR TO CONSTRUCTION DISCHARGE.
3. STORMWATER INFRASTRUCTURE WITHIN THE PD SHALL REQUIRE INSTALLATION DUE TO ACCOMMODATE UPSTREAM TRACTS WITHIN THE PD.
4. TRACTS 4 THROUGH 8 WITHIN THE PD ARE DEPICTED FOR CONCEPTUAL STORMWATER CONVEYANCE.
5. DITCHES WITHIN PUBLIC RIGHT-OF-WAYS SHALL BE CONSTRUCTED AND MAINTAINED BY THE DEVELOPER AND/OR AN OWNERS ASSOCIATION.

NORTH

SCALE: 1" = 400'

Warden Station
Appendix B (V)
Transportation Hierarchy

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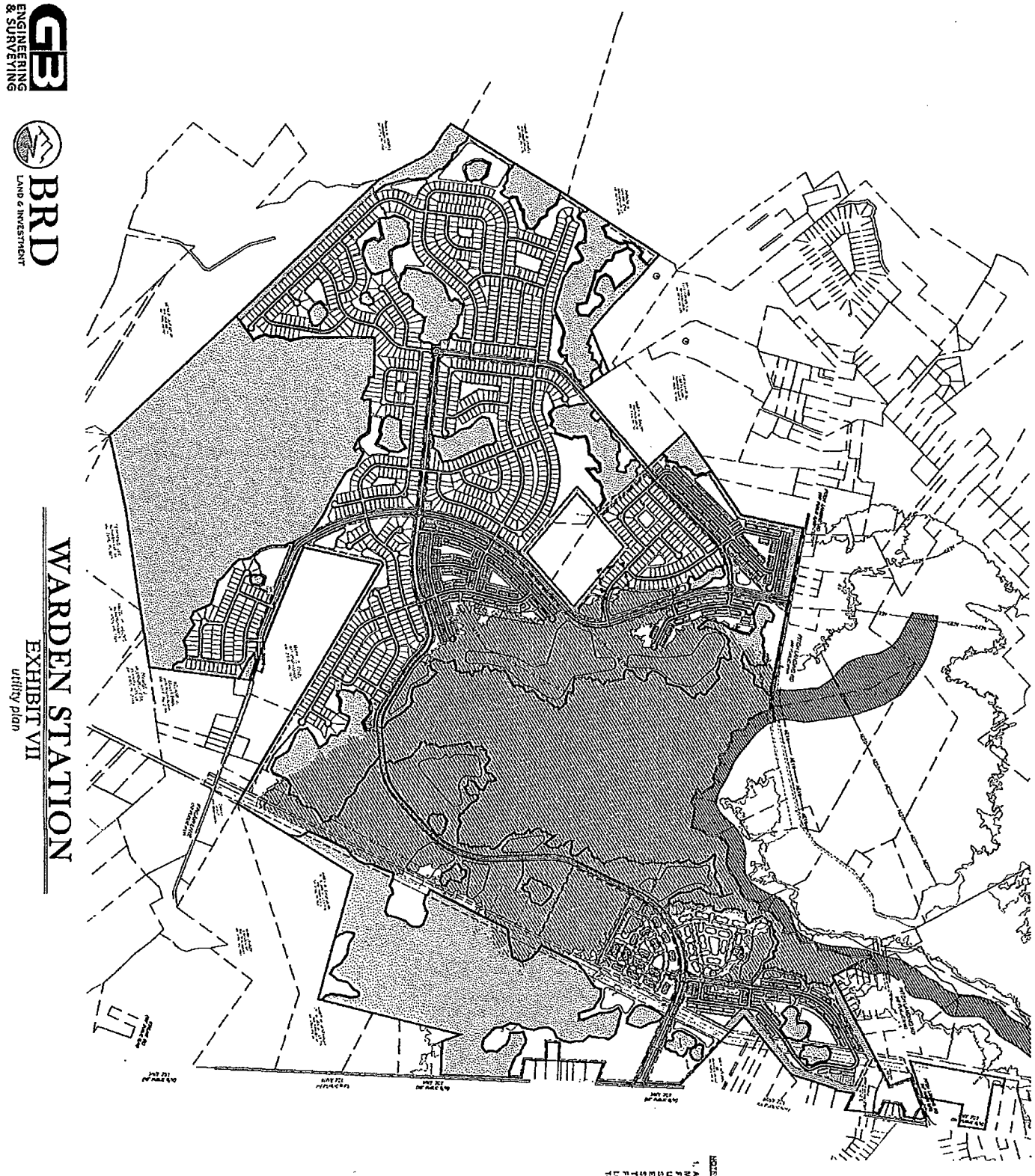
WARDEN STATION

EXHIBIT VI

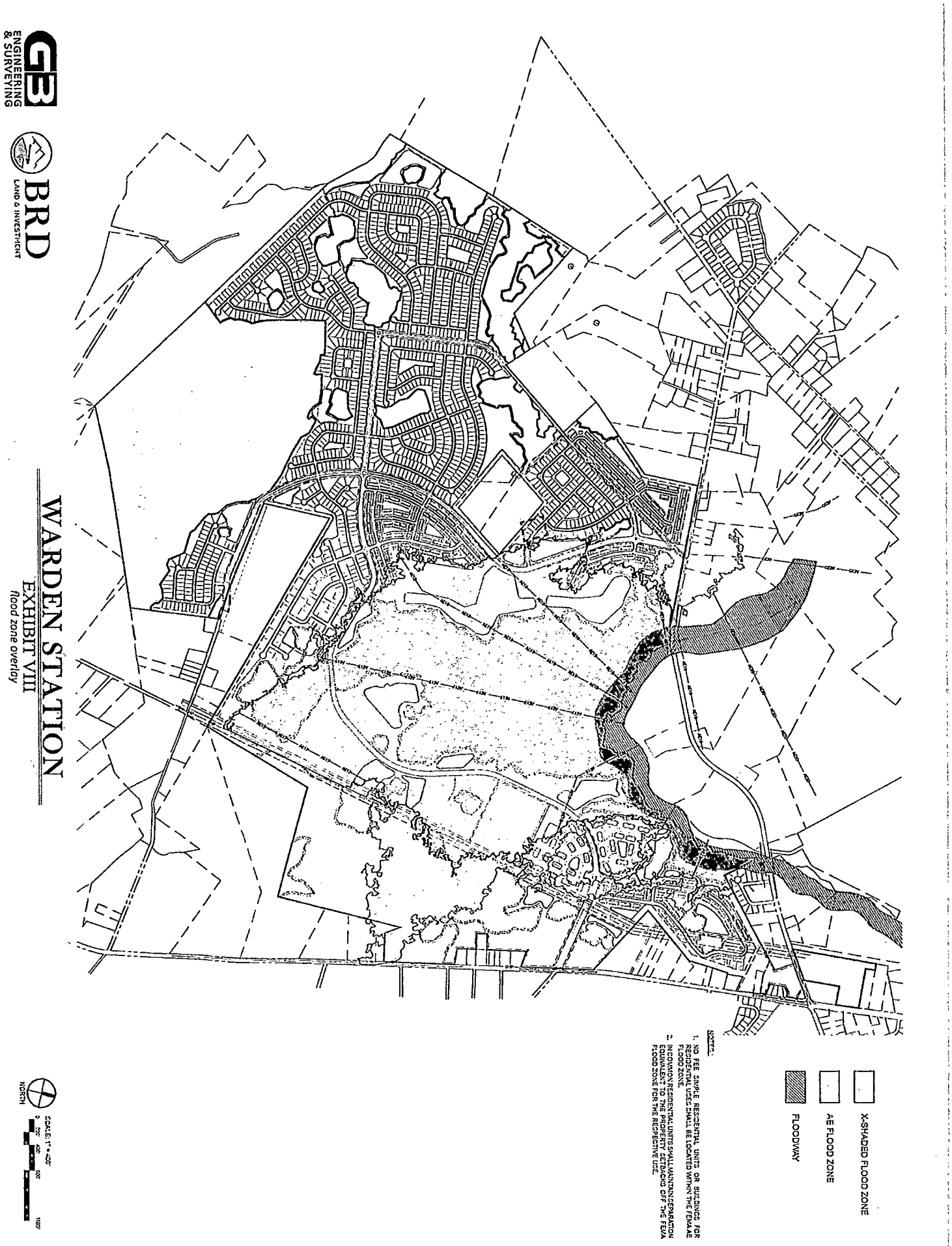
traffic hierarchy plan

Deed BK: 4779 PG: 703 Doctype: 082 02/27/2024 at 11:23:22 AM, 51 OF 273 Marion D. Foxworth III, Horry County, SC Register of Deeds

Warden Station
Appendix B (VI)
Utility Plan


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WARDEN STATION
EXHIBIT VII
utility plan
NOTES:
1. ANTICIPATED LOCATIONS FOR TRACTS TO BE UTILIZED FOR MUNICIPAL PURPOSES (INCLUDING BUT NOT LIMITED TO: FIRE, POLICE, OR EMS STATIONS, WATER, WASTEWATER OR UTILITY IMPROVEMENTS) AS DEPICTED IN TRACT K SHALL BE SUBMITTED AND PROVIDED THE NECESSARY ACCESS AND UTILITIES TO THE PROPERTY WITHIN TWO (2) YEARS FOLLOWING THE DATE THE ANTICIPATED USE NO LONGER IS REQUIRED, THE TRACT(S) SHALL BE CONVEYED TO THE CITY OF CONWAY FOR INCLUSION WITHIN THE ANTICIPATED USES ON TRACT K. LOCATION AND SIZE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE.
NORTH
SCALE: 1" = 400'
0
200'
400'
800'
1600'

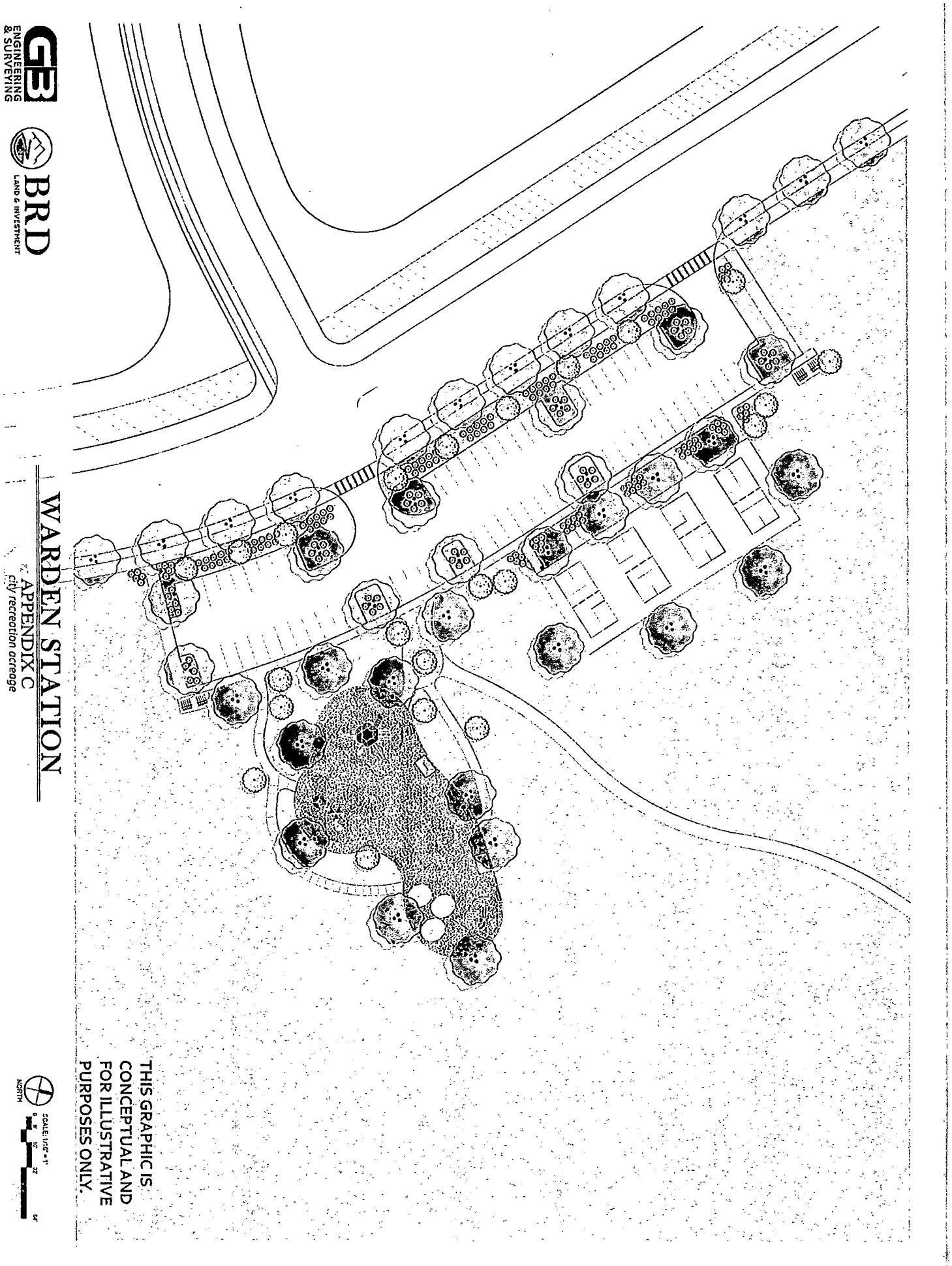
Warden Station
Appendix B (VII)
Flood Zone Overlay


GB
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BRD
LAND & INVESTMENT
WARDEN STATION
EXHIBIT VIII
flood zone overlay
NORTH
SCALE: 1" = 400'
X-SHADED FLOOD ZONE
AE FLOOD ZONE
FLOODWAY
NOTES:
1. NO FEE SIMPLE RESIDENTIAL UNITS OR BUILDINGS FOR RESIDENTIAL USES SHALL BE LOCATED WITHIN THE FEMA AE FLOOD ZONE.
2. IN COMMON RESIDENTIAL UNITS SHALL MAINTAIN SEPARATION EQUIVALENT TO THE PROPERTY SETBACKS OFF THE FEMA FLOOD ZONE FOR THE RESPECTIVE USE.

APPENDIX C

City Recreational Exhibit

(*Miniaturized copy attached, details may be obscured, full scale available in City Planning Department*)


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BRD
LAND & INVESTMENT
WARDEN STATION
APPENDIX C
city recreation acreage
THIS GRAPHIC IS CONCEPTUAL AND FOR ILLUSTRATIVE PURPOSES ONLY.
NORTH
SCALE: 1/16" = 1'
0
8'
16'
32'
64'

APPENDIX D:

Project Traffic Report

Deed BK: 4779 PG: 710 Doctype: 082 02/27/2024 at 11:23:22 AM, 58 OF 273 Marion D. Foxworth III, Horry County, SC Register of Deeds
Case 26-30215 Doc 553-7 Filed 11/13/26 Entered 11/13/26 19:05:32 Desc Exhibit E - Part 1- Planned Development Page 58 of 136

TRAFFIC IMPACT STUDY

for the

Warden Tract
Mixed-Use Development

Located in
City of Conway, South Carolina

Prepared for
G3 Engineering, LLC

Prepared by
Ramey Kemp Associates

Moving forward.
RKA
RAMEY KEMP ASSOCIATES

May 2023
RKA Project #22438

Deed BK: 4779 PG: 711 Doctype: 082 02/27/2024 at 11:23:22 AM, 59 OF 273 Marion D. Foxworth III, Horry County, SC Register of Deeds

TRAFFIC IMPACT STUDY

for the

Warden Tract
Mixed-Use Development

Located in
City of Conway, South Carolina

Prepared for
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RKA
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May 2023
RKA Project #22438



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EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1 (once access provided)
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2 (once access provided)
- right -turn and left-turn lane on Pitch Landing Road at Access #3 (once access provided)
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection (once approximately 1,300 homes occupied)
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection (once US 701 & Pitch Landing Road improvements built)

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The MUTCD warrant criteria are expected to be satisfied at US 701 & Access #1 by completion of Phase 3 construction. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The MUTCD warrant criteria are expected to be satisfied at Pitch Landing Road & Access #3 by completion of Phase 1 construction. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely

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to be needed for improved operation. Dual lefts will require two receiving lanes on US 701 that should be provided for a minimum of 1,000 feet. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 south of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate, same as the analysis, results in a 2035 ADT of approximately 23,000 vpd. The existing ADT and the future ADT should likely earmark this segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly volumes and the incremental Phase 1 development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

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1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Warden Tract Mixed-Use development in Conway, South Carolina in accordance with SCDOT and City of Conway guidelines. This report summarizes the procedures and findings of the traffic impact study.

1.1. Project Background

The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout with one (1) full site access on Pitch Landing Road and two (2) full access driveways on US 701.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- US 701 & Access #1
- US 701 & Kinlaw Lane/Access #2
- Pitch Landing Road & Access #3
- Cates Bay Highway & Highway 134
- Cates Bay Highway & Allen Dew Road/N Pauley Road
- Cates Bay Highway & Willow Springs Road
- Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road
- Highway 701 & Pitch Landing Road

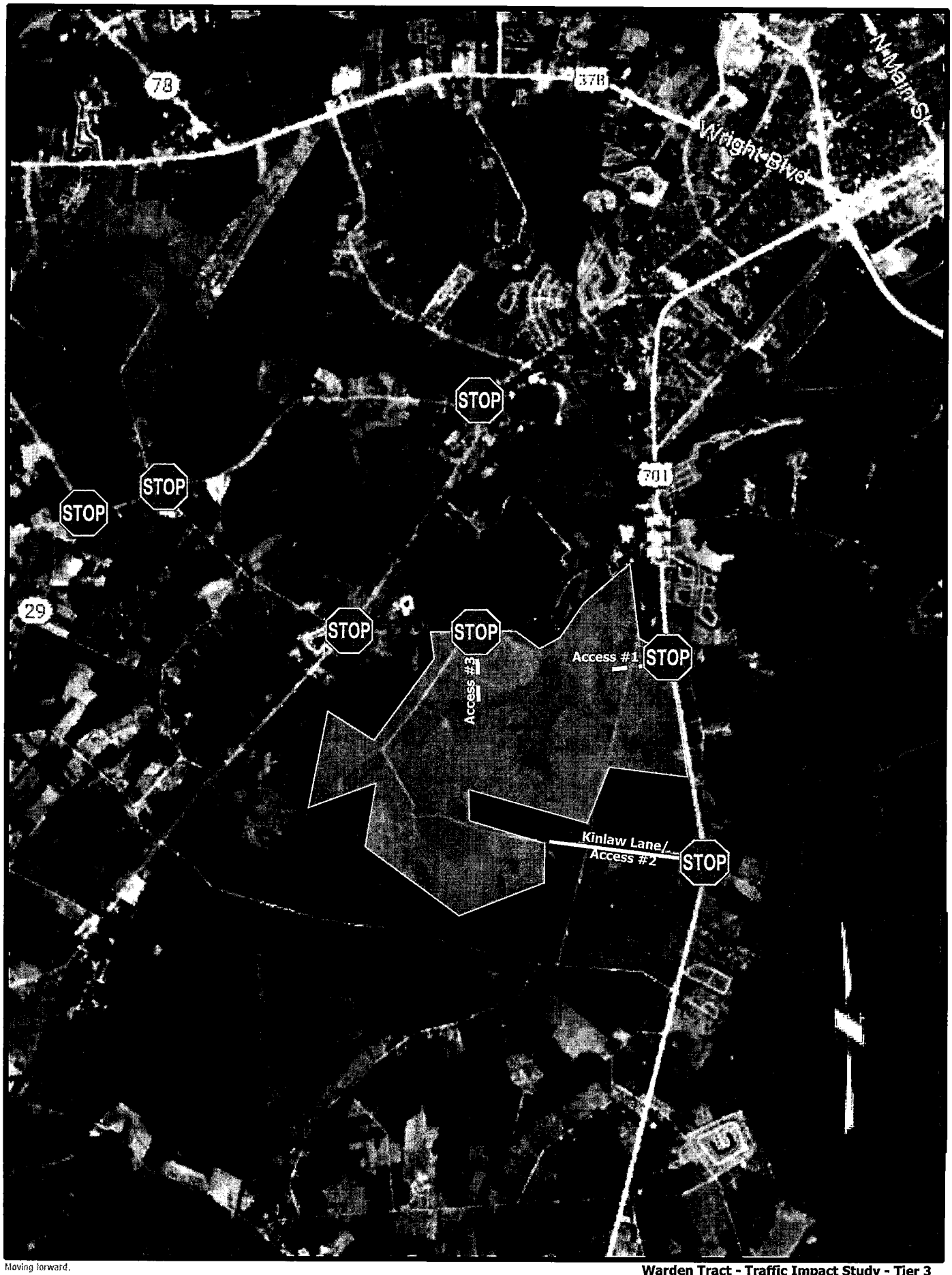
Future-year analyses assume 2035 conditions as the full Buildout scenario. The construction is expected to occur in three phases. The construction phasing density is provided in the appendix. Phase 1 is expected in 2028, Phase 2 in 2031 and the final buildout in 2035. Figure 1 shows the location of the project site and Figure 2 illustrates the conceptual site plan.

There are planned projects in the area, Perimeter Road and the Southern Evacuation Lifeline, however final traffic studies have not been completed for these projects at the time of this analysis. If these projects become funded and implemented, project traffic from the Warden Tract Mixed-Use development will not be significantly impacted or rerouted.

This study's analysis is based on a conservative, fast-paced build out completion in 2035. However, the full build out schedule could reach completion in 25 years, during the year 2050. The existing ADT on US 701 is 16,600 vpd north of Pitch Landing Road and 7,800 vpd south of Pitch Landing Road. The future 2035 No-Build ADT is projected to be approximately 23,000 vpd and 10,800 vpd

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based on the analysis growth rate, respectively. Similarly, the 2050 ADT is projected to grow to approximately 30,500 vpd north of Pitch Landing Road and 14,300 vpd south of Pitch Landing Road. It should be noted the background growth in the area may require roadway and municipal facility improvements.



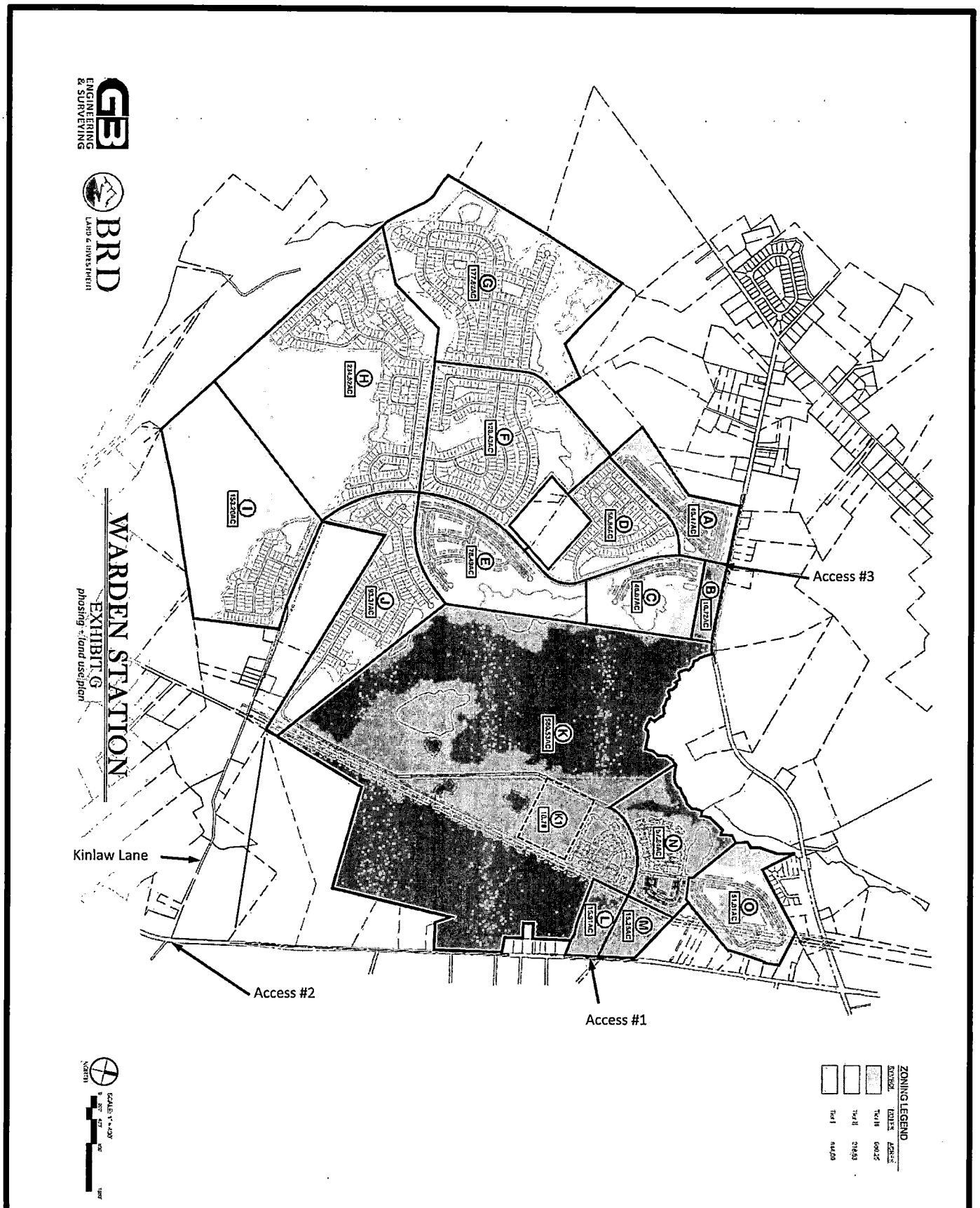
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Figure 1 - Project Location Map

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1.2. Existing Roadway Conditions

A review of the existing roadway conditions in the study area was conducted and is summarized in Table 1. Figure 3 illustrates the existing lane geometry.

Table 1 – Street Inventory

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2021 AADT
Pitch Landing Road	S-110	2-lane undivided	45 MPH	SCDOT	N/A
Allen Dew Road	N/A	2-lane undivided	35 MPH	Local	N/A
Willow Springs Road	N/A	2-lane undivided	35 MPH	Local	N/A
Pauley Swamp Road	S-109	2-lane undivided	55 MPH	SCDOT	N/A
Cates Bay Highway	S-29	2-lane undivided	45 MPH	SCDOT	3,500[2]
Highway 134	S-134	2-lane undivided	50 MPH	SCDOT	N/A
Highway 701	S-701	2-lane undivided	55 MPH	SCDOT	16,600[1]
Kinlaw Lane	N/A	2-lane undivided	-	Local	N/A

[1]SCDOT Count Station 26-0177, [2]SCDOT Count Station 26-0372

1.3. Existing Traffic Count

Vehicle turning movement counts were collected by Short Counts, LLC in September 2022 for the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) at the following intersections:

- Cates Bay Road & Hwy 134
- Willow Springs Road & Cates Bay Hwy
- Cates Bay Road & Allen Dew Road/N Pawley Road
- Willow Springs Road & Pitch Landing Road
- US 701 & Pitch Landing Road
- US 701 & Lake Way Drive
- US 701 & Kinlaw Lane

All counts were conducted while the local school district was in session. The 2022 raw traffic volumes are provided in Appendix A. Existing Traffic Volume are illustrated in Figure 4.

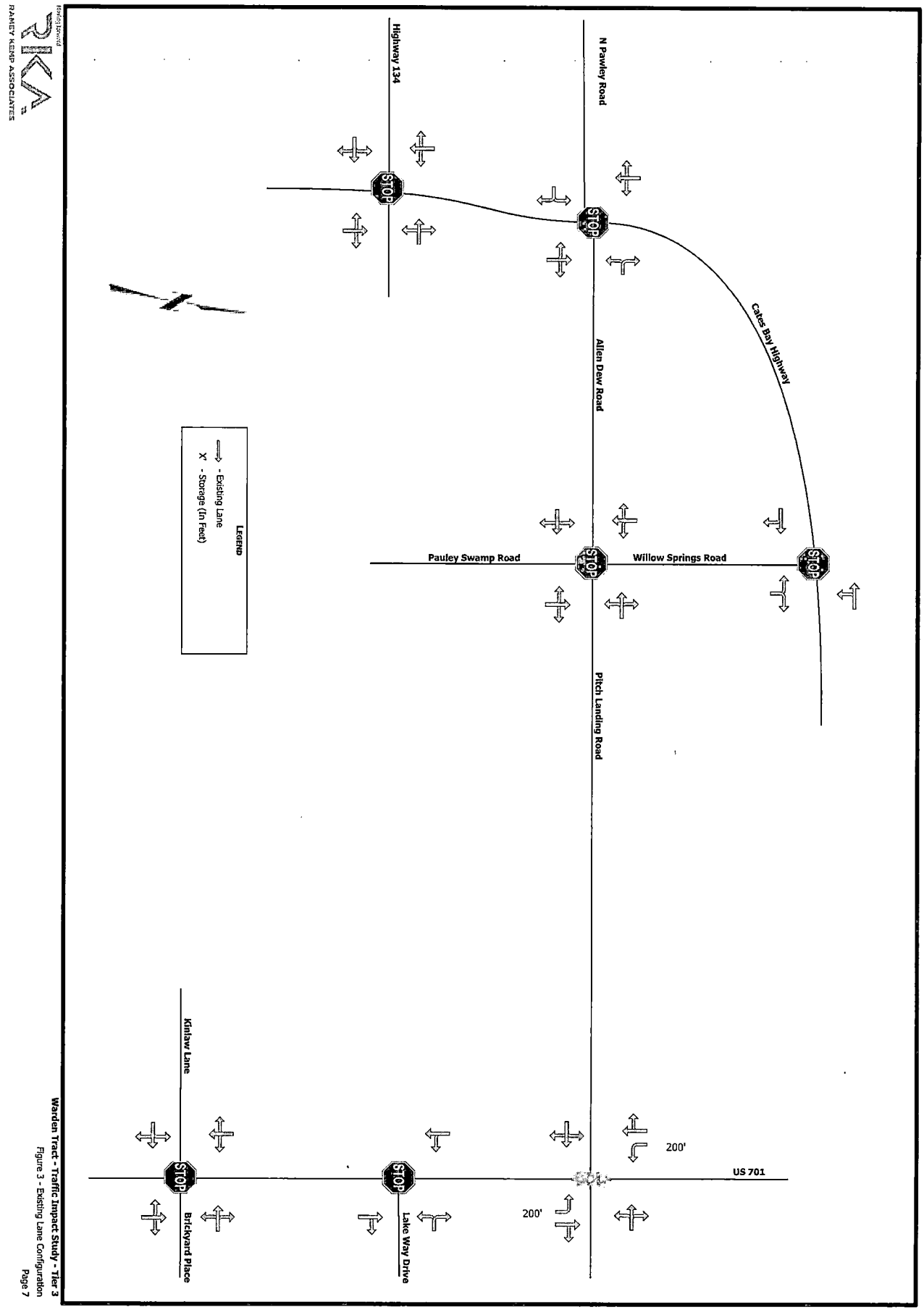
1.4. Driveway Location

The Warden Tract Mixed-Use development is expected to provide three full access driveways. One full access driveway is proposed on Pitch Landing Road located approximately 450 feet west of the

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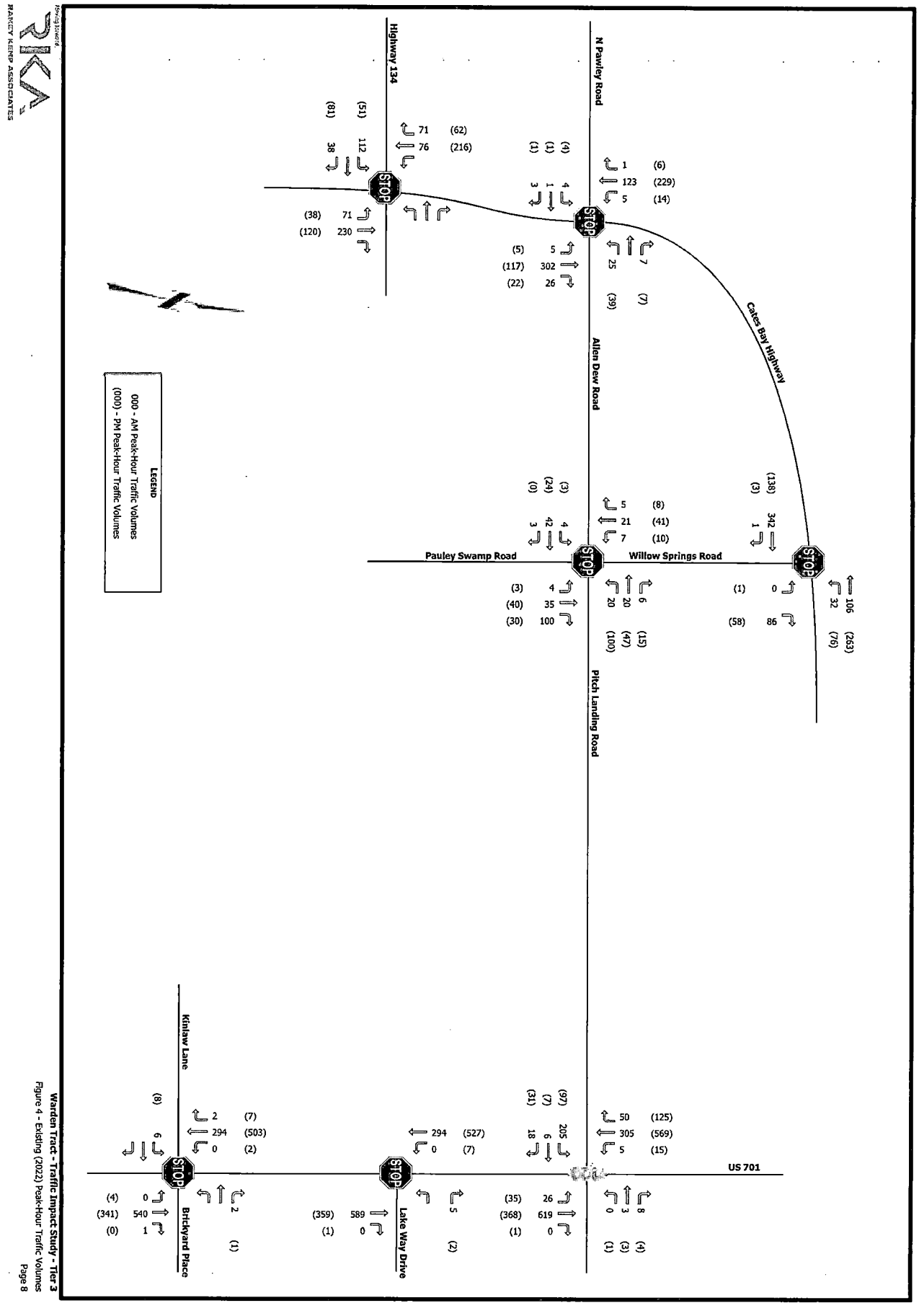
Station 46 Fire Station driveway. One full access on US 701 is proposed to align with Lake Way Drive and the other full access on US 701 is proposed to be along the existing Kinlaw Lane access to US 701.

The proposed driveways appear to meet the SCDOT ARMS spacing requirements.



Warden Tract - Traffic Impact Study - Tier 3
Figure 3 - Existing Lane Configuration
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Figure 4 - Existing (2022) Peak-Hour Traffic Volumes
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2. PROJECT TRAFFIC

2.1. Proposed Land Uses

The Warden Tract Mixed-Use development is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. The project site location is currently vacant.

2.2. Trip Generation Estimates

The trip generation potential was estimated using information contained in ITE's *Trip Generation Manual*, 11th Edition (2021) for land use code (LUC) 210 – Single Family Detached Housing, LUC 215 – Single-Family Attached Housing, LUC 221 – Multifamily Housing (Mid-Rise), LUC 820 – Shopping Center, LUC 821 – Shopping Plaza, and LUC 151 – Mini-Warehouse. The weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in Table 2. Due to the nature of the development internal capture and pass-by trips were considered in the trip generation estimates.

Table 2 – Buildout Trip Generation Estimates

Land Use	ITE LUC	Size	Daily Traffic	AM Peak			PM Peak		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	1,374 DU	11,242	202	607	809	735	432	1,167
Single Family Attached Housing	215	1,031 DU	7,806	133	397	530	363	252	615
Multifamily Housing (Mid-Rise)	221	928 DU	4,380	91	306	397	221	141	362
Shopping Center	820	311.6 ksf	14,000	197	120	317	614	665	1,279
Shopping Plaza	821	107.2 ksf	9,663	235	143	378	452	489	941
Mini-Warehouse	151	187.8 ksf	272	10	7	17	13	15	28
Internal Capture				-22	-22	-44	-407	-407	-814
Pass-by				--	--	--	-306	-305	-611
New, External Traffic				**846**	**1,558**	**2,404**	**1,686**	**1,283**	**2,968**

LUC 210
Daily Trips: Ln(T) = 0.92Ln(X) + 2.68 (50% In; 50% Out)
AM Peak-Hour: Ln(T) = 0.91Ln(X) + 0.12 (25% In; 75% Out)
PM Peak-Hour: Ln(T) = 0.94Ln(X) + 0.27 (63% In; 37% Out)

LUC 215
Daily Trips: T = 7.62(X) – 50.48 (50% In; 50% Out)
AM Peak-Hour: T = 0.52(X) – 5.70 (25% In; 75% Out)

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PM Peak-Hour: T = 0.60(X) – 3.93 (59% In; 41% Out)
LUC 221 Daily Trips: T = 4.77(X) – 46.46 (50% In; 50% Out) AM Peak-Hour: T = 0.44(X) -11.61 (23% In; 77% Out) PM Peak-Hour: T = 0.39(X) + 0.34 (61% In; 39% Out)
LUC 820 Daily Trips: T = 26.11(X) + 5863.73 (50% In; 50% Out) AM Peak-Hour: T = 0.59 (X) + 133.55 (62% In; 38% Out) PM Peak-Hour: Ln(T) = 0.72Ln(X) + 3.02 (48% In; 52% Out)
LUC 821 Daily Trips: T = 76.96(X) + 1412.79 (50% In; 50% Out) AM Peak-Hour: T = 3.53 (X) (62% In; 38% Out) PM Peak-Hour: T = 9.03 (X) (48% In; 52% Out)
LUC 151 Daily Trips: T = 1.45 (X) (50% In; 50% Out) AM Peak-Hour: T = 0.09 (X) (59% In; 41% Out) PM Peak-Hour: T = 0.15 (X) (47% In; 53% Out)

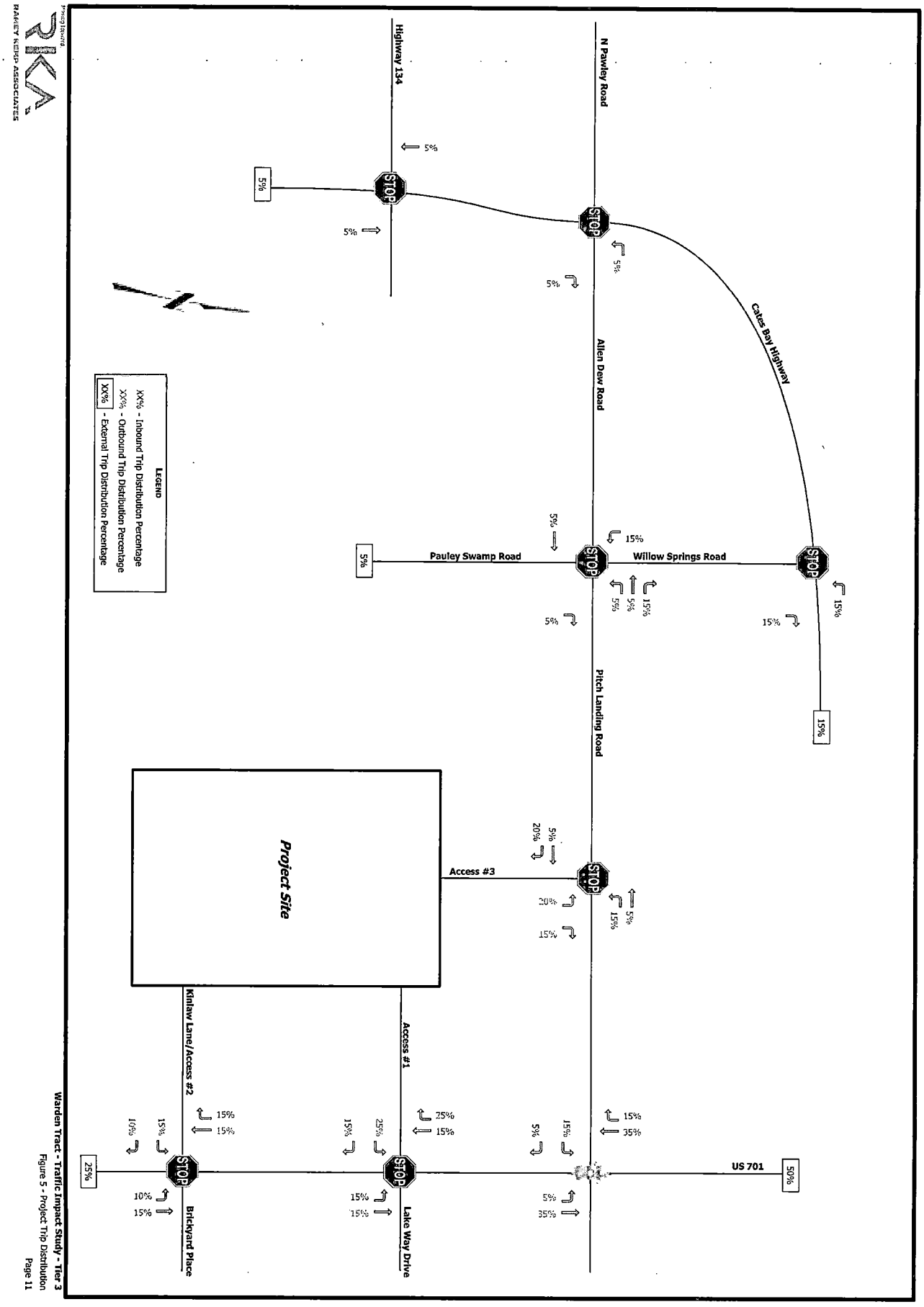
2.3. Trip Distribution & Assignment

New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

- 50% to/from the north via Highway 701;
- 25% to/from the south via Highway 701;
- 15% to/from the east via Cates Bay Highway;
- 5% to/from the west via Cates Bay Highway; and
- 5% to/from the south via Pauley Swamp Road

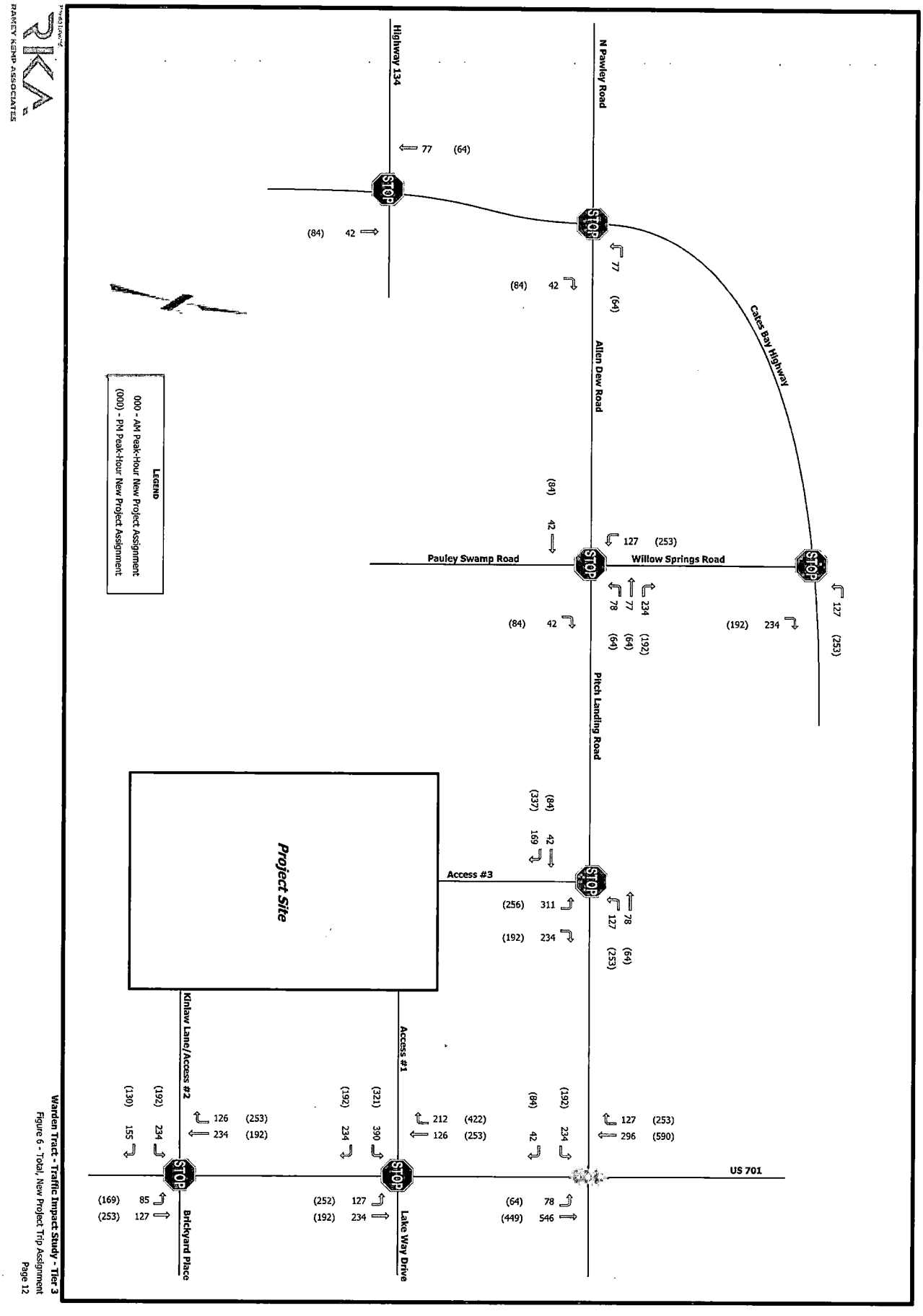
The directional distribution assumptions are shown in Figure 5; the assignment of the total project traffic is shown in Figure 6; and the pass-by assignment is shown in Figure 7.

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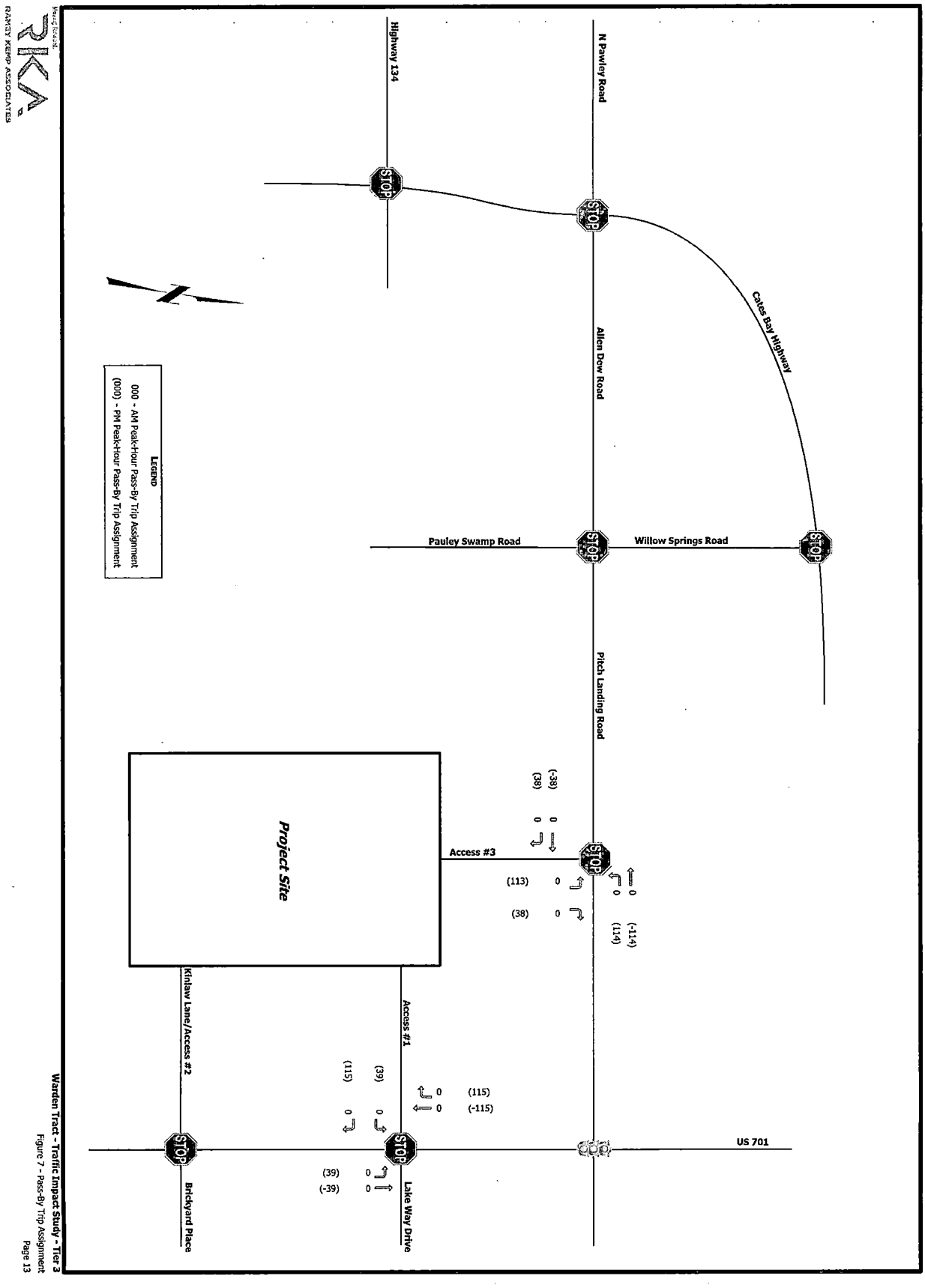
Warden Tract - Traffic Impact Study - Tier 3
Figure 5 - Project Trip Distribution
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Figure 6 - Total, New Project Trip Assignment
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3. TRAFFIC VOLUME DEVELOPMENT

3.1. Future No-Build Traffic Volumes

To develop an annual background growth rate for use in the analysis, historical count data was reviewed and a 3.0% annual growth was utilized for this study. This annual growth rate was used to develop the future phasing years and the 2035 No-Build traffic volumes. The future No-Build volumes which are illustrated in Figure 8, and the volume development worksheets are included in Appendix B.

3.2. Build Out Traffic Volumes

The site generated traffic volumes were added to the future No-Build traffic volumes to determine the future phasing years and the 2035 Build volumes. The future Build volumes are illustrated in Figure 9. Volume development worksheets are included in Appendix B.

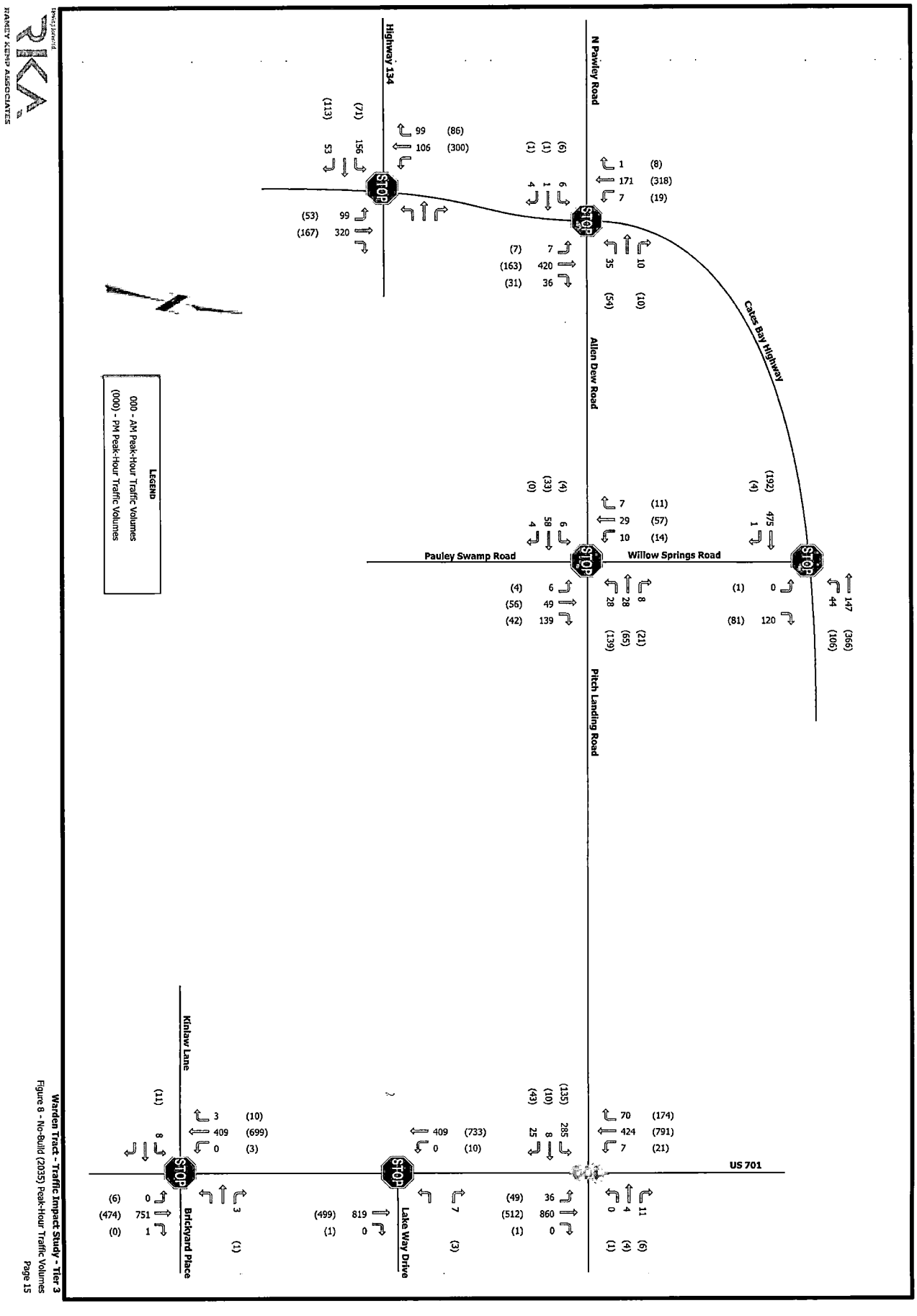
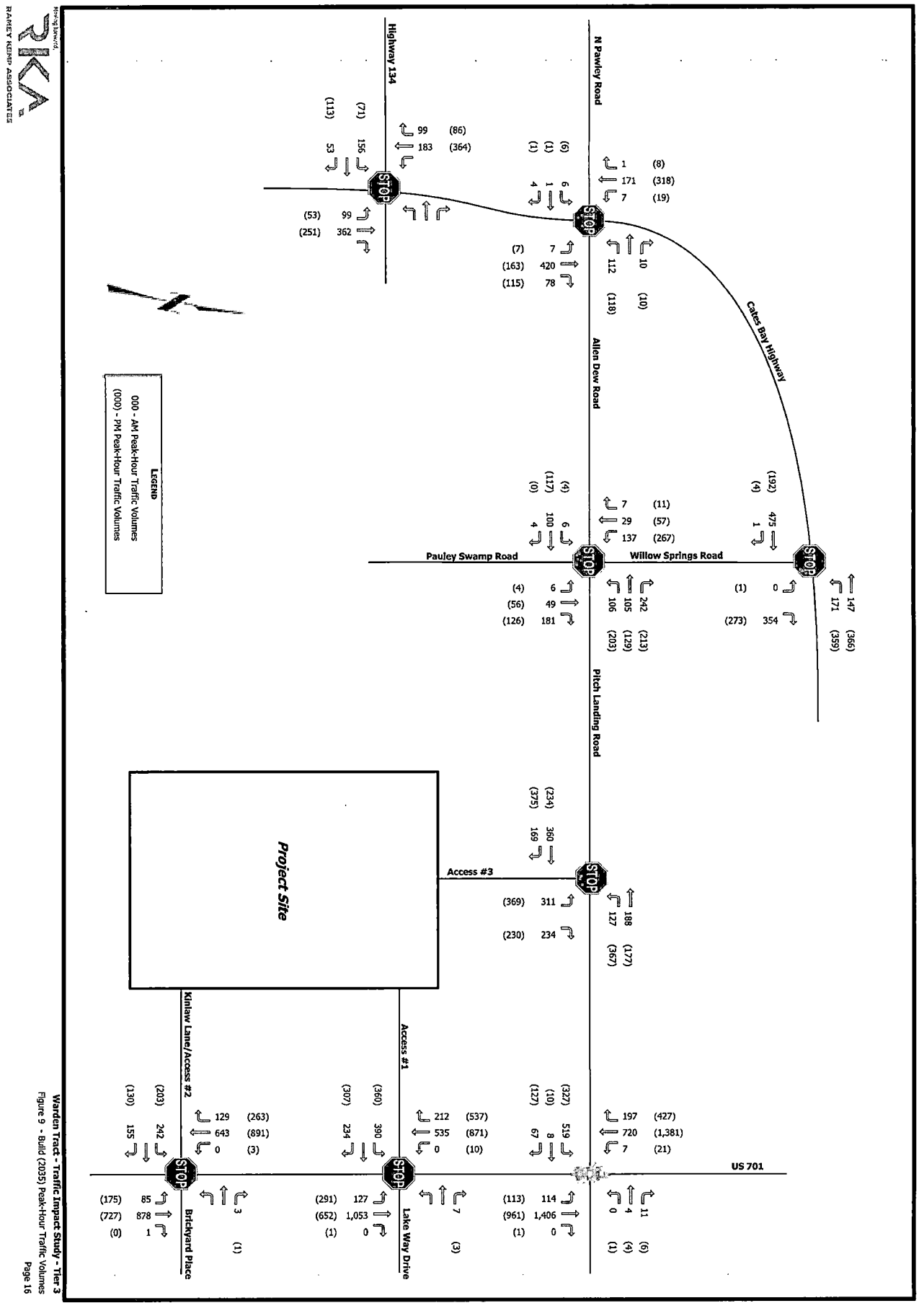


Figure 8 - No-Build (2035) Peak-Hour Traffic Volumes

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Figure 9 - Build (2035) Peak-Hour Traffic Volumes
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4. TRAFFIC IMPACT ANALYSIS

4.1. Turn Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2035 future volumes. Turn lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) section 9.5.1. Figures 9.5-2 and 9.5-9 were used for left-turn and right-turn lane warrant review.

Based on the anticipated future 2035 volumes, auxiliary turn-lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2
- right -turn and left-turn lane on Pitch Landing Road at Access #3
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection

Turn lane analyses are provided in Appendix C.

4.2. Intersection LOS Analysis

Using the existing and proposed traffic volumes, intersection analyses were conducted for the study intersections considering 2022 Existing conditions, 2035 No-Build conditions, and 2035 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 6th Edition (HCM 6th Edition)* methodologies of the *Synchro*, Version 11 software.

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 3 summarizes the *HCM 6th Edition* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

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Table 3 – *HCM 6th Edition* LOS Criteria for Unsignalized and Signalized Intersections

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

Signalized Intersections	
LOS	Control Delay per Vehicle (seconds)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered.

Using the *Synchro* software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods. The recommended turn lanes were included in the build conditions. The results of the intersection analyses are summarized in Table 4.

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Table 4 – Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2022 Existing Conditions		2035 No-Build Conditions		2035 Build Conditions	
		AM	PM	AM	PM	AM	PM
Cates Bay Highway & Highway 134	EB[2]	C/15.8	B/12.6	D/31.1	C/17.5	E/49.7	C/22.4
	NB[1]	A/7.7	A/8.0	A/7.9	A/8.4	A/8.2	A/8.6
Cates Bay Highway & N Pawley Road/Allen Dew Road	EB[2]	B/11.5	B/11.8	B/13.6	B/14.0	B/13.9	B/14.7
	WB[2]	B/12.8	B/12.3	C/16.1	C/15.2	C/22.4	C/20.2
	NB[1]	A/7.5	A/7.8	A/7.6	A/8.0	A/7.6	A/8.0
	SB[1]	A/8.0	A/7.6	A/8.4	A/7.7	A/8.6	A/7.9
Willow Springs Road & Cates Bay Highway	WB[1]	A/8.2	A/7.7	A/8.7	A/7.9	A/9.3	A/8.6
	NB[2]	B/11.3	A/9.4	B/13.6	B/10.0	D/26.3	B/12.2
Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road (AWSC)	EB	A/7.7	A/7.6	A/8.0	A/8.0	B/10.6	B/12.6
	WB	A/7.7	A/8.5	A/8.1	A/9.5	B/12.2	C/19.9
	NB	A/7.5	A/7.7	A/8.1	A/8.2	B/11.8	B/13.1
	SB	A/7.4	A/7.8	A/7.7	A/8.3	B/11.9	C/21.5
US-701 & Pitch Landing Road (Signalized)	EB	C/27.2	C/22.7	E/58.8	D/37.7	F/266.6	F/190.1
	WB	B/18.4	B/18.0	C/32.2	C/27.7	C/34.4	D/38.0
	NB	B/14.3	A/6.7	C/30.1	A/9.1	F/218.5	F/94.8
	SB	A/9.5	A/7.5	B/15.6	B/10.7	C/25.7	F/102.8
	Overall	B/15.3	A/9.0	C/31.2	B/13.2	F/168.6	F/112.0
US 701 & Lake Way Drive/Access #1	EB[2]	-	-	-	-	F+	F+
	WB[2]	B/12.8	B/10.6	C/16.1	B/11.8	C/20.8	B/13.0
	NB[1]	-	-	-	-	B/10.4	E/36.5
	SB[1]	A/0.0	A/8.1	A/0.0	A/8.6	A/0.0	A/9.2
US 701 & Kinlaw Lane/Access #2	EB[2]	C/20.0	C/20.9	D/32.7	E/35.5	F+	F+
	WB[2]	B/12.2	B/10.4	B/14.9	B/11.5	C/17.0	B/14.5
	NB[1]	A/0.0	A/8.6	A/0.0	A/9.4	B/10.2	C/15.3
	SB[1]	A/0.0	A/8.1	A/0.0	A/8.5	A/0.0	A/9.4
Pitch Landing Road & Access #3	WB[1]	--	--	--	--	A/9.3	B/12.1
	NB[2]	--	--	--	--	F/116.3	F+

1. LOS for major street left turn movement 2. LOS for minor street approach

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted

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at Access #1. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 southern of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

Table 5 presents the LOS operation with additional recommended improvements.

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Table 5 – Build + Improvement Analysis Results

Intersection	Approach	LOS/Delay (seconds)	
		2035 Build + IMPS Conditions	
		AM	PM
US-701 & Pitch Landing Road (Signalized + Dual Lefts)	EB	D/50.2	D/44.7
	WB	D/44.3	D/37.4
	NB	B/13.6	C/24.0
	SB	C/25.2	C/23.3
	Overall	**C/25.0**	**C/27.9**
US 701 & Lake Way Drive/Access #1 (Signalized)	EB	F/111.1	E/66.9
	WB	E/62.3	E/60.8
	NB	D/54.7	D/51.7
	SB	D/54.0	C/21.1
	Overall	**E/66.8**	**D/46.5**
Pitch Landing Road & Access #3 (Signalized)	EB	A/9.0	A/8.6
	WB	C/28.2	B/10.0
	NB	C/23.1	B/13.9
	Overall	**B/19.8**	**B/11.0**

Figure 10 shows the proposed lane configuration. The capacity analysis worksheets are provided in Appendix D.

4.3. Improvement Timing

The recommended improvements shown in Figure 10 were analyzed to determine timing for when the implementation would be required. The improvements at the access points should be implemented once the connection is provided. The right turn lane along Pitch Landing Road at the Willow Springs Road intersection is expected to be warranted once 1,300 homes are occupied.

The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

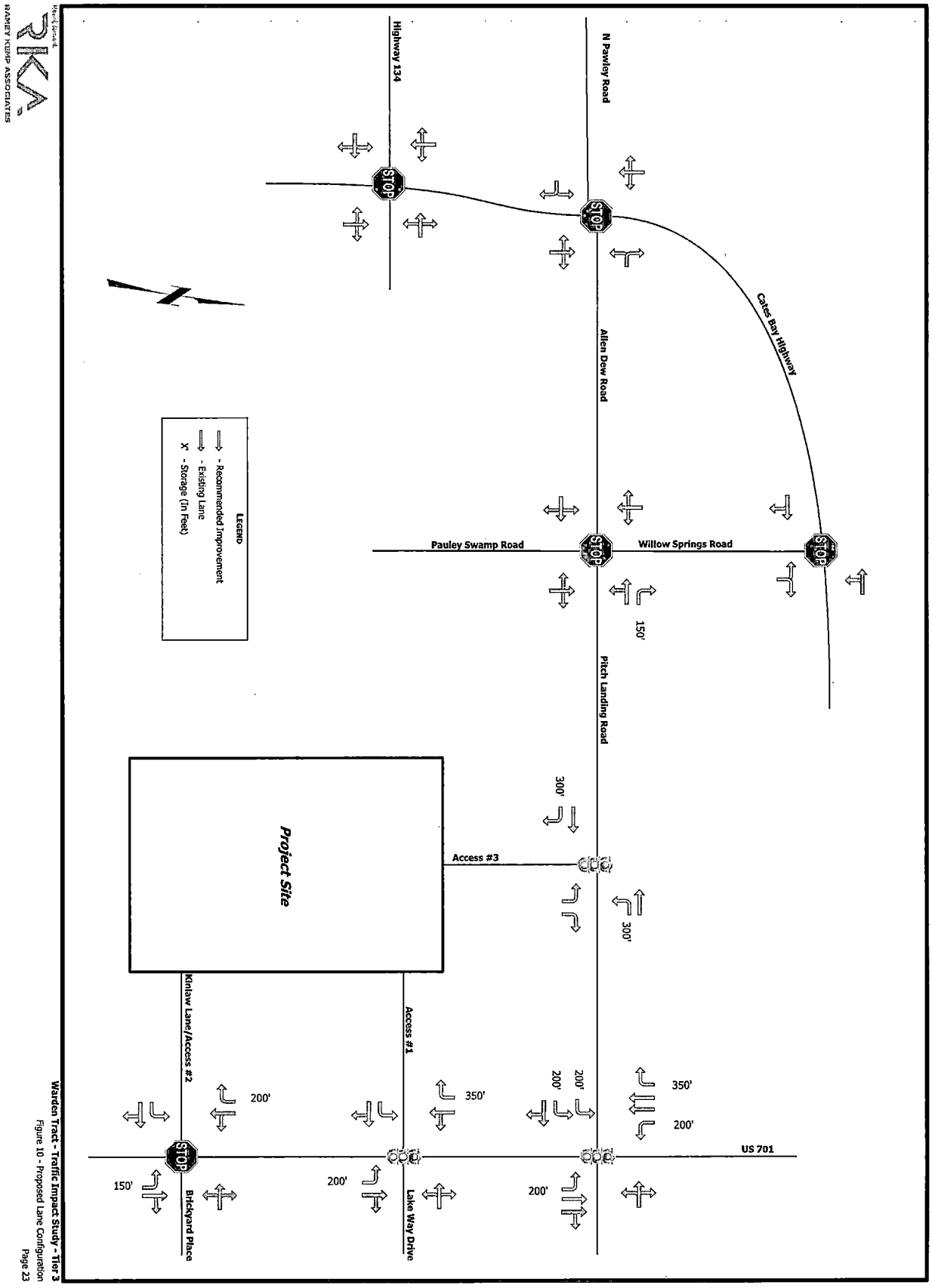
The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate same as the analysis results in a 2035

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ADT of approximately 23,000 vpd. The existing ADT and the future ADT would earmark a segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly counts and the expected development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

The analysis worksheets are provided in Appendix D.



Warden Tract - Traffic Impact Study - Tier 3
Figure 10 - Proposed Lane Configuration
Page 23

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5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to be constructed in phases but is proposed to contain a total of 3,333 residential units and 418.8 ksf of retail at full buildout. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1 (once access provided)
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2 (once access provided)
- right -turn and left-turn lane on Pitch Landing Road at Access #3 (once access provided)
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection (once approximately 1,300 homes occupied)
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection (once US 701 & Pitch Landing Road improvements built)

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The MUTCD warrant criteria are expected to be satisfied at US 701 & Access #1 by completion of Phase 3 construction. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The MUTCD warrant criteria are expected to be satisfied at Pitch Landing Road & Access #3 by completion of Phase 1 construction. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. Dual lefts will require two receiving lanes on US 701 that

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should be provided for a minimum of 1,000 feet. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Widening of US 701 south of Pitch Landing Road requires widening based on the projected demand at the signal. Removal of the east leg of Pitch Landing may provide additional improvement for signal operation.

The improvements at the US 701 & Pitch Landing Road intersection include a southbound right-turn lane on US 701, dual left-turns along the westbound approach of Pitch Landing, an additional northbound through lane, and an additional southbound through lane.

The existing 2022 ADT (Annual Daily Traffic) along the northern portion of US 701 to Pitch Landing Road is 16,600 vpd (SCDOT Station #26-0177). Historical SCDOT Hourly Count Data at this site shows this road segment experiences consistent demand throughout the day from 7 am to 5 pm. The projected ADT utilizing only the background growth rate, same as the analysis, results in a 2035 ADT of approximately 23,000 vpd. The existing ADT and the future ADT should likely earmark this segment as a candidate for widening. The addition of the proposed development would also contribute to the need for widening.

The analysis to determine improvement timing considered the background hourly volumes and the incremental Phase 1 development trips. With the proposed development the improvements at the US 701 & Pitch Landing Road are expected to be warranted once 435 homes are occupied.

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APPENDIX A

Traffic Count Data

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File Name : Cates Bay Hwy @ Hwy 134
Site Code :
Start Date : 09/28/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

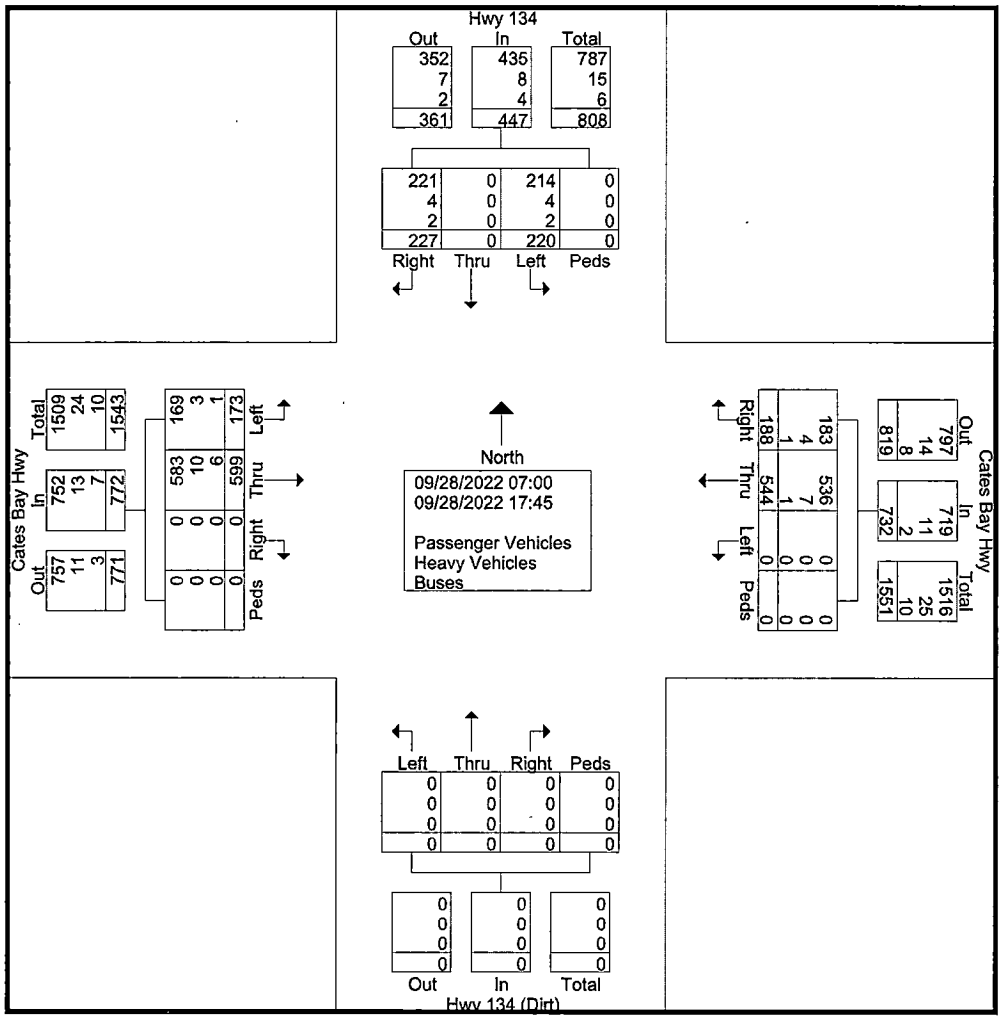
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Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	33	0	14	0	0	16	32	0	0	0	0	0	19	59	0	0	173
07:15	48	0	8	0	0	22	30	0	0	0	0	0	24	68	0	0	200
07:30	21	0	8	0	0	19	4	0	0	0	0	0	15	58	0	0	125
07:45	10	0	8	0	0	19	5	0	0	0	0	0	13	45	0	0	100
Total	112	0	38	0	0	76	71	0	0	0	0	0	71	230	0	0	598
08:00	6	0	8	0	0	20	4	0	0	0	0	0	4	36	0	0	78
08:15	8	0	11	0	0	20	5	0	0	0	0	0	3	37	0	0	84
08:30	3	0	9	0	0	16	4	0	0	0	0	0	9	32	0	0	73
08:45	7	0	5	0	0	22	4	0	0	0	0	0	7	38	0	0	83
Total	24	0	33	0	0	78	17	0	0	0	0	0	23	143	0	0	318
16:00	5	0	16	0	0	35	6	0	0	0	0	0	9	35	0	0	106
16:15	8	0	21	0	0	37	9	0	0	0	0	0	3	26	0	0	104
16:30	12	0	23	0	0	44	10	0	0	0	0	0	14	24	0	0	127
16:45	8	0	15	0	0	58	13	0	0	0	0	0	15	21	0	0	130
Total	33	0	75	0	0	174	38	0	0	0	0	0	41	106	0	0	467
17:00	12	0	12	0	0	52	16	0	0	0	0	0	9	35	0	0	136
17:15	16	0	25	0	0	55	22	0	0	0	0	0	6	28	0	0	152
17:30	17	0	21	0	0	54	11	0	0	0	0	0	11	30	0	0	144
17:45	6	0	23	0	0	55	13	0	0	0	0	0	12	27	0	0	136
Total	51	0	81	0	0	216	62	0	0	0	0	0	38	120	0	0	568
Grand Total	220	0	227	0	0	544	188	0	0	0	0	0	173	599	0	0	1951
Apprch %	49.2	0	50.8	0	0	74.3	25.7	0	0	0	0	0	22.4	77.6	0	0	
Total %	11.3	0	11.6	0	0	27.9	9.6	0	0	0	0	0	8.9	30.7	0	0	
Passenger Vehicles	214	0	221	0	0	536	183	0	0	0	0	0	169	583	0	0	1906
% Passenger Vehicles	97.3	0	97.4	0	0	98.5	97.3	0	0	0	0	0	97.7	97.3	0	0	97.7
Heavy Vehicles	4	0	4	0	0	7	4	0	0	0	0	0	3	10	0	0	32
% Heavy Vehicles	1.8	0	1.8	0	0	1.3	2.1	0	0	0	0	0	1.7	1.7	0	0	1.6
Buses	2	0	2	0	0	1	1	0	0	0	0	0	1	6	0	0	13
% Buses	0.9	0	0.9	0	0	0.2	0.5	0	0	0	0	0	0.6	1	0	0	0.7

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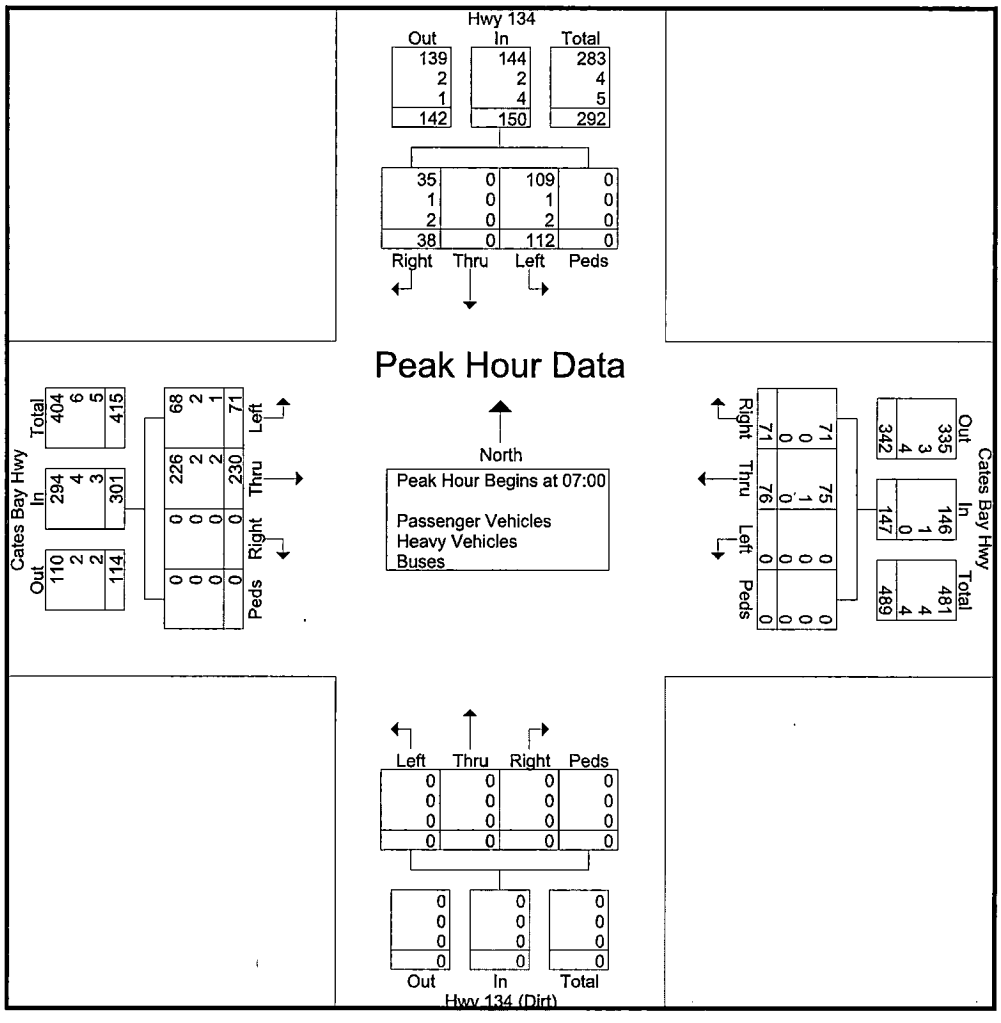
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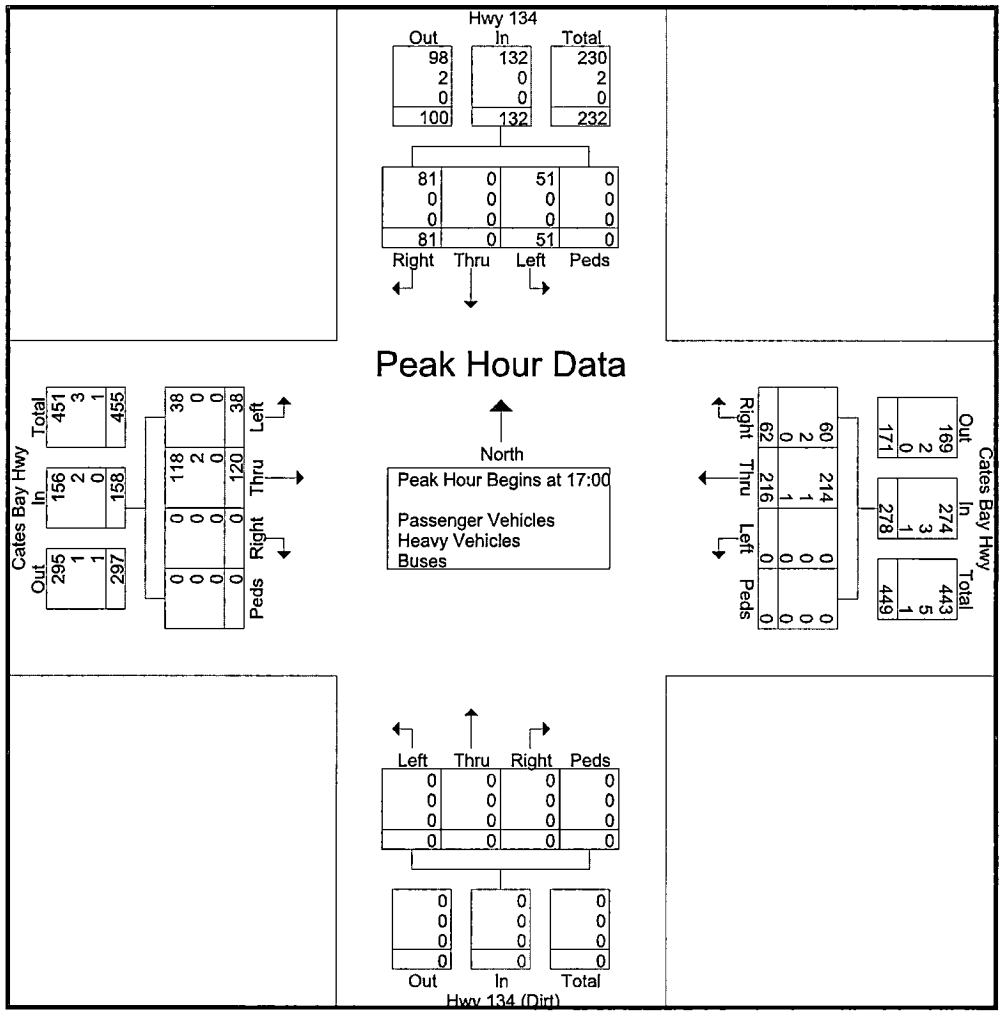
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Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	33	0	**14**	0	47	0	16	**32**	0	48	0	0	0	0	0	19	59	0	0	78	173
07:15	**48**	0	8	0	**56**	0	**22**	30	0	**52**	0	0	0	0	0	**24**	**68**	0	0	**92**	**200**
07:30	21	0	8	0	29	0	19	4	0	23	0	0	0	0	0	15	58	0	0	73	125
07:45	10	0	8	0	18	0	19	5	0	24	0	0	0	0	0	13	45	0	0	58	100
Total Volume	112	0	38	0	150	0	76	71	0	147	0	0	0	0	0	71	230	0	0	301	598
% App. Total	74.7	0	25.3	0		0	51.7	48.3	0		0	0	0	0		23.6	76.4	0	0		
PHF	.583	.000	.679	.000	.670	.000	.864	.555	.000	.707	.000	.000	.000	.000	.000	.740	.846	.000	.000	.818	.748
Passenger Vehicles	109	0	35	0	144	0	75	71	0	146	0	0	0	0	0	68	226	0	0	294	584
% Passenger Vehicles																					
Heavy Vehicles	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
% Heavy Vehicles	0.9	0	2.6	0	1.3	0	1.3	0	0	0.7	0	0	0	0	0	2.8	0.9	0	0	1.3	1.2
Buses	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	7
% Buses	1.8	0	5.3	0	2.7	0	0	0	0	0	0	0	0	0	0	1.4	0.9	0	0	1.0	1.2



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	Hwy 134 Southbound					Cates Bay Hwy Westbound					Hwy 134 (Dirt) Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	12	0	12	0	24	0	52	16	0	68	0	0	0	0	0	9	**35**	0	0	**44**	136
17:15	16	0	**25**	0	**41**	0	**55**	**22**	0	**77**	0	0	0	0	0	6	28	0	0	34	**152**
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% App. Total	38.6	0	61.4	0		0	77.7	22.3	0		0	0	0	0		24.1	75.9	0	0		
PHF	.750	.000	.810	.000	.805	.000	.982	.705	.000	.903	.000	.000	.000	.000	.000	.792	.857	.000	.000	.898	.934
Passenger Vehicles	51	0	81	0	132	0	214	60	0	274	0	0	0	0	0	38	118	0	0	156	562
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	0.5	3.2	0	1.1	0	0	0	0	0	0	1.7	0	0	1.3	0.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2



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Site Code :
Start Date : 09/28/2022
Page No : 1

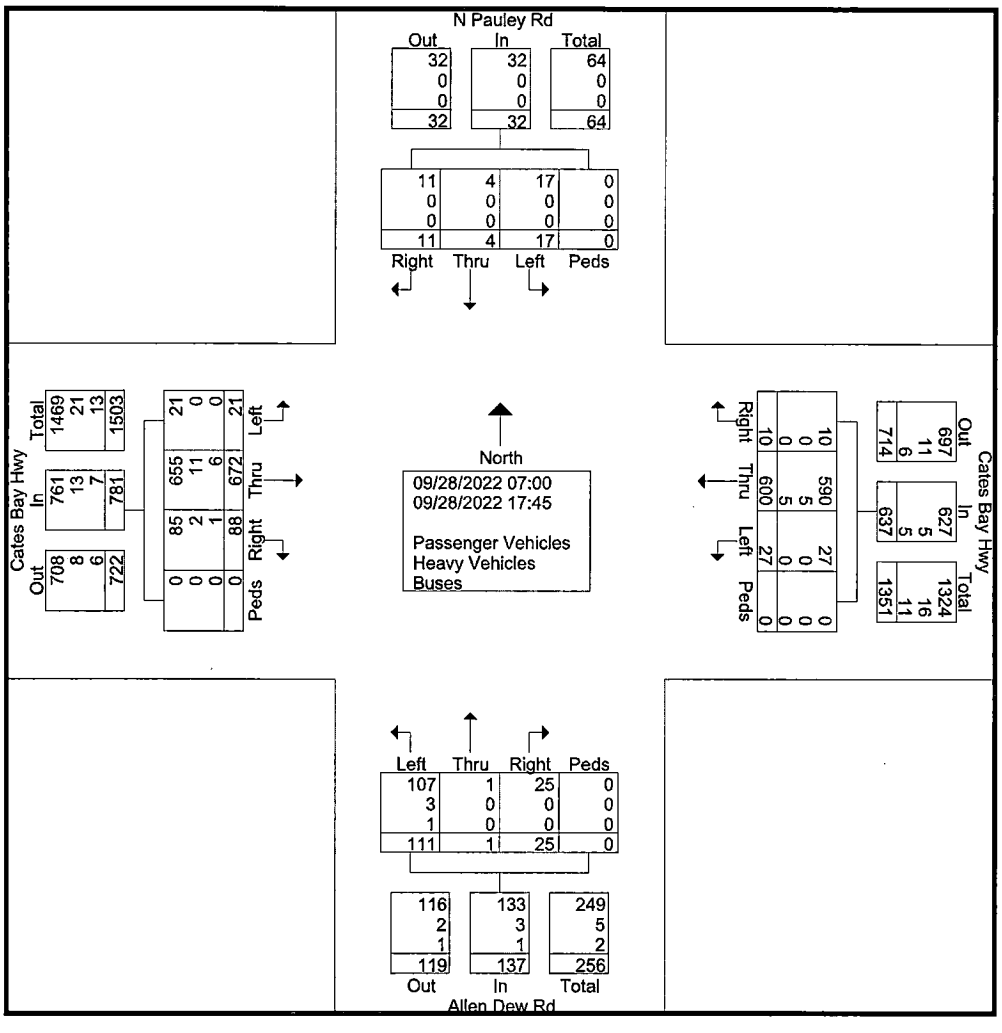
Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	N Pauley Rd Southbound				Cates Bay Hwy Westbound				Allen Dew Rd Northbound				Cates Bay Hwy Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	1	0	3	43	0	0	9	0	3	0	0	78	5	0	143
07:15	2	0	2	0	1	37	0	0	9	0	1	0	3	100	9	0	164
07:30	1	0	0	0	1	22	1	0	3	0	1	0	1	76	4	0	110
07:45	0	1	0	0	0	21	0	0	4	0	2	0	1	48	8	0	85
Total	4	1	3	0	5	123	1	0	25	0	7	0	5	302	26	0	502
08:00	0	0	0	0	2	21	0	0	4	0	0	0	0	37	2	0	66
08:15	1	0	1	0	0	17	0	0	5	0	3	0	4	36	3	0	70
08:30	5	0	2	0	0	16	0	0	5	0	1	0	1	32	3	0	65
08:45	0	0	1	0	0	21	0	0	3	0	1	0	0	40	4	0	70
Total	6	0	4	0	2	75	0	0	17	0	5	0	5	145	12	0	271
16:00	1	0	0	0	1	31	0	0	7	0	0	0	3	33	6	0	82
16:15	0	1	1	0	2	36	2	0	7	1	2	0	0	26	8	0	86
16:30	0	1	1	0	1	53	0	0	7	0	2	0	1	27	7	0	100
16:45	2	1	0	0	5	59	1	0	5	0	3	0	1	25	2	0	104
Total	3	3	2	0	9	179	3	0	26	1	7	0	5	111	23	0	372
17:00	1	0	0	0	2	55	3	0	10	0	1	0	0	39	1	0	112
17:15	1	0	1	0	5	62	0	0	13	0	2	0	1	26	11	0	122
17:30	0	0	0	0	2	53	2	0	11	0	1	0	3	27	8	0	107
17:45	2	0	1	0	2	53	1	0	9	0	2	0	2	22	7	0	101
Total	4	0	2	0	11	223	6	0	43	0	6	0	6	114	27	0	442
Grand Total	17	4	11	0	27	600	10	0	111	1	25	0	21	672	88	0	1587
Apprch %	53.1	12.5	34.4	0	4.2	94.2	1.6	0	81	0.7	18.2	0	2.7	86	11.3	0	
Total %	1.1	0.3	0.7	0	1.7	37.8	0.6	0	7	0.1	1.6	0	1.3	42.3	5.5	0	
Passenger Vehicles	17	4	11	0	27	590	10	0	107	1	25	0	21	655	85	0	1553
% Passenger Vehicles	100	100	100	0	100	98.3	100	0	96.4	100	100	0	100	97.5	96.6	0	97.9
Heavy Vehicles	0	0	0	0	0	5	0	0	3	0	0	0	0	11	2	0	21
% Heavy Vehicles	0	0	0	0	0	0.8	0	0	2.7	0	0	0	0	1.6	2.3	0	1.3
Buses	0	0	0	0	0	5	0	0	1	0	0	0	0	6	1	0	13
% Buses	0	0	0	0	0	0.8	0	0	0.9	0	0	0	0	0.9	1.1	0	0.8

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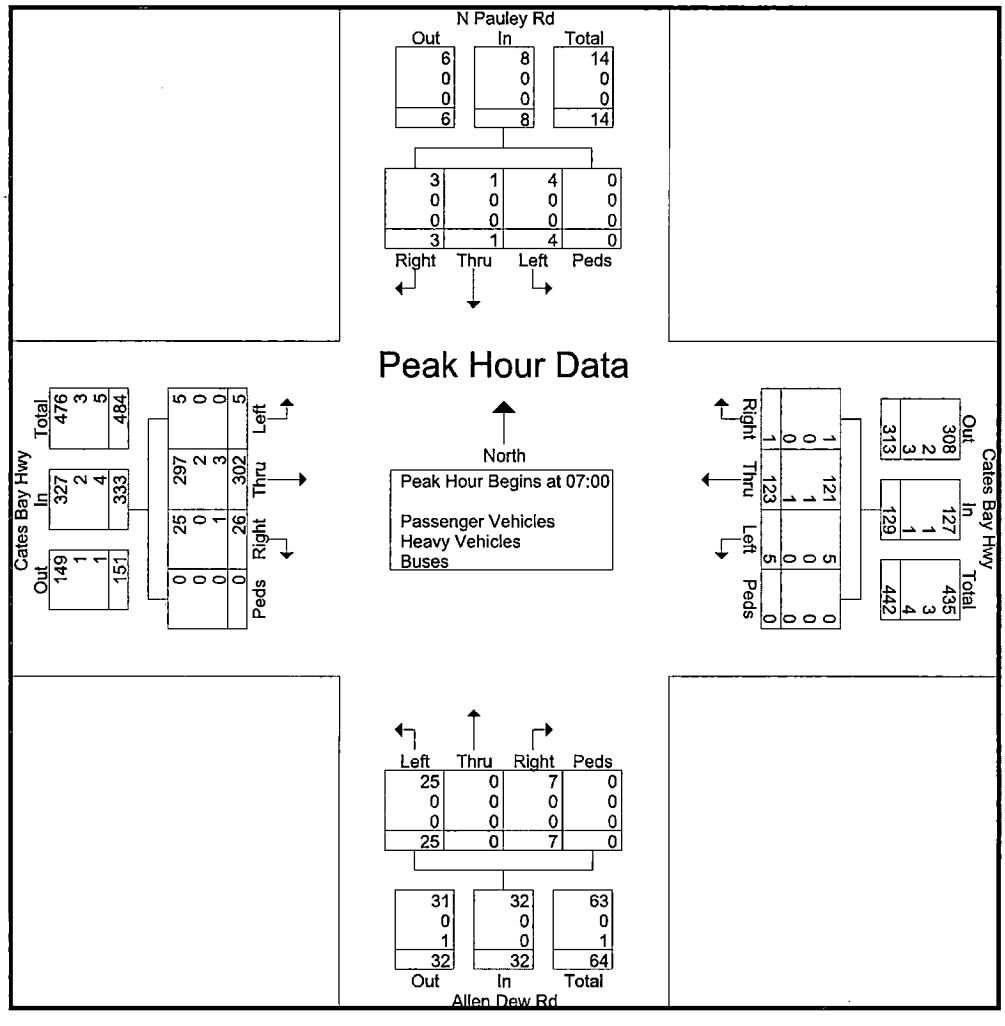
File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
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File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
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	N Pauley Rd Southbound					Cates Bay Hwy Westbound					Allen Dew Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	1	0	1	0	2	**3**	**43**	0	0	**46**	**9**	0	**3**	0	**12**	0	78	5	0	83	143
07:15	**2**	0	**2**	0	**4**	1	37	0	0	38	9	0	1	0	10	**3**	**100**	**9**	0	**112**	**164**
07:30	**1**	0	0	0	1	1	22	**1**	0	24	3	0	1	0	4	1	76	4	0	81	110
07:45	0	**1**	0	0	1	0	21	0	0	21	4	0	2	0	6	1	48	8	0	57	85
Total Volume	4	1	3	0	8	5	123	1	0	129	25	0	7	0	32	5	302	26	0	333	502
% App. Total	50	12.5	37.5	0		3.9	95.3	0.8	0		78.1	0	21.9	0		1.5	90.7	7.8	0		
PHF	.500	.250	.375	.000	.500	.417	.715	.250	.000	.701	.694	.000	.583	.000	.667	.417	.755	.722	.000	.743	.765
Passenger Vehicles	4	1	3	0	8	5	121	1	0	127	25	0	7	0	32	5	297	25	0	327	494
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	1.0	3.8	0	1.2	1.0



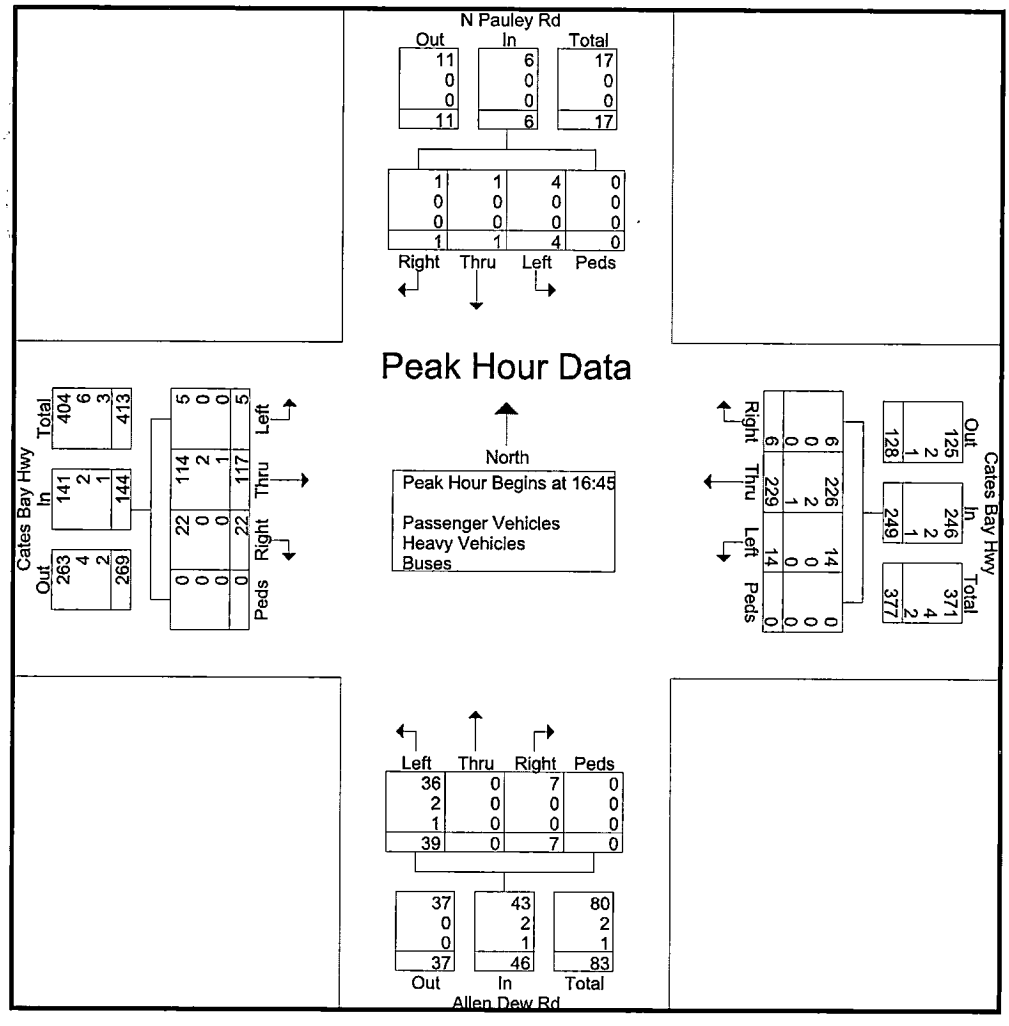
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File Name : Cates Bay Hwy @ Pawley-Allen Dew Rd
Site Code :
Start Date : 09/28/2022
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	N Pauley Rd Southbound					Cates Bay Hwy Westbound					Allen Dew Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**2**	**1**	0	0	**3**	**5**	59	1	0	65	5	0	**3**	0	8	1	25	2	0	28	104
17:00	1	0	0	0	1	2	55	**3**	0	60	10	0	1	0	11	0	**39**	1	0	**40**	112
17:15	1	0	**1**	0	2	5	**62**	0	0	**67**	**13**	0	2	0	**15**	1	26	**11**	0	38	**122**
17:30	0	0	0	0	0	2	53	2	0	57	11	0	1	0	12	**3**	27	8	0	38	107
Total Volume	4	1	1	0	6	14	229	6	0	249	39	0	7	0	46	5	117	22	0	144	445
% App. Total	66.7	16.7	16.7	0		5.6	92	2.4	0		84.8	0	15.2	0		3.5	81.2	15.3	0		
PHF	.500	.250	.250	.000	.500	.700	.923	.500	.000	.929	.750	.000	.583	.000	.767	.417	.750	.500	.000	.900	.912
Passenger Vehicles	4	1	1	0	6	14	226	6	0	246	36	0	7	0	43	5	114	22	0	141	436
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	0	0.9	0	0	0.8	5.1	0	0	0	4.3	0	1.7	0	0	1.4	1.3
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	2.6	0	0	0	2.2	0	0.9	0	0	0.7	0.7



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File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
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Start Date : 09/28/2022
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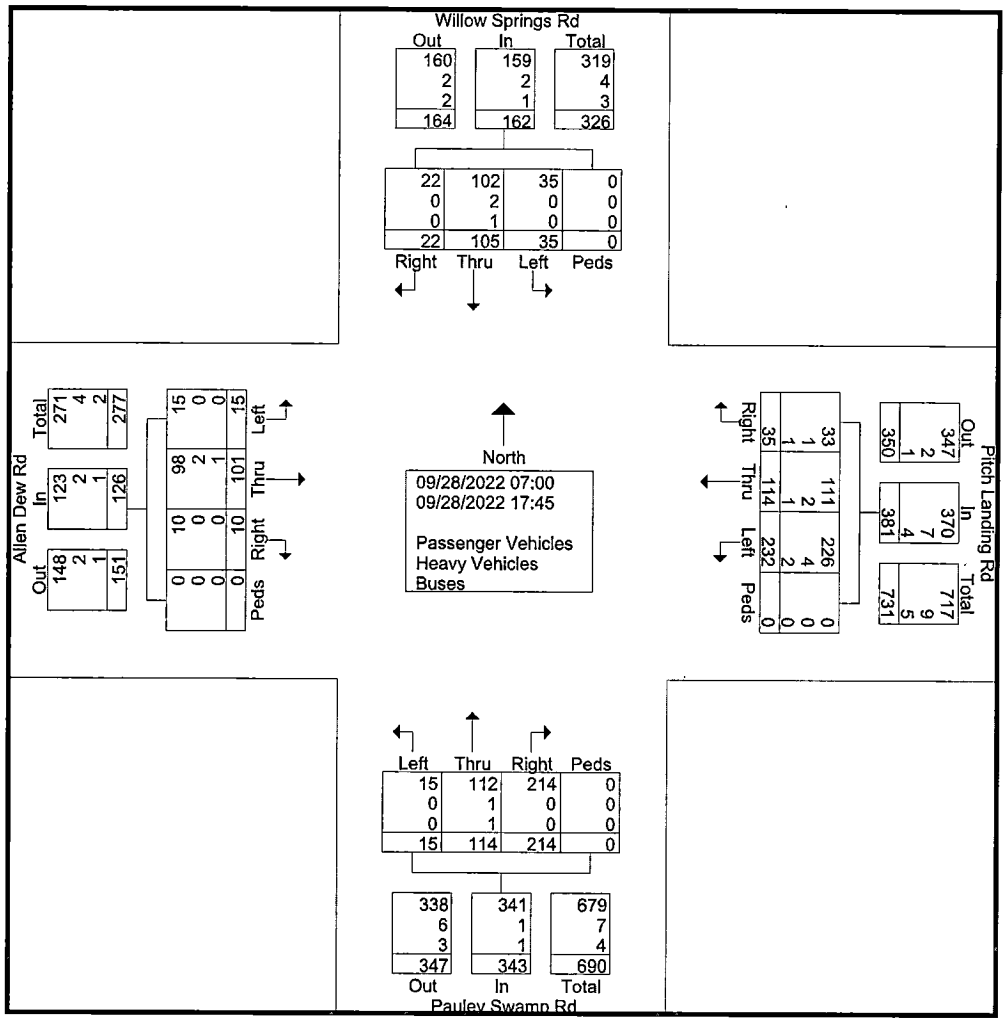
Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Willow Springs Rd Southbound				Pitch Landing Rd Westbound				Pauley Swamp Rd Northbound				Allen Dew Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	3	0	3	5	2	0	1	12	50	0	1	14	1	0	93
07:15	1	5	1	0	9	8	2	0	1	13	26	0	1	13	1	0	81
07:30	2	8	0	0	3	2	2	0	1	4	7	0	2	8	1	0	40
07:45	3	8	1	0	5	5	0	0	1	6	17	0	0	7	0	0	53
Total	7	21	5	0	20	20	6	0	4	35	100	0	4	42	3	0	267
08:00	2	2	0	0	6	1	1	0	1	7	16	0	2	5	0	0	43
08:15	1	1	0	0	10	3	3	0	1	6	9	0	1	3	0	0	38
08:30	2	7	2	0	2	1	1	0	2	6	17	0	0	3	0	0	43
08:45	3	2	0	0	7	1	1	0	0	3	12	0	1	2	1	0	33
Total	8	12	2	0	25	6	6	0	4	22	54	0	4	13	1	0	157
16:00	5	3	1	0	20	14	2	0	1	5	8	0	1	7	1	0	68
16:15	0	12	2	0	25	7	4	0	2	2	4	0	1	5	2	0	66
16:30	3	8	2	0	24	13	1	0	0	6	11	0	0	7	1	0	76
16:45	4	5	1	0	23	8	4	0	0	11	6	0	1	5	0	0	68
Total	12	28	6	0	92	42	11	0	3	24	29	0	3	24	4	0	278
17:00	0	10	4	0	23	14	6	0	0	6	10	0	1	3	0	0	77
17:15	3	14	1	0	28	17	3	0	1	15	5	0	1	10	0	0	98
17:30	3	12	2	0	26	8	2	0	2	8	9	0	0	6	0	0	78
17:45	2	8	2	0	18	7	1	0	1	4	7	0	2	3	2	0	57
Total	8	44	9	0	95	46	12	0	4	33	31	0	4	22	2	0	310
Grand Total	35	105	22	0	232	114	35	0	15	114	214	0	15	101	10	0	1012
Apprch %	21.6	64.8	13.6	0	60.9	29.9	9.2	0	4.4	33.2	62.4	0	11.9	80.2	7.9	0	
Total %	3.5	10.4	2.2	0	22.9	11.3	3.5	0	1.5	11.3	21.1	0	1.5	10	1	0	
Passenger Vehicles	35	102	22	0	226	111	33	0	15	112	214	0	15	98	10	0	993
% Passenger Vehicles	100	97.1	100	0	97.4	97.4	94.3	0	100	98.2	100	0	100	97	100	0	98.1
Heavy Vehicles	0	2	0	0	4	2	1	0	0	1	0	0	0	2	0	0	12
% Heavy Vehicles	0	1.9	0	0	1.7	1.8	2.9	0	0	0.9	0	0	0	2	0	0	1.2
Buses	0	1	0	0	2	1	1	0	0	1	0	0	0	1	0	0	7
% Buses	0	1	0	0	0.9	0.9	2.9	0	0	0.9	0	0	0	1	0	0	0.7

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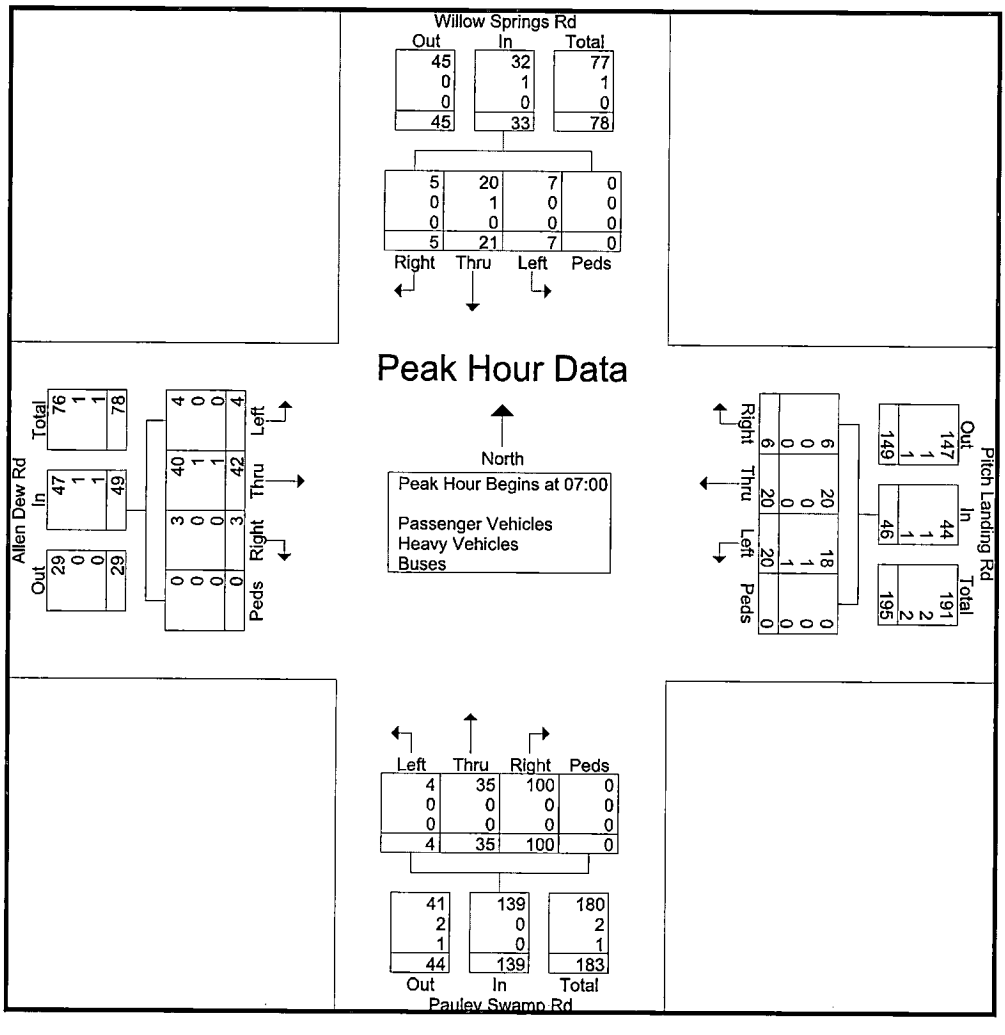
File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
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File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
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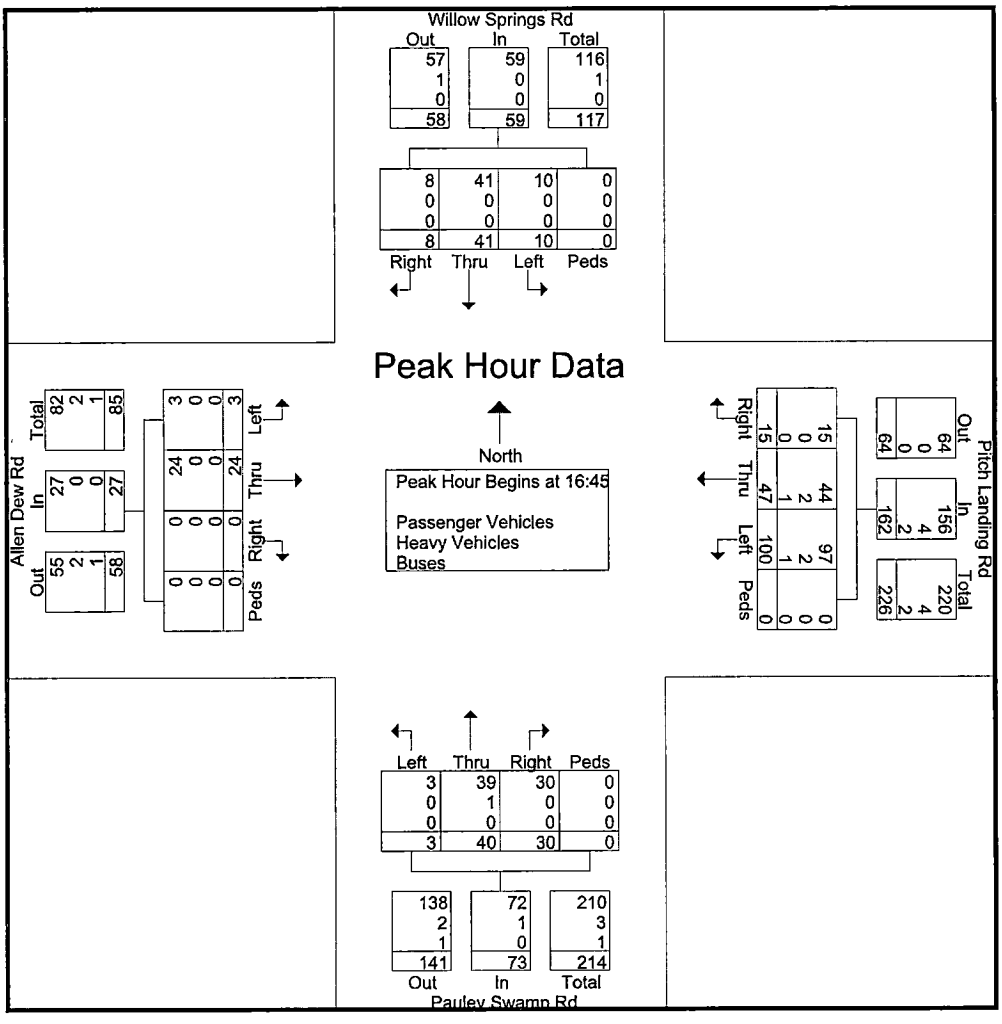
	Willow Springs Rd Southbound					Pitch Landing Rd Westbound					Pauley Swamp Rd Northbound					Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	0	**3**	0	4	3	5	**2**	0	10	**1**	12	**50**	0	**63**	1	**14**	**1**	0	**16**	**93**
07:15	1	5	1	0	7	**9**	**8**	2	0	**19**	1	**13**	26	0	40	1	13	1	0	15	81
07:30	2	**8**	0	0	10	3	2	2	0	7	1	4	7	0	12	**2**	8	1	0	11	40
07:45	**3**	8	1	0	**12**	5	5	0	0	10	1	6	17	0	24	0	7	0	0	7	53
Total Volume	7	21	5	0	33	20	20	6	0	46	4	35	100	0	139	4	42	3	0	49	267
% App. Total	21.2	63.6	15.2	0		43.5	43.5	13	0		2.9	25.2	71.9	0		8.2	85.7	6.1	0		
PHF	.583	.656	.417	.000	.688	.556	.625	.750	.000	.605	1.00	.673	.500	.000	.552	.500	.750	.750	.000	.766	.718
Passenger Vehicles	7	20	5	0	32	18	20	6	0	44	4	35	100	0	139	4	40	3	0	47	262
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3
% Heavy Vehicles	0	4.8	0	0	3.0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	1.1
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	0.7



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File Name : Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd
Site Code :
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	Willow Springs Rd Southbound					Pitch Landing Rd Westbound					Pauley Swamp Rd Northbound					Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**4**	5	1	0	10	23	8	**4**	0	35	0	11	6	0	17	**1**	5	0	0	6	68
17:00	0	10	**4**	0	14	23	14	**6**	0	43	0	6	**10**	0	16	1	3	0	0	4	77
17:15	3	**14**	1	0	**18**	**28**	**17**	3	0	**48**	1	**15**	5	0	**21**	1	**10**	0	0	**11**	**98**
17:30	3	12	2	0	17	26	8	2	0	36	**2**	8	9	0	19	0	6	0	0	6	78
Total Volume	10	41	8	0	59	100	47	15	0	162	3	40	30	0	73	3	24	0	0	27	321
% App. Total	16.9	69.5	13.6	0		61.7	29	9.3	0		4.1	54.8	41.1	0		11.1	88.9	0	0		
PHF	.625	.732	.500	.000	.819	.893	.691	.625	.000	.844	.375	.667	.750	.000	.869	.750	.600	.000	.000	.614	.819
Passenger Vehicles	10	41	8	0	59	97	44	15	0	156	3	39	30	0	72	3	24	0	0	27	314
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	5
% Heavy Vehicles	0	0	0	0	0	2.0	4.3	0	0	2.5	0	2.5	0	0	1.4	0	0	0	0	0	1.6
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	1.0	2.1	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.6



Deed BK: 4779 PG: 754 Doctype: 082 02/27/2024 at 11:23:22 AM, 102 OF 273
Marion Dalforworth III, Horry County, SC Register of Deeds

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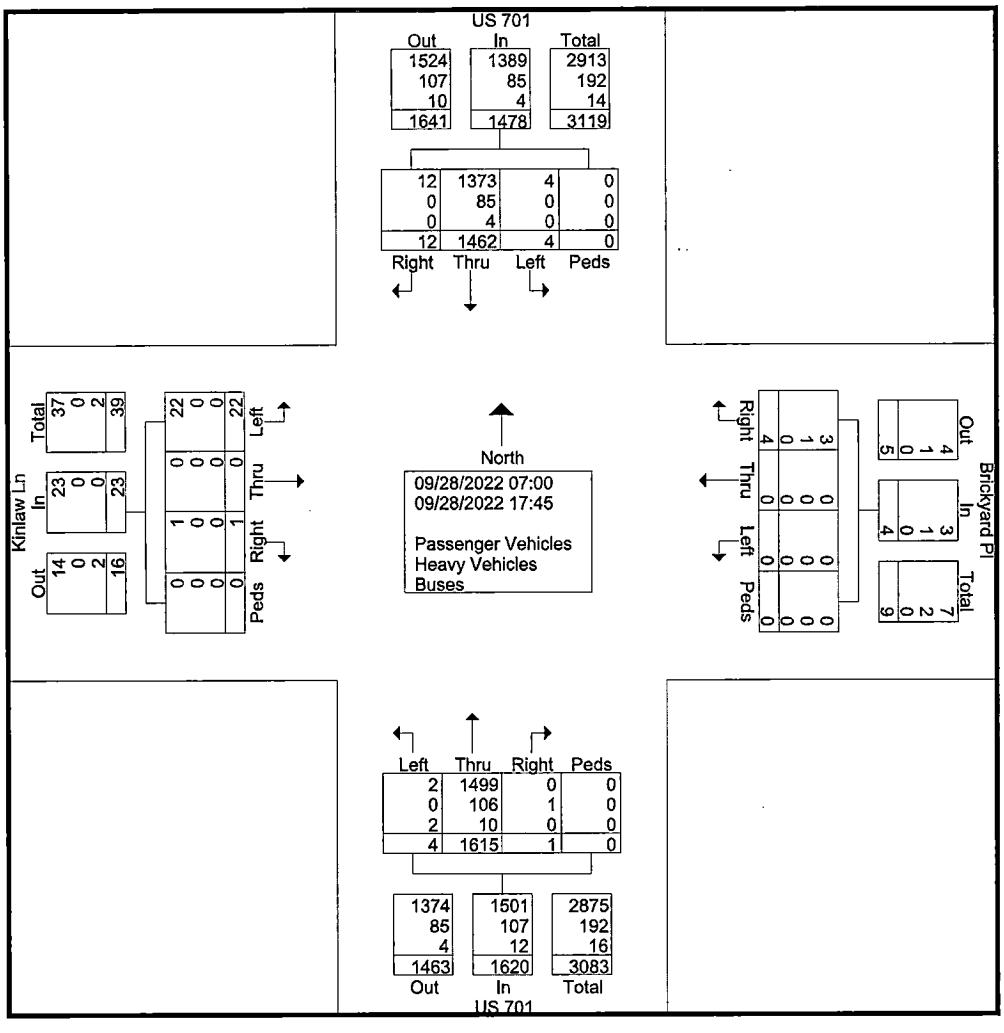
File Name : US 701 @ Kinlaw-Brickyard Pl
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	US 701 Southbound				Brickyard Pl Westbound				US 701 Northbound				Kinlaw Ln Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	68	0	0	0	0	0	0	0	173	0	0	4	0	0	0	245
07:15	0	78	0	0	0	0	0	0	0	129	1	0	0	0	0	0	208
07:30	0	72	1	0	0	0	2	0	0	137	0	0	1	0	0	0	213
07:45	0	76	1	0	0	0	0	0	0	101	0	0	1	0	0	0	179
Total	0	294	2	0	0	0	2	0	0	540	1	0	6	0	0	0	845
08:00	0	68	0	0	0	0	0	0	0	109	0	0	0	0	0	0	177
08:15	1	60	0	0	0	0	0	0	0	92	0	0	0	0	0	0	153
08:30	1	63	0	0	0	0	0	0	0	89	0	0	2	0	0	0	155
08:45	0	59	0	0	0	0	0	0	0	82	0	0	1	0	0	0	142
Total	2	250	0	0	0	0	0	0	0	372	0	0	3	0	0	0	627
16:00	0	109	0	0	0	0	1	0	0	113	0	0	2	0	0	0	225
16:15	0	104	1	0	0	0	0	0	0	99	0	0	1	0	0	0	205
16:30	0	80	2	0	0	0	0	0	0	78	0	0	2	0	0	0	162
16:45	1	116	0	0	0	0	0	0	3	89	0	0	3	0	0	0	212
Total	1	409	3	0	0	0	1	0	3	379	0	0	8	0	0	0	804
17:00	1	119	3	0	0	0	0	0	0	82	0	0	3	0	0	0	208
17:15	0	138	2	0	0	0	1	0	1	85	0	0	0	0	0	0	227
17:30	0	130	2	0	0	0	0	0	0	85	0	0	2	0	0	0	219
17:45	0	122	0	0	0	0	0	0	0	72	0	0	0	0	1	0	195
Total	1	509	7	0	0	0	1	0	1	324	0	0	5	0	1	0	849
Grand Total	4	1462	12	0	0	0	4	0	4	1615	1	0	22	0	1	0	3125
Apprch %	0.3	98.9	0.8	0	0	0	100	0	0.2	99.7	0.1	0	95.7	0	4.3	0	
Total %	0.1	46.8	0.4	0	0	0	0.1	0	0.1	51.7	0	0	0.7	0	0	0	
Passenger Vehicles	4	1373	12	0	0	0	3	0	2	1499	0	0	22	0	1	0	2916
% Passenger Vehicles	100	93.9	100	0	0	0	75	0	50	92.8	0	0	100	0	100	0	93.3
Heavy Vehicles	0	85	0	0	0	0	1	0	0	106	1	0	0	0	0	0	193
% Heavy Vehicles	0	5.8	0	0	0	0	25	0	0	6.6	100	0	0	0	0	0	6.2
Buses	0	4	0	0	0	0	0	0	2	10	0	0	0	0	0	0	16
% Buses	0	0.3	0	0	0	0	0	0	50	0.6	0	0	0	0	0	0	0.5

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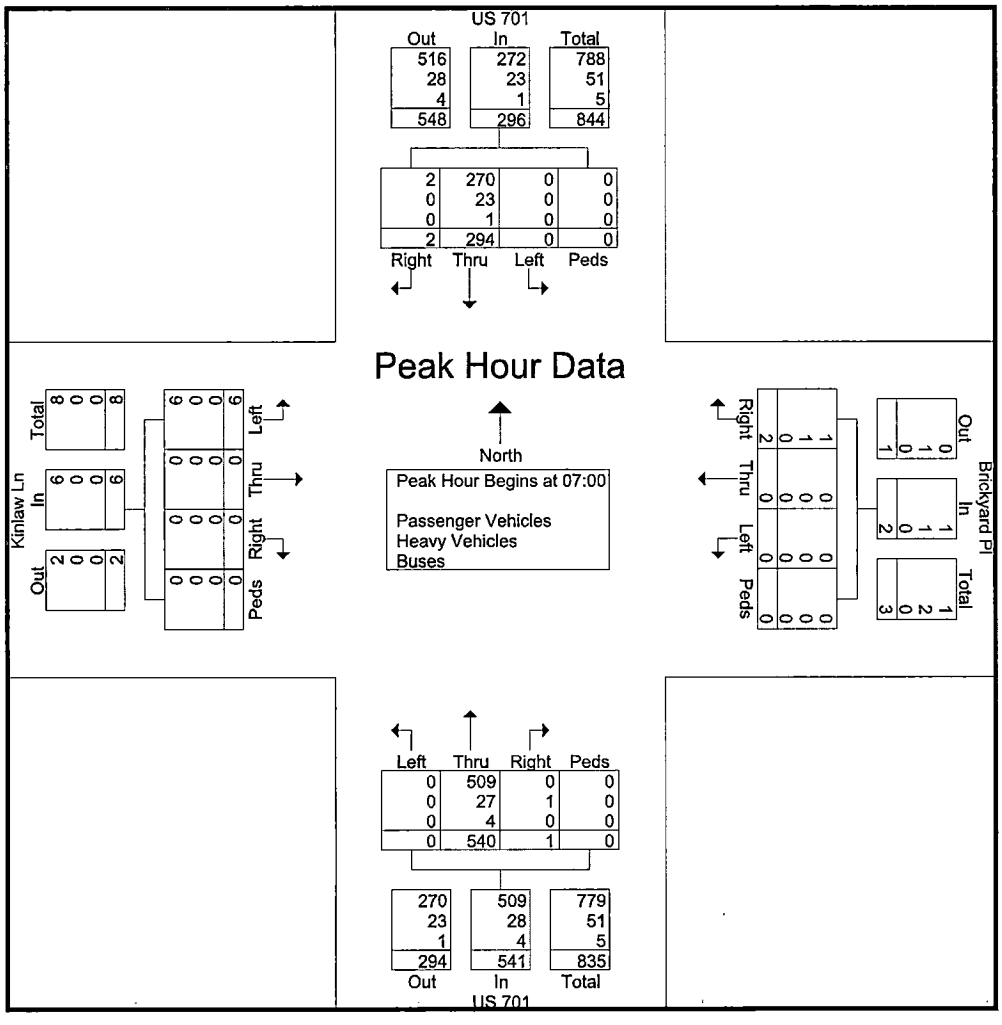
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Site Code :
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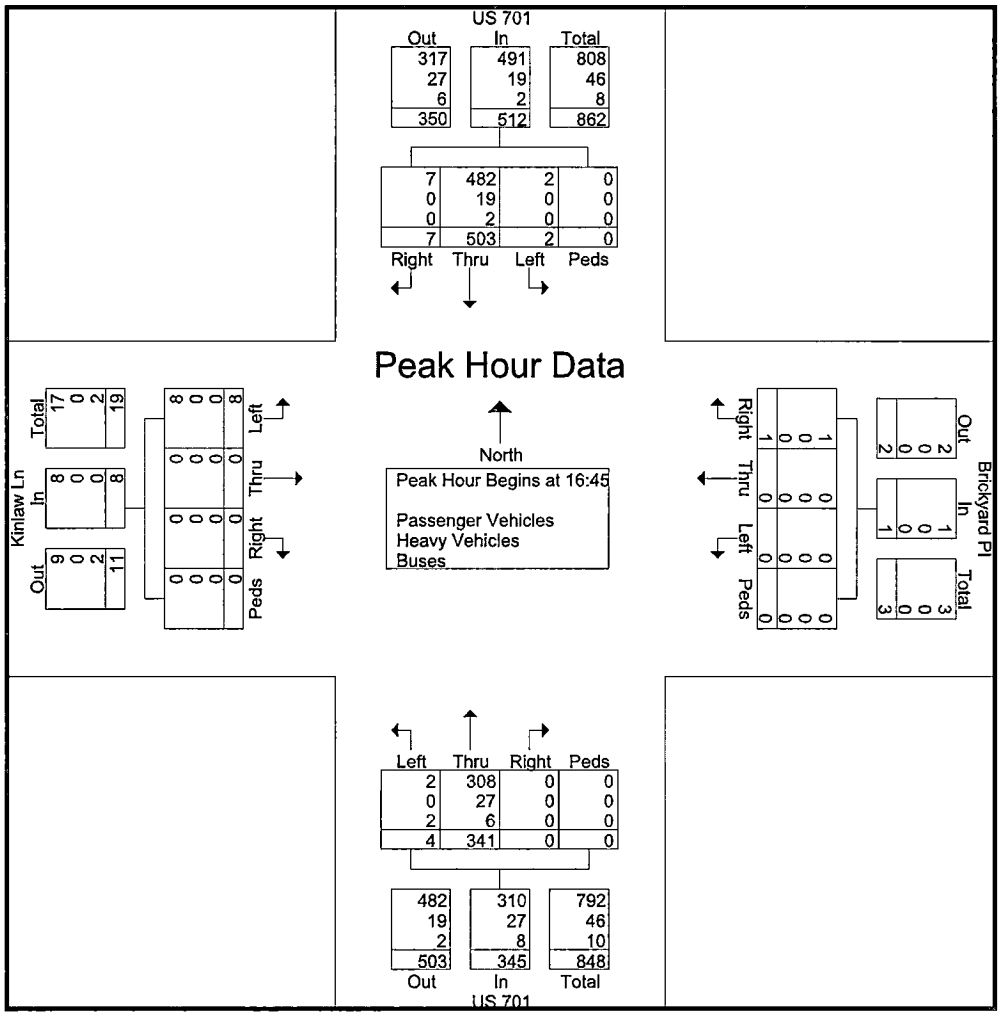
	US 701 Southbound					Brickyard Pl Westbound					US 701 Northbound					Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	68	0	0	68	0	0	0	0	0	0	**173**	0	0	**173**	**4**	0	0	0	**4**	**245**
07:15	0	**78**	0	0	**78**	0	0	0	0	0	0	129	**1**	0	130	0	0	0	0	0	208
07:30	0	72	**1**	0	73	0	0	**2**	0	**2**	0	137	0	0	137	1	0	0	0	1	213
07:45	0	76	1	0	77	0	0	0	0	0	0	101	0	0	101	1	0	0	0	1	179
Total Volume	0	294	2	0	296	0	0	2	0	2	0	540	1	0	541	6	0	0	0	6	845
% App. Total	0	99.3	0.7	0		0	0	100	0		0	99.8	0.2	0		100	0	0	0		
PHF	.000	.942	.500	.000	.949	.000	.000	.250	.000	.250	.000	.780	.250	.000	.782	.375	.000	.000	.000	.375	.862
Passenger Vehicles	0	270	2	0	272	0	0	1	0	1	0	509	0	0	509	6	0	0	0	6	788
% Passenger Vehicles																					
Heavy Vehicles	0	23	0	0	23	0	0	1	0	1	0	27	1	0	28	0	0	0	0	0	52
% Heavy Vehicles	0	7.8	0	0	7.8	0	0	50.0	0	50.0	0	5.0	100	0	5.2	0	0	0	0	0	6.2
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.6



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File Name : US 701 @ Kinlaw-Brickyard Pl
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	US 701 Southbound					Brickyard Pl Westbound					US 701 Northbound					Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**1**	116	0	0	117	0	0	0	0	0	**3**	**89**	0	0	**92**	**3**	0	0	0	**3**	212
17:00	1	119	**3**	0	123	0	0	0	0	0	0	82	0	0	82	3	0	0	0	3	208
17:15	0	**138**	2	0	**140**	0	0	**1**	0	**1**	1	85	0	0	86	0	0	0	0	0	**227**
17:30	0	130	2	0	132	0	0	0	0	0	0	85	0	0	85	2	0	0	0	2	219
Total Volume	2	503	7	0	512	0	0	1	0	1	4	341	0	0	345	8	0	0	0	8	866
% App. Total	0.4	98.2	1.4	0		0	0	100	0		1.2	98.8	0	0		100	0	0	0		
PHF	.500	.911	.583	.000	.914	.000	.000	.250	.000	.250	.333	.958	.000	.000	.938	.667	.000	.000	.000	.667	.954
Passenger Vehicles	2	482	7	0	491	0	0	1	0	1	2	308	0	0	310	8	0	0	0	8	810
% Passenger Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46
% Heavy Vehicles	0	3.8	0	0	3.7	0	0	0	0	0	0	7.9	0	0	7.8	0	0	0	0	0	5.3
Buses	0	2	0	0	2	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	10
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	50.0	1.8	0	0	2.3	0	0	0	0	0	1.2



Deed BK: 4779 PG: 758 Doctype: 082 02/27/2024 at 11:23:22 AM, 106 OF 273
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File Name : US 701 @ Lake Way Dr
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

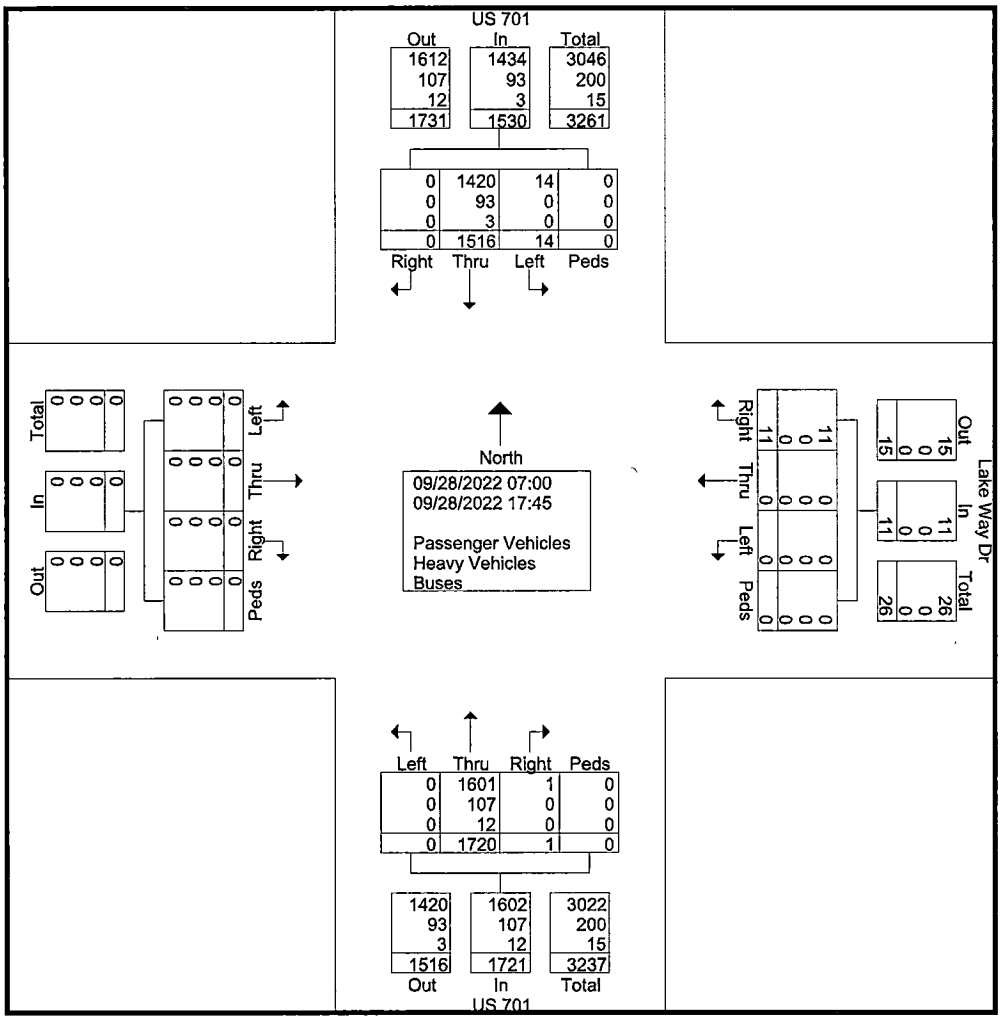
	US 701 Southbound				Lake Way Dr Westbound				US 701 Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	65	0	0	0	0	4	0	0	194	0	0	0	0	0	0	263
07:15	0	80	0	0	0	0	0	0	0	152	0	0	0	0	0	0	232
07:30	0	71	0	0	0	0	1	0	0	130	0	0	0	0	0	0	202
07:45	0	78	0	0	0	0	0	0	0	113	0	0	0	0	0	0	191
Total	0	294	0	0	0	0	5	0	0	589	0	0	0	0	0	0	888
08:00	1	79	0	0	0	0	0	0	0	104	0	0	0	0	0	0	184
08:15	1	54	0	0	0	0	2	0	0	109	0	0	0	0	0	0	166
08:30	0	76	0	0	0	0	1	0	0	82	0	0	0	0	0	0	159
08:45	0	60	0	0	0	0	0	0	0	98	0	0	0	0	0	0	158
Total	2	269	0	0	0	0	3	0	0	393	0	0	0	0	0	0	667
16:00	2	110	0	0	0	0	0	0	0	103	0	0	0	0	0	0	215
16:15	1	106	0	0	0	0	0	0	0	87	0	0	0	0	0	0	194
16:30	1	95	0	0	0	0	1	0	0	108	0	0	0	0	0	0	205
16:45	1	115	0	0	0	0	0	0	0	81	0	0	0	0	0	0	197
Total	5	426	0	0	0	0	1	0	0	379	0	0	0	0	0	0	811
17:00	2	127	0	0	0	0	0	0	0	96	1	0	0	0	0	0	226
17:15	2	139	0	0	0	0	0	0	0	92	0	0	0	0	0	0	233
17:30	1	138	0	0	0	0	1	0	0	89	0	0	0	0	0	0	229
17:45	2	123	0	0	0	0	1	0	0	82	0	0	0	0	0	0	208
Total	7	527	0	0	0	0	2	0	0	359	1	0	0	0	0	0	896
Grand Total	14	1516	0	0	0	0	11	0	0	1720	1	0	0	0	0	0	3262
Apprch %	0.9	99.1	0	0	0	0	100	0	0	99.9	0.1	0	0	0	0	0	
Total %	0.4	46.5	0	0	0	0	0.3	0	0	52.7	0	0	0	0	0	0	
Passenger Vehicles	14	1420	0	0	0	0	11	0	0	1601	1	0	0	0	0	0	3047
% Passenger Vehicles	100	93.7	0	0	0	0	100	0	0	93.1	100	0	0	0	0	0	93.4
Heavy Vehicles	0	93	0	0	0	0	0	0	0	107	0	0	0	0	0	0	200
% Heavy Vehicles	0	6.1	0	0	0	0	0	0	0	6.2	0	0	0	0	0	0	6.1
Buses	0	3	0	0	0	0	0	0	0	12	0	0	0	0	0	0	15
% Buses	0	0.2	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0.5

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File Name : US 701 @ Lake Way Dr
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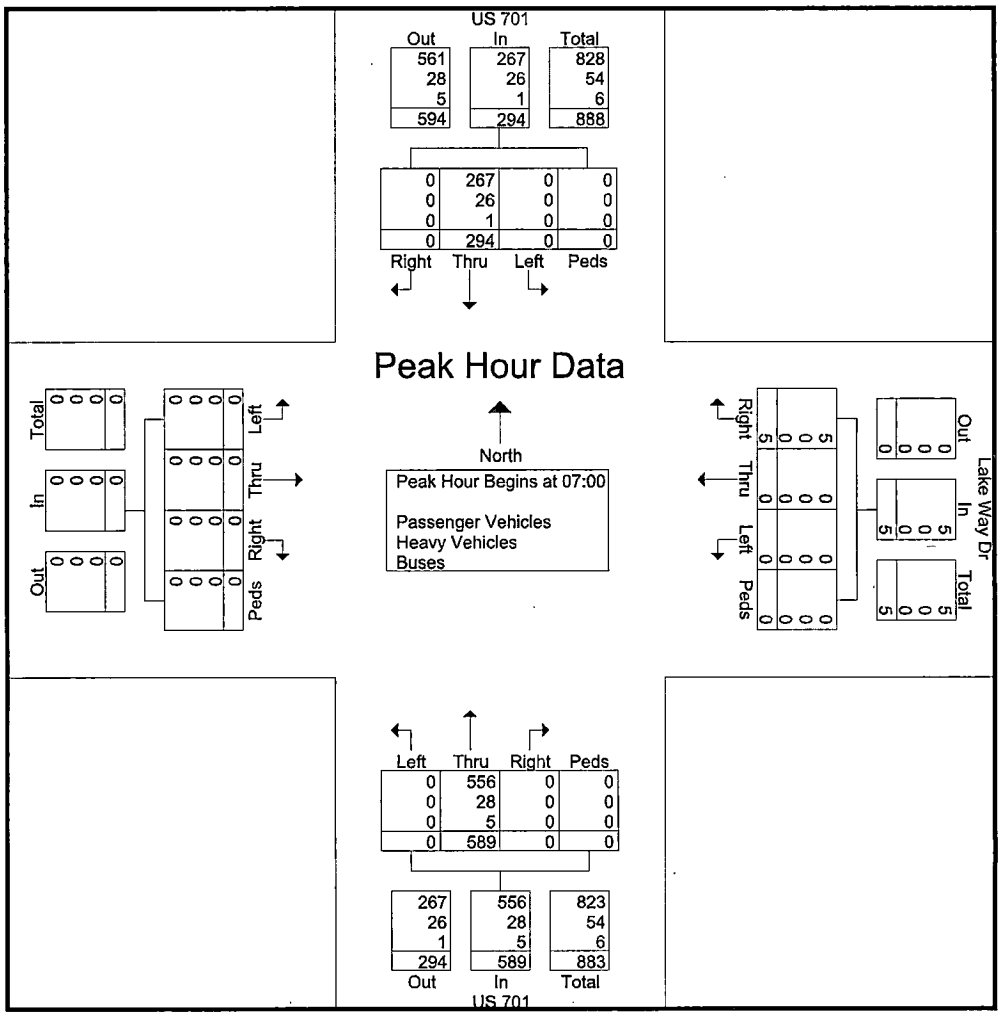


Deed BK: 4779 PG: 760 Doctype: 082 02/27/2024 at 11:23:22 AM, 108 OF 273
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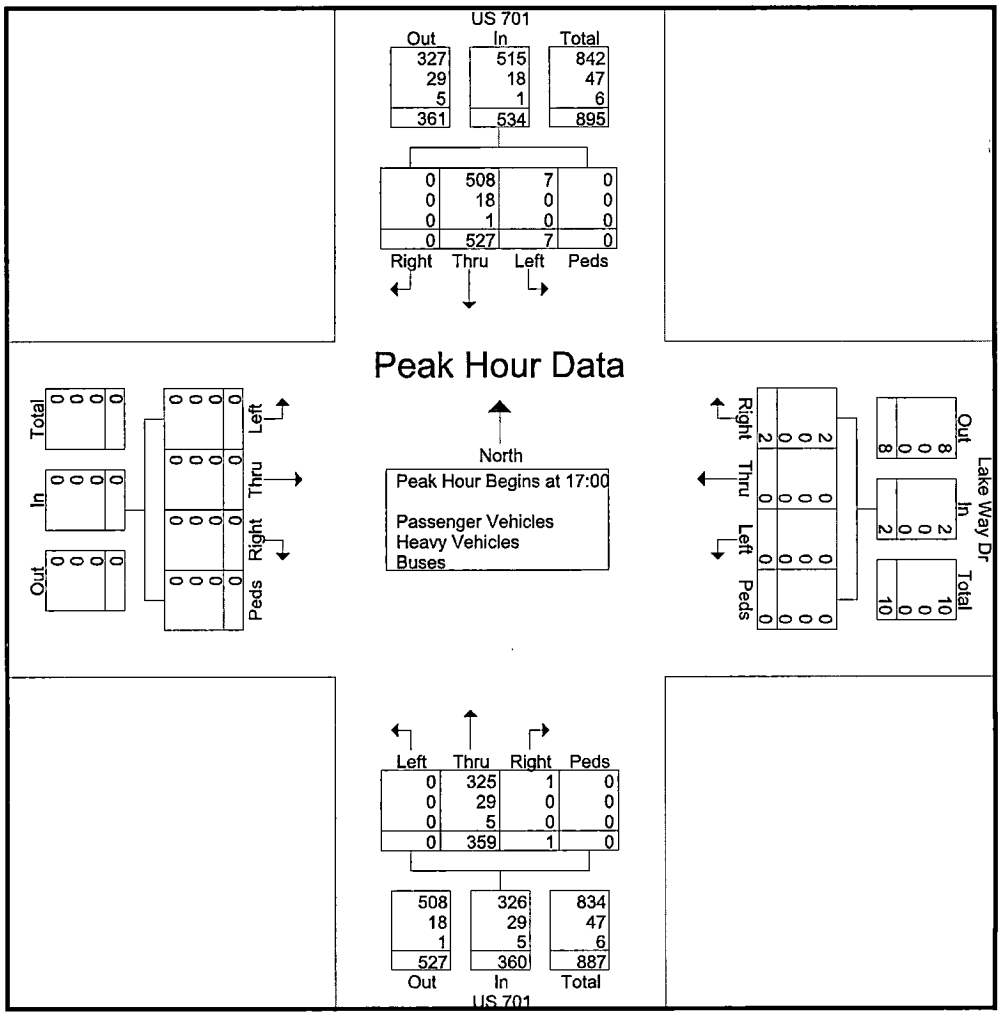
	US 701 Southbound					Lake Way Dr Westbound					US 701 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	65	0	0	65	0	0	**4**	0	**4**	0	**194**	0	0	**194**	0	0	0	0	0	**263**
07:15	0	**80**	0	0	**80**	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	232
07:30	0	71	0	0	71	0	0	1	0	1	0	130	0	0	130	0	0	0	0	0	202
07:45	0	78	0	0	78	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	191
Total Volume	0	294	0	0	294	0	0	5	0	5	0	589	0	0	589	0	0	0	0	0	888
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.919	.000	.000	.919	.000	.000	.313	.000	.313	.000	.759	.000	.000	.759	.000	.000	.000	.000	.000	.844
Passenger Vehicles	0	267	0	0	267	0	0	5	0	5	0	556	0	0	556	0	0	0	0	0	828
% Passenger Vehicles																					
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	54
% Heavy Vehicles	0	8.8	0	0	8.8	0	0	0	0	0	0	4.8	0	0	4.8	0	0	0	0	0	6.1
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.7



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File Name : US 701 @ Lake Way Dr
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	US 701 Southbound					Lake Way Dr Westbound					US 701 Northbound					Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**2**	127	0	0	129	0	0	0	0	0	0	**96**	**1**	0	**97**	0	0	0	0	0	226
17:15	2	**139**	0	0	**141**	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	**233**
17:30	1	138	0	0	139	0	0	**1**	0	**1**	0	89	0	0	89	0	0	0	0	0	229
17:45	2	123	0	0	125	0	0	1	0	1	0	82	0	0	82	0	0	0	0	0	208
Total Volume	7	527	0	0	534	0	0	2	0	2	0	359	1	0	360	0	0	0	0	0	896
% App. Total	1.3	98.7	0	0		0	0	100	0		0	99.7	0.3	0		0	0	0	0		
PHF	.875	.948	.000	.000	.947	.000	.000	.500	.000	.500	.000	.935	.250	.000	.928	.000	.000	.000	.000	.000	.961
Passenger Vehicles	7	508	0	0	515	0	0	2	0	2	0	325	1	0	326	0	0	0	0	0	843
% Passenger Vehicles																					
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	47
% Heavy Vehicles	0	3.4	0	0	3.4	0	0	0	0	0	0	8.1	0	0	8.1	0	0	0	0	0	5.2
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0.7



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File Name : US 701 @ Pitch Landing Rd
Site Code :
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

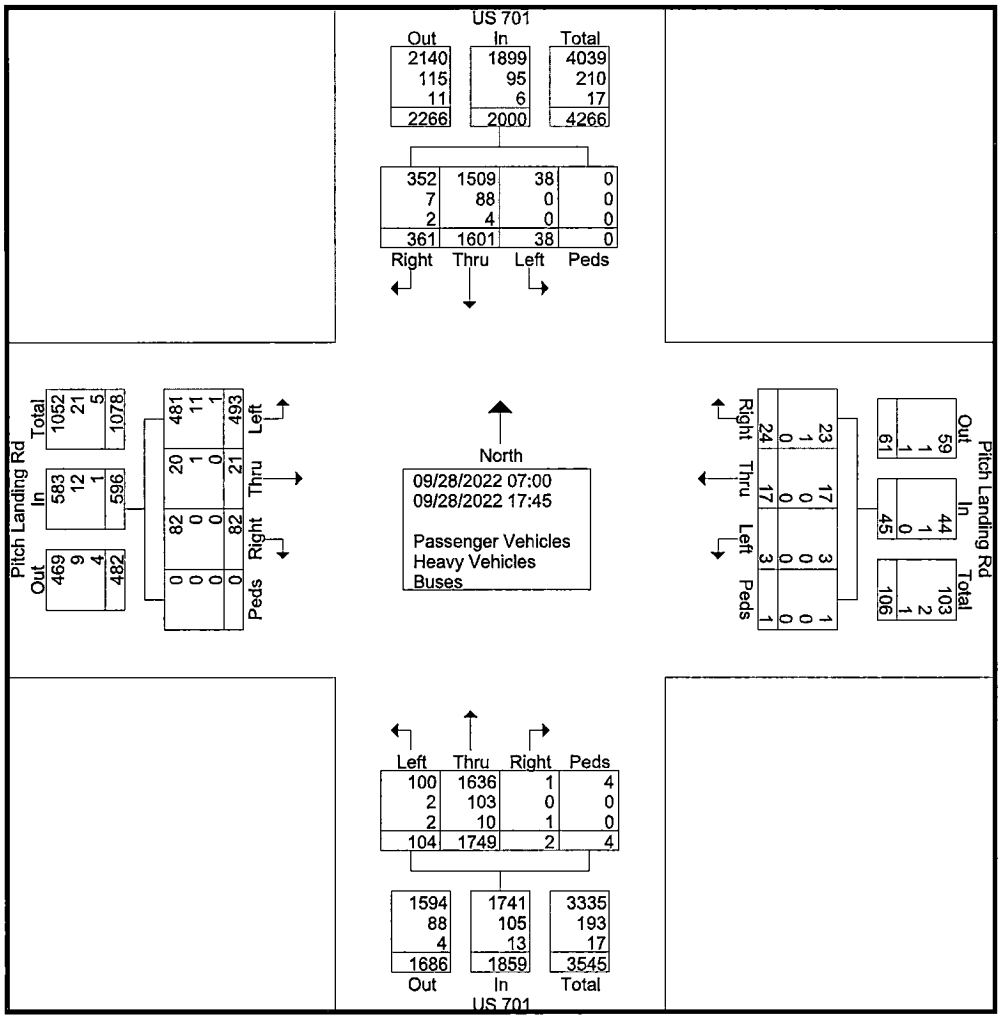
	US 701 Southbound				Pitch Landing Rd Westbound				US 701 Northbound				Pitch Landing Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	78	10	0	0	3	4	0	9	180	0	0	77	2	3	0	368
07:15	0	77	11	0	0	0	0	0	4	164	0	0	52	1	7	0	316
07:30	2	72	10	0	0	0	2	0	11	154	0	0	45	0	4	0	300
07:45	1	78	19	0	0	0	2	0	2	121	0	0	31	3	4	0	261
Total	5	305	50	0	0	3	8	0	26	619	0	0	205	6	18	0	1245
08:00	4	74	19	0	1	4	1	0	5	108	0	0	26	0	2	0	244
08:15	3	65	14	0	0	1	4	0	10	97	0	0	29	1	2	0	226
08:30	1	64	9	0	1	0	0	1	5	91	0	0	29	1	7	0	209
08:45	2	67	11	0	0	0	1	0	3	91	0	0	25	1	1	0	202
Total	10	270	53	0	2	5	6	1	23	387	0	0	109	3	12	0	881
16:00	2	121	35	0	0	4	1	0	3	114	1	0	22	0	7	0	310
16:15	4	107	30	0	0	2	2	0	4	98	0	0	16	2	3	0	268
16:30	2	108	33	0	0	0	1	0	7	90	0	0	24	2	7	0	274
16:45	1	144	30	0	0	1	1	0	3	88	1	0	35	1	4	0	309
Total	9	480	128	0	0	7	5	0	17	390	2	0	97	5	21	0	1161
17:00	5	135	32	0	0	1	3	0	7	94	0	4	21	0	9	0	311
17:15	6	149	33	0	0	0	0	0	12	97	0	0	19	4	10	0	330
17:30	3	141	30	0	1	1	0	0	13	89	0	0	22	2	8	0	310
17:45	0	121	35	0	0	0	2	0	6	73	0	0	20	1	4	0	262
Total	14	546	130	0	1	2	5	0	38	353	0	4	82	7	31	0	1213
Grand Total	38	1601	361	0	3	17	24	1	104	1749	2	4	493	21	82	0	4500
Apprch %	1.9	80.1	18	0	6.7	37.8	53.3	2.2	5.6	94.1	0.1	0.2	82.7	3.5	13.8	0	
Total %	0.8	35.6	8	0	0.1	0.4	0.5	0	2.3	38.9	0	0.1	11	0.5	1.8	0	
Passenger Vehicles	38	1509	352	0	3	17	23	1	100	1636	1	4	481	20	82	0	4267
% Passenger Vehicles	100	94.3	97.5	0	100	100	95.8	100	96.2	93.5	50	100	97.6	95.2	100	0	94.8
Heavy Vehicles	0	88	7	0	0	0	1	0	2	103	0	0	11	1	0	0	213
% Heavy Vehicles	0	5.5	1.9	0	0	0	4.2	0	1.9	5.9	0	0	2.2	4.8	0	0	4.7
Buses	0	4	2	0	0	0	0	0	2	10	1	0	1	0	0	0	20
% Buses	0	0.2	0.6	0	0	0	0	0	1.9	0.6	50	0	0.2	0	0	0	0.4

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File Name : US 701 @ Pitch Landing Rd
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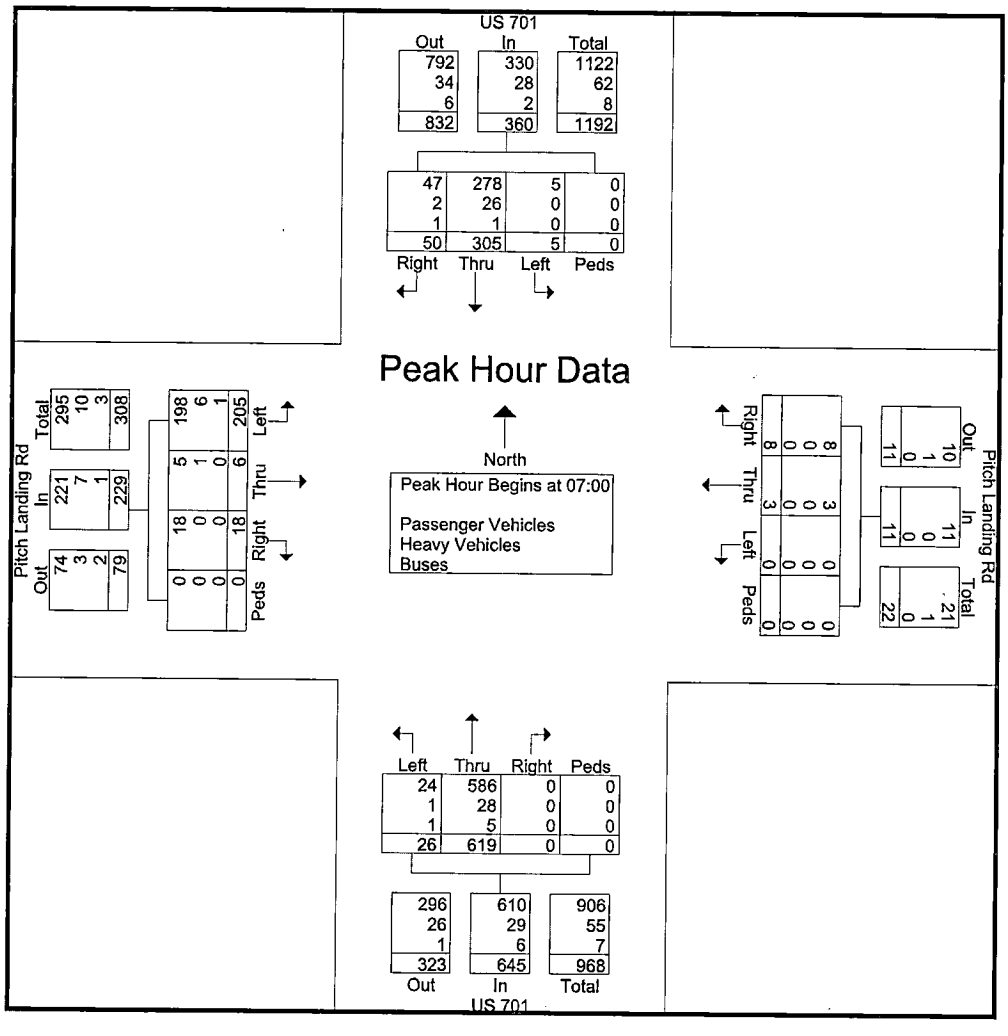
Deed BK: 4779 PG: 764 Doctype: 082 02/27/2024 at 11:23:22 AM, 112 OF 273
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File Name : US 701 @ Pitch Landing Rd
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	US 701 Southbound					Pitch Landing Rd Westbound					US 701 Northbound					Pitch Landing Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	**2**	**78**	10	0	90	0	**3**	**4**	0	**7**	9	**180**	0	0	**189**	**77**	2	3	0	**82**	**368**
07:15	0	77	11	0	88	0	0	0	0	0	4	164	0	0	168	52	1	**7**	0	60	316
07:30	2	72	10	0	84	0	0	2	0	2	**11**	154	0	0	165	45	0	4	0	49	300
07:45	1	78	**19**	0	**98**	0	0	2	0	2	2	121	0	0	123	31	**3**	4	0	38	261
Total Volume	5	305	50	0	360	0	3	8	0	11	26	619	0	0	645	205	6	18	0	229	1245
% App. Total	1.4	84.7	13.9	0		0	27.3	72.7	0		4	96	0	0		89.5	2.6	7.9	0		
PHF	.625	.978	.658	.000	.918	.000	.250	.500	.000	.393	.591	.860	.000	.000	.853	.666	.500	.643	.000	.698	.846
Passenger Vehicles	5	278	47	0	330	0	3	8	0	11	24	586	0	0	610	198	5	18	0	221	1172
% Passenger Vehicles																					
Heavy Vehicles	0	26	2	0	28	0	0	0	0	0	1	28	0	0	29	6	1	0	0	7	64
% Heavy Vehicles	0	8.5	4.0	0	7.8	0	0	0	0	0	3.8	4.5	0	0	4.5	2.9	16.7	0	0	3.1	5.1
Buses	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	9
% Buses	0	0.3	2.0	0	0.6	0	0	0	0	0	3.8	0.8	0	0	0.9	0.5	0	0	0	0.4	0.7



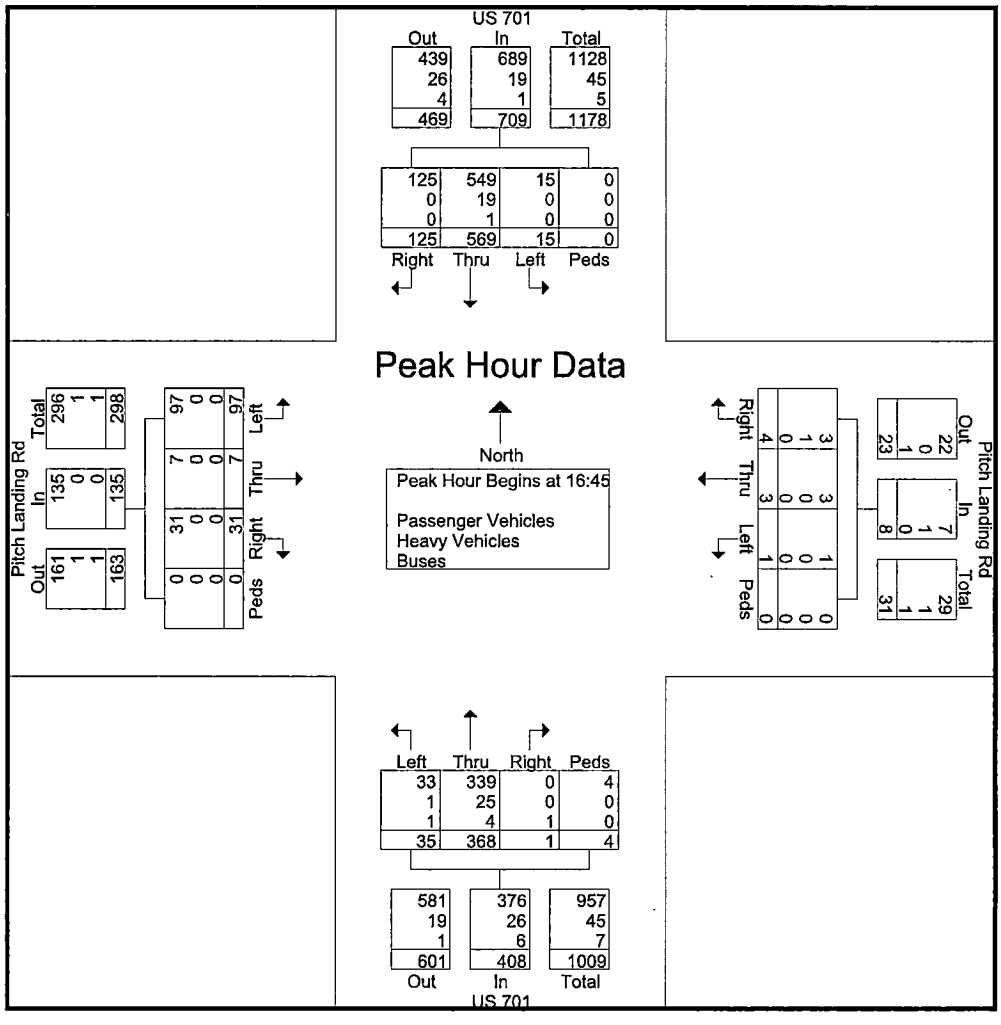
SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

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

File Name : US 701 @ Pitch Landing Rd
Site Code :
Start Date : 09/28/2022
Page No : 4

	US 701 Southbound					Pitch Landing Rd Westbound					US 701 Northbound					Pitch Landing Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	1	144	30	0	175	0	**1**	1	0	2	3	88	**1**	0	92	**35**	1	4	0	**40**	309
17:00	5	135	32	0	172	0	1	**3**	0	**4**	7	94	0	**4**	105	21	0	9	0	30	311
17:15	**6**	**149**	**33**	0	**188**	0	0	0	0	0	12	**97**	0	0	**109**	19	**4**	**10**	0	33	**330**
17:30	3	141	30	0	174	**1**	1	0	0	2	**13**	89	0	0	102	22	2	8	0	32	310
Total Volume	15	569	125	0	709	1	3	4	0	8	35	368	1	4	408	97	7	31	0	135	1260
% App. Total	2.1	80.3	17.6	0		12.5	37.5	50	0		8.6	90.2	0.2	1		71.9	5.2	23	0		
PHF	.625	.955	.947	.000	.943	.250	.750	.333	.000	.500	.673	.948	.250	.250	.936	.693	.438	.775	.000	.844	.955
Passenger Vehicles	15	549	125	0	689	1	3	3	0	7	33	339	0	4	376	97	7	31	0	135	1207
% Passenger Vehicles																					
Heavy Vehicles	0	19	0	0	19	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	46
% Heavy Vehicles	0	3.3	0	0	2.7	0	0	25.0	0	12.5	2.9	6.8	0	0	6.4	0	0	0	0	0	3.7
Buses	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	2.9	1.1	100	0	1.5	0	0	0	0	0	0.6



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File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Southbound				Cates Bay Hwy Westbound				Willow Springs Rd Northbound				Cates Bay Hwy Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	2	37	0	0	0	0	25	0	0	93	1	0	158
07:15	0	0	0	0	10	29	0	0	0	0	27	0	0	100	0	0	166
07:30	0	0	0	0	11	21	0	0	0	0	18	0	0	93	0	0	143
07:45	0	0	0	0	9	19	0	0	0	0	16	0	0	56	0	0	100
Total	0	0	0	0	32	106	0	0	0	0	86	0	0	342	1	0	567
08:00	0	0	0	0	5	21	0	0	0	0	12	0	0	44	0	0	82
08:15	0	0	0	0	4	17	0	0	0	0	9	0	0	42	0	0	72
08:30	0	0	0	0	7	18	0	0	0	0	8	0	0	35	0	0	68
08:45	0	0	0	0	5	24	0	0	0	0	12	0	0	46	0	0	87
Total	0	0	0	0	21	80	0	0	0	0	41	0	0	167	0	0	309
16:00	0	0	0	0	5	40	0	0	0	0	7	0	0	36	2	0	90
16:15	0	0	0	0	20	46	0	0	0	0	5	0	0	34	0	0	105
16:30	0	0	0	0	18	66	0	0	1	0	11	0	0	26	0	0	122
16:45	0	0	0	0	15	64	0	0	1	0	17	0	0	39	1	0	137
Total	0	0	0	0	58	216	0	0	2	0	40	0	0	135	3	0	454
17:00	0	0	0	0	23	65	0	0	0	0	13	0	0	36	1	0	138
17:15	0	0	0	0	19	69	0	0	0	0	17	0	0	34	1	0	140
17:30	0	0	0	0	19	65	0	0	0	0	11	0	0	29	0	0	124
17:45	0	0	0	0	16	60	0	0	0	0	9	0	0	27	1	0	113
Total	0	0	0	0	77	259	0	0	0	0	50	0	0	126	3	0	515
Grand Total	0	0	0	0	188	661	0	0	2	0	217	0	0	770	7	0	1845
Apprch %	0	0	0	0	22.1	77.9	0	0	0.9	0	99.1	0	0	99.1	0.9	0	
Total %	0	0	0	0	10.2	35.8	0	0	0.1	0	11.8	0	0	41.7	0.4	0	
Passenger Vehicles	0	0	0	0	182	650	0	0	2	0	212	0	0	751	7	0	1804
% Passenger Vehicles	0	0	0	0	96.8	98.3	0	0	100	0	97.7	0	0	97.5	100	0	97.8
Heavy Vehicles	0	0	0	0	6	9	0	0	0	0	2	0	0	12	0	0	29
% Heavy Vehicles	0	0	0	0	3.2	1.4	0	0	0	0	0.9	0	0	1.6	0	0	1.6
Buses	0	0	0	0	0	2	0	0	0	0	3	0	0	7	0	0	12
% Buses	0	0	0	0	0	0.3	0	0	0	0	1.4	0	0	0.9	0	0	0.7

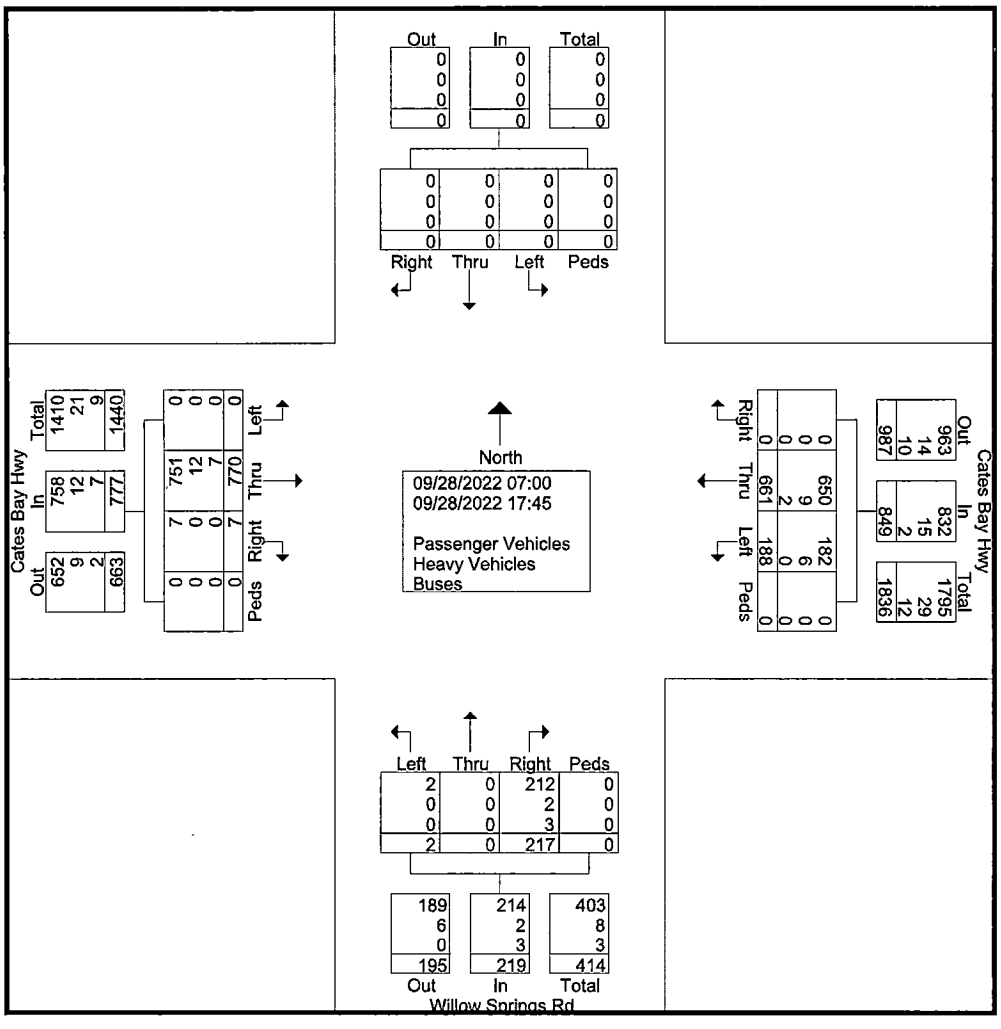
Deed BK: 4779 PG: 767 Doctype: 082 02/27/2024 at 11:23:22 AM, 115 OF 273
Marion D. Foxworth III, Horry County, SC Register of Deeds

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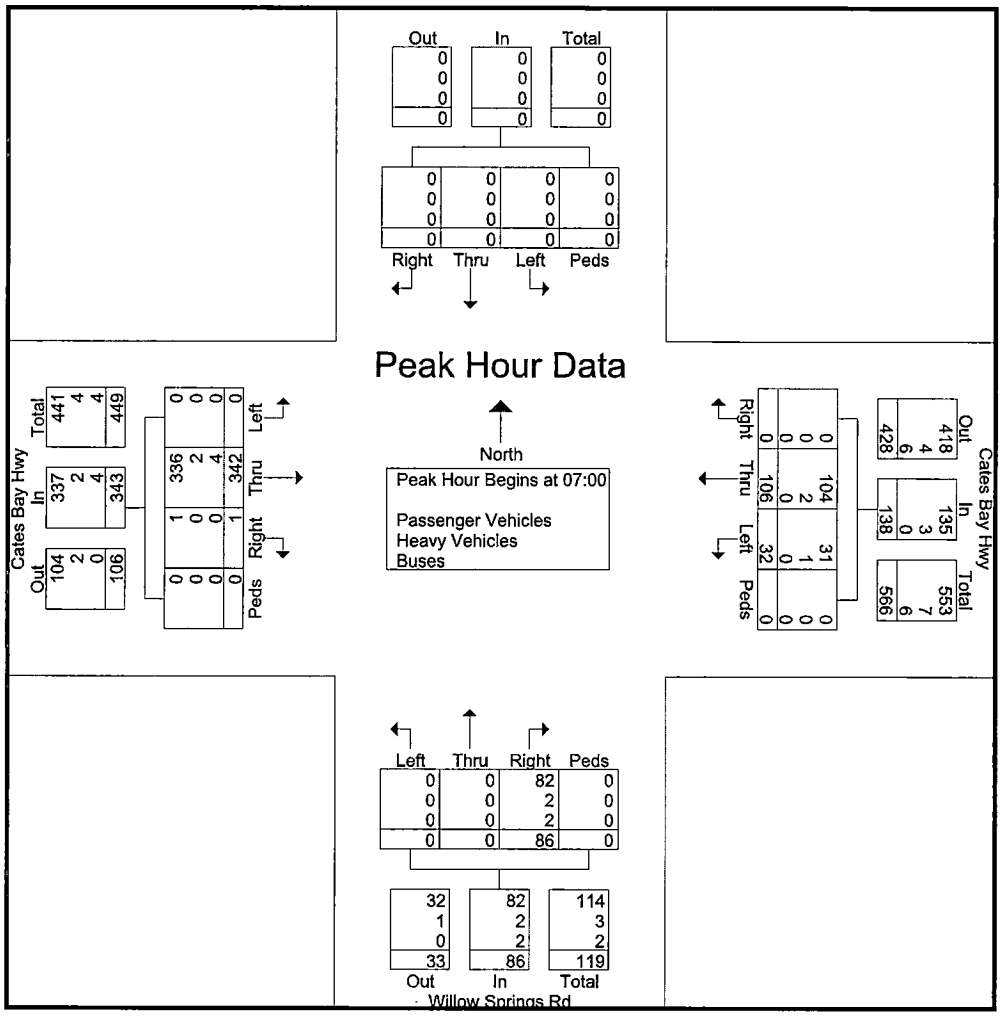
File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 2



SHORT COUNTS, LLC
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Columbia, SC 29201
We can't say we're the Best, but you Can!

File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 3

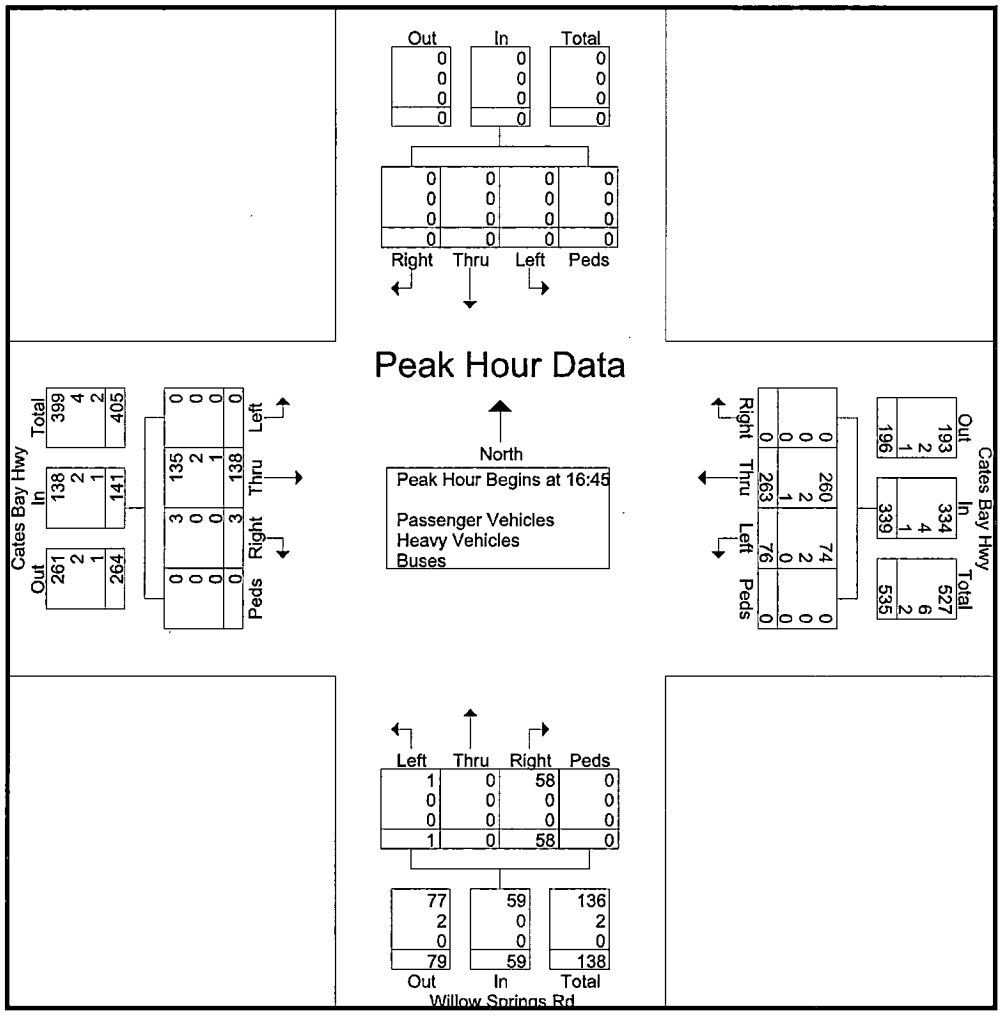
	Southbound					Cates Bay Hwy Westbound					Willow Springs Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	2	**37**	0	0	**39**	0	0	25	0	25	0	93	**1**	0	94	158
07:15	0	0	0	0	0	10	29	0	0	39	0	0	**27**	0	**27**	0	**100**	0	0	**100**	**166**
07:30	0	0	0	0	0	**11**	21	0	0	32	0	0	18	0	18	0	93	0	0	93	143
07:45	0	0	0	0	0	9	19	0	0	28	0	0	16	0	16	0	56	0	0	56	100
Total Volume	0	0	0	0	0	32	106	0	0	138	0	0	86	0	86	0	342	1	0	343	567
% App. Total	0	0	0	0		23.2	76.8	0	0		0	0	100	0		0	99.7	0.3	0		
PHF	.000	.000	.000	.000	.000	.727	.716	.000	.000	.885	.000	.000	.796	.000	.796	.000	.855	.250	.000	.858	.854
Passenger Vehicles	0	0	0	0	0	31	104	0	0	135	0	0	82	0	82	0	336	1	0	337	554
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	2	0	0	2	7
% Heavy Vehicles	0	0	0	0	0	3.1	1.9	0	0	2.2	0	0	2.3	0	2.3	0	0.6	0	0	0.6	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	2.3	0	1.2	0	0	1.2	1.1



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File Name : Willow Springs Rd @ Cates Bay Hwy
Site Code :
Start Date : 09/28/2022
Page No : 4

	Southbound					Cates Bay Hwy Westbound					Willow Springs Rd Northbound					Cates Bay Hwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. 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	15	64	0	0	79	**1**	0	**17**	0	**18**	0	**39**	**1**	0	**40**	137
17:00	0	0	0	0	0	**23**	65	0	0	**88**	0	0	13	0	13	0	36	1	0	37	138
17:15	0	0	0	0	0	19	**69**	0	0	88	0	0	17	0	17	0	34	1	0	35	**140**
17:30	0	0	0	0	0	19	65	0	0	84	0	0	11	0	11	0	29	0	0	29	124
Total Volume	0	0	0	0	0	76	263	0	0	339	1	0	58	0	59	0	138	3	0	141	539
% App. Total	0	0	0	0		22.4	77.6	0	0		1.7	0	98.3	0		0	97.9	2.1	0		
PHF	.000	.000	.000	.000	.000	.826	.953	.000	.000	.963	.250	.000	.853	.000	.819	.000	.885	.750	.000	.881	.963
Passenger Vehicles	0	0	0	0	0	74	260	0	0	334	1	0	58	0	59	0	135	3	0	138	531
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	2.6	0.8	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.4	1.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0.4



Deed BK: 4779 PG: 770 Doctype: 082 02/27/2024 at 11:23:22 AM, 118 OF 273
Marion D. Foxworth III, Horry County, SC Register of Deeds

APPENDIX B

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Highway 134

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**112**		**38**				**71**	**230**			**76**	**71**
Heavy Vehicle Percentage	**2%**		**3%**				**3%**	**2%**			**2%**	**2%**
Years To Phase 2 Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	44		15				28	90			30	28
2035 NO-BUILD TRAFFIC VOLUMES	**156**		**53**				**99**	**320**			**106**	**99**
Inbound Trip Distribution Percentage								**5%**				
Outbound Trip Distribution Percentage											**5%**	
Inbound New Project Traffic								42				
Outbound New Project Traffic											77	
Pass-By Project Traffic												
Total Buildout Project Traffic								42			77	
2035 BUILD TRAFFIC VOLUMES	**156**		**53**				**99**	**362**			**183**	**99**

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**51**		**81**				**38**	**120**			**216**	**62**
Heavy Vehicle Percentage	**2%**		**2%**				**2%**	**2%**			**2%**	**3%**
Years To Phase 2 Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	20		32				15	47			84	24
2035 NO-BUILD TRAFFIC VOLUMES	**71**		**113**				**53**	**167**			**300**	**86**
Inbound Trip Distribution Percentage								**5%**				
Outbound Trip Distribution Percentage											**5%**	
Inbound New Project Traffic								84				
Outbound New Project Traffic											64	
Pass-By Project Traffic												
Total Buildout Project Traffic								84			64	
2035 BUILD TRAFFIC VOLUMES	**71**		**113**				**53**	**251**			**364**	**86**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Allen Dew Road/N Pauley Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**4**	**1**	**3**	**25**	**0**	**7**	**5**	**302**	**26**	**5**	**123**	**1**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	1	10	0	3	2	118	10	2	48	0
2035 NO-BUILD TRAFFIC VOLUMES	**6**	**1**	**4**	**35**	**0**	**10**	**7**	**420**	**36**	**7**	**171**	**1**
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									42			
Outbound New Project Traffic				77								
Pass-By Project Traffic												
Total Buildout Project Traffic				77					42			
2035 BUILD TRAFFIC VOLUMES	**6**	**1**	**4**	**112**	**0**	**10**	**7**	**420**	**78**	**7**	**171**	**1**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**4**	**1**	**1**	**39**	**0**	**7**	**5**	**117**	**22**	**14**	**229**	**6**
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	15	0	3	2	46	9	5	89	2
2035 NO-BUILD TRAFFIC VOLUMES	**6**	**1**	**1**	**54**	**0**	**10**	**7**	**163**	**31**	**19**	**318**	**8**
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									84			
Outbound New Project Traffic				64								
Pass-By Project Traffic												
Total Buildout Project Traffic				64					84			
2035 BUILD TRAFFIC VOLUMES	**6**	**1**	**1**	**118**	**0**	**10**	**7**	**163**	**115**	**19**	**318**	**8**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Cates Bay Highway & Willow Springs Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**342**	**1**	**32**	**106**		**0**		**86**			
Heavy Vehicle Percentage		**2%**	**2%**	**3%**	**2%**		**2%**		**2%**			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		133	0	12	41		0		34			
2035 NO-BUILD TRAFFIC VOLUMES		**475**	**1**	**44**	**147**		**0**		**120**			
Inbound Trip Distribution Percentage				**15%**								
Outbound Trip Distribution Percentage									**15%**			
Inbound New Project Traffic				127								
Outbound New Project Traffic									234			
Pass-By Project Traffic												
Total Buildout Project Traffic				127					234			
2035 BUILD TRAFFIC VOLUMES		**475**	**1**	**171**	**147**		**0**		**354**			

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**138**	**3**	**76**	**263**		**1**		**58**			
Heavy Vehicle Percentage		**2%**	**2%**	**3%**	**2%**		**2%**		**2%**			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		54	1	30	103		0		23			
2035 NO-BUILD TRAFFIC VOLUMES		**192**	**4**	**106**	**366**		**1**		**81**			
Inbound Trip Distribution Percentage				**15%**								
Outbound Trip Distribution Percentage									**15%**			
Inbound New Project Traffic				253								
Outbound New Project Traffic									192			
Pass-By Project Traffic												
Total Buildout Project Traffic				253					192			
2035 BUILD TRAFFIC VOLUMES		**192**	**4**	**359**	**366**		**1**		**273**			

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Willow Springs Road/Pauley Swamp Road & Pitch Landing Road/Allen Dew Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**4**	**42**	**3**	**20**	**20**	**6**	**4**	**35**	**100**	**7**	**21**	**5**
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	5%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	16	1	8	8	2	2	14	39	3	8	2
2035 NO-BUILD TRAFFIC VOLUMES	**6**	**58**	**4**	**28**	**28**	**8**	**6**	**49**	**139**	**10**	**29**	**7**
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		42							42	127		
Outbound New Project Traffic				78	77	234						
Pass-By Project Traffic												
Total Buildout Project Traffic		42		78	77	234			42	127		
2035 BUILD TRAFFIC VOLUMES	**6**	**100**	**4**	**106**	**105**	**242**	**6**	**49**	**181**	**137**	**29**	**7**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**3**	**24**	**0**	**100**	**47**	**15**	**3**	**40**	**30**	**10**	**41**	**8**
Heavy Vehicle Percentage	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	9	0	39	18	6	1	16	12	4	16	3
2035 NO-BUILD TRAFFIC VOLUMES	**4**	**33**	**0**	**139**	**65**	**21**	**4**	**56**	**42**	**14**	**57**	**11**
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		84							84	253		
Outbound New Project Traffic				64	64	192						
Pass-By Project Traffic												
Total Buildout Project Traffic		84		64	64	192			84	253		
2035 BUILD TRAFFIC VOLUMES	**4**	**117**	**0**	**203**	**129**	**213**	**4**	**56**	**126**	**267**	**57**	**11**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Pitch Landing Road

TRAFFIC CONTROL: Signalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**205**	**6**	**18**	**0**	**3**	**8**	**26**	**619**	**0**	**5**	**305**	**50**
Heavy Vehicle Percentage	3%	17%	2%	2%	2%	2%	4%	5%	2%	2%	9%	4%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	80	2	7	0	1	3	10	241	0	2	119	20
2035 NO-BUILD TRAFFIC VOLUMES	**285**	**8**	**25**	**0**	**4**	**11**	**36**	**860**	**0**	**7**	**424**	**70**
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			42								296	127
Outbound New Project Traffic	234						78	546				
Pass-By Project Traffic												
Total Buildout Project Traffic	234		42				78	546			296	127
2035 BUILD TRAFFIC VOLUMES	**519**	**8**	**67**	**0**	**4**	**11**	**114**	**1,406**	**0**	**7**	**720**	**197**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**97**	**7**	**31**	**1**	**3**	**4**	**35**	**368**	**1**	**15**	**569**	**125**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	25%	3%	7%	2%	2%	3%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	38	3	12	0	1	2	14	144	0	6	222	49
2035 NO-BUILD TRAFFIC VOLUMES	**135**	**10**	**43**	**1**	**4**	**6**	**49**	**512**	**1**	**21**	**791**	**174**
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			84								590	253
Outbound New Project Traffic	192						64	449				
Pass-By Project Traffic												
Total Buildout Project Traffic	192		84				64	449			590	253
2035 BUILD TRAFFIC VOLUMES	**327**	**10**	**127**	**1**	**4**	**6**	**113**	**961**	**1**	**21**	**1,381**	**427**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Lake Way Drive/Access #1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**589**	**0**	**0**	**294**	**0**
Heavy Vehicle Percentage	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**9%**	**2%**
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	2	0	230	0	0	115	0
2035 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**819**	**0**	**0**	**409**	**0**
Inbound Trip Distribution Percentage							**15%**				**15%**	**25%**
Outbound Trip Distribution Percentage	**25%**		**15%**					**15%**				
Inbound New Project Traffic							127				126	212
Outbound New Project Traffic	390		234					234				
Pass-By Project Traffic												
Total Buildout Project Traffic	390		234				127	234			126	212
2035 BUILD TRAFFIC VOLUMES	**390**	**0**	**234**	**0**	**0**	**7**	**127**	**1,053**	**0**	**0**	**535**	**212**

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**359**	**1**	**7**	**527**	**0**
Heavy Vehicle Percentage	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**8%**	**2%**	**2%**	**3%**	**2%**
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	1	0	140	0	3	206	0
2035 NO-BUILD TRAFFIC VOLUMES	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**499**	**1**	**10**	**733**	**0**
Inbound Trip Distribution Percentage							**15%**				**15%**	**25%**
Outbound Trip Distribution Percentage	**25%**		**15%**					**15%**				
Inbound New Project Traffic							252				253	422
Outbound New Project Traffic	321		192					192				
Pass-By Project Traffic	39		115				39	-39			-115	115
Total Buildout Project Traffic	321		192				252	192			253	422
2035 BUILD TRAFFIC VOLUMES	**360**	**0**	**307**	**0**	**0**	**3**	**291**	**652**	**1**	**10**	**871**	**537**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Kinlaw Lane/Access #2/Brickyard Place

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**6**	**0**	**0**	**0**	**0**	**2**	**0**	**540**	**1**	**0**	**294**	**2**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	5%	100%	2%	8%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	0	0	1	0	211	0	0	115	1
2035 NO-BUILD TRAFFIC VOLUMES	**8**	**0**	**0**	**0**	**0**	**3**	**0**	**751**	**1**	**0**	**409**	**3**
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							85	127				126
Outbound New Project Traffic	234		155								234	
Pass-By Project Traffic												
Total Buildout Project Traffic	234		155				85	127			234	126
2035 BUILD TRAFFIC VOLUMES	**242**	**0**	**155**	**0**	**0**	**3**	**85**	**878**	**1**	**0**	**643**	**129**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**8**	**0**	**0**	**0**	**0**	**1**	**4**	**341**	**0**	**2**	**503**	**7**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	4%	2%
Years To Phase 2 Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	3	0	0	0	0	0	2	133	0	1	196	3
2035 NO-BUILD TRAFFIC VOLUMES	**11**	**0**	**0**	**0**	**0**	**1**	**6**	**474**	**0**	**3**	**699**	**10**
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							169	253				253
Outbound New Project Traffic	192		130								192	
Pass-By Project Traffic												
Total Buildout Project Traffic	192		130				169	253			192	253
2035 BUILD TRAFFIC VOLUMES	**203**	**0**	**130**	**0**	**0**	**1**	**175**	**727**	**0**	**3**	**891**	**263**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Pitch Landing & Access #3

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**229**	**0**	**0**	**79**		**0**		**0**			
Heavy Vehicle Percentage		3%	2%	2%	4%		2%		2%			
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		89	0	0	31		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		**318**	**0**	**0**	**110**		**0**		**0**			
Inbound Trip Distribution Percentage		5%	20%	15%								
Outbound Trip Distribution Percentage					5%		20%		15%			
Inbound New Project Traffic		42	169	127								
Outbound New Project Traffic					78		311		234			
Pass-By Project Traffic												
Total Buildout Project Traffic		42	169	127	78		311		234			
2035 BUILD TRAFFIC VOLUMES		**360**	**169**	**127**	**188**		**311**		**234**			

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		**135**	**0**	**0**	**163**		**0**		**0**			
Heavy Vehicle Percentage		2%	2%	2%	2%							
Years To Phase 2 Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		53	0	0	64		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		**188**	**0**	**0**	**227**		**0**		**0**			
Inbound Trip Distribution Percentage		5%	20%	15%								
Outbound Trip Distribution Percentage					5%		20%		15%			
Inbound New Project Traffic		84	337	253								
Outbound New Project Traffic					64		256		192			
Pass-By Project Traffic		-38	38	114	-114		113		38			
Total Buildout Project Traffic		84	337	253	64		256		192			
2035 BUILD TRAFFIC VOLUMES		**234**	**375**	**367**	**177**		**369**		**230**			

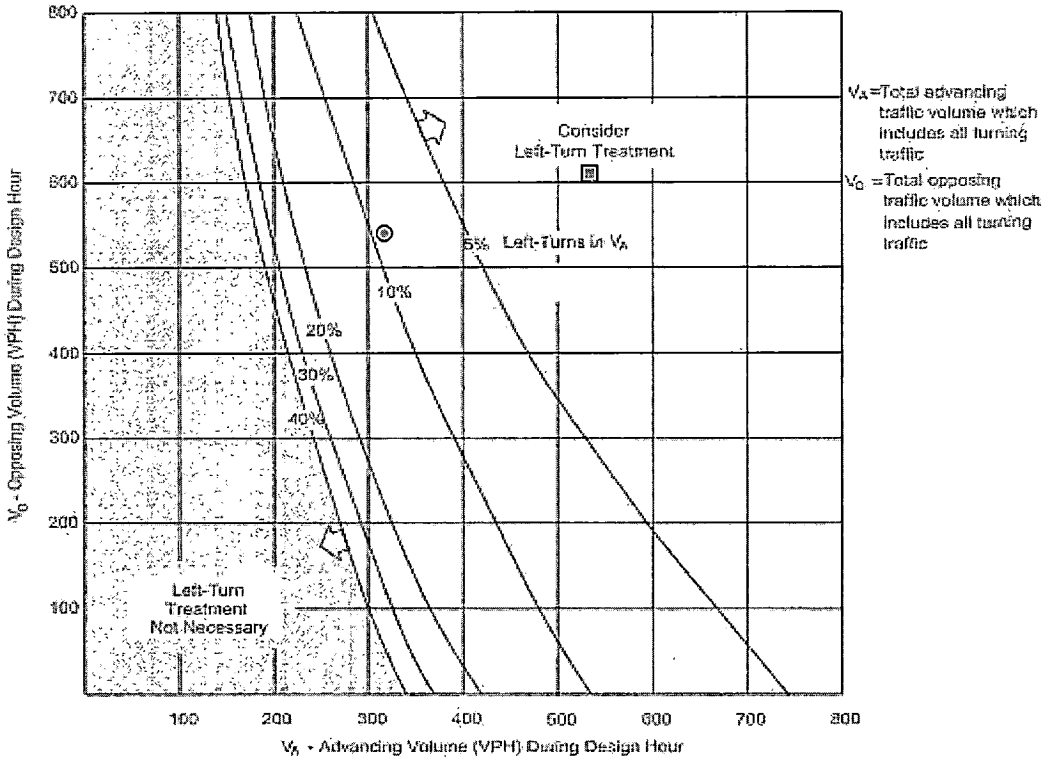
Deed BK: 4779 PG: 779 Doctype: 082 02/27/2024 at 11:23:22 AM, 127 OF 273
Marion D. Foxworth III, Horry County, SC Register of Deeds

APPENDIX C

Turn Lane Analysis Worksheets

Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)

Figure 9.5-F

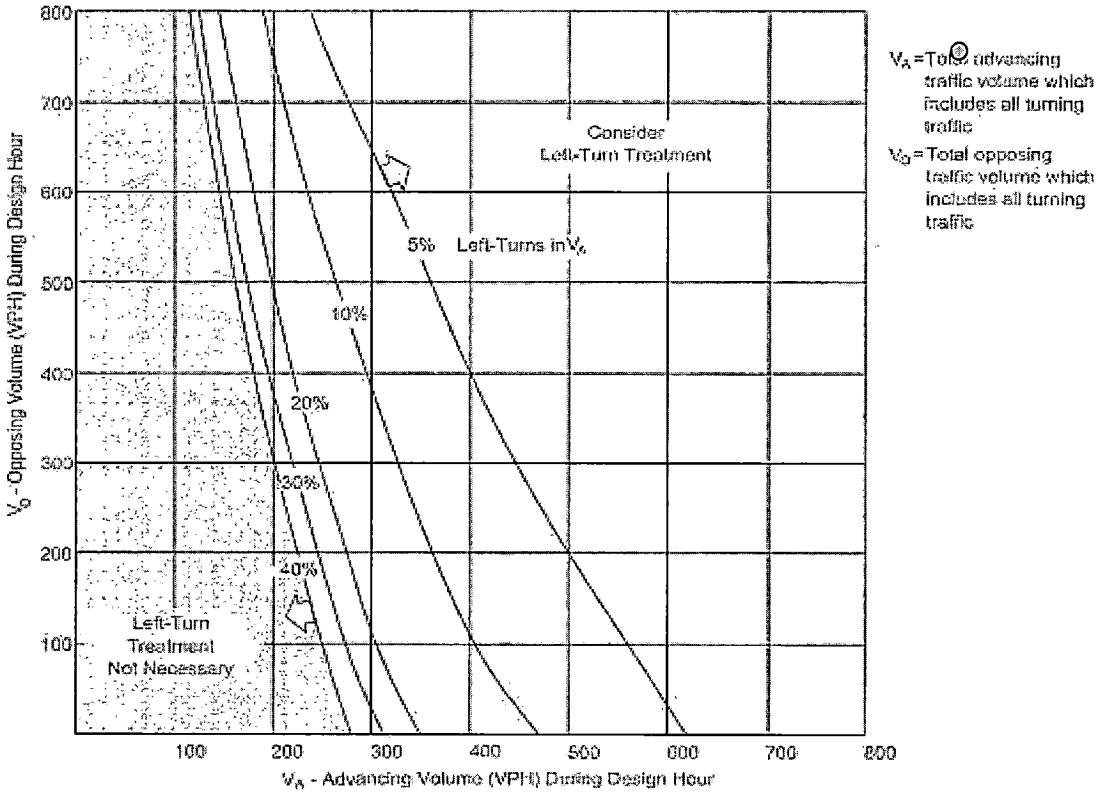
INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Eastbound Left Turn

SCENARIO	Advancing Volume (V_a)	Eastbound Left Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	315	127	529	40.3%	◉
PM Build	544	367	609	67.5%	▣

Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

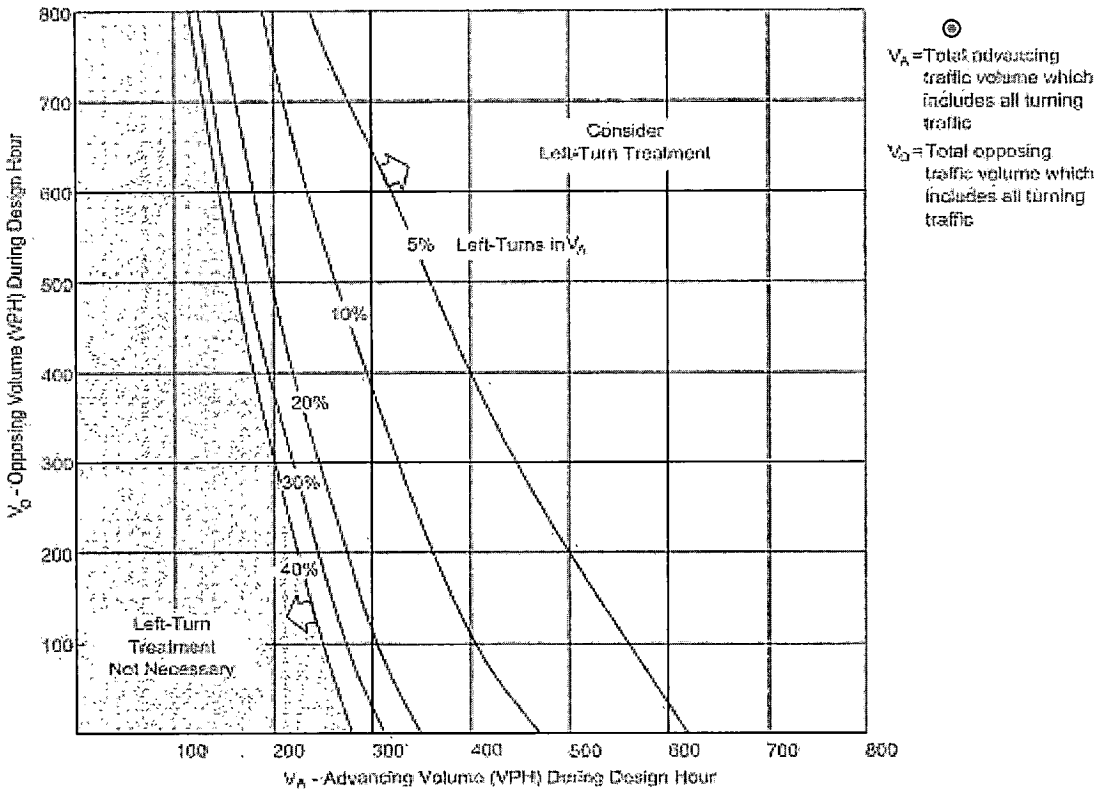
INTERSECTION: US 701 & Access #1

MOVEMENT: Northbound Left-Turn

SCENARIO	Advancing Volume (V_a)	Northbound Left-Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	1180	127	747	10.8%	◉
PM Build	944	291	1418	30.8%	▣

Warden Tract

LEFT-TURN LANE WARRANT REVIEW



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

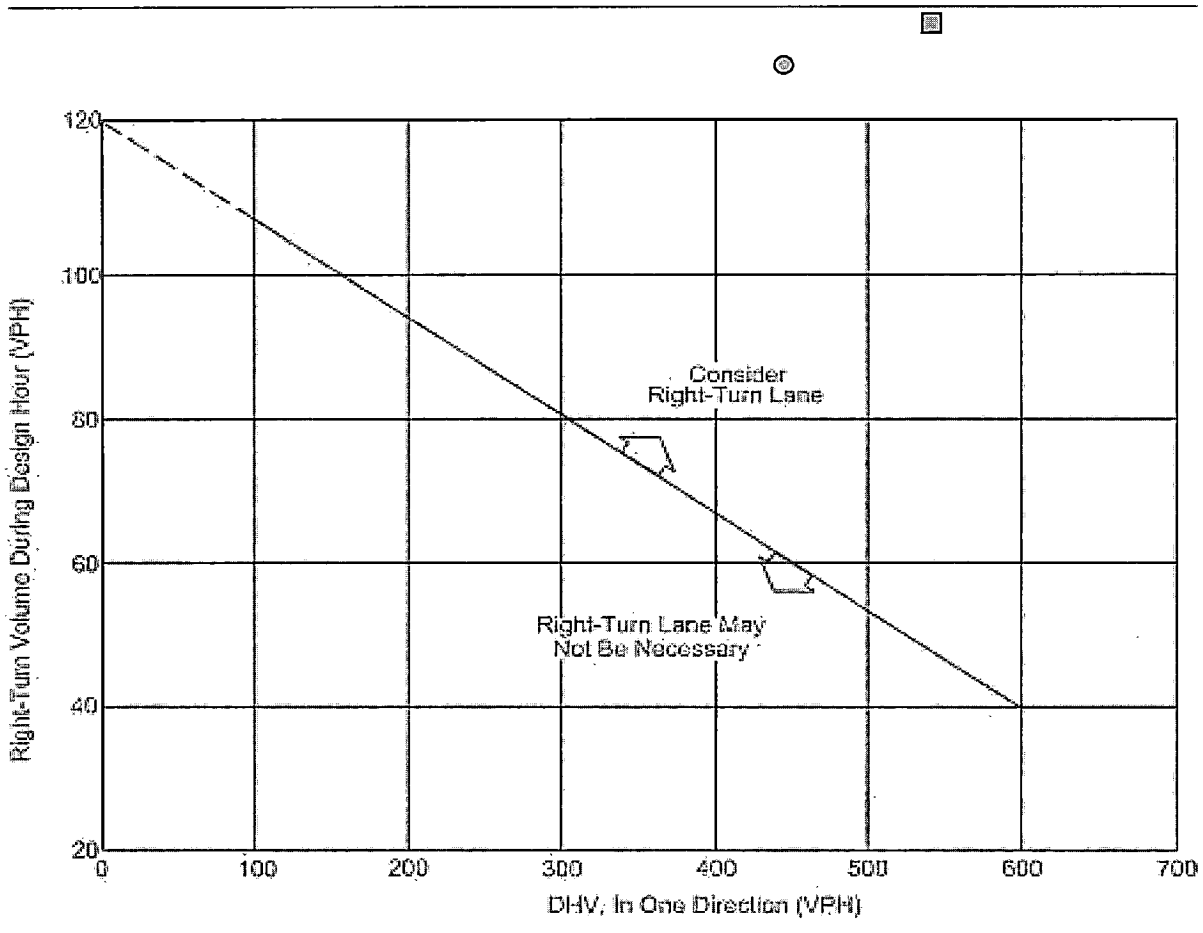
INTERSECTION: US 701 & Kinlaw Lane

MOVEMENT: Northbound Left-Turn

SCENARIO	Advancing Volume (V_a)	Northbound Left-Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	964	85	772	8.8%	◉
PM Build	902	175	1157	19.4%	▣

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

Figure 9.5-A

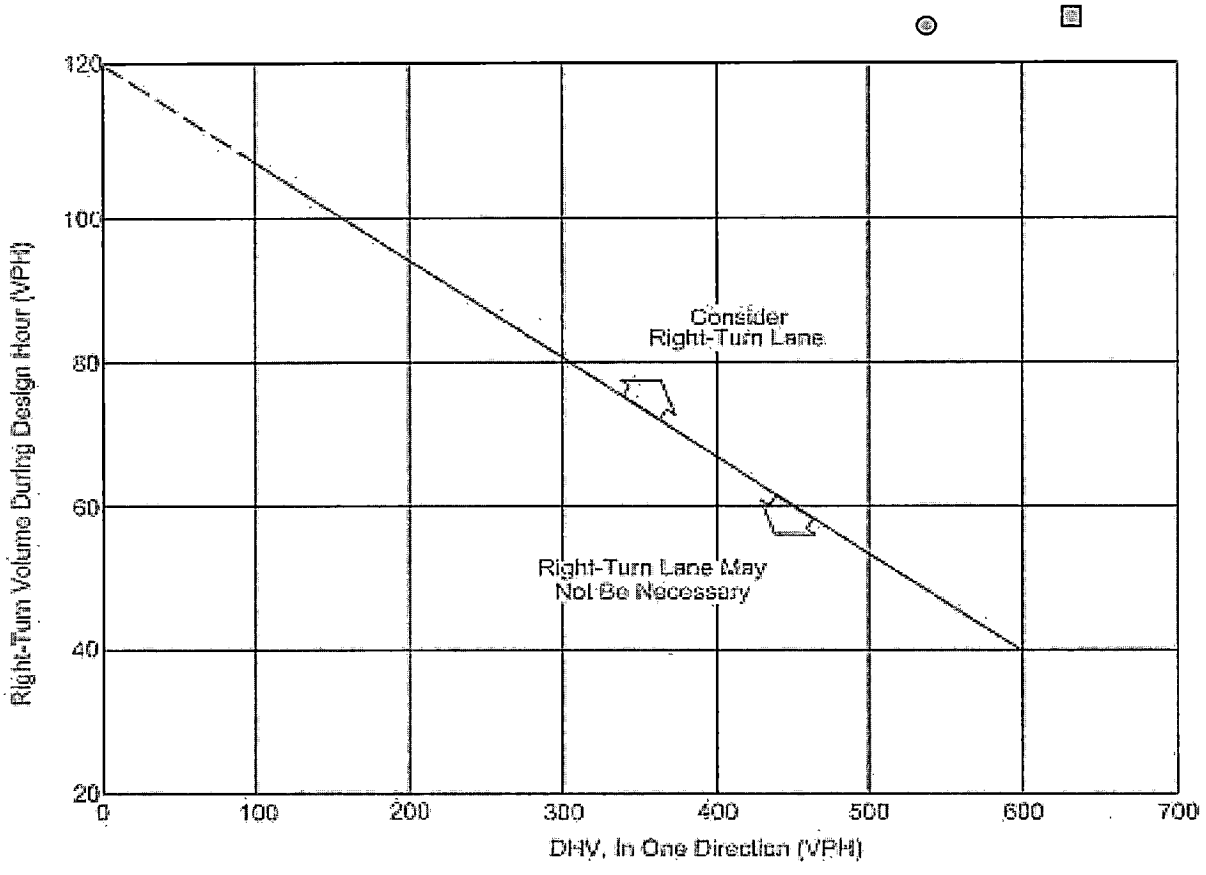
INTERSECTION: Pitch Landing Road & Willow Springs Road

MOVEMENT: Westbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	453	242	◉
PM Build	545	213	▣

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

Figure 9.5-A

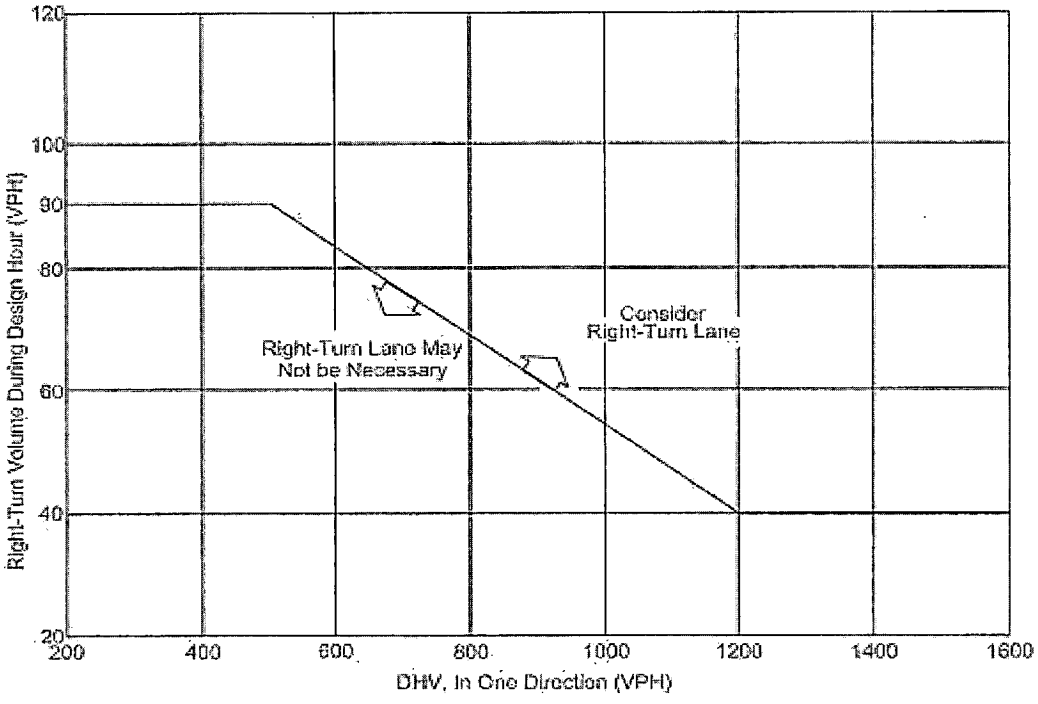
INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Westbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	529	169	◉
PM Build	609	375	▣

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

INTERSECTION: US 701 & Access #1

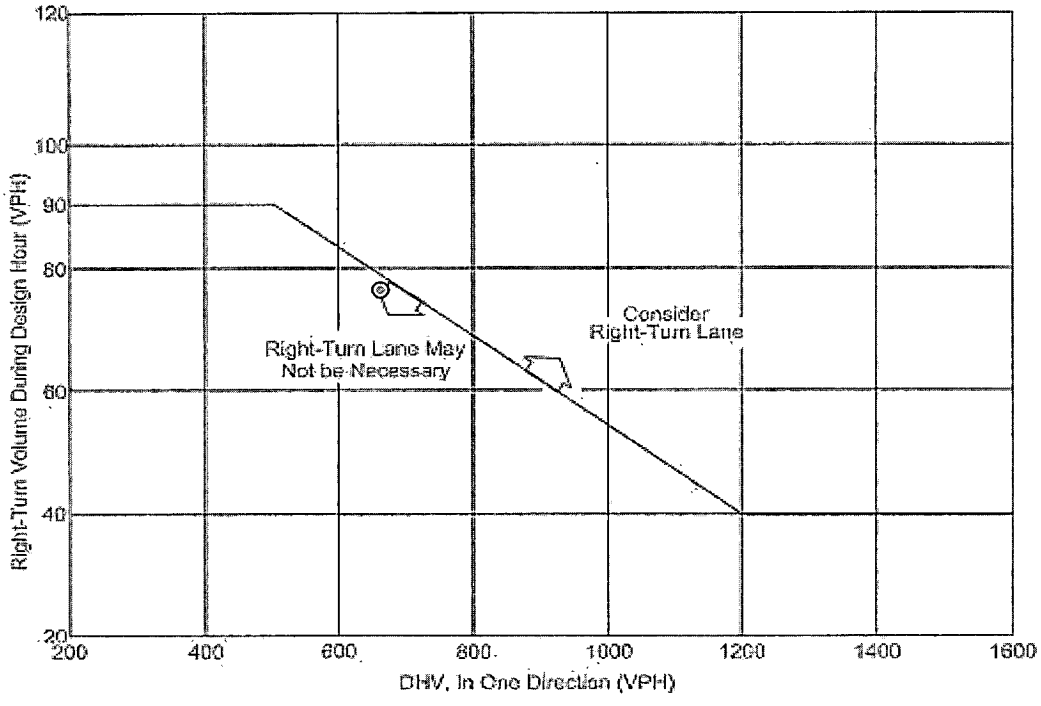
MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	747	212	⊙
PM Build	1418	537	▣

RKA
RAMEY KEMP ASSOCIATES

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

INTERSECTION: US 701 & Access #1

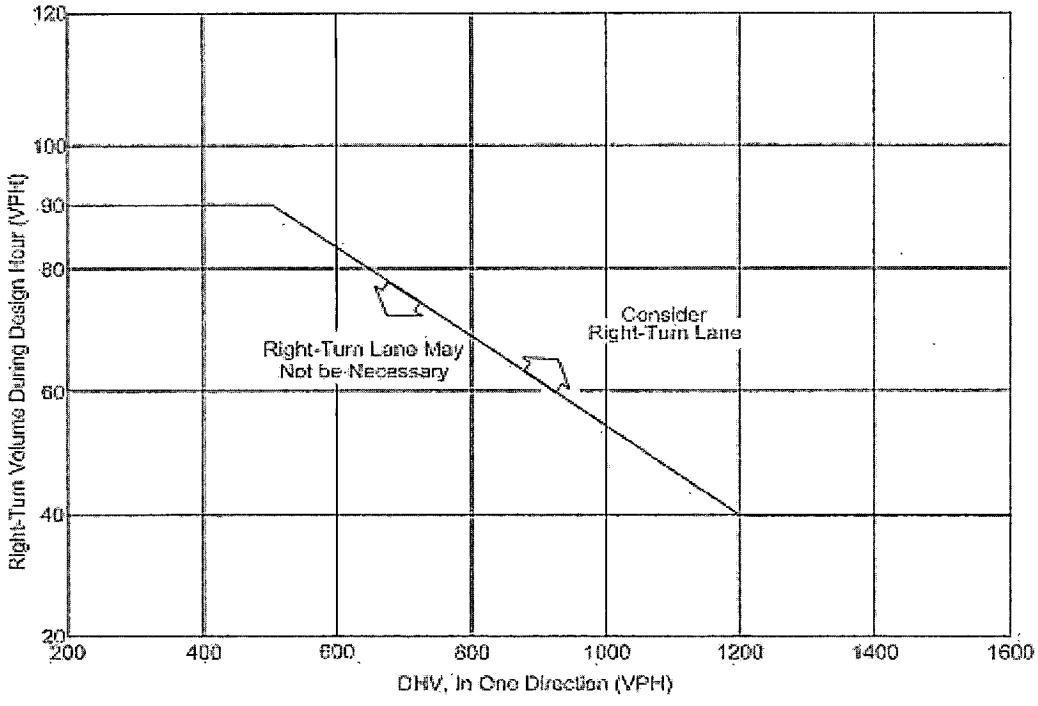
MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	658	76	◉
PM Build	1063	223	▣

RAMEY KEMP ASSOCIATES

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

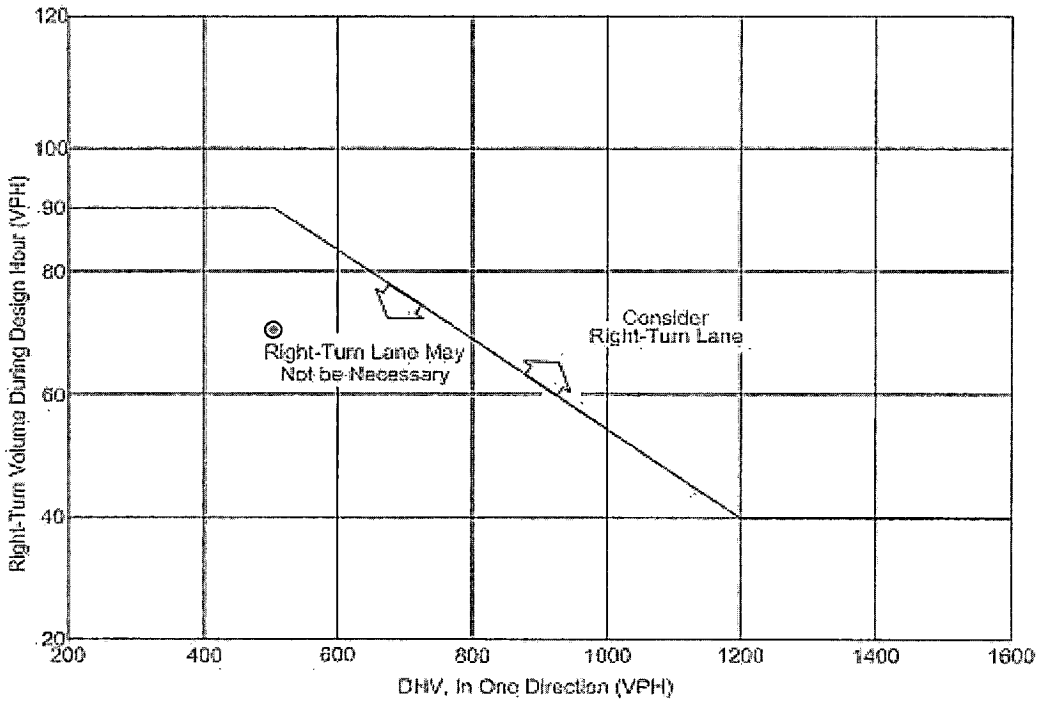
INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	924	197	◉
PM Build	1829	427	▣

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

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

Figure 9.5-B

INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM No-Build	501	70	◉
PM No-Build	986	174	▣

RKA
RAMEY KEMP ASSOCIATES

Deed BK: 4779 PG: 789 Doctype: 082 02/27/2024 at 11:23:22 AM, 137 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds

APPENDIX D

Capacity Analysis

2022 – Existing Conditions

Deed BK: 4779 PG: 791 Doctype: 082 02/27/2024 at 11:23:22 AM, 139 OF 273
Marion Dalworth III, Horry County, SC Register of Deeds

HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2022 Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Future Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	124	0	42	0	0	0	79	256	0	0	84	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	538	538	124	559	577	256	163	0	0	256	0	0
Stage 1	124	124	-	414	414	-	-	-	-	-	-	-
Stage 2	414	414	-	145	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	454	450	924	440	427	783	1410	-	-	1309	-	-
Stage 1	880	793	-	616	593	-	-	-	-	-	-	-
Stage 2	616	593	-	858	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	421	924	399	399	783	1410	-	-	1309	-	-
Mov Cap-2 Maneuver	431	421	-	399	399	-	-	-	-	-	-	-
Stage 1	823	793	-	576	554	-	-	-	-	-	-	-
Stage 2	576	554	-	819	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	0	1.8	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	498	-	1309	-	-
HCM Lane V/C Ratio	0.056	-	-	0.335	-	-	-	-
HCM Control Delay (s)	7.7	0	-	15.8	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.5	-	0	-	-

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HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2022 Existing Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	1.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Future Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	3	28	0	8	6	336	29	6	137	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	517	527	138	515	513	351	138	0	0	365	0	0
Stage 1	150	150	-	363	363	-	-	-	-	-	-	-
Stage 2	367	377	-	152	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	469	456	910	470	465	692	1446	-	-	1194	-	-
Stage 1	853	773	-	656	625	-	-	-	-	-	-	-
Stage 2	653	616	-	850	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	460	451	910	464	460	692	1446	-	-	1194	-	-
Mov Cap-2 Maneuver	460	451	-	464	460	-	-	-	-	-	-	-
Stage 1	849	769	-	653	622	-	-	-	-	-	-	-
Stage 2	642	613	-	841	769	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	12.8	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	563	500	1194	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.071	0.005	-	-
HCM Control Delay (s)	7.5	0	-	11.5	12.8	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2022 Existing Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	2.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	342	1	32	106	0	86
Future Vol, veh/h	342	1	32	106	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	380	1	36	118	0	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	571	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1172	-	482	666
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1172	-	466	666
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	-	-	1172	-
HCM Lane V/C Ratio	0.143	-	-	0.03	-
HCM Control Delay (s)	11.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

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HCM 6th AWSC 2022 Existing Conditions
4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
Future Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	4	46	2	22	22	7	4	38	109	8	23	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	8%	43%	21%
Vol Thru, %	25%	88%	43%	64%
Vol Right, %	72%	4%	13%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	48	46	33
LT Vol	4	4	20	7
Through Vol	35	42	20	21
RT Vol	100	2	6	5
Lane Flow Rate	151	52	50	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.062	0.061	0.042
Departure Headway (Hd)	3.71	4.288	4.358	4.178
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	953	825	813	845
Service Time	1.783	2.366	2.435	2.263
HCM Lane V/C Ratio	0.158	0.063	0.062	0.043
HCM Control Delay	7.5	7.7	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.1

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2022 Existing Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
Future Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	223	7	20	0	3	9	28	673	0	5	332	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	393	13	26	0	110	329	531	983	0	313	951	840
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.54	0.54	0.00	0.54	0.54	0.54
Sat Flow, veh/h	1098	48	100	0	412	1236	982	1826	0	765	1767	1560
Grp Volume(v), veh/h	250	0	0	0	0	12	28	673	0	5	332	54
Grp Sat Flow(s),veh/h/ln	1245	0	0	0	0	1648	982	1826	0	765	1767	1560
Q Serve(g_s), s	12.1	0.0	0.0	0.0	0.0	0.4	1.1	18.2	0.0	0.3	7.2	1.1
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.0	0.0	0.4	8.3	18.2	0.0	18.5	7.2	1.1
Prop In Lane	0.89		0.08	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	0	0	0	438	531	983	0	313	951	840
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.03	0.05	0.68	0.00	0.02	0.35	0.06
Avail Cap(c_a), veh/h	937	0	0	0	0	1101	1335	2480	0	940	2399	2118
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	0.0	0.0	0.0	18.3	11.2	11.4	0.0	18.1	8.9	7.4
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	0.1	0.1	3.1	0.0	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.0	0.0	0.1	0.2	6.3	0.0	0.1	2.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	0.0	0.0	18.4	11.4	14.4	0.0	18.2	9.6	7.6
LnGrp LOS	C	A	A	A	A	B	B	B	A	B	A	A
Approach Vol, veh/h		250			12			701			391	
Approach Delay, s/veh		27.2			18.4			14.3			9.5	
Approach LOS		C			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.7		24.9		42.7		24.9				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c+I1), s		20.5		14.5		20.2		2.4				
Green Ext Time (p_c), s		6.5		3.6		16.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			B									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 6th TWSC
6: US-701 & Lake Way Drive

2022 Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	589	0	0	294
Future Vol, veh/h	0	5	589	0	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	2	9
Mvmt Flow	0	6	654	0	0	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	981	654	0	0	654	0
Stage 1	654	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	467	-	-	933	-
Stage 1	517	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	467	-	-	933	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	467	933	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	-	-	12.8	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

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HCM 6th TWSC
7: US-701 & Kinlaw Lane

2022 Existing Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Future Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	7	0	0	0	0	2	0	600	1	0	327	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	929	328	929	930	601	329	0	0	601	0	0
Stage 1	328	328	-	601	601	-	-	-	-	-	-	-
Stage 2	602	601	-	328	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	268	713	248	267	500	1231	-	-	976	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	486	489	-	685	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	268	713	248	267	500	1231	-	-	976	-	-
Mov Cap-2 Maneuver	247	268	-	248	267	-	-	-	-	-	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	484	489	-	685	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	12.2	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1231	-	-	247	500	976	-	-
HCM Lane V/C Ratio	-	-	-	0.027	0.004	-	-	-
HCM Control Delay (s)	0	-	-	20	12.2	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

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HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2022 Existing Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Future Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	57	0	90	0	0	0	42	133	0	0	240	69

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	492	492	275	537	526	133	309	0	0	133	0	0
Stage 1	275	275	-	217	217	-	-	-	-	-	-	-
Stage 2	217	217	-	320	309	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	487	478	764	455	457	916	1252	-	-	1452	-	-
Stage 1	731	683	-	785	723	-	-	-	-	-	-	-
Stage 2	785	723	-	692	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	474	461	764	390	441	916	1252	-	-	1452	-	-
Mov Cap-2 Maneuver	474	461	-	390	441	-	-	-	-	-	-	-
Stage 1	705	683	-	757	697	-	-	-	-	-	-	-
Stage 2	757	697	-	610	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	0	1.9	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	618	-	1452	-	-
HCM Lane V/C Ratio	0.034	-	-	0.237	-	-	-	-
HCM Control Delay (s)	8	0	-	12.6	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	-	0	-	-

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HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2022 Existing Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Future Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	43	0	8	6	130	24	16	254	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	448	456	258	445	447	142	261	0	0	154	0	0
Stage 1	290	290	-	154	154	-	-	-	-	-	-	-
Stage 2	158	166	-	291	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	521	501	781	518	506	906	1303	-	-	1426	-	-
Stage 1	718	672	-	841	770	-	-	-	-	-	-	-
Stage 2	844	761	-	710	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	510	492	781	509	497	906	1303	-	-	1426	-	-
Mov Cap-2 Maneuver	510	492	-	509	497	-	-	-	-	-	-	-
Stage 1	714	663	-	837	766	-	-	-	-	-	-	-
Stage 2	833	757	-	699	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12.3	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	538	545	1426	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.094	0.011	-	-
HCM Control Delay (s)	7.8	0	-	11.8	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2022 Existing Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↰↑	Y	
Traffic Vol, veh/h	138	3	76	263	1	58
Future Vol, veh/h	138	3	76	263	1	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	153	3	84	292	1	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	615	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	455	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	423	891
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	591	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1418	-
HCM Lane V/C Ratio	0.075	-	-	0.06	-
HCM Control Delay (s)	9.4	-	-	7.7	0.
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

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HCM 6th AWSC 2022 Existing Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
Future Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	3	26	0	109	51	16	3	43	33	11	45	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.5	7.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	11%	62%	17%
Vol Thru, %	55%	89%	29%	69%
Vol Right, %	41%	0%	9%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	27	162	59
LT Vol	3	3	100	10
Through Vol	40	24	47	41
RT Vol	30	0	15	8
Lane Flow Rate	79	29	176	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.036	0.209	0.079
Departure Headway (Hd)	4.241	4.47	4.273	4.445
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	804	828	810
Service Time	2.244	2.48	2.367	2.449
HCM Lane V/C Ratio	0.093	0.036	0.213	0.079
HCM Control Delay	7.7	7.6	8.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.8	0.3

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2022 Existing Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125
Future Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	105	8	34	1	3	4	38	400	1	16	618	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	271	24	51	93	115	125	410	1044	3	602	1082	924
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	979	165	344	68	778	846	704	1791	4	984	1856	1585
Grp Volume(v), veh/h	147	0	0	8	0	0	38	0	401	16	618	136
Grp Sat Flow(s),veh/h/ln	1488	0	0	1693	0	0	704	0	1795	984	1856	1585
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	1.8	0.0	5.9	0.4	10.2	1.9
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.2	0.0	0.0	12.0	0.0	5.9	6.3	10.2	1.9
Prop In Lane	0.71		0.23	0.12		0.50	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	0	333	0	0	410	0	1047	602	1082	924
V/C Ratio(X)	0.42	0.00	0.00	0.02	0.00	0.00	0.09	0.00	0.38	0.03	0.57	0.15
Avail Cap(c_a), veh/h	1058	0	0	1132	0	0	1229	0	3135	1747	3240	2768
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	17.9	0.0	0.0	10.1	0.0	5.5	7.2	6.4	4.7
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.8	0.1	1.7	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	0.0	0.0	0.1	0.0	0.0	0.2	0.0	1.3	0.1	2.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	0.0	0.0	18.0	0.0	0.0	10.5	0.0	6.3	7.3	8.1	4.9
LnGrp LOS	C	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		147			8			439			770	
Approach Delay, s/veh		22.7			18.0			6.7			7.5	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.9		14.2		34.9		14.2				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 86		31.1		* 86		31.1				
Max Q Clear Time (g_c+I1), s		12.2		6.5		14.0		2.2				
Green Ext Time (p_c), s		16.4		1.7		8.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 6th TWSC
6: US-701 & Lake Way Drive

2022 Existing Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	359	1	7	527
Future Vol, veh/h	0	2	359	1	7	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	3
Mvmt Flow	0	2	399	1	8	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1002	400	0	0	400	0
Stage 1	400	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	269	650	-	-	1159	-
Stage 1	677	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	266	650	-	-	1159	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	1159	-
HCM Lane V/C Ratio	-	-	0.003	0.007	-
HCM Control Delay (s)	-	-	10.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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HCM 6th TWSC
7: US-701 & Kinlaw Lane

2022 Existing Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Future Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	9	0	0	0	0	1	4	379	0	2	559	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	955	954	563	954	958	379	567	0	0	379	0	0
Stage 1	567	567	-	387	387	-	-	-	-	-	-	-
Stage 2	388	387	-	567	571	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	238	259	526	238	257	668	1005	-	-	1179	-	-
Stage 1	508	507	-	637	610	-	-	-	-	-	-	-
Stage 2	636	610	-	508	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	257	526	237	255	668	1005	-	-	1179	-	-
Mov Cap-2 Maneuver	236	257	-	237	255	-	-	-	-	-	-	-
Stage 1	505	506	-	634	607	-	-	-	-	-	-	-
Stage 2	632	607	-	507	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	10.4	0.1	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	236	668	1179	-	-
HCM Lane V/C Ratio	0.004	-	-	0.038	0.002	0.002	-	-
HCM Control Delay (s)	8.6	0	-	20.9	10.4	8.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Deed BK: 4779 PG: 805 Doctype: 082 02/27/2024 at 11:23:22 AM, 153 OF 273
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2035 No-Build Conditions

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HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2035 No-Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	8.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Future Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	356	0	0	118	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	749	749	173	779	804	356	228	0	0	356	0	0
Stage 1	173	173	-	576	576	-	-	-	-	-	-	-
Stage 2	576	576	-	203	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	328	341	868	313	316	688	1334	-	-	1203	-	-
Stage 1	829	756	-	503	502	-	-	-	-	-	-	-
Stage 2	503	502	-	799	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	306	868	269	283	688	1334	-	-	1203	-	-
Mov Cap-2 Maneuver	302	306	-	269	283	-	-	-	-	-	-	-
Stage 1	744	756	-	451	450	-	-	-	-	-	-	-
Stage 2	451	450	-	745	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.1	0	1.9	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	362	-	1203	-	-
HCM Lane V/C Ratio	0.082	-	-	0.641	-	-	-	-
HCM Control Delay (s)	7.9	0	-	31.1	0	0	-	-
HCM Lane LOS	A	A	-	D	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.3	-	0	-	-

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HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2035 No-Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Future Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	39	0	11	8	467	40	8	190	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	716	730	191	712	710	487	191	0	0	507	0	0
Stage 1	207	207	-	503	503	-	-	-	-	-	-	-
Stage 2	509	523	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	345	349	851	347	359	581	1383	-	-	1058	-	-
Stage 1	795	731	-	551	541	-	-	-	-	-	-	-
Stage 2	547	530	-	793	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	343	851	340	353	581	1383	-	-	1058	-	-
Mov Cap-2 Maneuver	334	343	-	340	353	-	-	-	-	-	-	-
Stage 1	789	725	-	547	537	-	-	-	-	-	-	-
Stage 2	532	526	-	781	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	16.1	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	430	375	1058	-	-
HCM Lane V/C Ratio	0.006	-	-	0.028	0.133	0.007	-	-
HCM Control Delay (s)	7.6	0	-	13.6	16.1	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2035 No-Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	475	1	44	147	0	120
Future Vol, veh/h	475	1	44	147	0	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	49	163	0	133

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	790	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1033	-	359	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	340	550
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1033	-
HCM Lane V/C Ratio	0.242	-	-	0.047	-
HCM Control Delay (s)	13.6	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

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HCM 6th AWSC — 2035 No-Build Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road AM Peak Hour

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
Future Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	63	4	30	30	9	7	53	151	11	32	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	9%	44%	22%
Vol Thru, %	25%	85%	44%	63%
Vol Right, %	72%	6%	12%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	68	64	46
LT Vol	6	6	28	10
Through Vol	49	58	28	29
RT Vol	139	4	8	7
Lane Flow Rate	211	74	70	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.093	0.089	0.062
Departure Headway (Hd)	3.907	4.544	4.63	4.433
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	790	776	810
Service Time	1.917	2.564	2.649	2.448
HCM Lane V/C Ratio	0.229	0.094	0.09	0.062
HCM Control Delay	8.1	8	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.3	0.2

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 No-Build Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
Future Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	310	9	27	0	4	12	39	935	0	8	461	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	387	10	29	0	126	378	440	1085	0	155	1050	927
Arrive On Green	0.31	0.31	0.31	0.00	0.31	0.31	0.59	0.59	0.00	0.59	0.59	0.59
Sat Flow, veh/h	1096	32	95	0	412	1236	854	1826	0	599	1767	1560
Grp Volume(v), veh/h	346	0	0	0	0	16	39	935	0	8	461	76
Grp Sat Flow(s),veh/h/ln	1223	0	0	0	0	1648	854	1826	0	599	1767	1560
Q Serve(g_s), s	35.4	0.0	0.0	0.0	0.0	0.9	3.5	56.3	0.0	1.5	18.9	2.7
Cycle Q Clear(g_c), s	36.3	0.0	0.0	0.0	0.0	0.9	22.4	56.3	0.0	57.8	18.9	2.7
Prop In Lane	0.90		0.08	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	0	0	0	504	440	1085	0	155	1050	927
V/C Ratio(X)	0.81	0.00	0.00	0.00	0.00	0.03	0.09	0.86	0.00	0.05	0.44	0.08
Avail Cap(c_a), veh/h	470	0	0	0	0	562	525	1267	0	215	1226	1083
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	0.0	0.0	0.0	32.1	20.9	22.3	0.0	46.3	14.7	11.4
Incr Delay (d2), s/veh	13.9	0.0	0.0	0.0	0.0	0.1	0.3	8.1	0.0	0.5	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.4	0.7	24.2	0.0	0.2	7.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	0.0	0.0	0.0	0.0	32.2	21.2	30.4	0.0	46.8	15.8	11.6
LnGrp LOS	E	A	A	A	A	C	C	C	A	D	B	B
Approach Vol, veh/h		346			16			974			545	
Approach Delay, s/veh		58.8			32.2			30.1			15.6	
Approach LOS		E			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		84.8		47.3		84.8		47.3				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c+I1), s		59.8		38.3		58.3		2.9				
Green Ext Time (p_c), s		8.6		2.1		20.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 6th TWSC
6: US-701 & Lake Way Drive

2035 No-Build Conditions
AM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	819	0	0	409
Future Vol, veh/h	0	7	819	0	0	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	2	9
Mvmt Flow	0	8	910	0	0	454

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1364	910	0	0	910	0
Stage 1	910	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	163	333	-	-	748	-
Stage 1	393	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	333	-	-	748	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	333	748	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	-	-	16.1	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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HCM 6th TWSC
7: US-701 & Kinlaw Lane

2035 No-Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Future Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	9	0	0	0	0	3	0	834	1	0	454	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1292	1291	456	1291	1292	835	457	0	0	835	0	0
Stage 1	456	456	-	835	835	-	-	-	-	-	-	-
Stage 2	836	835	-	456	457	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	140	163	604	140	163	368	1104	-	-	798	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	362	383	-	584	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	163	604	140	163	368	1104	-	-	798	-	-
Mov Cap-2 Maneuver	139	163	-	140	163	-	-	-	-	-	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	359	383	-	584	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.7	14.9	0	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	139	368	798	-	-
HCM Lane V/C Ratio	-	-	-	0.064	0.009	-	-	-
HCM Control Delay (s)	0	-	-	32.7	14.9	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

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HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2035 No-Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Future Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	186	0	0	333	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	685	685	381	748	733	186	429	0	0	186	0	0
Stage 1	381	381	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	444	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	371	666	329	348	856	1130	-	-	1388	-	-
Stage 1	641	613	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	593	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	346	349	666	255	328	856	1130	-	-	1388	-	-
Mov Cap-2 Maneuver	346	349	-	255	328	-	-	-	-	-	-	-
Stage 1	604	613	-	664	625	-	-	-	-	-	-	-
Stage 2	664	625	-	481	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	0	2	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	491	-	1388	-	-
HCM Lane V/C Ratio	0.052	-	-	0.416	-	-	-	-
HCM Control Delay (s)	8.4	0	-	17.5	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	-	0	-	-

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HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2035 No-Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Future Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	60	0	11	8	181	34	21	353	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	620	631	358	615	618	198	362	0	0	215	0	0
Stage 1	400	400	-	214	214	-	-	-	-	-	-	-
Stage 2	220	231	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	400	398	686	399	405	843	1197	-	-	1355	-	-
Stage 1	626	602	-	781	725	-	-	-	-	-	-	-
Stage 2	782	713	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	387	387	686	389	394	843	1197	-	-	1355	-	-
Mov Cap-2 Maneuver	387	387	-	389	394	-	-	-	-	-	-	-
Stage 1	621	591	-	775	719	-	-	-	-	-	-	-
Stage 2	766	707	-	606	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	15.2	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	409	425	1355	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.167	0.016	-	-
HCM Control Delay (s)	8	0	-	14	15.2	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2035 No-Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	2.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	4	106	366	1	81
Future Vol, veh/h	192	4	106	366	1	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	118	407	1	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	858	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1347	-	327	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	290	825
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	1347	-
HCM Lane V/C Ratio	0.113	-	-	0.087	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-

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HCM 6th AWSC — 2035 No-Build Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
Future Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	36	0	151	71	23	4	61	46	15	62	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.5	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	11%	62%	17%
Vol Thru, %	55%	89%	29%	70%
Vol Right, %	41%	0%	9%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	37	225	82
LT Vol	4	4	139	14
Through Vol	56	33	65	57
RT Vol	42	0	21	11
Lane Flow Rate	111	40	245	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.053	0.307	0.116
Departure Headway (Hd)	4.474	4.703	4.514	4.688
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	761	797	764
Service Time	2.504	2.737	2.54	2.721
HCM Lane V/C Ratio	0.139	0.053	0.307	0.116
HCM Control Delay	8.2	8	9.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.2	1.3	0.4

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 No-Build Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174
Future Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	147	11	47	1	4	7	53	557	1	23	860	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	262	20	62	55	120	179	280	1177	2	515	1218	1041
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1023	111	338	41	660	981	534	1792	3	851	1856	1585
Grp Volume(v), veh/h	205	0	0	12	0	0	53	0	558	23	860	189
Grp Sat Flow(s),veh/h/ln	1472	0	0	1683	0	0	534	0	1796	851	1856	1585
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	5.8	0.0	12.7	1.1	24.3	3.8
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.5	0.0	0.0	30.1	0.0	12.7	13.8	24.3	3.8
Prop In Lane	0.72		0.23	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	0	0	354	0	0	280	0	1179	515	1218	1041
V/C Ratio(X)	0.60	0.00	0.00	0.03	0.00	0.00	0.19	0.00	0.47	0.04	0.71	0.18
Avail Cap(c_a), veh/h	632	0	0	678	0	0	488	0	1878	846	1940	1657
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	27.6	0.0	0.0	18.6	0.0	7.0	10.5	9.0	5.5
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.1	0.0	0.0	1.2	0.0	1.1	0.1	2.7	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	4.1	0.0	0.0	0.2	0.0	0.0	0.7	0.0	3.8	0.2	7.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	0.0	27.7	0.0	0.0	19.8	0.0	8.1	10.6	11.7	5.8
LnGrp LOS	D	A	A	C	A	A	B	A	A	B	B	A
Approach Vol, veh/h		205			12			611			1072	
Approach Delay, s/veh		37.7			27.7			9.1			10.7	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.1	21.8	60.1	21.8
Change Period (Y+Rc), s	* 6.3	6.9	* 6.3	6.9
Max Green Setting (Gmax), s	* 86	31.1	* 86	31.1
Max Q Clear Time (g_c+I1), s	26.3	12.8	32.1	2.5
Green Ext Time (p_c), s	27.5	2.2	12.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 6th TWSC
6: US-701 & Lake Way Drive

2035 No-Build Conditions
PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	499	1	10	733
Future Vol, veh/h	0	3	499	1	10	733
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	3
Mvmt Flow	0	3	554	1	11	814

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1391	555	0	0	555	0
Stage 1	555	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	157	531	-	-	1015	-
Stage 1	575	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	531	-	-	1015	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	531	1015	-
HCM Lane V/C Ratio	-	-	0.006	0.011	-
HCM Control Delay (s)	-	-	11.8	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

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HCM 6th TWSC
7: US-701 & Kinlaw Lane

2035 No-Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Future Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	12	0	0	0	0	1	7	527	0	3	777	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1331	1330	783	1330	1335	527	788	0	0	527	0	0
Stage 1	789	789	-	541	541	-	-	-	-	-	-	-
Stage 2	542	541	-	789	794	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	155	394	132	154	551	831	-	-	1040	-	-
Stage 1	384	402	-	525	521	-	-	-	-	-	-	-
Stage 2	525	521	-	384	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	152	394	130	151	551	831	-	-	1040	-	-
Mov Cap-2 Maneuver	130	152	-	130	151	-	-	-	-	-	-	-
Stage 1	379	400	-	519	515	-	-	-	-	-	-	-
Stage 2	518	515	-	382	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	11.5	0.1	0
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	130	551	1040	-	-
HCM Lane V/C Ratio	0.008	-	-	0.094	0.002	0.003	-	-
HCM Control Delay (s)	9.4	0	-	35.5	11.5	8.5	0	-
HCM Lane LOS	A	A	-	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-

2035 Build Conditions

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HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2035 Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	156	0	53	0	0	0	99	362	0	0	183	99
Future Vol, veh/h	156	0	53	0	0	0	99	362	0	0	183	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	402	0	0	203	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	880	880	258	910	935	402	313	0	0	402	0	0
Stage 1	258	258	-	622	622	-	-	-	-	-	-	-
Stage 2	622	622	-	288	313	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	286	778	255	265	648	1242	-	-	1157	-	-
Stage 1	747	694	-	474	479	-	-	-	-	-	-	-
Stage 2	474	479	-	720	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	245	253	778	215	235	648	1242	-	-	1157	-	-
Mov Cap-2 Maneuver	245	253	-	215	235	-	-	-	-	-	-	-
Stage 1	662	694	-	420	424	-	-	-	-	-	-	-
Stage 2	420	424	-	666	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.7	0	1.8	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1242	-	-	297	-	1157	-	-
HCM Lane V/C Ratio	0.089	-	-	0.782	-	-	-	-
HCM Control Delay (s)	8.2	0	-	49.7	0	0	-	-
HCM Lane LOS	A	A	-	E	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.1	-	0	-	-

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HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2035 Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	3.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	4	112	0	10	7	420	78	7	171	1
Future Vol, veh/h	6	1	4	112	0	10	7	420	78	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	124	0	11	8	467	87	8	190	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	739	777	191	736	734	511	191	0	0	554	0	0
Stage 1	207	207	-	527	527	-	-	-	-	-	-	-
Stage 2	532	570	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	333	328	851	335	347	563	1383	-	-	1016	-	-
Stage 1	795	731	-	535	528	-	-	-	-	-	-	-
Stage 2	531	505	-	793	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	322	322	851	328	341	563	1383	-	-	1016	-	-
Mov Cap-2 Maneuver	322	322	-	328	341	-	-	-	-	-	-	-
Stage 1	789	724	-	531	524	-	-	-	-	-	-	-
Stage 2	516	501	-	781	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	22.4	0.1	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	416	340	1016	-	-
HCM Lane V/C Ratio	0.006	-	-	0.029	0.399	0.008	-	-
HCM Control Delay (s)	7.6	0	-	13.9	22.4	8.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.9	0	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2035 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	9.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰↑	Y	
Traffic Vol, veh/h	475	1	171	147	0	354
Future Vol, veh/h	475	1	171	147	0	354
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	190	163	0	393

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	1072	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1033	-	244	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	195	550
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5	26.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	1033	-
HCM Lane V/C Ratio	0.715	-	-	0.184	-
HCM Control Delay (s)	26.3	-	-	9.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	5.8	-	-	0.7	-

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HCM 6th AWSC 2035 Build Conditions
4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road AM Peak Hour

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↱		↕			↕	
Traffic Vol, veh/h	6	100	4	106	105	242	6	49	181	137	29	7
Future Vol, veh/h	6	100	4	106	105	242	6	49	181	137	29	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	109	4	115	114	263	7	53	197	149	32	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	10.6	12.2	11.8	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	5%	50%	0%	79%
Vol Thru, %	21%	91%	50%	0%	17%
Vol Right, %	77%	4%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	110	211	242	173
LT Vol	6	6	106	0	137
Through Vol	49	100	105	0	29
RT Vol	181	4	0	242	7
Lane Flow Rate	257	120	229	263	188
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.383	0.201	0.402	0.386	0.316
Departure Headway (Hd)	5.372	6.048	6.303	5.287	6.055
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	667	591	571	679	592
Service Time	3.425	4.112	4.05	3.034	4.113
HCM Lane V/C Ratio	0.385	0.203	0.401	0.387	0.318
HCM Control Delay	11.8	10.6	13.3	11.3	11.9
HCM Lane LOS	B	B	B	B	B
HCM 95th-tile Q	1.8	0.7	1.9	1.8	1.3

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HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 Build Conditions
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	
Traffic Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
Future Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	564	9	73	0	4	12	124	1528	0	8	783	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	396	6	45	0	135	405	189	1068	0	48	1033	912
Arrive On Green	0.33	0.33	0.33	0.00	0.33	0.33	0.58	0.58	0.00	0.58	0.58	0.58
Sat Flow, veh/h	1071	17	139	0	412	1236	556	1826	0	341	1767	1560
Grp Volume(v), veh/h	646	0	0	0	0	16	124	1528	0	8	783	214
Grp Sat Flow(s),veh/h/ln	1227	0	0	0	0	1648	556	1826	0	341	1767	1560
Q Serve(g_s), s	48.1	0.0	0.0	0.0	0.0	1.0	32.1	87.7	0.0	0.0	49.6	9.9
Cycle Q Clear(g_c), s	49.1	0.0	0.0	0.0	0.0	1.0	81.7	87.7	0.0	87.7	49.6	9.9
Prop In Lane	0.87		0.11	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	0	0	0	0	539	189	1068	0	48	1033	912
V/C Ratio(X)	1.45	0.00	0.00	0.00	0.00	0.03	0.66	1.43	0.00	0.17	0.76	0.23
Avail Cap(c_a), veh/h	447	0	0	0	0	539	189	1068	0	48	1033	912
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	0.0	0.0	0.0	34.3	53.7	31.1	0.0	75.0	23.2	15.0
Incr Delay (d2), s/veh	213.2	0.0	0.0	0.0	0.0	0.1	14.1	199.5	0.0	5.8	4.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.5	0.0	0.0	0.0	0.0	0.4	5.1	94.6	0.0	0.4	20.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	266.6	0.0	0.0	0.0	0.0	34.4	67.8	230.7	0.0	80.8	27.9	15.5
LnGrp LOS	F	A	A	A	A	C	E	F	A	F	C	B
Approach Vol, veh/h		646			16			1652			1005	
Approach Delay, s/veh		266.6			34.4			218.5			25.7	
Approach LOS		F			C			F			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		94.0		56.0		94.0		56.0				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 88		49.1		* 88		49.1				
Max Q Clear Time (g_c+I1), s		89.7		51.1		89.7		3.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	168.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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HCM 6th TWSC
6: US-701 & Access #1/Lake Way Drive

2035 Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	842.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	390	0	234	0	0	7	127	1053	0	0	535	212
Future Vol, veh/h	390	0	234	0	0	7	127	1053	0	0	535	212
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	433	0	260	0	0	8	141	1170	0	0	594	236

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2050	2046	594	2294	2282	1170	830	0	0	1170	0	0
Stage 1	594	594	-	1452	1452	-	-	-	-	-	-	-
Stage 2	1456	1452	-	842	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 41	56	505	27	40	235	802	-	-	597	-	-
Stage 1	491	493	-	162	195	-	-	-	-	-	-	-
Stage 2	~ 161	195	-	359	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 34	46	505	11	33	235	802	-	-	597	-	-
Mov Cap-2 Maneuver	~ 34	46	-	11	33	-	-	-	-	-	-	-
Stage 1	~ 405	493	-	133	161	-	-	-	-	-	-	-
Stage 2	~ 128	161	-	174	385	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	3450.2	20.8	1.1	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	34	505	235	597	-	-
HCM Lane V/C Ratio	0.176	-	-	12.745	0.515	0.033	-	-	-
HCM Control Delay (s)	10.4	-	-	$ 5508.7	19.4	20.8	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	53	2.9	0.1	0	-	-

Notes

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

HCM 6th TWSC
7: US-701 & Kinlaw Lane/Access #2

2035 Build Conditions
AM Peak Hour

Intersection												
Int Delay, s/veh	255.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	242	0	155	0	0	3	85	878	1	0	643	129
Future Vol, veh/h	242	0	155	0	0	3	85	878	1	0	643	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	269	0	172	0	0	3	94	976	1	0	714	143

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1880	1879	714	2037	2022	977	857	0	0	977	0	0
Stage 1	714	714	-	1165	1165	-	-	-	-	-	-	-
Stage 2	1166	1165	-	872	857	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 54	71	431	42	58	304	783	-	-	706	-	-
Stage 1	422	435	-	237	268	-	-	-	-	-	-	-
Stage 2	~ 236	268	-	345	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 48	62	431	23	51	304	783	-	-	706	-	-
Mov Cap-2 Maneuver	~ 48	62	-	23	51	-	-	-	-	-	-	-
Stage 1	371	435	-	209	236	-	-	-	-	-	-	-
Stage 2	~ 205	236	-	207	374	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1371.8	17	0.9	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	48	431	304	706	-	-
HCM Lane V/C Ratio	0.121	-	-	5.602	0.4	0.011	-	-	-
HCM Control Delay (s)	10.2	-	-	$ 2238.4	18.8	17	0	-	-
HCM Lane LOS	B	-	-	F	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	30.9	1.9	0	0	-	-

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

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HCM 6th TWSC
8: Access #3 & Pitch Landing Road

2035 Build Conditions
AM Peak Hour

Intersection						
Int Delay, s/veh	46.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	360	169	127	188	311	234
Future Vol, veh/h	360	169	127	188	311	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	4	2	2	2
Mvmt Flow	400	188	141	209	346	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	588	0	891	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	491	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	977	-	~ 313	650
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	977	-	~ 268	650
Mov Cap-2 Maneuver	-	-	-	-	~ 268	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	116.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	650	-	-	977	-
HCM Lane V/C Ratio	1.289	0.4	-	-	0.144	-
HCM Control Delay (s)	193.2	14.2	-	-	9.3	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	17.2	1.9	-	-	0.5	-

Notes

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

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 Build + IMPS
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
Future Volume (veh/h)	519	8	67	0	4	11	114	1406	0	7	720	197
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	564	9	73	0	4	12	124	1528	0	8	783	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	634	53	430	0	35	105	295	1753	0	124	1252	582
Arrive On Green	0.18	0.34	0.34	0.00	0.08	0.08	0.06	0.51	0.00	0.37	0.37	0.37
Sat Flow, veh/h	3428	156	1265	0	412	1236	1753	3561	0	341	3357	1560
Grp Volume(v), veh/h	564	0	82	0	0	16	124	1528	0	8	783	214
Grp Sat Flow(s),veh/h/ln	1714	0	1420	0	0	1648	1753	1735	0	341	1678	1560
Q Serve(g_s), s	13.7	0.0	3.5	0.0	0.0	0.8	3.5	33.2	0.0	1.8	16.3	8.5
Cycle Q Clear(g_c), s	13.7	0.0	3.5	0.0	0.0	0.8	3.5	33.2	0.0	23.7	16.3	8.5
Prop In Lane	1.00		0.89	0.00		0.75	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	0	483	0	0	139	295	1753	0	124	1252	582
V/C Ratio(X)	0.89	0.00	0.17	0.00	0.00	0.11	0.42	0.87	0.00	0.06	0.63	0.37
Avail Cap(c_a), veh/h	643	0	799	0	0	502	371	1781	0	124	1252	582
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	19.7	0.0	0.0	36.1	16.0	18.6	0.0	34.1	21.9	19.4
Incr Delay (d2), s/veh	14.3	0.0	0.6	0.0	0.0	1.3	1.0	5.9	0.0	0.8	2.0	1.4
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	6.6	0.0	1.1	0.0	0.0	0.3	1.3	12.6	0.0	0.2	6.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	20.3	0.0	0.0	37.4	16.9	24.6	0.0	34.9	23.9	20.8
LnGrp LOS	D	A	C	A	A	D	B	C	A	C	C	C
Approach Vol, veh/h		646			16			1652			1005	
Approach Delay, s/veh		44.7			37.4			24.0			23.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.3	38.1		35.9		49.4	21.8	14.1				
Change Period (Y+Rc), s	6.0	* 6.3		6.9		* 6.3	6.0	6.9				
Max Green Setting (Gmax), s	9.0	* 29		48.0		* 44	16.0	26.0				
Max Q Clear Time (g_c+I1), s	5.5	25.7		5.5		35.2	15.7	2.8				
Green Ext Time (p_c), s	0.1	2.4		1.1		7.9	0.1	0.1				

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: US-701 & Access #1/Lake Way Drive

2035 Build + IMPS
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	0	234	0	0	7	127	1053	0	0	535	212
Future Volume (veh/h)	390	0	234	0	0	7	127	1053	0	0	535	212
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1767	1870
Adj Flow Rate, veh/h	433	0	260	0	0	8	141	1170	0	0	594	236
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	9	2
Cap, veh/h	449	0	442	0	0	61	340	1146	0	0	938	842
Arrive On Green	0.19	0.00	0.28	0.00	0.00	0.04	0.05	0.63	0.00	0.00	0.53	0.53
Sat Flow, veh/h	1781	0	1585	0	0	1585	1781	1826	0	0	1767	1585
Grp Volume(v), veh/h	433	0	260	0	0	8	141	1170	0	0	594	236
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1781	1826	0	0	1767	1585
Q Serve(g_s), s	25.0	0.0	18.2	0.0	0.0	0.6	4.5	81.0	0.0	0.0	30.6	10.6
Cycle Q Clear(g_c), s	25.0	0.0	18.2	0.0	0.0	0.6	4.5	81.0	0.0	0.0	30.6	10.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	449	0	442	0	0	61	340	1146	0	0	938	842
V/C Ratio(X)	0.96	0.00	0.59	0.00	0.00	0.13	0.42	1.02	0.00	0.00	0.63	0.28
Avail Cap(c_a), veh/h	449	0	578	0	0	197	374	1146	0	0	938	842
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	0.0	40.1	0.0	0.0	59.9	16.6	24.0	0.0	0.0	21.4	16.7
Incr Delay (d2), s/veh	33.5	0.0	1.2	0.0	0.0	0.9	0.8	31.9	0.0	0.0	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	7.3	0.0	0.0	0.3	1.7	40.2	0.0	0.0	12.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	0.0	41.3	0.0	0.0	60.8	17.4	55.9	0.0	0.0	22.8	16.9
LnGrp LOS	F	A	D	A	A	E	B	F	A	A	C	B
Approach Vol, veh/h		693			8			1311			830	
Approach Delay, s/veh		66.9			60.8			51.7			21.1	
Approach LOS		E			E			D			C	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		87.0		42.0	12.5	74.5	31.0	11.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		81.0		47.0	9.0	66.0	25.0	16.0				
Max Q Clear Time (g_c+I1), s		83.0		20.2	6.5	32.6	27.0	2.6				
Green Ext Time (p_c), s		0.0		1.8	0.1	5.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									

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HCM 6th Signalized Intersection Summary
8: Access #3 & Pitch Landing Road

2035 Build + IMPS
AM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	360	169	127	188	311	234
Future Volume (veh/h)	360	169	127	188	311	234
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	400	188	141	209	346	260
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	4	2	2	2
Cap, veh/h	760	649	391	766	489	435
Arrive On Green	0.41	0.41	0.41	0.41	0.27	0.27
Sat Flow, veh/h	1856	1585	815	1870	1781	1585
Grp Volume(v), veh/h	400	188	141	209	346	260
Grp Sat Flow(s),veh/h/ln	1856	1585	815	1870	1781	1585
Q Serve(g_s), s	6.2	3.0	6.0	2.8	6.6	5.4
Cycle Q Clear(g_c), s	6.2	3.0	12.2	2.8	6.6	5.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	760	649	391	766	489	435
V/C Ratio(X)	0.53	0.29	0.36	0.27	0.71	0.60
Avail Cap(c_a), veh/h	1221	1043	593	1231	1078	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	7.5	13.0	7.5	12.4	12.0
Incr Delay (d2), s/veh	0.6	0.2	0.6	0.2	1.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.8	0.8	0.7	2.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	7.8	13.6	7.6	14.3	13.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	588			350	606	
Approach Delay, s/veh	8.6			10.0	13.9	
Approach LOS	A			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	16.4	21.6	21.6
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	8.6	8.2	14.2
Green Ext Time (p_c), s	1.8	2.9	1.4

Intersection Summary	
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

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HCM 6th TWSC
1: Cates Bay Highway & Highway 134

2035 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	0	113	0	0	0	53	251	0	0	364	86
Future Vol, veh/h	71	0	113	0	0	0	53	251	0	0	364	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	279	0	0	404	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	849	849	452	912	897	279	500	0	0	279	0	0
Stage 1	452	452	-	397	397	-	-	-	-	-	-	-
Stage 2	397	397	-	515	500	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	298	608	255	279	760	1064	-	-	1284	-	-
Stage 1	587	570	-	629	603	-	-	-	-	-	-	-
Stage 2	629	603	-	543	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	267	278	608	192	261	760	1064	-	-	1284	-	-
Mov Cap-2 Maneuver	267	278	-	192	261	-	-	-	-	-	-	-
Stage 1	548	570	-	587	563	-	-	-	-	-	-	-
Stage 2	587	563	-	431	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	0	1.5	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	407	-	1284	-	-
HCM Lane V/C Ratio	0.055	-	-	0.502	-	-	-	-
HCM Control Delay (s)	8.6	0	-	22.4	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.7	-	0	-	-

HCM 6th TWSC
2: Cates Bay Highway & N Pauley Road/Allen Dew Road

2035 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	1	118	0	10	7	163	115	19	318	8
Future Vol, veh/h	6	1	1	118	0	10	7	163	115	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	131	0	11	8	181	128	21	353	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	725	358	662	665	245	362	0	0	309	0	0
Stage 1	400	400	-	261	261	-	-	-	-	-	-	-
Stage 2	267	325	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	352	686	371	381	794	1197	-	-	1252	-	-
Stage 1	626	602	-	737	692	-	-	-	-	-	-	-
Stage 2	738	649	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	359	342	686	361	370	794	1197	-	-	1252	-	-
Mov Cap-2 Maneuver	359	342	-	361	370	-	-	-	-	-	-	-
Stage 1	621	589	-	731	686	-	-	-	-	-	-	-
Stage 2	722	644	-	605	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	20.2	0.2	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	379	377	1252	-	-
HCM Lane V/C Ratio	0.006	-	-	0.023	0.377	0.017	-	-
HCM Control Delay (s)	8	0	-	14.7	20.2	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.7	0.1	-	-

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HCM 6th TWSC
3: Willow Springs Road & Cates Bay Highway

2035 Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↰	Y	
Traffic Vol, veh/h	192	4	359	366	1	273
Future Vol, veh/h	192	4	359	366	1	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	399	407	1	303

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	1420	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	1205	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1347	-	150	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	93	825
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	175	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1347	-
HCM Lane V/C Ratio	0.38	-	-	0.296	-
HCM Control Delay (s)	12.2	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	1.2	-

Deed BK: 4779 PG: 835 Doctype: 082 02/27/2024 at 11:23:22 AM, 183 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds

HCM 6th AWSC — 2035 Build Conditions

4: Pauley Swamp Road/Willow Springs Road & Allen Dew Road/Pitch Landing Road — PM Peak Hour

Intersection	
Intersection Delay, s/veh	18.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↱		↔			↔	
Traffic Vol, veh/h	4	117	0	203	129	213	4	56	126	267	57	11
Future Vol, veh/h	4	117	0	203	129	213	4	56	126	267	57	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	127	0	221	140	232	4	61	137	290	62	12
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	12.6	19.9	13.1	21.5
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	2%	3%	61%	0%	80%
Vol Thru, %	30%	97%	39%	0%	17%
Vol Right, %	68%	0%	0%	100%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	121	332	213	335
LT Vol	4	4	203	0	267
Through Vol	56	117	129	0	57
RT Vol	126	0	0	213	11
Lane Flow Rate	202	132	361	232	364
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.361	0.258	0.701	0.386	0.661
Departure Headway (Hd)	6.426	7.073	6.998	6.007	6.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	560	508	516	600	553
Service Time	4.471	5.128	4.739	3.747	4.57
HCM Lane V/C Ratio	0.361	0.26	0.7	0.387	0.658
HCM Control Delay	13.1	12.6	24.6	12.5	21.5
HCM Lane LOS	B	B	C	B	C
HCM 95th-tile Q	1.6	1	5.5	1.8	4.8

Deed BK: 4779 PG: 836 Doctype: 082 02/27/2024 at 11:23:22 AM, 184 OF 273
Marion Dalworth III, Horry County, SC Register of Deeds

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 Build Conditions
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑			↑	↱
Traffic Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
Future Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	355	11	138	1	4	7	123	1045	1	23	1501	464
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	294	8	96	47	157	244	55	1183	1	155	1223	1045
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1032	32	401	72	657	1020	221	1794	2	539	1856	1585
Grp Volume(v), veh/h	504	0	0	12	0	0	123	0	1046	23	1501	464
Grp Sat Flow(s),veh/h/ln	1465	0	0	1748	0	0	221	0	1796	539	1856	1585
Q Serve(g_s), s	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.8	4.7	85.7	18.3
Cycle Q Clear(g_c), s	31.1	0.0	0.0	0.7	0.0	0.0	85.7	0.0	61.8	66.5	85.7	18.3
Prop In Lane	0.70		0.27	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	0	0	448	0	0	55	0	1184	155	1223	1045
V/C Ratio(X)	1.27	0.00	0.00	0.03	0.00	0.00	2.22	0.00	0.88	0.15	1.23	0.44
Avail Cap(c_a), veh/h	398	0	0	448	0	0	55	0	1184	155	1223	1045
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	0.0	0.0	37.9	0.0	0.0	65.0	0.0	18.1	45.2	22.1	10.7
Incr Delay (d2), s/veh	138.9	0.0	0.0	0.1	0.0	0.0	603.2	0.0	9.3	1.6	109.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.3	0.0	0.0	0.3	0.0	0.0	11.1	0.0	25.0	0.7	68.7	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.1	0.0	0.0	38.0	0.0	0.0	668.2	0.0	27.4	46.8	131.7	11.7
LnGrp LOS	F	A	A	D	A	A	F	A	C	D	F	B
Approach Vol, veh/h		504			12			1169			1988	
Approach Delay, s/veh		190.1			38.0			94.8			102.8	
Approach LOS		F			D			F			F	
Timer - Assigned Phs		2			4		6		8			
Phs Duration (G+Y+Rc), s		92.0			38.0		92.0		38.0			
Change Period (Y+Rc), s		* 6.3			6.9		* 6.3		6.9			
Max Green Setting (Gmax), s		* 86			31.1		* 86		31.1			
Max Q Clear Time (g_c+I1), s		87.7			33.1		87.7		2.7			
Green Ext Time (p_c), s		0.0			0.0		0.0		0.1			
Intersection Summary												
HCM 6th Ctrl Delay			112.0									
HCM 6th LOS			F									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
6: US-701 & Access #1/Lake Way Drive

2035 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	2741.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	360	0	307	0	0	3	291	652	1	10	871	537
Future Vol, veh/h	360	0	307	0	0	3	291	652	1	10	871	537
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	3	2
Mvmt Flow	400	0	341	0	0	3	323	724	1	11	968	597

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2362	2361	968	2830	2958	725	1565	0	0	725	0	0
Stage 1	990	990	-	1371	1371	-	-	-	-	-	-	-
Stage 2	1372	1371	-	1459	1587	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 25	35	~ 308	11	14	425	422	-	-	878	-	-
Stage 1	~ 297	324	-	181	214	-	-	-	-	-	-	-
Stage 2	~ 180	214	-	161	168	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 8	7	~ 308	-	3	425	422	-	-	878	-	-
Mov Cap-2 Maneuver	~ 8	7	-	-	3	-	-	-	-	-	-	-
Stage 1	~ 70	261	-	43	50	-	-	-	-	-	-	-
Stage 2	~ 42	50	-	-	135	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay	$ 2445.2		11.2	0.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	422	-	-	8	308	-	878	-	-
HCM Lane V/C Ratio	0.766	-	-	50	1.108	-	0.013	-	-
HCM Control Delay (s)	36.5	-	-	$ 22955	120.9	-	9.2	0	-
HCM Lane LOS	E	-	-	F	F	-	A	A	-
HCM 95th %tile Q(veh)	6.5	-	-	51.9	13.6	-	0	-	-

Notes

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

HCM 6th TWSC
7: US-701 & Kinlaw Lane/Access #2

2035 Build Conditions
PM Peak Hour

Intersection												
Int Delay, s/veh	366.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	203	0	130	0	0	1	175	727	0	3	891	263
Future Vol, veh/h	203	0	130	0	0	1	175	727	0	3	891	263
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	226	0	144	0	0	1	194	808	0	3	990	292

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2193	2192	990	2410	2484	808	1282	0	0	808	0	0
Stage 1	996	996	-	1196	1196	-	-	-	-	-	-	-
Stage 2	1197	1196	-	1214	1288	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 32	45	299	23	29	381	541	-	-	817	-	-
Stage 1	294	322	-	227	259	-	-	-	-	-	-	-
Stage 2	227	259	-	222	234	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 23	28	299	8	18	381	541	-	-	817	-	-
Mov Cap-2 Maneuver	~ 23	28	-	8	18	-	-	-	-	-	-	-
Stage 1	~ 188	317	-	146	166	-	-	-	-	-	-	-
Stage 2	~ 145	166	-	113	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	2627.2	14.5	3	0
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	541	-	-	23	299	381	817	-	-
HCM Lane V/C Ratio	0.359	-	-	9.807	0.483	0.003	0.004	-	-
HCM Control Delay (s)	15.3	-	-	$ 4291.8	27.8	14.5	9.4	0	-
HCM Lane LOS	C	-	-	F	D	B	A	A	-
HCM 95th %tile Q(veh)	1.6	-	-	28.3	2.5	0	0	-	-

Notes

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

HCM 6th TWSC
8: Access #3 & Pitch Landing Road

2035 Build Conditions
PM Peak Hour

Intersection						
Int Delay, s/veh	308.3					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	234	375	367	177	369	230
Future Vol, veh/h	234	375	367	177	369	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	150	-	150	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	260	417	408	197	410	256

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	677	0	1273	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	1013	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	915	-	~ 185	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	~ 351	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	~ 102	779
Mov Cap-2 Maneuver	-	-	-	-	~ 102	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	~ 194	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.1	$ 894.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	102	779	-	-	915	-
HCM Lane V/C Ratio	4.02	0.328	-	-	0.446	-
HCM Control Delay (s)	$ 1444.6	11.9	-	-	12.1	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	42.1	1.4	-	-	2.3	-

Notes

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

HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2035 Build + IMPS
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
Future Volume (veh/h)	327	10	127	1	4	6	113	961	1	21	1381	427
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	355	11	138	1	4	7	123	1045	1	23	1501	464
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	25	3	7	2	2	3	2
Cap, veh/h	419	31	383	42	51	76	190	2143	2	312	1772	797
Arrive On Green	0.12	0.26	0.26	0.08	0.08	0.08	0.05	0.61	0.61	0.50	0.50	0.50
Sat Flow, veh/h	3456	118	1485	46	650	975	1767	3499	3	539	3526	1585
Grp Volume(v), veh/h	355	0	149	12	0	0	123	510	536	23	1501	464
Grp Sat Flow(s),veh/h/ln	1728	0	1603	1671	0	0	1767	1706	1796	539	1763	1585
Q Serve(g_s), s	10.2	0.0	7.7	0.0	0.0	0.0	3.3	16.8	16.8	2.5	37.5	21.0
Cycle Q Clear(g_c), s	10.2	0.0	7.7	0.7	0.0	0.0	3.3	16.8	16.8	8.1	37.5	21.0
Prop In Lane	1.00		0.93	0.08		0.58	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	0	414	168	0	0	190	1045	1100	312	1772	797
V/C Ratio(X)	0.85	0.00	0.36	0.07	0.00	0.00	0.65	0.49	0.49	0.07	0.85	0.58
Avail Cap(c_a), veh/h	441	0	708	458	0	0	257	1119	1178	315	1793	806
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	0.0	30.9	43.6	0.0	0.0	22.2	10.9	10.9	16.2	21.9	17.8
Incr Delay (d2), s/veh	13.7	0.0	1.9	0.6	0.0	0.0	3.7	1.3	1.2	0.4	4.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.1	0.3	0.0	0.0	1.6	5.7	6.0	0.3	14.9	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	32.8	44.3	0.0	0.0	25.9	12.2	12.1	16.6	26.8	20.3
LnGrp LOS	E	A	C	D	A	A	C	B	B	B	C	C
Approach Vol, veh/h		504			12			1169			1988	
Approach Delay, s/veh		50.2			44.3			13.6			25.2	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.2	57.5		33.2		68.7	18.4	14.8				
Change Period (Y+Rc), s	6.0	* 6.3		6.9		* 6.3	6.0	6.9				
Max Green Setting (Gmax), s	9.0	* 52		45.0		* 67	13.0	26.0				
Max Q Clear Time (g_c+I1), s	6.3	39.5		9.7		18.8	12.2	2.7				
Green Ext Time (p_c), s	0.1	11.7		2.2		22.3	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
6: US-701 & Access #1/Lake Way Drive

2035 Build + IMPS
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	0	307	0	0	3	291	652	1	10	871	537
Future Volume (veh/h)	360	0	307	0	0	3	291	652	1	10	871	537
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1781	1870	1870	1856	1870
Adj Flow Rate, veh/h	400	0	341	0	0	3	323	724	1	11	968	597
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	3	2
Cap, veh/h	360	0	368	0	0	116	284	1218	2	30	938	811
Arrive On Green	0.12	0.00	0.23	0.00	0.00	0.07	0.13	0.68	0.68	0.51	0.51	0.51
Sat Flow, veh/h	1781	0	1585	0	0	1585	1781	1779	2	9	1834	1585
Grp Volume(v), veh/h	400	0	341	0	0	3	323	0	725	979	0	597
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	0	1585	1781	0	1781	1842	0	1585
Q Serve(g_s), s	17.0	0.0	30.4	0.0	0.0	0.3	19.0	0.0	31.3	30.7	0.0	42.7
Cycle Q Clear(g_c), s	17.0	0.0	30.4	0.0	0.0	0.3	19.0	0.0	31.3	74.0	0.0	42.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.01		1.00
Lane Grp Cap(c), veh/h	360	0	368	0	0	116	284	0	1219	968	0	811
V/C Ratio(X)	1.11	0.00	0.93	0.00	0.00	0.03	1.14	0.00	0.59	1.01	0.00	0.74
Avail Cap(c_a), veh/h	360	0	427	0	0	175	284	0	1219	968	0	811
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	0.0	54.3	0.0	0.0	62.2	52.4	0.0	12.1	36.1	0.0	27.7
Incr Delay (d2), s/veh	80.4	0.0	24.1	0.0	0.0	0.1	95.9	0.0	0.8	31.8	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	0.0	14.6	0.0	0.0	0.1	17.4	0.0	11.4	42.6	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	139.0	0.0	78.4	0.0	0.0	62.3	148.4	0.0	12.9	67.9	0.0	31.2
LnGrp LOS	F	A	E	A	A	E	F	A	B	F	A	C
Approach Vol, veh/h		741			3			1048			1576	
Approach Delay, s/veh		111.1			62.3			54.7			54.0	
Approach LOS		F			E			D			D	
Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		105.0		39.6	25.0	80.0	23.0	16.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		99.0		39.0	19.0	74.0	17.0	16.0				
Max Q Clear Time (g_c+I1), s		33.3		32.4	21.0	76.0	19.0	2.3				
Green Ext Time (p_c), s		5.4		1.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			66.8									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary
8: Access #3 & Pitch Landing Road

2035 Build + IMPS
PM Peak Hour

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	234	375	367	177	369	230
Future Volume (veh/h)	234	375	367	177	369	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	417	408	197	410	256
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	948	803	456	948	492	438
Arrive On Green	0.51	0.51	0.51	0.51	0.28	0.28
Sat Flow, veh/h	1870	1585	762	1870	1781	1585
Grp Volume(v), veh/h	260	417	408	197	410	256
Grp Sat Flow(s),veh/h/ln	1870	1585	762	1870	1781	1585
Q Serve(g_s), s	4.4	9.7	23.6	3.2	12.0	7.7
Cycle Q Clear(g_c), s	4.4	9.7	28.0	3.2	12.0	7.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	948	803	456	948	492	438
V/C Ratio(X)	0.27	0.52	0.90	0.21	0.83	0.58
Avail Cap(c_a), veh/h	948	803	456	948	645	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	9.1	18.2	7.5	18.8	17.3
Incr Delay (d2), s/veh	0.2	0.6	19.9	0.1	7.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	7.1	0.9	5.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	9.7	38.1	7.6	26.0	18.5
LnGrp LOS	A	A	D	A	C	B
Approach Vol, veh/h	677			605	666	
Approach Delay, s/veh	9.0			28.2	23.1	
Approach LOS	A			C	C	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		21.3		34.0		34.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		20.0		28.0		28.0
Max Q Clear Time (g_c+I1), s		14.0		11.7		30.0
Green Ext Time (p_c), s		1.3		2.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay		19.8
HCM 6th LOS		B

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Improvement Timings

The following maximum total gross units are proposed for this PDD. Reference the following table:

Tract	Parent Tract		Aprox. Area [Acres]	Proposed Land Use	Proposed Dwelling Units		
	Parent Tract Designation	Sub-tract Designation			Single Family	Townhome	Multifamily
TIER I							
	Tract D		56.84	Single Family	135	--	--
	Tract F		128.43	Single Family	302	--	--
	Tract G		177.62	Single Family	339	--	--
	Tract H		234.62	Single Family	319	--	--
	Track I		153.2	Single Family	91	--	--
	Tract J		93.37	Single Family	188	--	--
TIER II							
	Tract A		40.47	Townhome	--	246	--
	Tract C		48.07	Townhome	--	104	--
	Tract E		78.49	Townhome	--	398	--
	Tract O		51.81	Townhome	--	204	--
TIER III							
	Tract B		10.72	Commercial	--	--	--
	Tract K	K	561.75	Multifamily	--	--	480
		K.1	18.78	Outdoor Storage	--	--	--
	Tract L[1]		15.91	Commercial	--	--	--
	Tract M[1]		15.25	Commercial	--	--	--
	Tract N		57.84	Multifamily / Townhome	--	79	448
TOTAL APPROXIMATE ACREAGE [AC.]			**1743.17**	**TOTAL PROPOSED UNITS**	**1374**	**1031**	**928**
					3333		

[1]	No dwelling units shall be allowed on Tracts L and M, or any future subdivisions of tracts L and M.

Density not utilized in one parcel may be transferred to other parcels within the PDD, so long as the total density of the PDD is not exceeded, and no Dwelling Units are located within flood zones.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Willow Springs Road/Pauley Swamp Road & Pitch Landing Road/Allen Dew Road

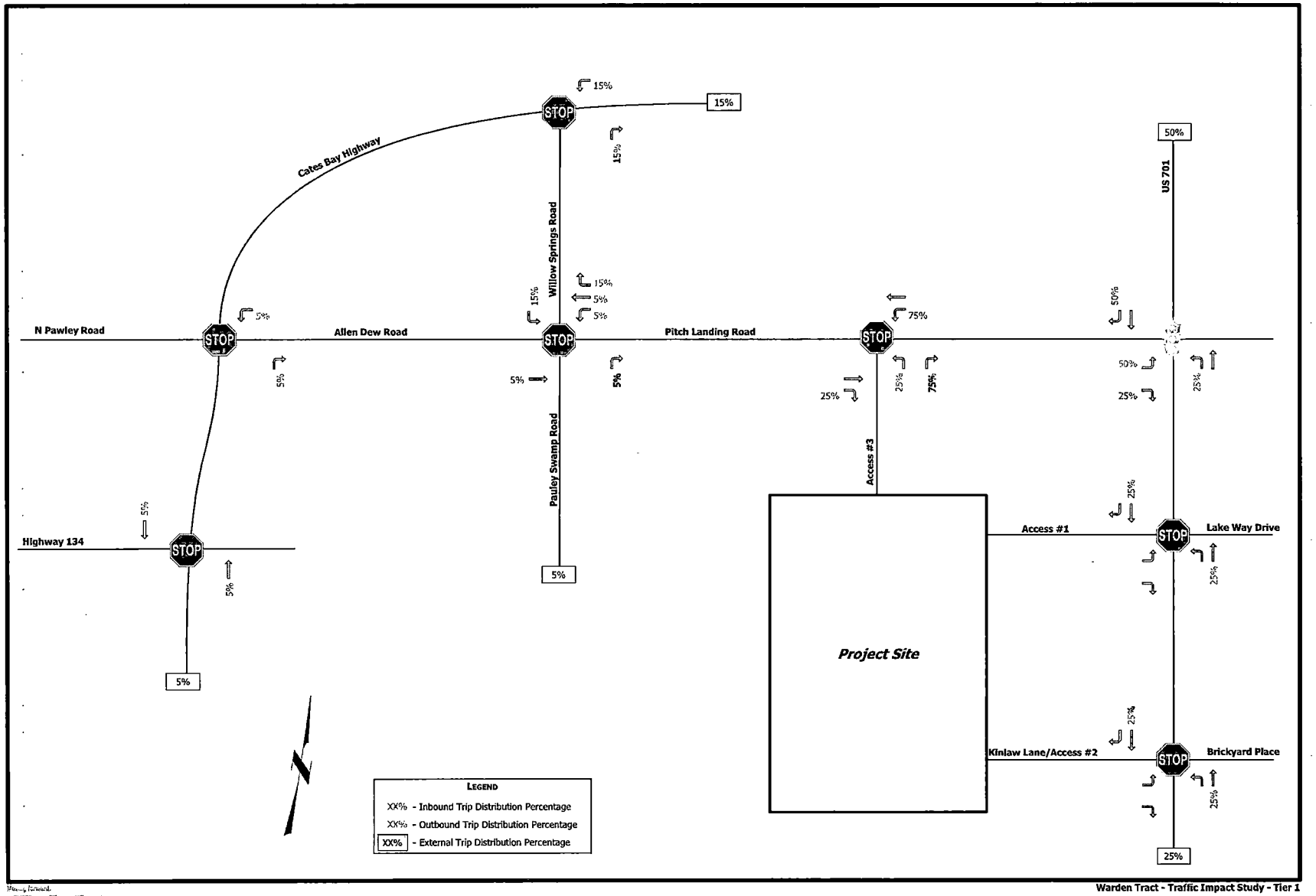
TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	42	3	20	20	6	4	35	100	7	21	5
Heavy Vehicle Percentage	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	5%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	8	1	4	4	1	1	6	18	1	4	1
2028 NO-BUILD TRAFFIC VOLUMES	5	50	4	24	24	7	5	41	118	8	25	6
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		10							9	30		
Outbound New Project Traffic				29	29	87						
Pass-By Project Traffic												
Total Buildout Project Traffic		10		29	29	87			9	30		
2028 BUILD TRAFFIC VOLUMES	5	60	4	53	53	94	5	41	127	38	25	6

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	3	24	0	100	47	15	3	40	30	10	41	8
Heavy Vehicle Percentage	2%	2%	2%	2%	4%	2%	2%	3%	2%	2%	2%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	4	0	18	8	3	1	7	5	2	7	1
2028 NO-BUILD TRAFFIC VOLUMES	4	28	0	118	55	18	4	47	35	12	48	9
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		35							35	105		
Outbound New Project Traffic				21	21	62						
Pass-by Project Traffic												
Total New Project Traffic		35		21	21	62			35	105		
2028 BUILD TRAFFIC VOLUMES	4	63	0	139	76	80	4	47	70	117	48	9

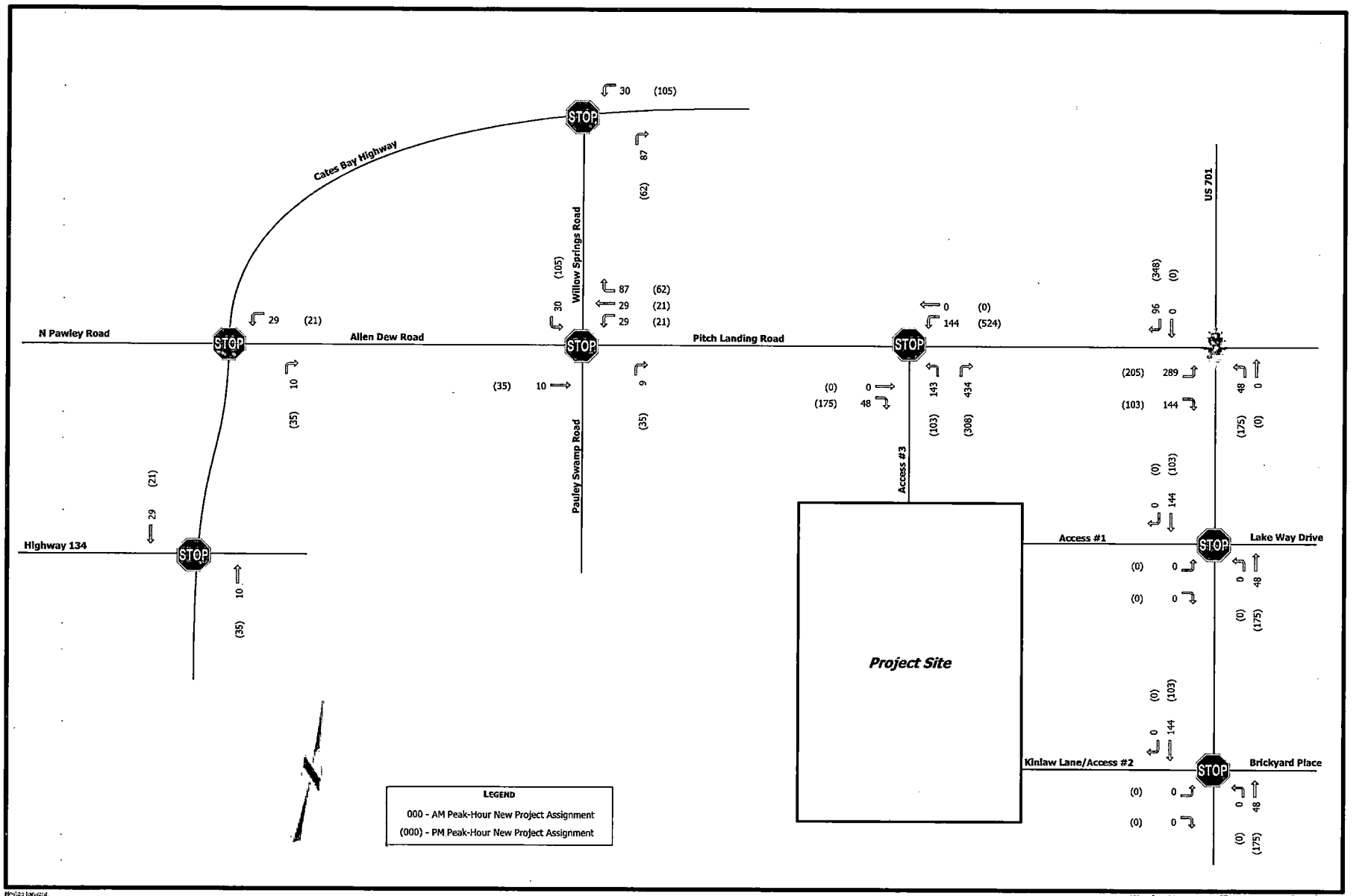
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Warden Tract - Traffic Impact Study - Tier 1
Figure 5 - Project Trip Distribution
Page 10

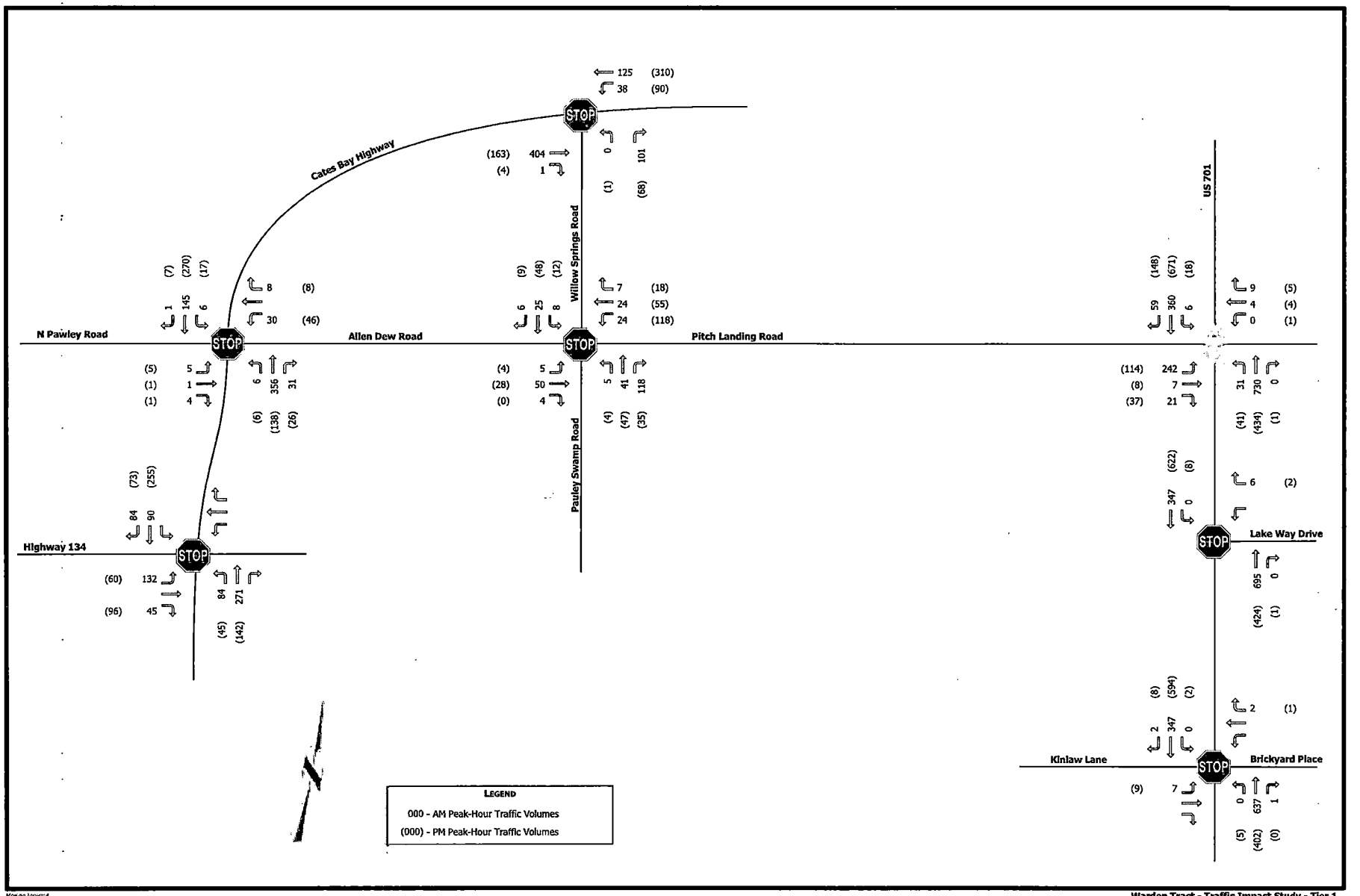
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Warden Tract - Traffic Impact Study - Tier 1
Figure 6 - Total Project Trip Assignment
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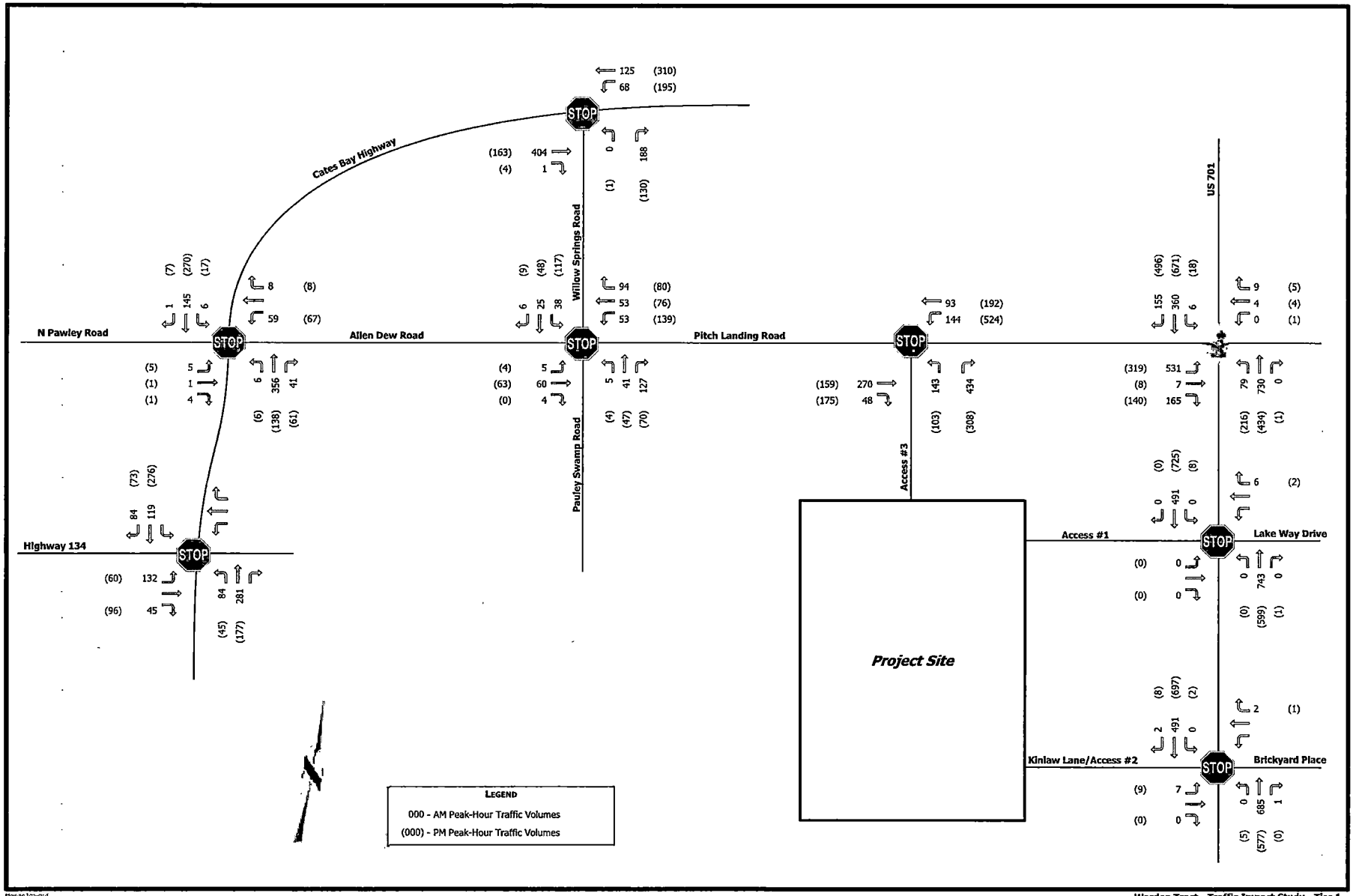
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Warden Tract - Traffic Impact Study - Tier 1
Figure 8 - No-Build (2028) Peak-Hour Traffic Volumes
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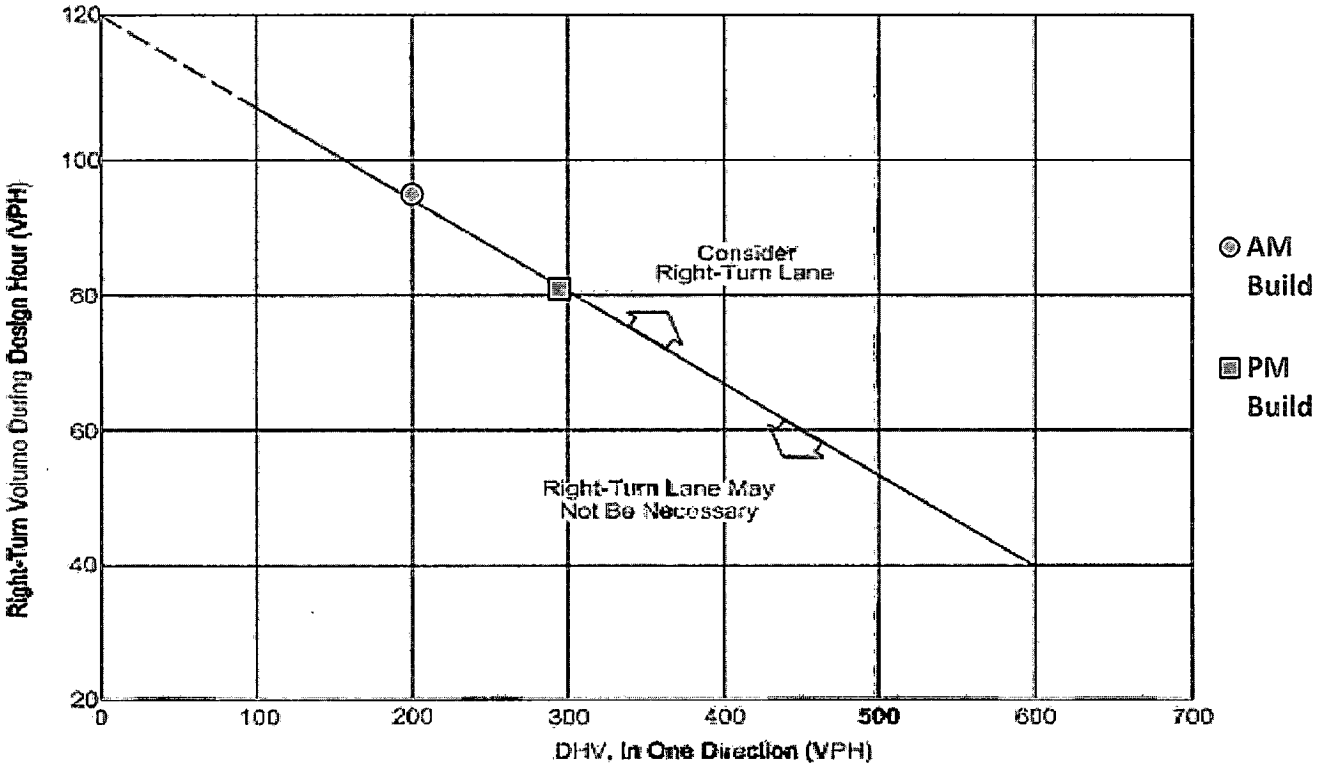
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Warden Tract - Traffic Impact Study - Tier 1
Figure 9 - Build (2028) Peak-Hour Traffic Volumes
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Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

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

Figure 9.5-A

INTERSECTION: Pitch Landing Road & Willow Springs Road

MOVEMENT: Westbound right turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	200	94	◉
PM Build	295	80	▣

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INTERSECTION TRAFFIC VOLUME DEVELOPMENT

US 701 & Pitch Landing Road

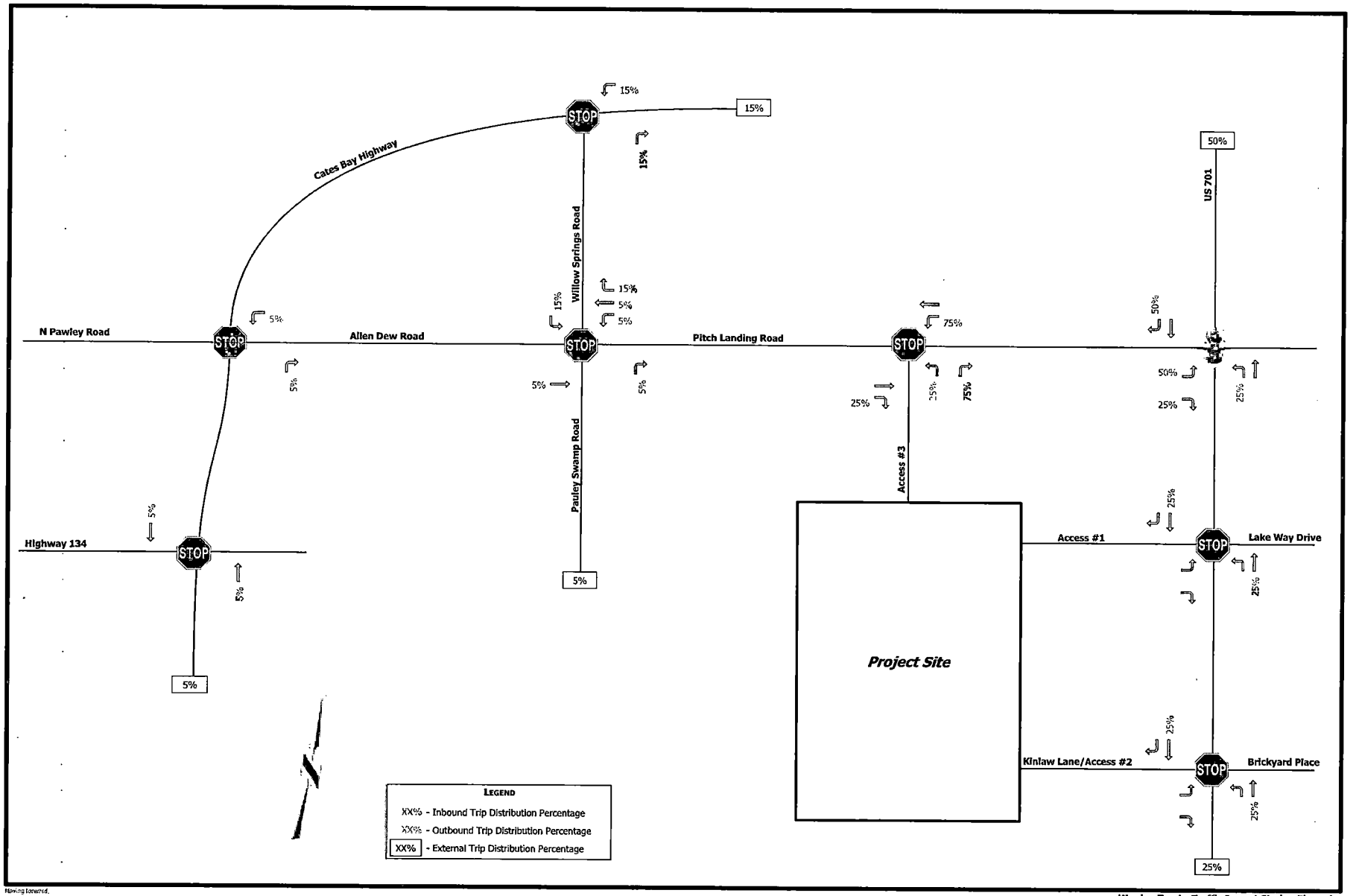
TRAFFIC CONTROL: Signalized

DATE COUNTED:

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**205**	**6**	**18**	**0**	**3**	**8**	**26**	**619**	**0**	**5**	**305**	**50**
Heavy Vehicle Percentage	3%	17%	2%	2%	2%	2%	4%	5%	2%	2%	9%	4%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	37	1	3	0	1	1	5	111	0	1	55	9
2028 NO-BUILD TRAFFIC VOLUMES	**242**	**7**	**21**	**0**	**4**	**9**	**31**	**730**	**0**	**6**	**360**	**59**
Inbound Trip Distribution Percentage							25%					50%
Outbound Trip Distribution Percentage	50%		25%									
Inbound New Project Traffic							18					36
Outbound New Project Traffic	107		53									
Pass-By Project Traffic												
Total Buildout Project Traffic	107		53				18					36
2028 BUILD TRAFFIC VOLUMES	**349**	**7**	**74**	**0**	**4**	**9**	**49**	**730**	**0**	**6**	**360**	**95**

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	**97**	**7**	**31**	**1**	**3**	**4**	**35**	**368**	**1**	**15**	**569**	**125**
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	25%	3%	7%	2%	2%	3%	2%
Years To Phase 1 Buildout (2028)	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	17	1	6	0	1	1	6	66	0	3	102	23
2028 NO-BUILD TRAFFIC VOLUMES	**114**	**8**	**37**	**1**	**4**	**5**	**41**	**434**	**1**	**18**	**671**	**148**
Inbound Trip Distribution Percentage							25%					50%
Outbound Trip Distribution Percentage	50%		25%									
Inbound New Project Traffic							62					124
Outbound New Project Traffic	74		37									
Pass-by Project Traffic												
Total New Project Traffic	74		37				62					124
2028 BUILD TRAFFIC VOLUMES	**188**	**8**	**74**	**1**	**4**	**5**	**103**	**434**	**1**	**18**	**671**	**272**

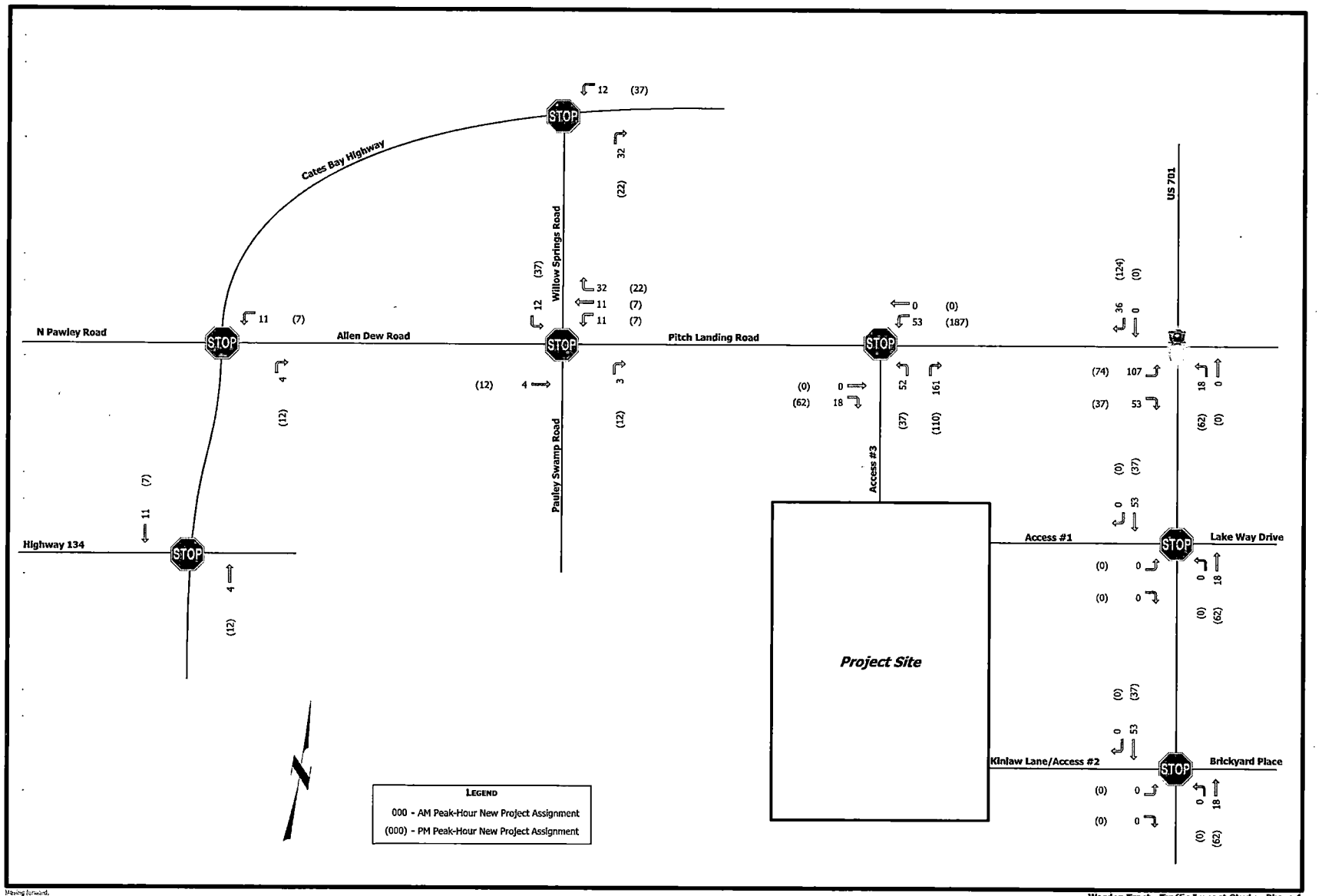
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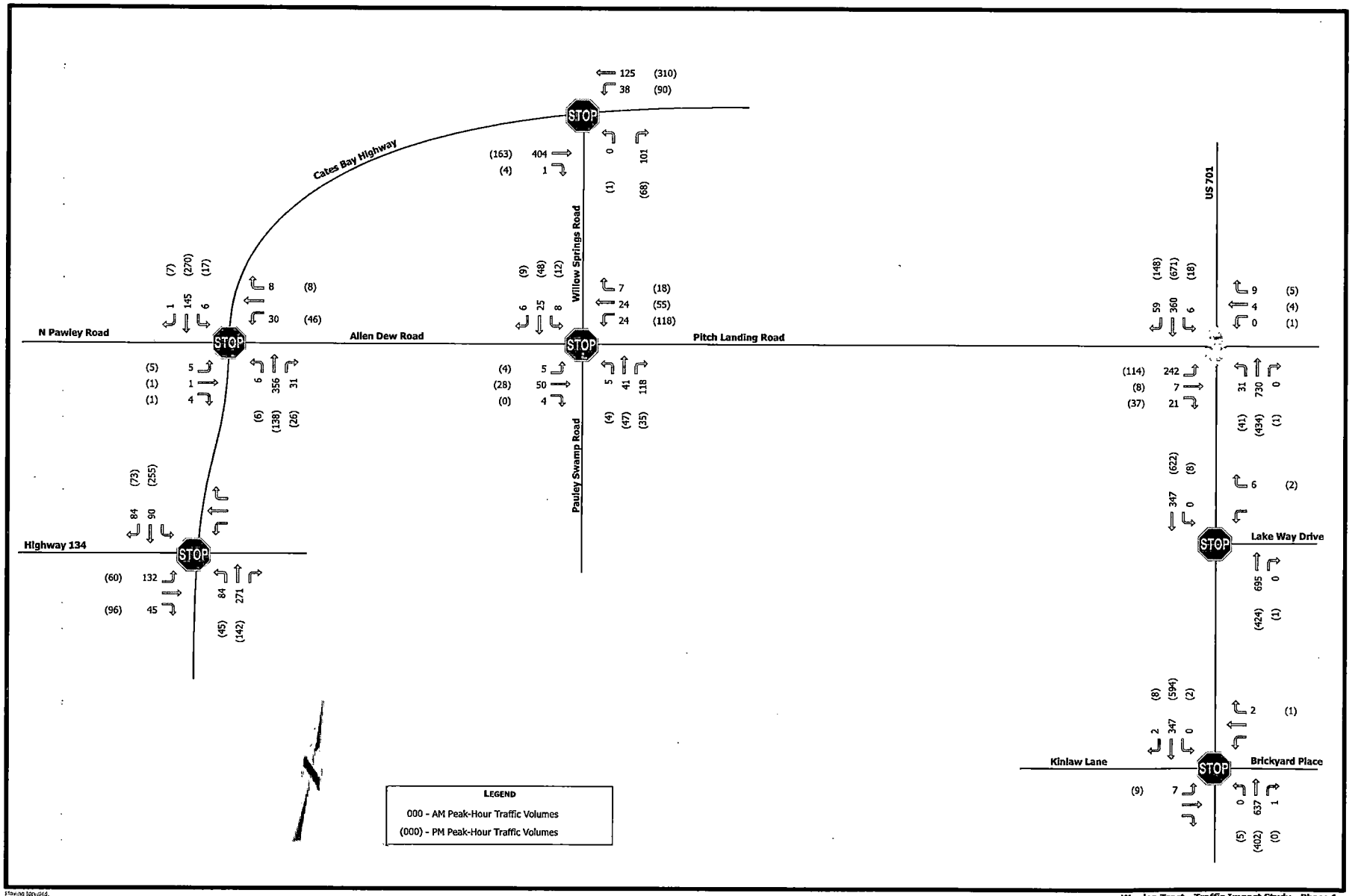
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Warden Tract - Traffic Impact Study - Phase 1
Figure 5 - Project Trip Distribution
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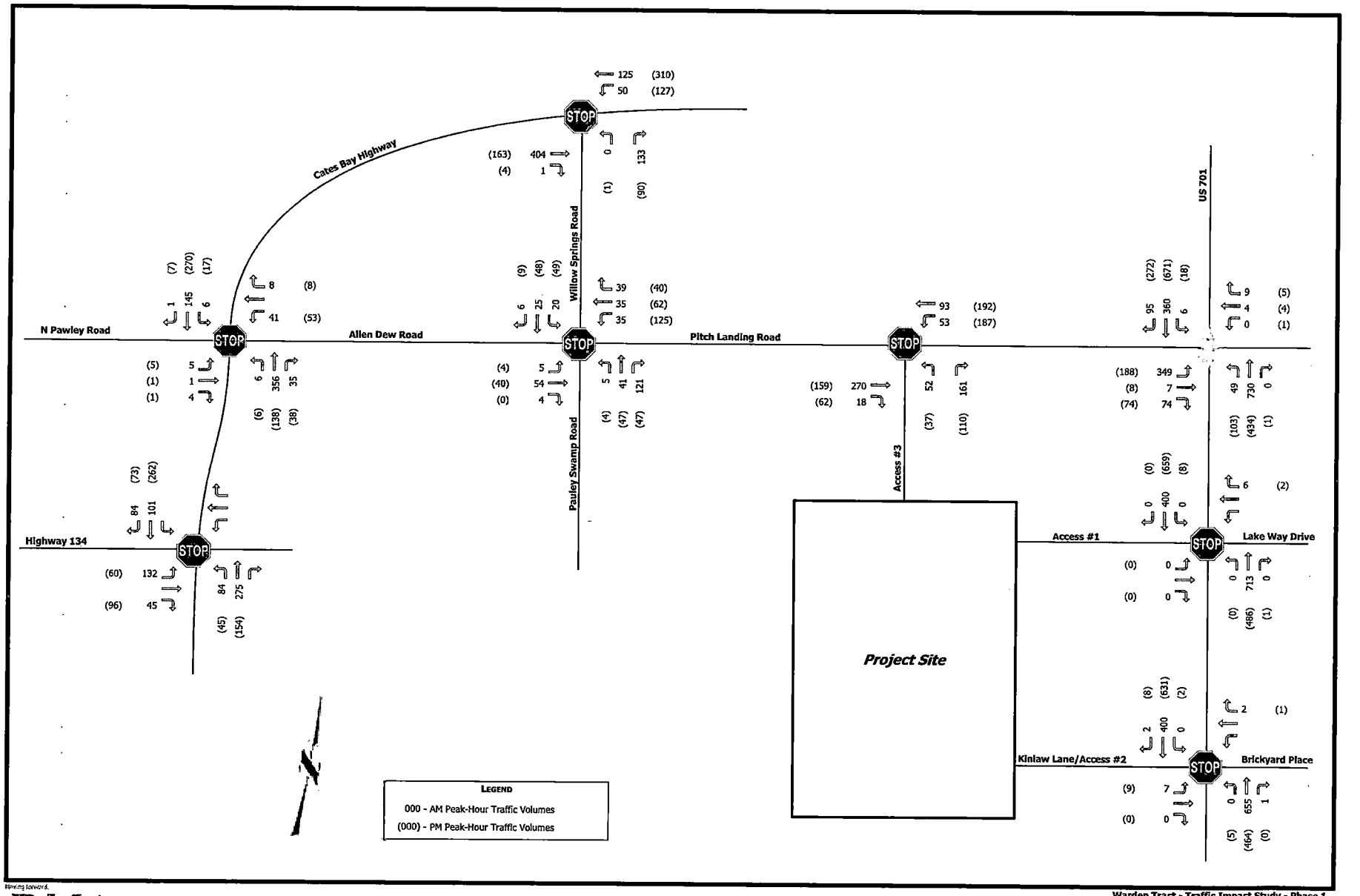
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Warden Tract - Traffic Impact Study - Phase 1
Figure 8 - No-Build (2028) Peak-Hour Traffic Volumes
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Moving forward.
RKA
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Warden Tract - Traffic Impact Study - Phase 1
Figure 9 - Build (2028) Peak-Hour Traffic Volumes
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HCM 6th Signalized Intersection Summary
5: US-701 & Pitch Landing Road

2028 Dual Left Timing
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	7	74	0	4	9	49	730	0	6	360	95
Future Volume (veh/h)	349	7	74	0	4	9	49	730	0	6	360	95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	379	8	80	0	4	10	53	793	0	7	391	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	453	8	80	0	177	443	372	869	0	132	841	743
Arrive On Green	0.37	0.37	0.37	0.00	0.37	0.37	0.48	0.48	0.00	0.48	0.48	0.48
Sat Flow, veh/h	1011	21	213	0	474	1184	889	1826	0	684	1767	1560
Grp Volume(v), veh/h	467	0	0	0	0	14	53	793	0	7	391	103
Grp Sat Flow(s),veh/h/ln	1246	0	0	0	0	1657	889	1826	0	684	1767	1560
Q Serve(g_s), s	32.6	0.0	0.0	0.0	0.0	0.5	3.8	35.5	0.0	0.8	13.2	3.3
Cycle Q Clear(g_c), s	33.1	0.0	0.0	0.0	0.0	0.5	16.9	35.5	0.0	36.4	13.2	3.3
Prop In Lane	0.81		0.17	0.00		0.71	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	541	0	0	0	0	621	372	869	0	132	841	743
V/C Ratio(X)	0.86	0.00	0.00	0.00	0.00	0.02	0.14	0.91	0.00	0.05	0.46	0.14
Avail Cap(c_a), veh/h	541	0	0	0	0	621	389	903	0	145	874	771
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	0.0	0.0	0.0	17.4	21.3	21.4	0.0	38.3	15.6	13.0
Incr Delay (d2), s/veh	15.8	0.0	0.0	0.0	0.0	0.1	0.6	14.8	0.0	0.6	1.5	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	11.2	0.0	0.0	0.0	0.0	0.2	0.8	16.6	0.0	0.2	5.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	0.0	0.0	0.0	0.0	17.5	21.9	36.3	0.0	38.9	17.0	13.3
LnGrp LOS	D	A	A	A	A	B	C	D	A	D	B	B
Approach Vol, veh/h		467			14			846			501	
Approach Delay, s/veh		43.7			17.5			35.4			16.6	
Approach LOS		D			B			D			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.4		40.0		48.4		40.0				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gmax), s		* 44		33.1		* 44		33.1				
Max Q Clear Time (g_c+I1), s		38.4		35.1		37.5		2.5				
Green Ext Time (p_c), s		2.4		0.0		4.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									
Notes												

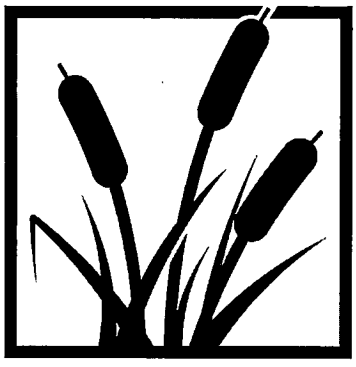
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Deed BK: 4779 PG: 857 Doctype: 082 02/27/2024 at 11:23:22 AM, 205 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds

APPENDIX E:

Threatened and Endangered Species

Deed BK: 4779 PG: 858 Doctype: 082 02/27/2024 at 11:23:22 AM, 206 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



Biological Evaluation
Warren Tract
Conway, Horry County, South Carolina
Project No. 02337-23169

PREPARED FOR:
BRD Land and Investments
234 Kinsley Park Drive, Suite 110
Fort Mill, South Carolina 29715

PREPARED BY:
The Brigman Company
Post office Box 1532
Conway, South Carolina 29526

July 7, 2023

THE BRIGMAN COMPANY

July 7, 2023

BRD Land and Investments
234 Kinsley Park Drive, Suite 110
Fort Mill, SC 29715

Attention: Ms. Elizabeth Kurre

Reference: **Biological Evaluation**
Warden Tract
Conway, Horry County, South Carolina
Project No. 02337-23169

Dear Ms. Kurre:

The Brigman Company (TBC) is pleased to submit this report detailing our Biological Evaluation for the Warden Tract (i.e. the Property) located on Pitch Landing Road and US 701 near the City of Conway, Horry County, South Carolina. This work was performed in accordance with TBC's Professional Services Contract, authorized on July 6, 2023. This report and the on-site pedestrian survey have been conducted to assess the potential for the presence of federally protected species or habitat to support federally protected species prior to future development of the Property.

The Property is comprised of a tract of land (Horry County TMS# 149-00-05-015 and 160-00-01-004) totaling approximately 1,709.5 acres. Exhibit 1 of this report presents the approximate location of the Property. The Property is identified on a portion of the U.S. Geological Survey (USGS) 7.5-minute Conway, SC topographic quadrangle map dated 1980. Exhibit 2 of this report depicts the approximate location of the Property overlaid on the referenced topographic quadrangle.

Site and Habitat Descriptions

The Property is located in south central Horry County within the Coastal Plain Physiographic Province of South Carolina. The USGS topographic quadrangle (Exhibit 2) depicts the Property as mostly wooded in 1984. The surrounding properties consist of undeveloped, wooded land and a few residential home and some commercial properties that front US Highway 701. Exhibit 3 of this report depicts the Property overlaid on an aerial photograph.

The majority of the Property has been clear cut of timber, including the majority of wetland areas. The only remaining mature trees are those that are growing in areas that were too wet for the harvesting equipment. Based upon historic aerial photography, it appears the timber harvest began in mid-2016 and was completed prior to May 2017. The uplands have re-generating in loblolly pine (*Pinus taeda*) and with sweetgum (*Liquidambar styraciflua*), with dogfennel (*Eupatorium capillifolium*) and broom grass (*Andropogon virginicus*) in the herbaceous layer. The clear cut wetlands are have become dominated by herbaceous species, including, wool grass (*Scirpus Cyprinus*) and blue sedge (*Carex glaucescens*).

Deed BK: 4779 PG: 860 Doctype: 082 02/27/2024 at 11:23:22 AM, 208 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds
Case 26-30215 Doc 552-8 Filed 11/13/26 Entered 11/13/26 19:05:32 Desc Exhibit
E - Part 2- Planned Development Page 72 of 137

Protected Species

The U.S. Fish & Wildlife Service (USF&WS) *South Carolina List of At-risk, Candidate, Endangered, and Threatened Species – Horry County*, the USF&WS Information for Planning and Conservation (IPaC) website, and the South Carolina Department of Natural Resources (SCDNR) *Rare, Threatened, and Endangered Species and Communities Known to Occur in Horry County, SC* were consulted regarding current federally protected species within Horry County. The information was reviewed prior to conducting the site visit, to determine if known locations of protected species were located on or near the Property. The USF&WS database has twenty-one (22) federally protected species listed for Horry County, South Carolina and one candidate species. However, sixteen (16) of these species are dependent on either beach/sand dunes ecosystems, a marine ecosystem, or large rivers, which the Property does not contain or border. The remaining five (5) protected species and one (1) candidate species include:

Common Name	Scientific Name	Survey Window	Status
Bald Eagle	*Haliaeetus leucocephalus*	October 1 – May 15 (nesting season)	Bald & Golden Eagle Protection Act
Red-Cockaded Woodpecker	*Picoides borealis*	March 1 – July 31 (nesting season)	Endangered
American Wood Stork	*Mycteria americana*	February 15 – September 1 (nesting season)	Threatened
American Chaffseed	*Schwalbea americana*	May - August (1-2 months after a fire)	Endangered
Northern Long-eared Bat	*Myotis septentrionalis*	Year round	Threatened
Monarch Butterfly	*Danaus plexippus*	August-December	Candidate

A pedestrian field review was performed for protected species and suitable habitats to support protected species on July 6, 2023 by Mr. Jeffery Vereen of TBC. The results of the pedestrian field review are included in the following sections of this report, as well as a discussion of the above species, where applicable.

Plants: **No Effect**

American chaffseed typically grows in sandy, acidic, seasonally moist to dry soils in open moist pine flatwoods, pine/wiregrass savannas, and transitional areas between peaty wetlands and xeric sandy soils. Suitable habitat for this species was not observed on the Property.

Vertebrates: **Not Likely to Adversely Affect**

Birds:

Even though the bald eagle was taken off of the threatened species list, it is still offered protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940. The bald eagle requires mature trees for nesting that are in close proximity to large bodies of water to feed. Site observations revealed that suitable nesting habitat does not exist on the Property. No nests were observed on the Property, nor were any bald eagles observed during the site reconnaissance.

The red-cockaded woodpecker requires mature longleaf pines or loblolly pine with an open understory that does not exceed 15' in height, and evenly spaced trees with an open, park-like stand. Site observations revealed that suitable nesting or foraging habitat does not exist on the Property.

The wood stork typically requires coastal areas, tidal waters, marshes, swamps, streams and mangroves for nesting and feeding. Suitable nesting habitat was not present on the Property, however, the wetlands of Bear Swamp does provide foraging habitat for the wood stork, however, the proposed project may affect, but is not likely to adversely affect the wood stork or any of the other listed species of birds for Horry County.

Reptiles and Amphibians:

The only federally protected species of reptiles or amphibians listed for Horry County are associated with the marine ecosystem, and the Property does not adjoin the Atlantic Ocean.

Fish and Marine Species:

There is no suitable habitat on or adjacent to the Property to support protected species of fish or marine species listed for Horry County.

Mammals:

The northern long-eared bat is a medium-sized bat approximately three to 3.7 inches, with a wingspan of nine to 10 inches. Fur color ranges from medium to dark brown on the back and tawny to pale brown on the underside. It is distinguished by its long ears in relation to other bats in the genus *Myotis,* which means mouse-eared. The northern long-eared bat uses caves and abandoned mines as winter hibernacula. It is found from Maine to North Carolina on the Atlantic Coast, westward to eastern Oklahoma, and north through the Dakotas. In summer, this bat will roost in small colonies or alone underneath bark or in cavities or crevices of both live trees and dead trees. The USFWS considers any live or dead tree with loose or exfoliating bark with a diameter-at-breast-height (DBH) greater than three inches to be potential summer roosting habitat. The trees on the Property range from approximately 3 inches to 10 inches DBH and could potentially provide summer roosting habitat for this species.

In recent coordination with the USF&WS (IPaC) and SCDNR Natural Heritage Trust Program in regard to northern long-eared bat occurrences on or in the vicinity of the Property, the USF&WS and SCDNR stated that there are no known NLEB maternity roosts or hibernacula located near the project area. Accordingly, future development of the Property **"not likely to adversely affect"** this species.

The remaining federally protected species of mammals listed for Horry County are marine species and the Property does not adjoin the Atlantic Ocean.

Invertebrate: No Effect

Insects:

The Monarch butterfly (*Danaus plexippus*) originates in North America where an eastern and western population undertake extensive migrations. For overwintering monarchs, habitat with a specific microclimate is needed for protection from the elements, as well as moderate temperatures to avoid freezing. These conditions vary between populations. For the eastern North American population, most monarchs overwinter in Oyamel fir (*Abies religiosa*) tree roosts located in mountainous regions in central Mexico at an elevation of 2,400 to 3,600 meters. Monarchs living west of the Rocky Mountain range in North America primarily overwinter in California at sites along the Pacific Coast, roosting in eucalyptus (*Eucalyptus spp.*), Monterey pines (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*) trees. Whether it's a field, roadside area, open area, wet area or urban garden, milkweed and flowering plants are needed for monarch habitat. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they can only lay eggs on milkweed plants. During the site reconnaissance, no monarch butterflies or milkweed were observed on or directly adjacent to the Property, therefore should have no effect on this species.

Freshwater Mussels:

There are no federally protected species of freshwater mussel listed for Horry County.

Methodology

TBC reviewed the SCDNR and the USF&WS databases for records of protected species known to occur within Horry County. The purpose of the search was to identify current and historic documented occurrences of protected species located within this county. Additionally, TBC personnel reviewed available supporting information including the USGS topographic quadrangle and applicable soil survey data. The purpose of reviewing this supporting information was to identify drainage features and soil types in the site area that may be suitable habitat for protected species. During field reconnaissance, TBC personnel integrated the information obtained from this supporting documentation with field evaluation for the presence of protected species or potential protected species habitat.

Summary and Conclusions

Based on the literature review, habitat assessment, and pedestrian field review of the Property, it is our opinion that future land clearing activities associated with proposed development on the Property will have no effect on federally listed protected plant or candidate species for Horry County and may "not likely to adversely affect" the wood stork and the Northern Long-eared bat.

Deed BK: 4779 PG: 863 Doctype: 082 02/27/2024 at 11:23:22 AM, 211 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds

Closure

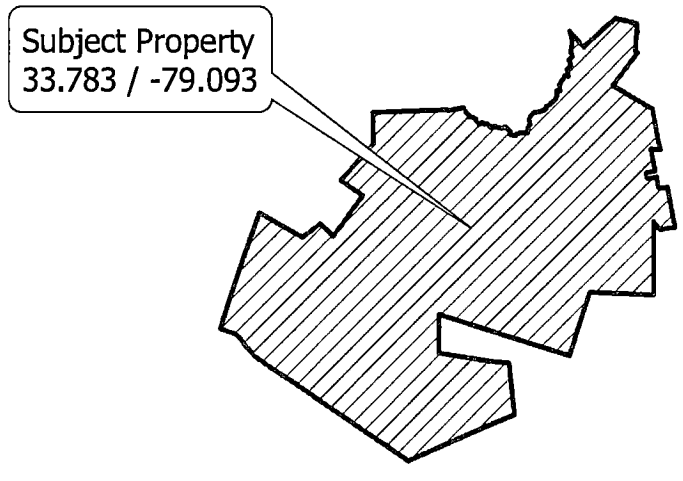
TBC appreciates the opportunity to be of service to you by performing this Biological Evaluation for the Property. Please contact us at (843) 248-9388 with questions regarding this report, or if you require additional information.

Sincerely,

Jeffery Vereen
Project Manager
jvereen@TheBrigmanCompany.com

Appendices

Exhibit 1: Project Area
Exhibit 2: USGS Topographic Map Exhibit
Exhibit 3: Aerial Exhibit
Exhibit 4: USDA/SCS Soil Survey Exhibit
Site Photographs
USF&WS IPaC Report
SCDNR Species List for Horry County
SCDNR Request for Threatened and Endangered Species Consultation Report



0 0.5 1 2 3 Miles

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

[redacted]

Site Vicinity Map

Warden Tract
TMS# 149-00-05-015 and 160-00-01-004
Conway, Horry County, SC
July 2023

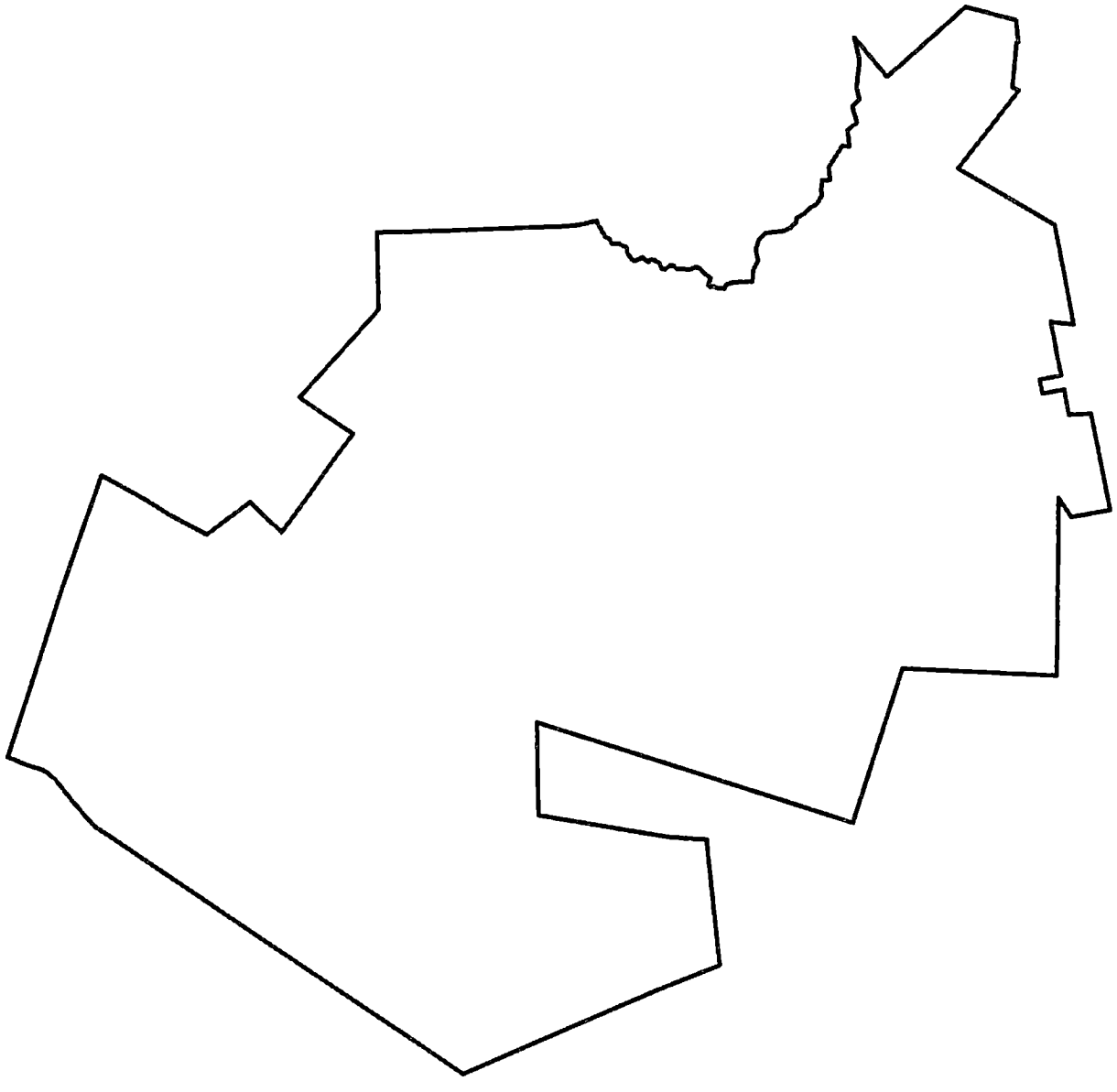
N

1 " = 1 miles

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

jobs/2023/02337-23169

USGS 7.5-Min. Conway, SC Quad. (1980)



LEGEND

Subject Property

0 1,000 2,000 4,000 6,000

Feet

Copyright:© 2013 National Geographic Society, i-cubed

[redacted]

USGS Topographic Map

Warden Tract

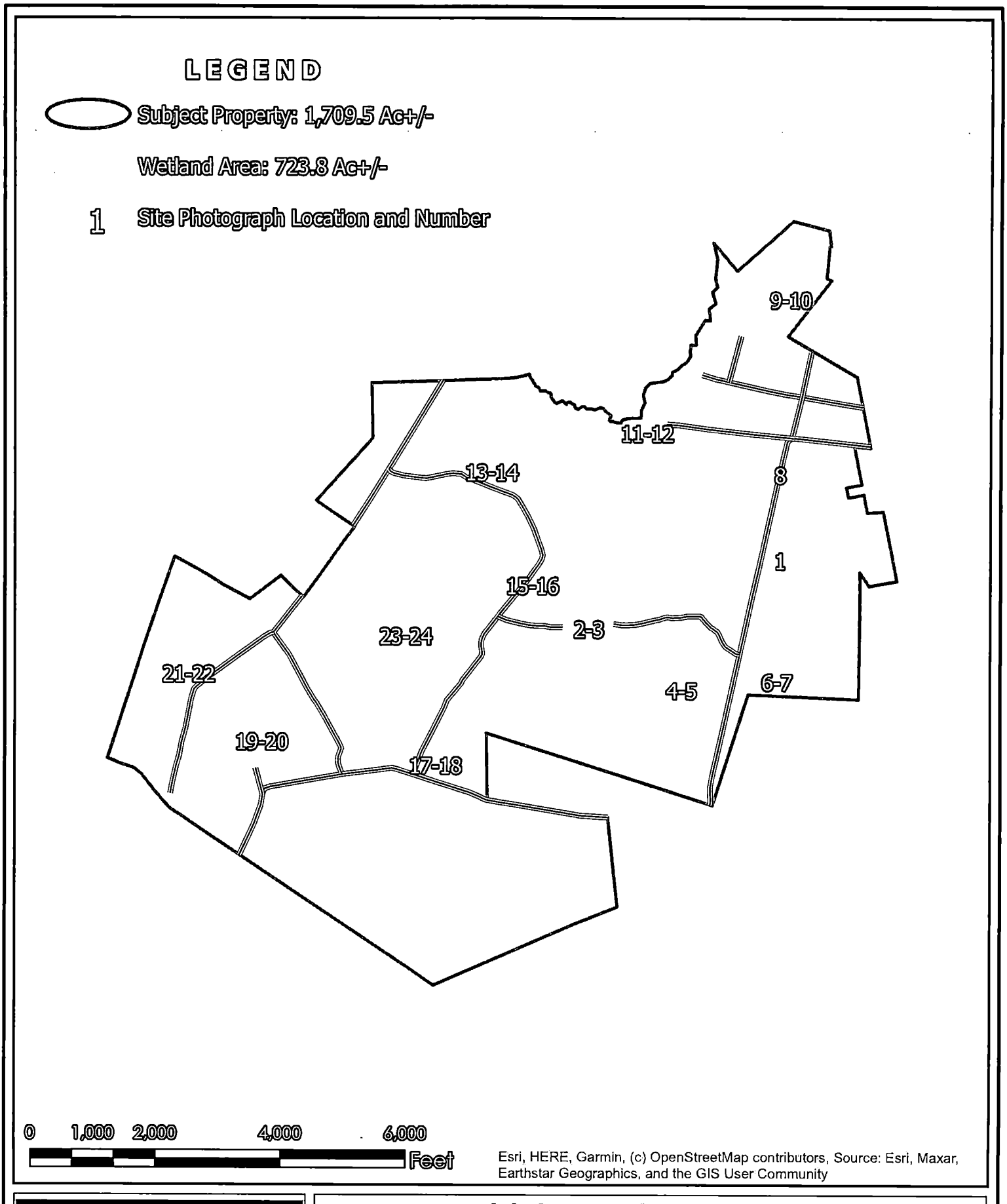
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Conway, Horry County, SC

July 2023

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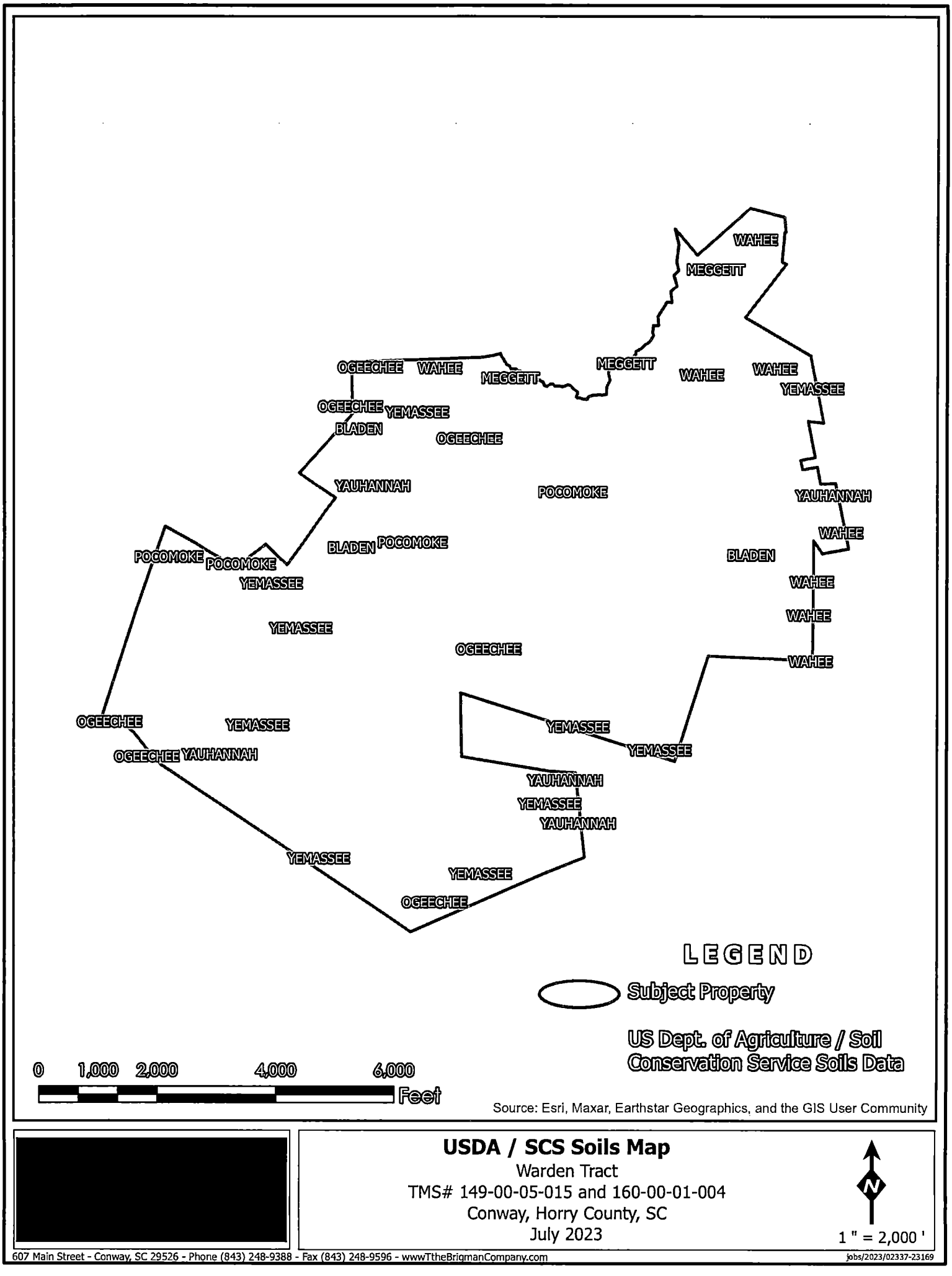
1 " = 2,000 '



Aerial Photograph Exhibit
Warden Tract
TMS# 149-00-05-015 and 160-00-01-004
Conway, Horry County, SC
July 2023

N
1 " = 2,000 '

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USDA / SCS Soils Map

Warden Tract
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Conway, Horry County, SC
July 2023

N
1 " = 2,000 '

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Deed BK: 4779 PG: 869 Doctype: 082 02/27/2024 at 11:23:22 AM, 217 OF 273
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1 Photo Point 1 facing east.



2 Photo Point 2 facing west.



3 Photo Point 2 facing east.



4 Photo Point 3 facing west.

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Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

Deed BK: 4779 PG: 870 Doctype: 082 02/27/2024 at 11:23:22 AM, 218 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



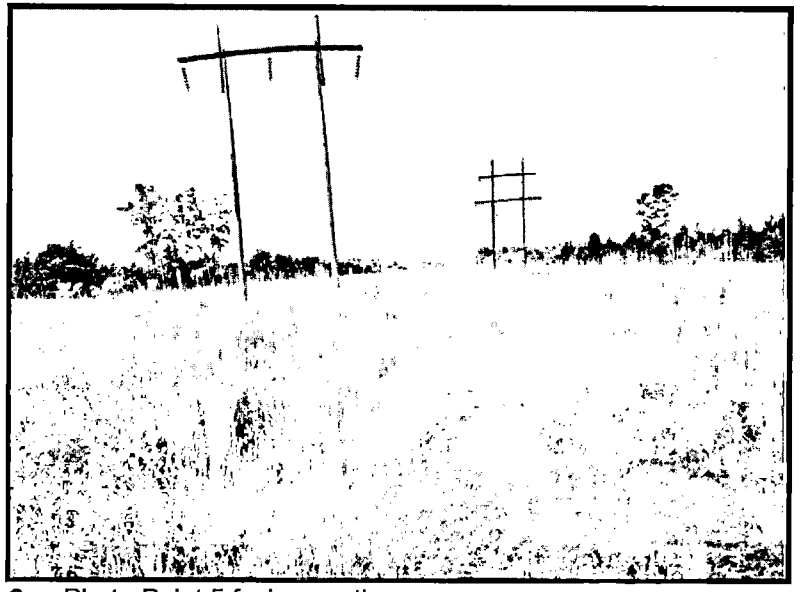
5 Photo Point 3 facing south.



6 Photo Point 4 facing east.



7 Photo Point 4 facing west.



8 Photo Point 5 facing south.

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Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

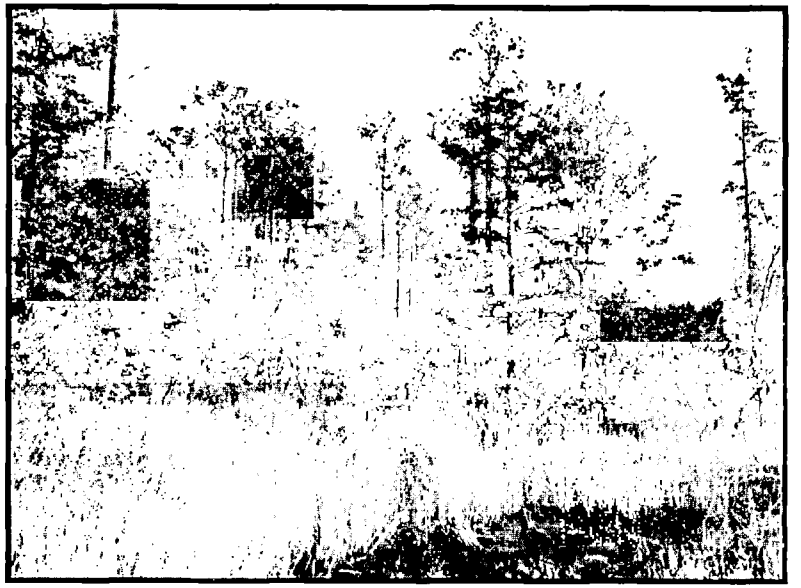
Deed BK: 4779 PG: 871 Doctype: 082 02/27/2024 at 11:23:22 AM, 219 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



9 Photo Point 6 facing north.



10 Photo Point 6 facing south.



11 Photo Point 7 facing north.



12 Photo Point 7 facing south.

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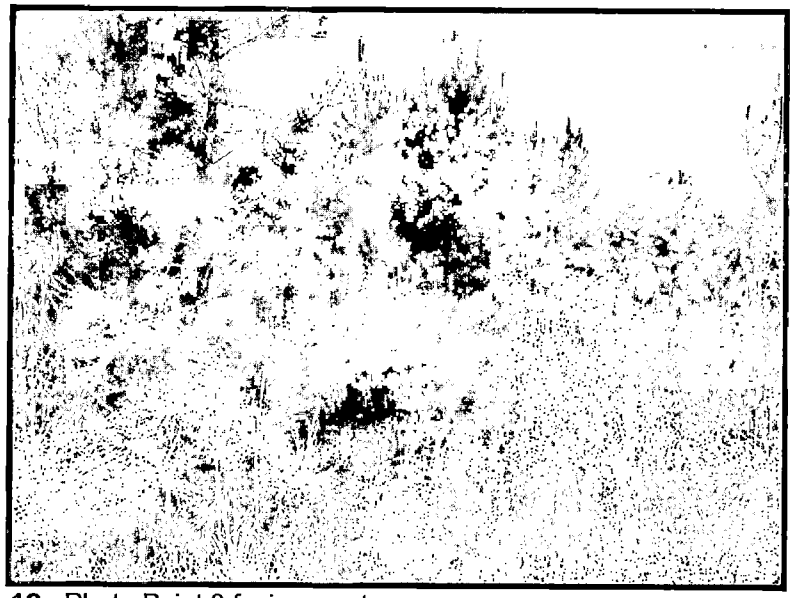
Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

Deed BK: 4779 PG: 872 Doctype: 082 02/27/2024 at 11:23:22 AM, 220 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



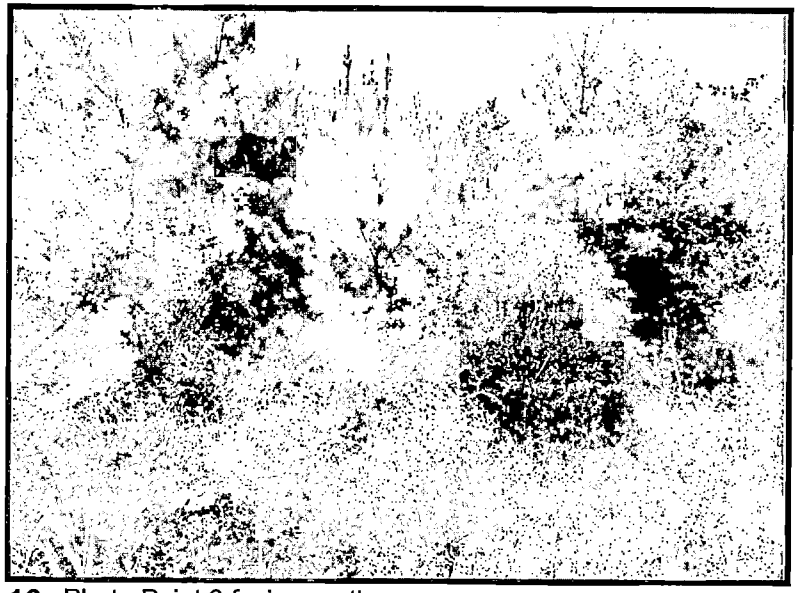
13 Photo Point 8 facing west.



14 Photo Point 8 facing east.



15 Photo Point 9 facing south.



16 Photo Point 9 facing north.

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Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

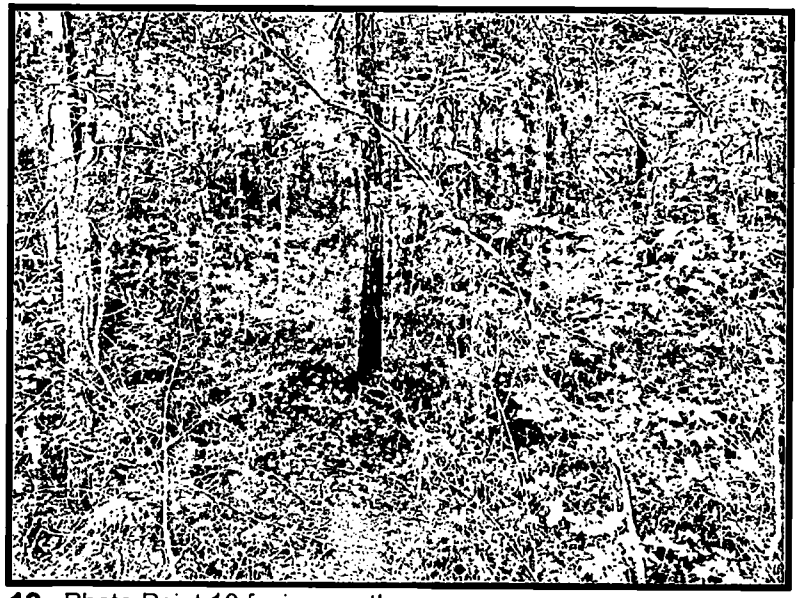
Taken by: JV

Date Taken: 07/06/23

Deed BK: 4779 PG: 873 Doctype: 082 02/27/2024 at 11:23:22 AM, 221 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



17 Photo Point 10 facing north.



18 Photo Point 10 facing south.



19 Photo Point 11 facing west.



20 Photo Point 11 facing east.

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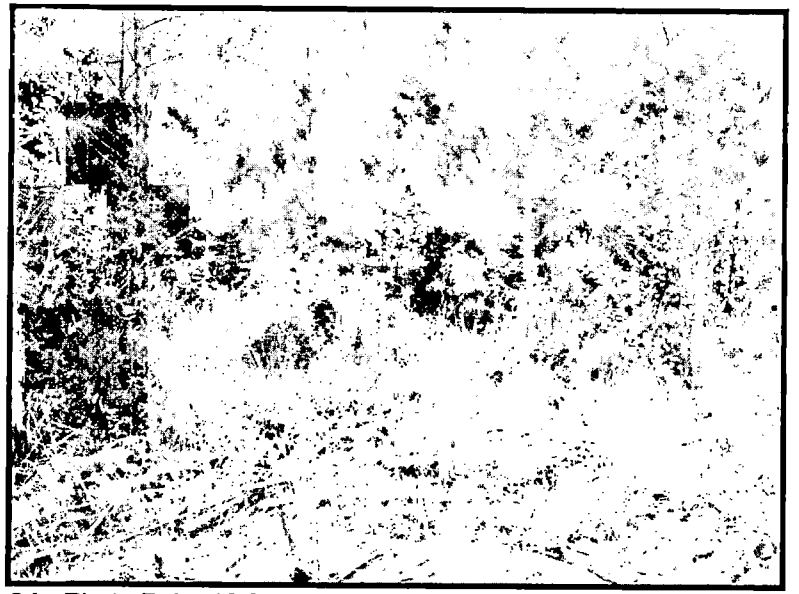
Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

Deed BK: 4779 PG: 874 Doctype: 082 02/27/2024 at 11:23:22 AM, 222 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



21 Photo Point 12 facing west.



22 Photo Point 12 facing north.



23 Photo Point 13 facing north.



24 Photo Point 13 facing south.

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Site Photographs
Warren Tract
Horry County, South Carolina

Project No.: 02337-23169

Taken by: JV

Date Taken: 07/06/23

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218

In Reply Refer To:
Project Code: 2023-0100339
Project Name: warden Tract

July 03, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

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Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

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OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

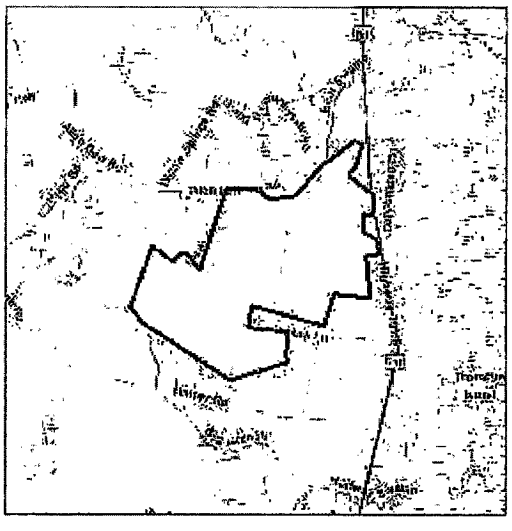
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
(843) 727-4707

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PROJECT SUMMARY

Project Code: 2023-0100339
Project Name: warden Tract
Project Type: Commercial Development
Project Description: Proposed commercial development.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.7822491,-79.09061354569455,14z



Counties: Horry County, South Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 14 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

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BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered
Wood Stork *Mycteria americana* Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8477	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle *Chelonia mydas* Population: North Atlantic DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Kemp's Ridley Sea Turtle *Lepidochelys kempii* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5523	Endangered
Leatherback Sea Turtle *Dermochelys coriacea* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493	Endangered
Loggerhead Sea Turtle *Caretta caretta* Population: Northwest Atlantic Ocean DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1110	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

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FLOWERING PLANTS

NAME	STATUS
American Chaffseed *Schwalbea americana* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1286	Endangered
Canby's Dropwort *Oxypolis canbyi* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7738	Endangered
Pondberry *Lindera melissifolia* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1279	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31

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NAME	BREEDING SEASON
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
King Rail *Rallus elegans* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Painted Bunting *Passerina ciris* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 25 to Aug 15
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Swallow-tailed Kite *Elanoides forficatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8938	Breeds Mar 10 to Jun 30
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 5
Wilson's Plover *Charadrius wilsonia* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Aug 20

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PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (□)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (□)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

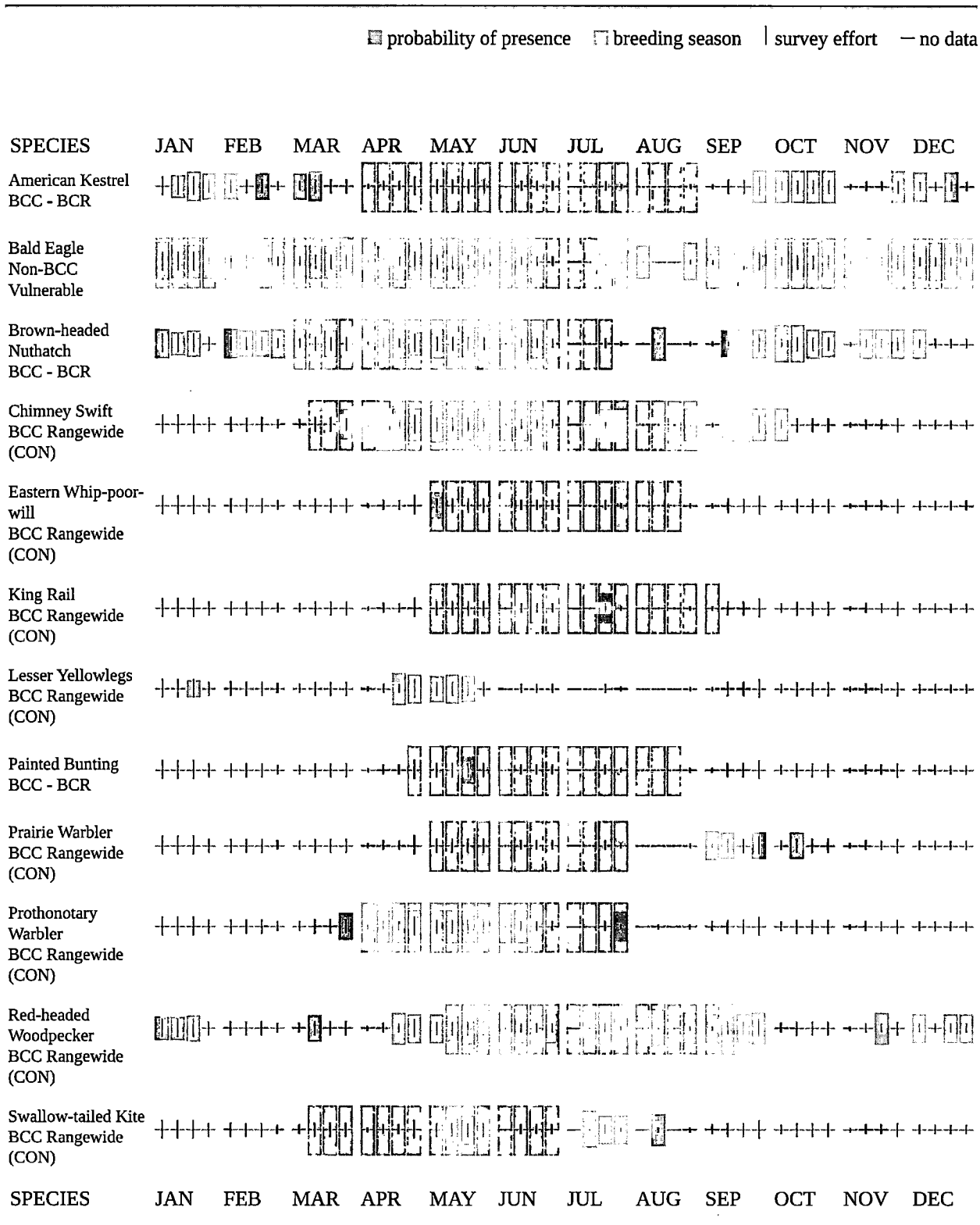
No Data (–)

A week is marked as having no data if there were no survey events for that week.

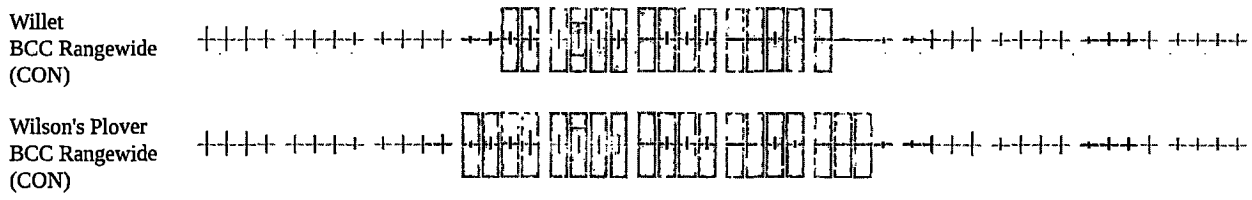
Survey Timeframe

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Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

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Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO4/1A
- PSS4/1B
- PFO4B
- PFO1F
- PFO1B
- PFO1C
- PFO1/4B
- PFO1/4A
- PSS1C
- PSS1Ad
- PFO4A
- PSS4/1Bd
- PFO1/4Bd
- PFO1Bd
- PFO4Bd
- PSS4B
- PFO4C
- PFO1Cd
- PSS4A
- PFO4/1C
- PFO4/1B
- PSS1Bd
- PFO1/4Ad
- PFO4/1Bd
- PFO1Fd
- PFO1A

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- PSS1/4Bd
- PSS4C
- PFO1/4C
- PSS1/4Cd

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1Bd
- PEM1A
- PEM1/SS4Bd
- PEM1B
- PEM1Cd
- PEM1C

RIVERINE

- R4SBC
- R2UBH

IPAC USER CONTACT INFORMATION

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State:	SC
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Email	jvereen@thebrigmancompany.com
Phone:	8432489388

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HORRY COUNTY

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/ TIME PERIOD	COMMENTS
Amphibians	None Found			
Birds	American wood stork (T)	*Mycteria americana*	February 15-September 1	Nesting season
	Bald eagle (BGEPA)	*Haliaeetus leucocephalus*	October 1-May 15	Nesting season
	Black-capped petrel (ARS)	*Pterodroma hasitata*	April-October	Offshore water primarily
	Piping plover (T, CH)	*Charadrius melodus*	July 15-May 1	Migration and wintering
	Red-cockaded woodpecker (E)	*Picoides borealis*	March 1-July 31	Nesting season
	Red knot (T)	*Calidris canutus rufa*	August 1-May 31	Migration and wintering
	Saltmarsh sparrow (ARS)	*Ammospiza caudacuta*	Fall/winter	Fall/winter surveys
Crustaceans	None Found			
Fishes	Atlantic sturgeon* (E)	*Acipenser oxyrinchus**	February 1-April 30	Spawning migration
	Robust redhorse (ARS)	*Moxostoma robustum*	Late April-early May	Temperature dependent: 16-24°C
	Shortnose sturgeon* (E)	*Acipenser brevirostrum**	February 1-April 30	Spawning migration
Insects	Monarch butterfly (C)	*Danaus plexippus*	August-December	Overwinter population departs: March-April
Mammals	Finback whale* (E)	*Balaenoptera physalus**	November 1-April 30	Off the coast
	Humpback whale * (E)	*Megaptera novaengliae*	January 1-March 31	Migration off the coast
	Northern long-eared bat (T)	*Myotis septentrionalis*	Year round	Winter surveys not as successful
	Right whale* (E)	*Balaena glacialis*	November 1-April 30	Off the coast
	Sei whale* (E)	*Balaenoptera borealis*		
	Sperm whale* (E)	*Physeter macrocephalus*		
	Tri-colored bat (ARS)	*Perimyotis subflavus*	Year round	Found in mines and caves in the winter
	West Indian manatee (T)	*Trichechus manatus*	May 1-November 15	In coastal waters
Mollusks	None Found			

South Carolina Department of Natural Resources

Robert H. Boyles, Jr.
Director

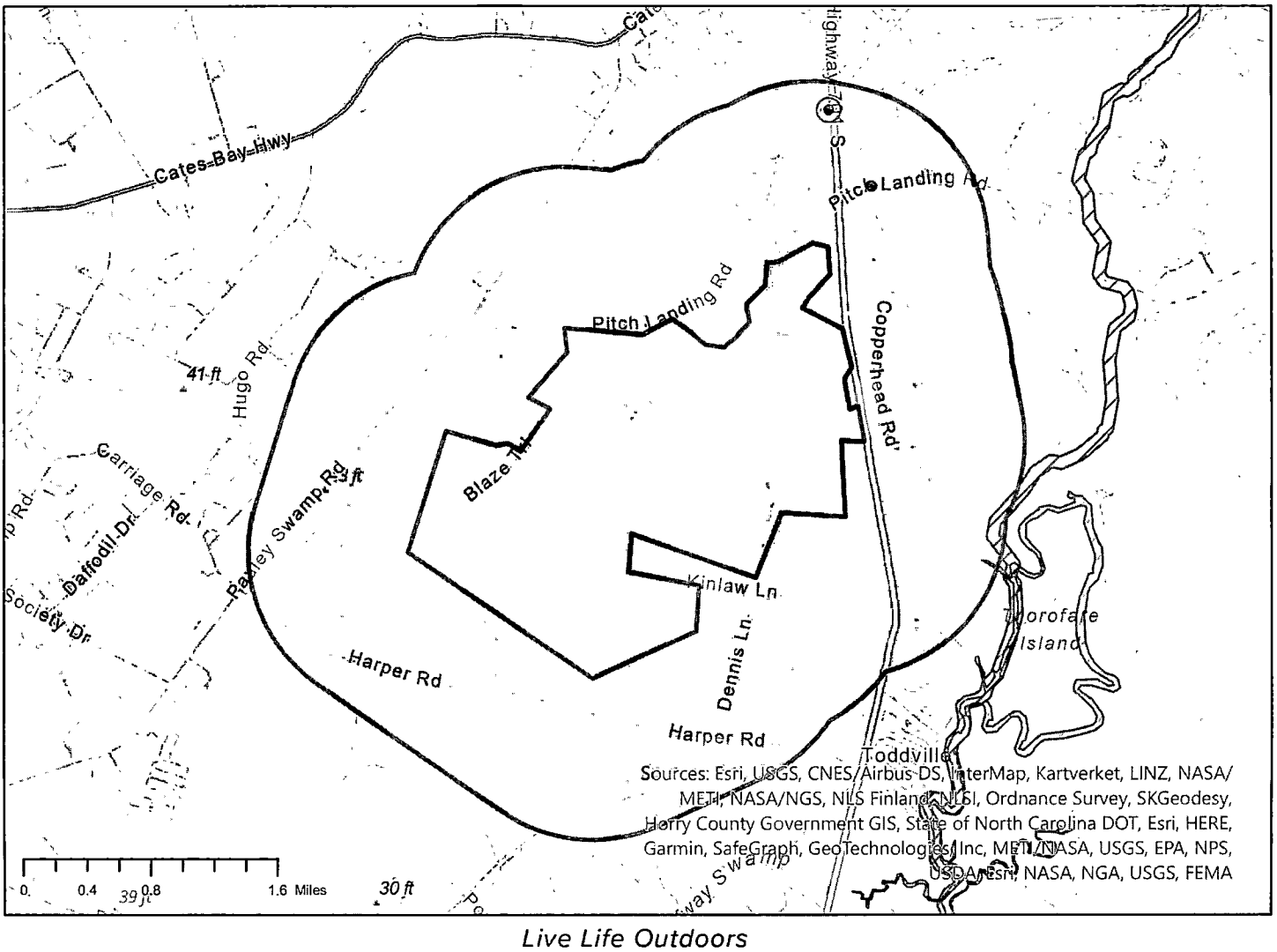
Emily C. Cope
Deputy Director for Wildlife and Freshwater Fisheries

PO Box 167
Columbia, SC 29202
(803) 734-1396
speciesreview@dnr.sc.gov

Requested on Monday, July 3, 2023 by *Jeffery Vereen.*

Re: Request for Threatened and Endangered Species Consultation
Jeffery Vereen - Warden Tract - Development (Commercial/Residential) - Horry County, South Carolina

The South Carolina Department of Natural Resources (SCDNR) has received your request for threatened and endangered species consultation of the above named project in Horry County, South Carolina. The following map depicts the project area and a 1 mile buffer surrounding:



Live Life Outdoors

South Carolina Department of Natural Resources

Robert H. Boyles, Jr.
Director

Emily C. Cope
Deputy Director for Wildlife and Freshwater Fisheries

This report includes the following items:
A - A report for species which intersect the project area
B - A report for species which intersect the buffer around the project area
C - A list of best management practices relevant to species near to or within the project area
D - A list of best management practices relevant to the project type
E - A list of state & federally listed species within the county of the project area
F - Instructions to submit new species observation records to the SC Natural Heritage Program

Please be advised:

The contents of this report, including all tables, maps, recommendations, and various other text, are produced as a direct result of the information a user provides at the time of submission. The SCDNR assumes that all information submitted by the user represents the project scope as proposed, and recommends that additional reports be requested should the scope deviate from how the project was initially represented to the SCDNR.

The technical comments outlined in this report are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments.

Interested parties are to understand that SCDNR may provide a final agency position to regulatory agencies if any local, state or federal permit, certification or license applications may be needed by any applicant or their contractors, consultants or agents. For further information regarding comments and input from SCDNR on your project, please contact our Office of Environmental Programs by emailing environmental@dnr.sc.gov or by visiting www.dnr.sc.gov/environmental. Pursuant to Section 7 of the Endangered Species Act, requests for formal letters of concurrence with regards to federally listed species should be directed to the USFWS.

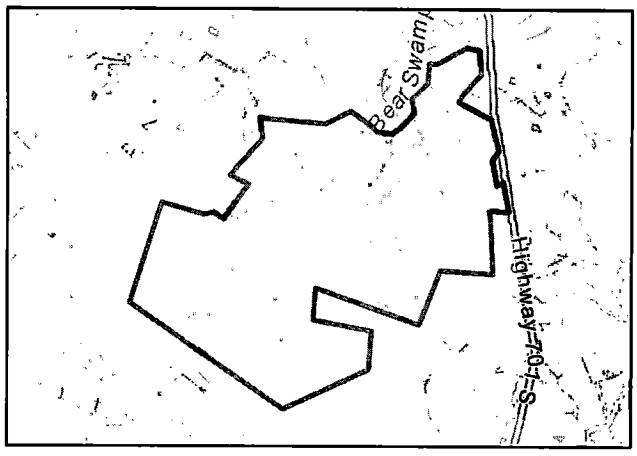
Should you have any questions or need more information, please do not hesitate to contact our office by email at speciesreview@dnr.sc.gov or by phone at 803-734-1396.

Sincerely,

Joseph Lemeris, Jr.
Heritage Trust Program
SC Department of Natural Resources

A. Project Area - Species Report

There are 0 tracked species records found within the project foot print. The following table outlines occurrences found within the project footprint (if any), sorted by listing status and species name. Please keep in mind that this information is derived from existing databases and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. You can find more information about global and state rank status definitions by visiting Natureserve's web page. Please note that certain sensitive species found on site may be listed in this table but are not represented on the map. Please contact speciesreview@dnr.sc.gov should you have further questions related to sensitive species found within the project area.

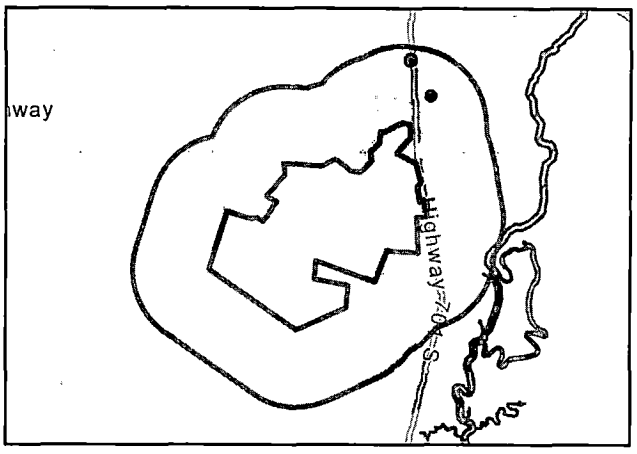


Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA. NGA,

No records for species of concern are found within the project area

B. Buffer Area - Species Report

The following table outlines rare, threatened or endangered species found within 1 miles of the project footprint, arranged in order of protection status and species name. Please keep in mind that this information is derived from existing databases and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. You can find more information about global and state rank status definitions by visiting Natureserve's web page. Please note that certain sensitive species found within the buffer area may be listed in this table but are not represented on the map.

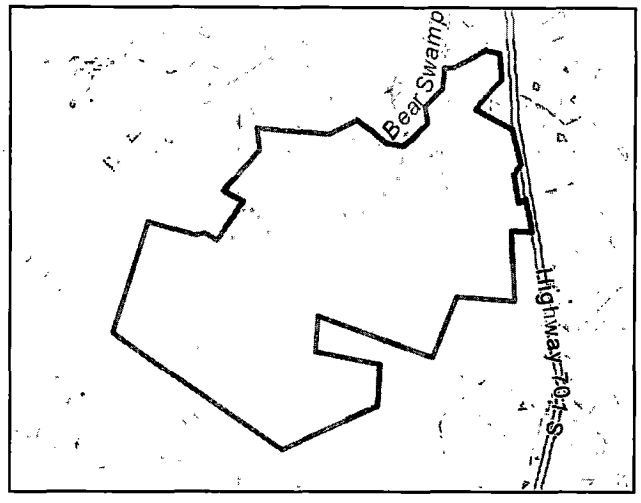


Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Esri, NASA, NGA, USGS, Horry County Government GIS, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Scientific Name	Common Name	Federal Protection Status	State Protection Status	G Rank	S Rank	Last Obs. Date	Type
Clemmys guttata	Spotted Turtle	ARS: At-Risk Species	ST: State Threatened	G5	S3	2015-09-07	Zoological
Trichechus manatus	Florida Manatee	LT: Federally Threatened	SE: State Endangered	G2G3	S1S2	2022	Zoological
Alosa aestivalis	Blueback Herring	Not Applicable	Not Applicable	G3G4	S5	2021	Zoological
Alosa mediocris	Hickory Shad	Not Applicable	Not Applicable	G4	S4	2021	Zoological
Alosa sapidissima	American Shad	Not Applicable	Not Applicable	G5	S4S5	2021	Zoological
Anguilla rostrata	American Eel	Not Applicable	Not Applicable	G4	S3S4	1981-06-17	Zoological
Enneacanthus obesus	Banded Sunfish	Not Applicable	Not Applicable	G5	S3S4	1981-06-17	Zoological
Sternotherus odoratus	Eastern Musk Turtle	Not Applicable	R: Regulated	G5	S5	2021-09-01	Zoological

C. Species Best Management Practices (1 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

One or more occurrences of state listed species are found within or near to your project area. Please note that take of these species are prohibited under S.C. Code of Laws §50-15-30.

The SCDNR recommends that water construction-related activities such as dredging or piling installation be avoided during the months of February through April to limit disturbance to american shad, hickory shad, or blueback herring migrations that occur during this time.

To reduce potential construction-related impacts to the manatee to discountable and insignificant levels, the US Fish & Wildlife Service recommends implementing the following Standard Manatee Construction Conditions to all projects affecting the coastal waters of South Carolina (1 of 2):

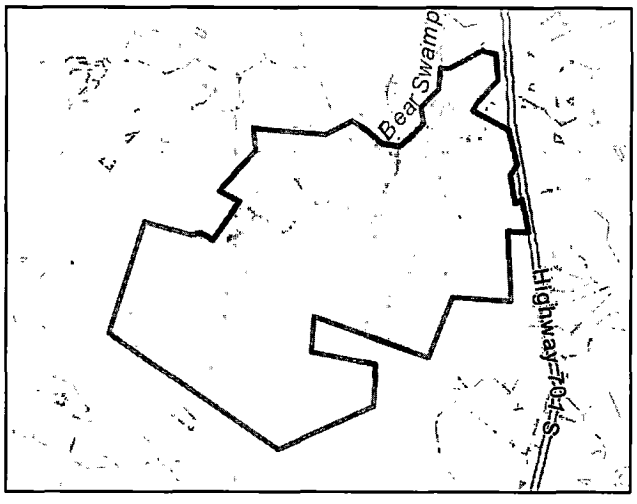
- The permittee shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel must monitor water-related activities for the presence of manatee(s) during May 1 - November 15. Construction personnel are requested to monitor outside of that timeframe as manatees may be in the area before or after the above dates.
- The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973.
- Any siltation barriers used during the project shall be made of material in which manatees cannot become entangled and must be properly secured, and regularly monitored to avoid manatee entrapment.
- All vessels associated with the project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

To reduce potential construction-related impacts to the manatee to discountable and insignificant levels, the US Fish & Wildlife Service recommends implementing the following Standard Manatee Construction Conditions to all projects affecting the coastal waters of South Carolina (2 of 2):

- If manatee(s) are seen within 100 yards of the active construction area all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operation of all moving equipment no closer than 50 feet to a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition.
- The permittee understands and agrees that all in-water lines (rope, chain, and cable, including the lines to secure turbidity curtains) must be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle, must be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line is allowed in the water. Where appropriate in water wires, cables, should be fitted with PVC sleeve from the surface to the bottom to prevent any potential scraping of the passing manatees.
- Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service contacts: Melanie Olds, South Carolina Manatee Lead, Charleston Field Office, at 843-727-4707 ext. 205; or Terri Calleson, Manatee Recovery Coordinator, North Florida Field Office, at 904-731-3286.

C. Species Best Management Practices (2 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



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Regarding spotted turtle (1 of 3): The spotted turtle (Clemmys guttata) is a state-threatened species and a federal At-Risk species (ARS). Spotted turtles may be allowed to be relocated into areas of suitable habitat, management, and conservation status; however, any plans for relocation should be submitted for review to SCDNR with a detailed description and images of the current and future habitat and proposed work plan and methodologies as it pertains to a relocation project. It should be noted that not all habitats are suitable for relocation.

- Avoid any construction in areas within or adjacent to aquatic resources (wetlands, streams, etc.) from January 15th through May 31st.
- Prior to any construction activity, install silt fencing from November 15th through January 15th. Silt fencing should include 45-degree arms to direct spotted turtles to the uplands adjacent to the waterbody and away from the construction site. The 45-degree arms should be placed at a minimum of 100 ft from the waterbody and no more than 300 ft from the waterbody. Additionally, silt fence arms should extend at least 50-ft and extend in each direction so that the ends of each 45-degree angle to the fence meet to form a triangle. Silt fencing should remain in place throughout the duration of the proposed construction activities.
- Prior to construction, monitor the silt fencing to ensure it is effectively working properly on a monthly basis. This should effectively exclude the species from the project area prior to construction activities. Once construction activities begin, the silt fence should be monitored weekly for the integrity of the fencing and the presence of spotted turtles or other herpetofauna or small wildlife species. If spotted turtles are encountered, the SCDNR state herpetologist should be notified immediately by calling 854-202-0472.

Regarding spotted turtle (2 of 3): Should the applicant not be able to install the silt fencing in accordance with the proposed window, it will require the applicant to install the exclusion fencing when the species is more active and has the potential to trap individuals with the area of proposed construction. Therefore, the SCDNR recommends checking the perimeter of the fencing twice daily for 14 days prior to ground disturbance and/or clearing in areas adjacent to and near these wetlands to ensure that spotted turtles are not trapped within the proposed project footprint.

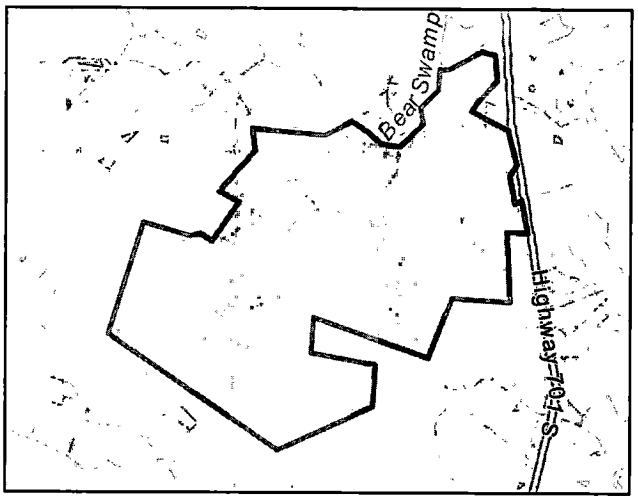
Any turtles found within the construction area during this initial monitoring period and the construction monitoring period described below must be relocated. The relocation plan must be submitted to SCDNR for review prior to the installation of the silt fencing and the proper permits acquired from the SCDNR Herpetologist for the movement of a state protected species. Please contact the State Herpetologist by calling 854-202-0472.

Regarding spotted turtle (3 of 3): For areas where construction will occur in wetlands, the SCDNR recommends the following to prevent the take of this state protected species:

- Surveys for the presence of spotted turtle in wetlands to be impacted should occur from February 15th – April 15th. The best window for visually identifying spotted turtles as well as successfully trapping is February to early May. Visual surveys are usually most effective February to April and trapping, usually March to May. All of this depends on water levels in the surveyed wetland habitat. If dry or extremely low water levels, neither method will be effective or appropriate. Spotted turtles utilize wetland habitat during certain times of the year, but during periods of drought or low water levels, spotted turtles will aestivate in the surrounding forests adjacent to wetlands. The SCDNR recommends one of the methods detailed in the Spotted Turtle Assessment Protocol developed by the Spotted Turtle Working Group be utilized. Following completion of surveys, the results should be submitted to SCDNR, and further coordination occur if spotted turtle are found to be present onsite.

C. Species Best Management Practices (3 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



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Species in the above table with SWAP priorities of High, Highest or Moderate are designated as having conservation priority under the South Carolina State Wildlife Action Plan (SWAP). SWAP species are those species of greatest conservation need not traditionally covered under any federal funded programs. Species are listed in the SWAP because they are rare or designated as at-risk due to knowledge deficiencies; species common in South Carolina but listed rare or declining elsewhere; or species that serve as indicators of detrimental environmental conditions. SCDNR recommends that appropriate measures should be taken to minimize or avoid impacts to the aforementioned species of concern.

This project falls within an area that supports black bear (Ursus americanus) populations, a moderate SWAP conservation priority species that requires fire-dependent habitats. The SCDNR recommends that any project area be developed with that in mind. Black bears are attracted to human foods, food waste and packaging (e.g. trash cans, litter, outdoor grills, bird feeders, etc.) and other scented substances and may become habituated to the presence of such attractants if they are obtained. Therefore, the development should be designed in a manner that will substantially minimize the availability of unnatural bear attractants. For example, any exterior trash receptacles must be designed and operated to be 'bear proof' and storage areas should be appropriately secured to prevent access by bears, etc. Some helpful bear-wise tactics can be found at https://bearwise.org/six-bearwise-basics/.

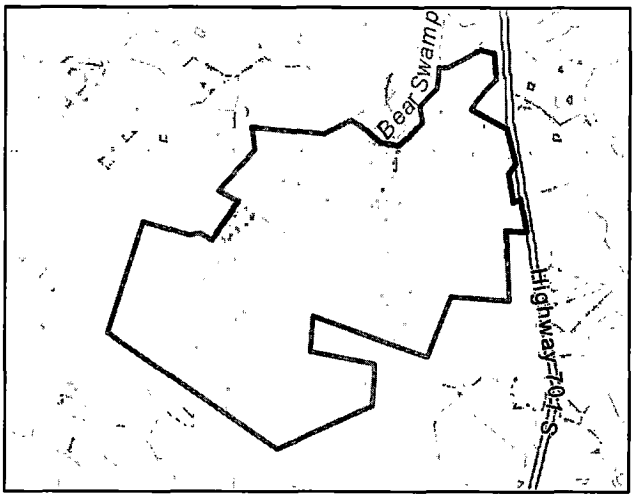
Related to American alligator (1 of 3):
American alligator (Alligator mississippiensis), a federally and state regulated species, is common throughout freshwater habitats in the Coastal Plain of South Carolina. Juvenile alligators frequently utilize stormwater or stormwater-like ponds, such as golf course ponds or resort lagoons, to avoid being preyed upon by larger adult alligators. Alligators are ambush predators that spend most of their lives in water. They have a natural fear of people unless they become habituated. Most often alligators become habituated when people feed them, either purposefully or accidentally. Please note it is illegal to feed, entice or molest an alligator pursuant to S.C. Code of Laws §50-15-500(C); it is also illegal to kill or possess an alligator without a permit pursuant to S.C. Code §50-15-500(D). Accidental feeding can occur when people do not properly dispose of food or fish carcasses associated with recreational fishing or indirect feeding of other wildlife, such as fish, turtles, or ducks, where alligators resides. A habituated alligator is more likely to approach or be near people and pose a potential threat. Therefore, any development should be designed in a manner that will substantially minimize the interaction of alligators and people.

Related to American alligator (2 of 3):
The SCDNR recommends the following best management practices to deter human and alligator interactions:

- Any private property or private yards near ponds or waterways should be fenced to limit unexpected alligator encounters. If fencing individual yards is not possible, fencing around the pond should occur. Keeping people, pets, and children from the edge of the water is the single best way to prevent alligator interactions. Due to the alligator's ability to ambush and lunge a great distance to capture its prey, walking paths around ponds should be a minimum of 10 feet from the shoreline. However, to provide greater protection, the SCDNR recommends this distance be increased to 30 feet to reduce alligator and human conflicts. Brush near the water's edge should be managed and considered in the minimum distance as alligators will utilize vegetation to rest and hunting to wait and ambush prey. If vegetation extends five feet from the edge of the water, then the walkway should be a minimum of 10 to ideally 30 feet beyond the farthest edge of vegetation from the water. Additionally, consideration should be given to require that all dogs on walkways near stormwater ponds or pond-like features in the neighborhood must be leashed to prevent alligator from targeting pets as prey. There should be a designated area included in design plans to provide a place for fishermen to properly dispose of fish carcasses or bait to avoid the accidental feeding and habituation of alligators.

C. Species Best Management Practices (4 of 4)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to species of concern which may be found on or near to the project area. Please contact speciesreview@dnr.sc.gov should you have further questions with regard to survey methods, consultation, or other species-related concerns.



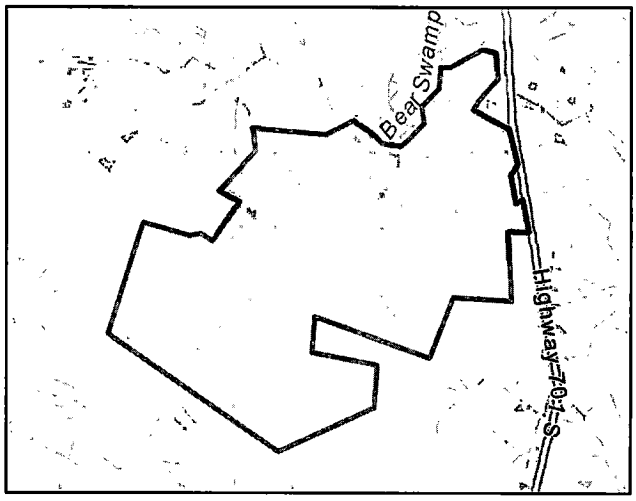
Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

Related to American alligator (3 of 3):
The SCDNR recommends the following best management practices to deter human and alligator interactions:

- Retention ponds, lagoons and other water features should be designed to limit the occurrence of alligator basking adjacent to homes and walkways. As alligators are more likely to bask on shallow slopes, this can be achieved by construction of shallow bank slopes away from the homes and steeper bank slopes near homes or walkways.
- Warning signs noting the presence of alligators and that feeding is illegal should be posted at the entrances to the neighborhood and at any access point where people may be able to approach the water's edge. Signs can be acquired by callingSCDNR at 843-546-6062 or can be purchased on our website at www.gooutdoorssouthcarolina.com.
- The SCDNR recommends that the HOA/management company for the residential development should provide information and educational handouts to all residents on an annual basis prior to spring and summer before alligator activity increases. Informationand educational handouts are available on our website www.dnr.sc.gov/wildlife/herps/alligator.

D. Project Best Management Practices (1 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.

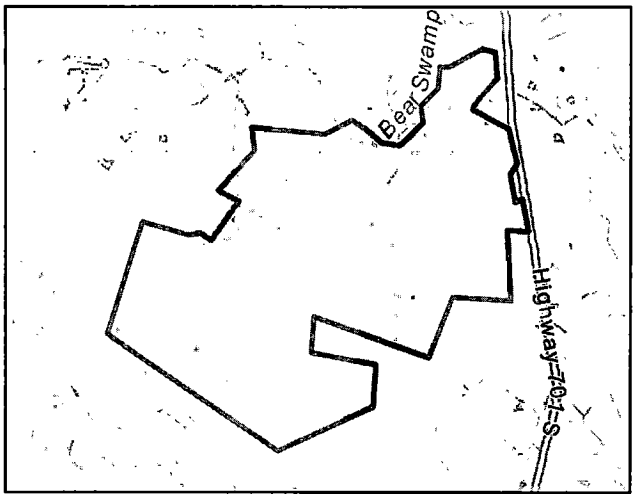


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Please be aware that the proposed development is in close proximity to property managed to maintain high-quality wildlife habitats using prescribed burning. Future property owners in this area should be made aware of the potential for smoke and hazardous conditions during seasonal prescribed burning events. In an effort to inform the public and allow for the continued use of this essential management tool, the SCDNR strongly encourages the use of smoke easement restrictive covenant and contract language associated with individual lots such that the owners of each individual lots will be required to acknowledge and agree that they may experience noise and smoke emanating from time to time from adjacent protected lands in connection with prescribed burning techniques employed to reduce understory growth, improve wildlife habitat and decrease chances of wildfire.
The project area is located immediately adjacent to or within 0.5 mile of a U.S. Fish and Wildlife National Wildlife Refuge (NWR). Because of the wildlife and habitat values provided by the NWR, the SCDNR recommends consultation with the U.S. Fish and Wildlife Service to best avoid and minimize impacts to this area of conservation importance. You can find the contact information for each refuge by visiting: https://www.fws.gov/visit-us
Review of available data, National Wetlands Inventory and hydric soils, indicate that wetlands or waters of the United States are present within your project area. These areas may require a permit from the U.S. Army Corps of Engineers (USACE), as well as a compensatory mitigation plan. SCDNR advises that you consult with the USACE Regulatory to determine if jurisdictional wetlands are present and if a permit and mitigation is required for any activities impacting these areas. For more information, please visit their website at www.sac.usace.army.mil/Missions/Regulatory. Additionally, a 401 Water Quality Certification may also be required from the SC Department of Health & Environmental Control. For more information, please visit their website at https://www.scdhec.gov/environment/water-quality/water-quality-certification-section-401-clean-water-act.

D. Project Best Management Practices (2 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



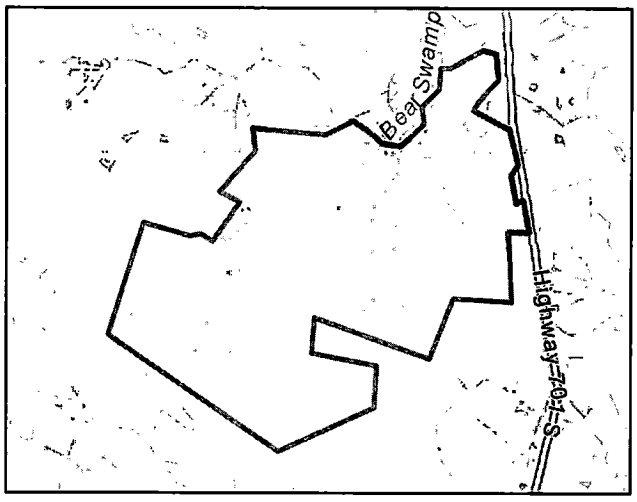
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- All necessary measures must be taken to prevent oil, tar, trash and other pollutants from entering the adjacent offsite areas/wetlands/ water.
- Once the project is initiated, it must be carried to completion in an expeditious manner to minimize the period of disturbance to the environment.
- Upon project completion, all disturbed areas must be permanently stabilized with vegetative cover (preferable), riprap or other erosion control methods as appropriate.
- The project must be in compliance with any applicable floodplain, stormwater, land disturbance, shoreline management guidance or riparian buffer ordinances.
- Prior to beginning any land disturbing activity, appropriate erosion and siltation control measures (e.g. silt fences or barriers) must be in place and maintained in a functioning capacity until the area is permanently stabilized.
- Materials used for erosion control (e.g., hay bales or straw mulch) will be certified as weed free by the supplier.
- Inspecting and ensuring the maintenance of temporary erosion control measures at least:
  a. on a daily basis in areas of active construction or equipment operation;
  b. on a weekly basis in areas with no construction or equipment operation; and
  c. within 24 hours of each 0.5 inch of rainfall.
- Ensuring the repair of all ineffective temporary erosion control measures within 24 hours of identification, or as soon as conditions allow if compliance with this time frame would result in greater environmental impacts.
- Land disturbing activities must avoid encroachment into any wetland areas (outside the permitted impact area).Wetlands that are unavoidably impacted must be appropriately mitigated.
- Your project may require a Stormwater Permit from the SC Department of Health & Environmental Control, please visit https://www.scdhec.gov/environment/water-quality/stormwater

- If clearing must occur, riparian vegetation within wetlands and waters of the U.S. must be conducted manually and low growing, woody vegetation and shrubs must be left intact to maintain bank stability and reduce erosion.
- Construction activities must avoid and minimize, to the greatest extent practicable, disturbance of woody shoreline vegetation within the project area. Removal of vegetation should be limited to only what is necessary for construction of the proposed structures.
- Where necessary to remove vegetation, supplemental plantings should be installed following completion of the project. These plantings should consist of appropriate native species for this ecoregion and exclude plant species found on the exotic pest plant council list: https://www.se-eppc.org/southcarolina/SCEPPC_LIST2014finalOct.pdf.

D. Project Best Management Practices (3 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



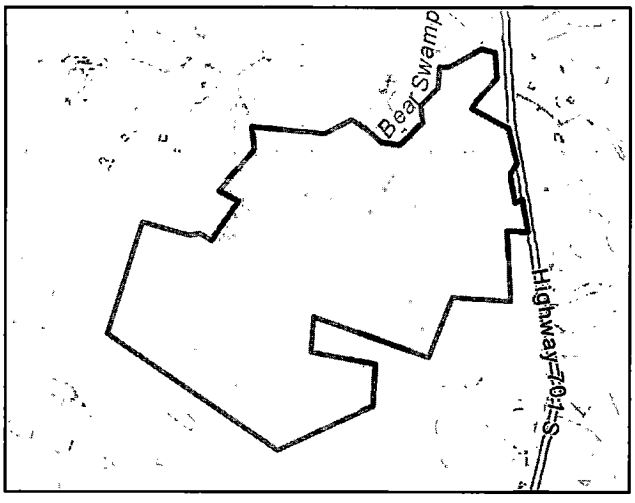
Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

- Review of available data, National Hydrography Dataset, indicates that streams or waters of the United States are present within your project area. These areas may require a permit from the U.S. Army Corps of Engineers (USACE), as well as a compensatory mitigation plan. SCDNR advises that you consult with the USACE Regulatory to determine if jurisdictional waters are present and if a permit and mitigation is required for any activities impacting these areas. For more information, please visit their website at www.sac.usace.army.mil/Missions/Regulatory. Additionally, a 401 Water Quality Certification or a State Navigable Waters permit may also be required from the SC Department of Health & Environmental Control. For more information, please visit the following websites:
  - https://www.scdhec.gov/environment/water-quality/water-quality-certification-section-401-clean-water-act
  - https://www.scdhec.gov/environment/water-quality/navigable-waters
- Excavation/Construction activities must not occur during fish spawning season from March through June due to its negative impacts on eggs and reproduction activities.
- If clearing must occur, riparian vegetation within wetlands and waters of the U.S. must be conducted manually and low growing, woody vegetation and shrubs must be left intact to maintain bank stability and reduce erosion.
- Construction activities must avoid and minimize, to the greatest extent practicable, disturbance of woody shoreline vegetation within the project area. Removal of vegetation should be limited to only what is necessary for construction of the proposed structures.
- Where necessary to remove vegetation, supplemental plantings should be installed following completion of the project. These plantings should consist of appropriate native species for this ecoregion.

Your project area includes a FEMA special flood hazard area and may require a permit from the County National Floodplain Insurance Program Manager before impacts occur to aquatic resources and the associated floodplains on site. Please refer to https://www.dnr.sc.gov/water/flood/documents/nfipadmindirectory.pdf to find your appropriate contact information.

D. Project Best Management Practices (4 of 5)

SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



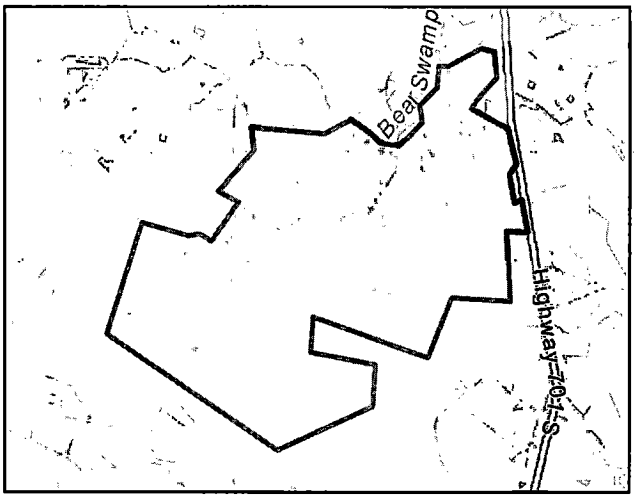
Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

- Residential and commercial development has grown exponentially in recent years. Activities associated with these developments can have detrimental impacts on wildlife and aquatic resources such as habitat fragmentation, loss of available habitats and pollution, especially stormwater pollution. The result of these impacts causes the displacement of species and increases wildlife and human interactions. However, properly planned and sited development activities may allow for economic expansion with minimal negative impacts.
- Where appropriate, particularly adjacent to wetlands and water bodies, drainage plans and construction measures for residential and commercial development should be designed to control erosion and sedimentation, water quality degradation and other negative impacts on adjacent water and wetlands utilizing the best available design research. Developers proposing development activities should contact and work closely with local community development planning entities.
- Developments should be planned where growth is most compatible with natural resources utilizing residential and commercial cluster development methods, maximizing green spaces which can both be beneficial to protect natural resources and provide recreational opportunities for outdoor enthusiasts.
- Developments should be designed and constructed to avoid impact to wetland and stream areas whenever possible and to minimize unavoidable wetland and stream impacts to the maximum extent possible. Aquatic habitats and other sensitive natural areas should be identified in the initial planning stages of the project and incorporated in their natural state into the overall development plan.
- Developments should be designed to maintain the integrity and contiguity of wetland and stream systems and their associated riparian corridors, including the establishment of protective upland buffers around and between undisturbed aquatic systems whenever possible. Projects should be designed to minimize habitat fragmentation, including the construction of a limited number of road and utility crossings through streams and wetlands.

- The SCDNR recommends that the applicant incorporate vegetated bioswales, catch basins and/or bioretention cells/rain gardens into development plans beyond the regulatory requirements of the Stormwater Permitting requirements to add additional features to aid in capturing and filtering runoff from hardened surfaces. These structures can protect water quality and prevent oil, gas and other pollutants from directly entering nearby waterways. In addition, the SCDNR strongly recommends the use of permeable or porous pavement surfaces when possible. Permeable surfaces allow for rainfall to filter through the soil which aids in flood control and improves water quality.
- The following resources are available from Clemson Extension to assist:
  - https://hgic.clemson.edu/factsheet/an-introduction-to-bioswales/
  - https://hgic.clemson.edu/factsheet/rain-garden-plants-introduction/
  - https://hgic.clemson.edu/factsheet/bioretention-cells-a-guide-for-your-residents/
  - https://hgic.clemson.edu/factsheet/an-introduction-to-porous-pavement/
  - https://hgic.clemson.edu/factsheet/trees-for-stormwater-management/

D. Project Best Management Practices (5 of 5)

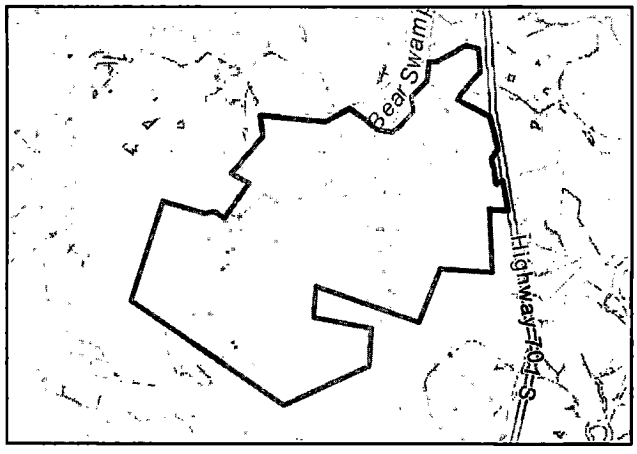
SCDNR offers the following comments and best management practices (BMPs) regarding this project's potential impacts to natural resources within or surrounding the project area. Please contact our Office of Environmental Programs at environmental@dnr.sc.gov should you have further questions with regard to best management practices related to this project area.



Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

- Your project boundary lies within a coastal county in South Carolina which means you may also need a Coastal Zone Consistency Certification for your project from the SC Department of Health and Environmental Control. For more information, visit: https://www.scdhec.gov/environment/your-water-coast/ocean-coastal-management/beach-management/coastal-permits/coastal-zone
- If your project could affect coastal waters, tidelands, beaches and beach/dune systems, you may also need a critical area permit from the SC Department of Health and Environmental Control. For more information, visit: https://www.scdhec.gov/environment/your-water-coast/ocean-coastal-management/beach-management/coastal-permits/critical-1

E. State & Federally Listed Species in Horry County



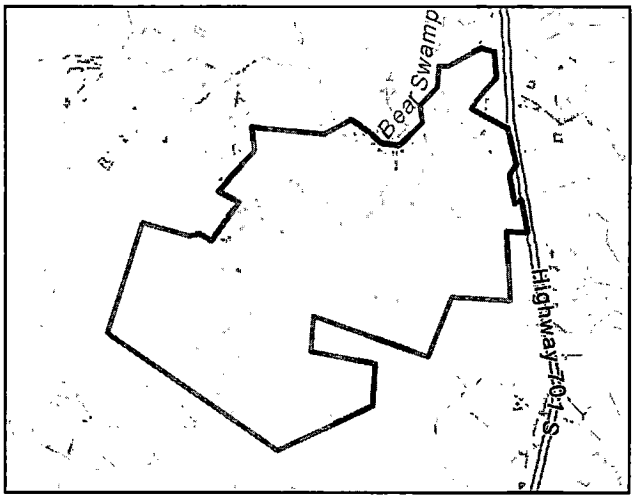
The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. Please keep in mind that this information included within this report is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. If your project requires the assessment of potential threatened or endangered species that could be within the project area, the SCDNR asks that you include a review of the state listed species within the county or watershed in addition to those that may be within the report as being within the project footprint or within 1-mile of the proposed project area. Consideration should be given to the occurrence of suitable habitat onsite, species movement and connectivity of habitat when assessing the likelihood of a state listed species on the project area.

Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

County	Scientific Name	Common Name	G Rank	S Rank	Federal Protection Status	State Protection Status	Group Type
Horry	*Acipenser brevirostrum*	Shortnose Sturgeon	G3	S3	LE: Federally Endangered	SE: State Endangered	Zoological
Horry	*Acipenser oxyrinchus*	Atlantic Sturgeon	G3	S3	LE: Federally Endangered	Not Applicable	Zoological
Horry	*Atrytone arogos*	Arogos Skipper; Eastern Beard Grass Skipper	G2G3	SH	ARS: At-Risk Species	Not Applicable	Zoological
Horry	*Bombus pensylvanicus*	American Bumble Bee	G3G4	SNR	ARS: At-Risk Species	Not Applicable	Zoological
Horry	*Caretta caretta*	Loggerhead Sea Turtle	G3	S3	LT: Federally Threatened	ST: State Threatened	Zoological
Horry	*Charadrius melodus*	Piping Plover	G3	S2N	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Clemmys guttata*	Spotted Turtle	G5	S3	ARS: At-Risk Species	ST: State Threatened	Zoological
Horry	*Corynorhinus rafinesquii*	Rafinesque's Big-eared Bat	G3G4	S2	Not Applicable	SE: State Endangered	Zoological
Horry	*Danaus plexippus*	Monarch Butterfly	G4	S4	C: Candidate	Not Applicable	Zoological
Horry	*Dryobates borealis*	Red-cockaded Woodpecker	G3	S2	LE: Federally Endangered	SE: State Endangered	Zoological
Horry	*Elanoides forficatus*	Swallow-tailed Kite	G5	S1S2	MBTA: Migratory Bird Treaty Act	SE: State Endangered	Zoological
Horry	*Elassoma boehlkei*	Carolina Pygmy Sunfish	G2	S1	Not Applicable	ST: State Threatened	Zoological
Horry	*Haliaeetus leucocephalus*	Bald Eagle	G5	S3B,S3N	Bald & Golden Eagle Protection Act	ST: State Threatened	Zoological
Horry	*Heterodon simus*	Southern Hog-nosed Snake	G2	S1S2	Not Applicable	ST: State Threatened	Zoological
Horry	*Laterallus jamaicensis*	Black Rail	G3	S1	LT: Federally Threatened	Not Applicable	Zoological
Horry	*Mycteria americana*	Wood Stork	G4	S2	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Sternula antillarum*	Least Tern	G4	S2	MBTA: Migratory Bird Treaty Act	ST: State Threatened	Zoological
Horry	*Trichechus manatus*	Florida Manatee	G2G3	S1S2	LT: Federally Threatened	SE: State Endangered	Zoological
Horry	*Amaranthus pumilus*	Seabeach Amaranth, Dwarf Amaranth	G2	S1	LT: Federally Threatened	Not Applicable	Botanical
Horry	*Dionaea muscipula*	Venus Flytrap, Meadow Clam, Tippitiwitchet	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Fimbristylis perpusilla*	Harper's Fimbry	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Ludwigia ravenii*	Raven's Seedbox	G1G2	S1	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Sabulina paludicola*	Godfrey's Sandwort	G1	SX	ARS: At-Risk Species	Not Applicable	Botanical
Horry	*Schwalbea americana*	Chaffseed	G2	S2	LE: Federally Endangered	Not Applicable	Botanical
Horry	*Sporobolus teretifolius*	Wireleaf Dropseed	G2	S1	ARS: At-Risk Species	Not Applicable	Botanical

F. Instructions for Submitting Species Observations

The SC Natural Heritage Dataset relies on continuous monitoring and surveying for species of concern throughout the state. Any records of species of concern found within this project area would greatly benefit the quality and comprehensiveness of the statewide dataset for rare, threatened and endangered species. Below are instructions for how to download the SC Natural Heritage Occurrence Reporting Form through the Survey123 App.



Map Credits: Sources: Esri, USGS, CNES/Airbus DS, InterMap, Kartverket, LINZ, NASA/METI, NASA/NGS, NLS Finland, NLSI, Ordnance Survey, SKGeodesy, Horry County Government GIS, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, Esri, NASA, NGA,

Conservation Ranks & SWAP Priority Status

The SC Natural Heritage Program assigns S Ranks for species tracked within the state of South Carolina based on ranking methodology developed by NatureServe and its state program network. For information conservation rank definitions, please visit https://explorer.natureserve.org/AboutTheData/Statuses

The SCDNR maintains and updates it's State Wildlife Action Plan (SWAP) every 10 years. This plan categorizes species of concern by Moderate, High, and Highest Priority. Please visit https://www.dnr.sc.gov/swap/index.html for more information about the SC SWAP.

Important Information Regarding Element Occurrence Data:

The South Carolina Department of Natural Resources' Heritage Trust Program organizes a database that captures and tracks element of occurrence data for rare, threatened and endangered species, both federal and state. Please keep in mind that this information included within this report is derived from existing databases, and do not assume that it is complete. Areas not yet inventoried may contain significant species or communities. If your project requires the assessment of potential threatened or endangered species that could be within the project area, the SCDNR asks that you include a review of the state listed species within the county or watershed in addition to those that may be within the report as being within the project footprint or within 1-mile of the proposed project area. Consideration should be given to the occurrence of suitable habitat onsite, species movement and connectivity of habitat when assessing the likelihood of a state listed species on the project area. To view these lists please visit our county and watershed dashboards at our website: https://schtportal.dnr.sc.gov/portal/apps/sites/#track

Instructions for accessing the SC Natural Heritage Occurrence Reporting Form

For use in a browser (on your desktop/PC):

1) Follow https://bit.ly/scht-reporting-form
2) Select 'Open in browser'
3) The form will open and you can begin entering data!

This method of access will also work on a browser on a mobile device, but only when connected to the internet. To use the form in the field without relying on data/internet access, follow the steps below.

For use on a smartphone or tablet using the field app:

1) Download the Survey123 App from the Google Play store or the Apple Store. This app is free to download. Allow the app to use your location.
2) Use the camera app (or other QR Reader app) to scan the QR code on this page from your smartphone or tablet. Click on the 'Open in the Survey123 field app'. This will prompt a window to allow Survey123 to download the SC Natural Heritage Occurrence Reporting Form. Select 'Open.'
3) The form will automatically open in Survey123, and you can begin entering data! This form will stay loaded in the app on your device until you manually delete it, and you can submit as many records as you like.

SOUTH CAROLINA DEPARTMENT OF NATURAL RESOURCES
HERITAGE TRUST

APPENDIX F:

Wetland Letters for Subject Tracts

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, CHARLESTON DISTRICT
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526

March 5, 2023

Regulatory Division

Mr. Patrick Quinn
BRD Land & Investment
234 Kinsley Park Drive
Fort Mills, South Carolina 29715
pat@pdscarolinas.com

Dear Mr. Quinn:

This is in response to your request for an Approved Jurisdictional Determination (AJD) (SAC-2022-01538) received in our office on October 17, 2022, for a 21.5-acre site identified as Tax Map Sequence (TMS) #s 381-00-00-003, 381-08-01-0006, 381-08-04-0009, 0012 and 0014, located north and south of Pitch Landing Road near Conway, in Horry County, South Carolina (Latitude: 33.8006°, Longitude: -79.0785°). An AJD is used to indicate the Corps has identified the presence or absence of wetlands and/or other aquatic resources on a site, including their accurate location(s) and boundaries, as well as their jurisdictional status pursuant to Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344) and/or navigable waters of the United States pursuant to Section 10 of the Rivers and Harbors Act of 1899 (RHA) (33 U.S.C. § 403).

The site is shown on the attached map entitled "**Approved Jurisdictional Determination Exhibit** / Pitch Landing Road Tracts / PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009 / Conway, Horry County, South Carolina / October 10, 2022" and dated October 10, 2022, prepared by The Brigman Company. Based on a review of aerial photography, topographic maps, National Wetlands Inventory maps, soil survey information, Wetland Determination Data Form(s), and Previous Jurisdictional Determination SAC-2001-34600-3JH, dated July1, 2009, we conclude the site, as shown on the referenced map, does not contain any aquatic resources subject to regulatory jurisdiction under Section 404 of the CWA or Section 10 of the RHA.

Attached is a form describing the basis of jurisdiction for the delineated area(s). Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water, or Department of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

This AJD is valid for five (5) years from the date of this letter unless new information warrants revision before the expiration date. This AJD is an appealable action under the Corps of Engineers administrative appeal procedures defined at 33 CFR Part 331. The

administrative appeal options, process and appeals request form is attached for your convenience and use.

This AJD was conducted pursuant to Corps of Engineers' regulatory authority to identify the limits of Corps of Engineers' jurisdiction for the particular site identified in this request. This AJD may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

In all future correspondence, please refer to file number SAC-2022-01538. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact Rob Huff, Team Lead, at (843) 365-4239, or by email at Robert.C.Huff@usace.army.mil.

Sincerely,

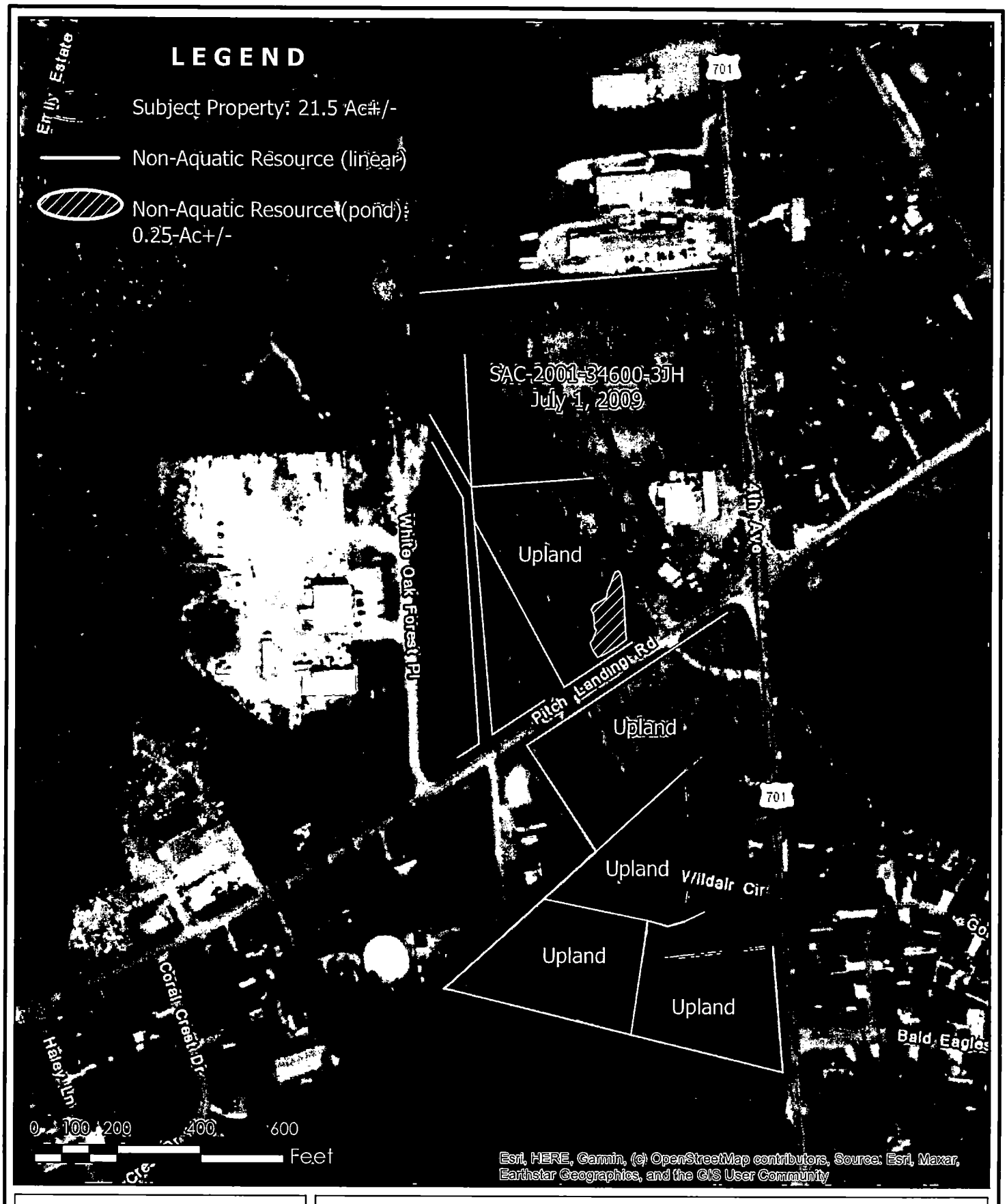
Rob Huff
Team Lead

Attachments:
Approved Jurisdictional Determination Form
Notification of Appeal Options
Map entitled "Approved Jurisdictional Determination Exhibit / Pitch Landing Road Tracts / PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009 / Conway, Horry County, South Carolina / October 10, 2022"

Copies Furnished:

Mr. Charles Oates, Jr.
The Brigman Company, Inc.
PO Box 1532
Conway, South Carolina 29528
coates@thebrigmancompany.com

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



THE BRIGMAN CO.

Approved Jurisdictional Determination Exhibit

Pitch Landing Road Tracts

PIN# 381-00-00-003, 381-08-01-0006, 381-08-04-0012, 0014, 0009

Conway, Horry County, South Carolina

October 10, 2022

1 " = 300 '

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

jobs/2022/02308-22406

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1949 Industrial Park Road, Room 140
Conway, South Carolina 29526

REPLY TO
ATTENTION OF

July 1, 2009

Regulatory Division

White Oak Forest, LLC
c/o Mr. Charles Oates
S&ME, Inc.
1330 Highway 501 Business
Conway, South Carolina 29526

Re: SAC 2001-34600-3JH
Horry County

Dear Mr. Oates:

This is in response to your letter of June 15, 2009, requesting a wetland determination, on behalf of White Oak Forest, LLC, for a 15.03 acre tract located adjacent to and north of the intersection of U.S. Highway 701 and S.C. Highway 110, Buck's Township, Horry County, South Carolina. The project area is depicted on the survey plat you submitted which was prepared by Terry M. Watson, dated September 10, 1999, and entitled "Plat/ of a Boundary Survey of Tract B. containing 15.03 acres/ of land in Buck's Township, Horry County, S.C. surveyed / for White Oak/ Forest LLC".

Based on an on-site inspection and a review of aerial photography and soil survey information, it has been determined that the referenced property does not contain any wetland areas or other waters of the United States and, as such, Department of the Army authorization will not be required for mechanized land clearing, excavation, or the placement of dredged or fill material on this site.

Please be advised that this determination is valid for five (5) years from the date of this letter unless new information warrants revision of the delineation before the expiration date. All actions concerning this determination must be complete within this time frame, or an additional delineation must be conducted. For the purposes of 33 CFR 331.2, this is considered to be an approved jurisdictional determination.

In future correspondence concerning this matter, please refer to SAC 2001-34600-3JH. A copy of this letter is being forwarded to the South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management. for their information.

In order to assist us in improving our service to you, please complete the online survey found at http://regulatory.usacesurvey.com/. If you have any questions concerning this matter, please contact me at 843-365-1726.

Sincerely,

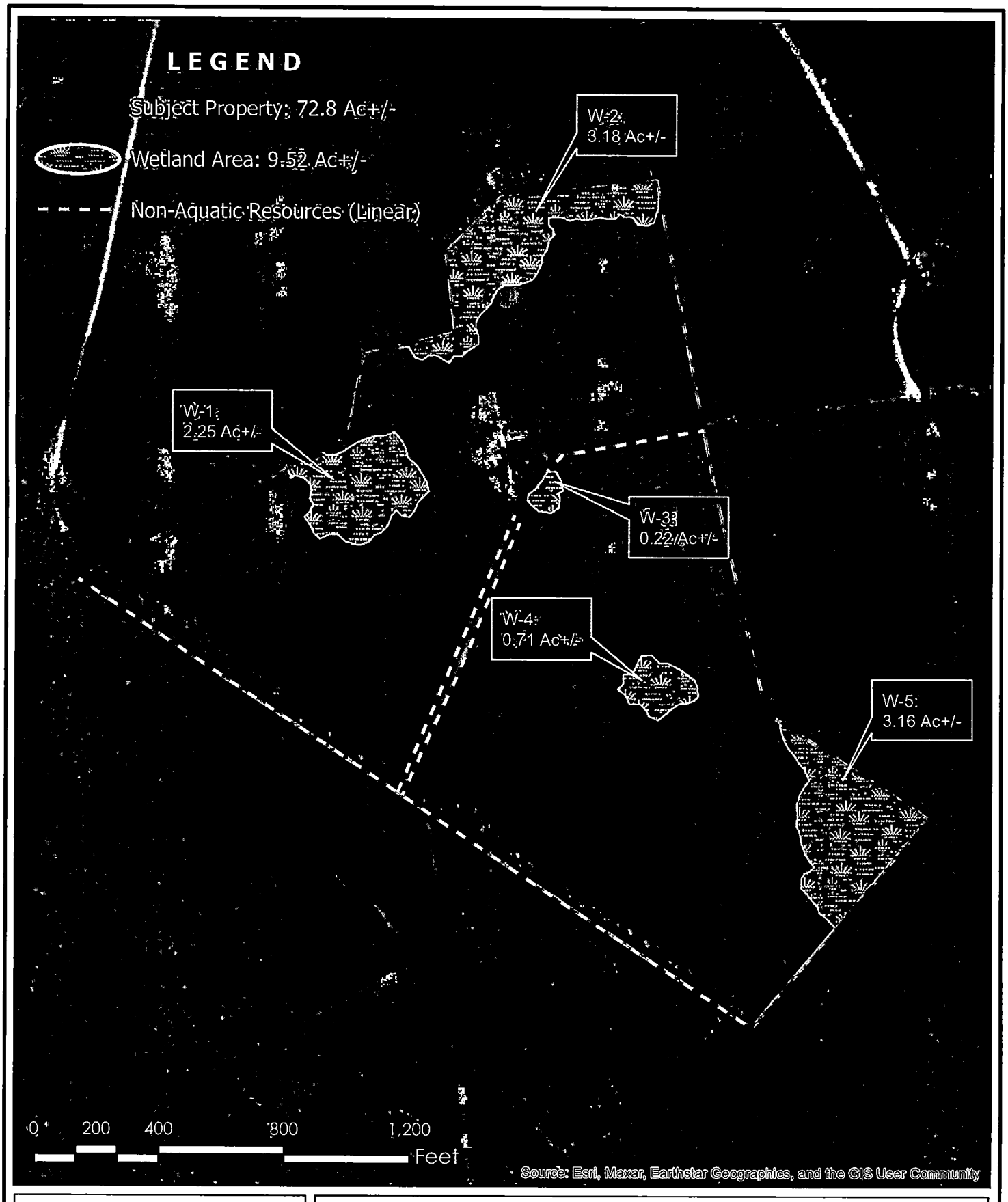
Rob Huff
Project Manager

Enclosure:
Approved Jurisdictional Determination Form
Notification of Appeal Options

Copy Furnished:

South Carolina Department of Health
and Environmental Control
Office of Ocean and Coastal
Resource Management
1362 McMillan Avenue, Suite 400
Charleston, South Carolina 29405

Huff/RD 7/1/09 RH
Konickson/RD 7-2-09 CK



THE BRIGMAN CO.

Delineation Concurrence Exhibit
Evelyn Richardson Tract
TMS# 160-00-01-004
Conway, Horry County, South Carolina
December 21, 2022

N
1 " = 400 '

607 Main Street - Conway, SC 29526 - Phone (843) 248-9388 - www.TheBrigmanCompany.com

jobs/2022/02337-22483

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
1949 INDUSTRIAL PARK ROAD, ROOM 140
CONWAY, SOUTH CAROLINA 29526

January 6, 2021

Regulatory Division

Mr. Charles Oates
S&ME, Inc.
1330 Highway 501 Business
Conway, South Carolina 29527
coates@smeinc.com

Dear Mr. Oates:

This is in response to your request for a preliminary jurisdictional determination (PJD). Based on information submitted to the U.S. Army Corps of Engineers (Corps) we have determined there may be waters of the United States, including wetlands on your parcel located at the following:

Project Number:	SAC-2020-01556
County:	Horry County
Project/Site Size:	1,668.2 Acres
Latitude:	33.7816°
Longitude:	-79.0936°
Project/Site Location:	TMS# 149-00-05-015, 012, and 011, located west of and adjacent to U.S. 701, south of Conway
Waters (Acreage/Linear Feet):	714.3 Acres of wetlands and 107,866 Linear feet of Non-wetland Waters

A copy of the PJD form and the map dated January 4, 2021, and titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC" is enclosed. Please carefully read this form, then sign and return a copy to the project manager at the following Robert.C.Huff@usace.army.mil within 30 days from the date of this notification.

Please be advised a Department of the Army permit will be required for regulated work in all areas which may be waters of the United States, as indicated in this PJD. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all waters and wetlands, which would be affected in any way by the permitted activity on the site, as if they are jurisdictional waters of the United States. Should you desire an approved Corps determination, one will be issued upon request.

You are cautioned that work performed in areas which may be waters of the United States, as indicated in the PJD, without a Department of the Army permit could subject you to enforcement action.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

If you submit a permit application as a result of this PJD, include a copy of this letter and the depiction as part of the application. Not submitting the letter and depiction will cause a delay while we confirm a PJD was performed for the proposed permit project area. Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water and/or Office of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

In all future correspondence, please refer to file number SAC-2020-01556. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact me at (843) 365-4316, or by email at Robert.C.Huff@usace.army.mil.

Sincerely,

Digitally signed by HUFF.ROBERT.CHURCHFUL.III.1053912733
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=HUFF.ROBERT.CHURCHFUL.III.1053912733
Date: 2021.01.06 14:41:20 -05'00'

Rob Huff
Team Lead

Enclosures:
Preliminary Jurisdictional Determination Form
Notification of Appeal Options
Map titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC"

Copies Furnished:

Mr. Hunter Dawkins
Johnson Development Associates, Inc.
100 Dunbar Street, Suite 400
Spartanburg, South Carolina 29306
hdawkins@johnsondevelopmnet.net

SC DHEC - OCRM
1362 McMillan Avenue, Suite 400
North Charleston, South Carolina 29405
OCRMPermitting@dhec.sc.gov

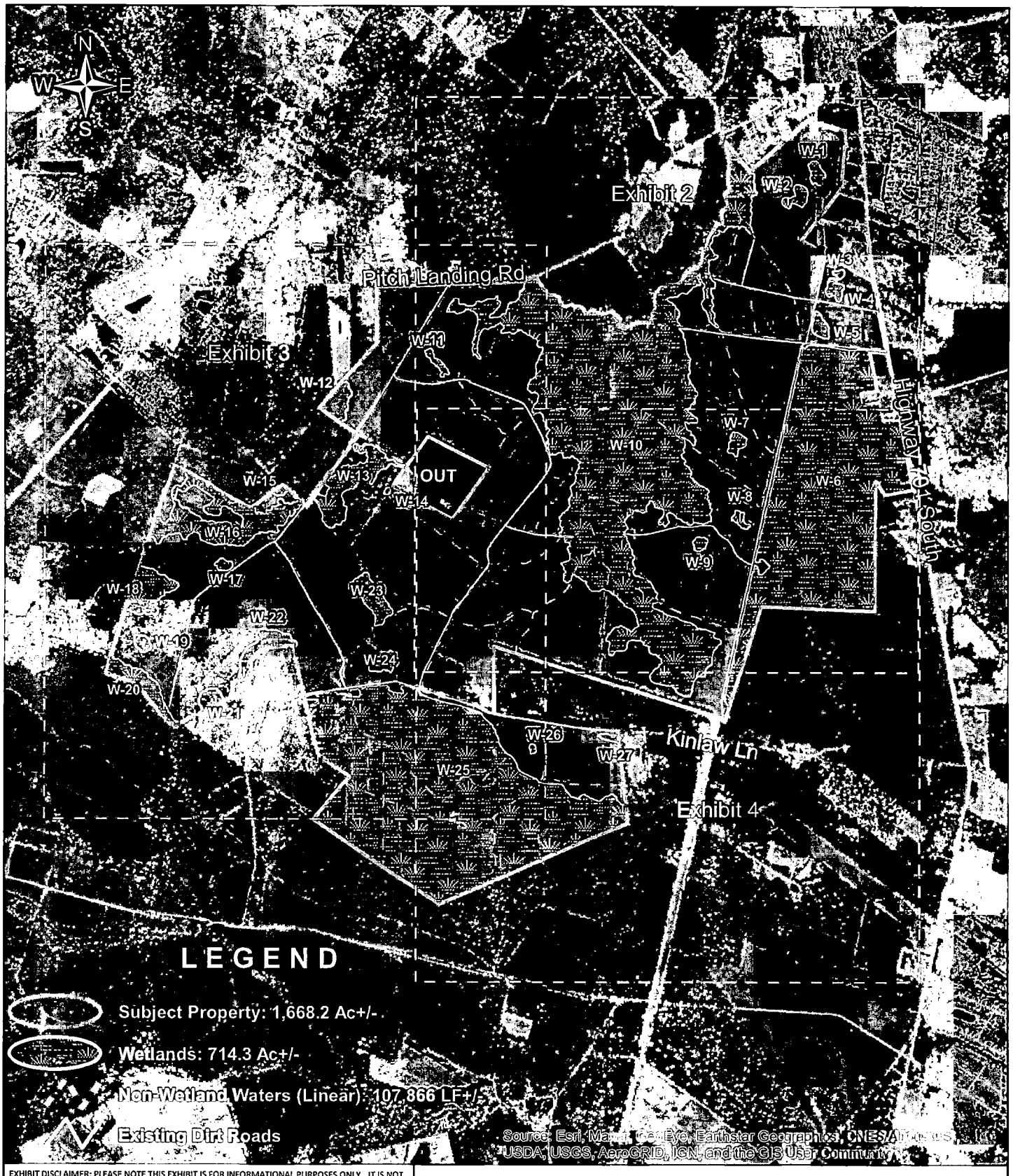


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0 1,000 2,000 4,000 6,000 8,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, and 011
Conway, Horry County, SC

Exhibit No. **1**

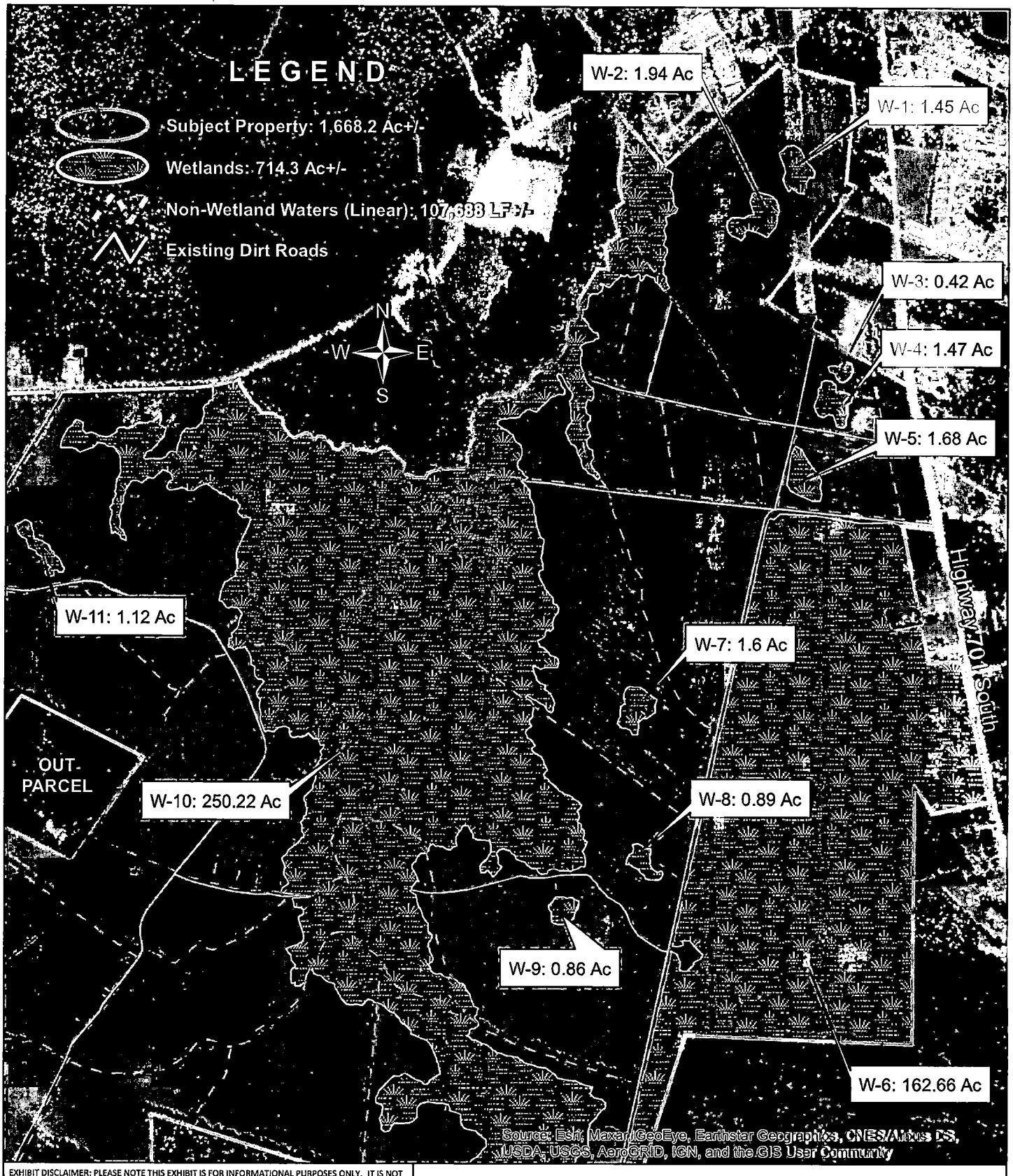


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0 500 1,000 2,000 3,000 4,000 Feet

Project No:	4269-20-051
Source:	ESRI
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Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, and 011
Conway, Horry County, SC

Exhibit No. **2**

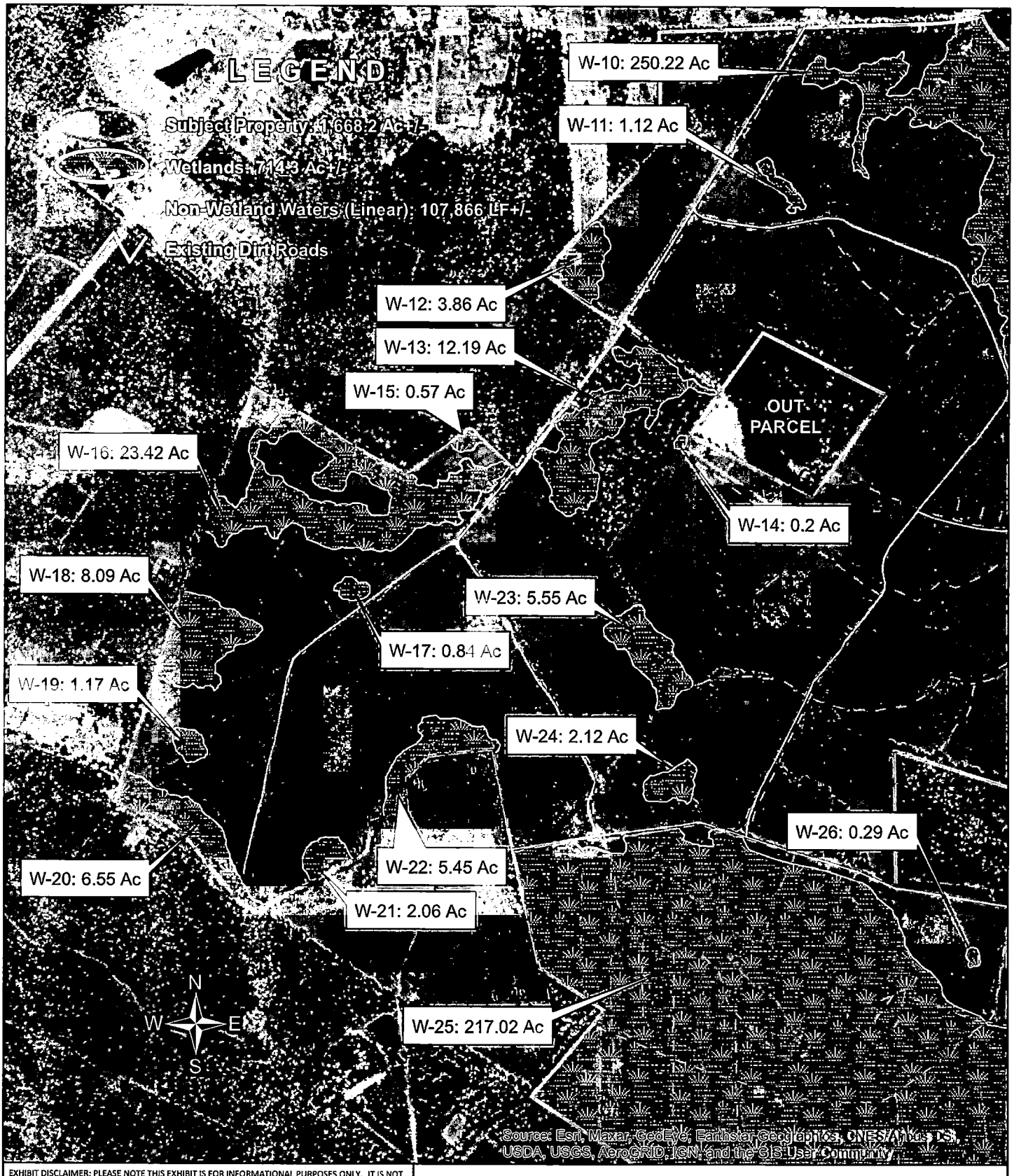


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0 500 1,000 2,000 3,000 4,000 Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
Revised Date:	January 4, 2021

Preliminary Jurisdictional Determination Exhibit
Conway Warden Station Tract
TMS# 149-00-05-015, 012, andd 011
Conway, Horry County, SC

Exhibit No. **3**

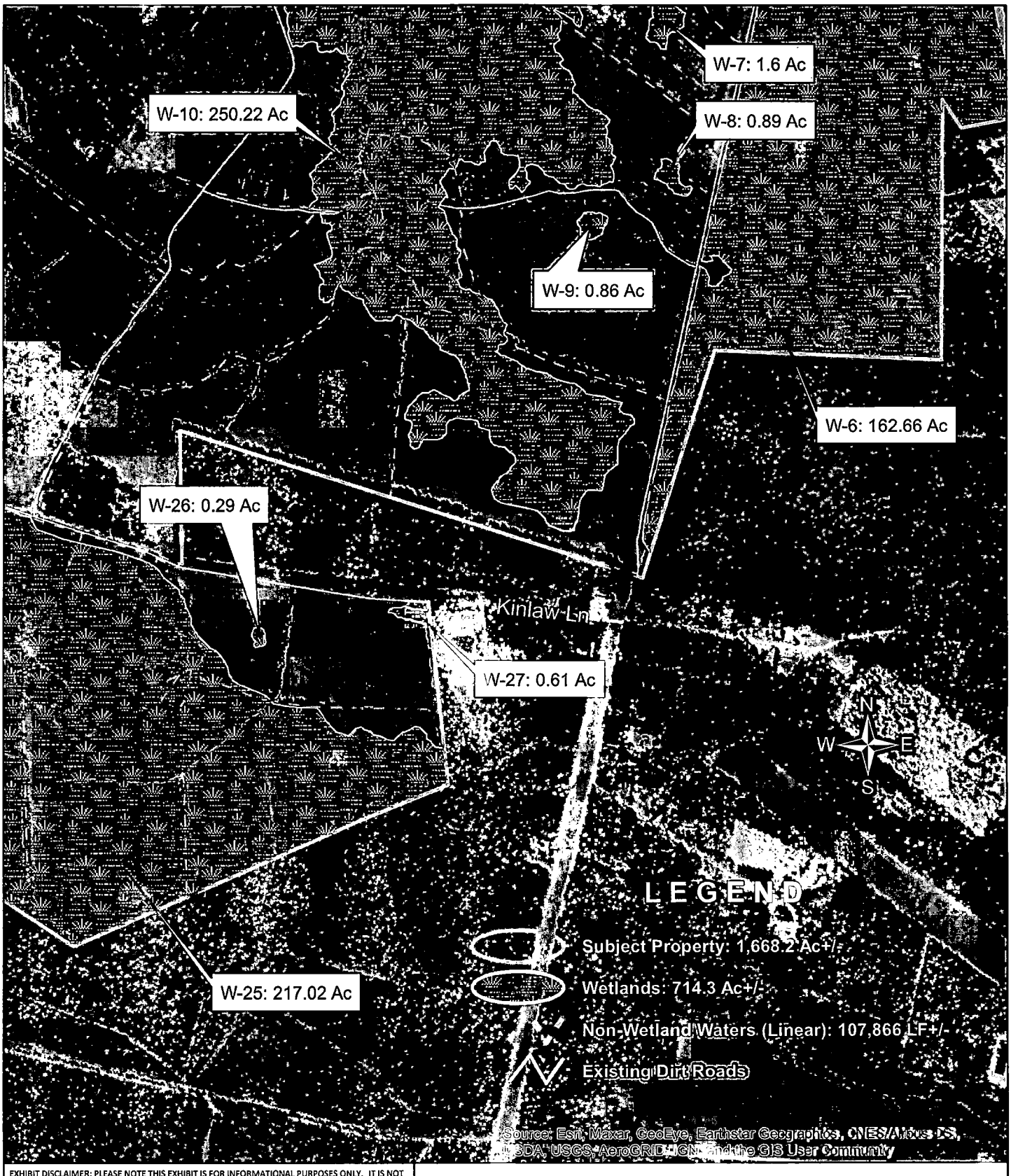


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0 500 1,000 2,000 3,000 4,000
Feet

Project No:	4269-20-051
Source:	ESRI
Source Date:	2020
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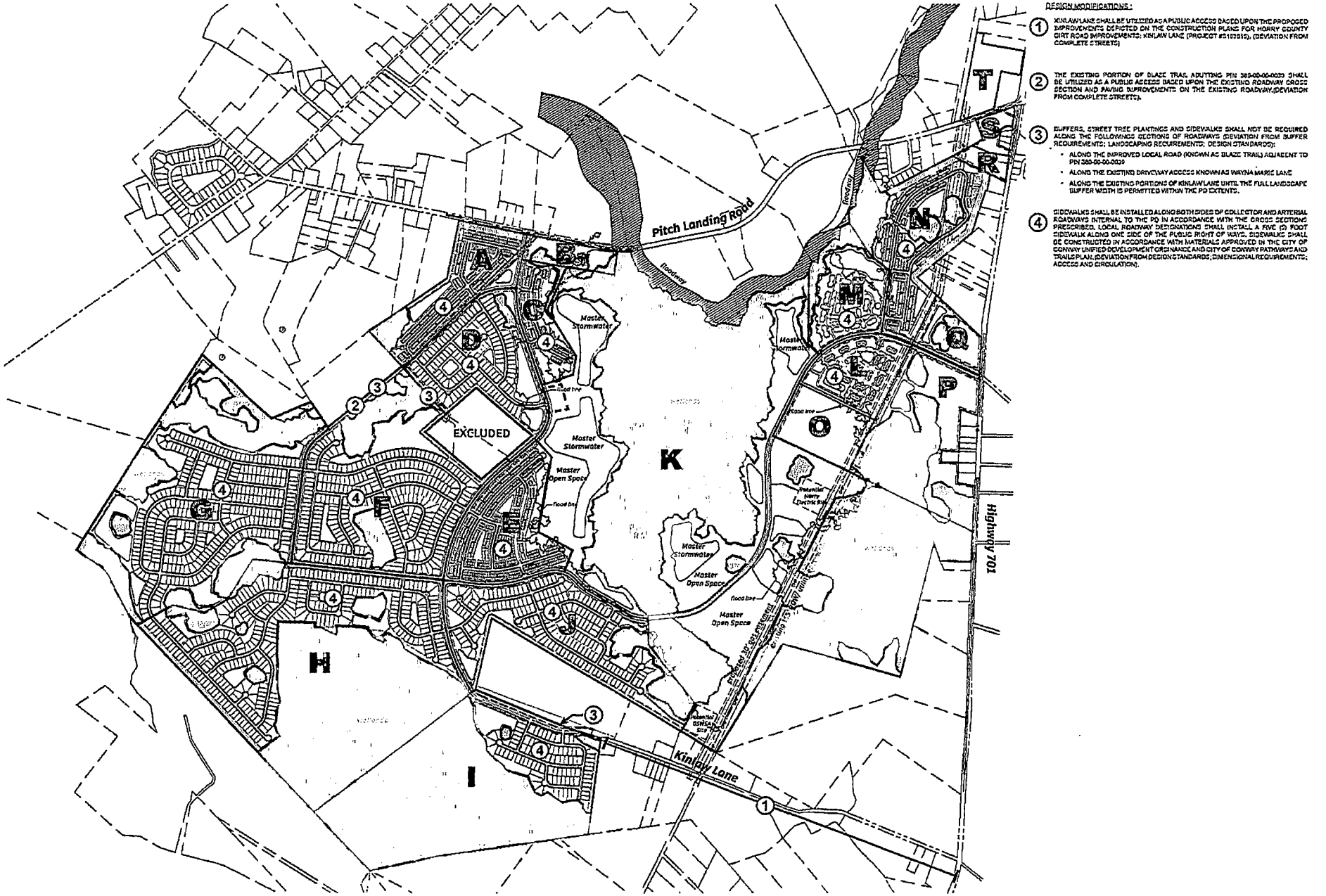
Exhibit No.
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APPENDIX G:

Design Modifications Approved as part of PD Street Sections Included

(*Miniaturized copies attached, details may be obscured, full scale available in City Planning Department*)

Deed BK: 4779 PG: 925 Doctype: 082 02/27/2024 at 11:23:22 AM, 273 OF 273
Marion D. Foxworth III, Horry County, SC Registrar of Deeds



DESIGN MODIFICATIONS :

1. KINLAW LANE SHALL BE UTILIZED AS A PUBLIC ACCESS BASED UPON THE PROPOSED IMPROVEMENTS DEPICTED ON THE CONSTRUCTION PLANS FOR HORRY COUNTY DIRT ROAD IMPROVEMENTS: KINLAW LANE (PROJECT #5123512). (DEVIATION FROM COMPLETE STREETS)

2. THE EXISTING PORTION OF BLAZE TRAIL ADJOINING PIN 360-00-00-0039 SHALL BE UTILIZED AS A PUBLIC ACCESS BASED UPON THE EXISTING ROADWAY CROSS SECTION AND PAVING IMPROVEMENTS ON THE EXISTING ROADWAY.(DEVIATION FROM COMPLETE STREETS).

3. BUFFERS, STREET TREE PLANTINGS AND SIDEWALKS SHALL NOT BE REQUIRED ALONG THE FOLLOWING SECTIONS OF ROADWAYS (DEVIATION FROM BUFFER REQUIREMENTS; LANDSCAPING REQUIREMENTS; DESIGN STANDARDS):
   - ALONG THE IMPROVED LOCAL ROAD (KNOWN AS BLAZE TRAIL) ADJACENT TO PIN 360-00-00-0039
   - ALONG THE EXISTING DRIVEWAY ACCESS KNOWN AS WAYNA MARIE LANE
   - ALONG THE EXISTING PORTIONS OF KINLAW LANE UNTIL THE FULL LANDSCAPE BUFFER WIDTH IS PERMITTED WITHIN THE PD EXTENTS.

4. SIDEWALKS SHALL BE INSTALLED ALONG BOTH SIDES OF COLLECTOR AND ARTERIAL ROADWAYS INTERNAL TO THE PD IN ACCORDANCE WITH THE CROSS SECTIONS PRESCRIBED. LOCAL ROADWAY DESIGNATIONS SHALL INSTALL A FIVE (5) FOOT SIDEWALK ALONG ONE SIDE OF THE PUBLIC RIGHT OF WAYS. SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MATERIALS APPROVED IN THE CITY OF CONWAY UNIFIED DEVELOPMENT ORDINANCE AND CITY OF CONWAY PATHWAYS AND TRAILS PLAN. (DEVIATION FROM DESIGN STANDARDS; DIMENSIONAL REQUIREMENTS; ACCESS AND CIRCULATION).

GB ENGINEERING & SURVEYING

BRD LAND & INVESTMENT

WARDEN STATION

APPENDIX G

design modifications

NORTH

SCALE: 1" = 400'
0 200' 400' 800' 1600'