Anderson County Planning Commission

Amended Agenda
April 14, 2026
Regularly Scheduled Meeting
6:00 PM

AGENDA

1. Call to Order
2. Invocation
3. Pledge of Allegiance
4. Approval of Agenda
5. Approval of Minutes – January 13, 2026
6. Public Hearings:
    A. Resolution for the 2026 Comprehensive Plan: Recommendation to Anderson County Council by an affirmative majority vote to recommend five (5) elements of the 2026 Comprehensive Plan Part II. The plan includes cultural resources, economic development, natural resources, resiliency and transportation along with maps and other descriptive matters.
        1. Public Comments
    B. Land Use: Crescent Middle School. Located at Good Hope Church Road and Highway 81 South. / TMS 105-00-05-007 **(Council District 3).**
        1. Staff Presentation
        2. Developer Presentation
        3. Public Hearing – Citizen Comments
7. New Business:
    A. Single-Family Subdivision: Mattison Woods. Located at Shackleburg Road. / TMS 143-00-02-004 **(Council District 4)**.
        1. Staff Presentation
        2. Developer Presentation
        3. Public Hearing – Citizen Comments
8. Old Business:
    A. Administrative Review: Covered Bridge Subdivision. Located at Shackleburg Road. / TMS 144-00-03-001 **(Council District 4)**.
9. Public Comments, non-agenda items – 3 minutes limit per speaker
10. Adjournment

STATE OF SOUTH CAROLINA)

COUNTY OF ANDERSON)

ANDERSON COUNTY

PLANNING COMMISSION MEETING

JANUARY 13, 2026

PRESENT:
WESLEY GRANT, CHAIRMAN
SCOTT JUNKINS
BRAD BURDETTE
STEVEN GILREATH
WILL MOORE
DAVID COTHRAN
JANE JONES
DAN HARVELL

ALSO PRESENT:
ALESIA HUNTER
HENRY YOUMANS
JOAN HOLLIDAY
BRITTANY MCABEE
SARAH LYONS
QUANESHIA HAMMOND

WESLEY GRANT: Good evening. I'd like to welcome you all to the Anderson County Planning Commission meeting for January 13. If you're able to stand, I'd ask that you stand and join us for the invocation and pledge led by Mr. Gilreath.

STEVEN GILREATH: Let us pray.

INVOCATION AND PLEDGE OF ALLEGIANCE BY STEVEN GILREATH

WESLEY GRANT: Thank you.

Commissioners, you'll see in your packets we have the agenda set for tonight. Hopefully you've had an opportunity to look at that closely. We'll entertain a motion to approve it.

DAN HARVELL: Motion to approve as printed, Mr. Chairman.

WESLEY GRANT: We got a motion by Mr. Harvell. We have a second?

WILLIAM MOORE: Yes, sir. I second, Mr. Chairman.

WESLEY GRANT: We got a second by Mr. Moore. All those in favor, raise your hand. It's unanimous. Thank you.

Minutes, I understand are going to be forthcoming at a future meeting.

So we'll move right into public hearings. First on the agenda is a waiver request by Bon Secours. Request for a waiver on a right of way located at Three Bridges Road and Roe Road. Tax map number 2360001003. County Council District Six. And I'll turn it over to staff for presentation.

ALESIA HUNTER: Yes, sir. Thank you, Mr. Chairman.

As mentioned, Bon Secours is back with us this evening to -- for reconsideration of their waiver request. This is Bon Secours Mercy Health of Powdersville. Chris Price is in attendance from Blue Water Civil Engineering to answer any questions.

Existing access road is the -- Roe Road, Council District Six, and that's the tax map number for your reference.

Again, this is a development that was approved by the Planning Commission in August of this past year, August 12, 2025. And as part of that approval, a traffic study was required and a right turn lane was required on Roe Road.

The developer in your packet has emphasized that he was unable to secure the additional right of way that's required. You did hear from the landowner that had again suggested that the property was not for sale. Here's that parcel number for your reference.

Ordinance 2023-007 does allow for this waiver.

And that was the information that Council had considered if a developer could not obtain that right of way, that there was a way for them to request a waiver in -- with the Planning Commission if this was unable to be obtained. So that was -- that's the information from the actual ordinance. And that's section 24-115.

Here is the, again, the layout there. You've seen this before. And here's the actual property there. There's the aerial map showing -- indicating where the property is located. Of course, that's the sign for your reference.

This concludes your report, Mr. Chairman. This property -- this project has met the requirements of the 24, section 115.

In addition, the Bon Secours has pointed out to us, the commission wasn't aware of that a developer had asked for the same type of waiver back in December of 2023. And we've provided that for you for consideration -- for reconsideration. They requested the same type of actually waiver; a waiver was granted to to that developer with -- on the same lines of what they're requesting. So they wanted you to be aware of that. Actually, when we were doing this, we probably had forgotten all about it and the commission didn't have all the information to make the decision. So we've provided that to you. We've provided a copy of the minutes in there. And it indicated that the developer did not obtain the right of way. Didn't even approach the property owner to obtain the right of way. So we provided that for your, for your consideration.

And as mentioned, Mr. Chris Price is here if you have any questions for him. Thank you, sir.

WESLEY GRANT: Okay. Thank you, Ms. Hunter. Does the developer want to speak to the project?

CHRIS PRICE: Commissioners, my name is Chris Price with Bluewater Civil Design, 718 Lowndes Hill Road in Greenville. Just thank you for, for hearing this again. And as Ms. Hunter noted that the some -- same information from before. Bon Secours was willing and able to, to construct this turn lane. However, in discussions with the county, they required additional right of way to make it happen. And the landowners there at the intersection were approached and they declined to sell the property. And they're here again if they want -- if you would like them to speak to that. So they made all reasonable efforts and provided that documentation to the county to get

the section 24-115 requirements met.

And additionally, as Ms. Hunter noted too, that there's some new information that in 2023 the commission had heard a similar instance and granted that waiver as well. Just again, just here to get your re-review of this, and we would hope that it would be, it would be granted.

And if you have any questions, I do have a representative from Bon Secours here if there's anything about them and what they're doing. But they're very happy to be here in the, in the county and to be doing this work in Powdersville.

WESLEY GRANT: Okay, all right. Thank you, sir. We may call you back.

We do have four individuals signed up to speak. The first person is Sonya Ledwell. If you'll please come to the microphone, speak your name and address, please, and we allow each person three minutes. Thank you.

SONYA LEDWELL: Thank you. My name is Sonya Ledwell. The address is 316 Three Bridges Road. I'm two houses down from the intersection of Roe Road. And I'm opposed of anyone taking -- wanting to take someone's property or whatever.

But I do propose this. We already have a right hand turning lane there. When you come up, all you got to do is turn right. How about we put a no turning left from Roe Road onto Three Bridges Road. There's only four dwellings from Roe Road to the three way stop sign.

And when my brother lived at home, even though he worked right around the corner near Ingles, he would have to take a right out of the driveway, go down Roe Road onto 153, back to 81 and down Cooper Lane, because of the traffic that keeps backing up.

I also think that the three-way stop is a problem because you got -- it takes too long. If you're there in the morning, we can't get out of the driveway. So I think if you put a -- instead of taking their property and spending more money of taxpayers' money, if we just put a concrete barrier there where you can turn from Three Bridges Road, but just keep turning to the right.

There's really no reason for someone to come up Roe Road and turn left unless you live in one of the four dwellings.

So that's all I have.

WESLEY GRANT: Thank you. Next we have -- I apologize I can't read the first

name, but last name is Caldwell. I have two more Caldwells.

AMY CALDWELL: Thank you. Thank you for hearing us. Amy Caldwell, reside at 5 Roe Road, the property that you're wanting to take to try to make a turning lane. And we are still opposed, and the property is not for sale.

WESLEY GRANT: Okay. Thank you. Next we have Steve Caldwell.

STEVE CALDWELL: Yeah, I'm Steve Caldwell, 5 Roe Road. Pretty much Sonya stole my thunder. I was going to mention something about a no left turn, but since she's mentioned it, I'm not going to pursue it. But the property is not for sale.

WESLEY GRANT: All right. Last we have Joey Alton, thank you.

JOEY ALTON: Yeah. I'm Joey Alton, 318 Three Bridges Road, which is the house directly across from 5 Roe Road.

Yeah, and I, I too, don't want to see the property changed. I do think a potential right turn only is a possible viable option. I am -- the question I would have is, how, how much will Roe Road be used to get to the new facility versus the main thoroughfare? That is the question I would like to have some sort of answer to, because it seems like that road would not be as relevant as 153 would be to get to the, to the facility.

I'm against it, just to be clear.

WESLEY GRANT: Okay. All right. Thank you. That's all that signed up to speak.

Commissioners, do we have any questions of the presentation? The action before us tonight is to approve -- consider the approval of the waiver request by Bon Secours. Ms. Hunter touched on that at the beginning. Do we have any questions?

STEVEN GILREATH: I have a question for Road.

WESLEY GRANT: Okay.

STEVEN GILREATH: Somebody here from Roads? Sorry.

Two questions, is this intersection going to be a safety hazard? And then is the left turn, the pork chop median in the middle of the road, is that a viable option?

BRITTANY MCABEE: So the difficulty with this intersection -- I'll address the second question first. The difficulty with this intersection is Roe Road is a county road. Three

Bridges is a state road. Whenever there's kind of like that meeting between two jurisdictions, it gets a little bit more difficult to get things done.

I know the citizens touched on not allowing left turns. That would be really a DOT thing for them to do on Three Bridges, because as much as you can put up signs that says no left turns, people do what they want, unless you put up some sort of like delineators or concrete barriers, they're going to make left turns whether they're allowed or not. So that's kind of the difficulty with that.

Back to the first question of whether having this turn lane there or not is a safety concern. It's no more of a safety concern than any other intersection. The purpose of that right turn lane was for them to meet the requirements of the ordinance regarding level of service. As I touched on before, that's about five seconds over what the ordinance says. So it's more of a level of service, like how the intersection operates, versus a safety concern.

WESLEY GRANT: Okay. Thank you.

STEVEN GILREATH: And I did hear right, you said there's five houses on Roe Road? Did I understand that right? Five houses on Roe Road?

JANE JONES: I made the motion last meeting to -- for this. And now that they've started constructing the facility, it's on the other side of 153.

Now, for y'all that don't travel this road every day like I do, 153 is a four lane highway that's packed with traffic day and night. It connects 85 to Easley.

Bon Secours faces this. And the other side of Roe Road is -- makes the corner where this facility is going to be. There's already a turning lane over there.

When I made the motion last month, I was mistaken as to where this facility was going to be located. It's on the side where there's already got the turning lane into -- I don't think that this section of Roe Road that we were involved in this discussion will be that much affected by this facility. It faces on 153. I think majority of the traffic will come in that way. But I don't think this turning lane is needed on this section of Roe Road where it connects with Three Bridges Road. That's on the opposite side of the highway from the facility.

And I would like to make the motion to approve the waiver of right of way improvements that's been

requested. Did I say that right?
WESLEY GRANT: We have a motion by Ms. Jones to approve the waiver request. Do we have a second?
STEVEN GILREATH: Second.
WESLEY GRANT: We got a second by Mr. Gilreath? Any discussion? All those in favor of the approval, please raise your hand. Any opposed? It's unanimous. Thank you.

Next on our agenda, we have a rezoning request. Request to rezone from R-20 to IZD, located at Oak Hill Drive. Tax map number 1470004010. County Council District One.

WILLIAM MOORE: Mr. Chairman, I'm going to have to recuse myself.
WESLEY GRANT: Okay. Let it be known for the record, Mr. Moore is recusing himself from the discussion.

And I'll turn it over to staff for their presentation.

HENRY YOUMANS: Thank you, Mr. Chair. As usual, in all rezonings before the Planning Commission, yours is a recommendation to be given to County Council. So at the next County Council meeting, this will be heard for first reading, if forwarded, and then they will move forward with all necessary steps to create the ordinance, if this is going to be approved as a rezoning.

Three hundred and eighty-three property owners within 2000 feet of the proposed development were notified via postcard. The authorized representative is Ridgewater Engineering and Surveying. It's in the Hopewell Precinct. Location of this access is Oak Hill Drive. It's County Council District One. Tax map number is there for your reference. It is approximately 7.28 acres.

Current zoning is R-20, and this zoning was put into place by ordinance 1999-004, to zone the precinct to R-20. The requested zoning is IZD, innovative zoning district. The IZD district basically provides for flexibility and development, which usually results in improved design, character and quality of new developments, as well preserve the natural and scenic features of open spaces. The innovative zoning district regulations must encourage innovative site planning for residential, commercial, institutional or industrial development within the district.

The slide before you shows the survey delineating the 7.45 acres. This is the zoning map for the district, showing the R-20 designation. And this is

the zoning map for the complete area, showing where it is also delineated as R-20.

This is the current land map future -- land map use map from 2016 comprehensive plan, showing that the use should be residential. And this is the future land use map for the 2016 comprehensive plan, also delineating residential use.

This is a mock-up of a proposed site plan, but this is not to be considered in your deliberations. The rezoning is the purpose that we're here to be -- to consider. If this rezoning is approved by County Council, the developer must present a statement of intent and have a final presentation that will come back before the Planning Commission to be considered at that time. This is the notice by signage for the rezoning.

And this concludes the report.

WESLEY GRANT: Thank you, sir. Do we have anyone here representing the developer that would like to speak?

WESLEY WHITE: I'm Wesley White with Ridgewater Engineering. We're here at 211 Society Street in Anderson. Here on behalf of the applicant.

This -- if you'll do me a favor, Mr. Youmans, and switch back to the zoning map for us. There we go. Thank you. So it's our goal with this property rezoning to act as a transition between the commercial to the west, the multi family residential, I believe it's currently developed and permitted as town homes right now, and then, of course, the existing R-20 to the south and east.

So to kind of buffer those and transition that, we spend a lot of time evaluating the options for this property. Current zoning, with the property's limited size and shape, with the creek on the property as well, it makes it very difficult to develop as a, as a R-20. So the -- there's a couple of options. We've also considered just waiting out the city. They're not far away. But it's -- the applicant's ultimate goal is to see this developed while it's in the county, and therefore let it stay in the county, instead of being brought into the city, and under their regulations.

The current zoning is pretty restrictive, as far as it would just require greater impacts. Doesn't allow us to, due to the R-20 designation, 20,000 square foot lots, it requires a lot more disturbance. The rezoning to the IZD allows us to set aside around 2.3 acres of open space. So it's all over 35% or

close to 35% of the open space, of the property as open space.

Additionally, the project is going to be marketed toward the over 50, an active lifestyle crowd. This property is situated on the East-West connector, and part of that trail system. They actually gave up property to allow for that trail system to go through. In addition to the trail system, there will be a 40 foot buffer between this development and the trail as, you know, for -- so for the most part, you won't see the trail from the development other than the access road.

But happy to answer any questions and I appreciate you guys' time. Thank you.

WESLEY GRANT: Okay, thank you. We may call you back.

We had six signed up to speak. First on the list is Alan Noel.

ALAN NOWELL: Thank you, gentlemen. Appreciate this time to be heard by this commission. I live at 1216 Oak Hill Drive, which abuts the property of the proposed rezoning.

I didn't realize we had three minutes to present this, and I spent about four hours on this letter, so I'm going to try to condense it.

We feel like a regular residential zoning would be appropriate; although in a perfect world, we would prefer that it not be developed at all, but that's change, and that's going to happen to everybody, and we've come to terms with that.

There are several issues that we're concerned with, logistically. One being the traffic flow on Oak Hill Drive. I've lived there for over 30 years, and have seen the traffic increase dramatically through the addition of Midway Elementary, which is the primary source of the backup that happens every weekday, of course, as parents go to and from to pick up their children. So we do have that.

And there's -- as far as we can ascertain, there's been no road improvements, or none have been planned even, to change that road. It has become dangerous. I've provided a backup area in my yard. I won't let my family back into the roadway anymore due to just the volume of traffic and also the speed in which drivers take that little road. It is a byway to go -- it goes straight across to the East-West Parkway.

Okay. So that increases the traffic load immensely right there. Once the East-West Parkway was built, people have used that road, Oak Hill Drive,

which used to be kind of, sort of a sleepy little two lane road, into a, you know, kind of a traffic nightmare.

The other issue that we're concerned about, and I love the language that they used on here, of wetlands, which is basically we recognize that as the swamp that was down there. My wife grew up on that property, and has a better knowledge of all that land than I do, so she used to play in that creek. And all that land that's to the, to the left that's up towards Ingles, is basically swamp land, or creatively known as wetlands. So the water issue is, is a concern. I have some ---

HENRY YOUMANS: Time.

ALAN NOEL: --- issues with the development that went behind us ---

WESLEY GRANT: Sorry, Mr. Noel, I'm sorry. That's three minutes. I'm sorry.

ALAN NOWELL: Three, okay. Can I leave you with a final statement?

The points to consider, traffic considerations, consideration of privacy for 30 homes into seven acres is ridiculous, we feel like. And would it -- 30 acres on -- 30 homes, excuse me, on seven acres be an improvement for our area? And we don't believe it would. I'm not opposed to building, as I said, but 30 homes on seven acres is asinine. It’s ridiculous.

WESLEY GRANT: Thank you.

ALAN NOWELL: Thank you.

WESLEY GRANT: Next we have Tommy Gould.

TOM GOULD: I am Tom Gould. I live at 106 Wild Meadows, the subdivision on the other side of Alan, Wild Meadows subdivision, that is one lot away from the proposed changes.

I spent a long time looking up what an IZD zone was. Took me probably 20 minutes to find it, and I still don't understand what it is. I can't find it in any other place but Anderson County. So interesting zoning request.

As I came to this meeting, turning out of my neighborhood, going right, going towards Ingles, when I got to the red light, I was car number 14 at 5:20 in the afternoon. When we get school zones, it absolutely backs up past this property, almost to Alan’s property during the morning.

I noticed on their statement of intent that the developer put out, they put an interesting statement that no impact on road services will -- no road service level impacts will be made. Thirty homes,

it's 50 cars, at least. The 1.5 cars per household, we're adding another 50 cars.

The Council has already allowed somewhere in the neighborhood of six to 700 home sites to be developed in a two square mile radius of my house. There's housing developments going up in every direction from where I'm at, and all of that traffic, or a big portion of that traffic, ends up on Oak Hill Drive. Like Alan said, it's became -- it became, from Midway Road, it became a crossover to get to the East-West Parkway. That traffic on that road -- and you guys missed the boat when you put the trail in. You could have widened the road at the same time, but you put the trail in and left this little stinky, winding road that's right there that no one can get around on, and it -- there's, there's too much traffic as it is now. And now you're going to add in a bunch of houses.

The zoning for R-20, they want to say that there's 7.19 acres, but they're only going to develop 4.12 acres of that. I can tell you why; it's because they've got the wetlands and they can't develop these additional acres. If you go with Wild Meadows as the example, we had 7.19 acres, and it allowed for 11 homes in R-20. That was maximum capacity for them to get houses into, into Wild Meadows subdivision.

So 4.12 acres equates to eight houses. Now, I don't think anybody in here that's, that's against this subdivision for the traffic purposes and the volume of people that are going to be involved with that, would have a whole lot to say about eight houses going in there. But when you starting talking 30-plus houses on 4.17 acres, it's insane. We can't keep doing this. We can't keep putting housing developments on top of housing developments on top of housing developments.

HENRY YOUMANS: Time.

TOM GOULD: We're -- I don't know. I don't know what else to say.

WESLEY GRANT: Thank you, Mr. ---

TOM GOULD: We've got to stop at some point.

WESLEY GRANT: Thank you, sir.

TOM GOULD: Thank you.

WESLEY GRANT: Michael Troise.

MICHAEL TROISE: Troise.

WESLEY GRANT: Troise. Thank you.

MICHAEL TROISE: Thank you, Chairman, Commission. Thank you for taking your time hearing me out. I'm Dr. Troise. I am an emergency physician here in Anderson.

I think I have a pretty good idea of the amount of population growth here. Every day I go to work, I see it. I see the volume of patients we have in the emergency department. I live around the corner from here, just across the empty field on that map at the Bronson Ridge neighborhood near T.L. Hanna. And we are R-10 there. Those are 10,000 square foot lots. That's double what they're proposing here. And it's already too crammed. I don't even feel safe having my three boys ride bikes in the street because of the amount of vehicle traffic that goes through there. And I can only imagine what this would look like.

Granted, the proposal is just that. They -- I mean, as he said, they just put a plot down, just to make it look good. And then once IZD is approved, they can do whatever they want. It can be commercial. You said it, it's innovative, whatever that means.

And so my concern, we've talked about the traffic. All of the Harriet Circle neighborhood they're putting up, all of the Midway homes they're putting up between DRB, all these builders, that whole area by Harriet Circle, Midway, the four-way stop is already congested. It's only going to get worse.

DOT wants to put a traffic circle over there. What happens when they start that construction? That's going to take a good while. You come down from 85 down 81 and instead of going into Anderson thinking, wow, this is a great place to live, you see an empty factory across from Bosch. You see a FedEx warehouse with a new traffic light across from another warehouse, which is currently empty. And then you drive by all of these town homes that they're throwing up on Silo Ridge, which is still not even 25% completed. So wait until that's done, and we see even more traffic on 81.

I drive my kids down to school, and it takes me -- it used to take me from T.L. Hanna to the hospital, it used to take me eight minutes, and now it's at least 15. Okay, we're talking double my time. And even at night now. We're adding a light at Caters Lake I saw. There's a new traffic light hanging there. It hasn't been turned on yet. That's obviously to help with traffic regulation. Okay, well, it's only going to cause more backup.

And even at night, I'm driving home at two in the morning from work, and I'm stopping at red lights when

there's no one around, because they had to add more. It's, it's, we are a -- supposed to be a community for family.

My wife and I, we moved here in 2019 to start a job here. We love the area. It has changed drastically. The way they throw these homes up in a slap board type of way, and then they move on and ignore the neighborhood as if it never existed. I called Ryan Homes not too long ago for a foundation issue I had. They told me my house was so old they couldn't help me. It was completed in 2019. This was last year. They don't care. They profiteer, they move in, they develop and they grade. And I know, with the moratorium, that was great, but what have we done since then to fix the problem?

We passed the no, you know, level grading, you know, preserve the area kind of thing, and that's great. But what else have we done?

HENRY YOUMANS: Time.

MICHAEL TROICE: I just ask you to please reconsider this, because we're already crowded and we need to really look at what our values are in this place.

WESLEY GRANT: Thank you.

APPLAUSE

WESLEY GRANT: Next we have Sara Moore/engineer. I don't know if there's someone coming with Sara, but ...

SARA MOORE: Hey y'all. First of all, thank you all for allowing this opportunity. I am Sara Moore, and I live at 741 Bishops Branch Road in Central. I am the property owner. My husband and I, we have been approached by several developers to purchase this property. We've owned it for a couple of years. We have an opportunity to purchase some more land for our -- to expand our cattle operation and put into a trust for our boys, and that's the whole reason why we are selling this property. And I just wanted to introduce myself, and thank y'all for the opportunity again to listen.

And if -- you know, have any concerns, another opportunity to speak, to turn it over to my engineer, if y'all had any questions for me. So ...

WESLEY GRANT: Thank you.

SARA MOORE: Thank you.

WESLEY GRANT: Last we have Lee Watson. Okay.

INAUDIBLE COMMENT FROM AUDIENCE

WESLEY GRANT: You meant to

sign up on this one?
TODD WERGINZ: Yeah.
WESLEY GRANT: What's your name?
TODD WERGINZ: Todd.
WESLEY GRANT: Just come speak. We'll add you and we'll take you off the other one.
Todd W-E-R ---
TODD WERGINZ: G-I-N-Z.
WESLEY GRANT: Okay.
TODD WERGINZ: This is my daughter Annika. We live at 107 -- 1107 Oak Hill Drive.
INAUDIBLE AUDIO PLAYING FROM IPAD
WESLEY GRANT: Thank you, sir.
That concludes the public comment section.
INAUDIBLE COMMENT FROM AUDIENCE
WESLEY GRANT: Oh, okay. What's your name?
INAUDIBLE COMMENT FROM AUDIENCE
WESLEY GRANT: Okay, I'll -- you can come speak. I'll take you off the other one. Okay, I'll add you as well.
TERRANCE POTTER: Terrence Potter. I live with my mother on 101 Northridge Drive, which is the road that is kind of a circular road for the development in the immediate area of Oak Hill Drive. I have just a few questions. I would like to echo the congestion problem, because where my mother's house is currently located, we have seen the road changes and we've seen the traffic, and we are unable to exit the driveway approximately three times a day. It's really a highway because of East-West Connector. And our side of the road has become that highway. It's also the entrance to Ingle's. So it's become quite less residential than I certainly would expect it to be.
I was -- I have a question about, about the proposed housing. Is this housing considered affordable housing? Is there a need for affordable housing in our area? The area is zoned for 20 -- 20,000 square feet. Would it not be better to have continued zoning as 20,000 square feet rather than disturb the integrity of the community at this point?
Given the need to recently change both the water lines and the gas lines in our community to accommodate development, and with the incumbent leaks and accidents that occurred, is it not prudent to

consider delaying this development until everything is secure in the area? That would apply to the roadway, of course, which I also agree hardly seems possible that there would be no impact on the road.

I believe that concludes my remarks. Thank you for listening.

WESLEY GRANT: Thank you. Mike Hagger (Phonics).

MIKE HAGGAN: I'm Mike Haggan. I live at 1109 Oak Hill Drive, which is right at the middle of the hill before the bottom.

There seems to be a disconnect between planning and development. There seems a whole lot of development without a lot of planning. I was there when the sidewalk went in to connect to the, the East-West Parkway and the Health Campus.

And then the Planning department, who should have saw ahead of time, went, oh, well, we need to take a little of that road so we can put in the sidewalk. And then there was a development behind Midway and Harriet Circle. And then they said, oh, well, we need to put in a water line to handle all that volume. But not once has the road been improved or widened.

And I see both sides of it, because if you don't develop the road, you don't have to pay that money. But if you develop the road to where it's going to be for the 500/800 houses that are going behind there to handle that traffic, you now have to pay every owner on that road a fair market value for the section that you need to take. That's going to cost a lot of money you don't want to put down. And I get that side.

But the other side of it is the amount of traffic that is there now versus what there will be in six months when Midway is finished. Going to make the East-West Parkway look sad. It's all coming down a two lane road.

The planning hasn't happened; just the development. So I think there needs to be an option. Because if you're putting 30 houses in that little strip of land, it's not just the 30 houses. The amount of dirt that you're going to have to bring in to make that lot level is going to outweigh anything that you would do to develop anything. Thank you.

WESLEY GRANT: Thank you.

That concludes the folks that have signed up to speak. Commissioners, do we have any questions of the developer or any discussion?

JANE JONES: What is the fire department? We don't have a letter in our packet from anything about the fire? Do you know who covers

that? Is it volunteer?
WESLEY WHITE: Currently, it'd be volunteer. It's not ---
JANE JONES: Do you know which, which station?
WESLEY WHITE: It's in the Hopewell.
JANE JONES: Hopewell. Have you been in -- but you haven't been in contact with them to see if they can accommodate ---
WESLEY WHITE: No. Like Mr. Youmans said, this is just to go through the rezoning process. We'll go through three readings with Council, and then we'll come back to you guys with all the availability letters and things like that.

I did want to clear something up, if you'll allow me, Mr. Youmans? In past IZDs that we've done, we're required to -- it's not an open-ended rezoning. We're required to specify the type of layout, and that's why we've provided what we provided. We can't come back and do industrial there or something like that. We can't come back and put multi family there. So I just wanted to make sure that that notion was dispelled. We -- this is the layout that we've got to stay close to.

Now going through Council, they'll -- they have the opportunity to request additions and changes and modifications. So that's part of what we expect going forward. But just want to make sure that that got cleared up.

WESLEY GRANT: Okay. Mr. Gilreath? Do you have something, Mr. Gilreath?
STEVEN GILREATH: Yeah. With the, with the roads and the ponds, R-10, how many lots would that get?
WESLEY WHITE: You're looking at -- so if we did an R-8 layout -- so I can't answer the R-10, but the R-8 was 21 lots. However, it uses the majority of the, of the property without any consideration for open space. So the -- R-8 is the smallest designation that the county has, other than going with the IZD, which is more commonly referred to -- it used to be a PD; it's planned development. So it gives y'all, y'all oversight. Allows us to write in, you know, restrictions on the property. But, yeah, it would, it would not -- the typical R-8 zoning would not allow us to save any of the land.
STEVEN GILREATH: Did you look at R-20? I mean, is there any ---

WESLEY WHITE: We could get, probably, maybe 10 to 15 lots in there. Part of the problem is, again, it goes back to that R-8 ---

WESLEY GRANT: All right, could you speak into the microphone? I'm sorry, gestures, they can't hear you.

WESLEY WHITE: Yeah, we did. We could get, probably, you know, 10 to 15 lots in there. But part of the problem is that involves, you know, assigning those lots, the property, which is the creek and we're trying to avoid doing that.

And regarding access back out through -- the REM development's already been through you guys. It's already been approved. And from what I understand, it's near or under construction, so unfortunately, there's, there's not another access for this property. We would have loved to go back out that way, but that just was not an option.

DAN HARVELL: Mr. Chairman, just to confirm, are we dealing with any wetland within this property boundary?

WESLEY WHITE: Yes.

DAN HARVELL: I think we are, right, because of a creek; correct?

WESLEY WHITE: The creek is on the left hand side. The western border is, is a creek and would have wetlands on it.

DAN HARVELL: Okay. So you say you're, you're, you're allowing open land for amenities. What -- I mean is the wetland the amenity you're talking about?

WESLEY WHITE: It's got an existing sewer that borders it, which allows us, since it's already cleared, to use it as walking trails, natural walking trails. And that's kind of what the, the point of this, this development is, is to be an active -- to kind of encourage people to walk through the development and then out onto the East-West.

DAN HARVELL: I noticed it said amenities. So can you address that as being a plural?

WESLEY WHITE: Yeah, and we're limited on, on space, and because we have to have detention there, as well, we're required to address that. But pickleball courts are a popular outdoor amenity right now. So that would go along with the walking trails and the active lifestyle.

WESLEY GRANT: Okay.

JANE JONES: So the main reason for this request and rezoning is to allow for

more houses? That's the main difference?
WESLEY WHITE: That's a, that's a benefit, yes. But it does allow us to also protect the existing wetlands on site, and preserve some of the ---
JANE JONES: Well, I mean you can always draw that in.
WESLEY GRANT: Any other questions?
SCOTT JUNKINS: So to that point, how, how is this protecting it more than an R-20 that's there?
WESLEY WHITE: With this particular zoning, it allows us to set it aside as common area. In R-20 we're not required to do that. We can include the wetlands as part of the lots. What they would be required to do to meet -- to get the density we're not even close to being able to to sell it. So, yeah, so all the wetlands, yes, we're required to have a buffer off of them, but we could make that part of the lots if it's R-20.
SCOTT JUNKINS: And what did you say earlier about this is providing you an exit from another surrounding neighborhood?
WESLEY WHITE: No, I said, with the adjacent property, the REM that's zoned to the, to the north, we would have loved to have access to there, but they've already got their design complete, and there's, there's really no option to tie on to them.
WESLEY GRANT: Okay, if there's no -- any more questions? If not, we'll entertain a motion.
INAUDIBLE COMMENTS FROM AUDIENCE
WESLEY GRANT: No, I'm sorry. It's for the commissioners to ask. I'm sorry. In this setting.
DAN HARVELL: Mr. Chairman, this is, this is in, obviously, County Council District One; correct? Is this One?
WESLEY GRANT: Yes.
DAN HARVELL: Okay, that would be Mr. Burns, and he's not here tonight.
WESLEY GRANT: No, that's Mr. -- oh, as far as commissioner, correct.
DAN HARVELL: Yes. Okay, that being the case, I would normally, if I were making a motion, I would hold off, because that's his ---
WESLEY GRANT: Mr. Harvell,

I'm sorry, let me correct -- this is Mr. Junkins.

DAN HARVELL: Pardon?

WESLEY GRANT: Mr. Junkins.

DAN HARVELL: Oh, is that -- are you District One? Okay, I'm sorry. I was, I was thinking that was Mr. Burns. Okay. All right. Scratch that.

WESLEY GRANT: Okay. All right. So we're back to entertaining a motion.

JANE JONES: I'll make a motion that the request for rezoning be denied. The services just aren't there.

WESLEY GRANT: So we have a motion to deny by Ms. Jones. Do we have a second?

DAN HARVELL: I will second that, Mr. Chairman, and the reason being, I drive that road quite a bit, coming the back way from the Belton, Honea Path area over to, over to the connector.

And that road is narrow. It was further complicated by the walking trail that was put there that obviously took up right of way that could have been used for the road, to improve the road. I consider that a dangerous road. I've met some really fast traffic on that road. I've probably had a few people come over in my, in my lane a few times. And for that reason, I'm glad the second this to deny for this density concerning what would be done with this project if we did change the zoning.

WESLEY GRANT: Okay. Any other discussion? So the motion is to deny. All those in favor of the motion to deny, please raise your hand. And it's unanimous to deny.

APPLAUSE

HENRY YOUMANS: Just one point, Mr. Chair. This will move forward to the County Council for first reading at their next council meeting, and it will proceed forward with County Council until it is either approved or denied.

WESLEY GRANT: Okay.

HENRY YOUMANS: But we thank you for your recommendation.

WESLEY GRANT: Thank you for that clarification. Where did Mr. Moore go? Is he right back there?

Okay. Thank you. Let it be known for the record, Mr. Moore has rejoined the meeting.

Next on our agenda is a land use consideration. Rainey Road retail substation for the use of an electrical substation located at Highway 29 South. Tax map number 520004030, and 056. County Council

District Three. I'll turn it over to staff for their presentation.

HENRY YOUMANS: Thank you, Mr. Chair. Just for clarity sake, we've had a number of citizens that were concerned about this. This is not the proposed plant that will be going on Highway 81 South. This is a substation that is on Highway 29 South. So those are two different projects, not related. But there was some confusion by some of the residents. We just wanted to make that clear in going on the record.

Eighty-eight property owners within 2000 feet of the proposed development were notified via postcard. The preliminary project's name is Rainey Road retail substation. It is owned by John and Elaine McGowan and others. Authorized Representative is Kevin Mason with Duke Energy. It is located on Highway 29 South. Council District Three. Tax map numbers are there for your reference. 21.8 acres is the acreage. The property is currently unzoned. Surrounding land use is commercial, residential, farmland and vacant land, and there is no variance requested at this time.

Traffic impact analysis: Highway 29 South is classified as an arterial road with no maximum average trips per day required. The applicant is required to obtain an encroachment permit from South Carolina DOT for encroachment along Highway 29 South prior to the commencement of construction.

This is a proposed layout of the substation. This is the tax map area of the property on Highway 29 South. This is the map that was -- the sign showing that the land use review was being publicized via sign. The project has met the requirements for Chapter 24. This is your report.

WESLEY GRANT: Thank you, sir. Do we have anyone here to speak on the application.

TRENT ACKER: Thank you very much, Mr. Chairman, commissioners. My name is Trent Acker. I work for Duke Energy and part of the Government Community Relations Team. This is Kevin Mason, who's the siting manager on this project.

So I just wanted to speak briefly on the need. The staff here has done a great job of outlining the location of this project. But you see that again here. Very close to the intersection of Highway 29 and 187, in an area where we project, in addition to current need, additional need to meet customer demand here.

One of the real goals of a retail substation like

this is to continue to provide safe, reliable and cost efficient energy to customers in the area. This specific portion of the county is served by substations that are currently at quite a distance away from the end users of customers in this portion of Anderson County.

So as we talk about some of the project need here and what these benefits are, reliability is crucial to it; right? So Byrum Creek, one of the substations that serves a circuit that really runs down to where this substation, proposed substation site exists. It's quite a distance, basically up to Walmart on Highway 29 there. So it travels quite a distance before it delivers electricity to customers there.

The addition of a substation here will not only provide a new end point, a new transmission delivery that will provide distribution to customers in the area, but also provide for opportunities to back feed to otherwise provide redundancy for customers served by additional circuits in the area, and meet additional tie-in to additional substations there to create shorter duration of outages and better overall reliability to customers.

I'm going to go ahead and turn it over to Kevin Mason here to talk a little bit more about the details of the site itself.

KEVIN MASON: Thank you for having us. I'm Kevin Mason with Duke Energy. As we've discussed, this is our proposed substation site, 21.18 acres, actually. It conforms to zoning use, lot size, our setbacks, for buffers, for stormwater management.

I do want to take a minute just to kind of orient you on that, that plan, because it is black and white, not everybody's engineers or architects. You'll see a light blue line up in the northeast corner. That is the existing creek that we have provided 100 foot undisturbed buffer on. This lot is currently all wooded. The dark gray is proposed vegetation to remain for screening.

Our time line right now is, of course, we're meeting with you all today. However, we do eventually have to get 100 KV tap line to this substation, so we're looking at later in this year to start that routing process. That routing process does include community meetings and hearing the concerns of the community and what's important to them.

And we right now are anticipating that the construction of the substation will begin in 2032 with no later than 2035.

We have some standards that we have to meet for y'all. Is the proposed use consistent with other uses in the area, or the general development patterns occurring in the area? Yes, this is a typical rural residential community with access to urban centers, which will be up in Anderson. Substations are a typical utility facilities found in all of our communities, and they support our everyday life. They're similar to water towers or cell tower. So, you know, we see those in our, in our community. The use is consistent with other uses in the area, or the general development patterns occurring in the area.

And I would like to take this time, just a little case study. This is our Cathey Road retail located at 81 -- Highway 81 and Cathey Road. Right there in the center of the picture, you'll see kind of a box. That is the substation. As you can see, we have schools, we have neighborhoods, we have existing, existing homes that were there when it was built. But all this has become very compatible with one another.

Our second fact -- second factor, will the proposed use not adversely affect the existing use or usability of adjacent or nearby property? Existing properties include commercial and undeveloped land to the east, that's Wendell's, if you're familiar with that, directly east. We have undeveloped land to the west and to the north, and pasture land across Highway 29 South. It's just our pasture land. So I think the closest residence is over a quarter of a mile away. That's from -- measuring from the actual property line corner.

We do not see the substation affecting the use or usability of adjacent or nearby property.

Factor C, will the proposed use not cause an excess -- excessive or burdensome use on services, including, but not limited to streets, water, sewer, police or fire protection. Substations are basically dormant. Once they're built, they're there. I mean, you just -- if they're screened well, like we anticipate this one being, you'll never know it's there. It's an unoccupied facility. That means there's no manpower on site during the day. So we do not anticipate water or sewer being needed. There (inaudible) bathrooms at (inaudible).

Police and fire will be needed, but only as much as every -- any other utility and would not be burdensome. We do not see road improvements, as turning lanes, being necessary just because the substation is visited by a pickup truck maybe twice a week. That's, that's a big maybe. That might be

monthly.

D, is the property suitable for the proposed use relative to the requirements set forth in this (inaudible) off street parking, setbacks, buffers and access. All parking, setbacks, buffers and access can be accommodated on this 21.8 acre site. Again, existing tree cover will be retained to -- along the perimeter. And we do propose some supplemental evergreen planting, if needed, once we go through final engineering.

And E, does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality or general welfare and the right to unrestricted use of the property? Yes. Duke Energy is utilizing the property to enhance the public services provided to the community. We have actually gone through and done thoughtful planting to ensure that we provide an appropriate balance between the protection of environmental land use factors and meeting the electric reliability needs of the community.

WESLEY GRANT: Thank you. We appreciate that. No one signed up to speak on the project.

So commissioners, if there are any questions for the representatives here tonight, or staff, we will certainly entertain those at this time. Any discussion?

STEVEN GILREATH: The transmission lines, you said about -- not determine. Will you follow existing right of ways, or will you be needing new right of ways?

TRENT ACKER: Yes and yes, to be honest. Our first goal is to follow existing transmission lines. However, we're not going to knock on your door and say, can we buy your house? That is not the intent of Duke Energy. We move out and around any obstruction, and then that would be new right of way.

WESLEY GRANT: Okay. Any other questions, comments? If not, we'll entertain a motion.

DAN HARVELL: Motion to approve, Mr. Chairman.

WESLEY GRANT: We got a motion to approve by Mr. Harvell. Do we have a second?

DAVID COTHRAN: Second.

WESLEY GRANT: Got a second by Mr. Cothran. Any discussion? Hearing none, all

those in favor of the motion to approve, please raise your hand. And it's unanimous. Thank you.

We'll move into new business now. Commissioners, like last year, at this time each year, we elect new officers. We encourage anyone willing to serve, to serve. We'll be electing a chairman and vice chairman tonight, again, as we do each January.

And I would propose that anyone interested in either one self-nominate when we get to that point by raising their hand. And then we'll vote by secret ballot here. Thank you, Ms. Hunter. And then she'll tally those up.

So Ms. Hunter, I noticed in my packet that I've got this paperwork to fill out for the next few items. But we've never done that, have we? That's only on the projects and stuff, right? We don't need it for the ordinance. That's just a review from you, right? Oh, that's for the officers. See, I don't think we need any of that, yeah.

So I guess first order of business, I would just take the opportunity to ask anybody that wants to self-nominate for Chairman, please do that now by raising your hand. I was waiting to see if anybody wanted to take the lucky stick. I'll self-nominate, if we don't have any volunteers. I was waiting to see. So nobody else wants to volunteer?

Okay, well, I guess, Ms. Hunter, I guess in that case, if there's one, we vote. No vote.

ALESIA HUNTER: No one else is ---

WESLEY GRANT: No interest. I know.

ALESIA HUNTER: You can vote.

WESLEY GRANT: Okay. So if y'all just want to circle, circle the ---

DAN HARVELL: It would actually be a vote by acclamation, Mr. Chairman.

WESLEY GRANT: Okay, okay, well, thank you.

DAN HARVELL: So it's done well.

WESLEY GRANT: Well, thank you. We appreciate that. I certainly enjoy serving with you guys. I'll always welcome the opportunity for somebody, somebody else that wants to serve.

Next we'll entertain vice chairman. Anybody wants to self-nominate as vice chair. Anybody want to self-nominate as vice chair?

DAN HARVELL: If nobody's going to raise their hand, I will.

WESLEY GRANT: Okay. We've got Mr. Harvell that's nominated himself. Anybody else?

WILLIAM MOORE: And I'm still willing to serve, Mr. Chairman, so whatever.

WESLEY GRANT: All right. We've got Mr. Harvell, Mr. Moore.

DAN HARVELL: Now, Will, I did that because you didn't do it first?

WILLIAM MOORE: Well, I mean, it don't matter.

DAN HARVELL: If you want it, I will, I will withdraw.

WILLIAM MOORE: No, no. It don't matter at all. Let's just roll with it. I don't care one way or the other.

WESLEY GRANT: All right. So we've got two names, Mr. Harvell and Mr. Moore. Anybody else? So we'll vote. And we'll give these to Ms. Hunter, I guess.

While she's counting those, or whomever is going to count those, Ms. Hunter, I know you guys probably saw -- I'll touch on the next item as, as Ms. Hunter's working through that.

You saw the County Council approved the mass grading ordinance, and I saw that as well. I'm sure all of you did. I just wanted to take the opportunity to see if Ms. Hunter could brief us on that when she gets time back at her seat, that she can do that for us.

JANE JONES: That they approved what? I didn't hear you.

WESLEY GRANT: It was -- the County Council approved a mass grading ordinance.

ALESIA HUNTER: Yes, sir, Mr. Chairman. We do have Jon Batson. He has played a critical part in helping the Council draft the actual ordinance. So he's here, he's here to answer any questions and kind of give you just a brief synopsis of how it affects you all moving forward.

WESLEY GRANT: Okay, okay. Well, we'll allow him to speak while we're -- while you're sorting through that, Ms. Hunter.

JON BATSON: Good evening. I'm Jon Batson, Stormwater manager. Just give you a brief summary of the, of the ordinance that Council passed.

So it deals with mass grading and also tree requirements for new development, residential development.

First thing being that there's tree density requirements for new subdivisions, either through preservation of existing trees, or planting new trees. There's a density requirement, so it's not a specific number of trees. But the density is for each disturbed acre.

Also a superior environmental design that's optional for developers, that includes an increased tree density requirement for the benefit that they receive from going that route of the superior environmental design. It is a lowered density -- or excuse me, a lowered area lots, they're allowed to reduce the size of their lots by 10%.

Other things that they have to do to qualify for that are use low impact development techniques, stormwater management, low impact development for at least 10% of their disturbed area. They also have to preserve 30% as open space.

So the tree density requirements have to be submitted to the Planning Department. They will make sure that's in compliance, and also check that before final plat.

As far as the minimal disturbance portion, there's a phasing requirement for disturbances. The maximum that can be disturbed at any one time is 20 acres. Also a requirement that if the lot development is to be done in a way where there's -- they're not following the natural topography of the property, but they're creating artificially flat, uniform home sites on those lots, the lots cannot be disturbed more than 15 at a time. Those lots have to stay within that 20 acre maximum area before moving on to another 15 lots.

So how it would affect the commission, I believe would be they could propose that lower lot size if they're seeking the superior environmental design. But that won't be determined by staff until further down the road. So if, if they don't qualify for that, they would have to come back to the Commission and change their (inaudible).

WESLEY GRANT: Okay.

JON BATSON: That's a synopsis, and I'd be happy to attempt to answer any questions y'all have. Yes.

STEVEN GILREATH: So if you're doing a subdivision (inaudible) start in the back, could you build the road to those back 20 lots. Or what's the ---

JON BATSON: Yeah, you -- the developer and the engineer would have to decide how they want to phase it, but it would have to be

done in 20 acre (inaudible).
JANE JONES: (Inaudible).
JON BATSON: That's not addressed, that's not addressed by this ordinance at all.
JANE JONES: (Inaudible).
WESLEY GRANT: Thank you for taking time to share that with us.
Ms. Hunter, do we have a vice chair?
ALESIA HUNTER: No, sir, we have a vote of four to four, so we'll have to move the vice chair to our next regular scheduled meeting when we have all nine members in attendance.
WESLEY GRANT: Okay.
ALESIA HUNTER: Yes, sir.
WESLEY GRANT: We'll move that to next, next meeting.
No one signed up to speak in public comments. Actually, they did, but they meant to sign up in the other projects. So nothing to report there.
If all hearts and minds are clear, I'll entertain a motion to adjourn. Everybody in favor, stand up. We're adjourned. Thank you.

MEETING ADJOURNED AT APPROXIMATELY 7:15 P.M.

Anderson County Planning Commission Meeting

April 14, 2026
6:00 PM

Staff Report – Large Scale Project- Any project that generates a need for 100 or more off street parking spaces requires a public hearing. (110,000 square Feet with Associated Parking & Site Improvements-)

Preliminary Project Name:	Crescent Middle School
Property Owner of Record:	Anderson School District 3
Authorized Representative: **Associates**	Walden Jones, McCutchen Engineering
Intended Development:	New Middle School
Location:	101 Highway 81 S Iva
Details of Development:	This application involves the construction of a proposed new middle school to be located adjacent to Crescent High School. The development will consist of 110,000 square feet with 37 classrooms and 14 offices, serving the surrounding attendance area in coordination with circulation and access to the adjacent high school with a completion date of 2028. Vehicular access to the site will be provided by multiple driveways to separate traffic movements and improve the overall site safety and operational efficiency. As shown on the site plan, a parent staff, visitor driveway will be provided along Highway 81 which will serve general site access and daily drop off and pick up activities. A separate bus and staff driveway will be provided along Good Hope Church Road to segregate bus traffic from parent and visitor vehicles. A new bus and staff driveway for Crescent High School is proposed to align with the middle school driveway, which will improve traffic operations, sight distances, and coordination between the two schools.

On the site, a circulation improvement includes single-lane student stacking area of 3,330 linear feet designed to accommodate peak arrival and dismissal to minimize impacts to adjacent public

Required Parking:

2 spaces x 37 classrooms: 74 spaces
2 spaces x 14 offices: 28 spaces
102 spaces required-Large Scale Project

Parking:	191 spaces (including 14 ADA spaces provided)
Number of classrooms:	37 classrooms
Number of Offices:	14 offices
Surrounding Land Use:	Undeveloped
Total Site Area:	111.38 Acres
County Council District:	Three
Zoning:	Un-Zoned
Tax Map Number:	105-00-05-007
Extension of Existing Dev:	No
Existing Access Roads:	Good Hope Church Road & Highway 81S
Variance:	None requested

Traffic Impact Analysis:

The proposed middle school is located on SC Highway 81 & Good Hope Church Road. (State Maintained-S-105). The Traffic Impact Study was conducted by Infrastructure Consulting & Engineering. SCDOT approval letter attached.

Highway 81 & Good Hope Church Road are classified as a major collector and arterial road with no maximum average trips per day requirement. The traffic study submitted to SCDOT summarizes the results of the traffic study conducted by Infrastructure on the southwest corner of the intersection of SC Highway 81 and Good Hope Road, Iva.

In addition, enclosed is a traffic impact analysis summary for review with existing conditions. The engineer will discuss the level of service and any improvements and impacts on all roads.

Staff Assessment: The application meets the requirements of Chapter 24 Land Use. If approved by the Commission, the developer must obtain all necessary permits, and approvals for the project to include the following:

- SCDES for NPDES-National Pollutant Discharge Elimination System approval and coverage. Land Disturbance cannot begin after a grading permit is issued by Anderson County Development Standards Department. Anderson County Stormwater Department has deferred review to the state for approval because this is a school. (State Project)
- Appropriate department and agency for approval, construction, and permit for septic or sewerage system.
- SCDOT for encroachment permitting on state roads for access for ingress/egress.
- Appropriate water district for potable domestic water and fire hydrant protection. Fire hydrants must be approved to meet fire code requirements with the State Fire Marshall's Office.
- Detailed site plans showing all landscaping and bufferyard requirements must be submitted to Anderson County Development Standards Department for the issuance of a Commercial Land Use Permit.
- A grading permit application must be issued prior to commencing with development and construction activities.
- A building permit will be required with the State of South Carolina. Staff will coordinate work with the state on site planning and landscaping.

LU-26-3

Land Use Review

Applicant	Expiration Date	Project	Record Status
Walden Jones	Add +	Add +	Active

Actions

Details (/#/explore/records/16439/details) | Workflow (/#/explore/records/16439/142534) | Attachments 4 (/#/explore/records/16439/files)

Hide Related Record Steps

View By | Edit Workflow

- Land Use Permit Fee — Paid Feb 06, 2026 at 11...
- Initial Review — In Progress — AH
- Planning Commi... — Approval — AH
- Submit Planning ... — Approval — AH

Details

Project Information

Edit

Project Name*
Crescent Middle Schoo

Is the applicant the property owner?*
Yes

Existing Land Use*
Other/Unzoned

If other, please explain*
undeveloped land

Proposed Land Use*
School

Tax Map Numbers*
1050005007

Total Size of Projects (acres)*
107.63

Is there a variance request?*
No

Project Address? Insert TBD (To Be Determined) if an address is not assigned.*
TBD

SCDOT/Roads & Bridges

Edit

SCDOT/ Roads & Bridges must be contacted for this development prior to Planning Commission review, please attach conformation letters. A traffic impact study shall be required along the County road-network when a development will generate 100 or more trips per hour during the peak hour of the adjacent street, see section 24 - 115 Intensity Standards in the Anderson County Code of Ordinances. This traffic study must be submitted with the application.

Digital Signature*
C. Walden Jones, Jr.
Feb 6, 2026

Restrictive Covenant Statement

Edit

February 6, 2026

Anderson County Planning
401 East River Street
Anderson, SC 29624

RE: New Crescent Middle School
101 Hwy 81 South
TMS #: 1050005007

Ms. Hunter,

On behalf of Anderson School District 3, McCutchen Engineering Associates, PC is proud to submit this letter of intent for the New Crescent Middle School to be located at 101 Hwy 81 S., adjacent to Crescent High School.

The proposed project consists of the construction of a new middle school facility and associated site improvements. The new middle school will be approximately **110,000 square feet** and will include **37 classrooms and 14 offices**, serving the surrounding attendance area while coordinating circulation and access with the adjacent Crescent High School campus.

Vehicular access to the site will be provided by multiple driveways to separate traffic movements and improve overall site safety and operational efficiency. A **parent, staff, and visitor driveway** will be provided along **Highway 81**, serving general site access and daily drop-off and pick-up activities. A separate **bus and staff driveway** will be provided along **Good Hope Church Road** to segregate bus traffic from parent and visitor vehicles. In addition, a **new bus and staff driveway for Crescent High School** is proposed to align with the middle school driveway, improving traffic operations, sight distance, and coordination between the two school facilities.

On-site circulation improvements include a **single-lane student stacking area approximately 3,300 linear feet in length**, designed to accommodate peak arrival and dismissal queuing while minimizing impacts to adjacent public roadways.

Off-site roadway improvements are proposed along **Highway 81 South** to support the new school access. These improvements include construction of a **new dedicated right-turn lane** into the parent/staff/visitor driveway and restriping of the existing **two-way left-turn lane (TWLT)** to provide a **dedicated left-turn lane** for school access. These improvements are intended to enhance traffic flow, reduce conflicts, and improve safety along the corridor.

Storm water management for the site will be provided by **one centralized storm water management pond**. The proposed pond will be designed to provide required **storm water detention** for the developed condition and **post-construction water quality treatment**, in accordance with applicable state and local regulations.

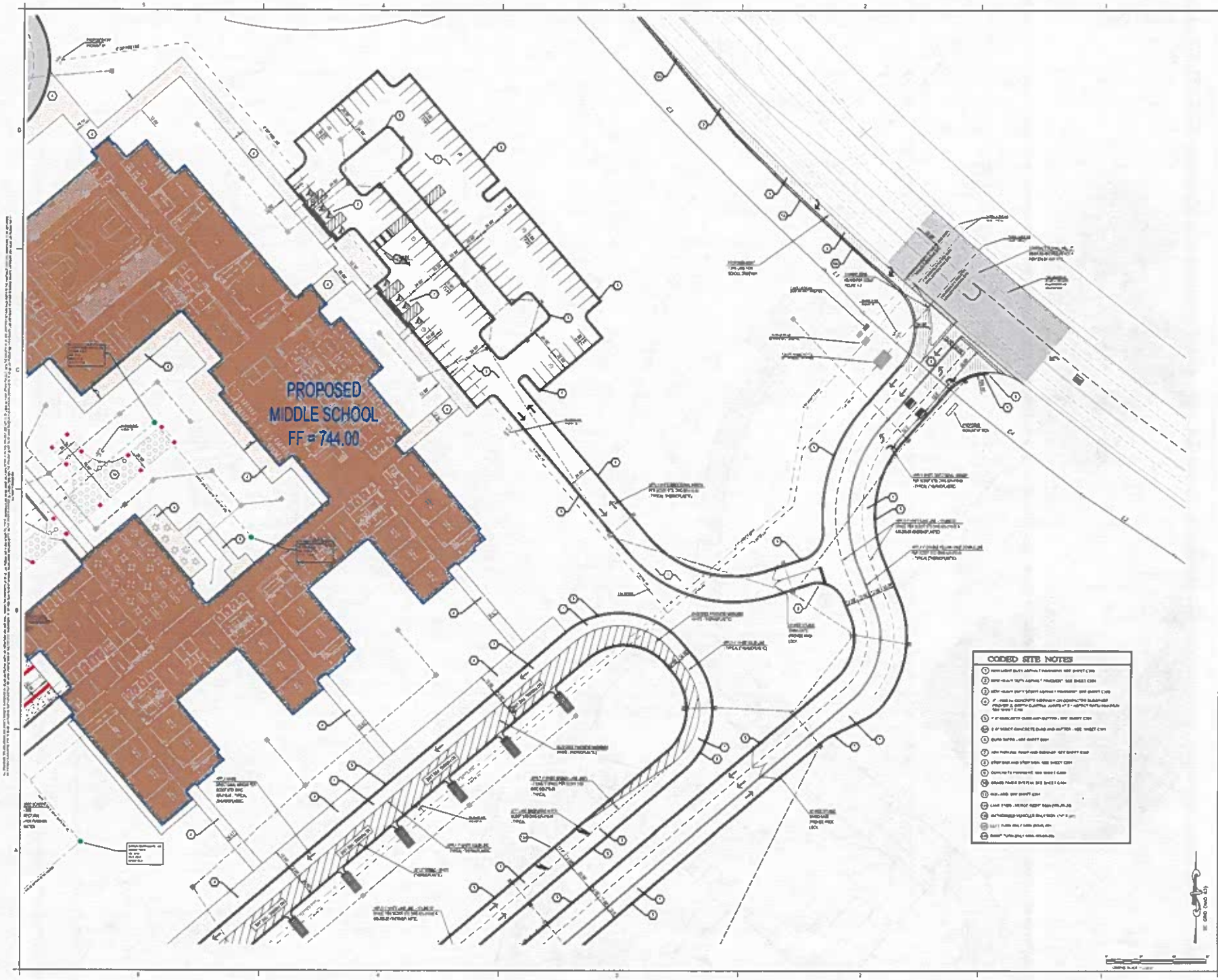
McCutchen Engineering Associates, PC
898 West Saint John St.
Spartanburg, SC 29301
T 864 582 0585
W www.mcc-ea.com

Overall, the proposed improvements are intended to provide a safe, efficient, and well-organized school campus that integrates with existing roadway infrastructure while meeting all applicable site, traffic, and storm water management requirements

Thank you for your continued assistance on this project. Please let us know if you have any questions or comments.

Sincere Regards,
McCutchen Engineering Associates, PC

C. Walden Jones, Jr., PE
Project Manager



mcmillan pazdan smith
ARCHITECTURE

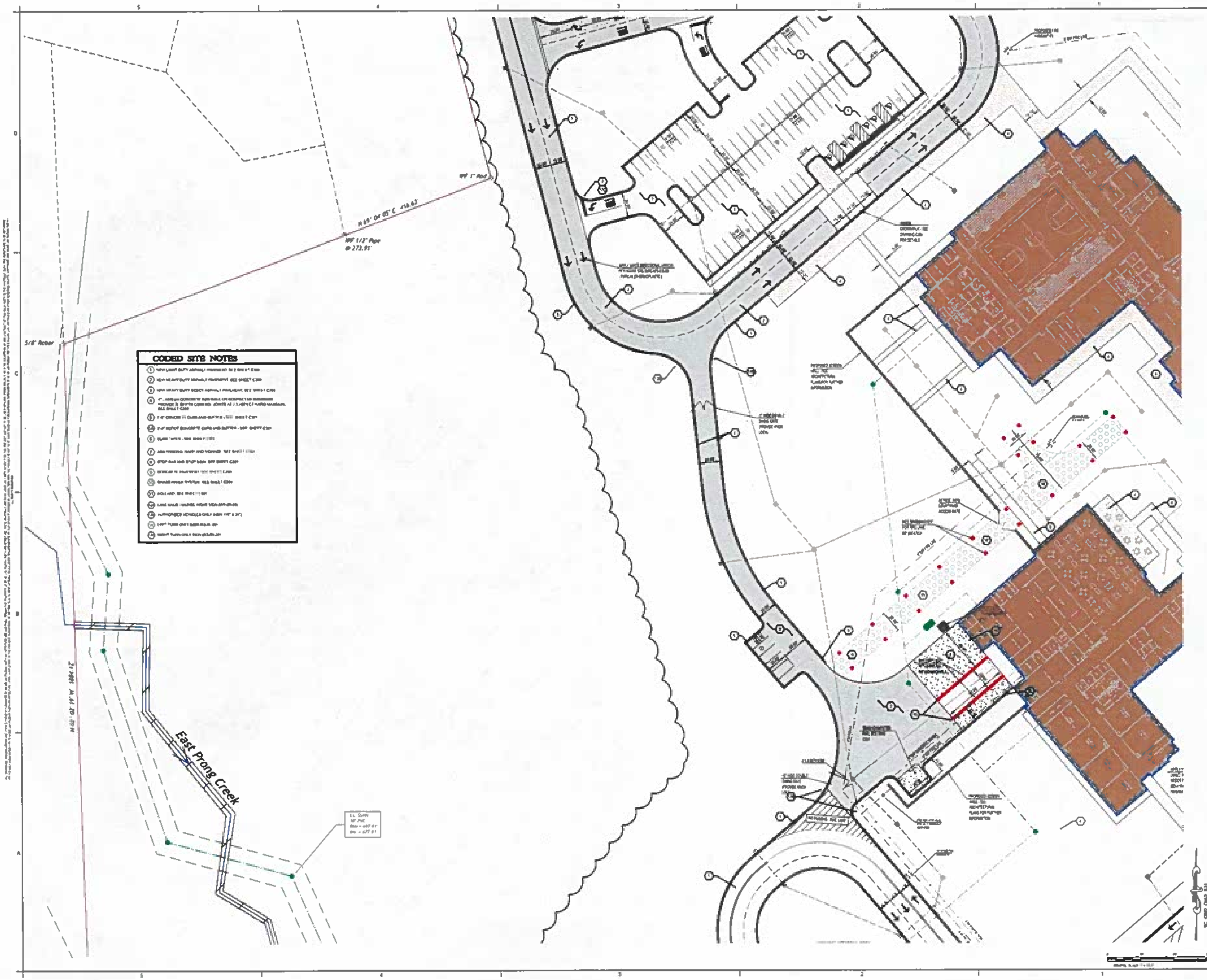
CIVIL ENGINEER:

McCutchen Engineering Associates, PC

CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3

DETAILED SITE LAYOUT PLAN

C113



mcmillan
pazdan
smith
architecture

127 dunbar street
spartanburg, sc 29306

CIVIL ENGINEER:

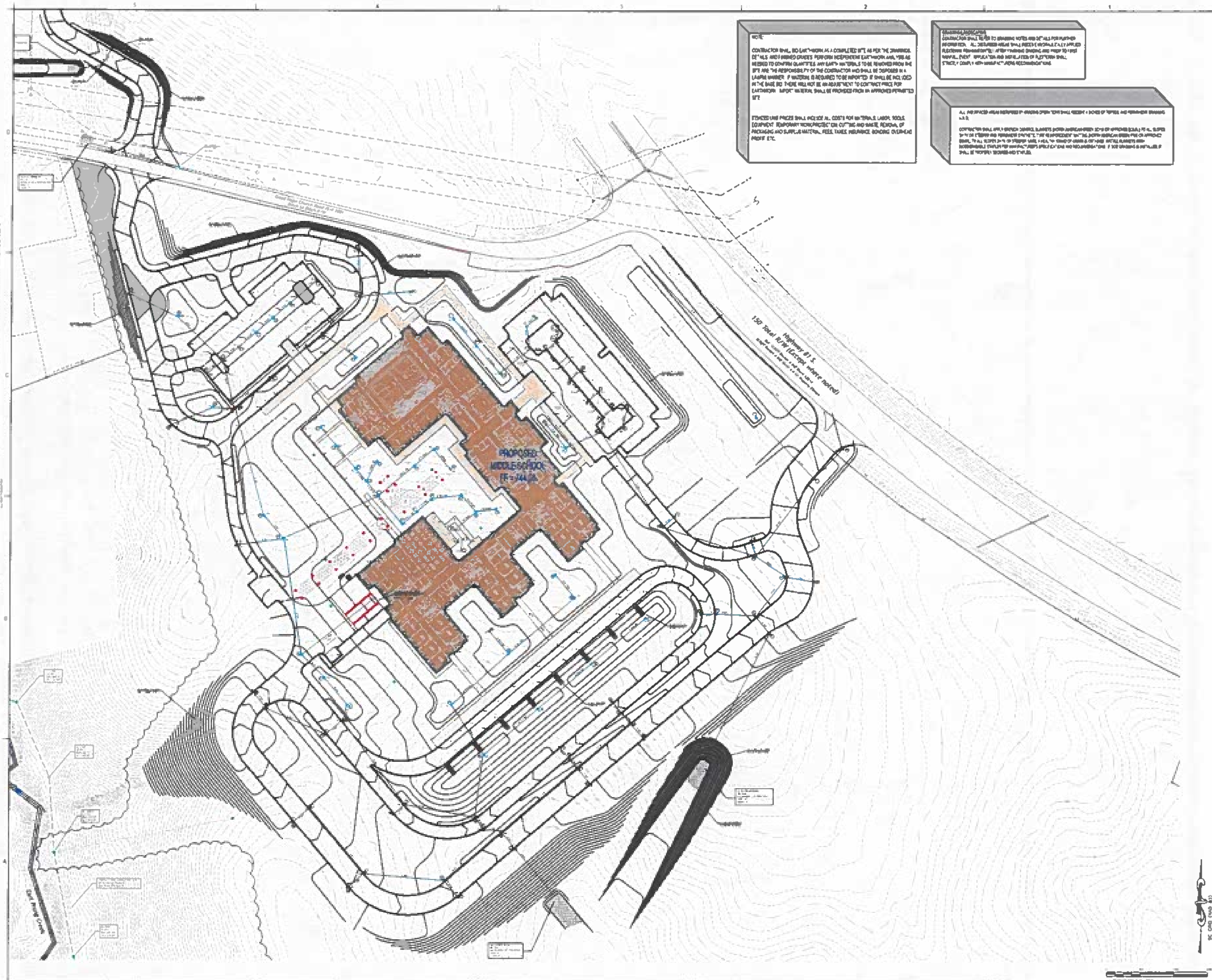
McCutchen Engineering Associates, PC

CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3

181 HWY 81 SOUTH, IVA SOUTH CAROLINA 29655

DETAILED SITE
LAYOUT
PLAN

C112



NOTE:

CONTRACTOR SHALL BID EARTHWORK AS A COMPLETED SITE AS PER THE DRAWINGS, DETAILS AND FINISHED GRADES. PERFORM INDEPENDENT EARTHWORK ANALYSIS AS NEEDED TO CONFIRM QUANTITIES. ANY EARTH MATERIALS TO BE REMOVED FROM THE SITE ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DISPOSED IN A LAWFUL MANNER. IF MATERIAL IS REQUIRED TO BE IMPORTED IT SHALL BE INCLUDED IN THE BASE BID. THERE WILL NOT BE AN ADJUSTMENT TO CONTRACT PRICE FOR EARTHWORK. IMPORT MATERIAL SHALL BE PROVIDED FROM AN APPROVED PERMITTED SITE.

STATED UNIT PRICES SHALL INCLUDE ALL COSTS FOR MATERIALS, LABOR, TOOLS, EQUIPMENT, TEMPORARY WORK/PROTECTION, CUTTING AND WASTE, REMOVAL OF PACKAGING AND SURPLUS MATERIAL, FEES, TAXES, INSURANCE, BONDING, OVERHEAD, PROFIT, ETC.

mcmillan pazdan smith ARCHITECTURE
127 dunbar street
spartanburg, sc 29306

CIVIL ENGINEER:

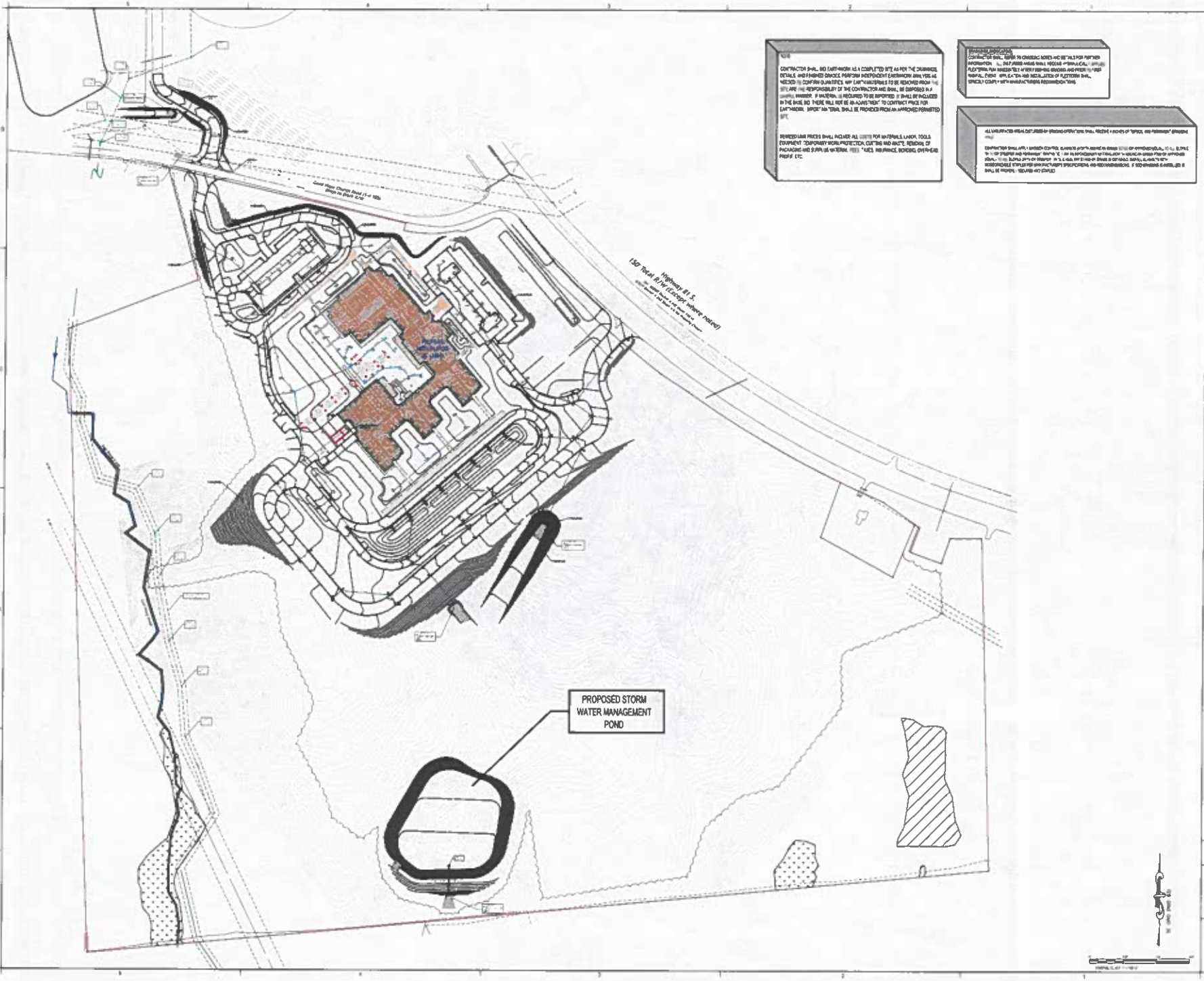
McCutchen Engineering Associates, PC

CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3

SHEET TITLE

OVERALL SITE GRADING AND DRAINAGE PLAN

C200



mcmillan pozdan smith
ARCHITECTURE

127 dunbar street
spartanburg, sc 29306

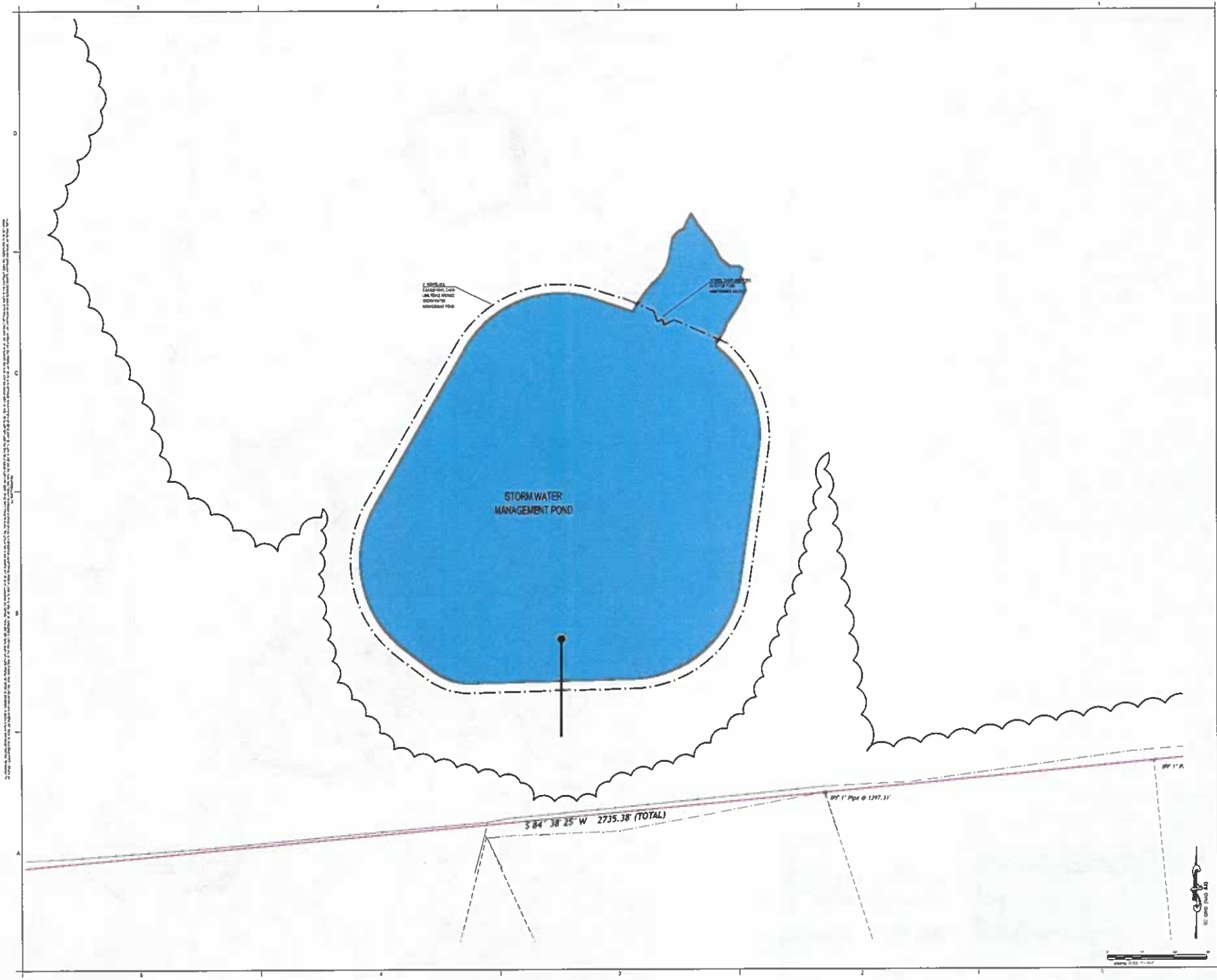
CIVIL ENGINEER:

McCutchen Engineering Associates, PC

CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3

OVERALL SITE GRADING AND DRAINAGE PLAN

C200



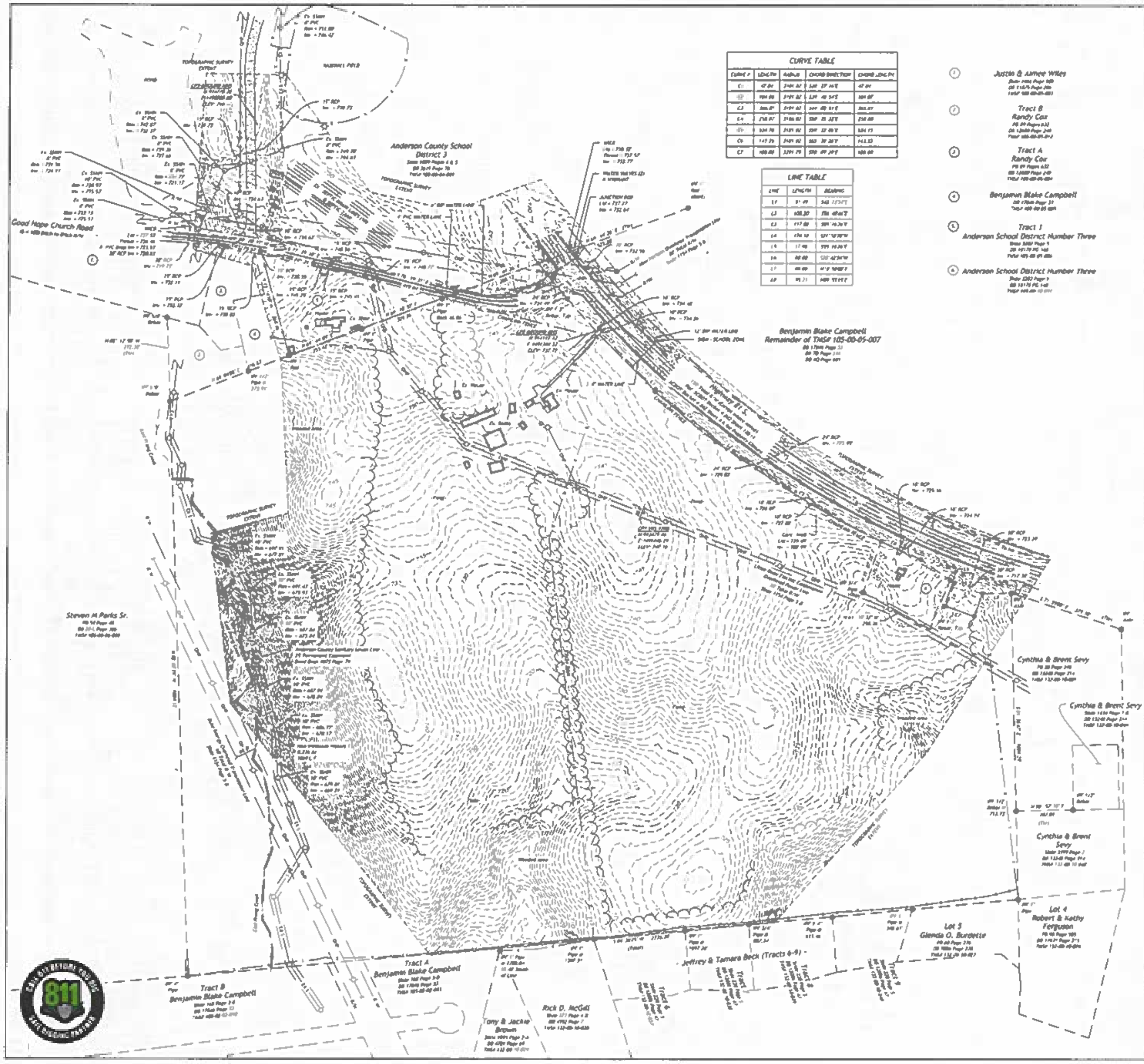
mcmillan
pazdan
smith
ARCHITECTURE
127 dunbar street
spartanburg, sc 29306

CIVIL ENGINEER:
McCutchen Engineering Associates, PC

CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3

DETAILED SITE
LAYOUT
PLAN

C116



LOCATION MAP - 1" = 2000'

Site Notes:

RIDGEWATER
ENGINEERING & SURVEYING
PO BOX 806
ANDERSON, SC 29622
(864) 226-0980
RIDGEWATERENG.COM

SOUTH CAROLINA
CERTIFICATE OF AUTHORIZATION

ANDERSON SCHOOL DISTRICT 3

CRESCENT MIDDLE SCHOOL

ANDERSON COUNTY
SOUTH CAROLINA

DRAWN BY: BET / BAM
CHECKED: JT
JOB NUMBER: 25155

SHEET

TOPOGRAPHIC SURVEY & EXISTING CONDITIONS

C - 1

South Carolina
Department of Transportation

April 2, 2026

Mr. C. Walden Jones, Jr., P.E.
McCutchen Engineering Associates, PC
898 West Saint John Street
Spartanburg, South Carolina 29301

RE: New Crescent Middle School on SC 81 (Highway 81 South)
Anderson County

Dear Mr. Jones:

We have reviewed the revised school site plans for the subject school provided with your April 1, 2026, email to our office and concur with the design as submitted.

Please proceed with preparing the Application for Encroachment Permit for the proposed driveway and roadway improvements on SC 81 (Highway 81 South) and proposed driveway on S-105 (Good Hope Church Road). The permit application should be submitted through our online Encroachment Permit Processing System via the Department's website. Should you have any questions regarding this process, please contact our District Two Permit Engineer, Ryan Balentine, at 864-889-8006. A complete set of the revised project plans, along with this concurrence letter, should be submitted as part of the encroachment permit. Please note that prior to approving the encroachment permit, our district personnel must review the plans for any concerns that they may have (e.g., school signing, pavement design, drainage, etc.).

Thank you for your cooperation and allowing us the opportunity to review the plans. If you should have any questions, please contact our School Operations staff at 803-737-6640.

Sincerely,

H. Ashley Johnson For JNB

John N. Boozer
State Traffic Operations Engineer

DJB
Enclosures
ec: Dr. David Nixon, Deputy Superintendent, Anderson School District Three
Wayne Stokes, Director, Office of School Facilities, SC Department of Education
Dustin Turner, Interim District Two Engineering Administrator
Ryan Balentine, District Two Permit Engineer
Nick Rebovich, District Two Traffic Engineer

Post Office Box 191
955 Park Street
Columbia, SC 29202-0191

INFRASTRUCTURE
CONSULTING & ENGINEERING

Prepared for Anderson School District 3

Traffic Impact Analysis

Crescent Middle School

Iva, South Carolina

Mohan P. Atluri
12/22/2025

Prepared By:
Mohan P. Atluri, P.E., PTOE, RSP1 | VP-Traffic Engineering & ITS
mohan.atluri@ice-eng.com
12/22/2025

Executive Summary

A Traffic Impact Analysis (TIA) was performed for the proposed Crescent Middle School on the southwest corner of the intersection of SC 81 and Good Hope Church Road (S-105) in Iva, South Carolina. Proposed land use for the site includes a 1000-student Middle School.

Traffic to and from the development will use a proposed full access (Car Driveway) on SC 81 approximately 500 feet southeast of Good Hope Church Road (S-105), and a proposed full access (Bus Driveway) on Good Hope Church Road (S-105) approximately 870 feet west of SC 81.

Study intersections included SC 81 at Good Hope Church Road (S-105), Good Hope Church Road (S-105) at Parker Bowie Road, and the site accesses.

Growth projections were made using the SCDOT AADT website, and a 2.34% annual background traffic growth rate was assumed for the development Build year (2029).

At the intersection SC 81 at Good Hope Church Road (S-105) the side street approach would operate at LOS B in the 2029 Background conditions, and LOS C in the 2029 Build conditions. Traffic turning left from SC 81 into Good Hope Church Road (S-105) would continue to experience LOS A in the 2029 Build conditions.

Analysis showed that the intersection of Good Hope Church Road (S-105) at Parker Bowie Road would continue to operate at the same levels of service (LOS) in the 2029 Build conditions as they would have operated in the 2029 Background conditions (LOS A).

For the intersection of SC 81 at the proposed Car Driveway, the driveway approach to SC 81 would operate with 38.5 seconds of average delay per vehicle (LOS E) during the morning peak hour in the 2029 Build conditions. Separate left-turn and right-turn lanes would be provided on the driveway approach, resulting in an average delay of 57.2 seconds per vehicle (LOS F) for left turns and 10.4 seconds per vehicle (LOS B) for right turns during the morning peak hour. For the afternoon peak hour, the driveway approach would result in LOS B, with left turns experiencing LOS C and right turns LOS B.

The proposed Bus Driveway/Relocated Crescent High School Driveway would operate favorably for both the AM peak hour and the PM peak hour. No turn lanes are needed based on the projected 2029 Build volumes at this intersection.

The study concludes that the public roadway system serving the site can accommodate the anticipated traffic volumes generated by the proposed Crescent Middle School.

Introduction

This report summarizes the results of a traffic study conducted by Infrastructure Consulting & Engineering, PLLC (ICE) in connection with the proposed Crescent Middle School on the southwest corner of the intersection of SC 81 and Good Hope Church Road (S-105) in Iva, South Carolina, near the existing Crescent High School. Proposed land use for the site includes a 1000-student Middle School.

The proposed school is anticipated to be completed in 2028, with a horizon year for the Background and Build conditions analysis of Build Year plus one (2029).

The Site Location and Study Area are illustrated in Figure 1, and the Site Plan is presented in Figure 2.

The purpose of this study is to determine the traffic impacts of the proposed school on the adjacent roadway system and the study intersections in the vicinity of the project site.

Existing Conditions

The land utilization in the study area is composed primarily of residential, agriculture, school, and church near the site. The property being developed consists of partially wooded vacant land with existing residential and agricultural use.

Regional access to the project site is provided by SC 81. Direct access to the project site is proposed to be provided on SC 81 and Good Hope Church Road (S-105). SC 81 is a primarily north-south highway connecting the City of Greenville to SC 28 at Long Cane Creek in McCormick County south of the project site. Good Hope Church Road (S-105) is an east-west road connecting SC 181 west of the project site to SC 81 at the project site.

Study intersections included SC 81 at Good Hope Church Road (S-105), Good Hope Church Road (S-105) at Parker Bowie Road, and the site accesses.

SC 81 is a five-lane road in the study area with a posted speed limit of 50 mph. Good Hope Church Road (S-105) is a two-lane road in the study area with a posted speed limit of 35 mph. Parker Bowie Road is a two-lane road in the study area with a posted speed limit of 35 mph. The proposed project site spans approximately 1750 feet along SC 81, and 1070 feet along Good Hope Church Road (S-105).

The roadway classification is summarized in Table 1 below:

Table 1
Roadway Classifications
Crescent Middle School TIA

Roadway	Classification	Speed Limit
SC 81	Rural- Minor Arterial	50 mph
Good Hope Church Road (S-105)	Rural-Major Collector	35 mph
Parker Bowie Road	Rural-Local	35 mph

Findings and Conclusions

At the intersection SC 81 at Good Hope Church Road (S-105) the side street approach would operate at LOS B in the 2029 Background conditions, and LOS C in the 2029 Build conditions. Traffic turning left from SC 81 into Good Hope Church Road (S-105) would continue to experience LOS A in the 2029 Build conditions.

Analysis showed that the intersection of Good Hope Church Road (S-105) at Parker Bowie Road would continue to operate at the same levels of service (LOS) in the 2029 Build conditions as they would have operated in the 2029 Background conditions (LOS A).

For the intersection of SC 81 at the proposed Car Driveway, the driveway approach to SC 81 would operate with 38.5 seconds of average delay per vehicle (LOS E) during the morning peak hour in the 2029 Build conditions. Separate left-turn and right-turn lanes would be provided on the driveway approach, resulting in an average delay of 57.2 seconds per vehicle (LOS F) for left turns and 10.4 seconds per vehicle (LOS B) for right turns during the morning peak hour. For the afternoon peak hour, the driveway approach would result in LOS B, with left turns experiencing LOS C and right turns LOS B. Stacking and storage lengths within the site are adequate to accommodate on-site queueing based on SCDOT guidelines.

The proposed Bus Driveway/Relocated Crescent High School Driveway would operate favorably for both the AM peak hour and the PM peak hour. No turn lanes are needed based on the projected 2029 Build volumes at this intersection.

Turn Lane Evaluation

The intersection of Good Hope Church Road (S-105) at the proposed Bus Driveway/Relocated Crescent High School Driveway was evaluated for the need for auxiliary turn lanes based on the SCDOT Roadway Design Manual.

Right turns at the intersections were plotted on the graph in Figure 9.5-A of the Manual and the graphs can be found in Appendix D. Based on the 2029 Build volumes, the intersection was below volume thresholds for consideration of Right-Turn Lanes.

Similarly, left turns were plotted on the graph in Figure 9.5-G of the Roadway Design Manual and are also in Appendix D. Based on the 2029 Build volumes, the intersection was below volume thresholds for consideration of Left-Turn Treatments.

On SC 81 at the proposed Car Driveway, a right turn lane on SC81 is needed based on SCDOT guidelines. A designated left turn lane on SC 81 is also warranted based on the guidelines.

INFRASTRUCTURE
CONSULTING & ENGINEERING

LEGEND

Project Location:

Study Intersections:

Figure 1

Site Location/Study Area

Anderson School District Three
Crescent Middle School

Traffic Impact Analysis

Anderson County, South Carolina

Geographic Information Systems

Coun

Search **Results** Layers

Results List

Details

Zoom To | Clear

Adjoiners | Buffer

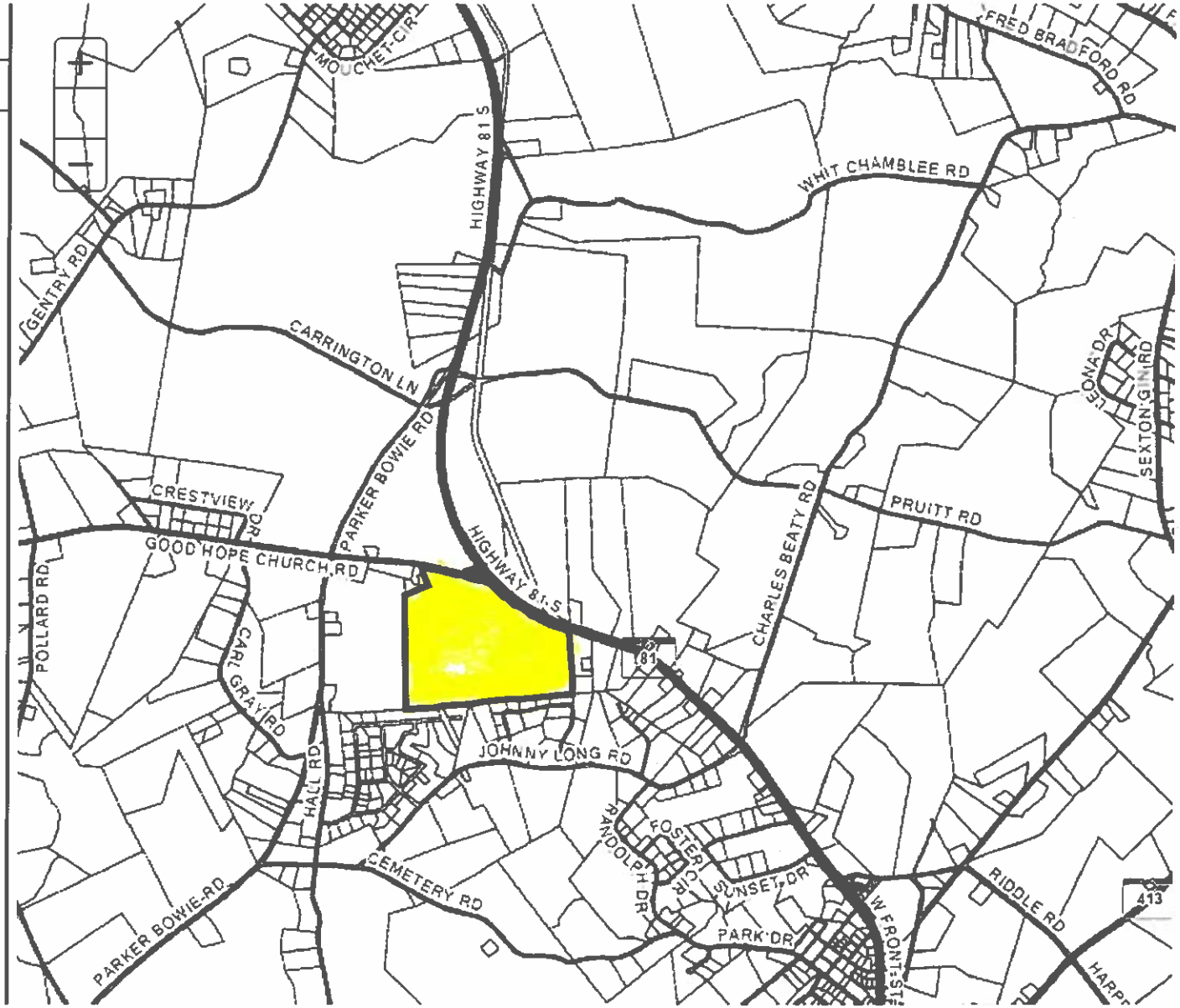
Anderson County Tax Parcel

TMS:	1050005007
Physical Address:	101 HWY 81 S
Description:	TRS1+R+AC GOOD HOPE CH 111.38
Deed Reference:	18178 148
Sale Price:	$5
Sale Year:	2025
Total Market Value:	$1,069,720
Tax District:	3
Current Plat:	CP 000/000 PP S 3282/5

Improvements:

- Property Record Card (TaxCard.aspx?id=1050005007)

Sales in Last Five Years		
Sale Type	**Sale Year**	**Sale Price**
No Parcels Sales Found		



Anderson County, South Carolina

Geographic Information Systems

Coun

Search **Results** Layers

Results List

Details

Zoom To | Clear

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Anderson County Tax Parcel

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Deed Reference:	18178 148
Sale Price:	$5
Sale Year:	2025
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Improvements:

- Property Record Card (TaxCard.aspx?id=1050005007)

Sales in Last Five Years		
Sale Type	**Sale Year**	**Sale Price**
No Parcels Sales Found		

Future Home of
Crescent Middle School

HARPER
GENERAL CONTRACTORS

Jumper
Carter
Sease
ARCHITECTS

LAND USE REVIEW
PUBLIC HEARING

FOR INFORMATION CALL:
ANDERSON COUNTY
DEVELOPMENT STANDARDS

864-260-4719

Full Traffic Impact Report for Crescent Middle School

INFRASTRUCTURE
CONSULTING & ENGINEERING

Prepared for Anderson School District 3

Traffic Impact Analysis

Crescent Middle School

Iva, South Carolina

SOUTH CAROLINA
INFRASTRUCTURE CONSULTING & ENGINEERING, LLC
No. 4470
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 37655
MOHAN P. K. ATLURI

Mohan P. Atluri
12/22/2025

Prepared By:
Mohan P. Atluri, P.E., PTOE, RSP1 | VP-Traffic Engineering & ITS
mohan.atluri@ice-eng.com
12/22/2025

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INFRASTRUCTURE
CONSULTING & ENGINEERING

LEGEND

Project Location:

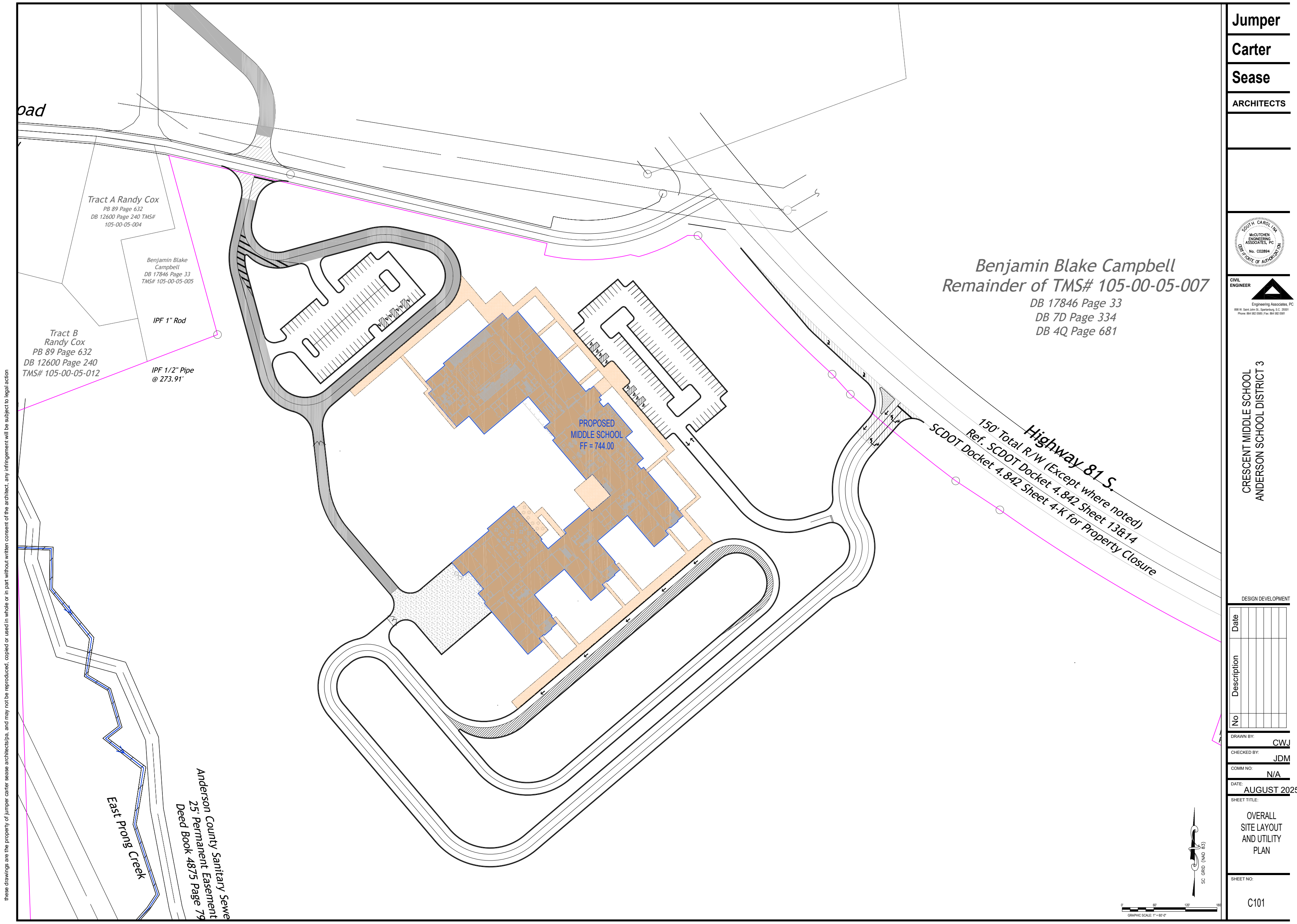
Study Intersections:

Figure 1

Site Location/Study Area

Anderson School District Three
Crescent Middle School

Traffic Impact Analysis


Jumper
Carter
Sease
ARCHITECTS
Tract A Randy Cox
PB 89 Page 632
DB 12600 Page 240 TMS#
105-00-05-004
Benjamin Blake Campbell
DB 17846 Page 33
TMS# 105-00-05-005
IPF 1" Rod
Tract B
Randy Cox
PB 89 Page 632
DB 12600 Page 240
TMS# 105-00-05-012
IPF 1/2" Pipe
@ 273.91'
Benjamin Blake Campbell
Remainder of TMS# 105-00-05-007
DB 17846 Page 33
DB 7D Page 334
DB 4Q Page 681
PROPOSED
MIDDLE SCHOOL
FF = 744.00
Highway 81 S.
150' Total R/W (Except where noted)
Ref. SCDOT Docket 4.842 Sheet 13&14
SCDOT Docket 4.842 Sheet 4-K for Property Closure
East Prong Creek
Anderson County Sanitary Sewe
25' Permanent Easement
Deed Book 4875 Page 79
CRESCENT MIDDLE SCHOOL
ANDERSON SCHOOL DISTRICT 3
DESIGN DEVELOPMENT
No
Description
Date
DRAWN BY: CWJ
CHECKED BY: JDM
COMM NO: N/A
DATE: AUGUST 2025
SHEET TITLE:
OVERALL
SITE LAYOUT
AND UTILITY
PLAN
SHEET NO:
C101

INFRASTRUCTURE CONSULTING & ENGINEERING

Figure 2

Proposed Site Plan

Anderson School District Three
Crescent Middle School

Traffic Impact Analysis

Transportation System Analysis

Street System Improvements: As per the SCDOT Project Viewer, no SCDOT projects are currently in development on the roads in the study area.

Pedestrian Access: It was observed that there are no existing sidewalks on the roads in the study area.

Bicycle Access: Currently, bicycle lanes are not present on the study area roads. There are no known plans for bicycle lanes in the vicinity of the project site.

Transit Service: Currently, bus stops are not present along the roads in the study area.

On-Street Parking: On-street parking is not present on the roads in the study area.

Data Collection

The AM and PM peak period turning movement counts for the study intersections were conducted by Short Counts, LLC on November 4, 2025.

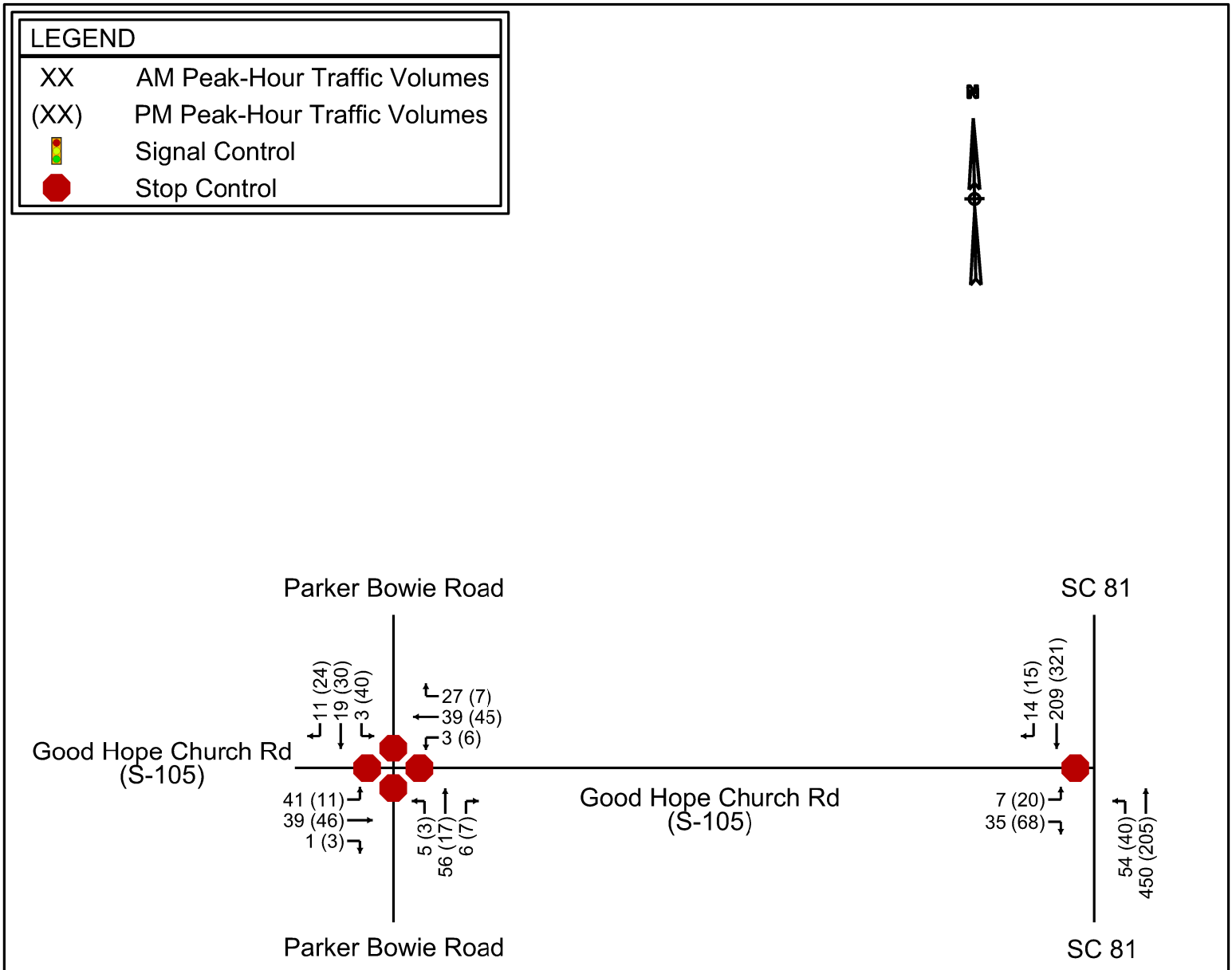
AM and PM peak hour turning movement counts are summarized in Figure 3. Additionally, AADT counts are available on the SCDOT Traffic Data and Analysis Web site for Station ID 04-0253 (SC 412: SC 181 (SMITH MCGEE RD), S-224 TO SC 81 (HIGHWAY 81 S), S-156), Station ID 04-0203 (SC 81: S-105 (GOOD HOPE CHURCH RD) TO S-65 (HIGHWAY 81 S)), Station ID 04-0201 (SC 81: S-294 (W BROAD ST) TO S-105 (GOOD HOPE CHURCH RD)); and Station ID 04-0505 (S-105: SC 81 (HIGHWAY 81 S) TO SC 181 (SMITH MCGEE RD)).

The reports of the traffic counts conducted for this project are presented in Appendix B.

Traffic Conditions

Base future growth analysis was derived from SCDOT's Traffic Analysis and Data Application website using the available SCDOT count stations near the site. Using AADT years 2015 through 2024, a 2.34% weighted average growth rate was calculated. The 2.34% growth rate was used to establish the 2029 Background traffic model.

The 2025 Existing AM and PM peak hour turning movement volumes are summarized in Figure 3. The resulting 2029 Background AM and PM peak hour turning movement volumes are summarized in Figure 4. Intersection reports in Appendix C show the turning movement volumes for the Existing, Background, and Build conditions.

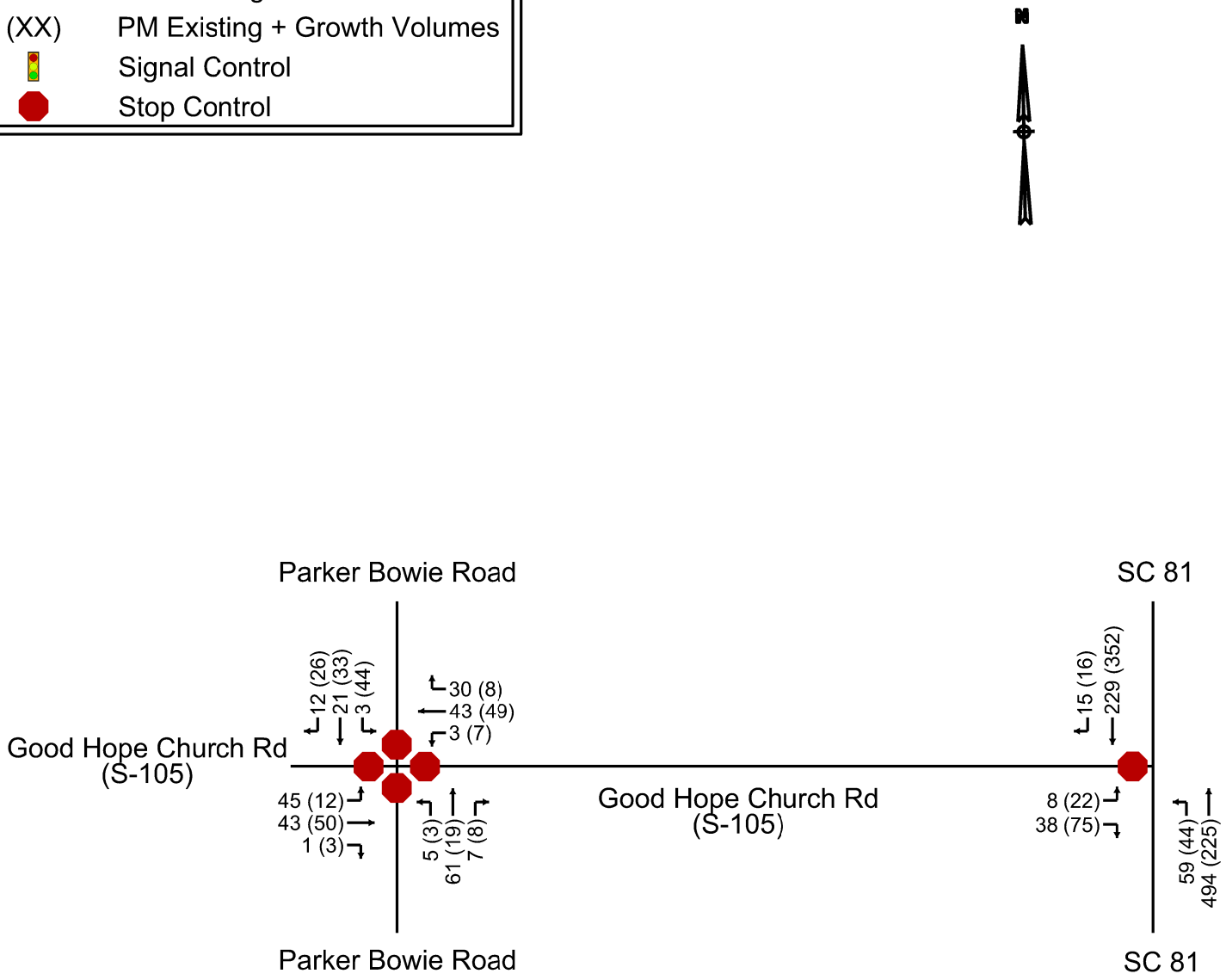


INFRASTRUCTURE CONSULTING & ENGINEERING

Figure 3
2025 Existing
Peak Hour Traffic Volumes

Anderson School District Three
Crescent Middle School
Traffic Impact Analysis

LEGEND	
XX	AM Existing + Growth Volumes
(XX)	PM Existing + Growth Volumes
	Signal Control
	Stop Control



INFRASTRUCTURE CONSULTING & ENGINEERING	Figure 4 2029 Background Peak Hour Traffic Volumes	Anderson School District Three Crescent Middle School Traffic Impact Analysis

Proposed Development

As presented in the Site Plan (Figure 2), the site will be developed on the southwest corner of the intersection of SC 81 and Good Hope Church Road (S-105). Proposed land use for the site includes a 1000-student Middle School.

Traffic to and from the development will use a proposed full access (Car Driveway) on SC 81 approximately 500 feet southeast of Good Hope Church Road (S-105), and a proposed full access (Bus Driveway) on Good Hope Church Road (S-105) approximately 870 feet west of SC 81.

Sight distance, location, and spacing of the proposed access points will be verified by the site engineer.

Trip Generation

Trips to and from the proposed development were estimated using the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition. ITE Land Use 522 – Middle School/Junior High School was used, with the number of Students (1000) as the independent variable for the peak hour of the generator in the AM and PM peak hours. The results of the trip generation analysis are summarized in Table 2, and the reports are included in Appendix C.

Site Trips

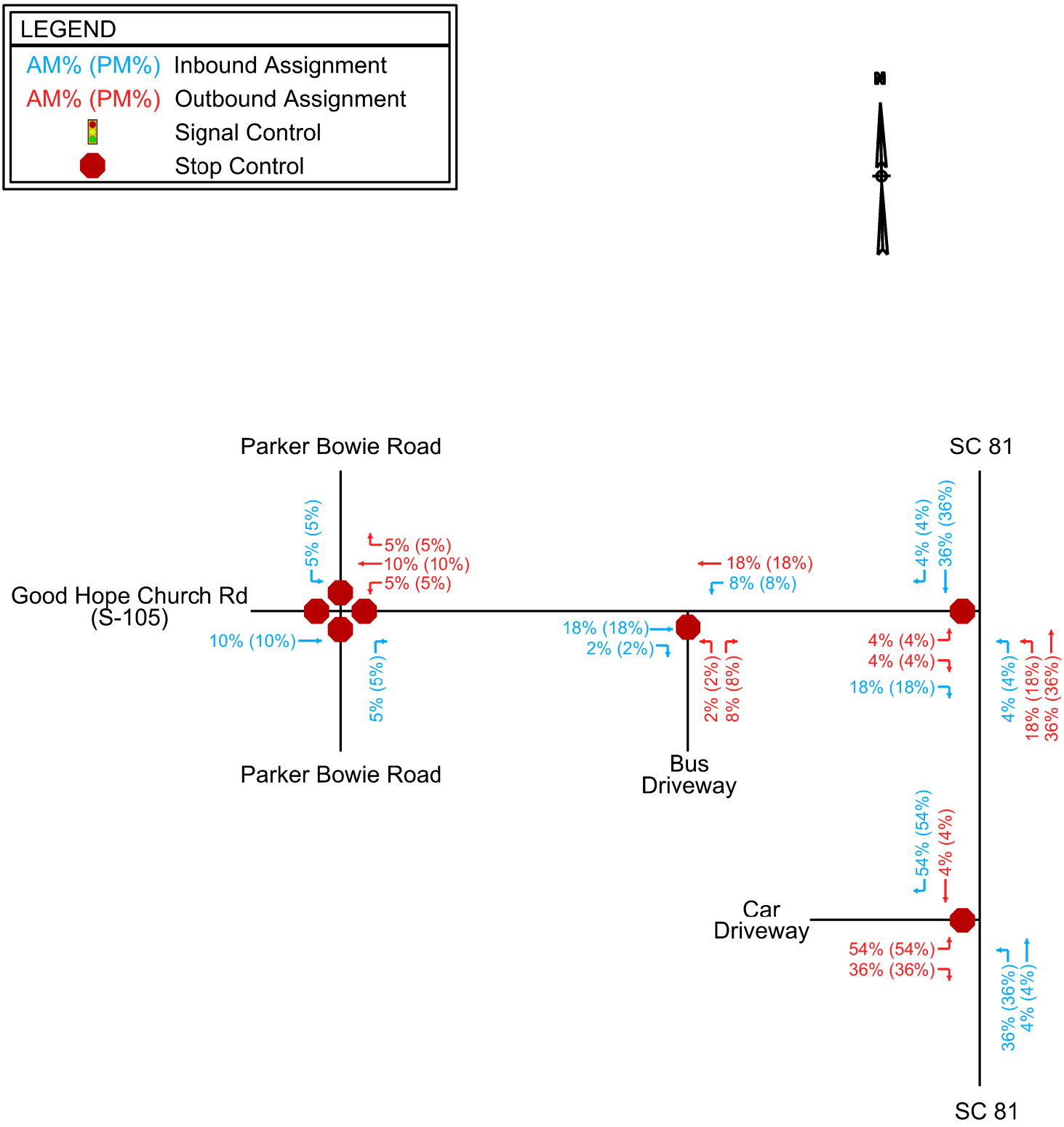
Based on the traffic patterns in the existing turning movement counts, trip distribution was developed for the new site trips during the AM and PM peak hours. The trip distribution with trip assignment percentages and new trips are illustrated in Figures 5 and 6.

The site generated traffic was added to 2029 Background traffic to determine turning movement volumes for the analysis intersections in the AM and PM peak hours for the 2029 Build conditions, shown in Figure 7.

Table 2
Trip Generation Analysis
Crescent Middle School TIA

Land Use	Independent Variable	AM Peak[1] Hour Trips		PM Peak[1] Hour Trips	
		Entry	Exit	Entry	Exit
Middle School/Junior High School – ITE Land Use – 522	Students (1000)	423	346	158	186
		769		344	

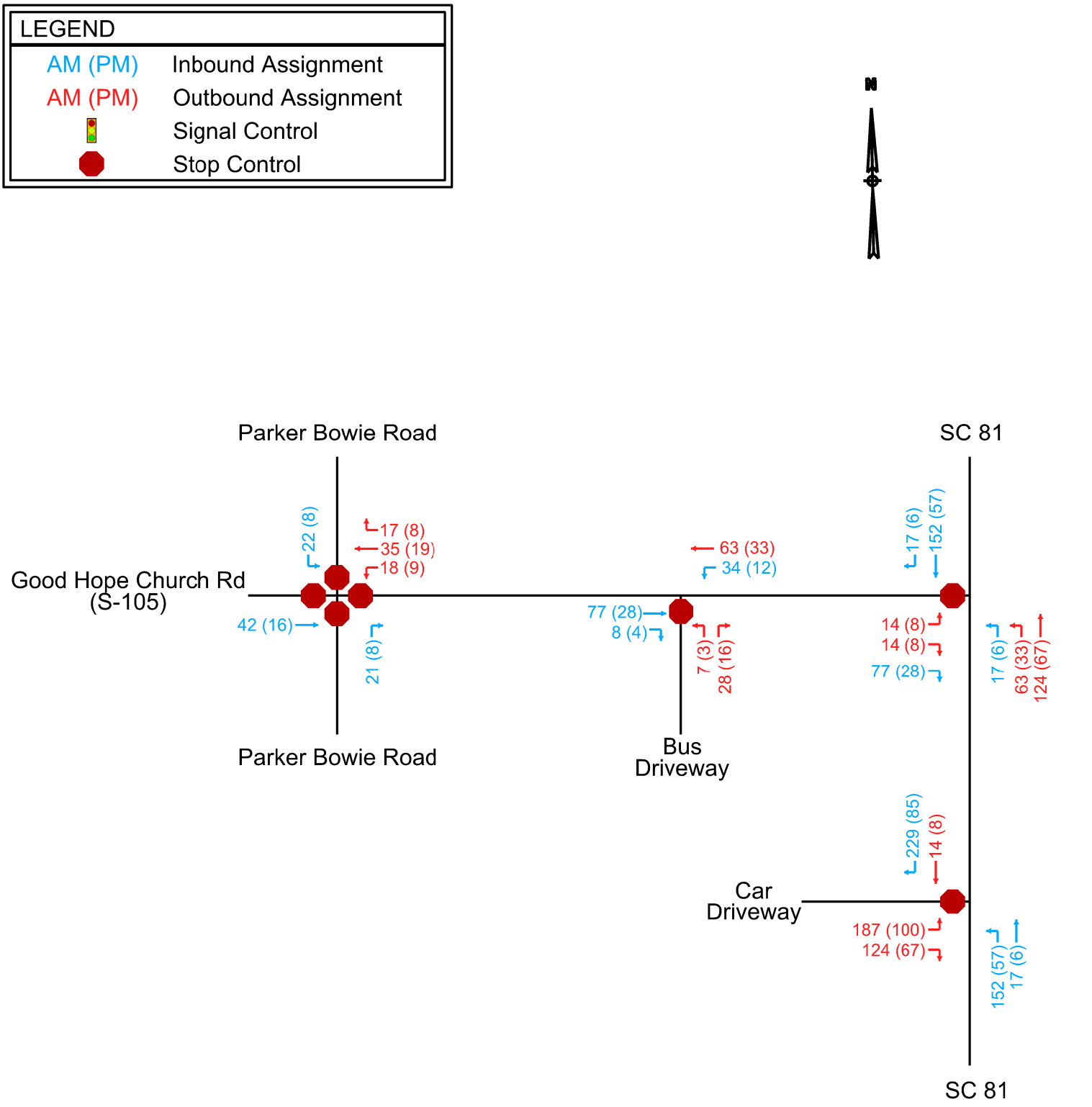
[1]Peak Hour of the Generator



INFRASTRUCTURE CONSULTING & ENGINEERING

Figure 5
Site Trips
Percent Distribution

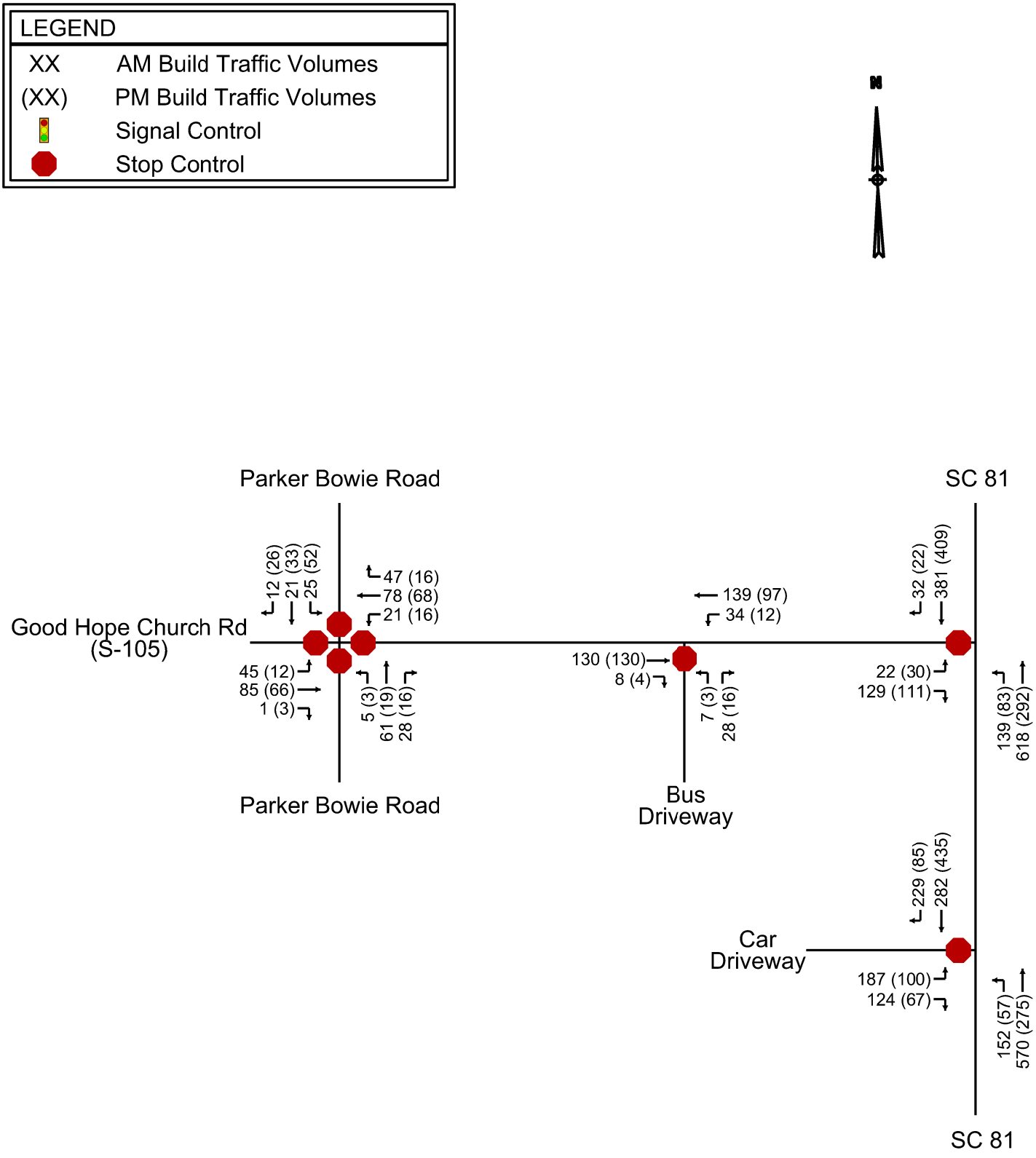
Anderson School District Three
Crescent Middle School
Traffic Impact Analysis



INFRASTRUCTURE CONSULTING & ENGINEERING

Figure 6
Site Trips

Anderson School District Three
Crescent Middle School
Traffic Impact Analysis



INFRASTRUCTURE CONSULTING & ENGINEERING

Figure 7
2029 Build Conditions
Peak Hour Traffic Volumes

Anderson School District Three
Crescent Middle School
Traffic Impact Analysis

Traffic Analysis

Intersection Level of Service (LOS) analyses were performed in accordance with the procedures set forth and recommended by the Highway Capacity Manual (HCM) Level of Service methodologies for evaluation of signalized and unsignalized intersections. Traffic analysis software Synchro was used to evaluate the operation of the study intersections**.** The Level of Service criteria for signalized and unsignalized intersections are listed below in Table 4. LOS 'A' is considered the best free-flow conditions and LOS 'F' is considered failing conditions. LOS 'D' is considered acceptable during the peak hours by most agencies.

Table 3
Level of Service (LOS) Criteria for Intersections
Crescent Middle School TIA

LOS	Signalized Intersection	Unsignalized Intersections
	Delay (sec/veh)	Delay (sec/veh)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Using the traffic volumes for the Existing, Background, and Build conditions, the AM and PM peak hour levels of service for the study intersections were determined, and they are summarized in Table 4. Detailed levels of service reports are included in Appendix C.

Table 4
Intersection Level of Service and Delay by Approach
Crescent Middle School TIA

Intersection	Approach		LOS/Delay (seconds)		
			2025 Existing Conditions	2029 Background Conditions	2029 Build Conditions
SC 81 at Good Hope Church Rd (S-105)[1]	SC 81 NWB-Lt[3]	AM	A/8.0	A/8.1	A/9.3
		PM	A/8.3	A/8.5	A/8.9
	S-105 EB[4]	AM	B/10.6	B/11.1	C/20.4
		PM	B/11.7	B/12.4	C/15.6
Good Hope Church Rd (S-105) at Parker Bowie Rd[2]	S-105 EB	AM	A/7.7	A/7.8	A/8.3
		PM	A/7.6	A/7.7	A/8.0
	S-105 WB	AM	A/7.9	A/8.0	A/8.7
		PM	A/8.1	A/8.2	A/8.6
	Parker Bowie Rd NB	AM	A/7.5	A/7.5	A/8.5
		PM	A/8.0	A/8.1	A/8.7
	Parker Bowie Rd SB	AM	A/7.4	A/7.5	A/8.2
		PM	A/8.3	A/8.5	A/9.0
SC 81 at Car Driveway[1]	SC 81 NWB-Lt[3]	AM	-	-	B/10.0
		PM	-	-	A/9.2
	Car DW NEB-Lt[4]	AM	-	-	F/57.2
		PM	-	-	C/15.7
	Car DW NEB-Rt[4]	AM	-	-	B/10.4
		PM	-	-	B/10.6
Good Hope Church Rd (S-105) at Bus Driveway/ Crescent High School Driveway[1]	S-105 EB-Lt[3]	AM	-	-	A/7.7
		PM	-	-	A/7.6
	S-105 WB-Lt[3]	AM	-	-	A/7.7
		PM	-	-	A/7.6
	HS DW NB[4]	AM	-	-	B/10.4
		PM	-	-	A/9.7
	Bus DW SB[4]	AM	-	-	B/12.5
		PM	-	-	B/10.9

[1]Two-Way Stop Control
[2]All-Way Stop Control
[3]LOS/Delay for major street left turn movement
[4]LOS/Delay for minor street approach

Findings and Conclusions

At the intersection SC 81 at Good Hope Church Road (S-105) the side street approach would operate at LOS B in the 2029 Background conditions, and LOS C in the 2029 Build conditions. Traffic turning left from SC 81 into Good Hope Church Road (S-105) would continue to experience LOS A in the 2029 Build conditions.

Analysis showed that the intersection of Good Hope Church Road (S-105) at Parker Bowie Road would continue to operate at the same levels of service (LOS) in the 2029 Build conditions as they would have operated in the 2029 Background conditions (LOS A).

For the intersection of SC 81 at the proposed Car Driveway, the driveway approach to SC 81 would operate with 38.5 seconds of average delay per vehicle (LOS E) during the morning peak hour in the 2029 Build conditions. Separate left-turn and right-turn lanes would be provided on the driveway approach, resulting in an average delay of 57.2 seconds per vehicle (LOS F) for left turns and 10.4 seconds per vehicle (LOS B) for right turns during the morning peak hour. For the afternoon peak hour, the driveway approach would result in LOS B, with left turns experiencing LOS C and right turns LOS B. Stacking and storage lengths within the site are adequate to accommodate on-site queueing based on SCDOT guidelines.

The proposed Bus Driveway/Relocated Crescent High School Driveway would operate favorably for both the AM peak hour and the PM peak hour. No turn lanes are needed based on the projected 2029 Build volumes at this intersection.

Turn Lane Evaluation

The intersection of Good Hope Church Road (S-105) at the proposed Bus Driveway/Relocated Crescent High School Driveway was evaluated for the need for auxiliary turn lanes based on the SCDOT Roadway Design Manual.

Right turns at the intersections were plotted on the graph in Figure 9.5-A of the Manual and the graphs can be found in Appendix D. Based on the 2029 Build volumes, the intersection was below volume thresholds for consideration of Right-Turn Lanes.

Similarly, left turns were plotted on the graph in Figure 9.5-G of the Roadway Design Manual and are also in Appendix D. Based on the 2029 Build volumes, the intersection was below volume thresholds for consideration of Left-Turn Treatments.

On SC 81 at the proposed Car Driveway, a right turn lane on SC81 is needed based on SCDOT guidelines. A designated left turn lane on SC 81 is also warranted based on the guidelines.

Recommendations

After consideration of the traffic analysis of the proposed Crescent Middle School, the following is recommended:

- Obtain the necessary encroachment permit from SCDOT to construct the Car Driveway on SC 81, and the Bus Driveway on Good Hope Church Road (S-105).
- A right turn lane should be constructed on SC 81 at the Car Driveway, and the existing Two-Way Left Turn Lane should be restriped to install a left turn lane in accordance with SCDOT requirements. The Car Driveway should have two exiting lanes and two entering lanes.
- The Bus Driveway should have one entering lane and one exit lane. The existing Crescent High School Driveway on Good Hope Church Road (S-105) should be relocated to align with the Bus Driveway.
- Police assistance could be beneficial at school opening for SC 81 at the Car Driveway to ensure smooth operation as traffic adjusts to new patterns, especially in the morning peak hour when delays are expected to be higher.

The study concludes that the public roadway system serving the site can accommodate the anticipated traffic volumes generated by the proposed Crescent Middle School provided these recommendations are followed.

Appendices

Appendix A Site Photographs
Appendix B Traffic Counts
Appendix C Intersection Reports
Appendix D Turn Lane Graphs

Appendix A Site Photographs

SC 81 at S-105 looking northwest

SC 81 at S-105 looking east

SC 81 at S-105 looking southeast

SC 81 at S-105 looking west

S-105 at Parker Bowie Rd looking north

S-105 at Parker Bowie Rd looking east

S-105 at Parker Bowie Rd looking south

S-105 at Parker Bowie Rd looking west

SC 81 at Car DW looking northwest

SC 81 at Car DW looking southeast

SC 81 at Car DW looking southwest

S-105 at Bus Driveway looking north

S-105 at Bus Driveway looking east

S-105 at Bus Driveway looking south

S-105 at Bus Driveway looking west

Appendix B Traffic Counts and Trip Generation

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : SC 81 @ Good Hope Church Rd
Site Code :
Start Date : 11/04/2025
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	SC 81 Southbound				Westbound				SC 81 Northbound				Good Hope Church Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	21	0	0	0	0	0	0	5	77	0	0	0	0	6	0	109
07:15	0	43	3	0	0	0	0	0	14	146	0	0	2	0	6	0	214
07:30	0	71	8	0	0	0	0	0	26	136	0	0	2	0	9	0	252
07:45	0	74	3	0	0	0	0	0	9	91	0	0	3	0	14	0	194
Total	0	209	14	0	0	0	0	0	54	450	0	0	7	0	35	0	769
08:00	0	31	2	0	0	0	0	0	11	37	0	0	2	0	7	0	90
08:15	0	28	1	0	0	0	0	0	6	54	0	0	1	0	6	0	96
08:30	0	17	0	0	0	0	0	0	7	41	0	0	1	0	6	0	72
08:45	0	21	1	0	0	0	0	0	4	30	0	0	0	0	10	0	66
Total	0	97	4	0	0	0	0	0	28	162	0	0	4	0	29	0	324
14:00	0	51	0	0	0	0	0	0	10	55	0	0	2	0	5	0	123
14:15	0	57	1	0	0	0	0	0	7	64	0	0	0	0	8	0	137
14:30	0	39	0	0	0	0	0	0	6	80	0	0	1	0	5	0	131
14:45	0	58	0	0	0	0	0	0	12	59	0	0	0	0	8	0	137
Total	0	205	1	0	0	0	0	0	35	258	0	0	3	0	26	0	528
15:00	0	53	0	0	0	0	0	0	11	53	0	0	0	0	6	0	123
15:15	0	100	7	0	0	0	0	0	8	61	0	0	14	0	18	0	208
15:30	0	92	6	0	0	0	0	0	8	47	0	0	5	0	27	0	185
15:45	0	76	2	0	0	0	0	0	13	44	0	0	1	0	17	0	153
Total	0	321	15	0	0	0	0	0	40	205	0	0	20	0	68	0	669
Grand Total	0	832	34	0	0	0	0	0	157	1075	0	0	34	0	158	0	2290
Apprch %	0	96.1	3.9	0	0	0	0	0	12.7	87.3	0	0	17.7	0	82.3	0	
Total %	0	36.3	1.5	0	0	0	0	0	6.9	46.9	0	0	1.5	0	6.9	0	
Passenger Vehicles	0	792	34	0	0	0	0	0	147	1037	0	0	32	0	152	0	2194
% Passenger Vehicles	0	95.2	100	0	0	0	0	0	93.6	96.5	0	0	94.1	0	96.2	0	95.8
Heavy Vehicles	0	16	0	0	0	0	0	0	7	14	0	0	2	0	6	0	45
% Heavy Vehicles	0	1.9	0	0	0	0	0	0	4.5	1.3	0	0	5.9	0	3.8	0	2
Buses	0	24	0	0	0	0	0	0	3	24	0	0	0	0	0	0	51
% Buses	0	2.9	0	0	0	0	0	0	1.9	2.2	0	0	0	0	0	0	2.2

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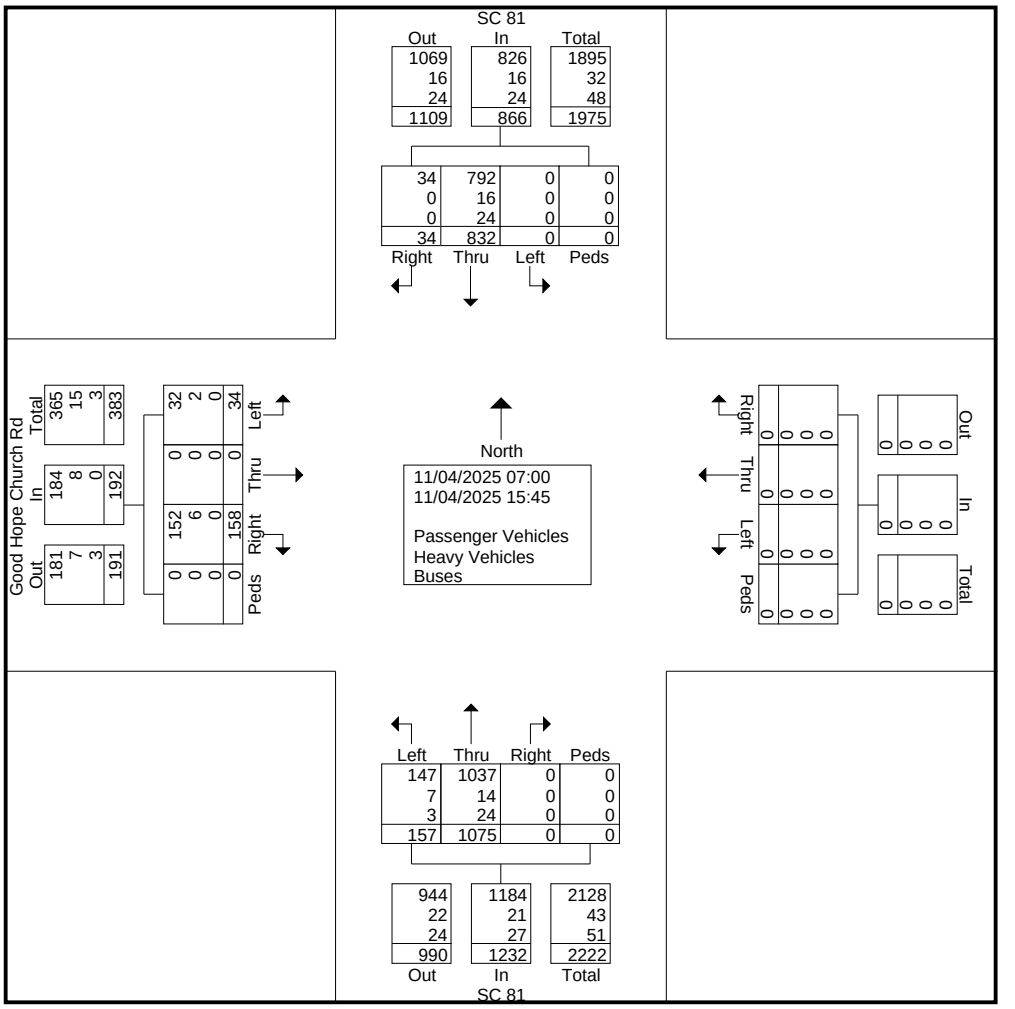
File Name : SC 81 @ Good Hope Church Rd
Site Code :
Start Date : 11/04/2025
Page No : 2



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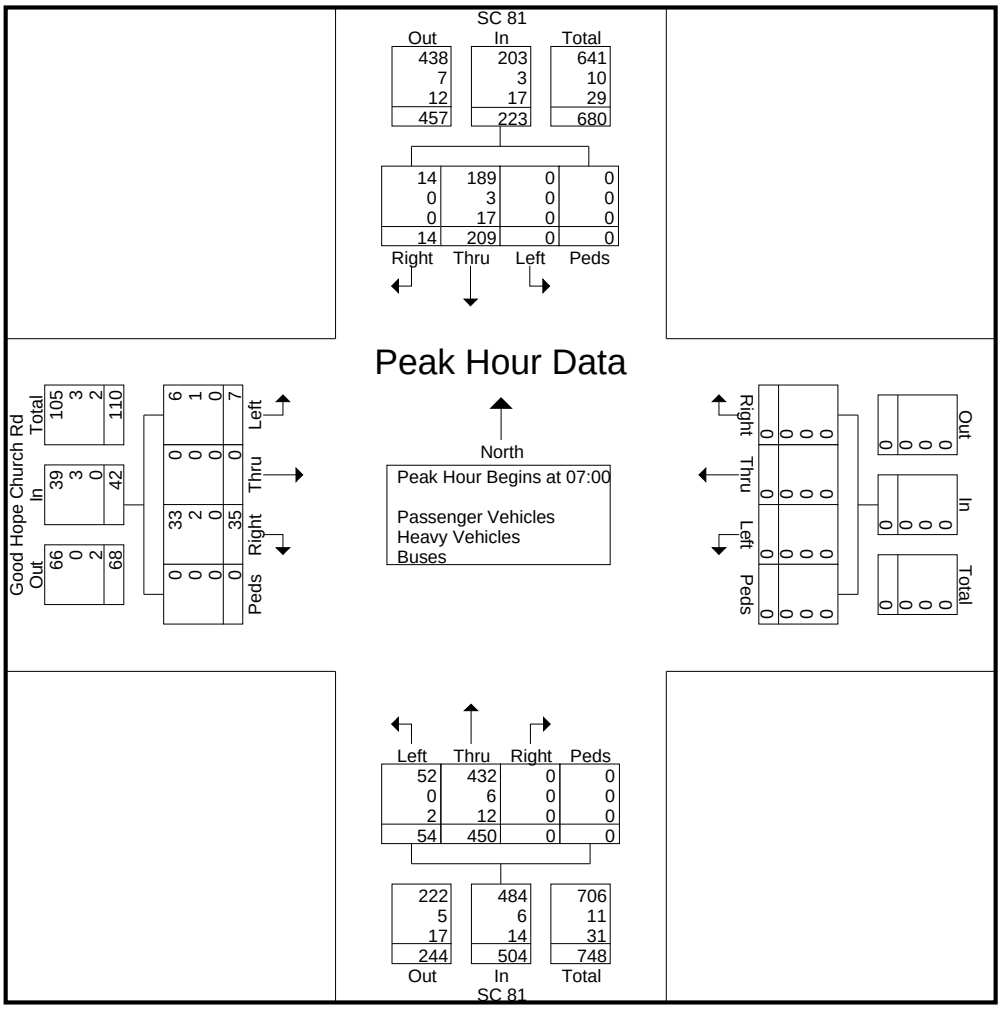
File Name : SC 81 @ Good Hope Church Rd
Site Code :
Start Date : 11/04/2025
Page No : 3

	SC 81 Southbound					Westbound					SC 81 Northbound					Good Hope Church 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	0	21	0	0	21	0	0	0	0	0	5	77	0	0	82	0	0	6	0	6	109
07:15	0	43	3	0	46	0	0	0	0	0	14	**146**	0	0	160	2	0	6	0	8	214
07:30	0	71	**8**	0	**79**	0	0	0	0	0	**26**	136	0	0	**162**	2	0	9	0	11	**252**
07:45	0	**74**	3	0	77	0	0	0	0	0	9	91	0	0	100	**3**	0	**14**	0	**17**	194
Total Volume	0	209	14	0	223	0	0	0	0	0	54	450	0	0	504	7	0	35	0	42	769
% App. Total	0	93.7	6.3	0		0	0	0	0		10.7	89.3	0	0		16.7	0	83.3	0		
PHF	.000	.706	.438	.000	.706	.000	.000	.000	.000	.000	.519	.771	.000	.000	.778	.583	.000	.625	.000	.618	.763
Passenger Vehicles	0	189	14	0	203	0	0	0	0	0	52	432	0	0	484	6	0	33	0	39	726
% Passenger Vehicles																					
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	1	0	2	0	3	12
% Heavy Vehicles	0	1.4	0	0	1.3	0	0	0	0	0	0	1.3	0	0	1.2	14.3	0	5.7	0	7.1	1.6
Buses	0	17	0	0	17	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	31
% Buses	0	8.1	0	0	7.6	0	0	0	0	0	3.7	2.7	0	0	2.8	0	0	0	0	0	4.0



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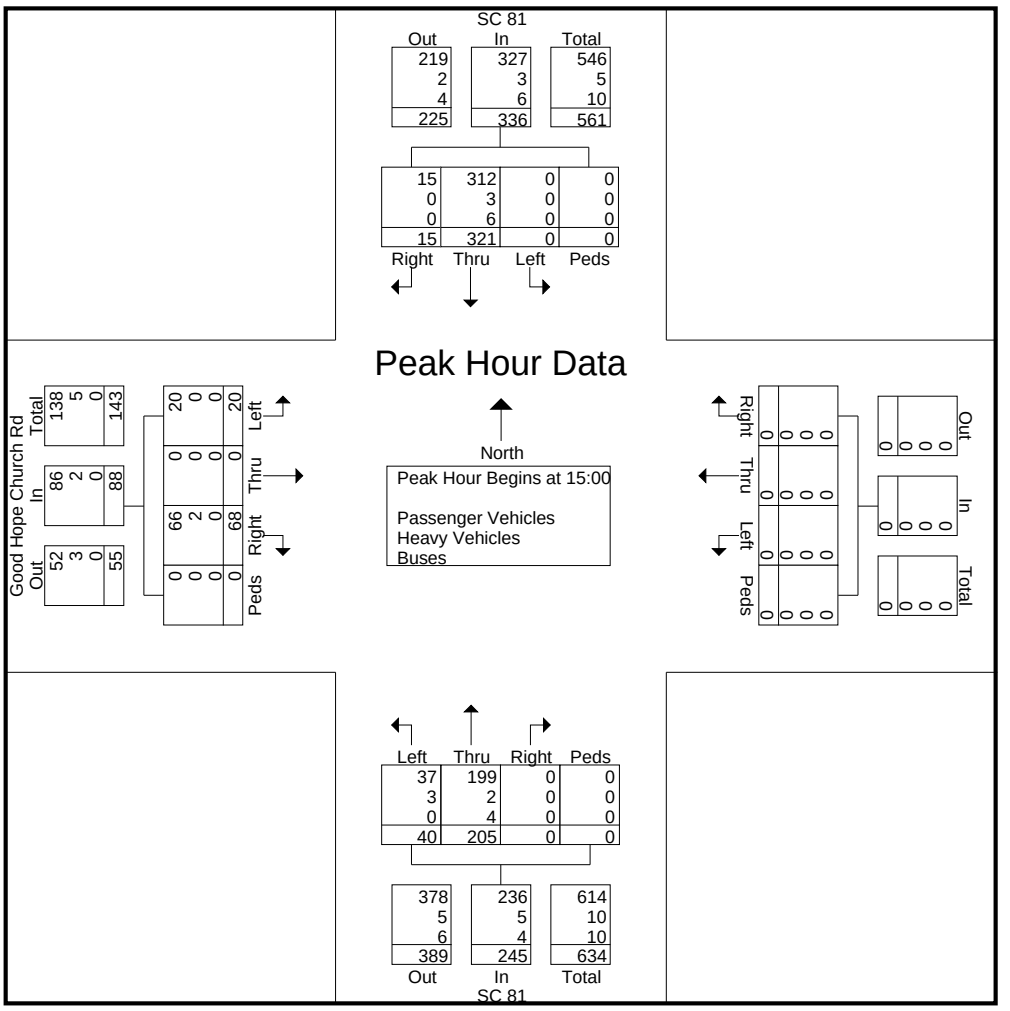
File Name : SC 81 @ Good Hope Church Rd
Site Code :
Start Date : 11/04/2025
Page No : 4

	SC 81 Southbound					Westbound					SC 81 Northbound					Good Hope Church 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 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	53	0	0	53	0	0	0	0	0	11	53	0	0	64	0	0	6	0	6	123
15:15	0	**100**	**7**	0	**107**	0	0	0	0	0	8	**61**	0	0	**69**	**14**	0	18	0	**32**	**208**
15:30	0	92	6	0	98	0	0	0	0	0	8	47	0	0	55	5	0	**27**	0	32	185
15:45	0	76	2	0	78	0	0	0	0	0	**13**	44	0	0	57	1	0	17	0	18	153
Total Volume	0	321	15	0	336	0	0	0	0	0	40	205	0	0	245	20	0	68	0	88	669
% App. Total	0	95.5	4.5	0		0	0	0	0		16.3	83.7	0	0		22.7	0	77.3	0		
PHF	.000	.803	.536	.000	.785	.000	.000	.000	.000	.000	.769	.840	.000	.000	.888	.357	.000	.630	.000	.688	.804
Passenger Vehicles	0	312	15	0	327	0	0	0	0	0	37	199	0	0	236	20	0	66	0	86	649
% Passenger Vehicles																					
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5	0	0	2	0	2	10
% Heavy Vehicles	0	0.9	0	0	0.9	0	0	0	0	0	7.5	1.0	0	0	2.0	0	0	2.9	0	2.3	1.5
Buses	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
% Buses	0	1.9	0	0	1.8	0	0	0	0	0	0	2.0	0	0	1.6	0	0	0	0	0	1.5



SHORT COUNTS
Traffic Data Specialists

735 Maryland St
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File Name : Good Hope Church Rd @ Parker Bowie Rd
Site Code :
Start Date : 11/04/2025
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Parker Bowie Rd Southbound				Westbound				Hall Rd Northbound				Good Hope Church Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	3	0	0	0	2	1	0	3	16	1	0	9	6	0	0	41
07:15	0	1	7	0	0	12	7	0	0	21	1	0	11	11	0	0	71
07:30	3	6	2	0	0	17	12	0	1	8	2	0	10	8	0	0	69
07:45	0	9	2	0	3	8	7	0	1	11	2	0	11	14	1	0	69
Total	3	19	11	0	3	39	27	0	5	56	6	0	41	39	1	0	250
08:00	2	6	2	0	1	7	2	0	0	5	2	0	3	5	1	0	36
08:15	0	0	3	0	1	8	0	0	0	7	0	0	1	6	0	0	26
08:30	0	0	4	0	0	7	0	0	0	5	1	0	2	5	1	0	25
08:45	0	1	1	0	1	2	2	0	1	5	0	0	2	10	0	0	25
Total	2	7	10	0	3	24	4	0	1	22	3	0	8	26	2	0	112
14:00	1	5	2	0	0	9	0	0	0	2	0	0	4	5	1	0	29
14:15	0	5	0	0	0	9	1	0	1	2	0	0	1	9	3	0	31
14:30	1	4	4	0	0	6	0	0	0	7	0	0	3	4	0	0	29
14:45	1	4	3	0	1	10	1	0	1	1	0	0	2	7	0	0	31
Total	3	18	9	0	1	34	2	0	2	12	0	0	10	25	4	0	120
15:00	0	2	0	0	0	9	2	0	0	2	0	0	2	6	0	0	23
15:15	30	13	14	0	2	8	4	0	0	5	1	0	4	10	2	0	93
15:30	8	9	6	0	3	14	1	0	1	4	1	0	0	21	0	0	68
15:45	2	6	4	0	1	14	0	0	2	6	5	0	5	9	1	0	55
Total	40	30	24	0	6	45	7	0	3	17	7	0	11	46	3	0	239
Grand Total	48	74	54	0	13	142	40	0	11	107	16	0	70	136	10	0	721
Apprch %	27.3	42	30.7	0	6.7	72.8	20.5	0	8.2	79.9	11.9	0	32.4	63	4.6	0	
Total %	6.7	10.3	7.5	0	1.8	19.7	5.5	0	1.5	14.8	2.2	0	9.7	18.9	1.4	0	
Passenger Vehicles	47	74	52	0	11	133	37	0	11	105	16	0	66	130	9	0	691
% Passenger Vehicles	97.9	100	96.3	0	84.6	93.7	92.5	0	100	98.1	100	0	94.3	95.6	90	0	95.8
Heavy Vehicles	1	0	2	0	0	8	0	0	0	1	0	0	4	5	1	0	22
% Heavy Vehicles	2.1	0	3.7	0	0	5.6	0	0	0	0.9	0	0	5.7	3.7	10	0	3.1
Buses	0	0	0	0	2	1	3	0	0	1	0	0	0	1	0	0	8
% Buses	0	0	0	0	15.4	0.7	7.5	0	0	0.9	0	0	0	0.7	0	0	1.1

SHORT COUNTS
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735 Maryland St
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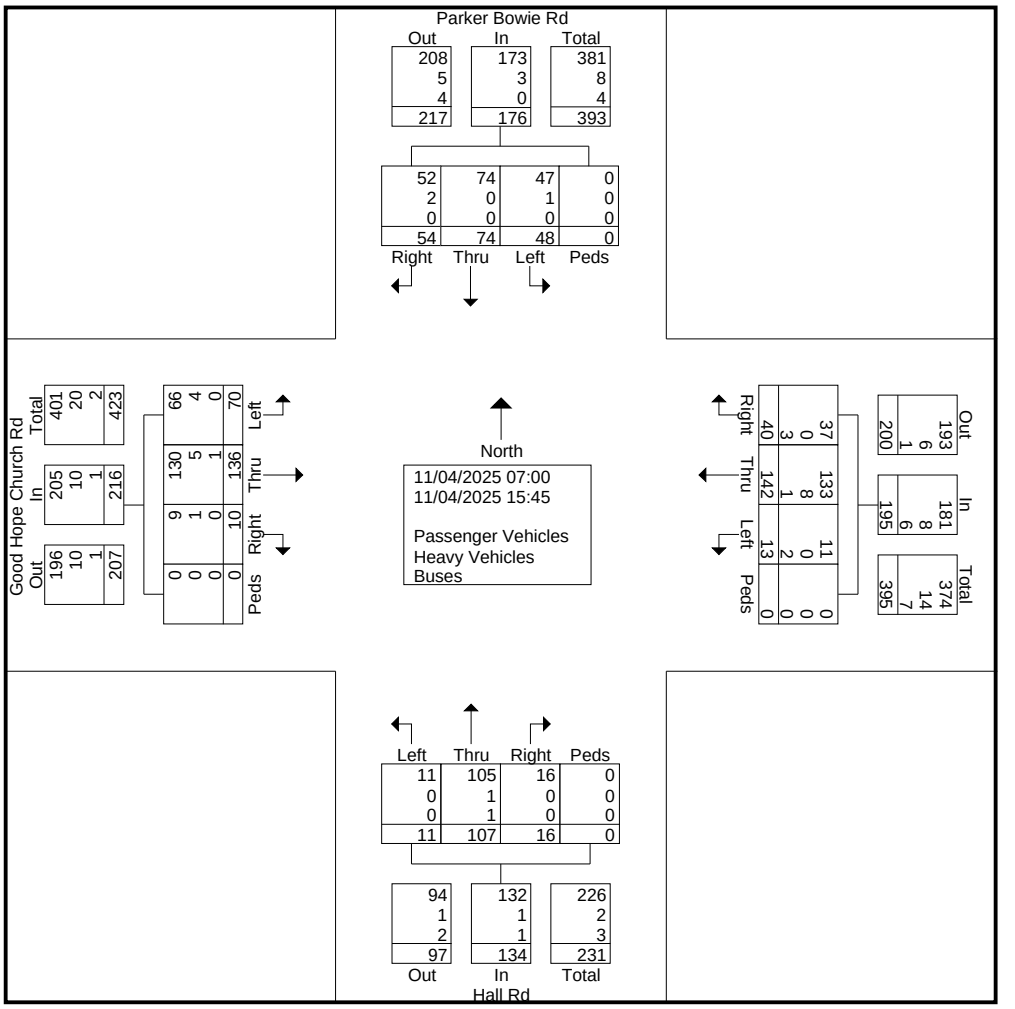
File Name : Good Hope Church Rd @ Parker Bowie Rd
Site Code :
Start Date : 11/04/2025



SHORT COUNTS
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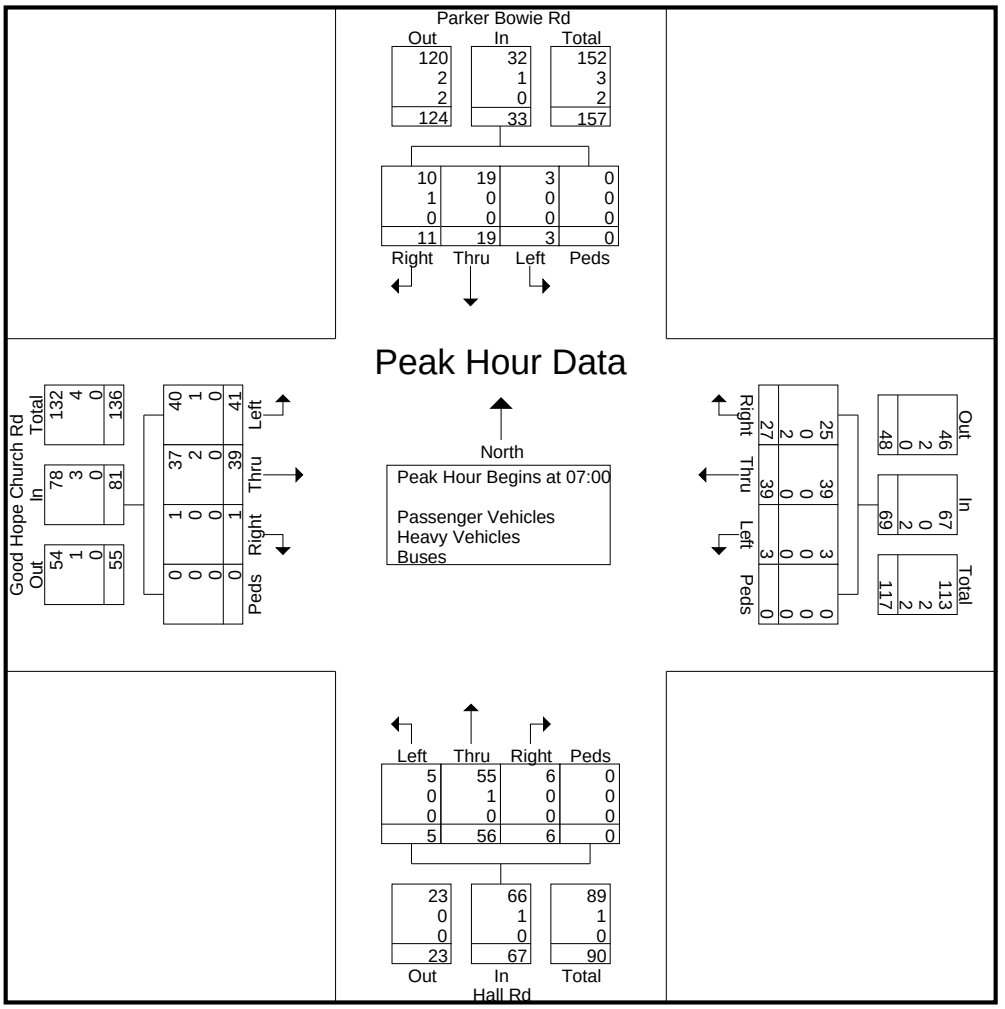
File Name : Good Hope Church Rd @ Parker Bowie Rd
Site Code :
Start Date : 11/04/2025

	Parker Bowie Rd Southbound					Westbound					Hall Rd Northbound					Good Hope Church 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	0	3	0	0	3	0	2	1	0	3	**3**	16	1	0	20	9	6	0	0	15	41
07:15	0	1	**7**	0	8	0	12	7	0	19	0	**21**	1	0	**22**	**11**	11	0	0	22	**71**
07:30	**3**	6	2	0	**11**	0	**17**	**12**	0	**29**	1	8	**2**	0	11	10	8	0	0	18	69
07:45	0	**9**	2	0	11	**3**	8	7	0	18	1	11	2	0	14	11	**14**	**1**	0	**26**	69
Total Volume	3	19	11	0	33	3	39	27	0	69	5	56	6	0	67	41	39	1	0	81	250
% App. Total	9.1	57.6	33.3	0		4.3	56.5	39.1	0		7.5	83.6	9	0		50.6	48.1	1.2	0		
PHF	.250	.528	.393	.000	.750	.250	.574	.563	.000	.595	.417	.667	.750	.000	.761	.932	.696	.250	.000	.779	.880
Passenger Vehicles	3	19	10	0	32	3	39	25	0	67	5	55	6	0	66	40	37	1	0	78	243
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	5
% Heavy Vehicles	0	0	9.1	0	3.0	0	0	0	0	0	0	1.8	0	0	1.5	2.4	5.1	0	0	3.7	2.0
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	7.4	0	2.9	0	0	0	0	0	0	0	0	0	0	0.8



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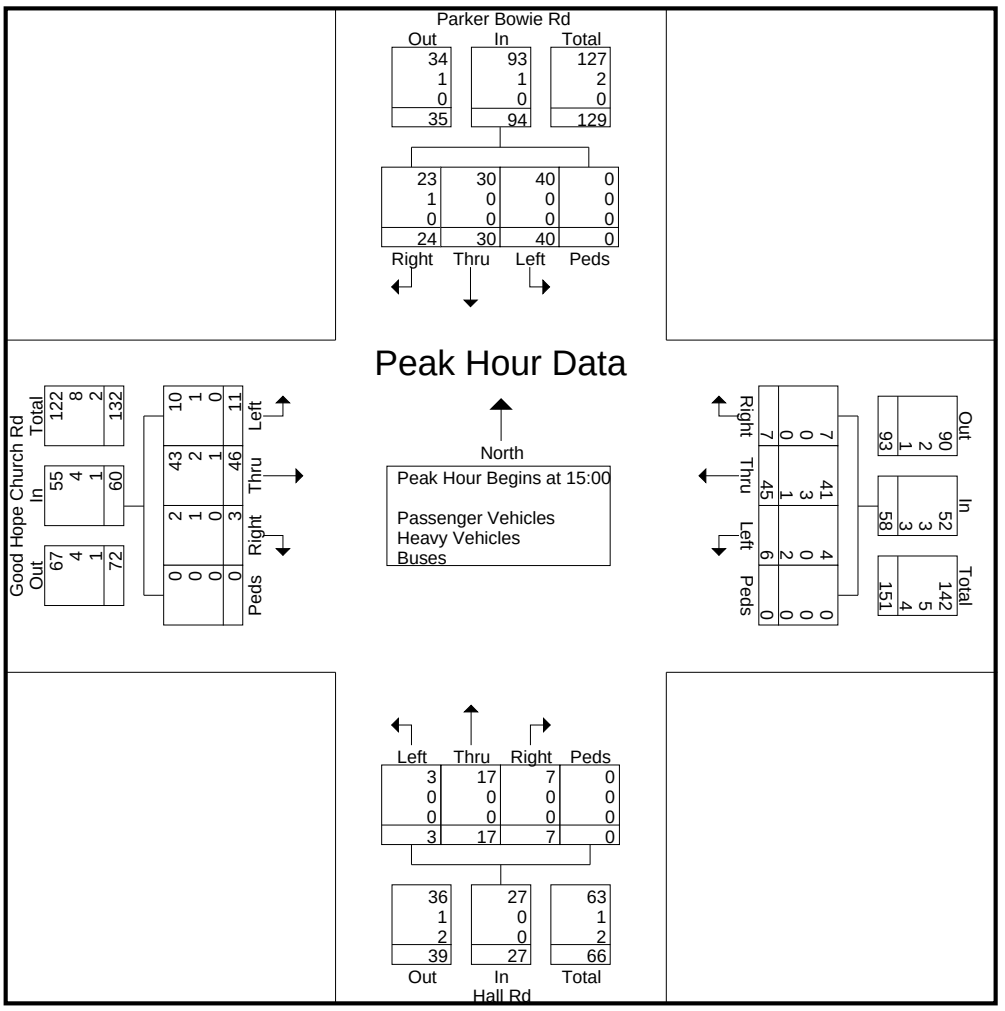
File Name : Good Hope Church Rd @ Parker Bowie Rd
Site Code :
Start Date : 11/04/2025
Page No : 4

	Parker Bowie Rd Southbound					Westbound					Hall Rd Northbound					Good Hope Church 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 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	2	0	0	2	0	9	2	0	11	0	2	0	0	2	2	6	0	0	8	23
15:15	**30**	**13**	**14**	0	**57**	2	8	**4**	0	14	0	5	1	0	6	4	10	**2**	0	16	**93**
15:30	8	9	6	0	23	**3**	**14**	1	0	**18**	1	4	1	0	6	0	**21**	0	0	**21**	68
15:45	2	6	4	0	12	1	14	0	0	15	**2**	**6**	**5**	0	**13**	**5**	9	1	0	15	55
Total Volume	40	30	24	0	94	6	45	7	0	58	3	17	7	0	27	11	46	3	0	60	239
% App. Total	42.6	31.9	25.5	0		10.3	77.6	12.1	0		11.1	63	25.9	0		18.3	76.7	5	0		
PHF	.333	.577	.429	.000	.412	.500	.804	.438	.000	.806	.375	.708	.350	.000	.519	.550	.548	.375	.000	.714	.642
Passenger Vehicles	40	30	23	0	93	4	41	7	0	52	3	17	7	0	27	10	43	2	0	55	227
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	1	2	1	0	4	8
% Heavy Vehicles	0	0	4.2	0	1.1	0	6.7	0	0	5.2	0	0	0	0	0	9.1	4.3	33.3	0	6.7	3.3
Buses	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4
% Buses	0	0	0	0	0	33.3	2.2	0	0	5.2	0	0	0	0	0	0	2.2	0	0	1.7	1.7



Single Station Annualized Statistics - SCDOT_PORTABLES 000000040253

Site Name 04-0253 Site ID 000000040253 Description SC412 : SC 181 (SMITH MCGEE RD), S- 224 TO SC 81 (HIGHWAY 81 S), S- 156

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	1350	450	450	1400	1350	1800	1800	1950	1800	2000	AADT
SU AADT	-	-	-	123	53	124	124	178	164	170	SU AADT
CU AADT	-	-	-	11	66	32	32	51	47	48	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	-	-	-	0.2	0.2	0.2	0.2	0.2	0.2	0.2	K-Factor
D-Factor	-	-	-	0.52	0.52	0.55	0.55	0.55	0.55	0.55	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT
		-66.67%	0.00%	211.11%	-3.57%	33.33%	0.00%	8.33%	-7.69%	11.11%	20.66% 413.2411

Single Station Annualized Statistics - SCDOT_PORTABLES 000000040203

Site Name 04-0203 Site ID 000000040203 Description SC81 : S- 105 (GOOD HOPE CHURCH RD) TO S- 65 (HIGHWAY 81 S)

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	6800	5700	6200	6700	6400	7600	8000	7800	7600	6300	AADT
SU AADT	331	278	302	326	312	315	332	430	419	311	SU AADT
CU AADT	171	144	156	169	161	69	73	80	78	145	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.12	0.12	0.1	K-Factor
D-Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.58	0.58	0.57	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT
		-16.18%	8.77%	8.06%	-4.48%	18.75%	5.26%	-2.50%	-2.56%	-17.11%	-0.22% -13.8169

Single Station Annualized Statistics - SCDOT_PORTABLES 000000040201

Site Name 04-0201 Site ID 000000040201 Description SC81 : S- 294 (W BROAD ST) TO S- 105 (GOOD HOPE CHURCH RD)

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	6100	4800	4300	4600	4400	5700	6000	6000	5900	4700	AADT
SU AADT	-	-	-	-	158	170	179	309	304	177	SU AADT
CU AADT	-	-	-	-	277	69	73	77	76	79	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	-	-	-	-	-	0.09	0.09	0.09	0.09	0.09	K-Factor
D-Factor	-	-	-	-	-	0.6	0.6	0.55	0.55	0.6	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT
		-21.31%	-10.42%	6.98%	-4.35%	29.55%	5.26%	0.00%	-1.67%	-20.34%	-1.81% -85.1027

Single Station Annualized Statistics - SCDOT_PORTABLES 000000040505

Site Name 04-0505 Site ID 000000040505 Description S-105 : SC 81 (HIGHWAY 81 S) TO SC 181 (SMITH MCGEE RD)

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Data Item
Statistics Type	-	-	-	-	-	-	-	-	-	-	Statistics Type
AADT	700	750	700	800	750	800	800	850	800	850	AADT
SU AADT	-	-	-	59	29	38	38	83	78	66	SU AADT
CU AADT	-	-	-	11	37	10	10	20	18	17	CU AADT
Single-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Single-Unit % DHV
Combo-Unit % DHV	-	-	-	-	-	-	-	-	-	-	Combo-Unit % DHV
Single-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Single-Unit % Peak
Combo-Unit % Peak	-	-	-	-	-	-	-	-	-	-	Combo-Unit % Peak
K-Factor	-	-	-	0.1	0.1	0.11	0.11	0.11	0.11	0.09	K-Factor
D-Factor	-	-	-	0.57	0.57	0.57	0.57	0.53	0.53	0.63	D-Factor
Future AADT	-	-	-	-	-	-	-	-	-	-	Future AADT
					-6.25%	6.67%	0.00%	6.25%	-5.88%	6.25%	1.17% 9.965278

Weighted Average:	2.34%
Existing Analysis Year:	2025
Build Analysis Year:	2029
Growth Factor:	1.0970

PROJECT DETAILS

Project Name:	213779 Starr Iva Middle School	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Craig Nelson	Clients Name:	
Date:	11/18/2025	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	1	1	4		423	346	769
Scenario - 1	PM Peak	1	1	4		158	186	344

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 4
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
522 - Middle School/Junior High School	General	Students	1000	Weekday, AM Peak	Best Fit (LOG)	423	346	769
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Hour of Generator	Ln(T) =0.93Ln(X) + 0.22	55%	45%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	100	100	1	1	55	45

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	423	346	0	0	423	346
	769		0		769	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
522 - Middle School/Junior High School	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	(%)	Vehicle Occupancy	Vehical Trips
522 - Middle School/Junior High School	423	100%	1.00	423	346	100%	1.00	346

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
522 - Middle School/Junior High School	Others

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

522 - Middle School/Junior High School

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

522 - Middle School/Junior High School

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	423	346	769
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	423	346	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	423	346	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	423	346	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
522 - Middle School/Junior High School	423	346	769

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
522 - Middle School/Junior High School	423	346	769

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
522 - Middle School/Junior High School	0	0	0

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	423	346	769
Vehicle Trips After Multi-modal Adjustment	423	346	769
Internal Vehicle Trips	0	0	0
External Vehicle Trips	423	346	769
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	423	346	769
PPV	423	346	769
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 4
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
522 - Middle School/Junior High School	**General**	**Students**	**1000**	**Weekday, PM Peak**	**Best Fit (LIN)**	**158**	**186**	**344**
Data Source: Trip Generation Manual, 12th Ed	**Urban/Suburban**			**Hour of Generator**	T = 0.34(X) + 4.16	46%	54%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	100	100	1	1	46	54

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	158	186	0	0	158	186
	344		0		344	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
522 - Middle School/Junior High School	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
522 - Middle School/Junior High School	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	(%)	Vehicle Occupancy	Vehical Trips
522 - Middle School/Junior High School	158	100%	1.00	158	186	100%	1.00	186

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
522 - Middle School/Junior High School	Others

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

522 - Middle School/Junior High School

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

522 - Middle School/Junior High School

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	158	186	344
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	158	186	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	158	186	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
522 - Middle School/Junior High School	158	186	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
522 - Middle School/Junior High School	158	186	344

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
522 - Middle School/Junior High School	158	186	344

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
522 - Middle School/Junior High School	0	0	0

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	158	186	344
Vehicle Trips After Multi-modal Adjustment	158	186	344
Internal Vehicle Trips	0	0	0
External Vehicle Trips	158	186	344
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	158	186	344
PPV	158	186	344
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Project: 213779 Starr Iva Middle School
AM Peak

1:SC 81 at S 105
Report Generated by OTISS Pro

	Street2		SC 81		SC 81		
Configuration	EBL	EBR	SEBT	SEBR	NWBL	NWBT	
Number of Lanes							
Shared?	Yes			Yes	No		
% Growth Over 4 Years	2.34	2.34	2.34	2.34	2.34	2.34	
Growth Factor	1	1	1	1	1	1	
Turning Volumes							
Existing Traffic	8	38	229	15	59	494	
Background Traffic	14	90	152	17	80	124	
Site Generated Trips	0	0	0	0	0	0	
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	
Diverted Trips (Non-Primary)	0	0	0	0	0	0	
Extra Reduced Trips (Non-Primary)	0	0	0	0	0	0	
Total Non-primary Trips							
Build Conditions	22	128	381	32	139	618	
Redistributed Background Traffic							
Total Build Traffic							

Project: 213779 Starr Iva Middle School
AM Peak

2:S 105 at Parker Bowi
Report Generated by OTISS Pro

	Parkie Bowie Rd			Parkie Bowie Rd			Street2			Street2		
Configuration	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
Number of Lanes												
Shared?	Yes		Yes	Yes		Yes	Yes		Yes	Yes		Yes
% Growth Over 4 Years	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34

Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Turning Volumes												
Existing Traffic	3	21	12	5	61	7	45	43	1	3	43	30
Background Traffic	19	0	0	0	0	21	0	42	0	18	35	18
Site Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Extra Reduced Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-primary Trips												
Build Conditions	22	21	12	5	61	28	45	85	1	21	78	48
Redistributed Background Traffic												
Total Build Traffic												

Project: 213779 Starr Iva Middle School
AM Peak

3:Intersection-3
Report Generated by OTISS Pro

	SC 81		SC 81		Driveway 1		
Configuration	SEBT	SEBR	NWBL	NWBT	NEBL	NEBR	
Number of Lanes							
Shared?		No	No		No		
% Growth Over 4 Years	2.34	0	0	2.34	0	0	
Growth Factor	1	1	1	1	1	1	
Turning Volumes							
Existing Traffic	268	0	0	553	0	0	
Background Traffic	14	228	152	17	187	124	
Site Generated Trips	0	0	0	0	0	0	
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	

Diverted Trips (Non-Primary)	0	0		0	0	0	0
Extra Reduced Trips (Non-Primary)	0	0		0	0	0	0
Total Non-primary Trips							
Build Conditions	282	228		152	570	187	124
Redistributed Background Traffic							
Total Build Traffic							

Project: 213779 Starr Iva Middle School
AM Peak

4:Intersection-4
Report Generated by OTISS Pro

	Street2			Street2		Driveway 2	
Configuration	EBT	EBR		WBL	WBT	NBL	NBR
Number of Lanes							
Shared?		No		No		No	
% Growth Over 4 Years	2.34	0		0	2.34	0	0
Growth Factor	1	1		1	1	1	1
Turning Volumes							
Existing Traffic	53	0		0	76	0	0
Background Traffic	76	6		34	63	8	28
Site Generated Trips	0	0		0	0	0	0
Pass-by Trips (Non-Primary)	0	0		0	0	0	0
Diverted Trips (Non-Primary)	0	0		0	0	0	0
Extra Reduced Trips (Non-Primary)	0	0		0	0	0	0
Total Non-primary Trips							
Build Conditions	129	6		34	139	8	28
Redistributed Background Traffic							
Total Build Traffic							

Project: 213779 Starr Iva Middle School
PM Peak

1:SC 81 at S 105
Report Generated by OTISS Pro

	Street2		SC 81		SC 81		
Configuration	EBL	EBR	SEBT	SEBR	NWBL	NWBT	
Number of Lanes							
Shared?	Yes			Yes	No		
% Growth Over 4 Years	2.34	2.34	2.34	2.34	2.34	2.34	
Growth Factor	1	1	1	1	1	1	
Turning Volumes							
Existing Traffic	22	75	352	16	44	225	
Background Traffic	8	36	57	6	39	67	
Site Generated Trips	0	0	0	0	0	0	
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	
Diverted Trips (Non-Primary)	0	0	0	0	0	0	
Extra Reduced Trips (Non-Primary)	0	0	0	0	0	0	
Total Non-primary Trips							
Build Conditions	30	111	409	22	83	292	
Redistributed Background Traffic							
Total Build Traffic							

Project: 213779 Starr Iva Middle School
PM Peak

2:S 105 at Parker Bowi
Report Generated by OTISS Pro

	Parkie Bowie Rd			Parkie Bowie Rd			Street2			Street2		
Configuration	SBL	SBT	SBR	NBL	NBT	NBR	EBL	EBT	EBR	WBL	WBT	WBR
Number of Lanes												
Shared?	Yes		Yes	Yes		Yes	Yes		Yes	Yes		Yes
% Growth Over 4 Years	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34	2.34

Growth Factor	1	1	1	1	1	1	1	1	1	1	1	1
Turning Volumes												
Existing Traffic	44	33	26	3	19	8	12	50	3	7	49	8
Background Traffic	7	0	0	0	0	8	0	16	0	9	19	9
Site Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Extra Reduced Trips (Non-Primary)	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-primary Trips												
Build Conditions	51	33	26	3	19	16	12	66	3	16	68	17
Redistributed Background Traffic												
Total Build Traffic												

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3:Intersection-3
Report Generated by OTISS Pro

	SC 81		SC 81		Driveway 1		
Configuration	SEBT	SEBR	NWBL	NWBT	NEBL	NEBR	
Number of Lanes							
Shared?		No	No		No		
% Growth Over 4 Years	2.34	0	0	2.34	0	0	
Growth Factor	1	1	1	1	1	1	
Turning Volumes							
Existing Traffic	427	0	0	269	0	0	
Background Traffic	8	85	57	6	100	67	
Site Generated Trips	0	0	0	0	0	0	
Pass-by Trips (Non-Primary)	0	0	0	0	0	0	

Diverted Trips (Non-Primary)	0	0		0	0	0	0	
Extra Reduced Trips (Non-Primary)	0	0		0	0	0	0	
Total Non-primary Trips								
Build Conditions	435	85		57	275	100	67	
Redistributed Background Traffic								
Total Build Traffic								

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4:Intersection-4
Report Generated by OTISS Pro

	Street2			Street2		Driveway 2		
Configuration	EBT	EBR		WBL	WBT	NBL	NBR	
Number of Lanes								
Shared?		No		No		No		
% Growth Over 4 Years	2.34	0		0	2.34	0	0	
Growth Factor	1	1		1	1	1	1	
Turning Volumes								
Existing Traffic	102	0		0	64	0	0	
Background Traffic	28	3		12	33	4	16	
Site Generated Trips	0	0		0	0	0	0	
Pass-by Trips (Non-Primary)	0	0		0	0	0	0	
Diverted Trips (Non-Primary)	0	0		0	0	0	0	
Extra Reduced Trips (Non-Primary)	0	0		0	0	0	0	
Total Non-primary Trips								
Build Conditions	130	3		12	97	4	16	
Redistributed Background Traffic								
Total Build Traffic								

Appendix C Intersection Reports

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	7	35	209	14	54	450
Future Vol, veh/h	7	35	209	14	54	450
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	46	275	18	71	592

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	722	147	0	0	293	0
Stage 1	284	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	362	873	-	-	1265	-
Stage 1	739	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	342	873	-	-	1265	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	10.6	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1265	-	694	-	-
HCM Lane V/C Ratio	0.056	-	0.08	-	-
HCM Control Delay (s)	8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	39	1	3	39	27	5	56	6	3	19	11
Future Vol, veh/h	41	39	1	3	39	27	5	56	6	3	19	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	44	1	3	44	31	6	64	7	3	22	13
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	7.9	7.5	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	51%	4%	9%
Vol Thru, %	84%	48%	57%	58%
Vol Right, %	9%	1%	39%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	81	69	33
LT Vol	5	41	3	3
Through Vol	56	39	39	19
RT Vol	6	1	27	11
Lane Flow Rate	76	92	78	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.11	0.087	0.044
Departure Headway (Hd)	4.219	4.286	3.976	4.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	827	887	855
Service Time	2.315	2.364	2.064	2.214
HCM Lane V/C Ratio	0.091	0.111	0.088	0.044
HCM Control Delay	7.7	7.9	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.3	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	8	38	229	15	59	494
Future Vol, veh/h	8	38	229	15	59	494
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	50	301	20	78	650

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	792	161	0	0	321	0
Stage 1	311	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	326	855	-	-	1236	-
Stage 1	716	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	855	-	-	1236	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	11.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1236	-	651	-	-
HCM Lane V/C Ratio	0.063	-	0.093	-	-
HCM Control Delay (s)	8.1	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	43	1	3	43	30	5	61	7	3	21	12
Future Vol, veh/h	45	43	1	3	43	30	5	61	7	3	21	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	49	1	3	49	34	6	69	8	3	24	14
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	7.5	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	51%	4%	8%
Vol Thru, %	84%	48%	57%	58%
Vol Right, %	10%	1%	39%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	89	76	36
LT Vol	5	45	3	3
Through Vol	61	43	43	21
RT Vol	7	1	30	12
Lane Flow Rate	83	101	86	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.121	0.098	0.048
Departure Headway (Hd)	4.352	4.31	4.1	4.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	819	879	845
Service Time	2.356	2.404	2.1	2.265
HCM Lane V/C Ratio	0.1	0.123	0.098	0.049
HCM Control Delay	7.8	8	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.3	0.2

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	22	129	381	32	139	618
Future Vol, veh/h	22	129	381	32	139	618
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	170	501	42	183	813

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1295	272	0	0	543	0
Stage 1	522	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	154	726	-	-	1022	-
Stage 1	560	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	726	-	-	1022	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	20.4	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1022	-	429	-	-
HCM Lane V/C Ratio	0.179	-	0.463	-	-
HCM Control Delay (s)	9.3	-	20.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	2.4	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	85	1	21	78	47	5	61	28	25	21	12
Future Vol, veh/h	45	85	1	21	78	47	5	61	28	25	21	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	97	1	24	89	53	6	69	32	28	24	14
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	8.7	8.5	8.3	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	34%	14%	43%
Vol Thru, %	65%	65%	53%	36%
Vol Right, %	30%	1%	32%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	131	146	58
LT Vol	5	45	21	25
Through Vol	61	85	78	21
RT Vol	28	1	47	12
Lane Flow Rate	107	149	166	66
Geometry Grp	1	1	1	1
Degree of Util (X)	0.135	0.19	0.2	0.087
Departure Headway (Hd)	4.563	4.587	4.348	4.742
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	783	825	755
Service Time	2.593	2.614	2.375	2.774
HCM Lane V/C Ratio	0.136	0.19	0.201	0.087
HCM Control Delay	8.3	8.7	8.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.7	0.3

Intersection	
Int Delay, s/veh	8.7

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	282	229	152	570	187	124
Future Vol, veh/h	282	229	152	570	187	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	250	-	150	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	371	301	200	750	246	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	672	0	1146	186
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	775	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	915	-	~ 193	824
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	415	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	915	-	~ 151	824
Mov Cap-2 Maneuver	-	-	-	-	295	-
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	324	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.1	38.5
HCM LOS			E

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	295	824	915	-	-	-
HCM Lane V/C Ratio	0.834	0.198	0.219	-	-	-
HCM Control Delay (s)	57.2	10.4	10	-	-	-
HCM Lane LOS	F	B	B	-	-	-
HCM 95th %tile Q(veh)	7	0.7	0.8	-	-	-

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	130	8	34	139	25	7	0	28	25	0	25
Future Vol, veh/h	25	130	8	34	139	25	7	0	28	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	171	11	45	183	33	9	0	37	33	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	182	0	0	549	549	177	551	538	200
Stage 1	-	-	-	-	-	-	243	243	-	290	290	-
Stage 2	-	-	-	-	-	-	306	306	-	261	248	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1354	-	-	1393	-	-	446	443	866	445	450	841
Stage 1	-	-	-	-	-	-	761	705	-	718	672	-
Stage 2	-	-	-	-	-	-	704	662	-	744	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1393	-	-	408	415	866	405	422	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	415	-	405	422	-
Stage 1	-	-	-	-	-	-	740	686	-	699	647	-
Stage 2	-	-	-	-	-	-	651	638	-	693	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.3	10.4	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1354	-	-	1393	-	-	547
HCM Lane V/C Ratio	0.065	0.024	-	-	0.032	-	-	0.12
HCM Control Delay (s)	10.4	7.7	0	-	7.7	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	20	68	321	15	40	205
Future Vol, veh/h	20	68	321	15	40	205
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	85	401	19	50	256

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	639	210	0	0	420	0
Stage 1	411	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	408	796	-	-	1136	-
Stage 1	638	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	390	796	-	-	1136	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	753	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	11.7	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1136	-	644	-	-
HCM Lane V/C Ratio	0.044	-	0.171	-	-
HCM Control Delay (s)	8.3	-	11.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

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	11	46	3	6	45	7	3	17	7	40	30	24
Future Vol, veh/h	11	46	3	6	45	7	3	17	7	40	30	24
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	72	5	9	70	11	5	27	11	63	47	38
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	8.1	8	7.6	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	18%	10%	43%
Vol Thru, %	63%	77%	78%	32%
Vol Right, %	26%	5%	12%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	60	58	94
LT Vol	3	11	6	40
Through Vol	17	46	45	30
RT Vol	7	3	7	24
Lane Flow Rate	42	94	91	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.116	0.111	0.177
Departure Headway (Hd)	4.387	4.471	4.417	4.338
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	803	814	830
Service Time	2.403	2.486	2.432	2.35
HCM Lane V/C Ratio	0.051	0.117	0.112	0.177
HCM Control Delay	7.6	8.1	8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.6

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	22	75	352	16	44	225
Future Vol, veh/h	22	75	352	16	44	225
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	94	440	20	55	281

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	701	230	0	0	460	0
Stage 1	450	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	373	772	-	-	1097	-
Stage 1	609	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	354	772	-	-	1097	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	12.4	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1097	-	609	-	-
HCM Lane V/C Ratio	0.05	-	0.199	-	-
HCM Control Delay (s)	8.5	-	12.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	50	3	7	49	8	3	19	8	44	33	26
Future Vol, veh/h	12	50	3	7	49	8	3	19	8	44	33	26
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	78	5	11	77	13	5	30	13	69	52	41
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	8.2	8.1	7.7	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	18%	11%	43%
Vol Thru, %	63%	77%	77%	32%
Vol Right, %	27%	5%	12%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	65	64	103
LT Vol	3	12	7	44
Through Vol	19	50	49	33
RT Vol	8	3	8	26
Lane Flow Rate	47	102	100	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.128	0.124	0.196
Departure Headway (Hd)	4.442	4.532	4.473	4.389
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	792	803	819
Service Time	2.464	2.552	2.493	2.406
HCM Lane V/C Ratio	0.058	0.129	0.125	0.197
HCM Control Delay	7.7	8.2	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.7

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	30	111	409	22	83	292
Future Vol, veh/h	30	111	409	22	83	292
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	-	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	139	511	28	104	365

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	916	270	0	0	539	0
Stage 1	525	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	272	728	-	-	1025	-
Stage 1	558	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	728	-	-	1025	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	15.6	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1025	-	513	-	-
HCM Lane V/C Ratio	0.101	-	0.344	-	-
HCM Control Delay (s)	8.9	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	66	3	16	68	16	3	19	16	52	33	26
Future Vol, veh/h	12	66	3	16	68	16	3	19	16	52	33	26
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	103	5	25	106	25	5	30	25	81	52	41
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	8.6	8.7	8	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	15%	16%	47%
Vol Thru, %	50%	81%	68%	30%
Vol Right, %	42%	4%	16%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	81	100	111
LT Vol	3	12	16	52
Through Vol	19	66	68	33
RT Vol	16	3	16	26
Lane Flow Rate	59	127	156	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.164	0.198	0.222
Departure Headway (Hd)	4.571	4.672	4.568	4.618
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	767	784	777
Service Time	2.609	2.706	2.601	2.651
HCM Lane V/C Ratio	0.075	0.166	0.199	0.223
HCM Control Delay	8	8.6	8.7	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.7	0.8

Intersection	
Int Delay, s/veh	2.8

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	435	85	57	275	100	67
Future Vol, veh/h	435	85	57	275	100	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	250	-	150	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	544	106	71	344	125	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	650	0	858	272
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	314	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	932	-	296	726
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	932	-	274	726
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	660	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.6	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	460	726	932	-	-	-
HCM Lane V/C Ratio	0.272	0.115	0.076	-	-	-
HCM Control Delay (s)	15.7	10.6	9.2	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	1.1	0.4	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	130	4	12	97	25	3	0	16	25	0	25
Future Vol, veh/h	25	130	4	12	97	25	3	0	16	25	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	163	5	15	121	31	4	0	20	31	0	31

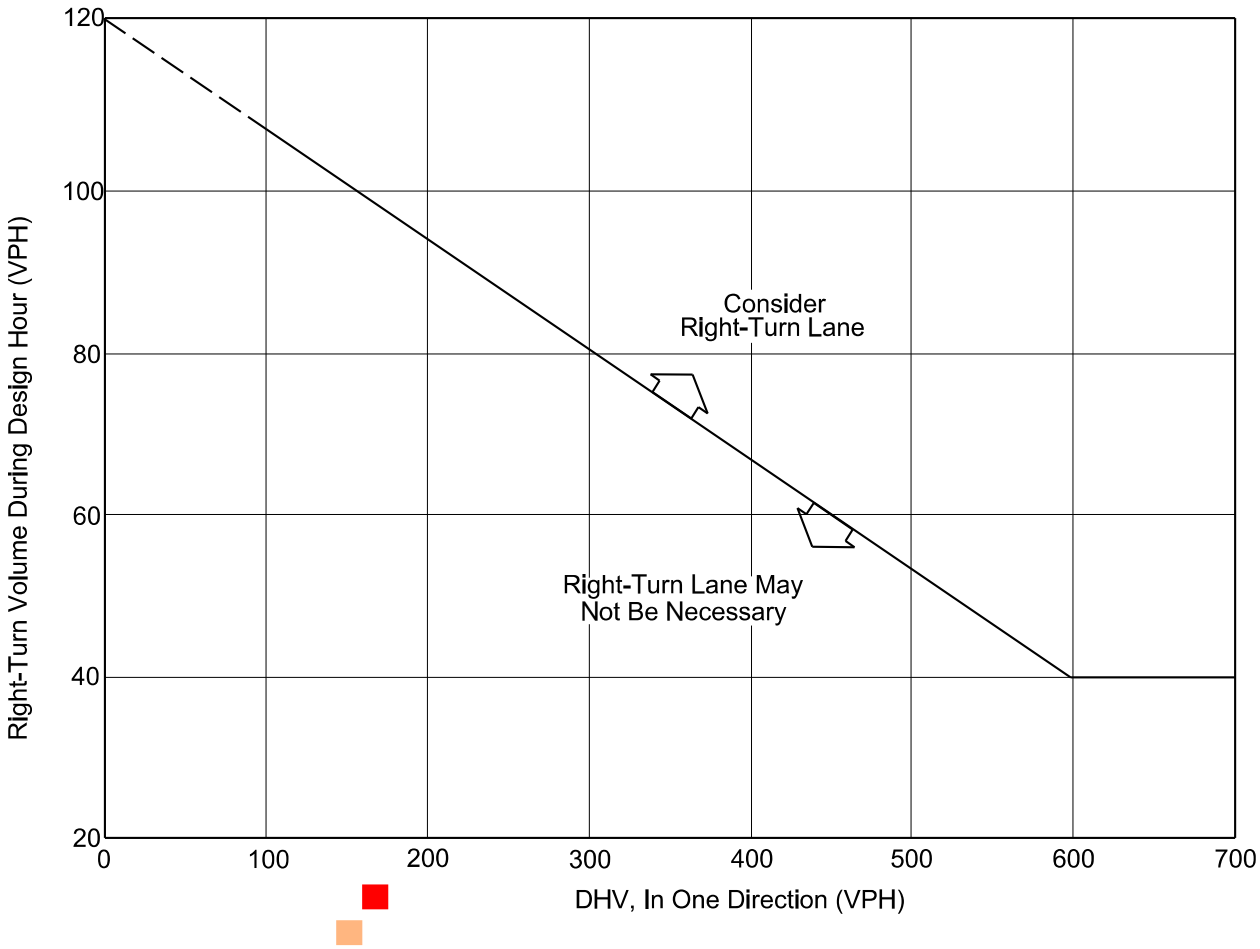
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	168	0	0	410	410	166	405	397	137
Stage 1	-	-	-	-	-	-	228	228	-	167	167	-
Stage 2	-	-	-	-	-	-	182	182	-	238	230	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1429	-	-	1410	-	-	552	531	878	556	540	911
Stage 1	-	-	-	-	-	-	775	715	-	835	760	-
Stage 2	-	-	-	-	-	-	820	749	-	765	714	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1410	-	-	518	512	878	529	521	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	512	-	529	521	-
Stage 1	-	-	-	-	-	-	756	698	-	815	751	-
Stage 2	-	-	-	-	-	-	782	740	-	730	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.7	9.7	10.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	1429	-	-	1410	-	-	669
HCM Lane V/C Ratio	0.03	0.022	-	-	0.011	-	-	0.093
HCM Control Delay (s)	9.7	7.6	0	-	7.6	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Appendix D Turn Lane Graphs

S-105 EB at Bus DW



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.

AM Build (163, 8)

PM Build (159, 4)

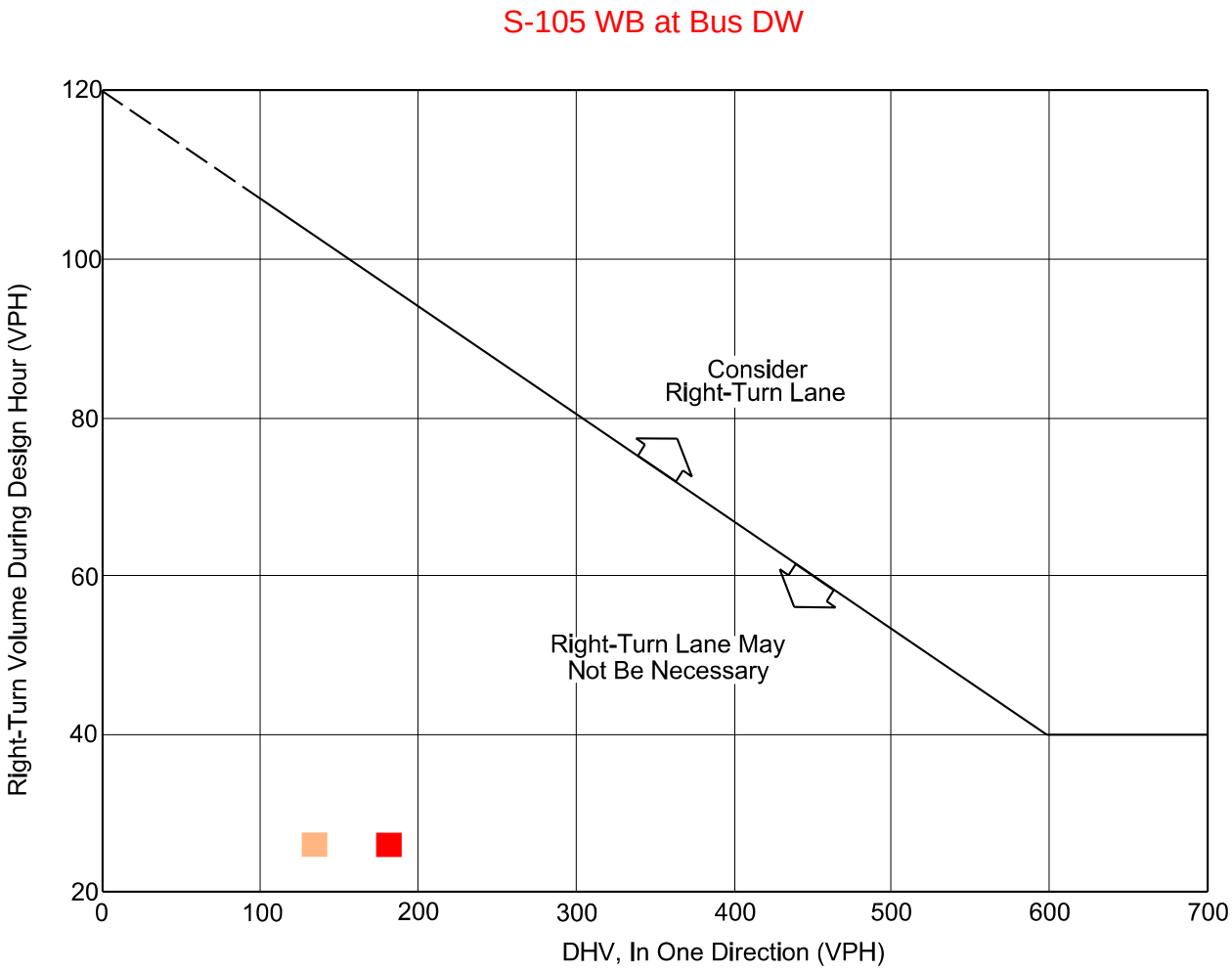
Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A



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

Example

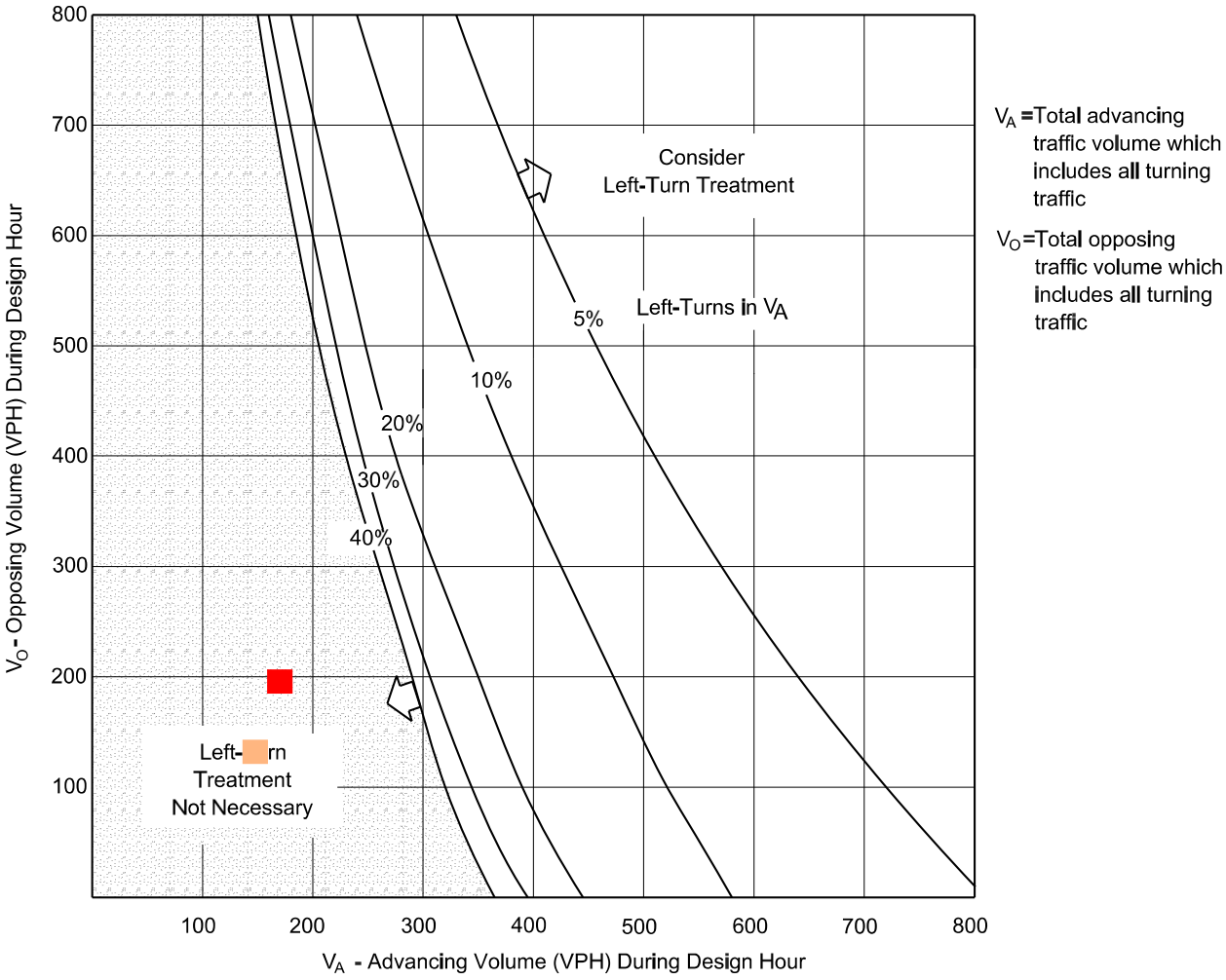
Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

S-105 EB at Bus DW



Instructions:

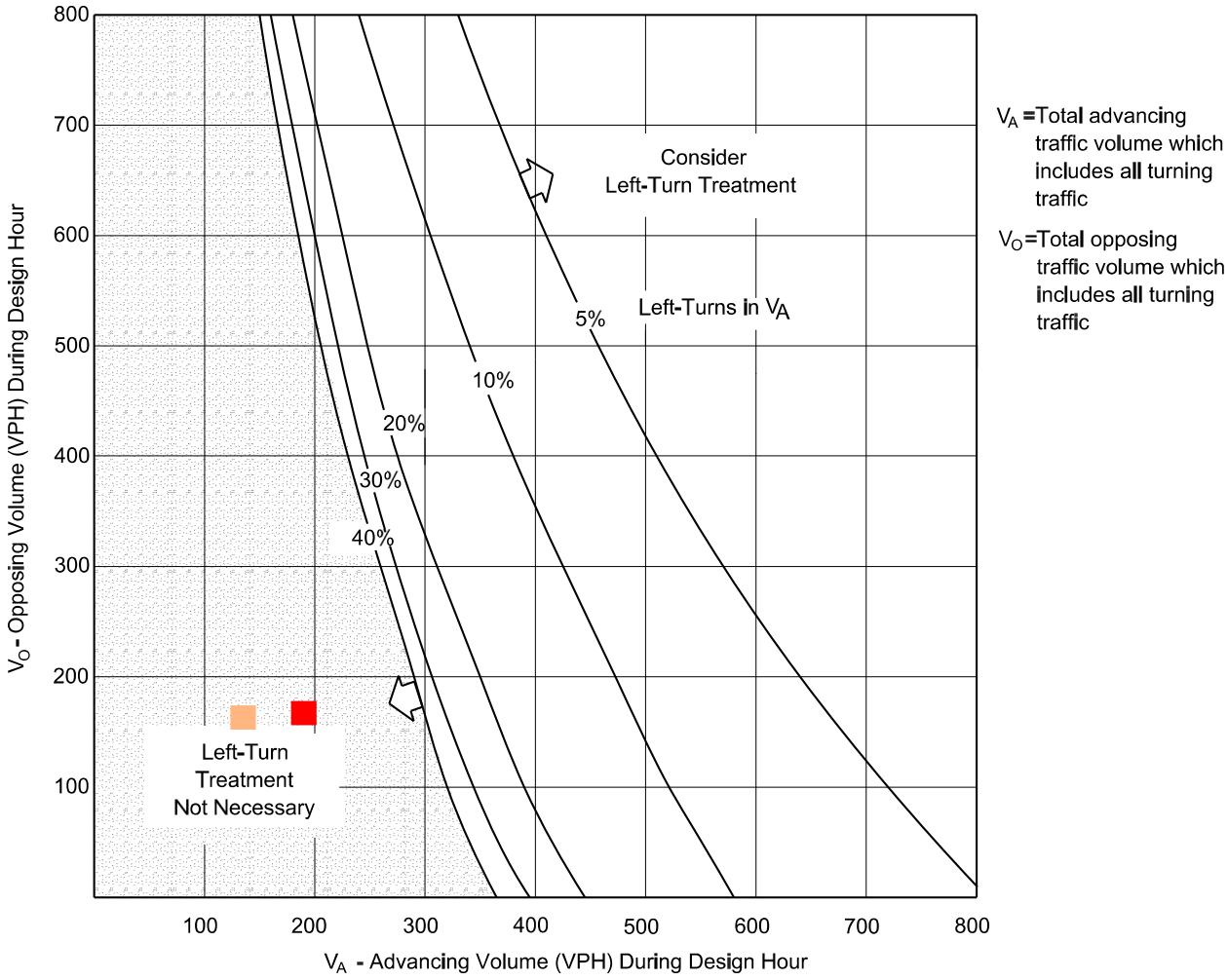
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

S-105 WB at Bus DW



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

Anderson County Planning Commission

April 14, 2026
6:00 PM
Staff Report – Preliminary Subdivision

210 property owners within 2000' of the proposed development were notified via postcard.

Preliminary Subdivision Name:	Mattison Woods
Intended Development:	Single Family
Applicant:	Jamie Turner-Ridgewater
Surveyor/Engineer:	Ridgewater
Location/Access:	Shackleburg Rd. (County)
County Council District:	4
School District:	1
Surrounding Land Use:	Residential, Vacant
Zoning:	Un-zoned
Tax Map Number:	143-00-02-004
Total Number of Acres:	+/-77.82
Number of Lots:	69
Variance:	No
Traffic Impact Analysis:	Does not require TIS.

Subdivision Plat

SPR-26-5

Submitted On: Feb 20, 2026

Applicant

Wesley White
864-634-4399
@ info@ridgewatereng.com

Primary Location

Point Location: 34.6326, -82.6342

Property Owner(s)

Name
High Shoal's Development LLC

Phone Number
8643136178

Street Address
PO Box 2746

City
Anderson

State
SC

Zip Code
29622

Email
james@fontaineconstruction.com

Engineers/Surveyors

Name
Ridgewater Engineering & Surveying

Email
wesley@ridgewatereng.com

Project Information

Proposed Subdivision Name
Mattison Woods

Parcel/TMS#
1430002004

County Council District
4

School District
1

Total Acreage
77.82

Number of Lots
69

Intended Variance
No

Current Zoning
None

Surrounding Land Uses
south-residential/west&north-vacant res/east-Shackleburg Rd

Is there a request for variance?
No

Are there any current Covenants in effect for this proposed development?
No

Has this project been to Planning Commission before?
No

SCDOT/ Roads & Bridges must be contacted for this development prior to Planning Commission review, please attach conformation letters. A traffic impact study shall be required for access approval through the state and county encroachment permit process when a development will generate 75 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street., see section 24 – 115(f) Traffic Impact Studies in the Anderson County Code of Ordinances

N/A - Email notification sent to Roads and Bridges anyway

Verification of Acknowledgement

Sec.24-335. – Review procedure; recommendations; approval.
Prior to making any physical improvements on the potential subdivision site, the subdivider shall create a preliminary plat containing the information required by section 24-336. If the subdivision administrator determines that the information provided on the plat fulfills the requirements of section 24-336, the subdivision administrator shall submit a written recommendation to the planning commission, to approve the “Preliminary Plat”. If staff recommends approval, this does not guarantee that the Planning Commission will approve the Preliminary Plat, pursuant to Sec.24-335 (C) (3)

Planning Commission Decisions: In addition to the standards set forth in this chapter and the recommendations of staff, the Planning Commission will also take into consideration the following criteria when making its decision to reject or approve a preliminary plat:

- public health, safety, convenience, prosperity, and the general welfare;
- balancing the interests of subdivides, homeowners, and the public;
- the effects of the proposed development on the local tax base; and;
- the ability of existing or planned infrastructure and transportation systems to serve the proposed development.

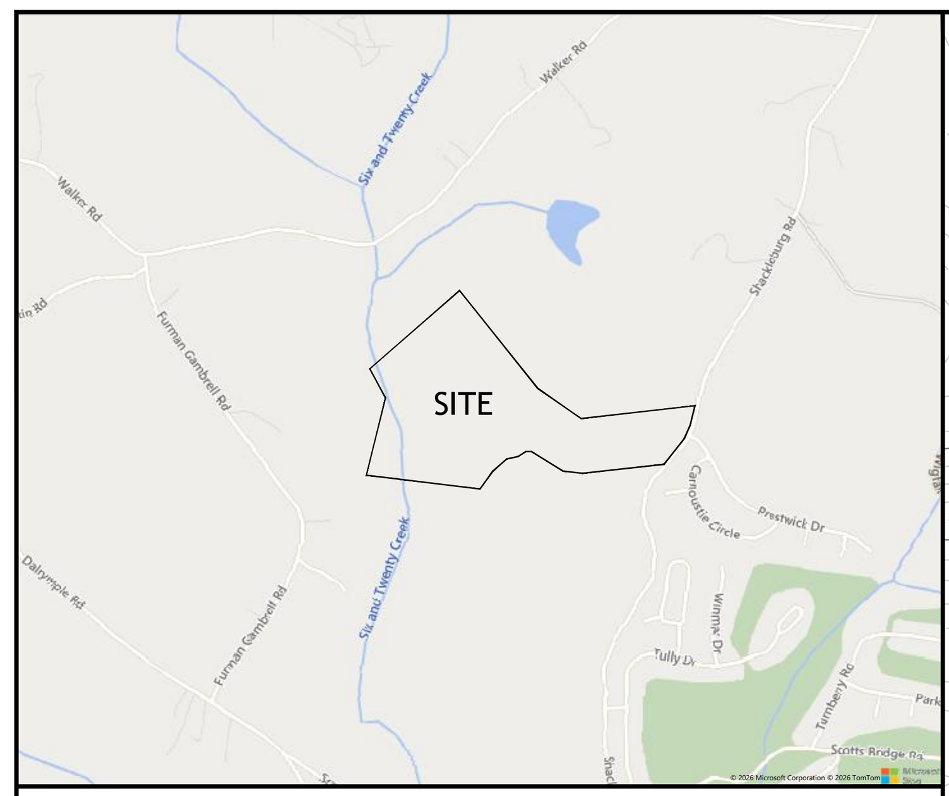
Digital Signature

true

Signature of Applicant

Digital Signature

true



LOCATION MAP

SITE DATA

TMS #:	1430002004
TOTAL AREA:	±77.82 ACRES
ZONING:	UNZONED
TOTAL LOTS:	69 LOTS
MINIMUM LOT WIDTH:	100 FT
MINIMUM LOT SIZE:	25,000 SF
PROPOSED ROADS:	3,782 LF (0.72 MI) PUBLIC ROADS (50' R/W)

SETBACKS

PROPERTY PERIMETER:	10 FT
SHACKLEBURG RD:	40 FT
FRONT:	30 FT
SIDE:	15 FT
REAR:	15 FT

MATTISON WOODS SUBDIVISION

TMS #1430002004

APPLICANT	ENGINEER OR SURVEYOR
HIGH SHOAL'S DEVELOPMENT LLC PO BOX 2746 ANDERSON, SC 29622 864.313.6178	RIDGEWATER ENGINEERING & SURVEYING, LLC P.O. BOX 806 ANDERSON SC 29622 864.226.0980

Date:	2-19-26
Drawn By:	JWW
Checked:	JWW
Job Number:	26007
Revisions:	0

SCALE: 1 in = 100 ft.

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION — RIDGEWATER ENGINEERING & SURVEYING No. 5816

RIDGEWATER ENGINEERING & SURVEYING
Po Box 806, Anderson, SC 29622
(864) 226-0980 ridgewatereng.com

PRELIMINARY PLAT

OWNER'S CERTIFICATION

As the owner of this land, as shown on this preliminary plat or his agent, I certify that this drawing was made from an actual survey, and accurately portrays the existing land and its features and the proposed development and improvements thereto.

Date: 2-19-26

[Owner] [Agent] [Name]: HIGH SHOAL'S DEVELOPMENT, LLC - JAMES CURTIS

Signed:

DESIGN PROFESSIONAL CERTIFICATION

It is hereby certified that this preliminary plat was prepared using a survey of the property prepared by John C Smith & Son and dated 8/10/82 and 12/3/84; And further that the proposed subdivision meets all requirements of the Anderson County Development Standards Ordinance, as applicable to the property.

By Name: J. Wesley White, PE

Signed:

Registered Professional No. 25827

Address: 211 Society St, Anderson, SC 29621

Telephone No. 864-260-0980

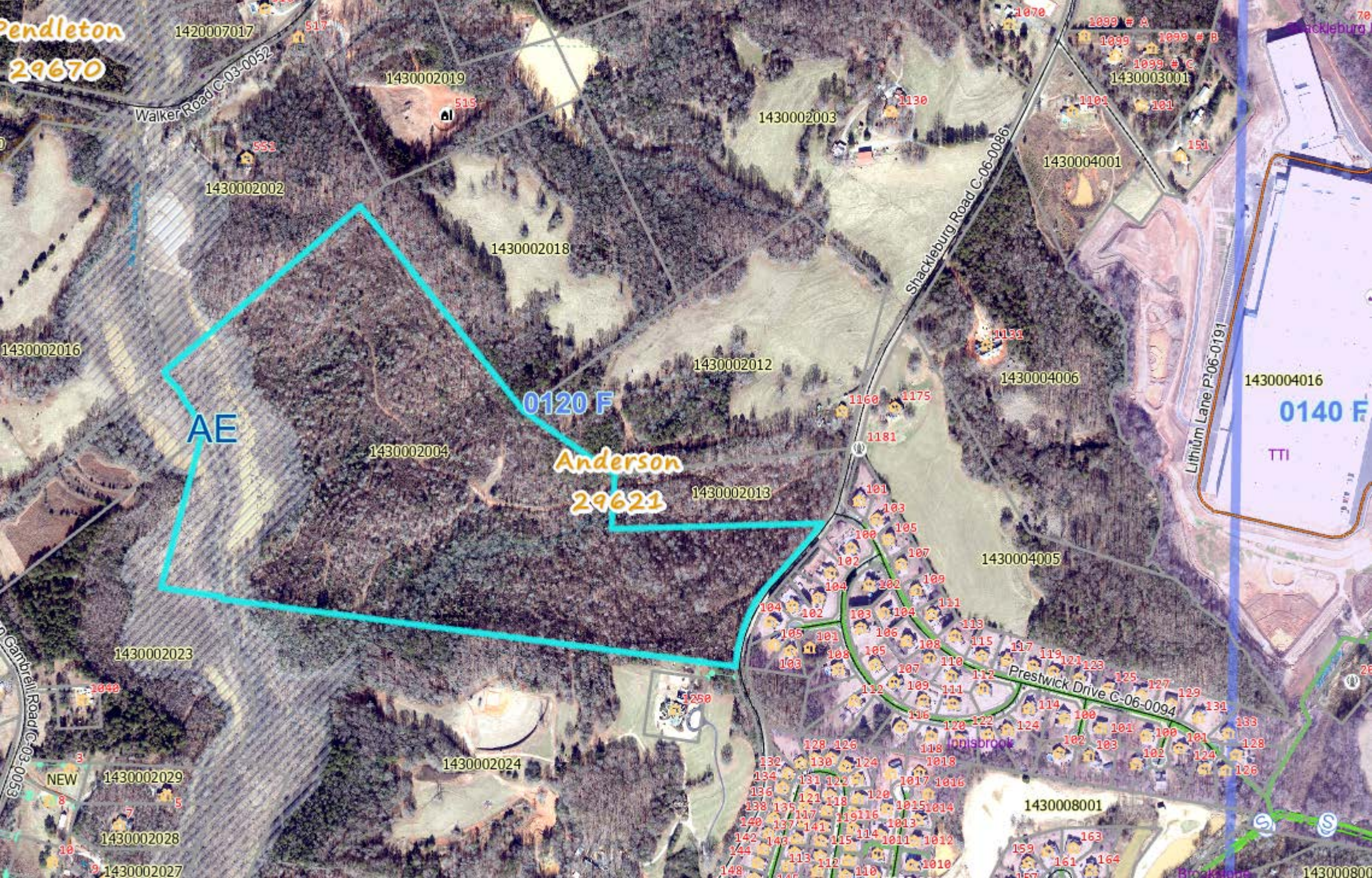
Date: 2-19-26

CERTIFICATE OF PROJECT APPROVAL

All applicable requirements of the Anderson County Development Standards Ordinance relative to Project Approval having been fulfilled, approval of this preliminary plat is hereby granted by the Manager or the Subdivision Administrator, subject to further compliance with all provision of said development regulations.

Manager or Subdivision Administrator: ____________________

Date: ____________________


Pendleton
29670
1420007017
517
Walker Road C-03-0052
1430002019
515
1430002003
1130
1099 # A
1099
1099 # B
1099 # C
1430003001
1101
101
151
1430004001
551
1430002002
1430002018
Shackleburg Road C-06-0086
1430002016
1131
1430002012
1430004006
1160
1175
1181
0120 F
AE
1430002004
Anderson
29621
1430002013
Lithium Lane P-06-0191
1430004016
0140 F
TTI
1430004005
1430002023
1040
1250
Gambrell Road C-03-0053
NEW
1430002029
1430002028
1430002027
1430002024
Prestwick Drive C-06-0094
Ionisbrook
1430008001

ANDERSON COUNTY GIS AND E911 ADDRESSING DEPARTMENT

P O BOX 8002

Anderson, SC 29622-8002

GIS: Tel: 864-260-4687 • Fax: 864-260-4099

E911 Addressing: Tel 864-260-4392 • Fax: 260-4099

Physical Address: 401 E River St, Anderson, SC 29624

Property viewer: www.andersoncountysc.org

Subdivision/Development Name and Road Name Approval Form

Date: **02/20/2026** Expires : **02/20/2029**

Developer: **BLUE PRINT DEVELOPMENT LLC**

Contact Info: **PO BOX 2746 ANDERSON SC 29622 (864)-313-6178**

Email: james@fontaineconstruction.com

The Anderson County GIS & E911 Addressing Department has reviewed the following names as mandated by the Anderson County Code of Ordinance and E911 Addressing Policy. Please provide the E911 Addressing Office with the required 5 signed and recorded copies of the final subdivision/development plan. **Subdivisions must provide a DWG file of the final recorded plat**. If there are any revisions, please notify the E911 Addressing Office as soon as possible. **Plot Plans or drawings with driveway and structure locations are required for corner lots. Only the Anderson County GIS & E911 Addressing department can edit or change this document.**

Subdivision Name: **MATTISON WOODS NAME APPROVED** Parent TMS: **143-00-02-004**

Zip Code: **ANDERSON 29621** ESN: **118**

Road Name:	Status:
OPPERMAN DRIVE	**NAME APPROVED**
NELLE COURT	**NAME APPROVED**
JOHN PAUL WAY	**NAME DENIED**
GLAD FALLS COURT	**NAME APPROVED**

According to the Anderson County Addressing Policy road names may be reserved for three years from the date of this letter. If the final recording of the preliminary subdivision plan does not occur within three year, a written request for a six-month extension of the road names reservation may be submitted to Anderson County GIS & E911 Addressing Office. If you have any questions or require additional information, please call Kevin (864) 260-4687 or Zee (864) 260-4392.

Respectfully,

Anderson County GIS & E911 Addressing Dept

Outlook

[External]RE: [External]Mattison Woods Subdivision

From wesley@ridgewatereng.com <wesley@ridgewatereng.com>
Date Tue 2/24/2026 1:22 PM
To Bill Rutledge <brutledge@andersoncountysc.org>; Bee Baker <sbbaker@andersoncountysc.org>; Brittany D. McAbee <bdmcabee@andersoncountysc.org>
Cc Tim Cartee <tcartee@andersoncountysc.org>

Bill,
Thanks for the below comments. I don't see an issue resolving all these during the design and permitting phase.
Appreciate your help.
Wesley

J. Wesley White, PE
President
Ridgewater Engineering & Surveying
PO Box 806
Anderson, SC 29622
O: 864-226-0980
C: 864-634-4399

From: Bill Rutledge <brutledge@andersoncountysc.org>
Sent: Tuesday, February 24, 2026 12:02 PM
To: Wesley White - External <wesley@ridgewatereng.com>; Bee Baker <sbbaker@andersoncountysc.org>; Brittany D. McAbee <bdmcabee@andersoncountysc.org>
Cc: Tim Cartee <tcartee@andersoncountysc.org>
Subject: RE: [External]Mattison Woods Subdivision

Wesley,
There are a couple of things with this one.
Curb and gutter road cross section is required unless every lot is greater than 25,000 sf.
20' frontage lots for flag lots and cul-de-sacs cause driveway problems.
Driveways are required to be 3' from the property line.
If you leave them at 20' Roads & Bridges will only install or permit 16' of driveway pipe instead of the normal 24'.
You need to draw the intersection sight triangles at the entrance.
Thanks,
Bill

From: wesley@ridgewatereng.com <wesley@ridgewatereng.com>
Sent: Thursday, February 19, 2026 3:51 PM
To: Bee Baker <sbbaker@andersoncountysc.org>; Bill Rutledge <brutledge@andersoncountysc.org>; Brittany D.

Outlook

[External]RE: Mattison Woods

From wesley@ridgewatereng.com <wesley@ridgewatereng.com>
Date Wed 3/4/2026 4:20 PM
To Tim Cartee <tcartee@andersoncountysc.org>

Tim,
Yes, the drainage area has already been figured. We show the transition from 50' to 100' buffer where the drainage area goes above 50 acres. We will adjust lots/add conveyances during the design phase of the project.
Thanks for the comments.
Wesley

J. Wesley White, PE
President
Ridgewater Engineering & Surveying
PO Box 806
Anderson, SC 29622
O: 864-226-0980
C: 864-634-4399

From: Tim Cartee <tcartee@andersoncountysc.org>
Sent: Wednesday, March 4, 2026 3:49 PM
To: Wesley White - External <wesley@ridgewatereng.com>
Subject: FW: Mattison Woods

Wesley, see Jon's comment below.

From: Jonathan A. Batson <jabatson@andersoncountysc.org>
Sent: Wednesday, March 4, 2026 3:42 PM
To: Tim Cartee <tcartee@andersoncountysc.org>; Bill Rutledge <brutledge@andersoncountysc.org>; Timothy Haynes <thaynes@andersoncountysc.org>
Subject: RE: Mattison Woods

Common areas for stormwater conveyances not in the road right of way is not shown. Ensure drainage area is less than 50 acres for the portion of the site where riparian buffer is only 50'.
Thanks
Jon

From: Tim Cartee <tcartee@andersoncountysc.org>
Sent: Tuesday, February 24, 2026 10:16 AM
To: Bill Rutledge <brutledge@andersoncountysc.org>; Jonathan A. Batson <jabatson@andersoncountysc.org>; Timothy Haynes <thaynes@andersoncountysc.org>
Subject: Mattison Woods

Outlook

[External]RE: [External]Mattison Woods Subdivision

From wesley@ridgewatereng.com <wesley@ridgewatereng.com>
Date Tue 2/24/2026 1:22 PM
To Bill Rutledge <brutledge@andersoncountysc.org>; Bee Baker <sbbaker@andersoncountysc.org>; Brittany D. McAbee <bdmcabee@andersoncountysc.org>
Cc Tim Cartee <tcartee@andersoncountysc.org>

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Appreciate your help.
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J. Wesley White, PE
President
Ridgewater Engineering & Surveying
PO Box 806
Anderson, SC 29622
O: 864-226-0980
C: 864-634-4399

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Cc: Tim Cartee <tcartee@andersoncountysc.org>
Subject: RE: [External]Mattison Woods Subdivision

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Bill

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Sent: Thursday, February 19, 2026 3:51 PM
To: Bee Baker <sbbaker@andersoncountysc.org>; Bill Rutledge <brutledge@andersoncountysc.org>; Brittany D.

Outlook

[External]Re: Mattison Woods Subdivision

From Anthony Hamby <ahamby@acfd.org>
Date Mon 3/9/2026 10:59 AM
To Tim Cartee <tcartee@andersoncountysc.org>

The Fire Marshal's office input on this subdivision as with all subdivisions is hydrants and fire lane access. Hydrants every 1000" helps the fire departments and saves the taxpayers on their insurance through a better ISO rating. We also would like this and all future subdivisions to take extra considerations of the road widths for curbside parking and marking hydrants on curbs etc. With the properties in the county getting smaller we are running into major issues countywide with curbside parking and hydrants blocked.

On Tue, Feb 24, 2026 at 10:11 AM Tim Cartee <tcartee@andersoncountysc.org> wrote:

> Good afternoon, Anderson County Council has amended land use ordinance 24-335 with ordinance number 2024-042. The amendment requires the Land Development Administrator send copies of the preliminary plat for your review and comments to all appropriate school districts, fire marshal, EMS, utility providers and SCDOT , if state roads are impacted.
>
> Your comments will be presented to the Planning Commission to help in their decision for proposed developments in Anderson County. I appreciate your time in reviewing the preliminary plat and look forward to your comments.
>
> Thanks,
>
> **Tim Cartee**

Address:
1719 Circle Road
Powdersville, SC 29642

POWDERSVILLE WATER

Phone: (864) 269-5440
Fax: (864) 295-1496
www.powdersvillewater.org

February 20, 2026

Mr. J. Wesley White, PE
Ridgewater Engineering & Survey, LLC
P O Box 806
Anderson, SC 29622

Re: Mattison Woods Subdivision
Anderson County Tax Parcels 1430002004 & 1430002013

Dear Mr. White,

Please be advised that the above-mentioned parcel is located within the service area of Powdersville Water. Water mains are located adjacent to the parcel along Shackleburg Road. This letter is not intended to imply an ability to serve the project. Service ability will be determined after a final review of project plans.

Should you have any questions, please do not hesitate to call.

Sincerely,

Chris Rasco
Project Engineer

Cc: Project File

Blue Ridge Electric Cooperative, Inc. • P.O. Box 277 • Pickens, South Carolina 29671
800/240-3400

February 24, 2026

To whom it may concern,

In regard to the Electric Power Facilities, this letter is a notification that Blue Ridge Electric Co-op will be the power provider for parent TMS #143-00-02-004 located in Anderson County on Shackleburg Rd in Williamston, S.C. If you have any questions, please feel free to give me a call.

Thank you,
Chad Davidson
Field Staking Engineer
Cell: 864-915-1923

February 20, 2026

RE: Updated Utility Information

Dear Mr. White,

Thank you for inquiring about natural gas availability for the parcel of land on Shackleburg Rd. in Anderson. Fort Hill Natural Gas Authority is the Natural Gas Provider for this Project

We are pleased to confirm that natural gas service is readily available at the site. Fort Hill Natural Gas Authority looks forward to supporting the development of this new residential project.

Please let me know if you require any additional information.

Sincerely,

Dwayne Smith

Business Development Representative

864-423-5605
Dwayne.smith@fhnga.Com

311 South Pendleton Street
Easley, South Carolina 29640
Phone: (864) 859-6375
Fax: (864) 859-5532
Web Site: www.fhnga.com

AT&T
C&E South Carolina

Larry Black
1003 Whitehall Rd
Anderson SC 29621
864-298-0747
lb0014@att.com

Date: 2/20/2026

RE: Mattison Woods Subdivision, Anderson, SC
Anderson County, TAXMAP# 1430002004 & 1430002013

This letter is in response to your request for confirmation of service availability for your proposed project. The land parcel located on the tax map referenced above is in an area served by AT&T.

This letter confirms that the above-mentioned land parcel is in an area served by AT&T. Any service arrangements for this development will be subject to later discussions and agreements between the developer and AT&T. **Please be advised this letter is not a commitment by AT&T to provide all AT&T service offerings to this location.**

Please send final plat when available and addresses when assigned.

General information regarding AT&T's service to commercial buildings can be obtained from AT&T's Building Industry Consulting Service (BICS) and at www.bellsouth.com/bics.

Please contact Larry Black– AT&T GEO Manager, who will be managing the design for your development at 864-243-7192 or lb0014@att.com.

Thank you for contacting AT&T.
Sincerely,

Larry Black

GEO Manager
C&E South Carolina

PROPOSED
SUBDIVISION

FOR INFORMATION CALL:
ANDERSON COUNTY
DEVELOPMENT STANDARDS

864-260-4719

RIDGEWATER
ENGINEERING & SURVEYING

PO Box 806, Anderson, SC 29622 • 864-226-0980 • ridgewatereng.com

Anderson County Planning Commission March 24, 2026

Re: The Preserve at Covered Bridge – PD Change

Dear Commissioners:

This letter is to request a vote by the Planning Commission on whether or not the proposed changes to The Preserve at Covered Bridge (PD) are in fact minor changes and can be reviewed and approved administratively by Development Standards staff. In doing so, please consider the following:

1. The original attached PD Intent shows 10 lots with rear access. We propose to remove the rear alley access and therefore reduce this to 5 lots with front access. This change should provide a safer access to the proposed lots.
2. The Covered Bridge at Jones Creek HOA has provided the attached letter in full support of the proposed change.

It is our opinion that the proposed changes are considered Minor and therefore review and approval can be handled administratively by Development Standards Staff.

Sincerely,

J. Wesley White, PE
President

Attached: PD Intent
HOA Support Letter
Proposed Lot Reconfiguration

SITE LEGEND

	DENOTES ASPHALT PAVEMENT REFER TO ROAD CROSS-SECTION
LOD	DENOTES LIMIT OF DISTURBANCE
EOP	EDGE OF PAVEMENT
BOC	BACK OF CURB
R/W	RIGHT-OF-WAY
R	RADIUS

RIDGEWATER
ENGINEERING & SURVEYING

PO BOX 806
ANDERSON, SC 29622
(864) 226-0980
RIDGEWATERENG.COM

SOUTH CAROLINA
RIDGEWATER ENGINEERING & SURVEYING No. 5816
CERTIFICATE OF AUTHORIZATION

S.C.S.P.C. NAD 83 (2011)
SOUTH CAROLINA ZONE (3200)
GRID NORTH

60 0 30 60
SCALE: 1 in = 60ft.

THE SUMMIT AT COVERED BRIDGE

ANDERSON,
SOUTH CAROLINA

DRAWN BY: KOC
CHECKED: JWW
JOB NUMBER: 24240

REV #	DATE	COMMENT
0	9-18-25	ISSUE FOR REVIEW
1	11-11-25	REVISIONS PER COMMENTS

SHEET

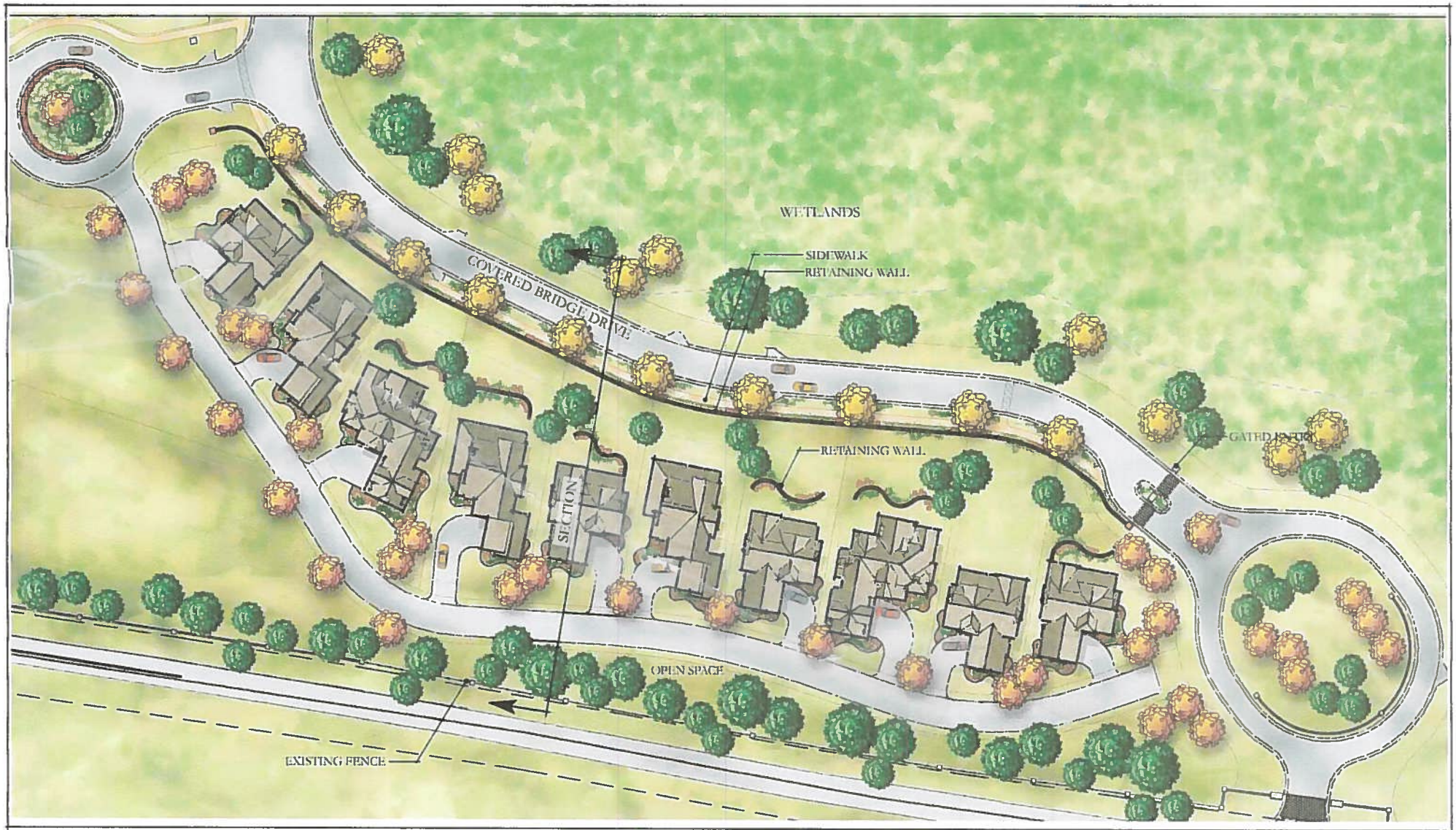
SITE PLAN

C - 2B

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

Planned Development (PD) District Statement of Intent
Covered Bridge at Jones Creek, Phase 1B
(The Preserve at Covered Bridge)
November 29, 2006

1. The Preserve at Covered Bridge is Phase 1B for Covered Bridge at Jones Creek. The entire community will be maintained by a Homeowner's Association and property management firm.
2. Covered Bridge at Jones Creek is a 221+ acre property owned by Covered Bridge at Jones Creek, LLC. The Preserve at Covered Bridge is a 9.18 acre portion of that property (7.44 acre when excluding the parkway right-of-way), the boundary of which is shown on an included engineered plat. This boundary includes legal bearings and distances for The Preserve.
3. The Preserve will create no more than 10 lots for single family dwellings. Each home will be a minimum of 3 bedrooms, and is estimated to sell for $300,000+.
4. Public improvements specific to The Preserve at Covered Bridge include:
    a. Trail system (large multi-purpose trail, sidewalk, smaller pedestrian trail, overlook, boardwalks)
    b. Outdoor pavilion
    c. Meadow
        i. Lawn area for recreation
        ii. Wildflowers
    d. Single-loaded parkway to preserve the integrity of the land. This is accomplished by putting houses on 1 side of the parkway only.
    e. Rear-entry homes will keep all front yards free from concrete drives and garages, adding to the pristine look.
5. Impact to public facilities has been addressed as part of the overall Covered Bridge at Jones Creek design. Availability letters have been obtained for water, sewer, and power. An acceptable drainage system has already been designed, engineered, reviewed, and approved by SCDHEC.
6. A landscaping plan has been submitted to Anderson County Engineering for Phase 1. Specific to or near The Preserve, this plan calls for:
    a. Tree-lined sidewalks
    b. Landscaped entrance
    c. Keeping a berm of existing trees that border Shackleburg Road. This will be used as a screening for the home sites.
    d. 2 retention ponds for storm water, along with a storm system that uses the 64 acres of wetlands to help mitigate storm water for water quality. Using a single loaded parkway, along with rear-entry garages, will help have as much grass as possible to absorb water and avoid sheet flow.
7. Completion of public improvements is scheduled for 2007.
8. The Preserve at Covered Bridge (10 homes) could be built as early as 2007, but anticipated construction is for 2008.



DHM DESIGN

Covered Bridge

@ Jones Creek

0 30 120

10 60

SCALE: 1"=60'-0"

Covered Bridge

COVERED BRIDGE AT JONES CREEK HOMEOWNERS ASSOCIATION, Inc.

February 24th, 2026

Subject: **Support for Revised Entrance Layout – Preserve at Covered Bridge**

To whom it may concern:

The Covered Bridge Homeowners Association Board has reviewed the revised entrance layout submitted by James Curtis and dated November 17, 2025. After careful consideration, the Board supports the proposed changes, including the modification of the front nine lots—currently designated as *The Preserve at Covered Bridge*—to a configuration of five front-facing residential lots.

Our support is expressly contingent upon the construction of the new entrance as shown in the submitted layout. All associated and ancillary improvements tied to the entrance redesign must also be completed concurrently. This includes any infrastructure, landscaping, signage, lighting, or related elements necessary to ensure a fully functional and aesthetically consistent entrance. The HOA's approval of this modification to the Planned Development (PD) is dependent on these conditions being met in full.

We appreciate your cooperation and look forward to continued collaboration as this project moves forward.

Sincerely,

Covered Bridge HOA Board of Directors