MEETING AGENDA
The Town of Ridgeland
PLANNING COMMISSION
Monday, October 20, 2025, 5:30 P.M.
Town Hall, Council Chambers, 1 Town Hall, Ridgeland, SC 29936

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place, and agenda of this meeting."

I. Call to Order: Pledge of Allegiance and Invocation by Chairman Frankie Denmark

II. Roll Call

III. Approval of Minutes: September 8, 2025

IV. Old Business:

V. New Business:

1. The applicant and property owner, Firefly Investments, LLC, applied for a petition for annexation and zoning designation of Special District-Exit 21 for one lot of record located at 203 HENRY LAWTON RD, Ridgeland SC, 29936. The property is contiguous to the Town of Ridgeland's jurisdictional boundary, with TMS #063-31-03-024 in Jasper County, South Carolina. The property consists of approximately .70 acres.

   Public Meeting Comments:
   Planning Commissions role: Advisory to Council
   Action needed: Recommendation to Council

2. The applicant and property owner, DR Horton, applied for rezoning of thirty-one (31) lots of record to Special District-Nimmer located along Lynch Ford Road and Tarboro Road in Ridgeland, SC, 29936. The properties are across from Nimmer Turf, with TMS #s 063-54-00-001 through 031 in Ridgeland. The property is currently zoned T3 Neighborhood General. The properties consist of 36.05 acres.

   Public Hearing Comments:
   Planning Commissions role: Advisory to Council
   Action needed: Recommendation to Council

VI. Staff Comments:

VII. Commissioner's Comments:

VIII. Adjournment

MEETING MINUTES

The Town of Ridgeland

PLANNING COMMISSION

Monday, September 8, 2025, 5:30 P.M.

Town Hall, Council Chambers, 1 Town Hall, Ridgeland, SC 29936

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place, and agenda of this meeting."

Planning Commissioners in attendance:

Chairman Denmark, Commissioner Rodina, Commissioner Tenerowicz, and Commissioner May.

Town of Ridgeland Staff:

Dennis Averkin (Town Administrator), Aaron Rucker (Director of Planning and Community Development), Danielle Smoak (Permit Technician), Kelly Payne (Town Arborist)

I. Call to Order: Pledge of Allegiance and Invocation by Chairman Frankie Denmark

Chairman Denmark called meeting to order at 5:30.

II. Roll Call

Roll call was taken. Commissioner Mohr was absent.

III. Approval of Minutes: August 11, 2025

Motion to approve August 11, 2025, meeting minutes were made by Commissioner Rodina and seconded by Commissioner May. Motion approved unanimously.

IV. Old Business:

1. Proposed text amendment to the Town of Ridgeland Zoning Ordinance concerning revisions to Ordinance 03-2021, Section 5.11.1.C, "Landscape Standards" addressing tree protection and mitigation.

   Aaron Rucker, Director of Planning and Community Development, explained that there were some suggestions made regarding the proposed text language during the first reading of ordinance at the August 21, 2025, council meeting. Those suggestions need to be reviewed by commission.

   Motion: Commissioner Rodina made a motion to approve the proposed text amendment with the revisions as discussed. Motion was seconded by Commissioner Tenerowicz and passed unanimously.

V. New Business:

1. The applicant and property owner, Christopher L. DuBose, submitted a petition for annexation and zoning designation of T2 Rural Zone for one parcel located at 7060 Lowcountry Drive, Ridgeland SC 29936. The property is contiguous to the Town of Ridgeland's jurisdictional boundary. TMS #083-00-07-008 in Jasper County, South Carolina. The property consists of approximately 14.17 acres.

   Motion: Motion was made by Commissioner May and seconded by Commissioner Rodina to accept the petition for annexation and zoning designation of T2 for one parcel located at 7060 Lowcountry Dr, Ridgeland, SC 29936. Motion passed unanimously.

2. Proposed text amendment to the Town of Ridgeland Zoning Ordinance concerning revisions to Article 6 “Building Functions” addressing certain types of accessory dwelling unit allowances.

   Aaron explained this text amendment to the Smart Code will round out Municode text updates recently approved at the August 21, 2025, council meeting concerning regulations governing RVs, parking on streets, and graffiti.

   Motion: Commissioner Rodina motioned to approve the text amendment as submitted to go to council. Motion was seconded by Commissioner May and approved unanimously.

VI. Staff Comments:

Future development of Moultrie Track. Vetting of impact fee study proposals for council consideration.

VII. Commissioner’s Comments

Discussed zoning revision for home-based businesses, DOT meetings for exits, and privacy fences in compliance with DOT right away.

VIII. Adjournment

Motion to adjourn was made by Commissioner Rodina and seconded by Commissioner May. Motion was approved unanimously.

100 PERCENT ANNEXATION PETITION FORM

TO THE MEMBERS OF TOWN COUNCIL)
) **PETITION FOR ANNEXATION**
TOWN OF RIDGELAND, SOUTH CAROLINA)

The undersigned, being 100 percent of the freeholders owning 100 percent of the assessed value of the property in the contiguous territory described below and shown on the attached plat or map, hereby petition for annexation of said territory to the Town of Ridgeland by ordinance effective as soon hereafter as possible, pursuant to South Carolina Code Section 5-3-150(3), as amended.

The undersigned, being 100% of the freeholders owning 100% of the assessed value of the property in the contiguous territory described below and shown on the attached plat, hereby petition for annexation of said territory to the Town by ordinance effective as soon hereafter as possible, pursuant to South Carolina Section 5-3-150.

Tax Map Number 063-31-03-024, Firefly Investments, LLC, the territory to be annexed is described as follows:

"Tract 2
All that certain piece, parcel or lot of land situate, lying and being in Jasper County, South Carolina, described as follows: 0.70 acres located on what is presently described as S-27-405, Merita Building, and further described as Parcel Number 063-31-03-24 in the Office of the Assessor for Jasper County.

Being the same property described as "OUT PARCEL (N/F R.B. Preacher TM #063-31-03-024)" on that certain plat dated March 8, 2006, prepared by Thomas G. Stanley, Jr., PLS#16269, recorded in plat book volume 28, page 350-352, Jasper County records. For a more particular description of the above referenced property, reference is hereby made to the Plat which is incorporated herein and made a part hereof by specific reference.
Subject, however, to all easements, covenants, restrictions, zoning ordinances and rights-of-way of record affecting subject property, if any.

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This being the same property conveyed to Coosawhatchie Creek Investments, LLC by Warranty Deed dated March 27, 2013 and recorded April 1, 2013 at 11:56 a.m. in Deed Book 847, Page 635 in the Office of the Register of Deeds for Jasper County, South Carolina. This also being the same property conveyed to Coosawhatchie Creek Investments, LLC by Quit Claim Deed dated March 27, 2013 and recorded April 1, 2013 at 11:56 a.m. in Deed Book 847, Page 633 in the Office of the Register of Deeds for Jasper County, South Carolina.

TMS #: 063-31-03-024"

Required: A plat or map of the area is attached.

Optional: It is requested that the property be zoned as follows: **Special District-Exit 21**

Firefly Investments, LLC
20 Towne Drive, Suite 230
Bluffton, SC 29910

By Kevin Farruggio 10/7/25
KEVIN FARRUGGIO
MEMBER, FIREFLY INVESTMENTS, LLC

For Municipal Use:

Petition received by AER, Date 10/7/2025

Description and Ownership verified by AER, Date 10/7/2025

Recommendation Approve donut hole

By: AER, Date 10/14/2025

3/10.00

201800001016 03/22/2018 AT 09:56 AM
OR Book 0972 Page 0644 - 0646
Filed for Record in JASPER COUNTY ROD
Deed Fee: $10.00
State Tax: $578.50 Local Tax: $244.75

DEED BOOK: 0972 PAGE: 1671
DATE: 03/27/2018 02:15:33 PM
Hazel Holmes / ej
AUDITOR JASPER COUNTY, SC

DATE: 03/26/2018 01:07:24 PM
Jasper County Assessor's Office
Tax Map No.: 063-31-03-030
Transfer No.: 18-27-355
Cytierrah Cuylear - JASPER COUNTY, SC

---------- SPACE ABOVE THIS LINE FOR RECORDING DATA ----------

Return recorded document to:
Smith Law, LLC
Post Office Drawer 1023
Beaufort, South Carolina 29901
843-705-4400

STATE OF SOUTH CAROLINA

TITLE TO REAL ESTATE

COUNTY OF BEAUFORT

KNOW ALL MEN BY THESE PRESENTS, that **COOSAWHATCHIE CREEK INVESTMENTS, LLC,** whose address is 101 Warfighter Way, Black Creek, Georgia 31308 (hereinafter the "Grantor"), in consideration of the sum of **Two Hundred Twenty-Two Thousand Five Hundred and 00/100 Dollars ($222,500.00),** to Grantor in hand paid at and before the sealing of these presents by **FIREFLY INVESTMENTS, LLC,** (hereinafter the "Grantee"), of 20 Towne Drive #230, Bluffton, SC 29910, for which the receipt whereof is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release, subject to the easements, restrictions, reservations and conditions of public record, unto the said Grantees, forever in fee simple, the following described property, to-wit:

TRACT 1:

All that certain piece, parcel or tract of land, situate, lying and being in Jasper County, South Carolina, as shown and designated as "PARCEL G 12.81 ACRES" on a plat prepared by Thomas G. Stanley, Jr., PLS #18269, TGS LAND SURVEYING, entitled "A BOUNDARY SURVEY AND DIVISION OF TAX MAP #063-31-03-001, TAX MAP #63-32-04-035, TAX MAP #063-32-04-036, TAX MAP #063-032-04-037 AND TAX MAP #063-32-04-039, NEAR RIDGELAND, JASPER COUNTY, SOUTH CAROLINA" dated March 8, 2006 and recorded March 15, 2006, in Plat Book 28, Page 350-352 in the RMC Office for Jasper County, South Carolina.

Subject, however, to all easements, covenants, restrictions, zoning ordinances and rights-of-way of record affecting subject property, if any.

This being the same property conveyed to Coosawhatchie Creek Investments, LLC by deed dated June 30, 2011 and recorded July 5, 2011 at 10:20 a.m. in Deed Book 810, Page 313 in the Office of the Register of Deeds for Jasper County, South Carolina.

TMS #: 063-31-03-030

TRACT 2:

All that certain piece, parcel or lot of land situate, lying and being in Jasper County, South Carolina, described as follows: .70 acres located on what is presently described as S-27-405, Merita Building, and further described as Parcel Number 063-31-03-24 in the Office of the Assessor for Jasper County.

Being the same property described as "OUT PARCEL (N/F R.B. Preacher TM #063-31-03-024)" on that certain plat dated March 8, 2006, prepared by Thomas G. Stanley, Jr., PLS #16269, recorded in plat book volume 28, page 350-352, Jasper County records. For a more particular description of the above referenced property, reference is hereby made to the Plat which is incorporated herein and made a part hereof by specific reference.

Subject, however, to all easements, covenants, restrictions, zoning ordinances and rights-of-way of record affecting subject property, if any.

This being the same property conveyed to Coosawhatchie Creek Investments, LLC by Warranty Deed dated March 27, 2013 and recorded April 1, 2013 at 11:56 a.m. in Deed Book 847, Page 635 in the Office of the Register of Deeds for Jasper County, South Carolina. This also being the same property conveyed to Coosawhatchie Creek Investments, LLC by Quit Claim Deed dated March 27, 2013 and recorded April 1, 2013 at 11:56 a.m. in Deed Book 847, Page 633 in the Office of the Register of Deeds for Jasper County, South Carolina.

TMS #: 063-31-03-024

This deed was prepared by the law firm of Weiner, Shearouse, Weitz, Greenberg & Shawe, LLP, 14 E. State Street, Savannah, Georgia 31401.

TOGETHER with all and singular the Rights, Members, Hereditament and Appurtenances to the said Premises belonging, or in anywise incident or appertaining thereto.

TO HAVE AND TO HOLD, all and singular, the said Premises before mentioned unto the said Grantee and its Successors and Assigns in fee simple, subject, however, to the rights, conditions and restrictions that constitute covenants running with the land and all matters of public record.

AND, the Grantor does hereby bind itself and its Successors, to warrant and forever defend, all and singular, the said Premises before mentioned unto the said Grantee, its successors and assigns, against it and its successors and assigns, and all persons whomsoever lawfully claiming or to claim the same, or any part thereof.

[Signatures on the following page]

WITNESS Grantor's hand and seal, this 16th day of March, 2018.

COOSAWHATCHIE CREEK INVESTORS, LLC

By: _____
Roger Mustian
Its: Manager

Signed, sealed and delivered in the presence of:

_____
Signature of 1st Witness

_____
Signature of Notary Public / 2nd Witness

STATE OF SOUTH CAROLINA)
) **ACKNOWLEDGEMENT**
COUNTY OF BEAUFORT)

I Stuart Halpern, the undersigned Notary Public, do certify that **Roger Mustian, Authorized Agent of COOSAWHATCHIE CREEK INVESTMENTS, LLC,** personally appeared before me this day of and acknowledged the due execution of the foregoing instrument.

Sworn to before me this 16th day of March, 2018.

_____
Notary Public

My Commission expires: 11/25/18

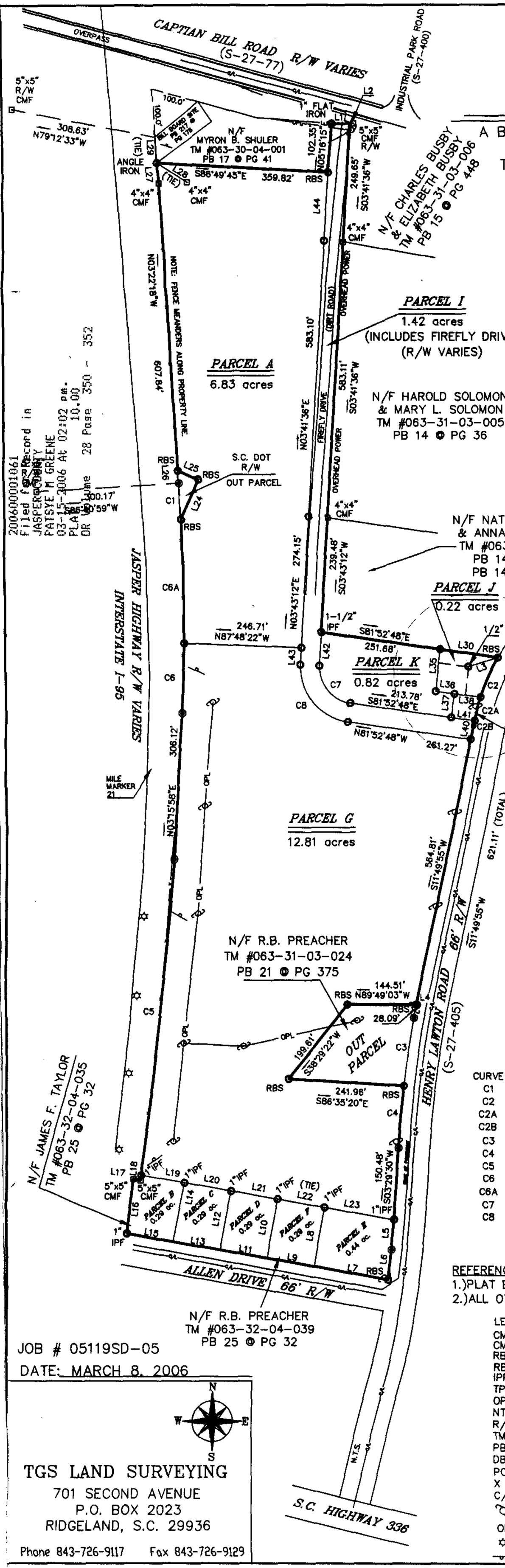
STUART HALPERN NOTARY EXPIRES GEORGIA NOV 25, 2018 PUBLIC CHATHAM COUNTY

BY GRAPHICAL DETERMINATION
NOTE: This Lot Appears To Lie In A Federal Flood Plain
Zone C Minimum Required Elevation N/A Ft. NGVD29
FIRM # 450112 0150 B DATED 9/29/1986

THIS PLAT PREPARED AT THE REQUEST OF

GARY GROSSMAN

A BOUNDARY SURVEY AND DIVISION OF TAX MAP #063-31-03-001, TAX MAP #063-32-04-035, TAX MAP #063-32-04-036, TAX MAP #063-32-04-037 AND TAX MAP #063-32-04-039, NEAR RIDGELAND, JASPER COUNTY, SOUTH CAROLINA

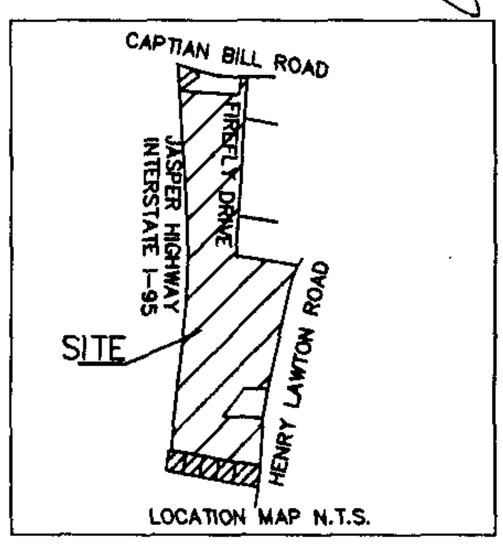


2006000001061
Filed for Record in
JASPER COUNTY
PATSY H GREENE
03-15-2006 At 02:02 pm.
PLAT 10.00
OR Volume 28 Page 350 - 352

TOTAL AREA
23.76 acres

SOUTH CAROLINA LAND SURVEYING
TGS
No. C02076
CERTIFICATE OF AUTHORIZATION
PA

APPROVED FOR RECORDING
JASON C. TAYLOR, TOWN ADMINISTRATOR



LINE TABLE

LINE	LENGTH	BEARING	
L1	37.54'	N89°59'10"W	
L2	7.53'	N89°59'10"W	
L3	65.03'	N72°18'55"E	(TIE)
L4	1.31'	S89°49'03"E	(TIE)
L5	62.95'	S04°44'00"W	
L6	62.45'	S06°08'03"W	
L7	157.89'	N80°04'07"W	
L8	125.00'	N09°55'55"E	
L9	100.00'	S80°04'07"E	
L10	125.00'	N09°55'55"E	
L11	100.00'	N80°04'07"W	
L12	125.00'	N09°55'55"E	
L13	100.00'	N80°04'07"W	
L14	125.00'	N09°55'55"E	
L15	100.00'	N80°04'07"W	
L16	114.00'	N06°59'53"E	
L17	14.98'	S80°39'10"E	
L18	11.01'	N07°02'47"E	
L19	91.41'	S80°04'07"E	
L20	100.00'	S80°04'07"E	
L21	100.00'	S80°04'07"E	
L22	100.00'	S80°04'07"E	
L23	148.05'	S80°04'07"E	
L24	92.00'	N23°36'41"E	
L25	46.48'	N66°23'19"W	
L26	26.07'	S03°22'18"E	(TIE)
L27	43.09'	N03°58'17"W	
L28	73.75'	S57°27'06"E	(TIE)
L29	54.57'	N03°46'51"W	(TIE)
L30	122.38'	S81°52'48"E	
L31	OMITTED		
L32	OMITTED		
L33	OMITTED		
L34	OMITTED		
L35	89.78'	N06°29'04"E	
L36	39.74'	S82°31'21"E	
L37	50.45'	N08°08'52"E	
L38	55.28'	S82°31'21"E	
L39	OMITTED		
L40	28.21'	S11°49'55"W	
L41	49.74'	N81°52'48"W	
L42	70.71'	S03°43'12"W	
L43	36.03'	S03°43'12"W	
L44	144.93'	S03°34'51"W	

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD	
C1	77.00'	4226.75'	1°02'38"	N03°07'46"W	77.00'	(TIE)
C2	92.26'	435.76'	12°07'50"	S23°44'51"W	92.09'	
C2A	51.40'	435.76'	6°45'28"	S14°18'12"W	51.37'	
C2B	11.86'	435.76'	1°33'34"	S10°08'41"W	11.86'	
C3	144.31'	2325.46'	3°33'20"	S08°32'58"W	144.28'	(TIE)
C4	130.60'	2325.46'	3°13'04"	S05°09'46"W	130.58'	
C5	664.03'	10800.60'	3°31'21"	N06°11'31"E	663.92'	
C6	148.22'	4226.75'	2°00'33"	N01°53'37"E	148.21'	
C6A	257.95'	4226.75'	3°29'48"	N00°51'34"W	257.91'	
C7	112.06'	75.00'	85°36'14"	S39°04'48"E	101.92'	
C8	171.81'	115.00'	85°35'56"	S39°04'48"E	156.27'	

REFERENCE:
1.)PLAT BOOK 12 ● PAGE 428
2.)ALL OTHERS LISTED ABOVE

LEGEND:
CMF – CONCRETE FOUND
CMS – CONCRETE SET
RBS – 3/4" REBAR SET
RBF – REBAR FOUND
IPF – IRON PIPE FOUND
TP – TELEPHONE PEDESTAL
OPL – OVERHEAD POWER
NTS – NOT TO SCALE
R/W – RIGHT OF WAY
TM – TAX MAP
PB – PLAT BOOK
DB – DEED BOOK
POB – POINT OF BEGINNING
X – SPOT ELEVATION
C/L – CENTERLINE
– POWER POLE
OML – OLD MARKED LINE
– LIGHT POLE
– BILL BOARD

GRAPHIC SCALE
100 0 100 200 400
SCALE 1"=200'

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION & BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS C SURVEY AS SPECIFIED THEREIN.
ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

3-8-06

THOMAS G. STANLEY, JR., PLS # 18269

JOB # 05119SD-05
DATE: MARCH 8, 2006

TGS LAND SURVEYING
701 SECOND AVENUE
P.O. BOX 2023
RIDGELAND, S.C. 29936
Phone 843-726-9117 Fax 843-726-9129

PARCEL "A" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE, PARCEL OF LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA, BEING LOCATED ALONG I-95 AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
BEGINNING AT A 3/4" REBAR SET BEING S05°16'15"W 102.35' FROM A 1" FLAT IRON FOUND, BEING +/- 546' FROM THE OVERPASS OF I-95 BEING IN A SOUTH EASTERLY DIRECTION ALONG CAPTAIN BILL ROAD (S-27-77);
THENCE, S03°34'51"W ALONG FIREFLY DRIVE FOR A DISTANCE OF 144.93' TO A POINT;
THENCE S03°41'36"W ALONG FIREFLY DRIVE FOR A DISTANCE OF 583.10' TO A POINT;
THENCE S03°43'12"W ALONG FIREFLY DRIVE FOR A DISTANCE OF 274.15' TO A POINT;
THENCE N87°48'22"W FOR A DISTANCE OF 246.71' TO A POINT ALONG I-95;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 257.95', HAVING A RADIUS OF 4226.75' AND A CHORD OF N00°51'34"W 257.91' TO A 3/4" REBAR SET ALONG I-95;
THENCE N23°36'41"E FOR A DISTANCE OF 92.00' TO A 3/4" REBAR SET;
THENCE N66°23'19"W FOR A DISTANCE OF 46.48' TO A 3/4" REBAR SET ALONG I-95;
THENCE N03°22'18"W FOR A DISTANCE OF 607.84' TO A 4"X4" CONCRETE MONUMENT FOUND ALONG I-95;
THENCE N03°58'17"W FOR A DISTANCE OF 43.09' TO AN ANGLE IRON FOUND ALONG I-95;
THENCE S86°49'45"E FOR A DISTANCE OF 359.82' TO A 3/4" REBAR SET; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 6.83 ACRES MORE OR LESS AND IS THE SAME PARCEL "A" AS SHOWN HEREON.

PARCEL "B" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
FROM A 1" IRON PIPE FOUND, BEING +/- 594' NORTH FROM THE INTERSECTION OF S.C. HWY. 336 AND HENRY LAWTON ROAD (S-27-405); THENCE, N80°04'07"W FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND; THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A IRON PIPE FOUND; THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND; THENCE N80°04'07"W FOR A DISTANCE OF 100' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING.
FROM THE POB S09°55'55"W FOR A DISTANCE OF 125.00' TO A POINT;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND;
THENCE N06°59'53"E FOR A DISTANCE OF 114.00' TO A 5"X5" CONCRETE MONUMENT FOUND;
THENCE S80°39'10"E FOR A DISTANCE OF 14.98' TO A 5"X5" CONCRETE MONUMENT FOUND;
THENCE N07°02'47"E FOR A DISTANCE OF 11.01' TO A 1" IRON PIPE FOUND;
THENCE S80°04'07"E FOR A DISTANCE OF 91.41' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.29 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "B" SHOWN HEREON.

PARCEL "C" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
FROM A 1" IRON PIPE FOUND, BEING +/- 594' NORTH FROM THE INTERSECTION OF S.C. HWY. 336 AND HENRY LAWTON ROAD (S-27-405), THENCE N80°04'07"W FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND; THENCE N80°04'07"W FOR A DISTANCE OF 100' TO A 1" IRON PIPE FOUND; THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND, BEING THE POINT OF BEGINNING.
FROM THE POB S09°55'55"W FOR A DISTANCE OF 125' TO A POINT;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A POINT;
THENCE N09°55'55"E FOR A DISTANCE OF 125.00' TO A 1" IRON PIPE FOUND;
THENCE S80°04'07"E FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING, SAID PARCEL MEASURES AND CONTAINS 0.29 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "C" SHOWN HEREON.

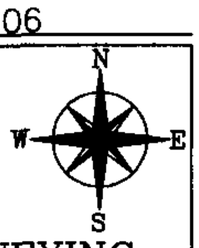
PARCEL "D" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE PARCEL OF LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
FROM A 1" IRON PIPE FOUND +/- 594' NORTH OF THE INTERSECTION OF S.C. HWY. 336 AND HENRY LAWTON ROAD (S-27-405), N80°04'07"E FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND, THENCE N80°04'07"E FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING. FROM THE POB S09°55'55"W FOR A DISTANCE OF 125.00' TO A POINT;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A POINT;
THENCE N09°55'55"E FOR A DISTANCE OF 125.00' TO A 1" IRON PIPE FOUND;
THENCE S80°04'07"E FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.29 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "D" AS SHOWN HEREON.

PARCEL "E" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
BEGINNING AT A 1" IRON PIPE FOUND BEING +/- 594' NORTH FROM THE INTERSECTION OF S.C. HWY. 336 AND HENRY LAWTON ROAD (S-27-405);
THENCE S04°44'00"W FOR A DISTANCE OF 62.95' TO A POINT;
THENCE S06°08'03"W FOR A DISTANCE OF 62.45' TO A 3/4" REBAR SET;
THENCE N80°04'07"W FOR A DISTANCE OF 157.89' TO A POINT;
THENCE N09°55'55"E FOR A DISTANCE OF 125.00' TO A 1" IRON PIPE FOUND;
THENCE S80°04'07"E FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.44 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "E" SHOWN HEREON.

PARCEL "F" LEGAL DESCRIPTION:
ALL THAT CERTAIN PIECE OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS: FROM A 1" IRON PIPE FOUND, BEING +/- 594' NORTH FROM THE INTERSECTION OF S.C. HIGHWAY 336 AND HENRY LAWTON ROAD (S-27-405), THENCE N80°04'07"E FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND, SAID POINT BEING THE POINT OF BEGINNING;
FROM THE POB S09°55'55"W FOR A DISTANCE OF 125.00' TO A POINT ALONG ALLEN DRIVE;
THENCE S80°04'07"E FOR A DISTANCE OF 100.00' TO A POINT ALONG ALLEN DRIVE,
THENCE N80°04'07"E FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING, SAID PARCEL MEASURES AND CONTAINS 0.29 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "F" SHOWN HERON.

DATE: MARCH 8, 2006

JOB # 05119SD-05



TGS LAND SURVEYING
701 SECOND AVENUE
P.O. BOX 2023
RIDGELAND, S.C. 29936
Phone 843-726-9117 Fax 843-726-9129

3-8-06

THOMAS G. STANLEY, JR., PLS # 18269

PARCEL "G" LEGAL DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR TRACT OF LAND LYING AND BEING IN JASPER COUNTY STATE OF SOUTH CAROLINA, BEING LOCATED ALONG U.S. INTERSTATE 95 AND BEING MORE FULLY DESCRIBED AS FOLLOWS:
BEGINNING AT A 1" IRON PIPE FOUND ALONG HENRY LAWTON ROAD (S-27-405), BEING +/- 594' NORTH FROM THE INTERSECTION OF S.C. HWY. 336 AND HENRY LAWTON ROAD (S-27-405);
THENCE N80°04'07"W FOR A DISTANCE OF 148.05' TO A 1" IRON PIPE FOUND;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND;
THENCE N80°04'07"W FOR A DISTANCE OF 100.00' TO A 1" IRON PIPE FOUND;
THENCE N80°04'07"W FOR A DISTANCE OF 91.41' TO A 1" IRON PIPE FOUND;
THENCE CONTINUING ALONG A CURVE WITH A LENGTH OF 664.03', HAVING A RADIUS OF 10800.60 AND A CHORD OF N06°11'31"E 663.92' TO A POINT;
THENCE N03°15'58"E FOR A DISTANCE OF 306.12' TO A POINT;
THENCE CONTINUING ALONG A CURVE WITH A LENGTH OF 148.22', HAVING A RADIUS OF 4226.75 AND A CHORD OF N01°53'37"E 148.21' TO A POINT;
THENCE S87°48'22"E FOR A DISTANCE OF 246.71' TO A POINT ALONG FIREFLY LANE.
THENCE S03°43'12"W FOR A DISTANCE OF 36.03' TO A POINT;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 171.81', HAVING A RADIUS OF 115.00' AND A CHORD OF S39°04'48"E 156.27' TO A POINT;
THENCE S81°52'48"E FOR A DISTANCE OF 261.27' TO A POINT ALONG HENRY LAWTON ROAD;
THENCE S11°49'55"W ALONG HENRY LAWTON ROAD FOR A DISTANCE OF 564.81' TO A 3/4" REBAR SET;
THENCE N89°49'03"W FOR A DISTANCE OF 144.51' TO A 3/4" REBAR SET;
THENCE S38°29'22"W FOR A DISTANCE OF 199.61' TO A 3/4" REBAR SET;
THENCE S86°35'20"E FOR A DISTANCE OF 241.96' TO A 3/4" REBAR SET;
THENCE CONTINUING ALONG A CURVE WITH A LENGTH OF 130.60', HAVING A RADIUS OF 2325.46' AND A CHORD OF S05°09'46"W 130.58' TO A POINT;
THENCE S03°29'30"W FOR A DISTANCE OF 150.48' TO A 1" IRON PIPE FOUND; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL "G" MEASURES AND CONTAINS 12.81 ACRES MORE OR LESS AND IS THE SAME PARCEL SHOWN HEREON.

PARCEL "H" LEGAL DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIED AS FOLLOWS: BEGINNING A AT A POINT BEING +/- 1638' NORTH OF THE INTERSECTION OF S.C. HIGHWAY 336 AND HENRY LAWTON ROAD;
THENCE N81°52'48"W FOR A DISTANCE OF 49.74' TO A POINT;
THENCE N08°06'52"E FOR A DISTANCE OF 50.45' TO A POINT;
THENCE S82°31'21"E FOR A DISTANCE OF 55.28' TO A POINT ALONG HENRY LAWTON ROAD;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 51.40', A RADIUS OF 435.76' AND A CHORD OF S14°18'12"W 51.37' TO A POINT ALONG HENRY LAWTON ROAD; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.06 ACRES, MORE OR LESS, AND IS THE THE SAME PARCEL "H" SHOWN HEREON.

PARCEL "I" LEGAL DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS: BEGINNING AT A 1" FLAT IRON FOUND ALONG CAPTAIN BILL ROAD, BEING THE EASTERLY SIDE OF THE INTERSECTION OF CAPTAIN BILL ROAD AND FIREFLY DRIVE; THENCE N89°59'10"W ALONG CAPTAIN BILL ROAD FOR A DISTANCE OF 37.54' TO A POINT;
THENCE S03°41'36"W FOR A DISTANCE OF 249.65' TO A 4"X4" CONCRETE MONUMENT FOUND;
THENCE S03°41'36"W FOR A DISTANCE OF 583.11" TO A 4"X4" CONCRETE MONUMENT FOUND;
THENCE S03°43'12"W FOR A DISTANCE OF 239.48' TO A 1 1/2" IRON PIPE FOUND;
THENCE S03°43'12"W FOR A DISTANCE OF 70.71' TO A POINT;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 112.06', A RADIUS OF 75.00' AND A CHORD OF S39°04'48"E 101.92' TO A POINT;
THENCE S81°52'48"E FOR A DISTANCE OF 213.78' TO A POINT;
THENCE S81°52'48"E FOR A DISTANCE OF 49.74' TO A POINT ALONG HENRY LAWTON ROAD;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 11.86', A RADIUS OF 435.76' AND A CHORD OF S10°08'41"E 11.86' TO A POINT;
THENCE S11°49'55"W ALONG HENRY LAWTON ROAD FOR A DISTANCE OF 28.21' TO A POINT;
THENCE N81°52'48"W FOR A DISTANCE OF 261.27' TO A POINT;
THENCE CONTINUING ALONG A CURVE HAVING A LENGTH OF 171.81', A RADIUS OF 115.00' AND A CHORD OF N39°04'48"W 156.27' TO A POINT;
THENCE N03°43'12"E FOR A DISTANCE OF 36.03' TO A POINT;
THENCE N03°43'12"E FOR A DISTANCE OF 274.15' TO A POINT;
THENCE N03°41'36"E FOR A DISTANCE OF 583.10' TO A POINT;
THENCE N03°34'51"E FOR A DISTANCE OF 144.93' TO A 3/4" REBAR SET;
THENCE N05°16'15"E FOR A DISTANCE OF 102.35' TO A 1" FLAT IRON FOUND ALONG CAPTAIN BILL ROAD; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 1.42 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "I" SHOWN HEREON.

PARCEL "J" LEGAL DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY, STATE OF SOUTH CAROLINA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS: BEGINNING AT A 3/4" REBAR SET ALONG HENRY LAWTON ROAD, BEING +/- 1781' NORTH FROM THE INTERSECTION OF S.C. HIGHWAY 336 AND HENRY LAWTON ROAD; THENCE TRAVELING AROUND A CURVE HAVING A LENGTH OF 92.26', A RADIUS OF 435.76' AND A CHORD OF S23°44'51"W 92.09' TO A POINT ALONG HENRY LAWTON ROAD;
THENCE N82°31'21"W FOR A DISTANCE OF 55.28' TO A POINT;
THENCE N82°31'21"W FOR A DISTANCE OF 39.74' TO A POINT;
THENCE N06°29'04"E FOR A DISTANCE OF 89.78' TO A POINT;
THENCE S81°52'48"E FOR A DISTANCE OF 122.38' TO A 3/4" REBAR SET ALONG HENRY LAWTON ROAD; SAID POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.22 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "J" AS SHOWN HEREON.

PARCEL "K" LEGAL DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING AND BEING IN JASPER COUNTY STATE OF SOUTH CAROLINA AND BEING MORE FULLY DESCRIBED AS FOLLOWS: BEGINNING AT A 1 1/2" IRON PIPE FOUND BEING +/- 1072' IN A SOUTHERLY DIRECTION SOUTH OF THE INTERSECTION OF FIREFLY DRIVE AND CAPTAIN BILL ROAD (S-27-77);
THENCE S81°52'48"E FOR A DISTANCE OF 251.68' TO A POINT;
THENCE S06°29'04"W FOR A DISTANCE OF 89.78' TO A POINT;
THENCE S82°31'21"E FOR A DISTANCE OF 39.74' TO A POINT;
THENCE S08°06'52"W FOR A DISTANCE OF 50.45' TO A POINT;
THENCE N81°52'48"W FOR A DISTANCE OF 213.78' TO A POINT;
THENCE CONTINUING AROUND A CURVE HAVING A LENGTH OF 112.06', A RADIUS OF 75.00' AND A CHORD OF N39°04'48"W 101.92' TO A POINT;
THENCE N03°43'12"E FOR A DISTANCE OF 70.71' TO A 1 1/2" IRON PIPE FOUND POINT BEING THE POINT OF BEGINNING. SAID PARCEL MEASURES AND CONTAINS 0.82 ACRES, MORE OR LESS, AND IS THE SAME PARCEL "K" SHOWN HEREON.

DATE: MARCH 8, 2006

JOB # 05119SD-05

TGS LAND SURVEYING
701 SECOND AVENUE
P.O. BOX 2023
RIDGELAND, S.C. 29936
Phone 843-726-9117 Fax 843-726-9129

3-8-06

TOWN OF RIDGELAND
MAP AMENDMENT (REZONING) APPLICATION

Planning & Community Development
P.O. Box 1119, or 1 Town Square
Ridgeland, South Carolina 29936
Phone: 843-726-7516 FAX: 843-726-7525
www.ridgelandsc.gov

APPLICATION FEE
DATE
FEE COLLECTED BY

OFFICE USE ONLY	DATE FILED:	APPLICATION NUMBER:	ZONING DISTRICT:

Submittal Instructions: Entries must be printed or typewritten. If the application is on behalf of the property owner(s), all owners must sign. If the applicant is not the owner, the owner(s) must sign the Designation of Agent (below).

Submittal Requirements: Requirements will be assessed on a case-by-case basis by planning staff, in all cases photos of the existing site must be submitted. Application fee $200 per lot plus $10 for each additional lot.

Applicant MUST have a pre-application meeting with Town of Ridgeland Planning Staff prior to submittal X Yes __No

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? __ Yes X No

Applicant Information

Applicant Name: D.R. HORTON
Applicant email: TASTONE@DRHORTON.COM Applicant Phone number: 843-706-3400
Applicant mailing Address: 30 SILVER LAKE ROAD, BLUFFTON, SC 29909
Applicant Title: Property Owner (Developer) Architect Engineer Contractor

Property owner information:

Property Owner Name: LOWCOUNTRY HOLDINGS, LLC
Property Owner email: _____ Property Owner Phone number: _____
Property Owner mailing Address: 28 LUCY CREEK DR, BEAUFORT, SC 29907-2221

Property Location:

Property Address(es): SEE ATTACHED TABLE
Parcel ID(s): SEE ATTACHED TABLE

Acreage and number of lots included in map amendment request: 36.05 ACRES TOTAL ON 31 (THIRTY-ONE) PARCELS SEE ATTACHED LIST

Direction	Jurisdiction (circle one)	Parcel ID	Acreage	Zoning classification	Current use
North	(Jasper County) Town of Ridgeland	062-00-02-006	5.09	Residential	Residential
East	Jasper County (Town of Ridgeland)	063-00-02-002	76.78	T1 Natural Zone	VACANT
South	(Jasper County) Town of Ridgeland	063-00-03-001	97.83	Rural Preservation	Residential
West	(Jasper County Town of Ridgeland)	See attachment Listing Seven (7) properties to the west	varies	Varies	Varies

TOWN OF RIDGELAND
MAP AMENDMENT (REZONING) APPLICATION

Planning and Community Development
P.O. Box 1119, or 1 Town Square
Ridgeland, South Carolina 29936
Phone: 843-726-7516 FAX: 843-726-7525
www.ridgelandsc.gov

Description of current use and proposed use: _____

Applicant proposes to rezone thirty-one properties from T3 neighborhood general to Nimmer Special District

Designation of Agent [complete only if owner is not applicant]

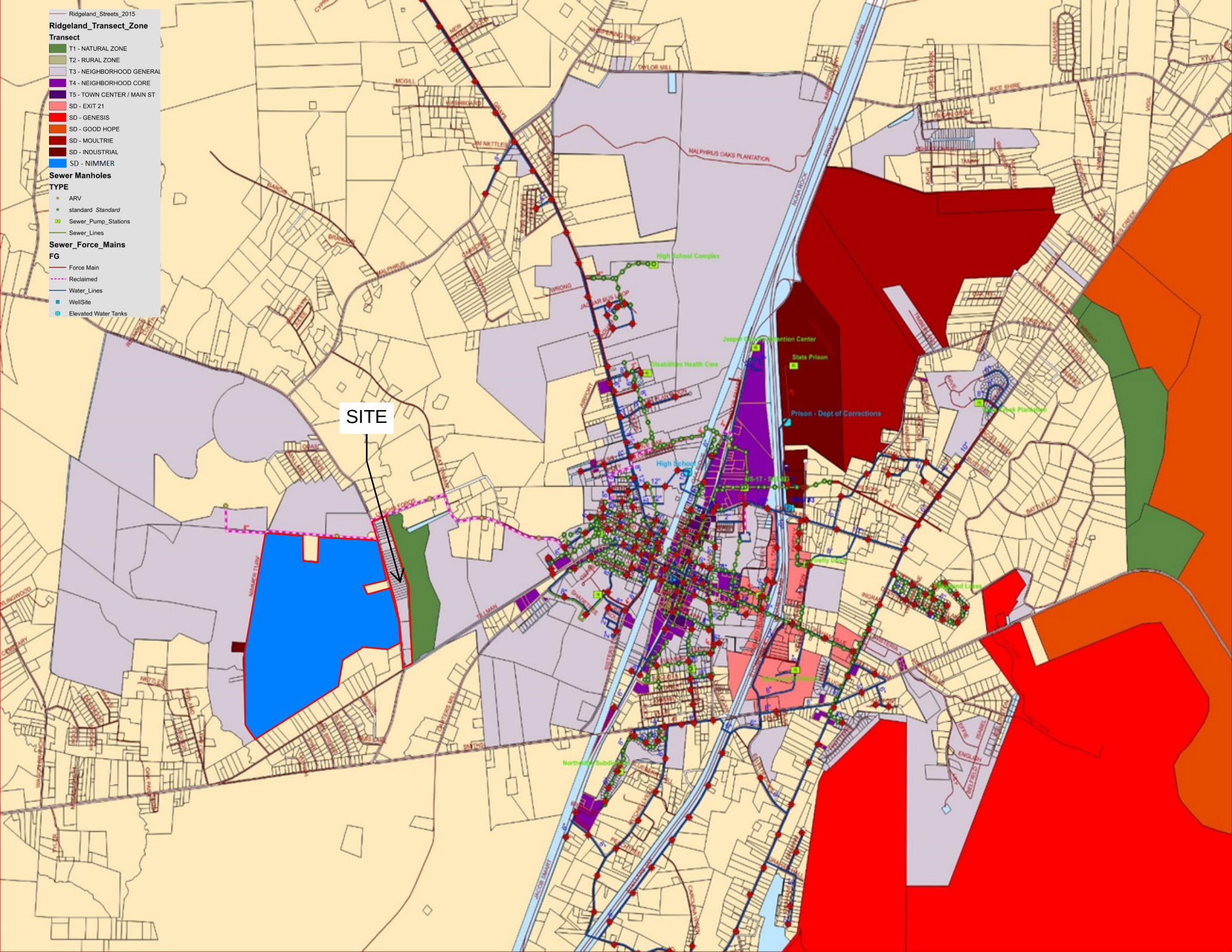
I (we) here by appoint the person named as Applicant as my (our) agent to represent me (us) in this application.

Owner's Signature By: Jr Jr A/C-Member Law County Holdings LLC *Date* 8/1/25

I (We) certify that the following information in this application is correct.

Applicant's Signature _____ *Date* 8/12/2025

Owner Name	Parcel Number	Property Address	Owner Address	Legal	Calculated Acres	County	Address	City	State	Zip Code	Deeded Acres	Subdivision Plat Book	Subdivision Plat Page	Latitude	Longitude
LOWCOUNTRY HOLDINGS LLC	063-54-00-001	60 LYNCH FORD RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 1 HAMILTON WOODS	0.88729903	Jasper	60 LYNCH FORD RD	RIDGELAND	SC	29936	0.88	30	282	32.48487146	-81.01091769
LOWCOUNTRY HOLDINGS LLC	063-54-00-002	64 LYNCH FORD RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 2 HAMILTON WOODS	0.66085569	Jasper	64 LYNCH FORD RD	RIDGELAND	SC	29936	0.66	30	282	32.48463345	-81.01085979
LOWCOUNTRY HOLDINGS LLC	063-54-00-003	9939 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 3 HAMILTON WOODS	0.65811373	Jasper	9939 TARBORO RD	RIDGELAND	SC	29936	0.66	30	282	32.48443891	-81.01077738
LOWCOUNTRY HOLDINGS LLC	063-54-00-004	9957 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 4 HAMILTON WOODS	0.66123674	Jasper	9957 TARBORO RD	RIDGELAND	SC	29936	0.66	30	282	32.484243	-81.01070038
LOWCOUNTRY HOLDINGS LLC	063-54-00-005	9971 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 5 HAMILTON WOODS	0.66758916	Jasper	9971 TARBORO RD	RIDGELAND	SC	29936	0.67	30	282	32.48404628	-81.01062712
LOWCOUNTRY HOLDINGS LLC	063-54-00-006	9983 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 6 HAMILTON WOODS	0.67473281	Jasper	9983 TARBORO RD	RIDGELAND	SC	29936	0.67	30	282	32.48384972	-81.01055339
LOWCOUNTRY HOLDINGS LLC	063-54-00-007	9997 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 7 HAMILTON WOODS	0.68188581	Jasper	9997 TARBORO RD	RIDGELAND	SC	29936	0.68	30	282	32.48365277	-81.01048122
LOWCOUNTRY HOLDINGS LLC	063-54-00-008	10015 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 8 HAMILTON WOODS	1.15304228	Jasper	10015 TARBORO RD	RIDGELAND	SC	29936	1.15	30	282	32.48338948	-81.01038612
LOWCOUNTRY HOLDINGS LLC	063-54-00-009	10047 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BLUFFTON, SC 29907-2221	LOT 9 HAMILTON WOODS	2.1966142	Jasper	10047 TARBORO RD	RIDGELAND	SC	29936	2.2	30	282	32.48291825	-81.01021591
LOWCOUNTRY HOLDINGS LLC	063-54-00-010	10081 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 10 HAMILTON WOODS	0.72297462	Jasper	10081 TARBORO RD	RIDGELAND	SC	29936	0.72	30	282	32.4825154	-81.0100704
LOWCOUNTRY HOLDINGS LLC	063-54-00-011	10095 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 11 HAMILTON WOODS	0.73009976	Jasper	10095 TARBORO RD	RIDGELAND	SC	29936	0.73	30	282	32.48231831	-81.00999886
LOWCOUNTRY HOLDINGS LLC	063-54-00-012	10109 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 12 HAMILTON WOODS	0.73721292	Jasper	10109 TARBORO RD	RIDGELAND	SC	29936	0.74	30	282	32.48212142	-81.00992648
LOWCOUNTRY HOLDINGS LLC	063-54-00-013	10123 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 13 HAMILTON WOODS	0.74435168	Jasper	10123 TARBORO RD	RIDGELAND	SC	29936	0.74	30	282	32.48192458	-81.00985391
LOWCOUNTRY HOLDINGS LLC	063-54-00-014	10139 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 14 HAMILTON WOODS	0.75147443	Jasper	10139 TARBORO RD	RIDGELAND	SC	29936	0.75	30	282	32.48172773	-81.00978134
LOWCOUNTRY HOLDINGS LLC	063-54-00-015	10153 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 15 HAMILTON WOODS	0.75858821	Jasper	10153 TARBORO RD	RIDGELAND	SC	29936	0.76	30	282	32.48153088	-81.00970879
LOWCOUNTRY HOLDINGS LLC	063-54-00-016	10165 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 16 HAMILTON WOODS	0.76570671	Jasper	10165 TARBORO RD	RIDGELAND	SC	29936	0.77	30	282	32.48133404	-81.00963623
LOWCOUNTRY HOLDINGS LLC	063-54-00-017	10181 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 17 HAMILTON WOODS	0.77284448	Jasper	10181 TARBORO RD	RIDGELAND	SC	29936	0.77	30	282	32.48113719	-81.00956366
LOWCOUNTRY HOLDINGS LLC	063-54-00-018	10195 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 18 HAMILTON WOODS	0.77996688	Jasper	10195 TARBORO RD	RIDGELAND	SC	29936	0.78	30	282	32.48094035	-81.0094911
LOWCOUNTRY HOLDINGS LLC	063-54-00-019	10207 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 19 HAMILTON WOODS	0.78710274	Jasper	10207 TARBORO RD	RIDGELAND	SC	29936	0.79	30	282	32.48074342	-81.00941887
LOWCOUNTRY HOLDINGS LLC	063-54-00-020	10221 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 20 HAMILTON WOODS	0.79419178	Jasper	10221 TARBORO RD	RIDGELAND	SC	29936	0.79	30	282	32.48054626	-81.00934765
LOWCOUNTRY HOLDINGS LLC	063-54-00-021	10235 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 21 HAMILTON WOODS	0.80133707	Jasper	10235 TARBORO RD	RIDGELAND	SC	29936	0.8	30	282	32.48034903	-81.00927669
LOWCOUNTRY HOLDINGS LLC	063-54-00-022	10251 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 22 HAMILTON WOODS	0.80845565	Jasper	10251 TARBORO RD	RIDGELAND	SC	29936	0.81	30	282	32.48015181	-81.00920573
LOWCOUNTRY HOLDINGS LLC	063-54-00-023	10265 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 23 HAMILTON WOODS	0.81558467	Jasper	10265 TARBORO RD	RIDGELAND	SC	29936	0.82	30	282	32.47995458	-81.00913478
LOWCOUNTRY HOLDINGS LLC	063-54-00-024	10281 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 24 HAMILTON WOODS	0.8226946	Jasper	10281 TARBORO RD	RIDGELAND	SC	29936	0.82	30	282	32.47975735	-81.00906384
LOWCOUNTRY HOLDINGS LLC	063-54-00-025	10293 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 25 HAMILTON WOODS	0.81333611	Jasper	10293 TARBORO RD	RIDGELAND	SC	29936	0.81	30	282	32.47955729	-81.0090079
LOWCOUNTRY HOLDINGS LLC	063-54-00-026	10309 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 26 HAMILTON WOODS	0.78746789	Jasper	10309 TARBORO RD	RIDGELAND	SC	29936	0.79	30	282	32.4793533	-81.00896557
LOWCOUNTRY HOLDINGS LLC	063-54-00-027	10323 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 27 HAMILTON WOODS	0.76159859	Jasper	10323 TARBORO RD	RIDGELAND	SC	29936	0.76	30	282	32.4791495	-81.0089224
LOWCOUNTRY HOLDINGS LLC	063-54-00-028	10333 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 28 HAMILTON WOODS	0.73572509	Jasper	10333 TARBORO RD	RIDGELAND	SC	29936	0.74	30	282	32.47894571	-81.00887923
LOWCOUNTRY HOLDINGS LLC	063-54-00-029	10367 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 29 HAMILTON WOODS	5.3780553	Jasper	10367 TARBORO RD	RIDGELAND	SC	29936	5.37	30	282	32.47800581	-81.00868857
LOWCOUNTRY HOLDINGS LLC	063-54-00-030	10541 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 30 HAMILTON WOODS	5.16099224	Jasper	10541 TARBORO RD	RIDGELAND	SC	29936	5.15	30	282	32.47603332	-81.00840495
LOWCOUNTRY HOLDINGS LLC	063-54-00-031	10647 TARBORO RD, RIDGELAND, SC 29936	28 LUCY CREEK DR, BEAUFORT, SC 29907-2221	LOT 31 HAMILTON WOODS	2.56922964	Jasper	10647 TARBORO RD	RIDGELAND	SC	29936	2.61	30	282	32.47434016	-81.00821422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T4 - NEIGHBORHOOD CORE
T5 - TOWN CENTER / MAIN ST
SD - EXIT 21
SD - GENESIS
SD - GOOD HOPE
SD - MOULTRIE
SD - INDUSTRIAL
SD - NIMMER
Sewer Manholes
TYPE
ARV
standard Standard
Sewer_Pump_Stations
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Sewer_Force_Mains
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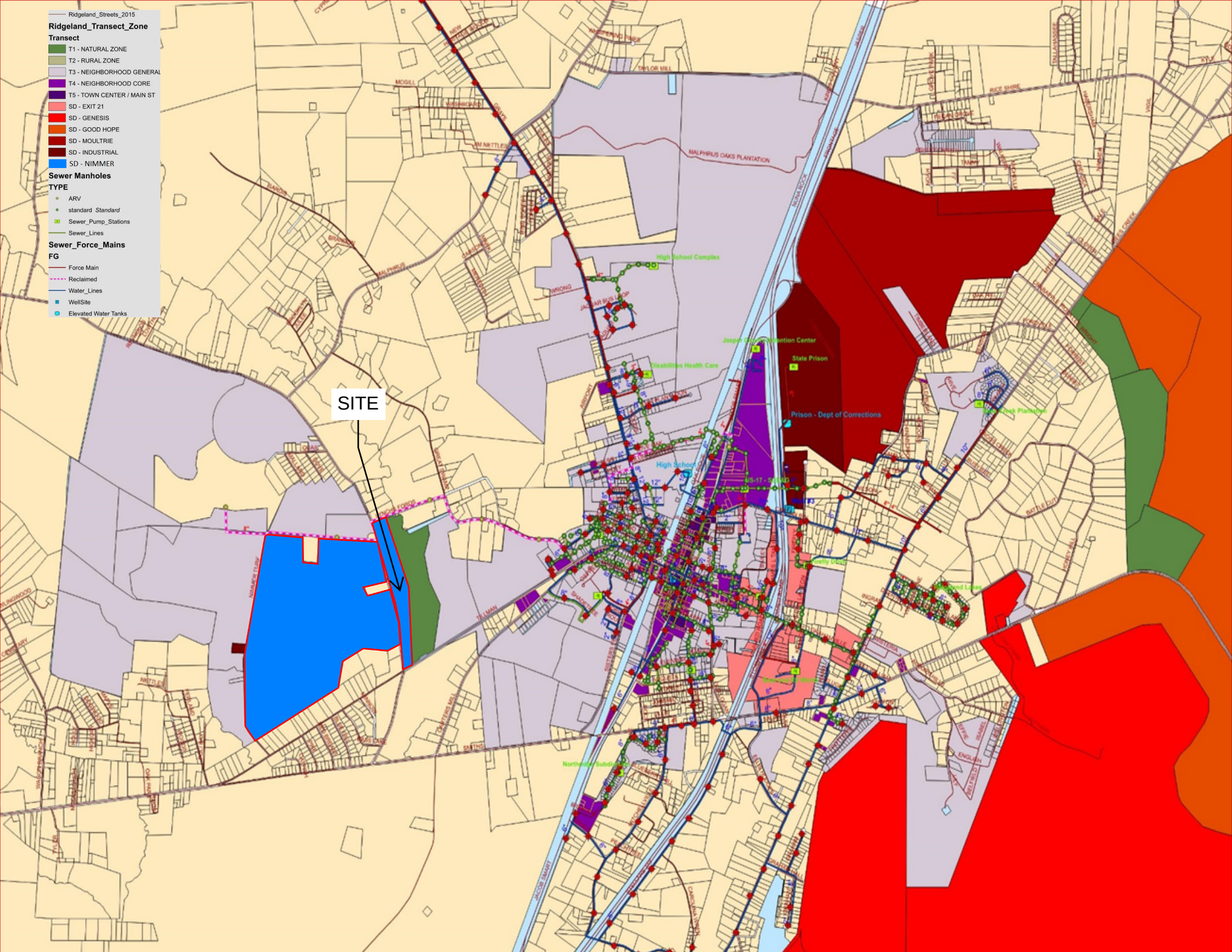
Elevated Water Tanks
SITE
High School Complex
State Prison
Prison - Dept of Corrections
MALPHRUS OAKS PLANTATION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standard Standard
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Sewer_Lines
Sewer_Force_Mains
FG
Force Main
Reclaimed
Water_Lines
WellSite
Elevated Water Tanks
SITE
High School Complex
State Prison
Prison - Dept of Corrections
MALPHRUS OAKS PLANTATION

NIMMER
SPECIAL DISTRICT

PREPARED FOR:
3N FARM NIMMER FAM PROPS LLC.
P.O BOX 1599
RIDGELAND, SC 29936-2627

SUBMITTED TO:
THE TOWN OF RIDGELAND, SOUTH CAROLINA
PLANNING AND ZONING BOARD
AND
TOWN COUNCIL
MAY 2024

REVISED AUGUST 2025

J – 30596.0000

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ORDINANCE COMPLIANCE

Special District

This text and the attached exhibits, plans, and associated documents are included to meet the filing requirements of a Special District Consideration within the Town of Ridgeland Zoning/Smart Code.

SECTION 1

INTRODUCTION AND DESCRIPTION

The Nimmer SPECIAL DISTRICT is located west of downtown Ridge off of Tarboro Road and Nimmer Turf Road approximately 2.5 miles west of Interstate 95 (I–95). The main vehicular access points to the main property will be via Tarboro Road with a secondary access further north on Tarboro Road and west at Nimmer Turf Road. The access points to the (31) lots directly off of Tarboro Road will be via shared driveways off of Tarboro Road, with a one-way alley to access homes from the rear. Boundary for the subject property provided in Exhibit "A."

The total property is approximately four hundred and forty-four acres (444 AC) consisting of approximately fifty acres (50 AC) of freshwater wetlands as indicated on the exhibit titled Aquatic Resources Delineation Exhibit as **Exhibit "C"** to the SPECIAL DISTRICT. The freshwater wetland and other aquatic resources boundaries are approximate. A US Army Corps of Engineers Jurisdictional Determination establishing the boundaries of wetlands will be in place prior to the submittal of any final development permit applications to the Town of Ridgeland. Any area that is determined to be either non–jurisdictional or is permitted for impacts shall be allowed to be developed based on the associated allowed land uses within that Planning Area. Freshwater wetlands on the property are typical of coastal South Carolina. These acreages are based on a preliminary wetlands assessment performed by Sligh Environmental Services in January 2023, then surveyed by Coastal and are suitable for master plan level planning. These acreages are likely to differ from the final surveyed wetland jurisdictional determination as verified by the USACE and the state of South Carolina. Therefore, final design plans will incorporate the verified wetlands information and not those included herein.

1.1 PROPERTY OWNERSHIP, LEGAL DESCRIPTION, AND CURRENT USE

The Nimmer SPECIAL DISTRICT is comprised of thirty-six tracts (046–00–07–001, 046–00–07–014, 046–00–07–018, 063–00–01–006, and 063–00–01–007, 063-54-00-001, 063-54-00-002, 063-54-00-003, 063-54-00-004, 063-54-00-005, 063-54-00-006, 063-54-00-007, 063-54-00-008, 063-54-00-009, 063-54-00-010, 063-54-00-011, 063-54-00-012, 063-54-00-013, 063-54-00-014, 063-54-00-015, 063-54-00-016, 063-54-00-017, 063-54-00-018, 063-54-00-019, 063-54-00-20, 063-54-00-021, 063-54-00-022, 063-54-00-023, 063-54-00-024, 063-54-00-025, 063-54-00-026, 063-54-00-027, 063-54-00-028, 063-54-00-029, 063-54-00-30, 063-54-00-031) and a portion or two additional tracts (046–00–07–002 & 046–00–06–120).

The thirty-six tracts contain 441.245 acres and are currently owned by 3N FARM NIMMER FAMILY and LOWCOUNTY HOLDINGS, LLC. The property is currently mostly fields used for sod production as well as partly wooded on portions.

Exhibit "A" contains the property description surveys and deeds.

1.2 INTENT OF THE NIMMER SPECIAL DISTRICT

This SPECIAL DISTRICT will be developed with a variety of residential housing types with associated amenities as well as a dedicated site for municipal needs. The variation planned for the residential development will offer residential options with easy access to US Highway 17 and Interstate 95 via Tillman Road (Hwy. 336), the property will have convenient access to the two major north/south transportation corridors in the region.

Please refer to **Exhibit "B"** – "Conceptual Land Use Master Plan" for location of the various land use areas within property.

Zoning to SPECIAL DISTRICT, as allowed under the Special District, Section 4.5 of the Ridgeland Zoning Ordinance, which states:
"*Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as special districts by the Planning Office in the process of preparing an infill plan. Conditions of development for special districts shall be determined in public hearing of the Planning Commission and Town Council and recorded on Table 11.*"

1.3 PLANNED DEVELOPMENT DISTRICT PROCESS

The following process will be established for submittal and approval of Nimmer SPECIAL DISTRICT.

(1) The review and approval of the "Conceptual Land Use Master Plan" (rezoning) by the Ridgeland Planning Commission, and subsequently the Ridgeland Town Council. The "Conceptual Land Use Master Plan" establishes the framework for development of the property over an extended time frame. Land uses, density, environmental quality, and utility service are described in this document.

(2) Final Development Plans consist of: Preliminary and Final Plats for major subdivisions and Preliminary and Final Site Plans for Multifamily, Amenity Recreation areas, Industrial and / or Commercial uses.

(3) The Final Development Plans will be submitted for approval to the Town for each portion/phase of the tract to be developed. The Final Development Plans will describe specific developments in detail as studies and designs are prepared. Specific development standards for individual lot setbacks, buffers, minimum lot area, lot coverage, road design standards, building heights and other development standards shall be in accordance with those established in this document or as amended by the Owner and accepted by The Town of Ridgeland. Specific subdivisions (final plats), Multi–family, Amenity Recreation areas, Industrial and Commercial site plans will be submitted to the Town for development approval. Supporting documentation of the appropriate detail is required at each level of approval.

SECTION 2

LAND USE MASTER PLAN

2.1 CONCEPTUAL LAND USE MASTER PLAN" AND DEVELOPMENT SCHEDULE

The Nimmer SPECIAL DISTRICT is anticipated to be constructed in several phases over a period of approximately 5 to 10 years. Development will occur in accordance with the "Conceptual Land Use Master Plan" (**Exhibit B**) as set forth in this document or as amended in the future. The "Conceptual Land Use Master Plan" and this text, outline the general scope of the development including number of units, development standards, open space, and other issues.

The "Conceptual Land Use Master Plan" is nonspecific regarding the final location of specific land uses, lots, buildings, and other elements to allow flexibility in the future. Actual development may yield significantly less density. The goal of the development is to produce a high quality, environmentally sensitive, community. The SPECIAL DISTRICT designation is necessary to accommodate the anticipated mixture of land uses planned for the property while providing an enhanced mechanism to promote responsible planning and development of the property over an extended time frame.

The land use areas indicated on the Conceptual Land Use Master Plan are not intended to be rigid exact boundary lines for future land use and improvements. The boundaries of the SPECIAL DISTRICT may be modified to include adjacent acreage subject to the approval of the Town of Ridgeland by appropriate petition/application to the Town to amend the SPECIAL DISTRICT.

Any applicable conservation or agricultural tax benefits shall remain in place until such a time as a particular tract of land is approved for development permits and/or platted for subdivision.

The "Conceptual Land Use Master Plan" (refer to **Exhibit B**) shows a maximum of 1,300 residential dwelling units within the Residential planning areas. All of which will likely be built in phases over an extended period. Allowed uses within each land use area of the SPECIAL DISTRICT are detailed under Section 2.b – Allowed Land Uses and Development Standards.

The "Conceptual Land Use Master Plan" and the elements of this text seek to maintain significant areas of open space. The open space and amenities will be owned and maintained by the developer, homeowner's association, or other legally designated entity. Property deeded to a governmental entity becomes the maintenance responsibility of that entity.

The "Conceptual Land Use Master Plan" and associated SPECIAL DISTRICT text includes amendments and/or exceptions to the current Town of Ridgeland Ordinances, as well as introduces land uses that may not exist or have different requirements than those found in the current Town of Ridgeland zoning ordinances. The provisions of the "Conceptual Land Use Master Plan," Exhibits, and Appendices shall apply to development of the Nimmer SPECIAL DISTRICT.

SECTION 3

DEDICATIONS TO THE TOWN OF RIDGELAND

3.1 DEDICATION OF ROADS AND DRAINAGE SYSTEMS

Except for infrastructure and systems that are specifically agreed to be private and privately maintained, the Owner will construct all roads and drainage systems in accordance with Town of Ridgeland and/or other applicable standards. Roads and drainage systems which are accessible by the public may either be dedicated to The Town of Ridgeland or owned and maintained by the community's Property Owners Association (POA) and / or other legally established entity. Should any of the residential communities be planned as gated, the Developer will establish a Homeowners Association (HOA) to own and maintain the roads and drainage system within the gated community.

3.2 DEDICATION OF WATER & SANITARY SEWER SYSTEMS

The proposed water and wastewater system will be designed and constructed to meet or exceed The Town of Ridgeland Specifications. A future water and sewer agreement between the Owner and/or assigns and the Town of Ridgeland will dictate the granting of utility easements, construction and ownership of water supply and wastewater conveyance and other terms related to water and sewer utilities.

SECTION 4

SITE CONDITIONS AND DESIGN CONSIDERATIONS

4.1 STORM WATER MANAGEMENT

Impacts due to stormwater runoff are expected to be minimal. State and local stormwater ordinances shall be complied with for the design and installation of the drainage system for each phase of development. Best Management Practices will be used as appropriate and required to control the impact of stormwater runoff. No significant groundwater recharge areas, water supply watersheds, or protected river corridors exist within the development.

Stormwater collection for the site will consist primarily of pipes, swales, and ditches; which will outfall to a series of interconnected onsite detention ponds. Both water quality and water quantity will be addressed in the site development design for each phase. Water quality will be controlled by allowing solids to settle in the onsite detention ponds before being released from the site. Water quantity will be maintained by sizing the outlets from onsite detention ponds in a manner such that post–development runoff rates do not exceed the pre–development runoff rates for applicable design storms. The interconnected ponds will discharge treated stormwater runoff into adjacent freshwater wetlands and ditches which will convey the runoff to tributaries of the Great Swamp east and west of the site. Town of Ridgeland, State, and Federal stormwater ordinances will be followed in the design of the stormwater system. Also, as the area is developed, a master plan will be developed to accommodate the specific development plans for individual phases / tracts.

As part of the development process, the Owner or its assignees will implement Best Management Practices (BMPs) for Storm Water Management as required. The regulatory requirements dictate BMPs be implemented to protect our water bodies to minimize impacts from development. Use of detention lagoons, where possible, is a practice of treating storm water prior to release to the receiving stream to meet water quality standards defined by local and state regulations.

4.2 WETLANDS

Freshwater wetlands on the property are typical of coastal South Carolina. Based on an estimate performed by Sligh Environmental Consultants, Inc., approximately 9 percent of the property consists of jurisdictional and isolated freshwater wetlands. These wetlands are subject to field verification by SCDHC–OCRM and the U.S. Corps of Engineers (USCOE). At this time no wetland impacts are proposed). Upon verification, a survey of the jurisdictional wetlands will be performed and a request for a Jurisdictional Determination letter from the USCOE will be submitted.

See Aquatic Resources Delineation **Exhibit "C"**

4.3 UTILITIES

The Nimmer SPECIAL DISTRICT will be served by extensions of the adjacent Town of Ridgeland water distribution system and wastewater collection system. A separate water and sewer agreement will govern the timing and amount of water and sewer capacity town allocated to the SPECIAL DISTRICT from the town of Ridgeland.

Palmetto Electric will provide Electrical Power.

Other utility services will be provided by legally established entities at the discretion of the Owner provided such are in accordance with the franchising ordinances/licenses of the Town of Ridgeland.

4.4 SITE ACCESS AND TRAFFIC

The Nimmer SPECIAL DISTRICT main property will have two direct accesses to State Rd S–27–22/Tarboro Road as well as potential additional access point to Nimmer Turf Road. The general planned location of access points is shown on the Conceptual Land Use Master. The final route of and access points for all new roads will be determined at the time of final site plan approval.

The Nimmer SPECIAL DISTRICT properties that are serviced directly off Tarboro Road (proposed storage facility and additional single family homes) will have access via a shared driveway off Tarboro Road, with a one-way alley to access homes from the rear. The final location of all access points for new driveways will be determined at the time of final site plan approval.

An initial traffic impact analysis was conducted as part of the SPECIAL DISTRICT. The analysis calculated average daily traffic and peak hour traffic that would be generated by the development of the SPECIAL DISTRICT based on the maximum allowable density detailed in Section 2(d) of the SPECIAL DISTRICT. The analysis also approximated the distribution of traffic to existing public roads.

See attached **Exhibit "D"** for Initial Traffic Analysis for Nimmer SPECIAL DISTRICT.

4.5 RESTRICTIVE COVENANTS

Restrictive Covenants will be applied to the property. The Developer will create and record the Restrictive Covenants prior to the sale of subdivided property.

(a) Development Standards

Site development within Nimmer SPECIAL DISTRICT will be controlled by the development standards that are established in Section 5 and Section 6 of this document.

SECTION 5

BUILDING SCALE PLANS

5.1 – INSTRUCTIONS.

5.1.1 Lots and buildings located within Nimmer SPECIAL DISTRICT are governed by this Code and previously approved by the Planning Commission shall be subject to the requirements of this article.

5.1.2 Design plans required under this article require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this article shall show the following, in compliance with the standards described in this article:

A. For preliminary site and building approval:

- Building disposition.
- Building configuration.
- Building function.
- Parking location standards.
- Plans and drawings required by this Code shall be stamped by a South Carolina licensed engineer or architect.

B. For final approval, in addition to the above:

- Landscape standards.
- Signage standards.
- Special requirements, if any.

5.2 PRE–EXISTING CONDITIONS.

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

5.2.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

5.2.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on–site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 6 and Table 7.

5.3 SPECIAL REQUIREMENTS

5.3.1 To the extent that a regulating plan for either a new community plan or an Infill Community Plan designates any of the following special requirements, standards shall be applied as follows:

5.3.2 Source water protection standards:

A. Building scale plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

5.4 – CIVIC ZONES

5.4.1 General.

A. Civic Zones are designated on community plans as Civic Space (CS) or Civic Building (CB).

B. Parking provisions for Civic Zones shall be determined by warrant.

5.4.2 Civic Spaces (CS).

A. Civic Spaces shall be generally designed as described in Table 9.

5.4.3 Civic Buildings (CB).

A. Civic Buildings shall not be subject to the requirements of this article. The particulars of their design shall be determined by warrant.

5.5 – BUILDING DISPOSITION.

5.6.1

A. Newly platted lots shall be dimensioned according to Table 10 f. and Table 11.

B. Building disposition types shall be as shown in Table 5 and Table 10 i.

C. Buildings shall be disposed of in relation to the boundaries of their lots according to Table 10 g., Table 10 h., and Table 11.

D. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 17C.

E. Lot coverage by building shall not exceed that recorded in Table 10 f. and Table 11.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout on Table 10 g. and Table 11.

G. Setbacks for principal buildings shall be as shown in Table 10 g. and Table 11. In the case of an infill lot, setbacks shall match one of the existing adjacent setbacks. Setbacks may otherwise be adjusted by warrant.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 10 h. and Table 11.

I. To accommodate slopes over ten percent, relief from front setback requirements is available by warrant.

5.6 – BUILDING CONFIGURATION.

5.7.1

A. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 10 j.

C. All facades shall be glazed with clear glass no less than 15% of the first story.

D. Building heights, setbacks, and extension lines shall conform to Table 5 and Table 10 j.

E. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.

F. In a parking structure or garage, each above–ground level counts as a single story regardless of its relationship to habitable stories.

G. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

H. The habitable area of an accessory unit within a principal building or an outbuilding shall not exceed 440 square feet, excluding the parking area.

I. No portion of the private frontage may encroach the sidewalk.

5.7 – BUILDING FUNCTION.

5.8.1 Buildings in each transect zone shall conform to the functions on Table 6, Table 8 and Table 10 l. Functions that do not conform shall require approval by warrant or variance as specified on Table 8.

5.8.2 Accessory functions of restricted lodging or restricted office shall be permitted within an accessory building. See Table 6.

5.8.3 Accessory functions of limited lodging or limited office shall be permitted within an accessory building. See Table 6.

5.8.4 Structures for overnight habitation prohibited. No structure shall be allowed or permitted (either new construction or rehabilitated) for the purpose of overnight habitation (either on a short term or long-term basis) in the Town of Ridgeland other than unattached (non–conjoined) single family residential units on a separately platted lot. Any other type of construction, modifications to existing structure or change in use to provide housing (overnight habitation) is strictly prohibited without special exception being granted by Council; prohibited type of housing includes but are not limited to hotels, boarding houses, half–way houses, nightly or weekly rentals, apartments, duplexes, or multi–family of any kind.

5.8 – PARKING AND DENSITY CALCULATIONS.

5.9.1 General

A. Buildable density on a lot shall be determined by the actual parking provided within the lot as table 10.

5.9 – PARKING LOCATION STANDARDS.

5.10.1 General

A. Parking shall be accessed by rear alleys or rear lanes, when such are available.

B. Open parking areas may be located anywhere within the lot.

C. Garage doors may not be located closer than 20 feet from the right–of–way to accommodate driveway parking without protruding into public space

D. Driveways at frontages shall be no wider than 16 feet in the first layer.

5.10 – LANDSCAPE STANDARDS.

5.11.1 General

A. Landscaping for the creation of streetscapes in the public realm, with street trees, on–lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources. Grand trees are defined as any tree 24" dbh or greater or any live oak or palmetto tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

B. Street trees and spacing shall be coordinated and approved by the Planning Director in consultation with the CRC. Whenever possible the following should be used: Locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

C. Non–grand tree resources are permitted to be removed with CRC approval.

D. Grand tree are subject to removal only by warrant.

E. Impermeable surface shall be confined to the ratio of lot coverage specified in Table 10 f.

F. Landscape strips of at least 6 feet in width shall be provided between parking isles of either head–in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. To minimize water consumption, the use of low–water vegetative ground cover other than turf is encouraged.

G. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

H. The first layer may not be paved, with the exception of driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 12 d.)

I. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

J. Trees may be of single or multiple species as shown on Table 3B.

K. Trees shall be naturalistically clustered.

L. Lawn shall be permitted by warrant.

5.11 – SIGNAGE STANDARDS.

5.12.1 General

A. There shall be no signage permitted additional to that specified in this section.

B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.

C. Architecturally compatible ground level signs shall not exceed 6' in height, 16' in length and 2' in width, and they shall be authorized by CRC.

D. Signage shall be externally illuminated.

E. All proposed signage shall be reviewed and approved by the CRC.

5.12 – ARCHITECTURAL STANDARDS.

The following architectural standards shall apply to all structures

5.13.1 Walls – Materials.

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC. Walls for single family residential units may be finished in vinyl siding provided the material thickness is not less than 0.42 millimeters.

B. Foundation walls, and piers may be parged block, smooth finished poured concrete, tabby, stucco, or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1.5". All other fences shall be governed by community covenants and restrictions, if applicable.

F. Retaining walls shall be built of stucco, brick, fractured face concrete or tabby.

5.13.2 Walls – Configurations and techniques.

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be maximum 8" to the weather.

C. Boards with more than 8" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand– or tabby–finished.

E. Trim used shall be minimum grade "B" trim lumber; or vinyl and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden walls shall be minimum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than ⅜" wide.

H. Walls shall be one color for the same material style.

I. Colors: Colors for all materials shall be selected from a master list approved by the CRC. Masonry, siding and trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and stains: All exterior smooth wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.13.3 Elements – Materials.

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, columns, posts, spindles and balusters shall be made of wood, vinyl, composite or fiber cement. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades are not permitted.

E. Stoops shall be made of wood, brick, or concrete.

F. Decks shall be located in rear yards only.

G. Awnings shall have a metal structure covered with canvas or synthetic canvas and shall be located in rear yards only. Temporary awnings allowed on model homes.

H. Metal elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and stoops may have horizontal surfaces made of brick, or tabby.

J. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above–ground pools (except those of the inflatable variety), antennas, free standing solar panels, signs (on private property).

5.13.4 Elements – Configurations and techniques.

A. Chimneys shall be a minimum 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' × 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood and aluminum installed behind framed railings.

F. Post exterior cladding dimension shall be no less than 6" × 6", except at outbuildings. Railings shall have horizontal top and bottom rails. Wood and vinyl top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between spindles and balusters shall not exceed 4".

G. Balconies which cantilever shall be structurally supported by brackets.

H. Signs attached to buildings shall be integral to the building, no larger than 18" in height and externally lit.

I. Awnings shall be rectangular in shape with straight edges except temporary awnings.

J. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

K. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

L. Wood elements must be painted or stained with an opaque or semi–solid stain, except walking surfaces which may be left natural.

5.13.5 Roofs—Materials.

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper–coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, g utters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.13.6 Roofs—Configurations and techniques.

A. Principal roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets are not permitted

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Dormers shall be accessible, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

G. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.13.7 Openings—Materials.

A. Windows shall be made of vinyl wood (painted) or aluminum clad and shall be glazed with clear glass. All trim, if used, shall be no less than 3.5". Bay windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Wood doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted and meet the width of the window when closed.

E. Security doors with window grilles must be approved.

5.13.8 Openings—Configurations and techniques.

A. Windows rectangular single–, double–, or triple–hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window muntins shall be grill between glass, truedivided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm windows and screens shall be integral with the window. Screens shall be made of brass, bronze, or dark vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located parallel with the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically–oriented.)

F. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim which express the construction technique.

G. Garage doors facing a street frontage shall be a maximum of 16' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Wood garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

H. Shutters shall be sized and shaped to match the openings.

I. Stucco trim articulations shall be subject to approval by the CRC.

J. An accent color, for items such as the front door and shutters, may be used subject to approval from the CRC.

SECTION 6

STANDARDS AND TABLES

TABLE 2. – TRANSECT ZONE DESCRIPTIONS

NIMMER	SPECIAL DISTRICT: NIMMER SPECIAL DISTRICT

Nimmer SPECIAL DISTRICT consists of a medium density residential area. Home occupations and accessory buildings are permitted. Medium to large–sized blocks define neighborhood general and are typically not serviced by rear lanes/alleys.

Permitted uses:

By right: Live/work unit, bungalow, sideyard house, cottage, house, accessory unit, open market building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, EMS station, recreational amenity, recreational vehicle, boat storage facility.

By warrant: Greenhouse, electric substation, elementary school.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 4 dwelling units per acre maximum.

Block size/perimeter: 3,000 feet.

Permitted thoroughfares: See thoroughfare standards for T4 and T5.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 1 story max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 15 ft. min. Garage setback: 20 ft. min.
(G.2) Front setback (secondary): 10 ft. min. Garage setback: 20 ft. min.
(G.3) Side setback: 6 ft. min.
(G.4) Rear setback: 15 ft. min.
Frontage buildout: 0% minimum.

Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 6 ft. min.
(H.3) Rear setback: 5 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.
specialized: Permitted.

Lot width: 20 ft. min. and 80 ft. max.
Lot coverage: 70%.

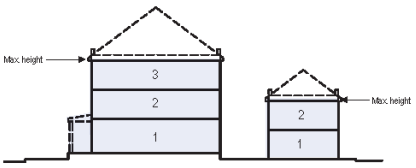
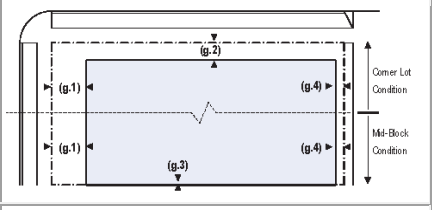
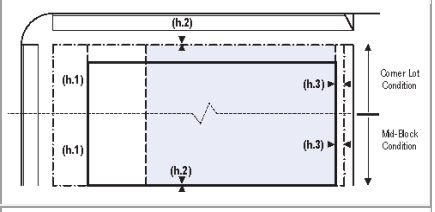
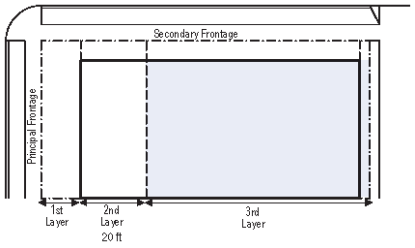
BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics, and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS – PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS – OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the second and third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

TABLE 3A. – PUBLIC FRONTAGES – GENERAL

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.

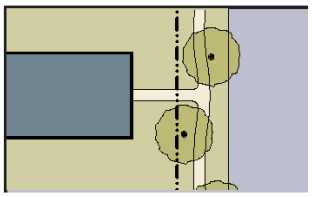
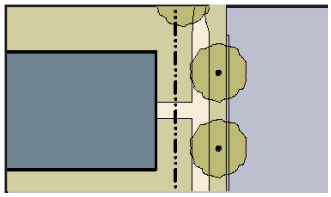
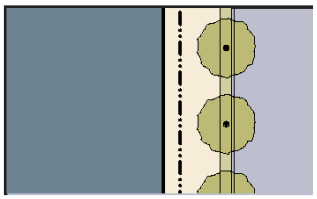
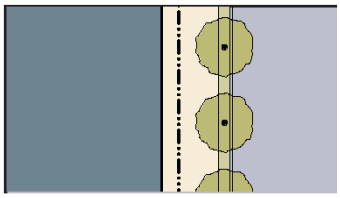
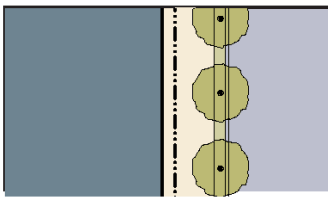
	PLAN LOT ▶ ◀ R.O.W. PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE
a. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.	
b. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right–of–way (R.O.W.) width of 40 feet or less are exempt from tree requirements.	
c. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	
d. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.	
e. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.	

TABLE 3B. – PUBLIC FRONTAGES – SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements – Curbs, walkways, and Planters – relative to specific Thoroughfare types within Transect Zones. Table 3B–a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

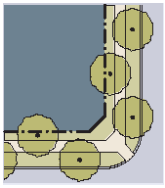
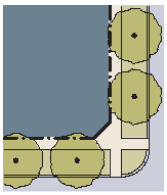
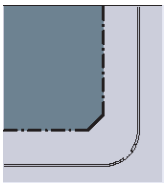
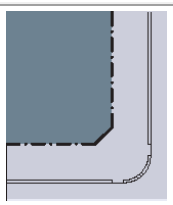
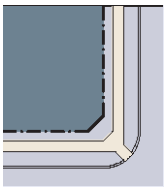
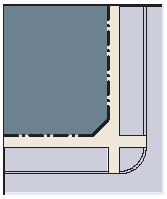
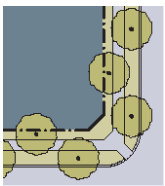
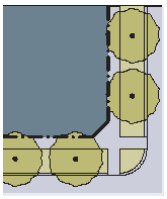
	Nimmer SPECIAL DISTRICT	
	ST–DR–AV	**ST–DR–AV–BV**
Frontage Type		
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.	12–18 feet	12–18 feet
Total Width		
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.	Raised Curb 5–20 feet	Raised Curb 5–20
Type **Radius**		
c. Walkway: The pavement dedicated exclusively to pedestrian activity.	Sidewalk 4–8 feet	Sidewalk 4–8 feet
Type **Width**		
d. Planter: The layer which accommodates street trees and other landscape.	Regular Alternating Continuous Planter 8 feet–12 feet	Regular Single Continuous Planter 8 feet–12 feet
Arrangement **Species** **Planter Type** **Planter Width**		

TABLE 3C. – THOROUGHFARE ASSEMBLIES

THOROUGHFARE DESIGN STANDARDS

A. General requirements: Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25 mph or less), varying traffic volumes and shall serve a range of land uses. The layout of thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

B. Contextual design & transect zones: Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclists, transit users) and desired design speed of the transect zone through which the thoroughfares pass. The transect zones shall be utilized when determining the appropriate context sensitive thoroughfare design for thoroughfare assemblies and corresponding land use areas). Several thoroughfare types may be allowed in each transect zone.

C. Emergency/service vehicle access and Building Code and Fire Code compliance: Emergency and service vehicle access shall be considered in the design of thoroughfares and thoroughfare systems and minimum requirements shall be met for the proposed subdivision to be approved. Failure to satisfy all emergency vehicle access requirements of ratified building codes and fire codes in the design of thoroughfares and thoroughfare systems will result in additional requirements when constructing buildings to include, but not be limited to, a requirement for installation of a building fire sprinkler system.

D. Public transit: Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

E. Bicycle provisions: Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route shall be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of "sharrows" (see Figure 821.1). A dedicated and marked bicycle lane shall be provided within a moderate–speed vehicular thoroughfare. A bicycle trail may be provided separately from the vehicular thoroughfare.


Sharrow examples.

F. Accessibility: Thoroughfares shall be designed to accommodate ADA requirements.

G. Utilities: Thoroughfares shall be designed to accommodate utilities within the right–of–way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

H. Gates and thoroughfare access restrictions: Reserve strips or parcels controlling access to thoroughfares shall be prohibited. Gates shall not be permitted to block thoroughfares.

I. Thoroughfare narrowing devices: Thoroughfare narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the SCDOT.

J. Thoroughfare construction requirements: All thoroughfares shall be paved in accordance with minimum requirements on file in the office of the SCDOT engineer.

K. Existing thoroughfares: Thoroughfares of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the town engineer such use would create a safety hazard.

L. Jurisdictional wetlands and critical area: No thoroughfare shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the SCDOT written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

M. Connectivity: Thoroughfares shall be designed as an interconnected thoroughfare system. An interconnected thoroughfare system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non–vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods. The following thoroughfare connectivity requirements shall apply:

N. Curb radius modifications & intersection sight triangles:

1. The dimensions for curb radii standards are provided to accommodate pedestrians as well as emergency and service vehicles. Smaller curb radii provide for a narrower street crossing, reduces vehicle travel speed. Larger curb radii allow higher turning speeds which compromise community walkability. The following graphic illustrates the difference between the curb radius and effective turning radius.

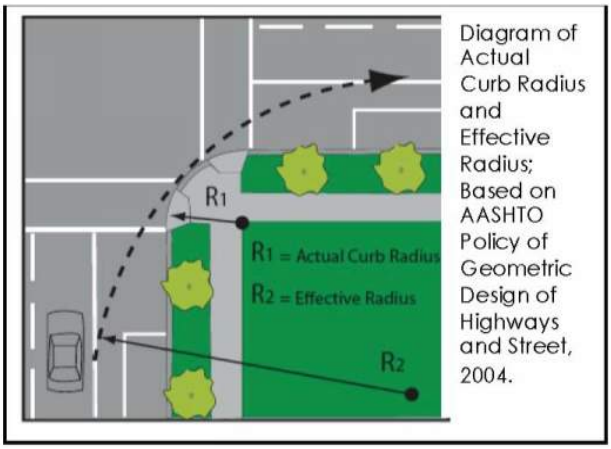


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

In the event that a curb radius needs to be modified to accommodate emergency and service vehicles, turn simulation software should be used and the radius should

be increased incrementally until it is just large enough to allow safe, slow passage of the design emergency or service vehicle.

2. Standard minimum sight triangle for stop conditions at street intersections shall be accommodated for on all thoroughfares and shall be reviewed by the SCDOT engineer at the time of thoroughfare construction plan submittal.

O. Garbage service: For properties platted after the effective date of this ordinance, garbage service shall only be provided to the nearest thoroughfare.

P. Pavement and parking markings and signage: The SCDOT engineer shall determine when and where pavement markings and on–street parking related signs will be installed on all thoroughfares. Pavement markings include but are not limited to parking delineation lines, lane delineation lines and arrows. Final determination of pavement markings and parking signs, including location and type, will be made during thoroughfare construction plan review.

Q. Lots abutting major thoroughfares: Subdivisions which abut or have included within the proposed area to be subdivided any limited access, or major thoroughfare shall provide:

1. A marginal access thoroughfare, or

2. Reverse frontage with screen planting contained in a non–access reservation along the rear property line, or

3. Lots with rear service drives, or

4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The SCDOT shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

R. Thoroughfare types: Thoroughfares types shall be defined as follows:

Avenue (AV): A thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers and usually equipped with a landscaped median.

Bicycle lane (BL): A dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by striping.

Bicycle route (BR): A thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

Bicycle trail (BT): A bicycle way running independently of a vehicular thoroughfare.

Boulevard (BV): A thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.

Drive (DR): A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other side has the qualities of a road or parkway, with naturalistic planting and rural details.

Park street (PS): A sub–urban, urban general or urban center thoroughfare with a wide center median (width may vary) that may serve as an open space feature.

Path (PT): A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Rear alley (RA): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear alleys should be paved from building face to building faces or lot lines.

Rear lane (RL): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. The streetscape consists of gravel or landscaped edges.

Road (RD): A local, rural and sub–urban thoroughfare of low–to–moderate vehicular speed and capacity. This type is allocated to more rural areas.

Slip road (SR): An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: Access lane, service lane)

Street (ST): Sub–urban and urban thoroughfare of low speed and capacity.

Yield (Y): Characterizing a thoroughfare that has two–way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.

TABLE 4. – PRIVATE FRONTAGES

The Private Frontage is the area between the building Facades and the Lot lines.

	
a. Common Yard: A planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.	
b. Porch & Fence: A planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition.	

TABLE 5. – BUILDING DISPOSITION

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types.

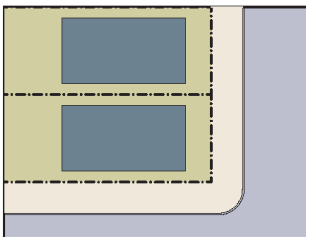
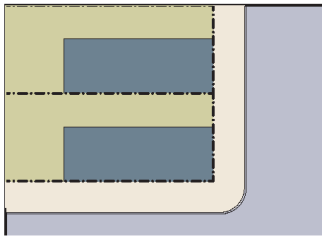
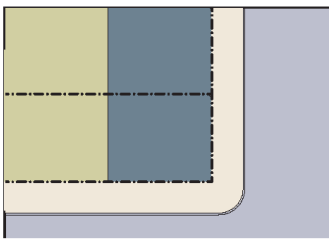
a. Edgeyard: Specific Types – single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well–placed Backbuilding and/or Outbuilding.	
b. Sideyard: Specific Types – Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.	
c. Rearyard: Specific Types – Townhouse, Rowhouse, Live–Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.	

TABLE 6. – BUILDING FUNCTION

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 8.

	NIMMER SPECIAL DISTRICT
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.
b. LODGING	**NOT PERMITTED**
c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.
d. RETAIL	NOT PERMITTED
e. CIVIC	See Table 8
f. OTHER	See Table 8

TABLE 7. – PARKING CALCULATIONS

Each use shall meet parking requirements independently.

	REQUIRED PARKING (See Table 6)	**SHARED PARKING FACTOR**
	NIMMER SPECIAL DISTRICT	No shared parking is permitted. Each use shall meet parking requirements independently.
RESIDENTIAL	2.0/dwelling	
CIVIC	To be determined by Warrant	
OFFICE	3.0/1,000 sq. ft.	
OTHER	To be determined by Warrant	

TABLE 8. – SPECIFIC FUNCTION & USE

Specific Function & Use. This table expands the categories of Table 6 to delegate specific Functions and uses within Nimmer SPECIAL DISTRICT.

Nimmer SPECIAL DISTRICT	USE
a. RESIDENTIAL	
Mixed Use Block	
Flex Building	
Apartment Building	
Live/Work Unit	■
Row House	■
Duplex House	■
Courtyard House	
Sideyard House	■
Cottage	■
House	■
Bungalow	■
Accessory Unit	■
b. LODGING	
Hotel (no room limit)	
Inn (up to 12 rooms)	
Bed & Breakfast (up to 5 rooms)	
Short Term Rental	
S.R.O. hostel	
School Dormitory	
c. OFFICE	
Office Building	
Live–Work Unit	□
d. RETAIL	
Open–Market Building	
Retail Building	
Display Gallery	
Restaurant	
Kiosk	
Push Cart	
Liquor Selling Establishment	

e. CIVIC	
Bus Shelter	■
Convention Center	
Conference Center	
Exhibition Center	
Fountain or Public Art	■
Library	■
Live Theater	
Movie Theater	
Museum	
Outdoor Auditorium	■
Parking Structure	
Passenger Terminal	
Playground	■
Sports Stadium	
Surface Parking Lot	
Religious Assembly	■
f. OTHER: AGRICULTURE	
Grain Storage	
Livestock Pen	
Greenhouse	□
Stable	□
Kennel	
f. OTHER: AUTOMOTIVE	
Gasoline	
Automobile Service	
Truck Maintenance	
Drive–Through Facility	
Rest Stop	
Roadside Stand	□
Billboard	
Shopping Center	
Shopping Mall	
f. OTHER: CIVIL SUPPORT	
Fire Station	■

Police Station	■
Cemetery	
Funeral Home	
Hospital	
Medical Clinic	
f. OTHER: EDUCATION	
College	
High School	
Trade School	
Elementary School	
Other–Childcare Center	□
g. OTHER: INDUSTRIAL	
Heavy Industrial Facility	
Light Industrial Facility	
Truck Depot	
Laboratory Facility	
Water Supply Facility	
Sewer and Waste Facility	
Utility Substation	□
Wireless Transmitter	□
Cremation Facility	
Warehouse	
Produce Storage	
Mini–Storage	

■ BY RIGHT

□ BY WARRANT

TABLE 9. – CIVIC SPACE

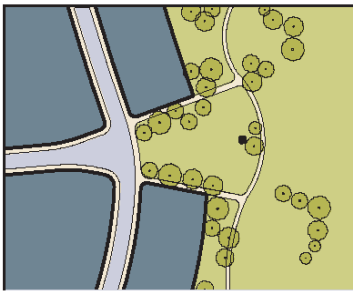
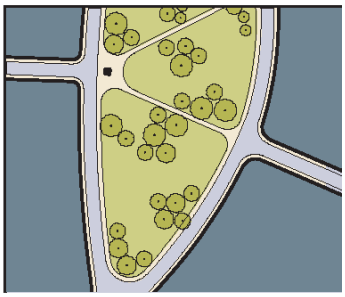
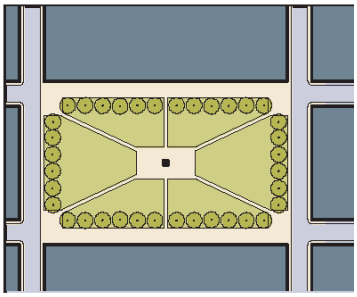
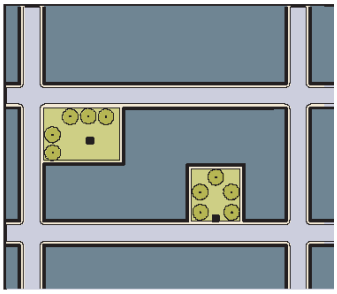
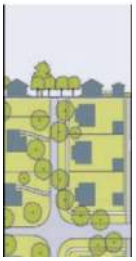
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.	
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.	
c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.	
e. Playground: An Open Space designed and equipped for the recreation of children. A playground shall be fenced and shall include an open picnic shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.	

TABLE 10. – CODE SUMMARY

		 Nimmer Special District
a.	**b. ALLOCATION OF ZONES per Pedestrian Shed (Not Applicable)**	
CLD requires		N/A
TND requires		N/A
RCD requires		N/A
	b. BASE RESIDENTIAL DENSITY (see Section 3.4)	
By Right		6 units/ac. gross
By TDR		N/A
Other Functions		N/A
	c. BLOCK SIZE	
Block Perimeter		3,000 ft. max
	d. THOROUGHFARES (see Table 3)	
HW		not permitted
BV		permitted
AV		permitted
CS		permitted
DR		permitted
ST		permitted
RD		permitted
Rear Lane		permitted
Rear Alley		permitted
Path		permitted
Passage		permitted

Bicycle Trail		permitted
Bicycle Lane		permitted
Bicycle Route		permitted
e. CIVIC SPACES (see Table 9)		* permitted within Open Spaces
Park		permitted
Green		permitted
Square		permitted
Plaza		not permitted
Playground		permitted
	f. LOT OCCUPATION	
Lot Width		20 ft. min. 80 ft. max
Lot Coverage		70% max
	g. SETBACKS - PRINCIPAL BUILDING (see Table 11)	
(g.1) Front Setback (Principal)		15 ft. min. 20 ft. min. garage setback
(g.2) Front Setback (Secondary)		10 ft. min. 20 ft. min. garage setback
(g.3) Side Setback		6 ft. min
(g.4) Rear Setback		15 ft. min. *
Frontage Buildout		0% min
	h. SETBACKS - OUTBUILDING (see Table 11)	
(h.1) Front Setback		40 ft. min.
(h.2) Side Setback		6 ft. min.
(h.3) Rear Setback		5 ft. min.
	i. BUILDING DISPOSITION (see Table 5)	
Edgeyard		permitted
Sideyard		permitted
Rearyard		permitted
Courtyard		permitted

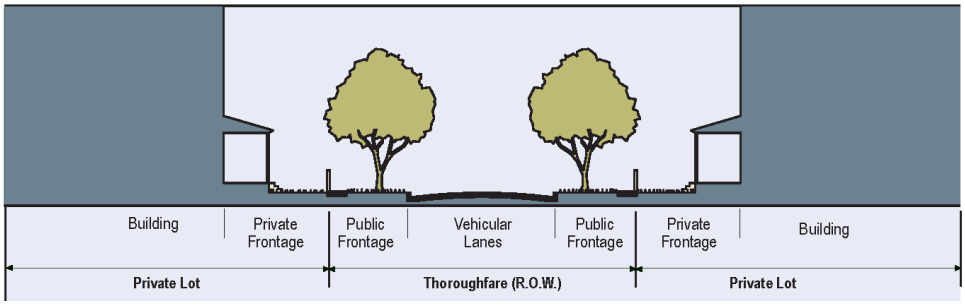
j. PRIVATE FRONTAGES (see Table 4)		
Common Yard		permitted
Porch & Fence		permitted
Terrace or Dooryard		not permitted
Forecourt		not permitted
Stoop		not permitted
Shopfront & Awning		not permitted
Gallery		not permitted
Arcade		not permitted
k. BUILDING CONFIGURATION		
Principal Building		2 Stories max
Outbuilding		2 Stories max
l. BUILDING FUNCTION (see Table 6 & Table 8)		
Residential		limited use
Lodging		restricted use
Office		limited use
Retail		restricted use

TABLE 11. – ADDITIONAL SPECIAL DISTRICT STANDARDS

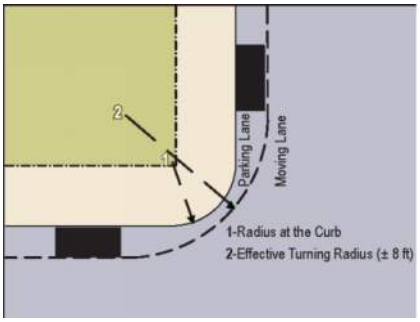
Intentionally Omitted

TABLE 12. – DEFINITIONS ILLUSTRATED

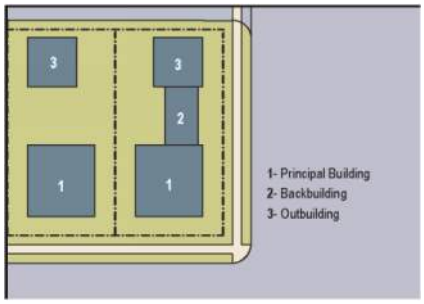
a. THOROUGHFARE & FRONTAGES



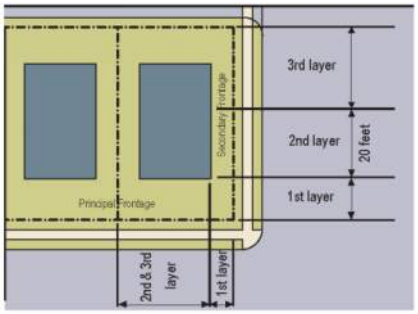
b. TURNING RADIUS



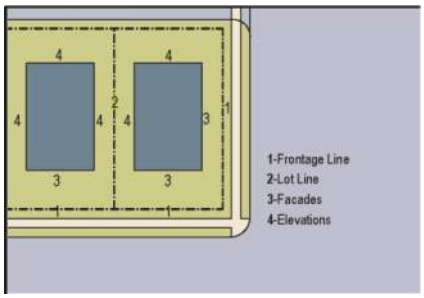
c. BUILDING DISPOSITION



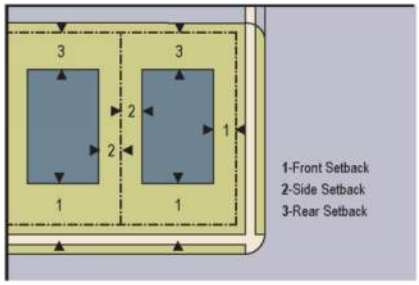
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK–BASED PEDESTRIAN SHED

TABLE 13. – SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

NIMMER SPECIAL DISTRICT

EXHIBITS

J – 30596.0000

JULY 2024

NIMMER SPECIAL DISTRICT

EXHIBIT A

LEGAL DESCRIPTION
DEEDS
BOUNDARY SURVEYS

J – 30596.0000

JULY 2024

MATCH LINE

MATCH LINE

REFERENCE PLATS:

1) BOUNDARY SURVEY OF
PARCEL "3A", 38.84 ACRES
U.S. HIGHWAY 278–INDEPENDENCE BLVD.
A PORTION OF THE COLEMAN ESTATE
DATED: 02/08/2018
JOB: SC170226
RECORDED AT: D.B.1107 PAGE 1713

2) AN EASEMENT SURVEY OF NIMMER TURF ROAD, RIDGELAND, JASPER COUNTY, SOUTH CAROLINA
BY: TGS LAND SURVEYING
DATED: 04/22/13
JOB: 04111 EASEMENT–13
RECORDED AT: P.B.33 PAGES 84–86

3) AN ASBUILT SURVEY OF A PORTION OF #063–00–01–004, NEAR RIDGELAND, JASPER COUNTY, SOUTH CAROLINA
BY: TGS LAND SURVEYING
DATED: 04/22/13
JOB: 01181A1
RECORDED AT: P.B.25 PAGE 242

4) A BOUNDARY SURVEY OF A PORTION OF #046–00–07–002, NEAR RIDGELAND, JASPER COUNTY, SOUTH CAROLINA
BY: TGS LAND SURVEYING
DATED: 02/24/06
JOB: 04111B–06
RECORDED AT: P.B.29 PAGE 359

CURVE TABLE					
C#	ARC	RADIUS	DELTA	DIRECTION	CHORD
C3	625.52'	5022.64'	07°08'08"	S09°31'57"E	625.11'
C4	392.34'	524.98'	42°49'12"	N22°55'19"W	383.28'
C5	104.36'	475.00'	12°35'18"	N04°18'30"E	104.15'
C6	83.16'	57.51'	82°50'52"	N53°13'53"E	76.10'
C7	311.07'	15771.47'	01°07'48"	S86°53'11"E	311.07'
C8	78.69'	469.31'	09°36'24"	N87°44'43"E	78.60'

WETLANDS	AREAS (ACRES)
A	2.808
B	3.003
C	0.115
D	9.565
1 D	0.271
E	1.979
1 E–1	0.820
1 E–2	0.388
E–1	0.308
F	0.595
F & 1 B	0.497
G	8.917
G–1	3.392
1 G	0.239
H	0.362
1 H	2.010
SUB–TOTAL:	35.269 ACRES
UPLANDS:	369.926 ACRES
TOTAL:	405.195 ACRES

SITE
405.195 ACRES
(17,650,280 SF)
(INCLUDES WETLANDS)

NIMMER TURF ROAD
66' R/W
GRAVEL ROAD
DRAINAGE DITCH

TARBORO ROAD
(S–27–22)
66' R/W

(HIGHWAY 336)
75' R/W

TILLMAN ROAD

NIMMER TURF ROAD
24' R/W
(COUNTY MAINTAINED)

DIRT ROAD

WETLAND "A"
WETLAND "B"
WETLAND "C"
WETLAND "D"
WETLAND "E"
WETLAND "F"
WETLAND "F & 1B"
WETLAND "G"
WETLAND "G–1"
WETLAND "H"
WETLAND "I"
WETLAND "I–1"

JASPER PELLETS LLC
046–00–06–170

JASPER PELLETS LLC
046–00–06–179

FREDERICK A. NIMMER III etal
046–00–07–022

FREDERICK A. NIMMER III etal
046–00–07–002
(RURAL PRESERVATION)

FREDERICK A. NIMMER III etal
046–00–07–002

3N FARM NIMMER
FAMILY (214.58 Ac.)
D.B.1116 PAGE 1889
P.B.29 PAGE 359
046–00–07–002

3N FARM NIMMER
FAMILY (32.00 Ac.)
D.B.208 PAGE 94
063–00–01–006
RESIDENTIAL

(#524)
3N FARM NIMMER
FAMILY (2.32 Ac.)
D.B.1116 PAGE 1889
P.B.29 PAGE 359
046–00–07–023

(#5761)
DAVID G. MILLS
(9.00 Ac.)
D.B.969 PAGE 733
P.B.22 PAGE 81
046–00–07–021

JEFFREY P.
RICHARDSON (8.82 Ac.)
D.B.273 PAGE 43
P.B.35 PAGE 249
046–00–07–020

(#10622)
TERRY D. MURPHY etal
(3.00 Ac.)
D.B.912 PAGE 42
P.B.11 PAGE 311
063–00–01–001

(#5857)
WILLIAM L. &
JORDAN RICHARDSON
D.B.1038 PAGE 707
P.B.35 PAGE 249
046–00–07–024

(#10668)
SAMMUEL K. MOOK &
CHYLEEN A. MOOK
D.B.734 PAGE 26
P.B.19 PAGE 188
063–00–01–003

OAK HILL O.M.

LOT A
LOT B
LOT C
LOT D

JORGE ALBERTO FERNANDEZ
P.B.41 PAGE 389
063–00–01–006

BETRORGE B. MERCHANT, CAROLI D.
P.B.6 PAGE 388
LOTS F,G & H
063–00–04–004

RANDY WILLIAM SMITH
P.B.6 PAGE 388
LOTS E & F
063–00–04–003

ALFREDA D. HARRIS
& MARY L. HARRIS
P.B.6 PAGE 388
LOT G
063–00–04–001

MICHAEL T. FLEMING & JOE ANN
P.B.16 PAGE 388
LOTS H & I
046–00–07–005

JAMES E. BUTLER, Jr.
LOT Q
046–00–07–011

JAMES E. BUTLER, Jr.
LOT P
046–00–07–010

JAMES L. (#531) & MELANEY
CRITENDEN
046–00–07–009

JAMES L. & MELANEY
CRITENDEN
P.B.6 PAGE 388
LOT R
046–00–07–019

L'RIL V. (#512) & L'RIL V. RODNEY
P.B.16 PAGE 388
LOT L
046–00–07–007

L'RIL V. RODNEY
P.B.16 PAGE 388
046–00–07–006

CHARLES E. (#510) & CHARLES E. MILLER III
P.B.6 PAGE 388
046–00–07–005

CHARLES E. MILLER III
P.B.6 PAGE 388
LOT K
046–00–07–004

ADAM C. (#524) & ADAM C. THOMPSON
P.B.6 PAGE 388
046–00–07–017

POINT OF BEGINNING
N233,618.70
E1,997,222.23

S12°55'32"E 141.86'
C3
S06°34'33"E 192.96'
S68°25'32"W 426.91'
N80°00'52"W 669.04'
S25°39'12"E 69.33'
S61°25'05"W 743.55'
S12°39'36"W 735.72'
S60°03'43"W 3023.18'
N15°54'37"W 589.44'
N01°30'46"W 609.41'
C4
S19°19'51"E 219.20'
N89°50'36"W 280.80'
N17°36'54"E
S84°32'56"E 4.90'
N17°17'10"E 129.38'
N03°43'06"E 400.00'
N89°58'37"E 50.00'
N00°04'36"W 369.82'
S88°40'05"E 265.88'
N02°18'58"W 95.59'

IPF,WITNESS
IPF,DESTROYED
NOPM,3.0"
CMF,DSTB (UNDER TREE) S60°E,0.8'
IPF–WITNESS
OLD IPF
IPF,DSTB S47°W,2.5
IPF N,5E,5.0'
IPF N,15E,3.5'
IPF N,71E,4.5'

GRAPHIC SCALE
0 100 200 400
SCALE IN FEET

LEGEND

B.S.L.	BUILDING SETBACK LINE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CMF	CONCRETE MONUMENT FOUND
ELEC. BOX	ELECTRIC BOX
IPF	IRON PIN (OLD) FOUND
IPS	IRON PIN (NEW) SET
TELE. PED.	TELEPHONE PEDESTAL
WM	WATER METER
WV	WATER VALVE
–E–	UNDERGROUND ELECTRIC
–FO–	UNDERGROUND FIBER OPTIC
–G–	UNDERGROUND GAS
–OHPL–	OVERHEAD POWER LINE
–SS–	UNDERGROUND SANITARY SEWER
–T–	UNDERGROUND TELEPHONE
–W–	UNDERGROUND WATER LINE

NOTES :

1. THIS LOT LIES IN ZONE "AE", B.F.E.=13, AND ZONE "X", NO B.F.E., PER F.I.R.M. PANEL 45053C 0395–D, COMMUNITY No. 450112 & 450113, EFFECTIVE:10/18/19.
2. ALL BUILDING SETBACK REQUIREMENTS SHOULD BE VERIFIED WITH THE PROPER AUTHORITIES PRIOR TO DESIGN AND CONSTRUCTION.
3. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
4. ALL UNDERGROUND UTILITIES MARKED BY OTHERS AND/OR SCALED FROM AS–BUILTS PROVIDED BY BJWSA.
5. HORIZONTAL DATUM IS NAD 83 (BASED ON USGS MONUMENTS "27 033", "NETTLES" AND "GREAT SWAMP")
6. VERTICAL DATUM IS NAVD 88 (BASED ON USGS MONUMENT "NETTLES")

" I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN. ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN."

COASTAL SURVEYING CO., INC.
MICHAEL R. DUNIGAN
S.C.R.L.S. No. 11,905

A COMPOSITE BOUNDARY LAND SURVEY
OF
063–00–01–006, 063–00–01–007,
046–00–07–001, 046–00–07–018,
& A PORTION OF
046–00–07–002 &
046–00–06–120

CONTAINING:
408.027 ACRES
NIMMER TURF ROAD &
TARBORO ROAD

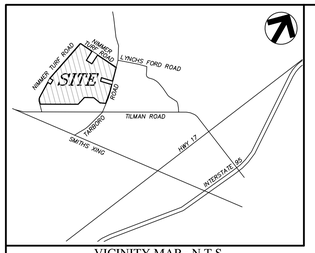
ROBERT TOWNSHIP, JASPER COUNTY, SOUTH CAROLINA

SCALE: 1" = 200'
DATE: 04/01/24
JOB No.: 76,111 B

SURVEYED BY: SMM
DRAWN BY: MRD
CHECKED BY: TWW

COASTAL SURVEYING CO., INC.
49 RIVERWALK BLVD.
BUILDING 8
RIDGELAND, SC 29936
(843) 645–4446

SHEET 1 OF 2



VICINITY MAP - N.T.S.

405.195 Acres

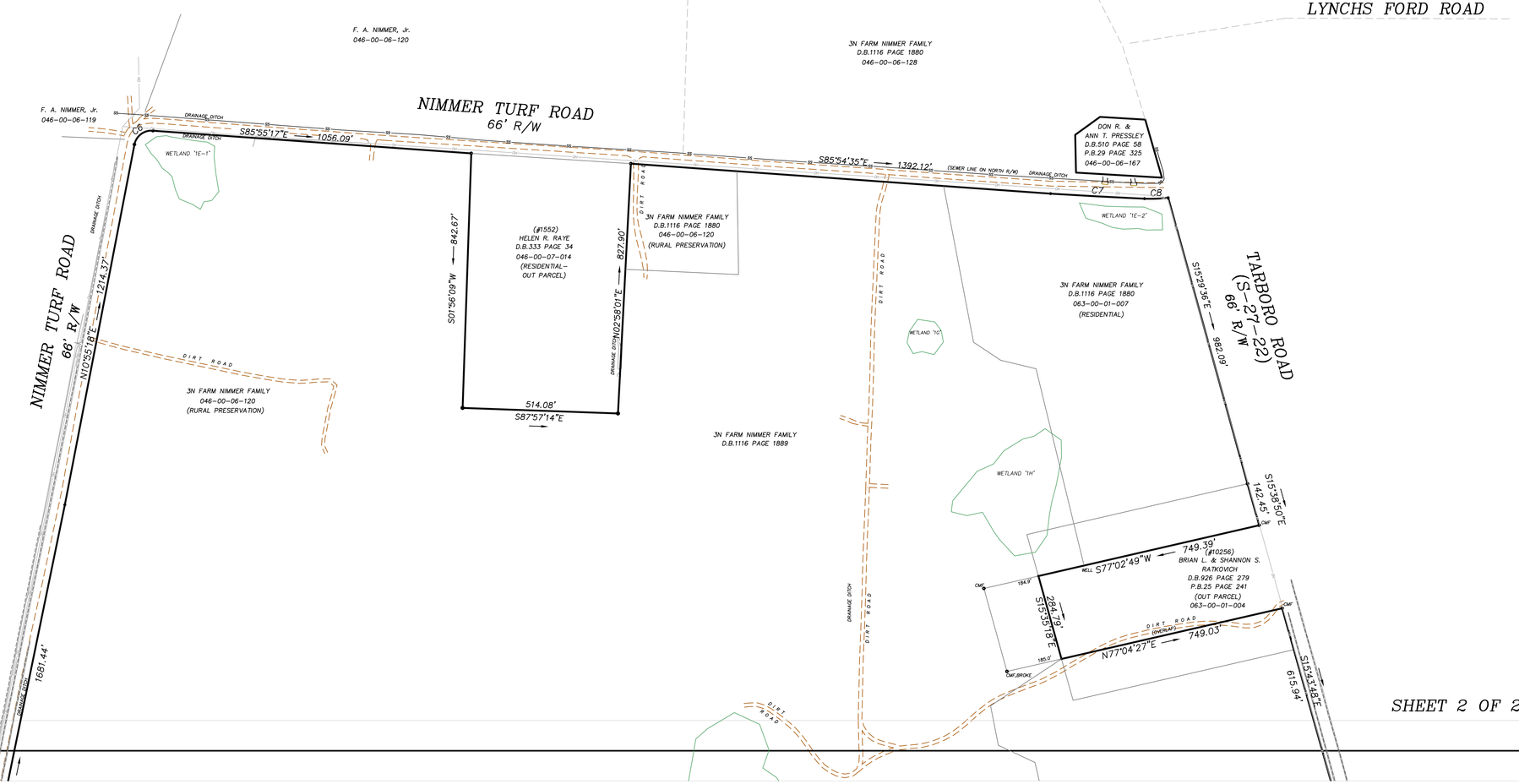
All that Certain Piece, Parcel or Tract of Land, Situate, lying and being in Robert Township, Jasper County, South Carolina and being more particularly described as follows:

Beginning at the northeast corner of the lands of Terry D. Murphy etal, as recorded in Plat Book 11, Page 311, of the Jasper County, South Carolina Recorder's Office, said northeast corner being in the west right of way of Tarboro Road, also known as County Road S-27-22, being a 66 foot right of way and having the South Carolina State Plane Coordinates, East Zone, of N233,618.70, E1,997,222.23;

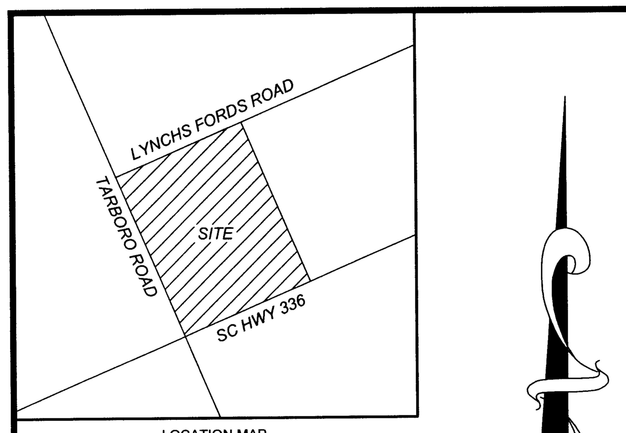
Thence with the north line of said Terry D. Murphy etal, South 68°25'32" West, a distance of 426.91 feet to a concrete monument found; Thence South 20°39'12" East, a distance of 33.99 feet to an iron pin found and being in the north line of the lands of Jeffrey P. Richardson, as recorded in Plat Book 35, Page 249 of the Jasper County, South Carolina Recorder's Office; Thence with said north line, North 80°00'52" West, a distance of 669.04 feet to a concrete monument found and South 61°25'05" West, a distance of 743.55 feet to a point, said point is witnessed by a broken iron pin found at North 09°West, a distance of 3.0 feet; Thence along the west line of the lands of David G. Mills, as recorded in Plat Book 22, Page 81, of the Jasper County, South Carolina recorder's office, South 12°39'36" West, a distance of 735.72 feet to a point, said point is witnessed by a disturbed concrete monument found at South 60°East, a distance of 0.8 feet; Thence with the north line of "Subdivision of the Eastern Portion of Tract 'B', as prepared for Jasper County Land Development Company, Inc., as recorded at Plat Book 16, Page 388 of the Jasper County, South Carolina Recorder's Office, South 60°03' 43" West, a distance of 3023.18 feet to a point in the west right of way of Nimmer Turf Road, a 24' right of way, said point is witnessed by a disturbed iron pin found at South 43°West, a distance of 2.5 feet; Thence with said west right of way, North 44°19'51" west, a distance of 219.20 feet to a point; Thence along a curve, deflecting to the right, a distance of 392.54 feet, having a radius of 524.98 feet, a chord bearing of North 22°55'19" West and a chord of 383.28 feet to a point; Thence North 01°30'46"West, a distance of 609.41 feet to a point; Thence North 01°54'37" West, a distance of 589.44 feet to a point; Thence North 02°18'28" West, a distance of 95.59 feet to a point, said point is witnessed by an iron pin found at North 39°East, a distance of 5.0 feet; Thence along the lands of 3N Farm Nimmer Family, as recorded in Plat Book 29, Page 359, of the Jasper County, South Carolina Recorder's Office, South 88°40'05" East, a distance of 265.88 feet to a point, said point is witnessed by an iron pin found at North 75°East, a distance of 3.5 feet; Thence North 00°04'36" West, a distance of 369.82 feet to a point; Thence North 89°58'37" East, a distance of 50.00 feet to a point; Thence North 03°43'06" East, a distance of 400.00 feet to a point; Thence North 89°50'36" West, a distance of 280.80 feet to a point in the aforesaid west right of way of Nimmer Turf Road; Thence North 11°17'10" East, a distance of 329.38 feet to a point; Thence South 84°32'56" East, a distance of 4.80 feet to a point; Thence North 11°36'54" East, a distance of 1681.44 feet to a point; Thence North 10°55'18" East, a distance of 1214.37 feet to a point; Thence along a curve, deflection to the right, a distance of 83.16 feet, having a radius of 57.51 feet, a chord bearing of North 53°13'53" East and a chord of 76.10 feet to a point in the south right of way of Nimmer Turf road, a 66 feet right of way; Thence with said south right of way, South 85°55'17" East, a distance of 1056.09 feet to a point in the west line of the lands of Helen R. Raye, as recorded in Deed Book 333, Page 34, of the Jasper Couty, South Carolina Recorder's Office; Thence with said west line, South 01°56'09" West, a distance of 842.67 feet to a point; Thence along the south line of said Helen R. Raye, South 87°57'14" East, a distance of 514.08 feet to a point; Thence along the east line of said Helen R. Raye, North 02°58'01" East, a distance of 827.90 feet to a point in said south right of way of Nimmer Turf Road; Thence along said south right of way of Nimmer Turf Road, South 85°54'35" East, a distance of 1392.12 feet to a point;
Thence along a curve, deflecting to the left, a distance of 311.07 feet, having a radius of 15771.47 feet, a chord bearing of South 86°53'11" East and a chord of 311.07 feet to a point; Thence along a curve, deflecting to the left, a distance of 78.69 feet, having a radius of 469.31 feet, a chord bearing of North 87°44'43" East and a chord of 78.60 feet to a point in the west right of way of Tarboro Road, also known as County Road S-27-22 and being a 66 feet right of way; Thence with said west right of way, South 15°29'36" East, a distance of 982.09 feet to a point; Thence South 15°38'50" East, a distance of 142.45 feet to a concrete monument found; Thence leaving said west right of way and along the north line of the lands of Brian L. & Shannon S. Ratkovich, as recorded in Plat Book 25, Page 241 of the Jasper County, South Carolina Recorder's Office, South 77°02'49" West, a distance of 749.39 feet to a point; Thence with the west line of the lands of Brian L. & Shannon S. Ratkovich, South 15°35'18" East, a distance of 284.79 feet to a point; Thence with the south line of the lands of Brian L. & Shannon S. Ratkovich, North 77°04'27" East, a distance of 749.03 feet to a point in aforesaid west right of way line of Tarboro Road; Thence along said west right of way, South 15°43'48" East, a distance of 615.94 feet to a point; Thence South 12°55'32" East, a distance of 141.86 feet to a point; Thence along a curve, deflecting to the right, a distance of 625.52 feet, having a radius of 5022.64 feet, a chord bearing of South 09°31'57" East and a chord of 625.11 feet to a point; Thence South 06°34'33" East, a distance of 192.98 feet to the Point of Beginning.

Containing 405.195 acres.

Subject to all easements, rights of way and restrictions of record.



SHEET 2 OF 2



LOCATION MAP

MAGNETIC

NOTES

1. THE NORTH ARROW SHOWN ON THIS PLAT IS BASED ON MAGNETIC NORTH.

2. THIS PLAT DOES NOT CERTIFY THAT THE INFORMATION SHOWN HEREON COMPLIES WITH LOCAL ZONING REGULATIONS.

3. THIS PLAT REPRESENTS CONDITIONS FOUND ON 01/18/2005 AND DOES NOT REPRESENT CONDITIONS ON ANY OTHER DATE.

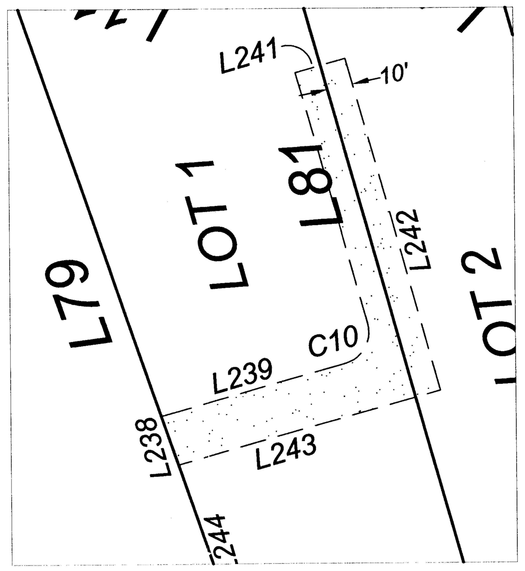
4. THE AREA CALCULATIONS SHOWN HEREON WERE DETERMINED BY THE COORDINATE METHOD.

5. THE PRESENCE OR ABSENCE OF REGULATED NATURAL RESOURCES SUCH AS BUT NOT LIMITED TO CRITICAL AREAS, FRESHWATER WETLANDS, SPECIMEN TREES, ETC.WAS NOT DETERMINED AT THIS TIME OTHER THAN THOSE SHOWN HERON AND CERTIFIED OR APPROVED BY THE APPROPRIATE REGULATORY AGENCY.

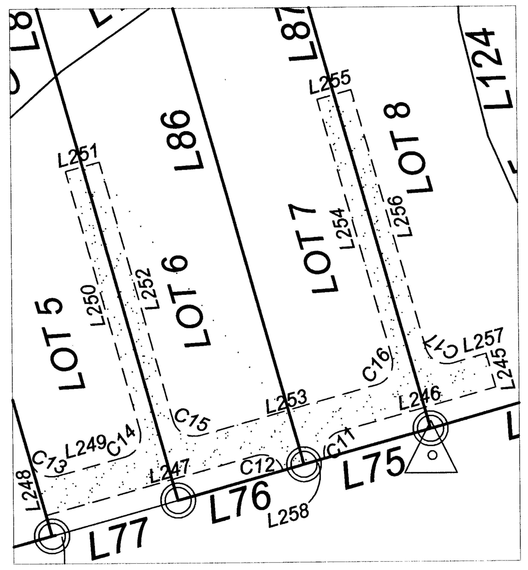
6. THE PRESENCE OR ABSENCE OF UNDERGROUND UTILITY FEATURES WAS NOT DETERMINED AT THIS TIME OTHER THAN THE INFORMATION SHOWN HEREON.

7. LIMITED SETBACK INFORMATION WAS DETERMINED AT THIS TIME AND IS SUBJECT TO CHANGE AND MAY BE DIFFERENT BETWEEN DIFFERENT REGULATORY AUTHORITIES.

8. THE VERTICAL DATUM IS 1929 NGVD.



DETAIL 2



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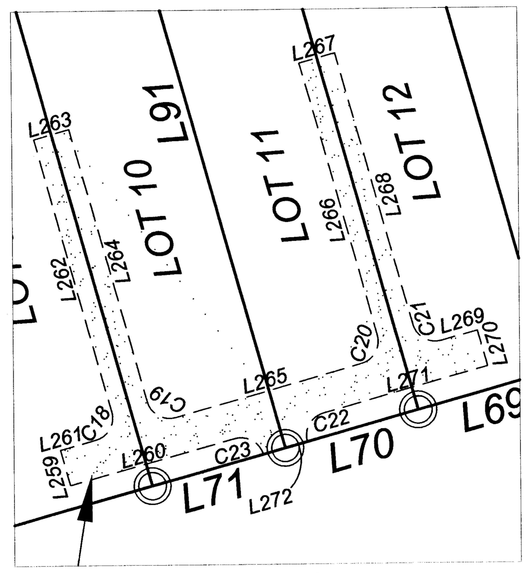

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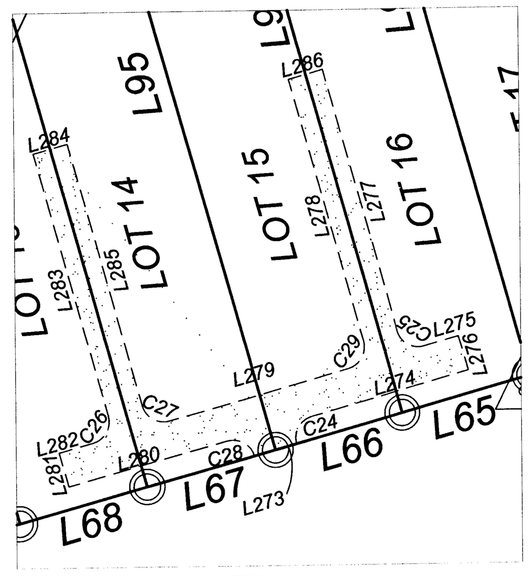

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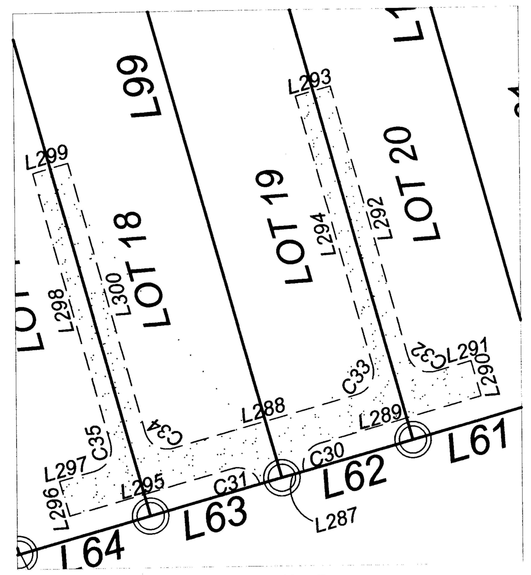

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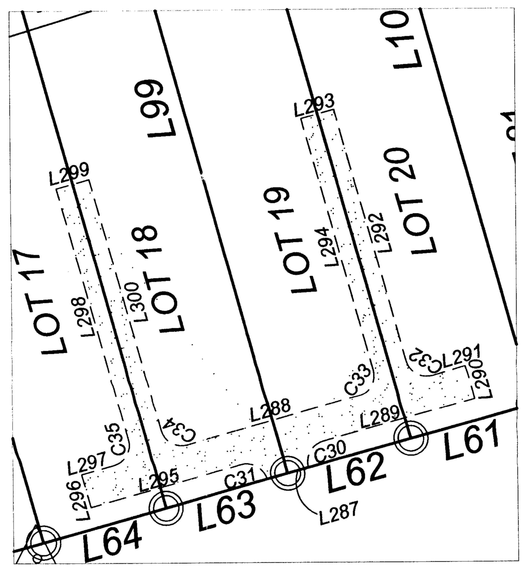
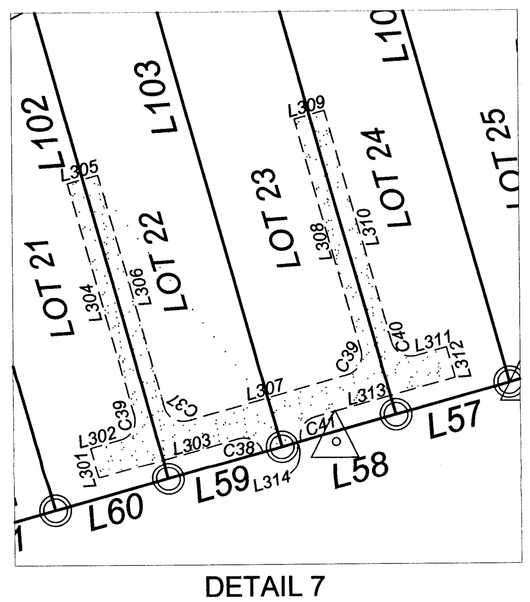


DETAIL 6



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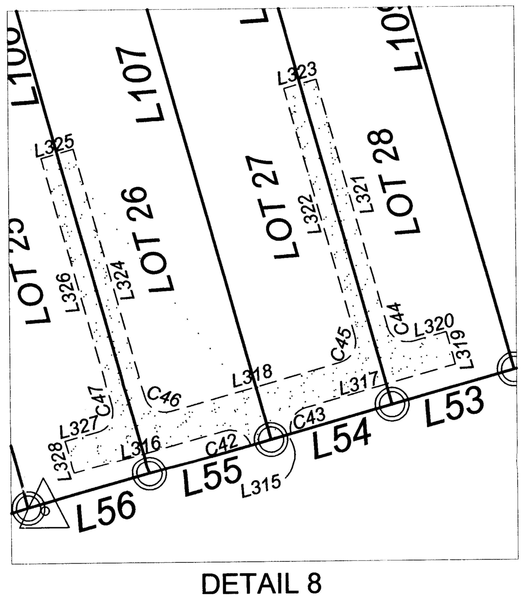

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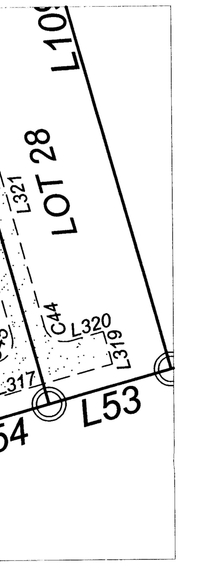


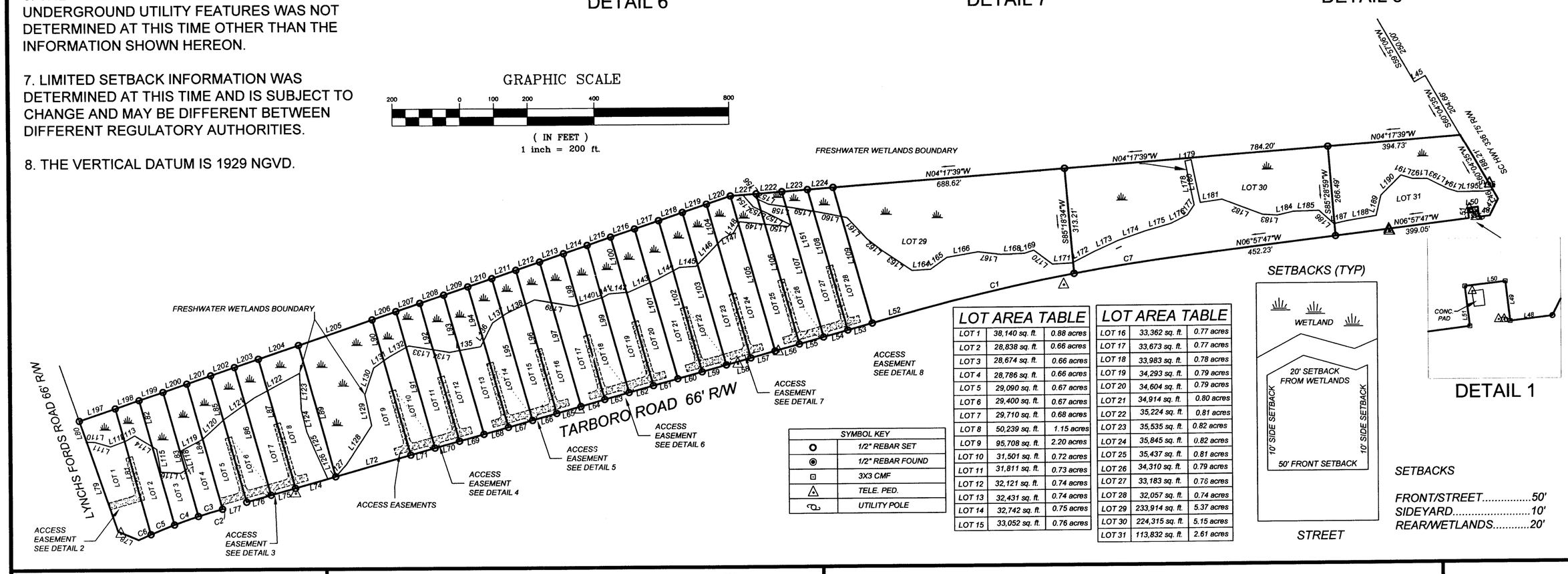
DETAIL 1

LINE TABLE		
LINE	LENGTH	BEARING
L44	37.54	N30°02'54"W
L45	37.00	S30°02'54"E
L46	30.83	S80°04'35"W
L47	55.23	N63°26'29"W
L48	31.71	N06°57'32"W
L49	29.93	N83°21'44"E
L50	30.00	N06°44'57"W
L51	30.09	S83°10'18"W
L52	145.81	N15°37'13"W
L53	75.00	N15°37'13"W
L54	75.00	N15°37'13"W
L55	75.00	N15°37'13"W
L56	75.00	N15°37'13"W
L57	75.00	N15°37'13"W
L58	75.00	N15°37'13"W
L59	75.00	N15°37'13"W
L60	75.00	N15°37'13"W
L61	75.00	N15°37'13"W
L62	75.00	N15°37'13"W
L63	75.00	N15°37'13"W
L64	75.00	N15°37'13"W
L65	75.00	N15°37'13"W
L66	75.00	N15°37'13"W
L67	75.00	N15°37'13"W
L68	75.00	N15°37'13"W
L69	75.00	N15°37'13"W
L70	75.00	N15°37'13"W
L71	75.00	N15°37'13"W
L72	232.57	N15°37'13"W
L74	125.09	N15°37'13"W
L75	75.00	N15°37'13"W
L76	75.00	N15°37'13"W
L77	73.06	N15°37'13"W
L78	66.56	N22°39'33"E
L79	280.41	N70°55'04"E
L80	65.38	N70°55'04"E
L81	386.82	S74°22'47"W
L82	392.80	S74°22'47"W
L83	392.46	S74°22'47"W
L84	385.77	S74°22'47"W
L85	389.93	S74°22'47"W
L86	394.07	S74°22'47"W
L87	398.21	S74°22'47"W
L89	405.11	S74°22'47"W
L90	417.84	S74°22'47"W
L91	422.06	S74°22'47"W
L92	426.21	S74°22'47"W
L93	430.35	S74°22'47"W
L94	434.49	S74°22'47"W
L95	438.63	S74°22'47"W
L96	442.76	S74°22'47"W
L97	446.90	S74°22'47"W
L98	451.04	S74°22'47"W
L99	455.18	S74°22'47"W
L100	459.31	S74°22'47"W
L101	463.45	S74°22'47"W
L102	467.59	S74°22'47"W
L103	471.73	S74°22'47"W
L104	475.86	S74°22'47"W
L105	480.00	S74°22'47"W
L106	464.98	S74°22'47"W
L107	449.95	S74°22'47"W
L108	434.93	S74°22'47"W
L109	419.91	S74°22'47"W
L110	24.68	N01°58'08"E
L111	48.15	N16°47'56"E
L112	50.05	N21°21'24"W
L113	28.87	N29°12'46"W
L114	76.52	N31°35'42"E
L115	66.88	N80°08'24"E
L116	58.38	N02°39'30"E
L117	24.21	N33°24'58"W
L118	55.86	S71°53'31"W
L119	70.50	N27°53'30"W
L120	88.30	N42°05'09"W
L121	109.83	N35°05'24"W
L122	152.12	N28°29'24"W
L123	108.41	N87°42'45"E
L124	68.33	N78°23'37"E
L125	67.52	N66°28'05"E
L126	85.14	N65°45'01"E
L127	47.06	S42°41'01"E
L128	138.55	S56°38'00"E
L129	93.80	N77°52'55"E
L130	84.28	S71°16'03"E
L131	56.40	S35°01'45"E
L132	67.05	S29°04'00"E
L133	80.93	S09°07'00"W
L134	41.60	S16°01'05"W
L135	93.56	S16°18'26"E
L136	78.46	S63°24'59"E
L137	48.50	S34°38'39"E
L138	94.57	S25°41'00"E
L139	120.49	S09°35'42"W
L140	89.02	S17°00'55"E
L141	31.01	S29°29'45"E
L142	59.74	S04°37'46"E
L143	90.71	S23°58'04"E
L144	76.09	S27°29'24"E
L145	49.69	S04°00'13"E

LINE TABLE		
LINE	LENGTH	BEARING
L146	114.29	S45°49'36"E
L147	35.12	S26°33'35"E
L148	39.23	S66°50'10"E
L149	94.55	S06°08'59"W
L150	49.10	S06°20'04"W
L151	9.09	S43°50'27"E
L152	74.22	N26°53'28"E
L153	47.62	N24°35'50"E
L154	46.34	N49°58'36"E
L156	18.40	S46°51'38"W
L157	37.77	S25°27'29"W
L158	78.37	S06°49'08"W
L159	78.29	S10°03'11"W
L160	80.76	S11°33'06"W
L161	86.94	S47°35'04"W
L162	56.25	S38°27'14"W
L163	106.11	S33°57'01"W
L164	55.52	S03°11'47"E
L165	59.86	S35°26'00"E
L166	94.34	S06°44'58"E
L167	67.05	S06°46'52"W
L168	70.54	S01°59'43"E
L169	29.50	S17°36'33"E
L170	68.89	S37°04'07"W
L171	57.80	S02°39'57"E
L172	71.51	S27°22'12"E
L173	81.55	S74°27'52"E
L174	84.89	S19°05'33"E
L175	78.80	S15°53'13"E
L176	55.40	S26°51'45"E
L177	35.54	S54°37'06"E
L178	132.93	N79°14'54"W
L179	19.30	S11°45'06"E
L180	129.73	S78°14'54"W
L181	66.66	S06°04'07"E
L182	127.82	S21°03'23"W
L183	43.71	S04°07'11"W
L184	49.16	S12°52'16"E
L185	75.46	S01°35'40"E
L186	59.62	S41°55'15"W
L187	38.36	S12°13'30"E
L188	88.49	S09°44'29"E
L189	62.45	S76°04'49"E
L190	83.78	S44°20'23"E
L191	35.84	S17°33'29"W
L192	43.68	S00°16'08"W
L193	67.84	S26°44'58"W
L194	30.68	S17°39'39"W
L195	75.84	S00°17'13"E
L196	28.00	S08°45'46"E
L197	112.62	N18°46'41"W
L198	75.11	N18°46'41"W
L199	75.11	N18°46'41"W
L200	75.11	N18°46'41"W
L201	75.11	N18°46'41"W
L202	75.11	N18°46'41"W
L203	75.11	N18°46'41"W
L204	125.27	N18°46'41"W
L205	232.92	N18°46'41"W
L206	75.11	N18°46'41"W
L207	75.11	N18°46'41"W
L208	75.11	N18°46'41"W
L209	75.11	N18°46'41"W
L210	75.11	N18°46'41"W
L211	75.11	N18°46'41"W
L212	75.11	N18°46'41"W
L213	75.11	N18°46'41"W
L214	75.11	N18°46'41"W
L215	75.11	N18°46'41"W
L216	75.11	N18°46'41"W
L217	75.11	N18°46'41"W
L218	75.11	N18°46'41"W
L219	75.11	N18°46'41"W
L220	75.11	N18°46'41"W
L221	76.49	N04°17'39"W
L222	76.49	N04°17'39"W
L223	76.49	N04°17'39"W
L224	76.49	N04°17'39"W
L238	20.04	N70°55'04"E
L239	74.42	N15°37'13"W
L240	100.77	S74°22'47"W
L241	20.00	S15°37'13"E
L242	133.27	S74°22'47"W
L243	105.71	N15°37'13"W
L244	68.55	N70°55'04"E
L245	20.00	S74°22'47"W
L246	92.50	S15°37'13"E
L247	125.00	S15°37'13"E
L248	32.50	S74°22'47"W
L249	40.00	S15°37'13"E
L250	153.56	S74°22'47"W
L251	20.00	S15°37'13"E
L252	153.56	S74°22'47"W
L253	105.00	S15°37'13"E
L254	153.56	S74°22'47"W
L255	20.00	S15°37'13"E
L256	153.56	S74°22'47"W
L257	20.29	S15°37'13"E
L258	12.50	S15°37'13"E
L259	20.00	S74°22'47"W

LINE TABLE		
LINE	LENGTH	BEARING
L260	92.47	S15°37'13"E
L261	20.00	S15°37'13"E
L262	153.56	S74°22'47"W
L263	20.00	S15°37'13"E
L264	153.56	S74°22'47"W
L265	105.00	S15°37'13"E
L266	153.56	S74°22'47"W
L267	20.00	S15°37'13"E
L268	153.56	S74°22'47"W
L269	20.29	S15°37'13"E
L270	20.00	S74°22'47"W
L271	92.50	S15°37'13"E
L272	12.50	S15°37'13"E
L273	12.50	S15°37'13"E
L274	92.50	S15°37'13"E
L275	20.29	S15°37'13"E
L276	20.00	S74°22'47"W
L277	153.56	S74°22'47"W
L278	153.56	S74°22'47"W
L279	105.00	S15°37'13"E
L280	92.47	S15°37'13"E
L281	20.00	S74°22'47"W
L282	20.00	S15°37'13"E
L283	153.56	S74°22'47"W
L284	20.00	S15°37'13"E
L285	153.56	S74°22'47"W
L286	20.00	S15°37'13"E
L287	12.50	S15°37'13"E
L288	105.00	S15°37'13"E
L289	92.50	S15°37'13"E
L290	20.00	S74°22'47"W
L291	20.29	S15°37'13"E
L292	153.56	S74°22'47"W
L293	20.00	S15°37'13"E
L294	153.56	S74°22'47"W
L295	92.47	S15°37'13"E
L296	20.00	S74°22'47"W
L297	20.00	S15°37'13"E
L298	153.56	S74°22'47"W
L299	20.00	S15°37'13"E
L300	153.56	S74°22'47"W
L301	20.00	S74°22'47"W
L302	20.00	S15°37'13"E
L303	92.47	S15°37'13"E
L304	153.56	S74°22'47"W
L305	20.00	S15°37'13"E
L306	153.56	S74°22'47"W
L307	105.00	S15°37'13"E
L308	153.56	S74°22'47"W
L309	20.00	S15°37'13"E
L310	153.56	S74°22'47"W
L311	20.29	S15°37'13"E
L312	20.00	S74°22'47"W
L313	92.50	S15°37'13"E
L314	12.50	S15°37'13"E
L315	12.50	S15°37'13"E
L316	92.47	S15°37'13"E
L317	92.50	S15°37'13"E
L318	105.00	S15°37'13"E
L319	20.00	S74°22'47"W
L320	20.29	S15°37'13"E
L321	153.56	S74°22'47"W
L322	153.56	S74°22'47"W
L323	20.00	S15°37'13"E
L324	153.56	S74°22'47"W
L325	20.00	S15°37'13"E
L326	153.56	S74°22'47"W
L327	20.00	S15°37'13"E
L328	20.00	S74°22'47"W

CURVE TABLE				
CURVE	LENGTH	RADIUS	CB	CHORD
C1	470.71	5593.20	N12°50'10"W	470.57
C2	1.94	1545.92	N14°49'40"W	1.94
C3	75.01	1545.92	N16°15'16"W	75.00
C4	75.14	1545.92	N18°00'13"W	75.13
C5	75.45	1545.92	N21°49'39"W	75.44
C6	39.74	1545.92	N23°57'44"W	39.74
C7	332.37	5593.20	N08°43'22"W	332.32
C10	19.63	12.50	S60°37'13"E	17.68
C11	19.63	12.50	N60°37'13"W	17.68
C12	19.63	12.50	N29°22'47"E	17.68
C13	19.63	12.50	S29°22'47"W	17.68
C14	19.63	12.50	S60°37'13"E	17.68
C15	19.63	12.50	S29°22'47"W	17.68
C16	19.63	12.50	S60°37'13"E	17.68
C17	19.63	12.50	S29°22'47"W	17.68
C18	19.63	12.50	S60°37'13"E	17.68
C19	19.63	12.50	S29°22'47"W	17.68
C20	19.63	12.50	S60°37'13"E	17.68
C21	19.63	12.50	S29°22'47"W	17.68
C22	19.63	12.50	N60°37'13"W	17.68
C23	19.63	12.50	N29°22'47"E	17.68
C24	19.63	12.50	N60°37'13"W	17.68
C25	19.63	12.50	S29°22'47"W	17.68
C26	19.63	12.50	S60°37'13"E	17.68
C27	19.63	12.50	S15°37'13"E	17.68
C28	19.63	12.50	N29°22'47"E	17.68
C29	19.63	12.50	S60°37'13"E	17.68
C30	19.63	12.50	N60°37'13"W	17.68
C31	19.63	12.50	N29°22'47"E	17.68
C32	19.63	12.50	S29°22'47"W	17.68
C33	19.63	12.50	S60°37'13"E	17.68
C34	19.63	12.50	S29°22'47"W	17.68
C35	19.63	12.50	S60°37'13"E	17.68
C36	19.63	12.50	S60°37'13"E	17.68
C37	19.63	12.50	S29°22'47"W	17.68
C38	19.63	12.50	N29°22'47"E	17.68
C39	19.63	12.50	S29°22'47"W	17.68
C40	19.63	12.50	N60°37'13"W	17.68
C41	19.63	12.50	N60°37'13"W	17.68
C42	19.63	12.50	N29°22'47"E	17.68
C43	19.63	12.50	N60°37'13"W	17.68
C44	19.63	12.50	S29°22'47"W	17.68
C45	19.63	12.50	S60°37'13"E	17.68
C46	19.63	12.50	S29°22'47"W	17.68
C47	19.63	12.50	S60°37'13"E	17.68



GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

LOT AREA TABLE		
LOT 1	38,140 sq. ft.	0.88 acres
LOT 2	28,838 sq. ft.	0.66 acres
LOT 3	28,674 sq. ft.	0.66 acres
LOT 4	28,786 sq. ft.	0.66 acres
LOT 5	29,090 sq. ft.	0.67 acres
LOT 6	29,400 sq. ft.	0.67 acres
LOT 7	28,710 sq. ft.	0.68 acres
LOT 8	50,239 sq. ft.	1.15 acres
LOT 9	95,708 sq. ft.	2.20 acres
LOT 10	31,501 sq. ft.	0.72 acres
LOT 11	31,811 sq. ft.	0.73 acres
LOT 12	32,121 sq. ft.	0.74 acres
LOT 13	32,431 sq. ft.	0.74 acres
LOT 14	32,742 sq. ft.	0.75 acres
LOT 15	33,052 sq. ft.	0.76 acres

LOT AREA TABLE		
LOT 16	33,362 sq. ft.	0.77 acres
LOT 17	33,673 sq. ft.	0.77 acres
LOT 18	33,983 sq. ft.	0.78 acres
LOT 19	34,293 sq. ft.	0.79 acres
LOT 20	34,604 sq. ft.	0.79 acres
LOT 21	34,914 sq. ft.	0.80 acres
LOT 22	35,224 sq. ft.	0.81 acres
LOT 23	35,535 sq. ft.	0.82 acres
LOT 24	35,845 sq. ft.	0.82 acres
LOT 25	35,437 sq. ft.	0.81 acres
LOT 26	34,310 sq. ft.	0.79 acres
LOT 27	33,183 sq. ft.	0.76 acres
LOT 28	32,057 sq. ft.	0.74 acres
LOT 29	233,914 sq. ft.	5.37 acres
LOT 30	224,315 sq. ft.	5.15 acres
LOT 31	113,832 sq. ft.	2.61 acres

SYMBOL KEY	
○	1/2" REBAR SET
◉	1/2" REBAR FOUND
⊡	3X3 CMF
△	TELE. PED.
	UTILITY POLE

SETBACKS

FRONT/STREET.....50'
SIDEYARD.....10'
REAR/WETLANDS.....20'

200700006832 11/26/2007 AT 10:28 AM
PLAT Volume 0030 Page 0282 - 0282
Filed for Record in JASPER COUNTY
Phil Lamie Fee: $10.00

APPROVED FOR RECORDING:
JASON C. TAYLOR, TOWN ADMINISTRATOR

FLOOD ZONE DETERMINATION

THIS PROPERTY APPEARS TO LIE IN FLOOD ZONE "C" AS PER F.E.M.A. F.I.R.M. COMMUNITY PANEL 450112 0150 B, DATED SEPTEMBER 29, 1986.

THIS FLOOD ZONE DETERMINATION SHOULD BE VERIFIED BY THE APPROPRIATE BUILDING CODES OFFICE BEFORE ANY DESIGN OR CONSTRUCTION BEGINS.

I HEREBY CERTIFY TO TIM TANTILLO THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN, ALSO THERE ARE NO ENCROACHMENTS OR PROJECTIONS AFFECTING THE PROPERTY OTHER THAN THOSE SHOWN.

LORICK V. FANNING, PLS 19882

SOUTH CAROLINA
LAND CONSULTING GROUP, LLC
No. C02082
CERTIFICATE OF AUTHORIZATION

SUBDIVISION LAYOUT OF
TAX PARCEL 063-00-02-002 (PORTION OF)
TRACT "B", GREAT SWAMP AREA, NEAR RIDGELAND,
JASPER COUNTY, SOUTH CAROLINA
PREPARED FOR TIM TANTILLO.

JOB # 2398R5

FIELD BOOK: 35/39
FIELD CREW: LF/JG/AM/CB
DATE OF FIELD WORK: 01/18/2006
DRAFTER: JB/LF
DATE: 10/20/2007
REVISION #5

DEED REFERENCES: 19/340, 68/1850, 151/55
PLAT REFERENCES: 21/83, 24/238, 27/312, 24/274, 7/184, 5/70, 9/96, 23/148, 40/209

LAND CONSULTING GROUP, LLC
POST OFFICE DRAWER 1366
BEAUFORT, SOUTH CAROLINA 29901-1366
(843) 322-0011

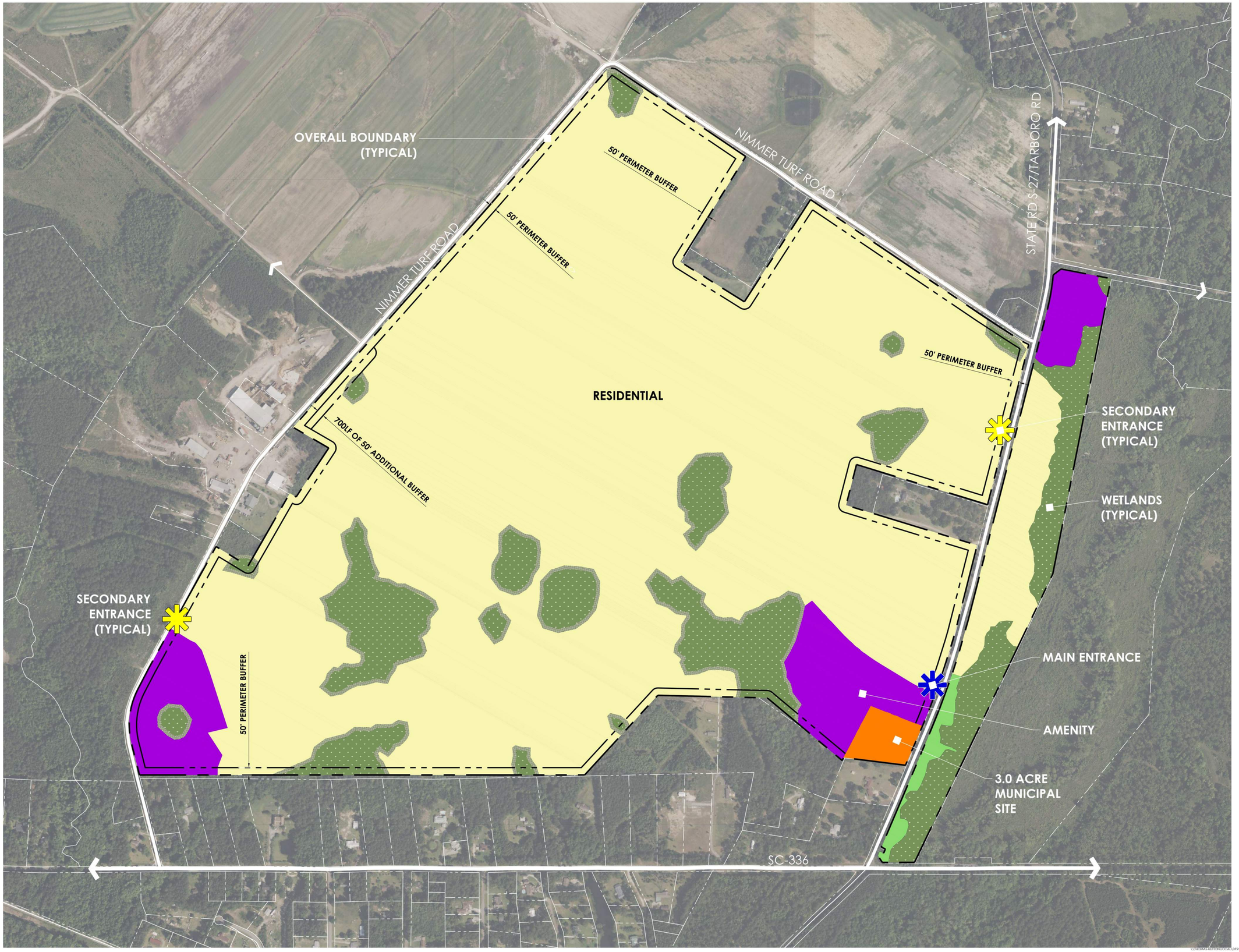
NIMMER SPECIAL DISTRICT

EXHIBIT B

CONCEPTUAL LAND USE MASTER PLAN

J – 30596.0000

JULY 2024



CONCEPT LAND USE MASTER PLAN
NIMMER

RIDGELAND, SOUTH CAROLINA
JULY 2025

LEGEND:

LAND USE	ACRES	SYMBOL
RESIDENTIAL	390.0 ±	
AMENITY	27.0 ±	
MUNICIPAL SITE	3.0 ±	
TOTAL	**420.0 ±**	

PERIMETER BUFFER STANDARDS

Condition 1

Where sufficient natural vegetation exists as determined by Town of Ridgeland Director of Planning, the perimeter buffer shall remain undisturbed.

Condition 2

At community entry points a landscape plan shall be prepared by a registered landscape architect and approved by the Town of Ridgeland Director of Planning.

Condition 3

Areas of buffers without existing vegetation shall plant a minimum of the following for every 100 linear feet:

Three (3) – 3" caliper canopy trees,
Six (6) – 2" caliper evergreen understory trees
Fifteen (15) – 3–gallon evergreen shrubs

The plantings shall be done in a natural manner versus regularly spaced, uniform plantings. Once the planted trees and shrubs are established and healthy, the area should be allowed to naturalize and should not be heavily manicured or maintained. Volunteer native evergreens should not be removed as they will increase the quality of the buffer over time.

300 0 150 300
1 INCH = 300 FEET

PREPARED FOR:

D·R·HORTON
America's Builder

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

\\THOMASHUTTON.LOCAL\DFS\PROJECTS\30596\30596.0000\ENGINEERING\DRAWINGS\EXHIBITS\INITIAL MASTER PLAN\06.24.2025\30596.0000 - NIMMER EXHIBIT.DWG - Jul 18, 2025 - 7:45 AM

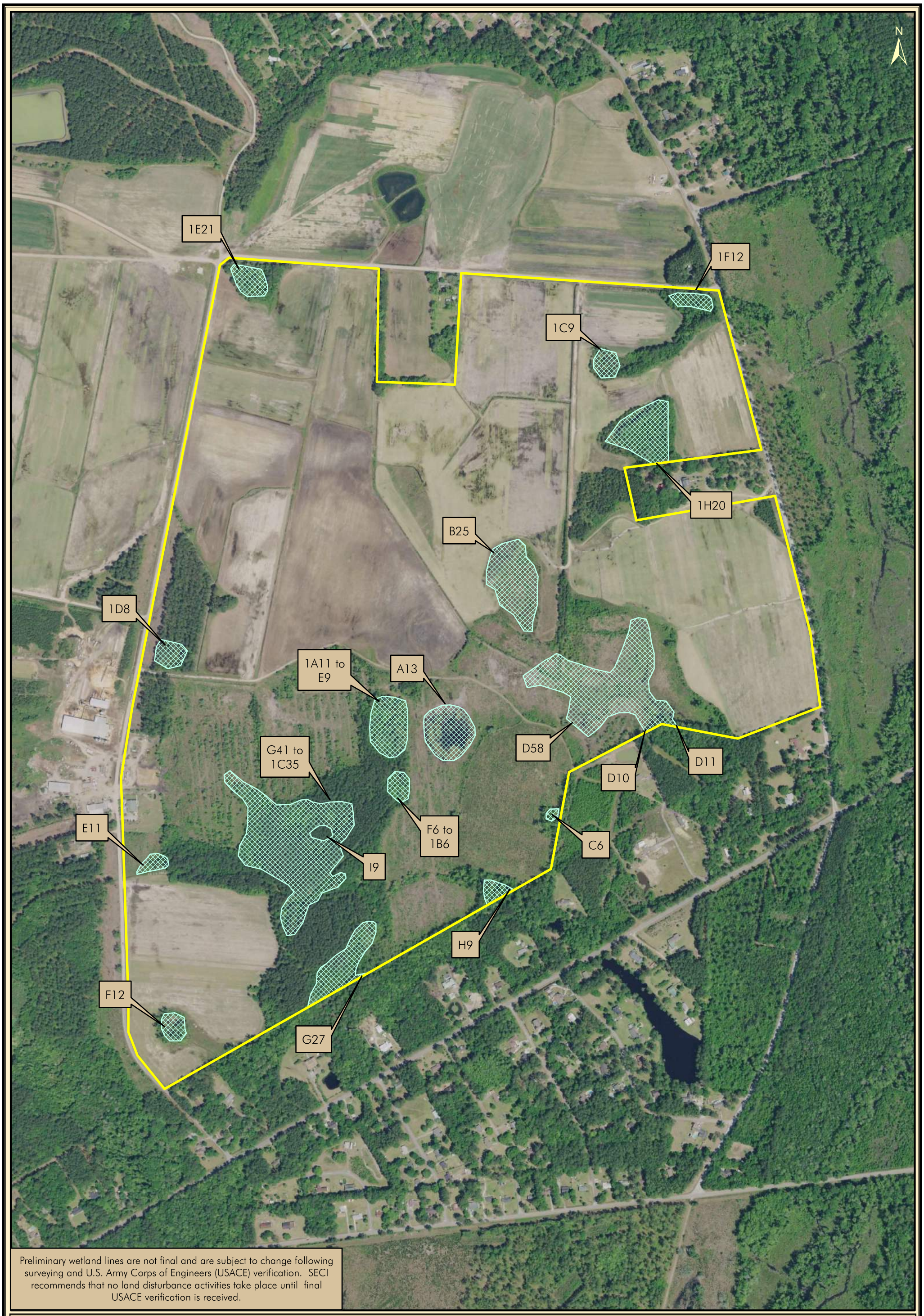
NIMMER SPECIAL DISTRICT

EXHIBIT C

AQUATIC RESOURCES DELINEATION EXHIBIT

J – 30596.0000

JULY 2024



Preliminary wetland lines are not final and are subject to change following surveying and U.S. Army Corps of Engineers (USACE) verification. SECI recommends that no land disturbance activities take place until final USACE verification is received.

Wetland Project Boundary

Prepared By:

sligh environmental consultants, inc.
31 Park of Commerce Way, Suite 200B
Savannah, Georgia 31405
phone (912) 232-0451
fax (912) 232-0453

Wetland Field Sketch
Nimmer Sod Farm
Jasper County, South Carolina

0 300 600 Feet

Scale: 1 inch = 600 Feet

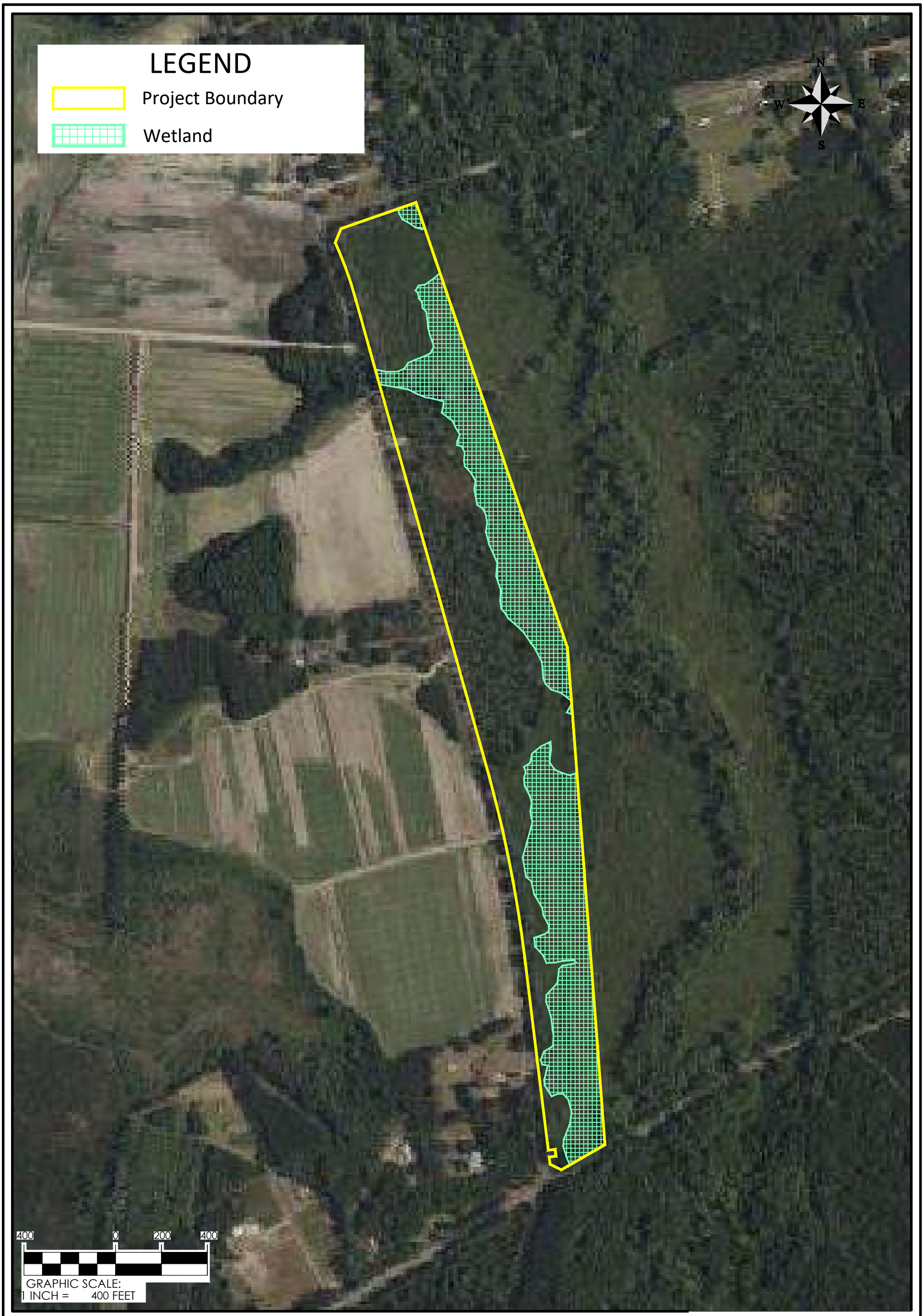
Exhibit Date: July 11, 2022

Drawn By: DJP

Reviewed By: BWW

Job Number : 01-12-077

Z:\30596\30596.1000\DOCUMENTS\APPLICATIONS AND SUBMITALS\SPECIAL DISTRICT\30596.1000 - WETLANDS EXHIBIT.DWG - Jun 13, 2025 - 7:48 AM



WETLANDS EXHIBIT

NIMMER TRACT

CLIENT:
D.R. HORTON

LOCATION: JASPER COUNTY, SC
DATE: 06/12/25 DRAWN BY: JCM SHEET: EX
JOB NUMBER: J-30596.1000 REVIEWED BY: MSH SCALE: 1" = 400'

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

NOTE:

WETLANDS DELINEATED BY SLIGH ENVIRONMENTAL AND SURVEYED BY COASTAL SURVEYING

NIMMER SPECIAL DISTRICT

EXHIBIT D

INITIAL TRAFFIC ANALYSIS

J – 30596.0000

JULY 2024

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

RIDGELAND, SOUTH CAROLINA

Prepared for:
D.R. HORTON

J – 30596.0000

JANUARY 2024

thomasandhutton.com

TABLE OF CONTENTS

FIGURES

APPENDICES

1. INTRODUCTION

The Nimmer Tract site proposes a residential development and a fire station. The site is located between Tarboro Road (SC 27-22), Tillman Road (SC 336), and Nimmer Turf Road, the site is west of Interstate 95 in Ridgeland, South Carolina (**Figure 1**). The proposed development currently includes 1,150 single-family detached houses, 150 townhomes, and a 10,000 SF fire station. The residential site proposes 3 access points, two are located on Tarboro Road (SC 27-22) and one is located on Nimmer Turf Road, the access to the fire station is located on Tarboro Road (SC 27-22). A Conceptual site plan is shown in **Figure 2**.

2. EXISTING CONDITIONS

Roadway Conditions

Tarboro Road (SC 27-22) is a north-south 2-lane roadway with no posted speed limit; however a 55-mph speed limit is assumed for the roadway as it is a state road.

Tillman Road (SC 336) is a generally east-west, two-lane roadway with a 55-mph posted speed limit.

Nimmer Turf Road is two-lane roadway that is an east-west roadway that is located north of the site and has a 90-degree curve that transforms the road to a north-south roadway located to the east of the site. Nimmer Turf has no posted speed limit.

The study intersections for the traffic impact analysis are the following:

- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tillman Road (SC 336) & Nimmer Turf Road
- Proposed access points:
    - Tarboro Road (SC 27-22) & Access 1
    - Tarboro Road (SC 27-22) & Access 2
    - Nimmer Turf Road & Access 3
    - Tarboro Road (SC 27-22) & Fire Station Access

Traffic Conditions

Traffic operations at intersections are typically evaluated in terms of "Level of Service" or LOS. The LOS is defined by the Transportation Research Board's Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays; LOS F represents congested conditions. Generally, an LOS D or better is considered acceptable.

Table 1 shows the HCM criteria for both signalized and unsignalized intersections.

Table 1. Level of Service definitions

LEVEL OF SERVICE	Control Delay per Vehicle (seconds)	
	Unsignalized & Roundabouts	Signalized
A	≤ 10	≤ 10
B	>10 and ≤ 15	>10 and ≤ 20
C	>15 and ≤ 25	>20 and ≤ 35
D	>25 and ≤ 35	>35 and ≤ 55
E	>35 and ≤ 50	>55 and ≤ 80
F	>50	>80

Morning and afternoon peak hour turning movement counts were collected at the following intersections in November 2023:

- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tillman Road (SC 336) & Nimmer Turf Road

A 24 hour count was collected near the site access point on the roadway of Tarboro Road (SC 27-22), and an additional count was collected east of the site on Tillman Road (SC 336).

AM and PM peak hour volumes are shown in **Figure 3**. Traffic count data is included in Appendix A.

Capacity analyses were completed based on the counts using Trafficware's Synchro software. Results are shown in Table 2 and included in Appendix B.

Table 2. Current Levels of Service (2023)

Intersection	Control	2023 AM Peak Hour		2023 PM Peak Hour	
		LOS	DELAY (sec)	LOS	DELAY (sec)
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop				
EB approach lefts (Tillman Road)		A	7.4	A	7.6
WB approach lefts (Tillman Road))		A	0	A	7.4
NB approach (Tarboro Road)		B	11.5	B	10.8
SB approach (Tarboro Road)		B	11.8	B	10.5
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A	7.4	A	0
SB approach (Nummer Turf Road)		B	10.2	A	9.6
Tarboro Road (SC 27-22) & Nimmer Turf Road	Minor Stop				
EB approach (Nimmer Turf Road)		A	9.8	A	9.2
NB approach lefts (Tarboro Road)		A	7.5	A	0

The study intersections operate at acceptable levels of service during the AM and PM peak hours.

3. HISTORICAL VOLUMES

South Carolina Department of Transportation (SCDOT) count stations are located on Tillman Road (SC 336) to the west of the project location and Smiths Crossing (SC 27-29) to the southwest. The SCDOT Annual Average Daily Traffic (AADT) data from the count stations is shown in Table 3; the data is included in Appendix C.

Table 3. GDOT Count Station Data

Count Station	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
#027-0191 Tillman Road (SC 336)	1,800	1,900	1,950	2,000	2,000	2,000	2,200	2,000	2,000	2,100
#027-0242 Smiths Crossing (SC 27-29)	1,100	1,050	1,150	1,150	1,150	1,150	1,900	1,750	1,250	1,300

South Carolina Department of Transportation has count stations located near the project site. The calculated growth rate based on an average of the last 10 years of daily traffic data is 1.3%, and twelve years of growth at 1.3% per year is added to the existing traffic volumes to calculate 2035 No-Build volumes.

4. TRIP GENERATION

Trips generated are estimated using the standard rates and equations from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Trip generation is shown in Table 4, and the calculations and truck trip percentages are included in Appendix D.

Table 4. Trip Generation

ITE Category	Land Use	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
210	Single-Family Detached Housing 1,150 Dwelling Units	9,544	172	516	622	365
215	Single-Family Attached Housing 150 Dwelling Units	1,093	18	54	51	35
575	Fire and rescue Station 10,000 SF Gross Floor Area	48	4	1	1	4
Totals		***10,685***	***194***	***571***	***674***	***404***

5. TRIP DISTRIBUTION

The primary site trip distribution patterns are assumed to split in accordance with the directional patterns observed in the recent counts and the site layout and surrounding road network. The trip distribution and assignment is shown in **Figure 5**. For this study, the general distribution assumptions are as follows:

- 25% to/from the West on Tillman Road (SC 336)
- 5% to/from the North on Tarboro Road (SC 27-22)
- 45% to/from the South on Tarboro Road (SC 27-22)
- 25% to/from the East on Tillman Road (SC 336)

6. FUTURE (NO-BUILD/BUILD OUT) CONDITIONS

The site generated volumes (**Figure 6**) are added to the No-Build volumes to determine the 2035 morning and afternoon Build out peak hour volumes (**Figure 7**). Table 5 shows the intersection levels of service with and without the proposed development. Synchro reports are included in Appendix E for the 2035 no-build condition and Appendix F for the 2035 build out condition.

Table 5. Future Levels of Service (2035)

Intersection	Control	2035 AM Peak Hour		2035 PM Peak Hour	
		No-Build (LOS/DELAY)	Build Out (LOS/DELAY)	No-Build (LOS/DELAY)	Build Out (LOS/DELAY)
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.4	A / 7.6	A / 7.7	A / 8.4
WB approach lefts (Tillman Road))		A / 0	A / 0	A / 7.4	A / 7.5
NB approach (Tarboro Road)		B / 12.1	D / 27	B / 11.3	F / 144.3
SB approach (Tarboro Road)		B / 12.8	F / 279.1	B / 10.9	F / >300
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.4	A / 7.6	A / 0	A / 8.1
SB approach (Nummer Turf Road)		B / 10.5	B / 11.9	A / 9.9	B / 14.1
Tarboro Road (SC 27-22) & Nimmer Turf Road	Minor Stop				
EB approach (Nimmer Turf Road)		B / 10.1	B / 10.8	A / 9.3	B / 10.0
NB approach lefts (Tarboro Road)		A / 7.6	A / 7.6	A / 0	A / 0
Tarboro Road (SC 27-22) & Access 1	Minor Stop				
EB approach (Access 1)		-	B / 13.2	-	B / 12.2
NB approach lefts (Tarboro Road)		-	A / 8.1	-	A / 8.5
Tarboro Road (SC 27-22) & Access 2	Minor Stop				
EB approach (Access 1)		-	B / 10.0	-	A / 9.9
NB approach lefts (Tarboro Road)		-	A / 7.6	-	A / 7.8
Nimmer Turf Road & Access 3	Minor Stop				
WB approach (Access 3)		-	A / 9.5	-	A / 9.9
SB approach lefts (Nimmer Turf Road)		-	A / 7.3	-	A / 7.6
Tarboro Road (SC 27-22) & Fire Station Access	Minor Stop				
EB approach (Fire Station Access)		-	B / 11.9	-	B / 10.6
NB approach lefts (Tarboro Road)		-	A / 8.6	-	A / 8.1

The study intersections are projected to operate at acceptable levels of service during the 2035 no-build. During the 2035 build out conditions, at the intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336), the southbound approach will experience LOS F in the AM and PM peak hour and the northbound approach will experience LOS F in the PM peak hour.

Auxiliary Turn Lane Analysis

The Warrants for Left and Right Turn Lanes were consulted using the SCDOT Roadway Design Manual. The following study intersections were analyzed:

- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tillman Road (SC 336) & Nimmer Turf Road
- Tarboro Road (SC 27-22) & Access 1
- Tarboro Road (SC 27-22) & Access 2
- Nimmer Turf Road & Access 3
- Tarboro Road (SC 27-22) & Fire Station Access

Tarboro Road (SC 27-22) & Nimmer Turf Road does not meet the minimum thresholds for a southbound right turn lane or for a northbound left turn lane.

Tarboro Road (SC 27-22) & Tillman Road (SC 336) meets for a right turn lane at the westbound approach and a left turn lane at the eastbound approach.

Tillman Road (SC 336) & Nimmer Turf Road meets for a left turn lane at the eastbound approach, the minimum thresholds are not met for westbound right.

Tarboro Road (SC 27-22) & Access 1 meets for a left turn lane on the northbound approach, the minimum threshold is not met for the southbound right turn lane.

Tarboro Road (SC 27-22) & Access 2 meets for a left turn lane on the northbound approach, the minimum threshold is not met for the southbound right turn lane.

Nimmer Turf Road & Access 3 meets for a right turn lane on the northbound approach, the minimum threshold is not met for the southbound left turn lane. Traffic along Nimmer turf is not significant enough to require a turn lane, the intersection will operate at an acceptable LOS.

Tarboro Road (SC 27-22) & Fire Station Access does not meet the minimum thresholds for a left turn lane on the northbound approach or for the southbound right turn lane.

The auxiliary turn lane analysis is shown in Appendix G.

Signal Warrant Analyses

Signal Warrants have been reviewed for Tarboro Road (SC 27-22) & Tillman Road (SC 336) in the 2035 build out condition. The results are summarized in the table below:

Table 6: Signal Warrant Results

	Warrant	*8-hr Warrant		4-hr Warrant	
		100 % Vols	70 % Vols	100 % Vols	70 % Vols
Intersection					
Tarboro Road (SC 27-22) & Tillman Road (SC 336)		N	Y	N	Y

*Counts were collected from 6-9AM & 2-6PM.

The 70% volume warrant is applicable due to the speed limit on Tarboro Road (SC 27-22).

Signal Warrants have been reviewed for Tarboro Road (SC 27-22) & Tillman Road (SC 336) and are met in the 2035 build out condition. Additional data will need to be collected once the buildings are occupied to confirm the 8-hour warrant is met. At Tarboro Road (SC 27-22) & Tillman Road (SC 336), the northbound and southbound approaches are used for the major street approach due to higher ADT generated from the site traffic. The signal warrant analysis is included in Appendix H.

The signal warrant is met when using a one-lane major approach and one-lane minor approach, this is the only scenario where warrants are met. If signals are used the auxiliary turn lanes should not be included unless queuing and blocking is an issue.

7. FUTURE (NO-BUILD/BUILD OUT) CONDITIONS WITH IMPROVEMENTS

Various roadway and traffic control modifications are modelled to mitigate unacceptable levels of service in the 2035 build out condition. Table 7 presents a summary of the study intersections with improved levels of service. Table 7 presents a summary of alternate XXXX for the intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336). Synchro reports are included in Appendix G for the 2035 build out with improvements condition.

Table 7. Future Levels of Service with Improvements (2035)

Intersection	Control	2035 AM Peak Hour		2035 PM Peak Hour	
		Build Out (LOS/DELAY)	Build Out w/ Improvements (LOS/DELAY)	Build Out (LOS/DELAY)	Build Out w/ Improvements (LOS/DELAY)
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.6	A / 7.6	A / 8.1	A / 8.1
SB approach (Nummer Turf Road)		B / 11.9	B / 11.9	B / 14.1	B / 14.0
Tarboro Road (SC 27-22) & Access 1	Minor Stop				
EB approach (Access 1)		B / 13.2	B / 13.2	B / 12.2	B / 12.1
NB approach lefts (Tarboro Road)		A / 8.1	A / 8.1	A / 8.5	A / 8.5
Tarboro Road (SC 27-22) & Access 2	Minor Stop				
EB approach (Access 1)		B / 10.0	B / 10.0	A / 9.9	A / 9.9
NB approach lefts (Tarboro Road)		A / 7.6	A / 7.6	A / 7.8	A / 7.8

The study intersections are projected to operate at acceptable levels of service during the 2035 build out condition with the recommended improvements installed.

Table 8. Tarboro Road (SC 27-22) & Tillman Road (SC 336) Future Improvements (2035)

Intersection	AM Peak Hour				PM Peak Hour			
	Future Build Out LOS/Delay	Future Build Out w/ Improvements LOS/Delay			Future Build Out LOS/Delay	Future Build Out w/ Improvements LOS/Delay		
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop	Minor Stop w/ Turn Lanes	Traffic Signal	Roundabout	Minor Stop	Minor Stop w/ Turn Lanes	Traffic Signal	Roundabout
EB approach (Tillman Road)	A / 7.6 (lefts)	A / 7.6 (lefts)	B / 16.1	B / 10.3	A / 8.4 (lefts)	A / 8.4 (lefts)	A / 8.8	A / 6.3
WB approach (Tillman Road)	A / 0 (lefts)	A / 0 (lefts)	B / 13.4	A / 4.7	A / 7.5 (lefts)	A / 7.5 (lefts)	B / 10.1	A / 9.7
NB approach (Tarboro Road)	D / 27	C / 24.9	A / 6.7	A / 6.1	F / 144.3	F / 134.5	A / 9.8	A / 8.0
SB approach (Tarboro Road)	F / 279.1	F / 249.8	B / 11.4	A / 8.9	F / >300	F />300	A / 9.8	A / 7.0
Overall Intersection	-	-	B / 12.3	A / 8.5	-	-	A / 9.7	A / 7.8

The intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336) is projected to operate at acceptable levels of service during the 2035 build out condition with the use of the traffic signal or the roundabout improvements. The intersection does not operate at acceptable levels of service for the minor stop with turn lanes improvement.

8. SUMMARY / CONCLUSIONS

The Nimmer Tract site proposes a residential development and a fire station. The site is located between Tarboro Road (SC 27-22), Tillman Road (SC 336), and Nimmer Turf Road, the site is west of Interstate 95 in Ridgeland, South Carolina. The proposed development currently includes 1,150 single-family detached houses, 150 townhomes, and a 10,000 SF fire station. The residential site proposes 3 access points, two are located on Tarboro Road (SC 27-22) and one is located on Nimmer Turf Road, the access to the fire station is located on Tarboro Road (SC 27-22).

As a result of the highway capacity and auxiliary turn lane warrants studied in this report, no mitigation is required at the intersections of Tarboro Road (SC 27-22) & Nimmer Turf Road and Nimmer Turf Road & Access 3.

Based upon auxiliary turn lane requirements, mitigation is recommended as discussed below:

Install 150 ft left turn lanes on Tarboro Road (SC 27-22), northbound, at the approaches to Access 1 and Access 2.

Install a 150 ft left turn lane on Tillman Road (SC 336), eastbound, at the approach to Nimmer Turf Road.

At the Intersection of Tillman Road (SC 336) & Tarboro Road (SC 27-22), traffic signal warrants are met in the build out scenario. A roundabout is an alternate recommendation to mediate the site generated traffic.

9/16/24

The study intersections are projected to operate at adequate levels of service during the 2035 Build Out condition with the recommended improvements installed.

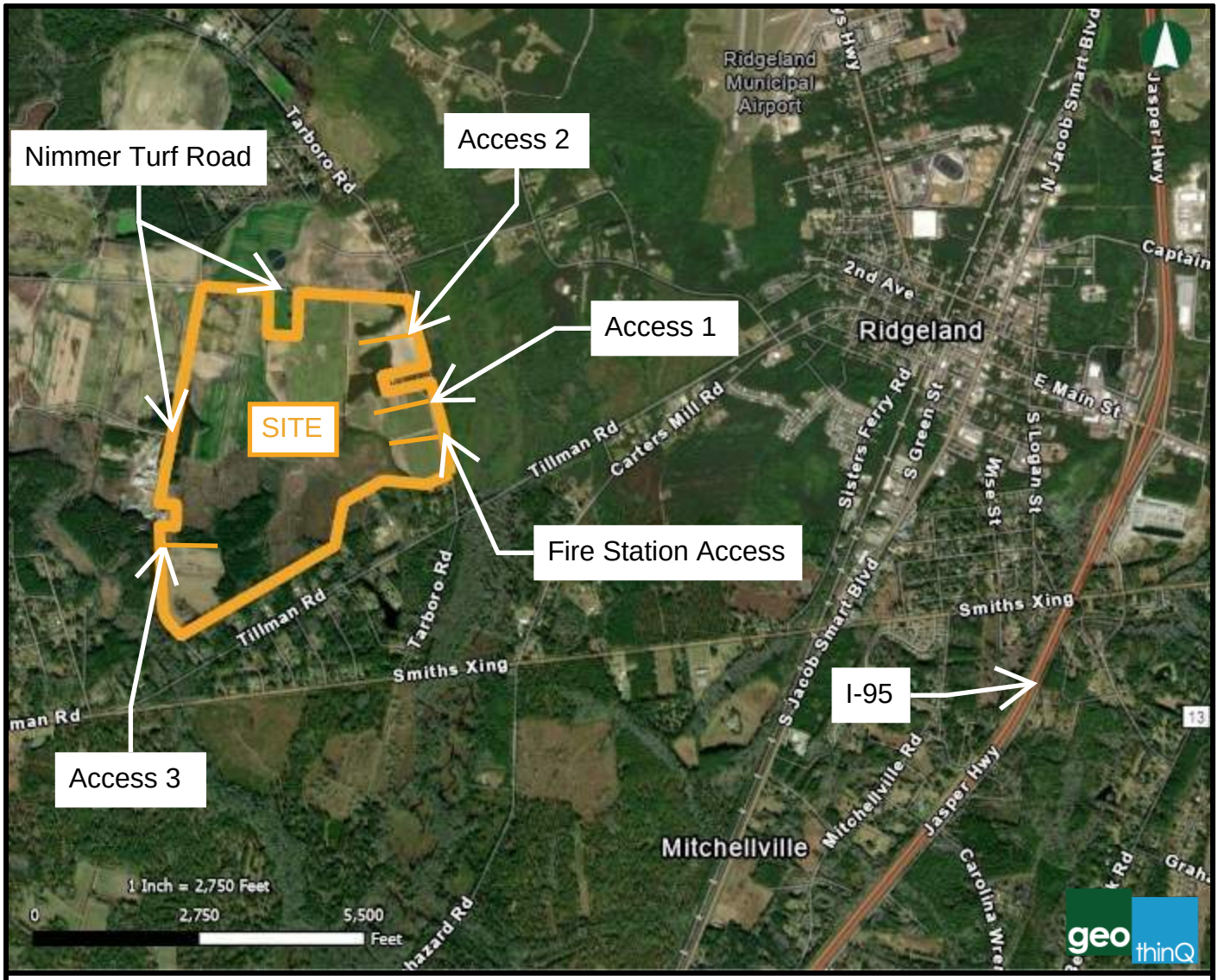


FIGURE 1 - PROJECT SITE MAP

TRAFFIC IMPACT ANALYSIS:
NIMMER TRACT
RIDGELAND, SC

J - 30596.0000

THOMAS & HUTTON

This map was created using geothinQ | www.geothinQ.com | Mapping Smart Land Decisions

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America's Builder

SPECIAL DISTRICT MASTER PLAN

NIMMER

RIDGELAND, SOUTH CAROLINA

DECEMBER 2023

FIGURE 2 - SITE PLAN

LAND USE KEY

USE

- 42' WIDE LOTS
- 52' WIDE LOTS
- 42' WIDE LOTS (COTTAGES)
- TOWN HOMES
- MAIN ENTRANCE
- SECONDARY ENTRANCE
- PROPERTY/PROJECT BOUNDARY

SITE DATA TABLE

PROJECT AREA	±407 AC.

PARKING SUMMARY	**PROVIDED**
RESIDENTIAL	1,300 *

*TOTAL LOT COUNT BASED ON AN ESTIMATED YIELD EXTRACTED FROM 62-FT LOT PLAN.

OVERALL BOUNDARY (TYPICAL)

SD BUFFER

NIMMER TURF RD

NIMMER TURF RD

WETLANDS (TYPICAL)

SECONDARY ENTRANCE (TYPICAL)

SECONDARY ENTRANCE (TYPICAL)

STATE RD S-27-22/TARBORO RD

MAIN ENTRANCE

AMENITY

3 ACRE FIRE STATION

THIS GRAPHIC ILLUSTRATES A GENERAL PLAN OF THE DEVELOPMENT,DOES NOT LIMIT OR BIND THE OWNER/DEVELOPER, AND IS SUBJECT TO CHANGE AND REVISION. DIMENSIONS, BOUNDARIES, AND IMPROVEMENTS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

THE OWNER/DEVELOPER RESERVES THE RIGHT TO ADJUST FEATURES SUCH AS BUT NOT LIMITED TO LOT LINES, ROADS, LAGOONS/STORM WATER, ACTIVE OPEN SPACE ETC. WHILE MEETING THE INTENT OF THE PUD AND MASTER PLAN APPROVED BY THE JURISDICTION OF AUTHORITY.

250 0 125 250 500 1000

GRAPHIC SCALE: **1 INCH = 250 FEET**

PREPARED BY:

THOMAS & HUTTON

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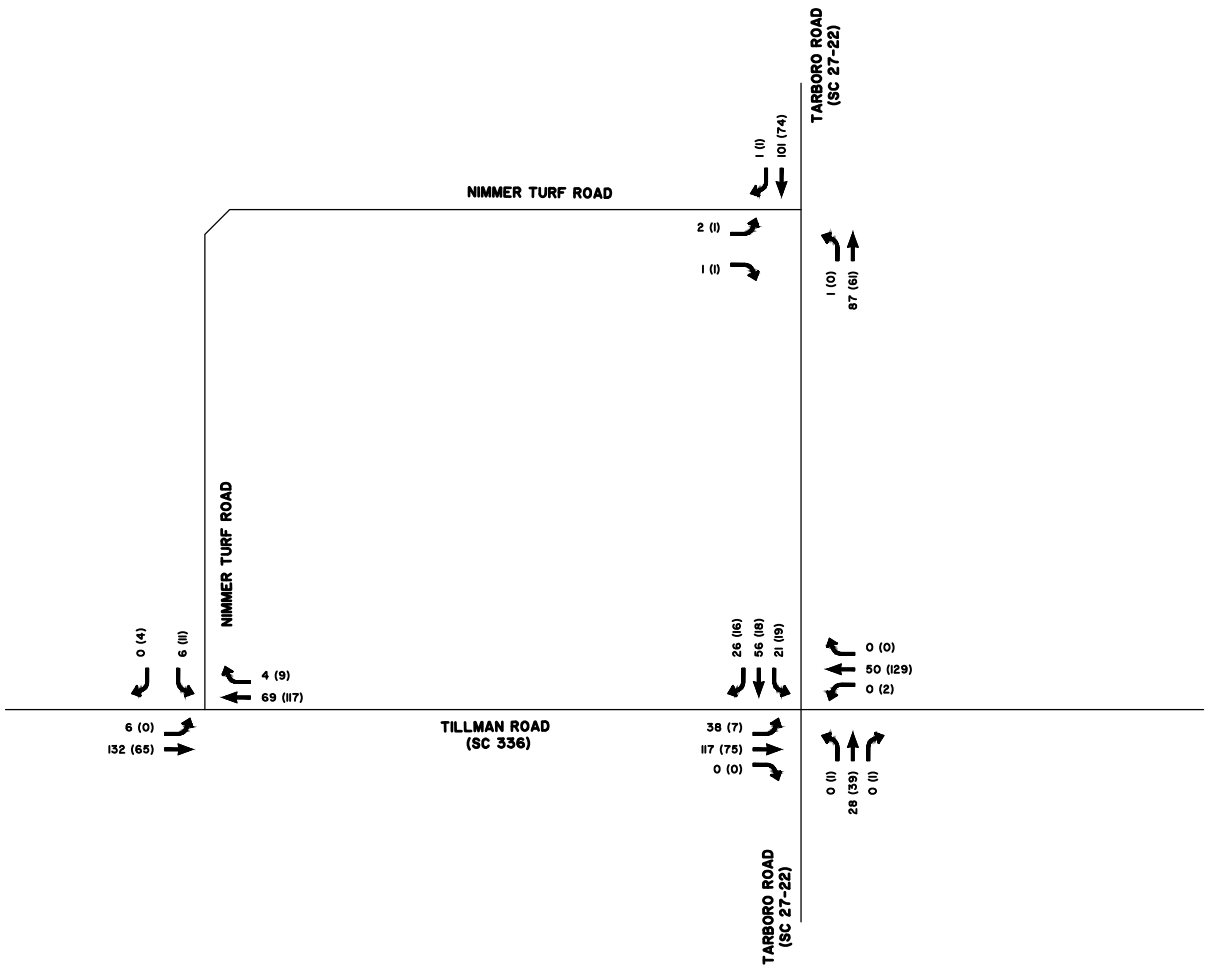
Z:\30596\30596.0000\Engineering\Drawings\Exhibits\Initial Master Plan\2D



AM PEAK HR (PM PEAK HR) →

FIGURE 3

NIMMER TRACT TIA

2023 EXISTING PEAK HOUR TRAFFIC VOLUMES

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024 DRAWN BY: MHH SHEET: FIGURE 3
JOB NUMBER: J-30596.0000 REVIEWED BY: TAO SCALE: NTS

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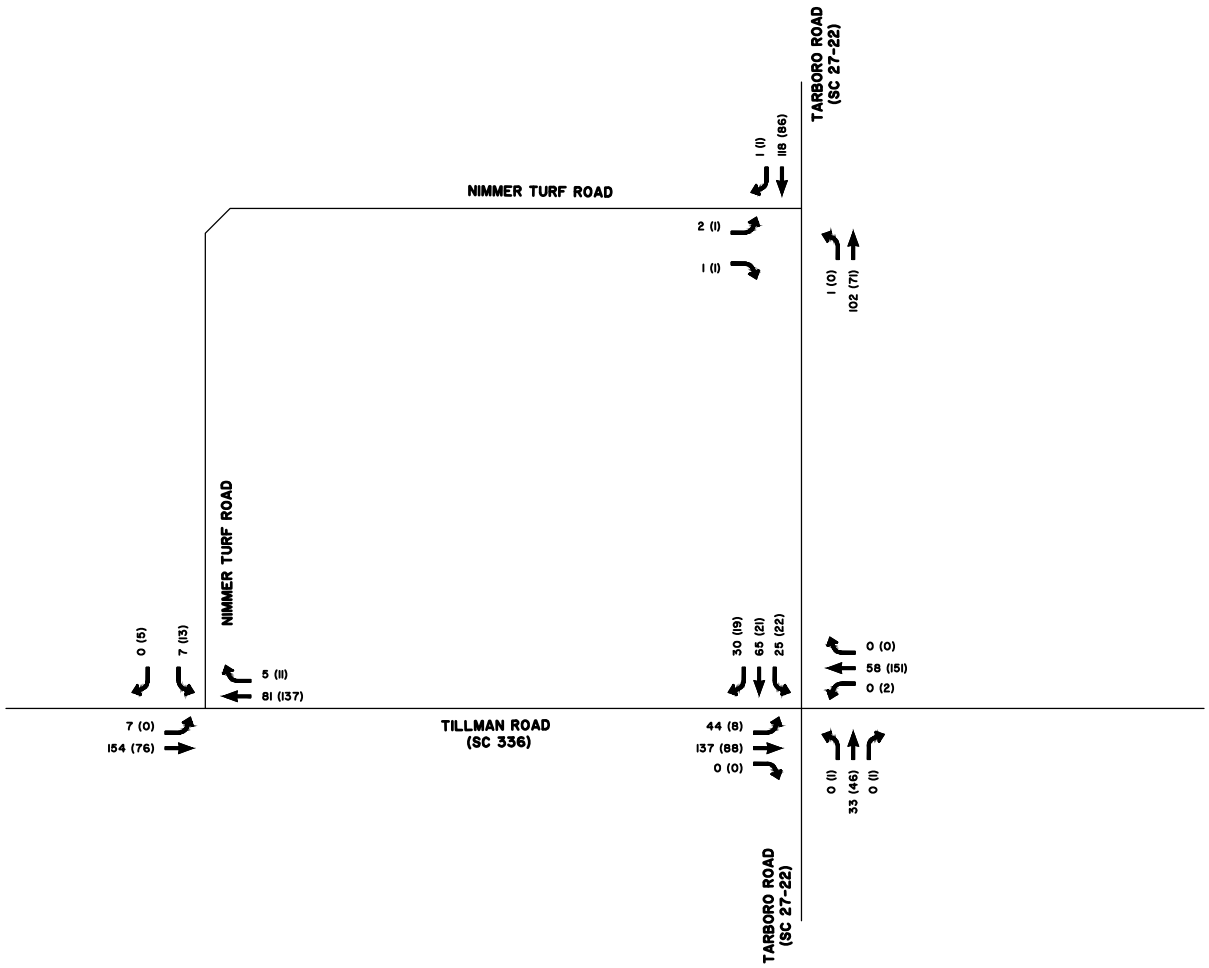

FIGURE

4

12 Years of projected growth, at 1.3% per year added to Existing Volumes. Total Factor = 1.168

AM PEAK HR (PM PEAK HR) →

NIMMER TRACT TIA

2035 NO-BUILD PEAK HOUR TRAFFIC VOLUMES

CLIENT:

D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 4
SCALE: NTS

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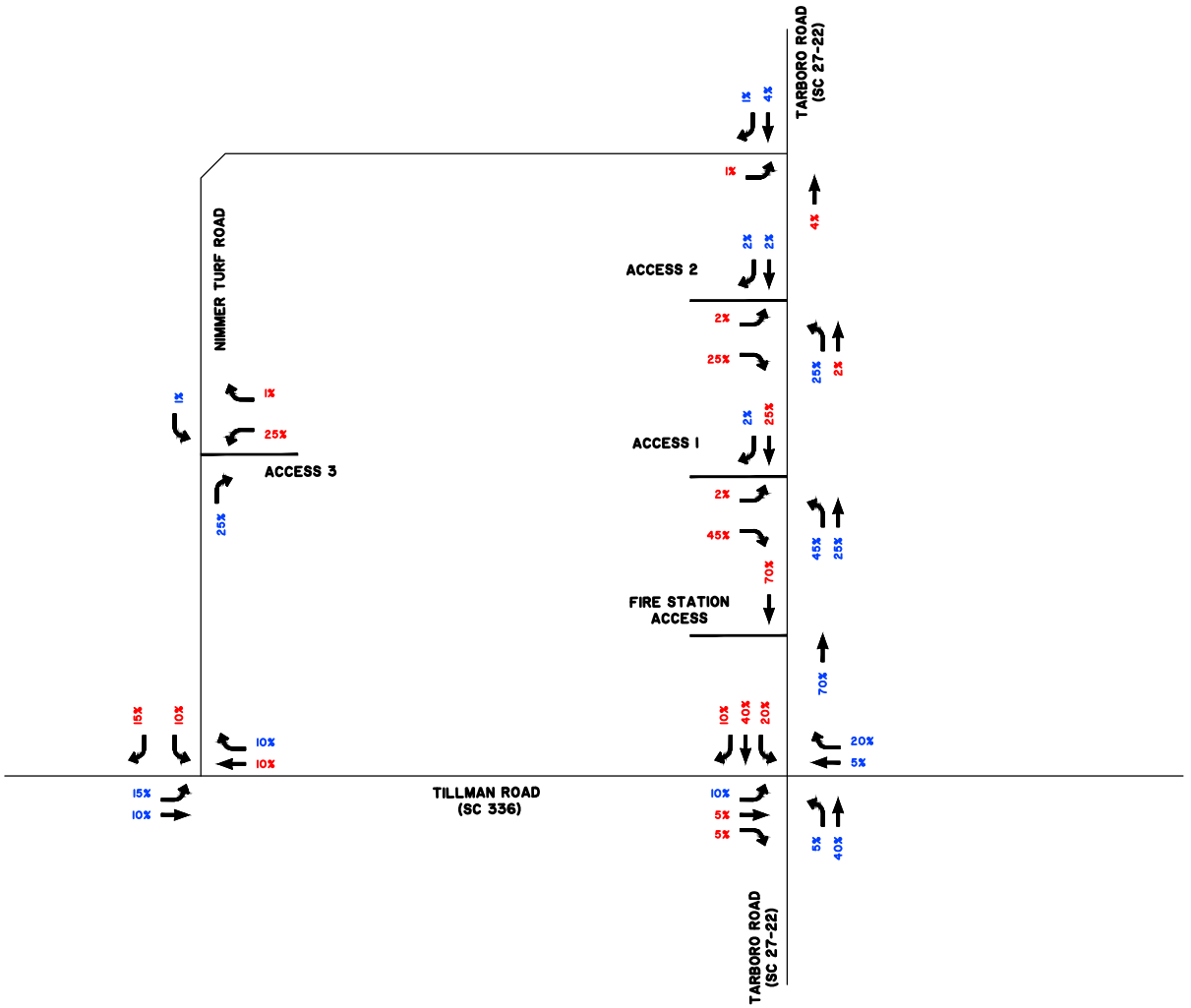

INBOUND %
OUTBOUND %

FIGURE 5

NIMMER TRACT TIA

SITE TRIP DISTRIBUTION

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 5
SCALE: NTS

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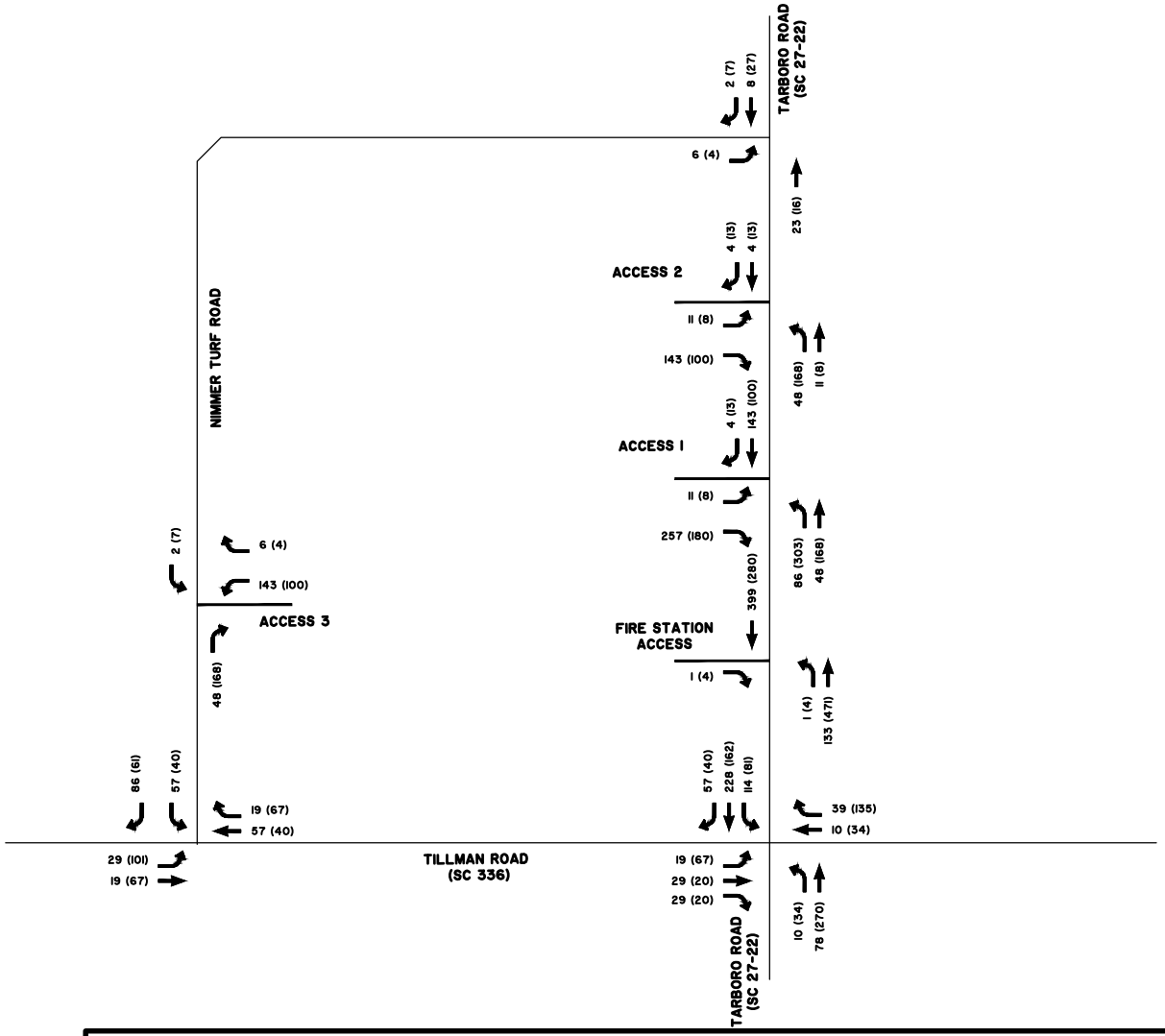

RESIDENTIAL SITE TRIPS

AM:
ENTER= 190
EXIT= 570

PM:
ENTER= 673
EXIT= 400

FIRE STATIO

AM:
ENTER= 4
EXIT= 1

PM:
ENTER= 1
EXIT= 4

AM PEAK HR (PM PEAK HR) →

FIGURE 6

NIMMER TRACT TIA

SITE GENERATED TRIPS

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 6
SCALE: NTS

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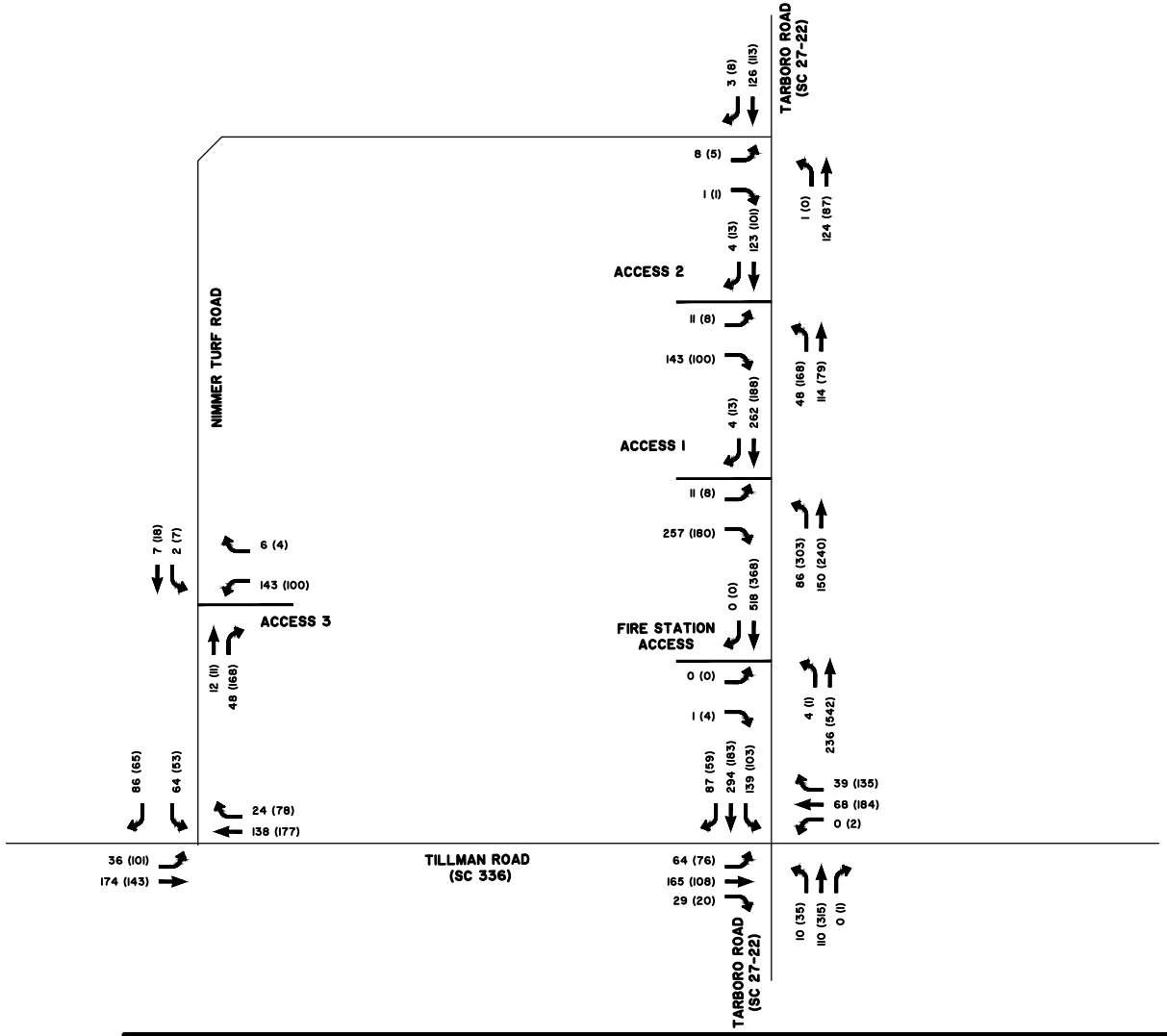

AM PEAK HR (PM PEAK HR) →

FIGURE 7

NIMMER TRACT TIA

2035 BUILD OUT PEAK HOUR TRAFFIC VOLUMES

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 7
SCALE: NTS

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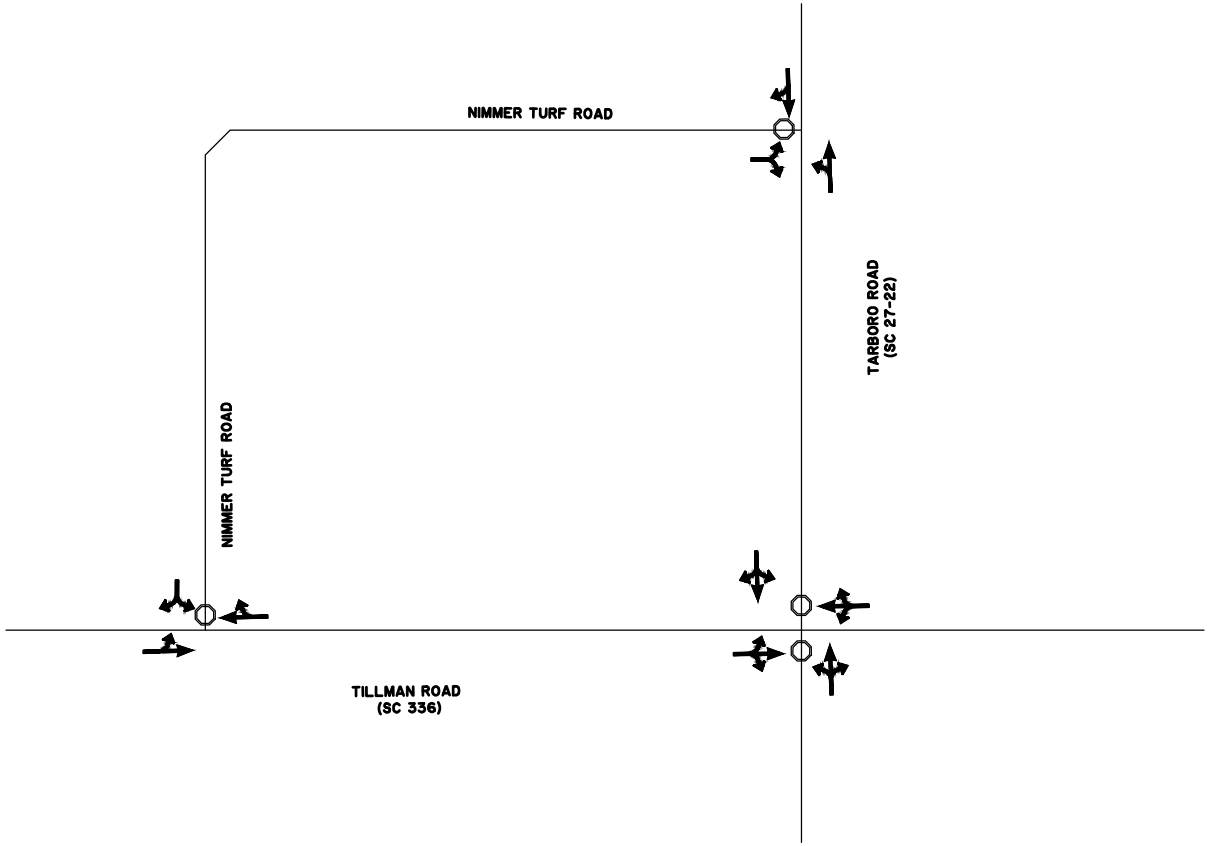

FIGURE

8A

MINOR STOP CONTROL

ROADWAY

EXISTING TRAFFIC MOVEMENT

NIMMER TRACT TIA

2023 EXISTING ROADWAY GEOMETRY

CLIENT:

D.R. HORTON

LOCATION: RIDGELAND, SC

DATE: JANUARY 2024 | DRAWN BY: MHH | SHEET: FIGURE 8A

JOB NUMBER: J-30596.0000 | REVIEWED BY: TAO | SCALE: NTS

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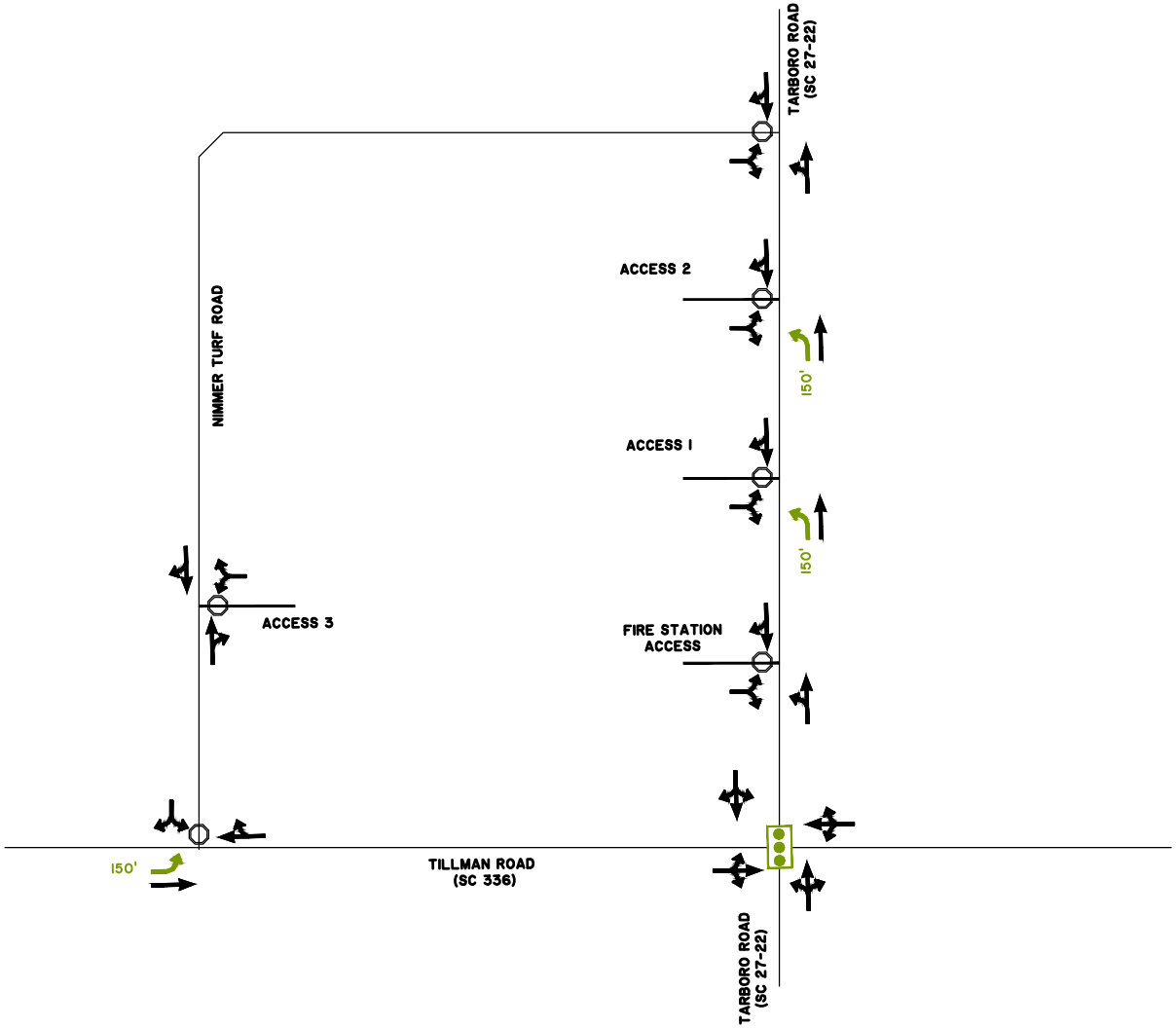

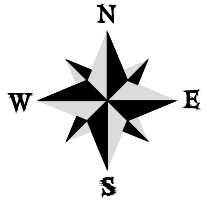

FIGURE 8B

EXISTING MINOR STOP CONTROL
ROADWAY
EXISTING TRAFFIC MOVEMENT
RECOMMENDED TRAFFIC MOVEMENT
RECOMMENDED TRAFFIC SIGNAL

NIMMER TRACT TIA

2035 BUILD OUT ROADWAY GEOMETRY

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 8B
SCALE: NTS

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TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX A

EXISTING TRAFFIC COUNTS

J – 30596.0000

January 2024

SHORT COUNTS
Traffic Data Specialists

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

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Tarboro Rd Southbound				Westbound				Tarboro Rd Northbound				Nimmer Turf 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	17	0	0	0	0	0	0	0	8	0	0	0	0	0	0	25
07:15	0	19	1	0	0	0	0	0	1	7	0	0	0	0	1	0	29
07:30	0	15	0	0	0	0	0	0	0	26	0	0	0	0	0	0	41
07:45	0	33	0	0	0	0	0	0	0	39	0	0	1	0	0	0	73
Total	0	84	1	0	0	0	0	0	1	80	0	0	1	0	1	0	168
08:00	0	34	0	0	0	0	0	0	0	15	0	0	1	0	0	0	50
08:15	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	9
08:30	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0	0	17
08:45	0	8	0	0	0	0	0	0	0	4	0	0	2	0	0	0	14
Total	0	54	0	0	0	0	0	0	0	33	0	0	3	0	0	0	90
14:00	0	7	0	0	0	0	0	0	0	17	0	0	0	0	0	0	24
14:15	0	19	0	0	0	0	0	0	0	22	0	0	1	0	1	0	43
14:30	0	38	0	0	0	0	0	0	0	12	0	0	0	0	0	0	50
14:45	0	10	1	0	0	0	0	0	0	10	0	0	0	0	0	0	21
Total	0	74	1	0	0	0	0	0	0	61	0	0	1	0	1	0	138
15:00	0	10	0	0	0	0	0	0	0	9	0	0	0	0	1	0	20
15:15	0	14	2	0	0	0	0	0	0	5	0	0	3	0	0	0	24
15:30	0	11	0	0	0	0	0	0	0	8	0	0	0	0	0	0	19
15:45	0	12	1	0	0	0	0	0	0	16	0	0	0	0	0	0	29
Total	0	47	3	0	0	0	0	0	0	38	0	0	3	0	1	0	92
16:00	0	12	0	0	0	0	0	0	0	13	0	0	0	0	0	0	25
16:15	0	16	0	0	0	0	0	0	0	7	0	0	2	0	0	0	25
16:30	0	17	1	0	0	0	0	0	0	15	0	0	0	0	0	0	33
16:45	0	13	1	0	0	0	0	0	1	10	0	0	0	0	1	0	26
Total	0	58	2	0	0	0	0	0	1	45	0	0	2	0	1	0	109
17:00	0	14	1	0	0	0	0	0	0	18	0	0	2	0	0	0	35
17:15	0	12	0	0	0	0	0	0	0	18	0	0	1	0	0	0	31
17:30	0	15	1	0	0	0	0	0	0	17	0	0	0	0	0	0	33
17:45	0	9	0	0	0	0	0	0	0	20	0	0	0	0	0	0	29
Total	0	50	2	0	0	0	0	0	0	73	0	0	3	0	0	0	128
Grand Total	0	367	9	0	0	0	0	0	2	330	0	0	13	0	4	0	725
Apprch %	0	97.6	2.4	0	0	0	0	0	0.6	99.4	0	0	76.5	0	23.5	0	
Total %	0	50.6	1.2	0	0	0	0	0	0.3	45.5	0	0	1.8	0	0.6	0	
Passenger Vehicles	0	364	5	0	0	0	0	0	2	326	0	0	7	0	4	0	708
% Passenger Vehicles	0	99.2	55.6	0	0	0	0	0	100	98.8	0	0	53.8	0	100	0	97.7
Heavy Vehicles	0	3	4	0	0	0	0	0	0	4	0	0	6	0	0	0	17
% Heavy Vehicles	0	0.8	44.4	0	0	0	0	0	0	1.2	0	0	46.2	0	0	0	2.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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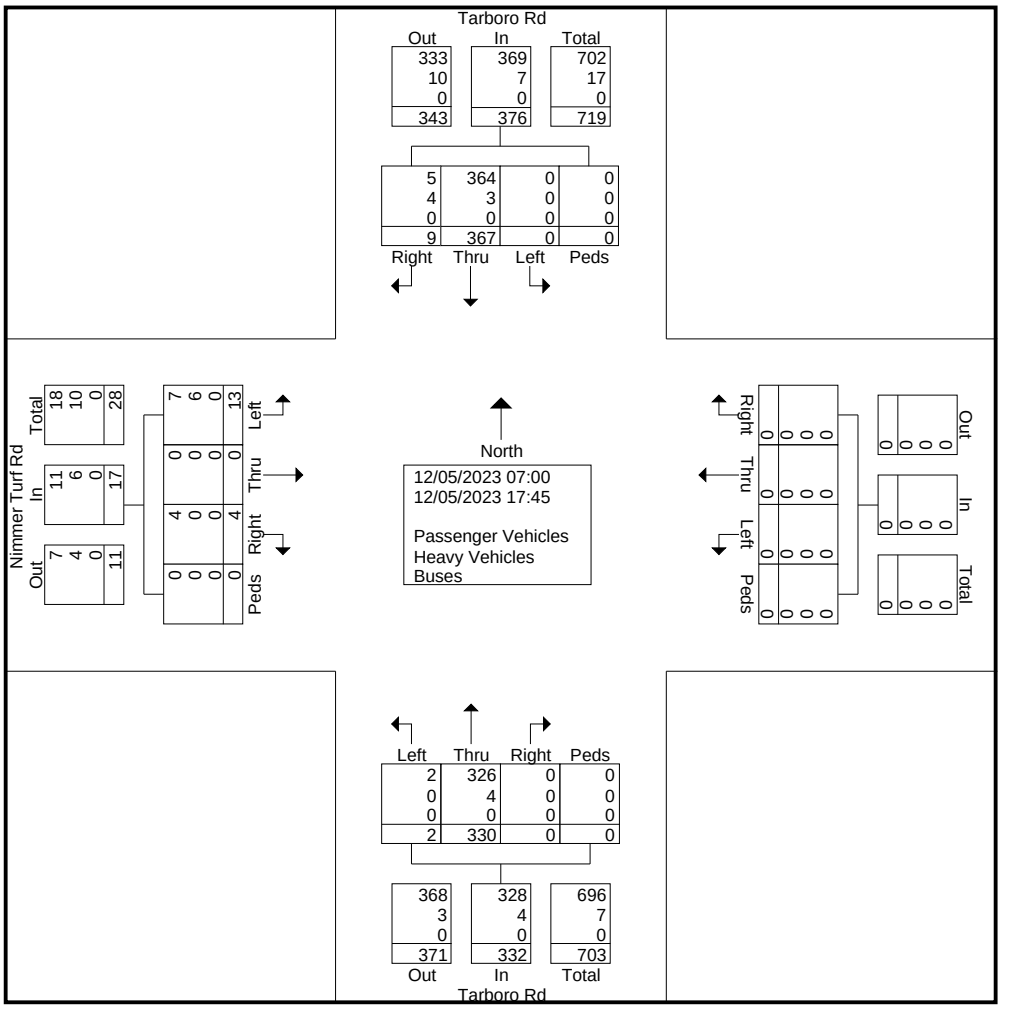

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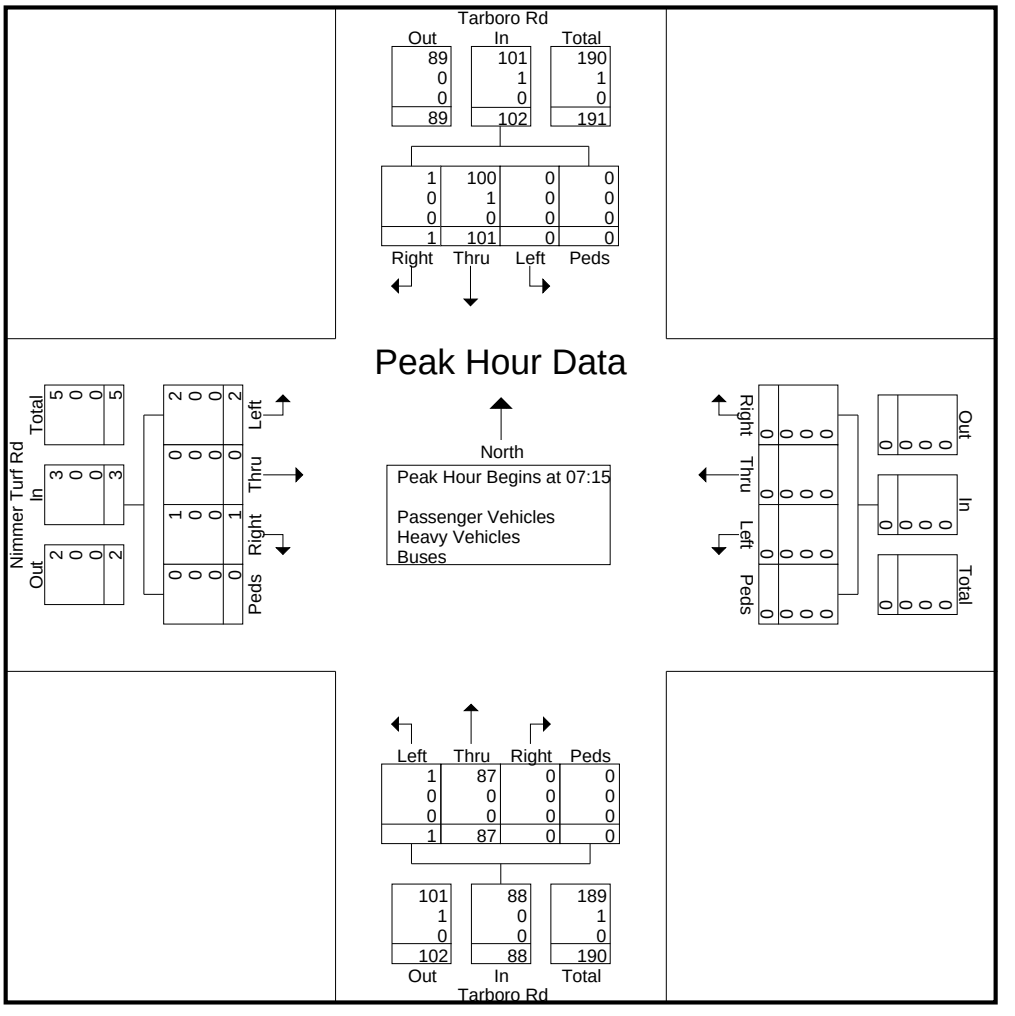
Site Code :
Start Date : 12/05/2023
Page No : 3

	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf 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 07:15																					
07:15	0	19	**1**	0	20	0	0	0	0	0	**1**	7	0	0	8	0	0	**1**	0	**1**	29
07:30	0	15	0	0	15	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	41
07:45	0	33	0	0	33	0	0	0	0	0	0	**39**	0	0	**39**	**1**	0	0	0	1	**73**
08:00	0	**34**	0	0	**34**	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	50
Total Volume	0	101	1	0	102	0	0	0	0	0	1	87	0	0	88	2	0	1	0	3	193
% App. Total	0	99	1	0		0	0	0	0		1.1	98.9	0	0		66.7	0	33.3	0		
PHF	.000	.743	.250	.000	.750	.000	.000	.000	.000	.000	.250	.558	.000	.000	.564	.500	.000	.250	.000	.750	.661
Passenger Vehicles	0	100	1	0	101	0	0	0	0	0	1	87	0	0	88	2	0	1	0	3	192
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SHORT COUNTS
Traffic Data Specialists

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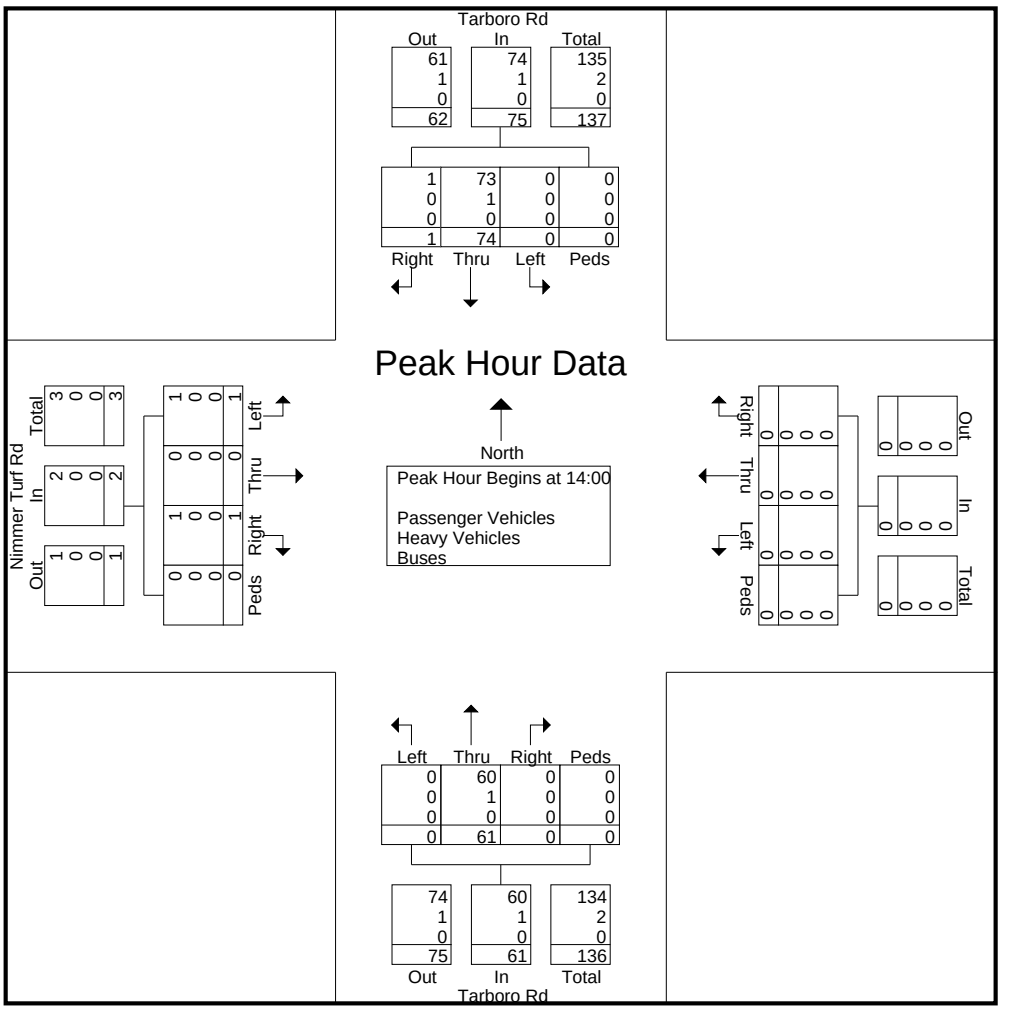
File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 4

	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf 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 14:00																					
14:00	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	24
14:15	0	19	0	0	19	0	0	0	0	0	0	**22**	0	0	**22**	**1**	0	**1**	0	**2**	43
14:30	0	**38**	0	0	**38**	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	**50**
14:45	0	10	**1**	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
Total Volume	0	74	1	0	75	0	0	0	0	0	0	61	0	0	61	1	0	1	0	2	138
% App. Total	0	98.7	1.3	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.487	.250	.000	.493	.000	.000	.000	.000	.000	.000	.693	.000	.000	.693	.250	.000	.250	.000	.250	.690
Passenger Vehicles	0	73	1	0	74	0	0	0	0	0	0	60	0	0	60	1	0	1	0	2	136
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0	1.4	0	0	1.3	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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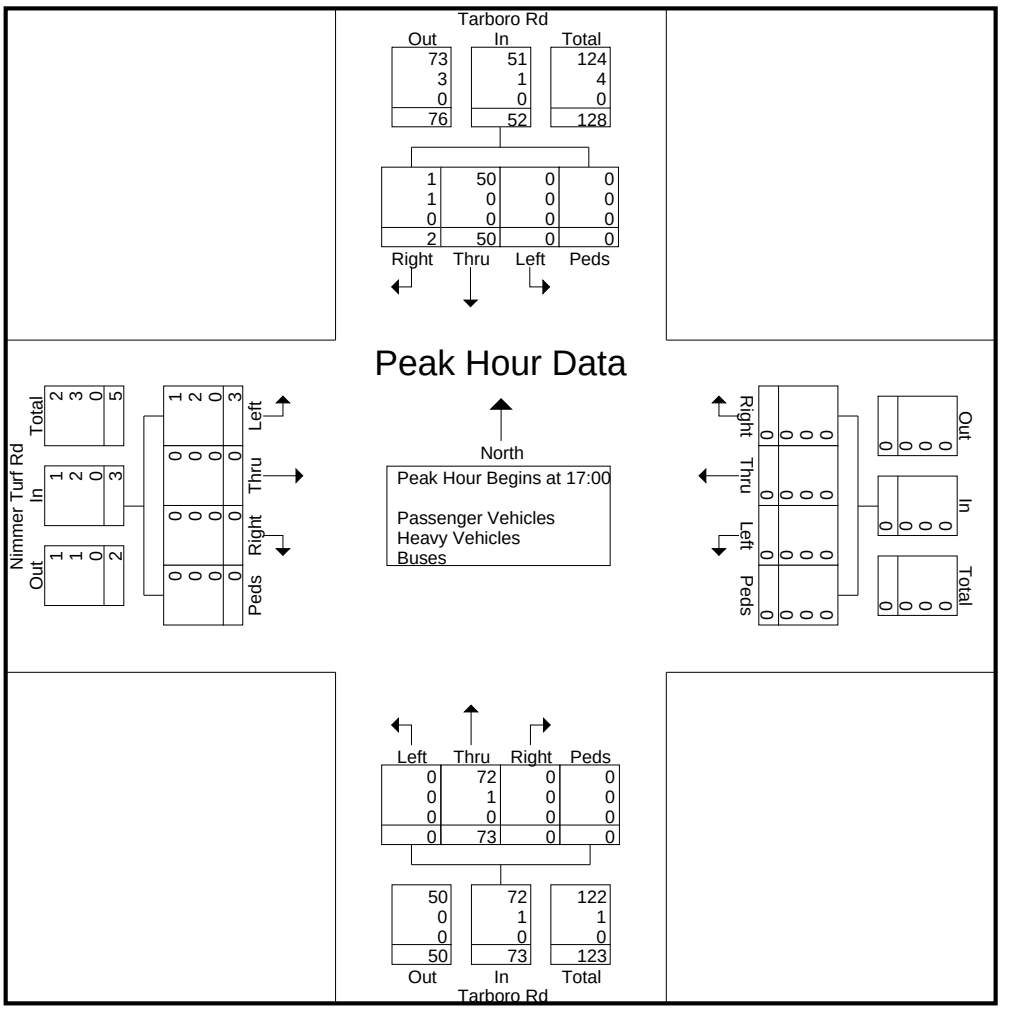
File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 5

	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	14	**1**	0	15	0	0	0	0	0	0	18	0	0	18	**2**	0	0	0	**2**	**35**
17:15	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	31
17:30	0	**15**	1	0	**16**	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	33
17:45	0	9	0	0	9	0	0	0	0	0	0	**20**	0	0	**20**	0	0	0	0	0	29
Total Volume	0	50	2	0	52	0	0	0	0	0	0	73	0	0	73	3	0	0	0	3	128
% App. Total	0	96.2	3.8	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.833	.500	.000	.813	.000	.000	.000	.000	.000	.000	.913	.000	.000	.913	.375	.000	.000	.000	.375	.914
Passenger Vehicles	0	50	1	0	51	0	0	0	0	0	0	72	0	0	72	1	0	0	0	1	124
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
% Heavy Vehicles	0	0	50.0	0	1.9	0	0	0	0	0	0	1.4	0	0	1.4	66.7	0	0	0	66.7	3.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Nimmer Turf Rd Southbound				Tillman Rd Westbound				Northbound				Tillman 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	0	1	0	0	9	3	0	0	0	0	0	1	27	0	0	41
07:15	2	0	0	0	0	13	0	0	0	0	0	0	2	33	0	0	50
07:30	2	0	0	0	0	13	3	0	0	0	0	0	3	33	0	0	54
07:45	1	0	0	0	0	16	1	0	0	0	0	0	0	40	0	0	58
Total	5	0	1	0	0	51	7	0	0	0	0	0	6	133	0	0	203
08:00	1	0	0	0	0	27	0	0	0	0	0	0	1	26	0	0	55
08:15	0	0	0	0	0	11	1	0	0	0	0	0	0	18	0	0	30
08:30	0	0	1	0	0	12	0	0	0	0	0	0	1	19	0	0	33
08:45	1	0	0	0	0	15	0	0	0	0	0	0	0	14	0	0	30
Total	2	0	1	0	0	65	1	0	0	0	0	0	2	77	0	0	148
14:00	0	0	0	0	0	17	1	0	0	0	0	0	1	14	0	0	33
14:15	0	0	1	0	0	22	0	1	0	0	0	0	1	22	0	0	47
14:30	4	0	1	0	0	33	1	0	0	0	0	0	0	21	0	0	60
14:45	1	0	0	0	0	22	0	0	0	0	0	0	1	14	0	0	38
Total	5	0	2	0	0	94	2	1	0	0	0	0	3	71	0	0	178
15:00	0	0	0	0	0	27	0	0	0	0	0	0	0	10	0	0	37
15:15	0	0	0	0	0	27	0	0	0	0	0	0	0	15	0	0	42
15:30	1	0	0	0	0	25	1	0	0	0	0	0	0	16	0	0	43
15:45	0	0	1	0	0	17	1	0	0	0	0	0	0	12	0	0	31
Total	1	0	1	0	0	96	2	0	0	0	0	0	0	53	0	0	153
16:00	1	0	1	0	0	28	1	0	0	0	0	0	0	20	0	0	51
16:15	0	0	0	0	0	31	0	0	0	0	0	0	0	18	0	0	49
16:30	4	0	1	0	0	32	3	0	0	0	0	0	0	22	0	0	62
16:45	0	0	0	0	0	23	0	0	0	0	0	0	0	16	0	0	39
Total	5	0	2	0	0	114	4	0	0	0	0	0	0	76	0	0	201
17:00	2	0	3	0	0	24	3	0	0	0	0	0	0	8	0	0	40
17:15	3	0	0	0	0	29	2	0	0	0	0	0	0	21	0	0	55
17:30	2	0	1	0	0	32	1	0	0	0	0	0	0	16	0	0	52
17:45	4	0	0	0	0	32	3	0	0	0	0	0	0	20	0	0	59
Total	11	0	4	0	0	117	9	0	0	0	0	0	0	65	0	0	206
Grand Total	29	0	11	0	0	537	25	1	0	0	0	0	11	475	0	0	1089
Apprch %	72.5	0	27.5	0	0	95.4	4.4	0.2	0	0	0	0	2.3	97.7	0	0	
Total %	2.7	0	1	0	0	49.3	2.3	0.1	0	0	0	0	1	43.6	0	0	
Passenger Vehicles	27	0	9	0	0	517	20	1	0	0	0	0	11	459	0	0	1044
% Passenger Vehicles	93.1	0	81.8	0	0	96.3	80	100	0	0	0	0	100	96.6	0	0	95.9
Heavy Vehicles	2	0	2	0	0	17	5	0	0	0	0	0	0	13	0	0	39
% Heavy Vehicles	6.9	0	18.2	0	0	3.2	20	0	0	0	0	0	0	2.7	0	0	3.6
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
% Buses	0	0	0	0	0	0.6	0	0	0	0	0	0	0	0.6	0	0	0.6

SHORT COUNTS
Traffic Data Specialists

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

File Name : Tillman Rd @ Nimmer Turf Rd
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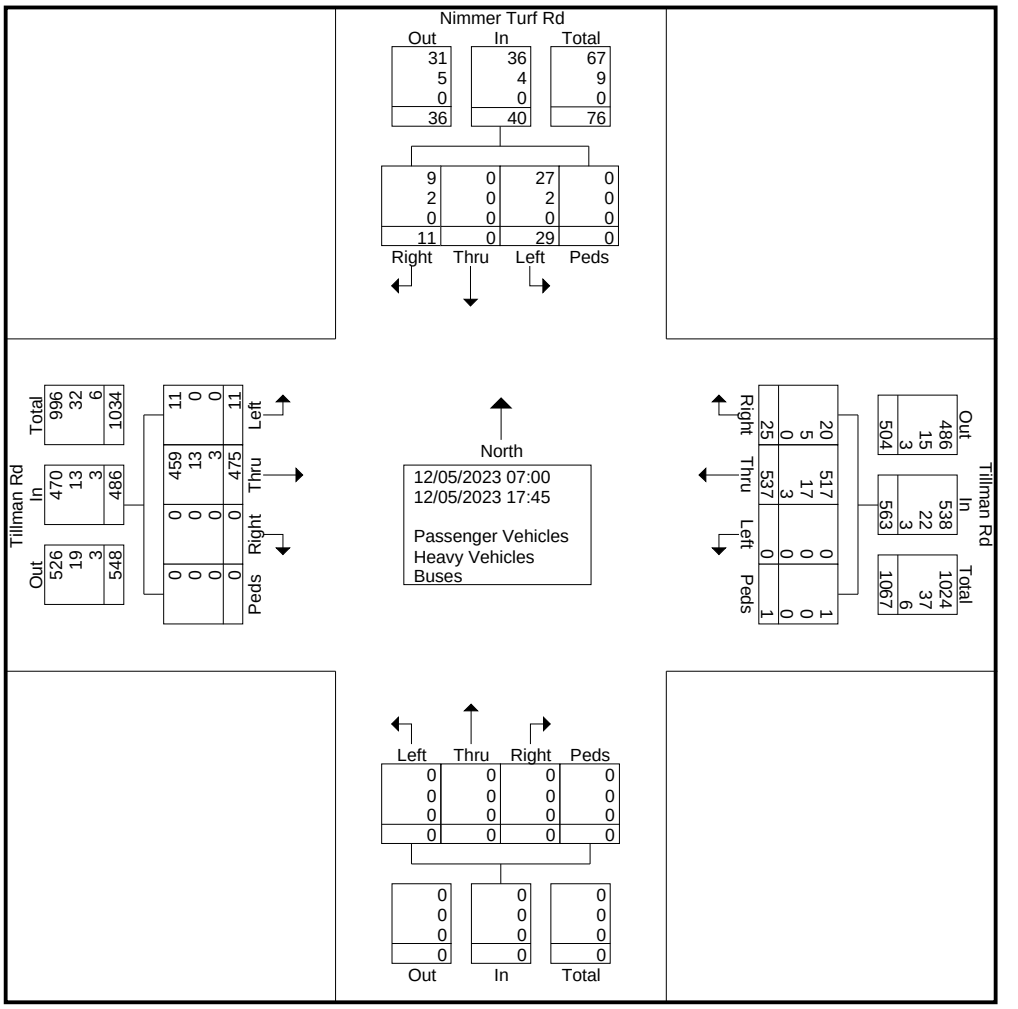

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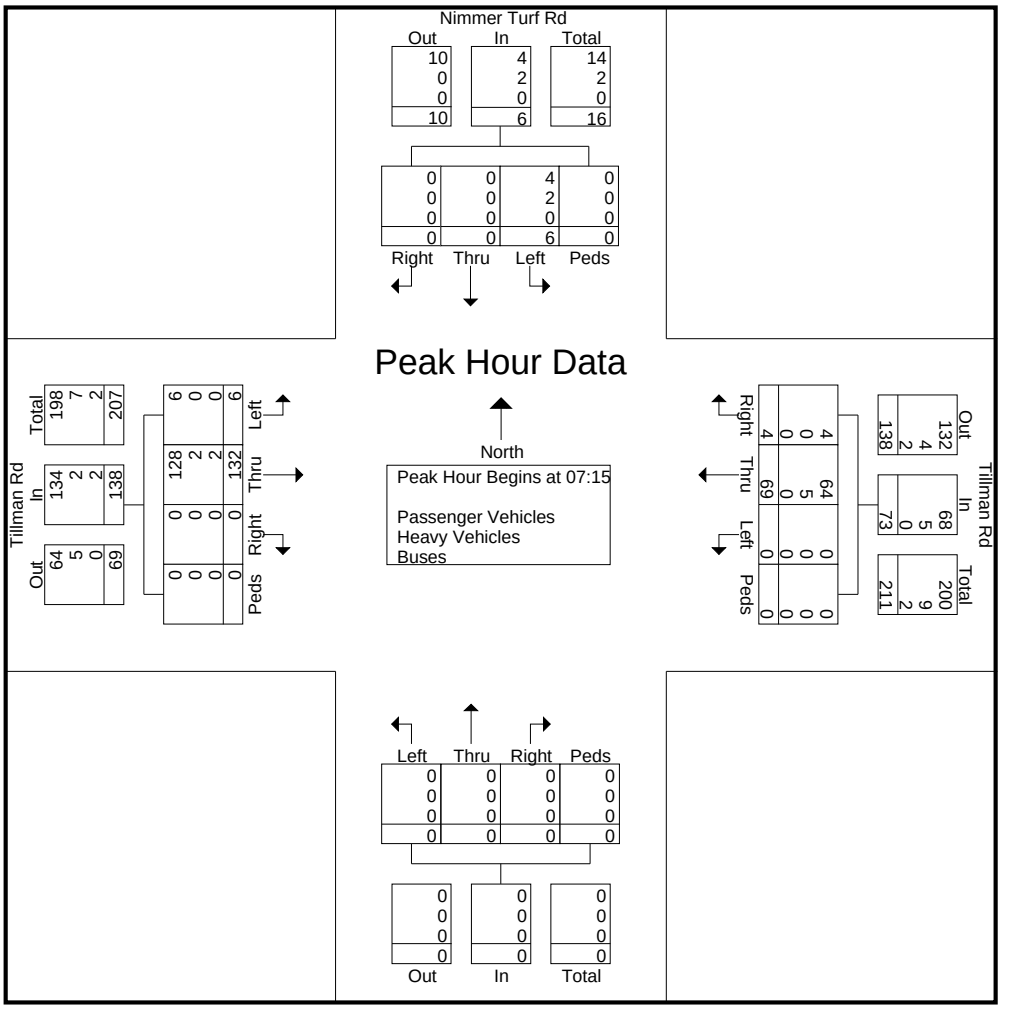
File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 3

	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman 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 07:15																					
07:15	**2**	0	0	0	**2**	0	13	0	0	13	0	0	0	0	0	2	33	0	0	35	50
07:30	2	0	0	0	2	0	13	**3**	0	16	0	0	0	0	0	**3**	33	0	0	36	54
07:45	1	0	0	0	1	0	16	1	0	17	0	0	0	0	0	0	**40**	0	0	**40**	**58**
08:00	1	0	0	0	1	0	**27**	0	0	**27**	0	0	0	0	0	1	26	0	0	27	55
Total Volume	6	0	0	0	6	0	69	4	0	73	0	0	0	0	0	6	132	0	0	138	217
% App. Total	100	0	0	0		0	94.5	5.5	0		0	0	0	0		4.3	95.7	0	0		
PHF	.750	.000	.000	.000	.750	.000	.639	.333	.000	.676	.000	.000	.000	.000	.000	.500	.825	.000	.000	.863	.935
Passenger Vehicles	4	0	0	0	4	0	64	4	0	68	0	0	0	0	0	6	128	0	0	134	206
% Passenger Vehicles																					
Heavy Vehicles	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	9
% Heavy Vehicles	33.3	0	0	0	33.3	0	7.2	0	0	6.8	0	0	0	0	0	0	1.5	0	0	1.4	4.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	1.4	0.9



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File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
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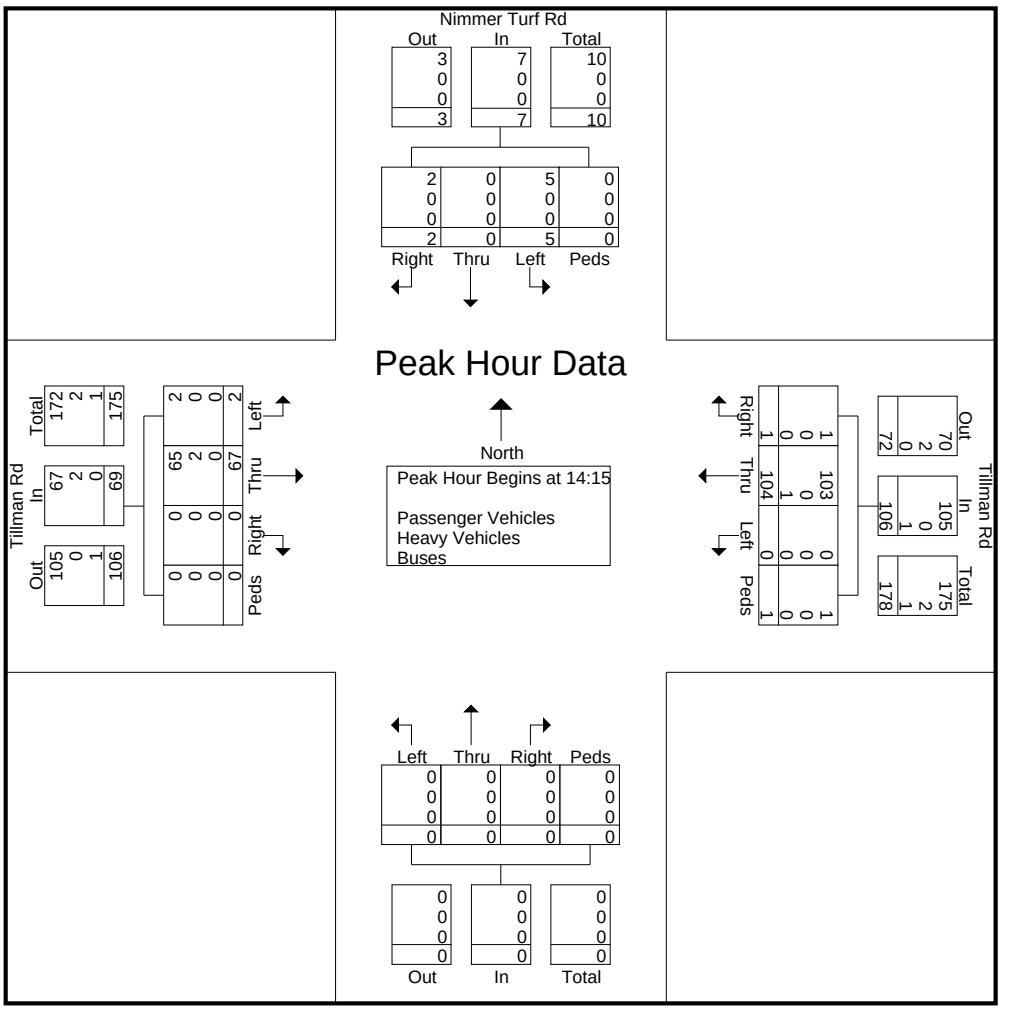
	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:15																					
14:15	0	0	**1**	0	1	0	22	0	**1**	23	0	0	0	0	0	**1**	**22**	0	0	**23**	47
14:30	**4**	0	1	0	**5**	0	**33**	**1**	0	**34**	0	0	0	0	0	0	21	0	0	21	**60**
14:45	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	1	14	0	0	15	38
15:00	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	10	0	0	10	37
Total Volume	5	0	2	0	7	0	104	1	1	106	0	0	0	0	0	2	67	0	0	69	182
% App. Total	71.4	0	28.6	0		0	98.1	0.9	0.9		0	0	0	0		2.9	97.1	0	0		
PHF	.313	.000	.500	.000	.350	.000	.788	.250	.250	.779	.000	.000	.000	.000	.000	.500	.761	.000	.000	.750	.758
Passenger Vehicles	5	0	2	0	7	0	103	1	1	105	0	0	0	0	0	2	65	0	0	67	179
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	0	0	2.9	1.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.5



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

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
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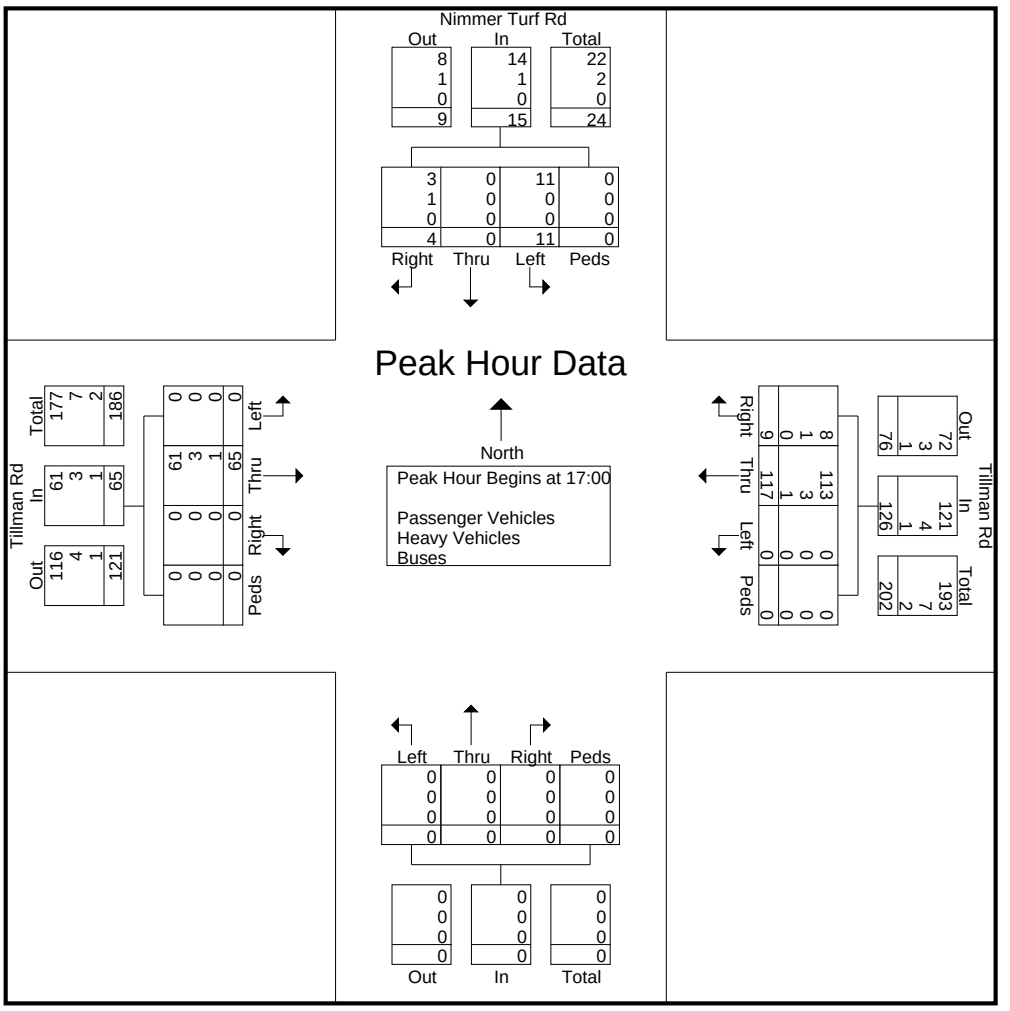
	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	2	0	**3**	0	**5**	0	24	**3**	0	27	0	0	0	0	0	0	8	0	0	8	40
17:15	3	0	0	0	3	0	29	2	0	31	0	0	0	0	0	0	**21**	0	0	**21**	55
17:30	2	0	1	0	3	0	**32**	1	0	33	0	0	0	0	0	0	16	0	0	16	52
17:45	**4**	0	0	0	4	0	32	3	0	**35**	0	0	0	0	0	0	20	0	0	20	**59**
Total Volume	11	0	4	0	15	0	117	9	0	126	0	0	0	0	0	0	65	0	0	65	206
% App. Total	73.3	0	26.7	0		0	92.9	7.1	0		0	0	0	0		0	100	0	0		
PHF	.688	.000	.333	.000	.750	.000	.914	.750	.000	.900	.000	.000	.000	.000	.000	.000	.774	.000	.000	.774	.873
Passenger Vehicles	11	0	3	0	14	0	113	8	0	121	0	0	0	0	0	0	61	0	0	61	196
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
% Heavy Vehicles	0	0	25.0	0	6.7	0	2.6	11.1	0	3.2	0	0	0	0	0	0	4.6	0	0	4.6	3.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0	1.5	0	0	1.5	1.0



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

File Name : Tillman Rd @ Tarboro Rd
Site Code :
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Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Tarboro Rd Southbound				Tillman Rd Westbound				Tarboro Rd Northbound				Tillman Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	15	0	0	0	12	0	0	0	5	0	0	3	29	0	0	66
07:15	4	13	2	0	0	14	0	0	0	2	0	0	2	37	0	0	74
07:30	1	14	1	0	0	10	0	0	0	10	0	0	14	26	0	0	76
07:45	8	15	12	0	0	8	0	0	0	15	0	0	16	32	0	0	106
Total	15	57	15	0	0	44	0	0	0	32	0	0	35	124	0	0	322
08:00	8	14	11	0	0	18	0	0	0	1	0	0	6	22	0	0	80
08:15	2	3	1	0	0	15	0	0	0	3	1	0	0	20	0	0	45
08:30	2	5	0	0	0	12	1	0	0	3	0	0	1	21	0	0	45
08:45	3	2	2	0	0	11	0	0	0	3	1	0	0	17	0	0	39
Total	15	24	14	0	0	56	1	0	0	10	2	0	7	80	0	0	209
14:00	1	4	3	0	0	18	0	0	0	9	0	0	4	14	0	0	53
14:15	10	7	2	0	0	22	0	0	0	12	0	0	6	18	0	0	77
14:30	19	8	11	0	0	25	0	0	0	3	0	0	3	24	0	0	93
14:45	2	4	4	0	0	17	0	0	0	6	0	0	2	14	0	0	49
Total	32	23	20	0	0	82	0	0	0	30	0	0	15	70	0	0	272
15:00	4	4	3	0	0	27	0	0	1	2	1	0	2	9	1	0	54
15:15	4	5	6	0	0	27	0	0	0	3	2	0	4	13	0	0	64
15:30	4	7	1	0	1	28	0	0	0	8	1	0	1	17	0	0	68
15:45	5	1	6	0	0	18	0	0	0	6	0	0	3	13	0	0	52
Total	17	17	16	0	1	100	0	0	1	19	4	0	10	52	1	0	238
16:00	5	5	2	0	1	25	0	0	1	5	0	0	4	21	0	0	69
16:15	7	6	3	0	1	31	0	0	0	2	1	0	2	17	0	0	70
16:30	2	8	7	0	2	32	0	0	0	6	1	0	4	25	0	0	87
16:45	6	8	0	0	1	22	0	0	0	6	0	0	1	16	0	0	60
Total	20	27	12	0	5	110	0	0	1	19	2	0	11	79	0	0	286
17:00	5	4	6	0	0	31	0	0	1	10	0	0	0	11	0	0	68
17:15	7	3	2	0	0	34	0	0	0	12	0	0	2	24	0	0	84
17:30	4	6	5	0	1	31	0	0	0	8	1	0	1	16	0	0	73
17:45	3	5	3	0	1	33	0	0	0	9	0	0	4	24	0	0	82
Total	19	18	16	0	2	129	0	0	1	39	1	0	7	75	0	0	307
Grand Total	118	166	93	0	8	521	1	0	3	149	9	0	85	480	1	0	1634
Apprch %	31.3	44	24.7	0	1.5	98.3	0.2	0	1.9	92.5	5.6	0	15	84.8	0.2	0	
Total %	7.2	10.2	5.7	0	0.5	31.9	0.1	0	0.2	9.1	0.6	0	5.2	29.4	0.1	0	
Passenger Vehicles	116	166	92	0	7	498	0	0	3	148	9	0	84	464	1	0	1588
% Passenger Vehicles	98.3	100	98.9	0	87.5	95.6	0	0	100	99.3	100	0	98.8	96.7	100	0	97.2
Heavy Vehicles	2	0	1	0	1	18	1	0	0	1	0	0	1	12	0	0	37
% Heavy Vehicles	1.7	0	1.1	0	12.5	3.5	100	0	0	0.7	0	0	1.2	2.5	0	0	2.3
Buses	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
% Buses	0	0	0	0	0	1	0	0	0	0	0	0	0	0.8	0	0	0.6

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

File Name : Tillman Rd @ Tarboro Rd
Site Code :
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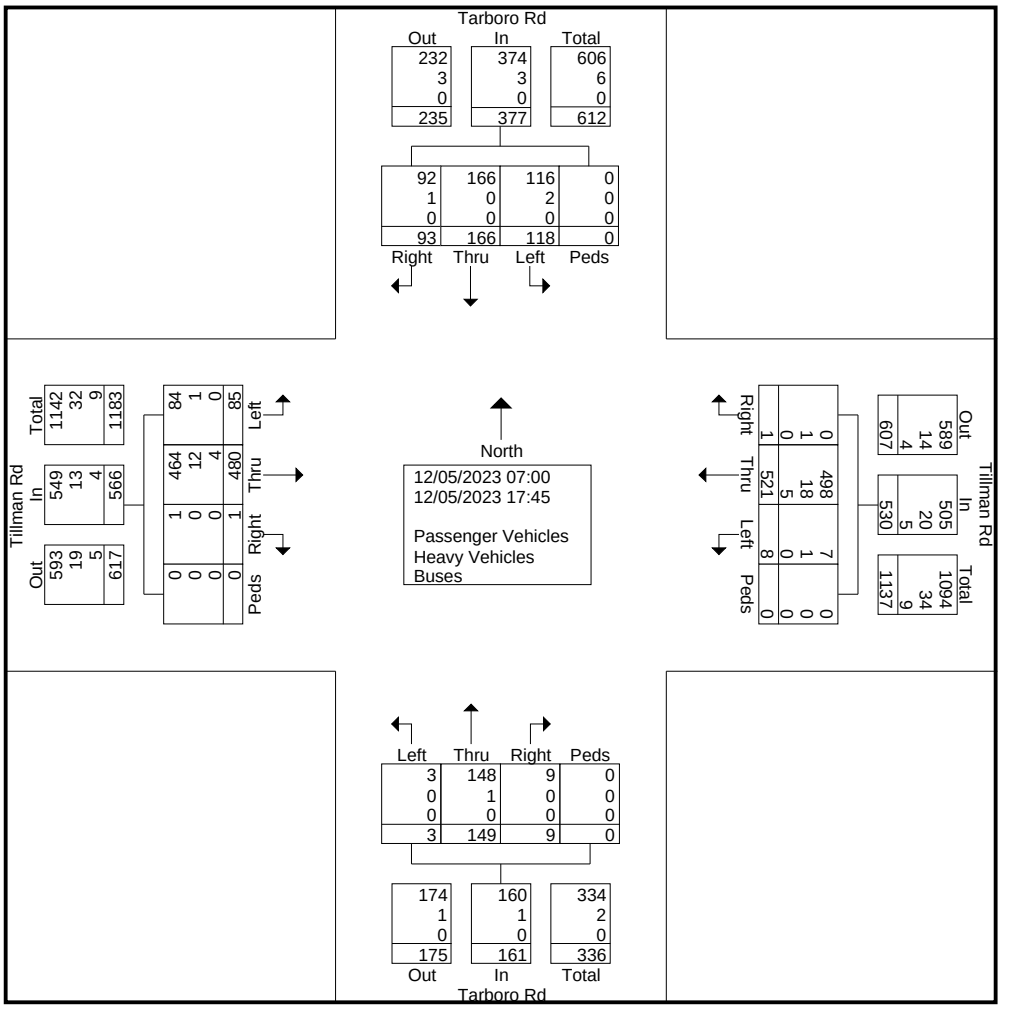

SHORT COUNTS
Traffic Data Specialists

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

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
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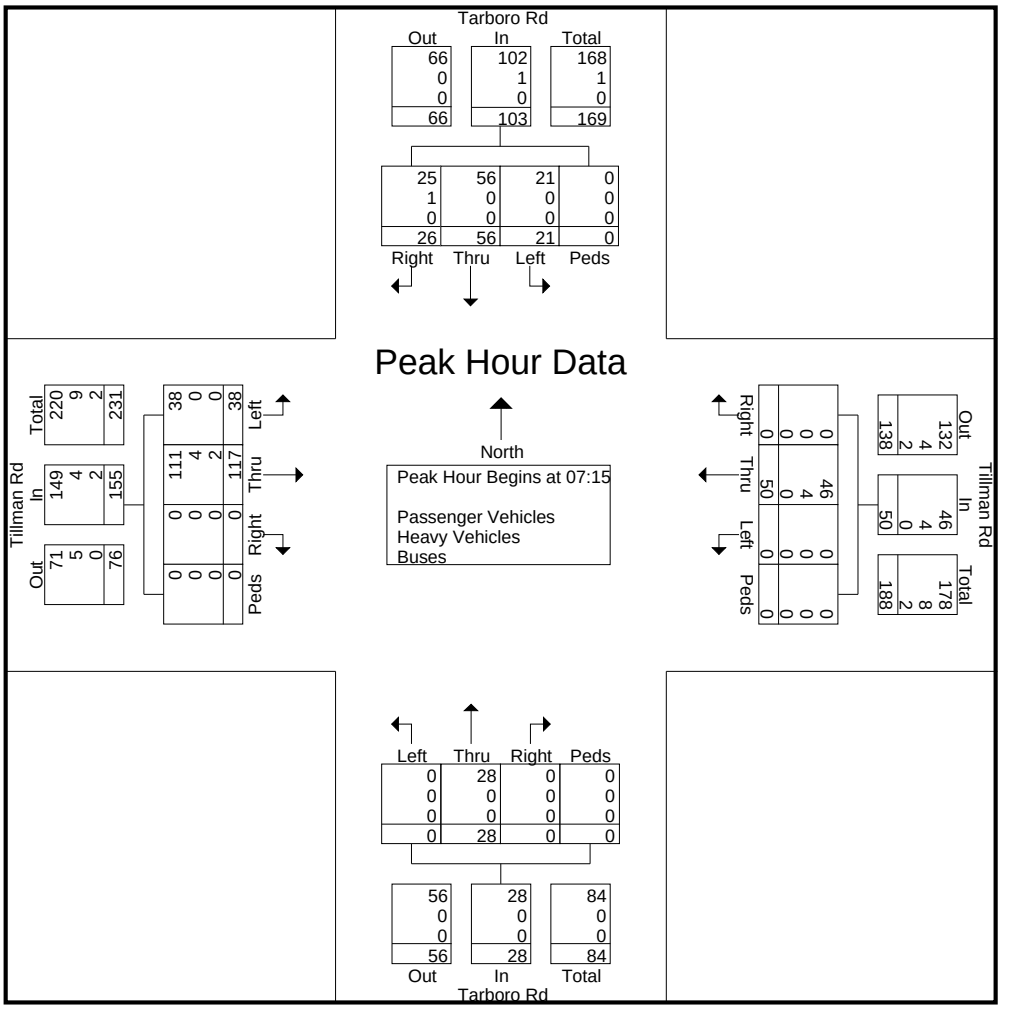
	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	4	13	2	0	19	0	14	0	0	14	0	2	0	0	2	2	**37**	0	0	39	74
07:30	1	14	1	0	16	0	10	0	0	10	0	10	0	0	10	14	26	0	0	40	76
07:45	**8**	**15**	**12**	0	**35**	0	8	0	0	8	0	**15**	0	0	**15**	**16**	32	0	0	**48**	**106**
08:00	8	14	11	0	33	0	**18**	0	0	**18**	0	1	0	0	1	6	22	0	0	28	80
Total Volume	21	56	26	0	103	0	50	0	0	50	0	28	0	0	28	38	117	0	0	155	336
% App. Total	20.4	54.4	25.2	0		0	100	0	0		0	100	0	0		24.5	75.5	0	0		
PHF	.656	.933	.542	.000	.736	.000	.694	.000	.000	.694	.000	.467	.000	.000	.467	.594	.791	.000	.000	.807	.792
Passenger Vehicles	21	56	25	0	102	0	46	0	0	46	0	28	0	0	28	38	111	0	0	149	325
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
% Heavy Vehicles	0	0	3.8	0	1.0	0	8.0	0	0	8.0	0	0	0	0	0	0	3.4	0	0	2.6	2.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.3	0.6

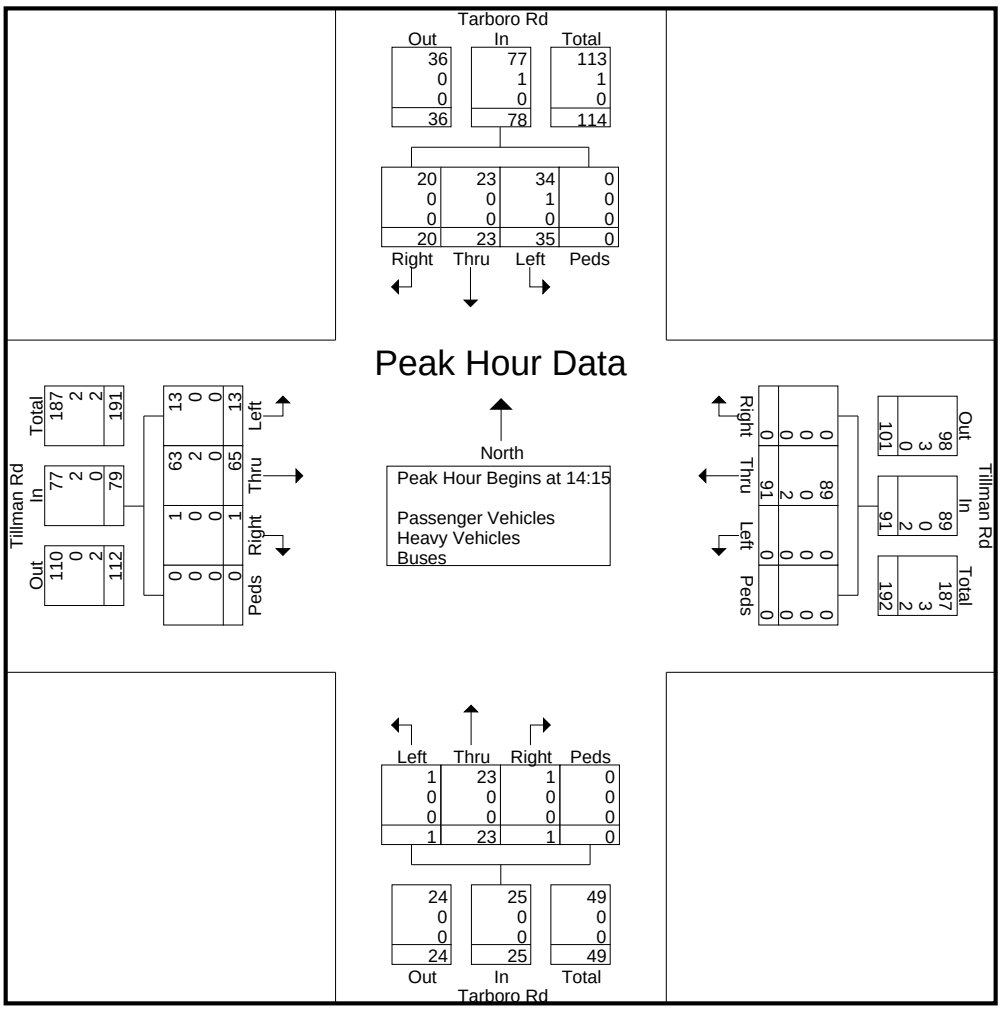


SHORT COUNTS
Traffic Data Specialists

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

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 4

	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman 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 14:15																					
14:15	10	7	2	0	19	0	22	0	0	22	0	**12**	0	0	**12**	**6**	18	0	0	24	77
14:30	**19**	**8**	**11**	0	**38**	0	25	0	0	25	0	3	0	0	3	3	**24**	0	0	**27**	**93**
14:45	2	4	4	0	10	0	17	0	0	17	0	6	0	0	6	2	14	0	0	16	49
15:00	4	4	3	0	11	0	**27**	0	0	**27**	**1**	2	**1**	0	4	2	9	**1**	0	12	54
Total Volume	35	23	20	0	78	0	91	0	0	91	1	23	1	0	25	13	65	1	0	79	273
% App. Total	44.9	29.5	25.6	0		0	100	0	0		4	92	4	0		16.5	82.3	1.3	0		
PHF	.461	.719	.455	.000	.513	.000	.843	.000	.000	.843	.250	.479	.250	.000	.521	.542	.677	.250	.000	.731	.734
Passenger Vehicles	34	23	20	0	77	0	89	0	0	89	1	23	1	0	25	13	63	1	0	77	268
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	2.9	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	3.1	0	0	2.5	1.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0.7

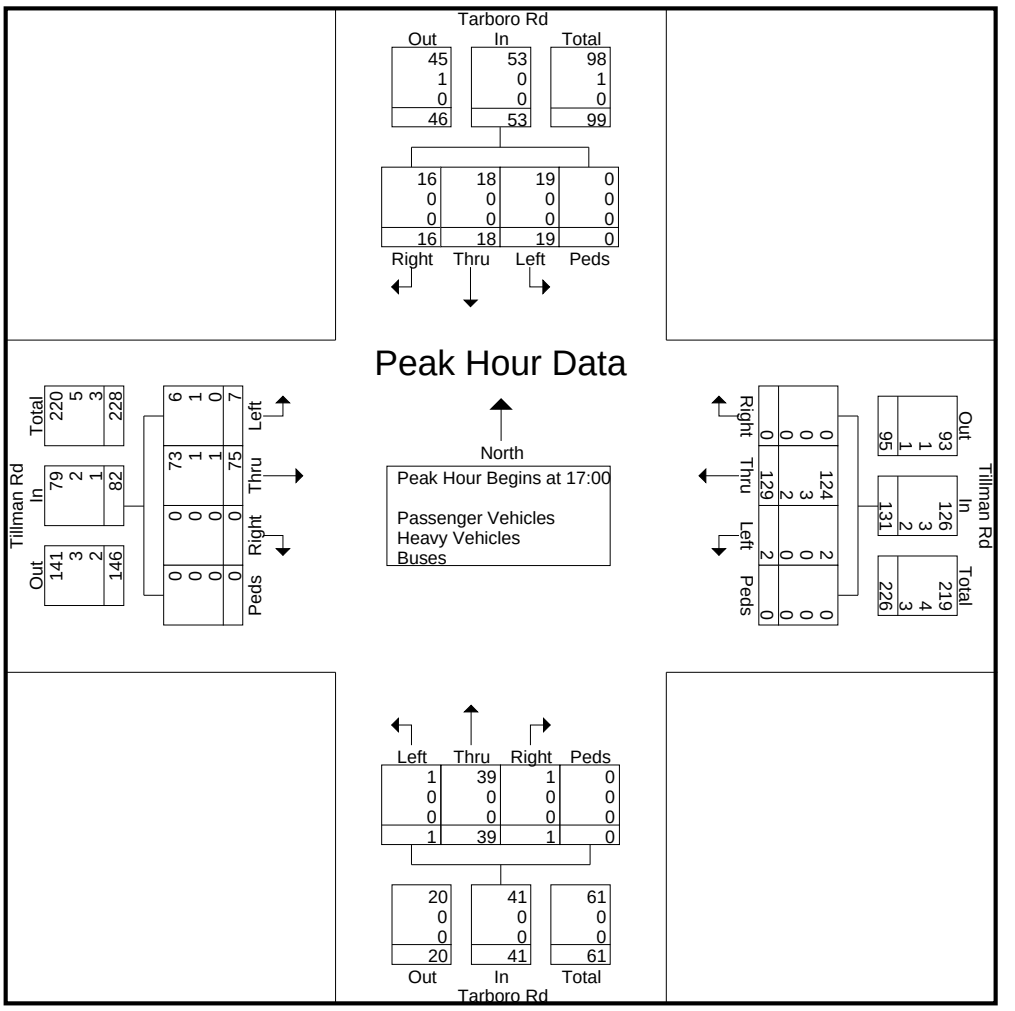


SHORT COUNTS
Traffic Data Specialists

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

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 5

	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	5	4	**6**	0	**15**	0	31	0	0	31	**1**	10	0	0	11	0	11	0	0	11	68
17:15	**7**	3	2	0	12	0	**34**	0	0	**34**	0	**12**	0	0	**12**	2	**24**	0	0	26	**84**
17:30	4	**6**	5	0	15	**1**	31	0	0	32	0	8	**1**	0	9	1	16	0	0	17	73
17:45	3	5	3	0	11	1	33	0	0	34	0	9	0	0	9	**4**	24	0	0	**28**	82
Total Volume	19	18	16	0	53	2	129	0	0	131	1	39	1	0	41	7	75	0	0	82	307
% App. Total	35.8	34	30.2	0		1.5	98.5	0	0		2.4	95.1	2.4	0		8.5	91.5	0	0		
PHF	.679	.750	.667	.000	.883	.500	.949	.000	.000	.963	.250	.813	.250	.000	.854	.438	.781	.000	.000	.732	.914
Passenger Vehicles	19	18	16	0	53	2	124	0	0	126	1	39	1	0	41	6	73	0	0	79	299
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	14.3	1.3	0	0	2.4	1.6
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	1.3	0	0	1.2	1.0



Short Counts, LLC

735 Maryland St
Columbia, SC 29201

Site Code: Tillman Rd
Station ID: EB & WB Traffic
Just East of Tarboro Rd
Ridgeland, SC
Latitude: 0' 0.0000 Undefined

Start Time	05-Dec-23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	20			2	13				
12:15		0	16			2	13				
12:30		0	9			3	14				
12:45		2	13	2	58	0	27	7	67	9	125
01:00		0	20			0	23				
01:15		1	18			1	18				
01:30		0	19			1	26				
01:45		0	17	1	74	0	21	2	88	3	162
02:00		0	16			1	24				
02:15		0	26			0	28				
02:30		0	43			0	28				
02:45		0	18	0	103	0	20	1	100	1	203
03:00		0	15			0	29				
03:15		0	18			0	27				
03:30		0	23			1	30				
03:45		0	18	0	74	0	23	1	109	1	183
04:00		0	21			0	33				
04:15		2	28			0	33				
04:30		4	29			0	43				
04:45		4	23	10	101	1	28	1	137	11	238
05:00		4	15			0	37				
05:15		7	31			5	36				
05:30		9	19			4	40				
05:45		12	26	32	91	7	40	16	153	48	244
06:00		16	15			7	41				
06:15		12	26			9	31				
06:30		18	12			7	26				
06:45		26	21	72	74	8	27	31	125	103	199
07:00		32	12			12	23				
07:15		41	14			17	18				
07:30		26	9			16	18				
07:45		39	7	138	42	16	19	61	78	199	120
08:00		31	8			21	13				
08:15		24	6			18	11				
08:30		23	5			16	14				
08:45		20	6	98	25	12	10	67	48	165	73
09:00		18	9			14	9				
09:15		16	3			10	12				
09:30		11	2			10	6				
09:45		14	3	59	17	9	7	43	34	102	51
10:00		9	6			14	5				
10:15		14	6			6	4				
10:30		18	2			11	5				
10:45		11	6	52	20	16	5	47	19	99	39
11:00		19	2			16	7				
11:15		12	1			15	3				
11:30		21	1			19	2				
11:45		20	0	72	4	14	2	64	14	136	18
Total		536	683			341	972			877	1655
Percent		44.0%	56.0%			26.0%	74.0%			34.6%	65.4%
Grand Total		536	683			341	972			877	1655
Percent		44.0%	56.0%			26.0%	74.0%			34.6%	65.4%
ADT		ADT 2,532		AADT 2,532							

Short Counts, LLC

735 Maryland St
Columbia, SC 29201

Site Code: Tarboro Rd
Station ID: NB & SB Traffic
Just North of Tillman Rd
Ridgeland, SC
Latitude: 0' 0.0000 Undefined

Start Time	05-Dec-23 Tue	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	6			0	3				
12:15		0	11			0	2				
12:30		0	6			0	6				
12:45		1	5	1	28	0	8	0	19	1	47
01:00		1	6			1	4				
01:15		0	5			0	8				
01:30		0	12			1	8				
01:45		0	6	1	29	0	12	2	32	3	61
02:00		0	8			0	17				
02:15		0	18			0	25				
02:30		0	39			0	8				
02:45		0	10	0	75	0	11	0	61	0	136
03:00		0	11			0	8				
03:15		0	14			0	6				
03:30		1	12			0	9				
03:45		1	11	2	48	0	15	0	38	2	86
04:00		0	12			0	13				
04:15		1	16			0	8				
04:30		4	17			0	17				
04:45		2	14	7	59	0	12	0	50	7	109
05:00		1	15			0	15				
05:15		3	11			1	17				
05:30		1	15			1	18				
05:45		7	10	12	51	7	20	9	70	21	121
06:00		17	14			4	14				
06:15		15	7			2	16				
06:30		16	6			5	15				
06:45		12	7	60	34	3	14	14	59	74	93
07:00		18	11			6	12				
07:15		19	4			11	5				
07:30		15	4			26	8				
07:45		38	6	90	25	38	5	81	30	171	55
08:00		29	0			15	2				
08:15		5	0			5	3				
08:30		8	0			9	2				
08:45		7	2	49	2	3	5	32	12	81	14
09:00		5	3			3	2				
09:15		8	0			3	6				
09:30		5	0			3	2				
09:45		4	0	22	3	2	3	11	13	33	16
10:00		1	1			4	1				
10:15		6	2			4	1				
10:30		3	0			5	1				
10:45		15	0	25	3	3	1	16	4	41	7
11:00		5	1			9	0				
11:15		6	2			2	0				
11:30		4	0			8	0				
11:45		3	0	18	3	6	1	25	1	43	4
Total		287	360			190	389			477	749
Percent		44.4%	55.6%			32.8%	67.2%			38.9%	61.1%
Grand Total		287	360			190	389			477	749
Percent		44.4%	55.6%			32.8%	67.2%			38.9%	61.1%
ADT		ADT 1,226		AADT 1,226							

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX B

SYNCHRO HCM 6 ANALYSIS
2023 EXISTING PEAK HOUR VOLUMES

J – 30596.0000

January 2024

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	38	117	0	0	50	0	0	28	0	21	56	26
Future Vol, veh/h	38	117	0	0	50	0	0	28	0	21	56	26
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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	48	148	0	0	63	0	0	35	0	27	71	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	148	0	0	359	307	148	325	307	63
Stage 1	-	-	-	-	-	-	244	244	-	63	63	-
Stage 2	-	-	-	-	-	-	115	63	-	262	244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1553	-	-	1446	-	-	600	610	904	632	610	996
Stage 1	-	-	-	-	-	-	764	708	-	953	846	-
Stage 2	-	-	-	-	-	-	895	846	-	747	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1446	-	-	513	589	904	587	589	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	589	-	587	589	-
Stage 1	-	-	-	-	-	-	738	684	-	921	846	-
Stage 2	-	-	-	-	-	-	793	846	-	684	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	11.5	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1553	-	-	1446	-	-	656
HCM Lane V/C Ratio	0.06	0.031	-	-	-	-	-	0.199
HCM Control Delay (s)	11.5	7.4	0	-	0	-	-	11.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	75	0	2	129	0	1	39	1	19	18	16
Future Vol, veh/h	7	75	0	2	129	0	1	39	1	19	18	16
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	8	82	0	2	142	0	1	43	1	21	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	82	0	0	263	244	82	266	244	142
Stage 1	-	-	-	-	-	-	98	98	-	146	146	-
Stage 2	-	-	-	-	-	-	165	146	-	120	98	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1528	-	-	694	661	983	691	661	911
Stage 1	-	-	-	-	-	-	913	818	-	861	780	-
Stage 2	-	-	-	-	-	-	842	780	-	889	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1528	-	-	661	656	983	652	656	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	656	-	652	656	-
Stage 1	-	-	-	-	-	-	908	813	-	856	779	-
Stage 2	-	-	-	-	-	-	804	779	-	836	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	10.8	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1370	-	-	1528	-	-	715
HCM Lane V/C Ratio	0.068	0.006	-	-	0.001	-	-	0.081
HCM Control Delay (s)	10.8	7.6	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	132	69	4	6	0
Future Vol, veh/h	6	132	69	4	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	6	140	73	4	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	227	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1535	-	-	-	697	992
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	694	992
Mov Cap-2 Maneuver	-	-	-	-	694	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	694
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	117	9	11	4
Future Vol, veh/h	0	65	117	9	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	0	75	134	10	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	144	0	-	0	214	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1451	-	-	-	779	852
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	779	852
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1451	-	-	-	797
HCM Lane V/C Ratio	-	-	-	-	0.022
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	1	87	101	1
Future Vol, veh/h	2	1	1	87	101	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	2	2	132	153	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	154	155	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	705	897	1438	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	897	1438	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1438	-	758	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	61	74	1
Future Vol, veh/h	1	1	0	61	74	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	1	0	88	107	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	108	108	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	797	951	1495	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	797	951	1495	-	-	-
Mov Cap-2 Maneuver	797	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	867	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX C

SCDOT COUNT STATION DATA VOLUMES

J – 30596.0000

January 2024

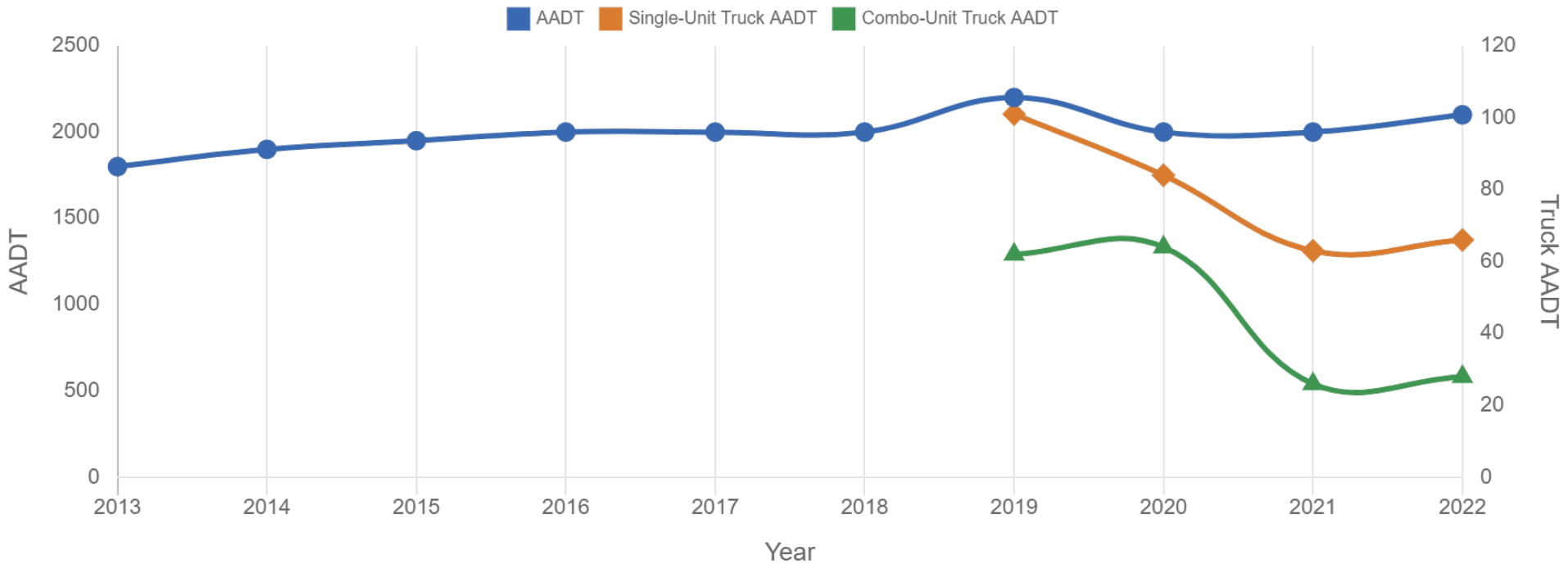
thomasandhutton.com

Single Station Annualized Statistics - SCDOT_PORTABLES 000000270191

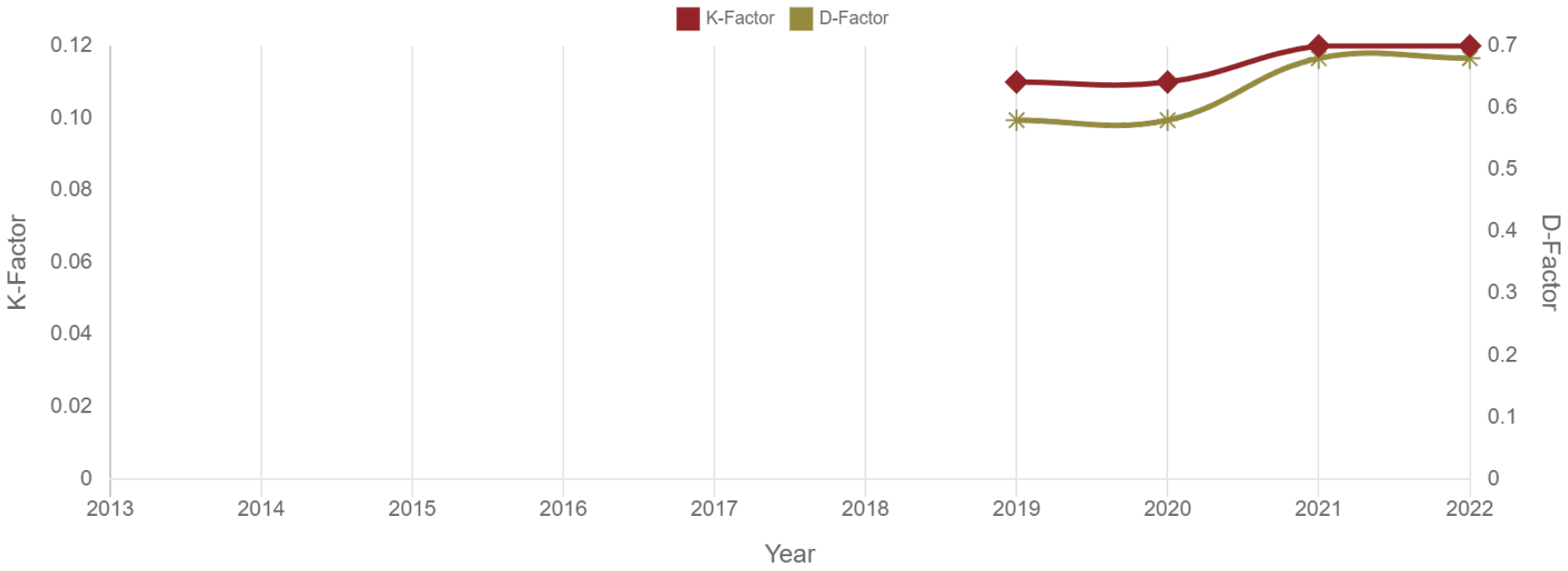
Site Name 27-0191 Site ID 000000270191 Description SC336 : S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics Type	-	-	-	-	-	-	-	-	-	-
AADT	1800	1900	1950	2000	2000	2000	2200	2000	2000	2100
Single-Unit Truck AADT	-	-	-	-	-	-	101	84	63	66
Combo-Unit Truck AADT	-	-	-	-	-	-	62	64	26	28
% DHV SU Trucks	-	-	-	-	-	-	-	-	-	-
% DHV CU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak SU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak CU Trucks	-	-	-	-	-	-	-	-	-	-
K-Factor	-	-	-	-	-	-	0.11	0.11	0.12	0.12
D-Factor	-	-	-	-	-	-	0.58	0.58	0.68	0.68

Single Station Annualized Statistics - SCDOT_PORTABLES 000000270191



Single Station Annualized Statistics - SCDOT_PORTABLES 000000270191

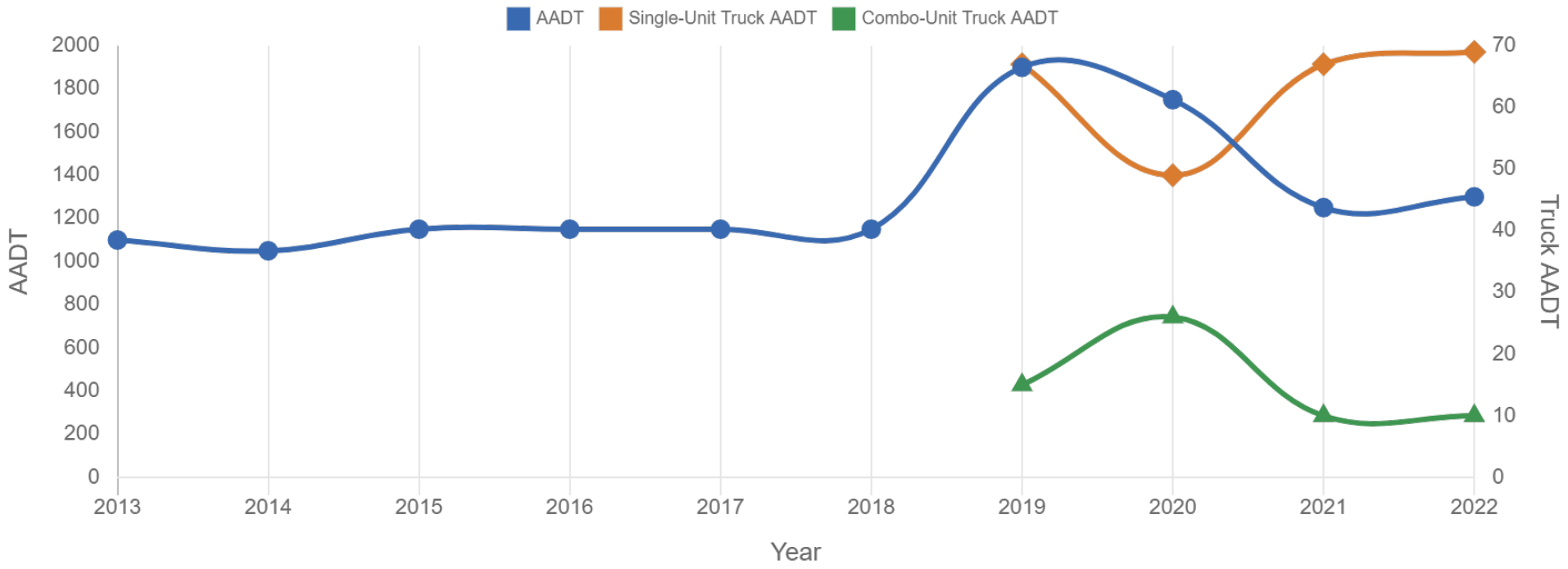


Single Station Annualized Statistics - SCDOT_PORTABLES 000000270242

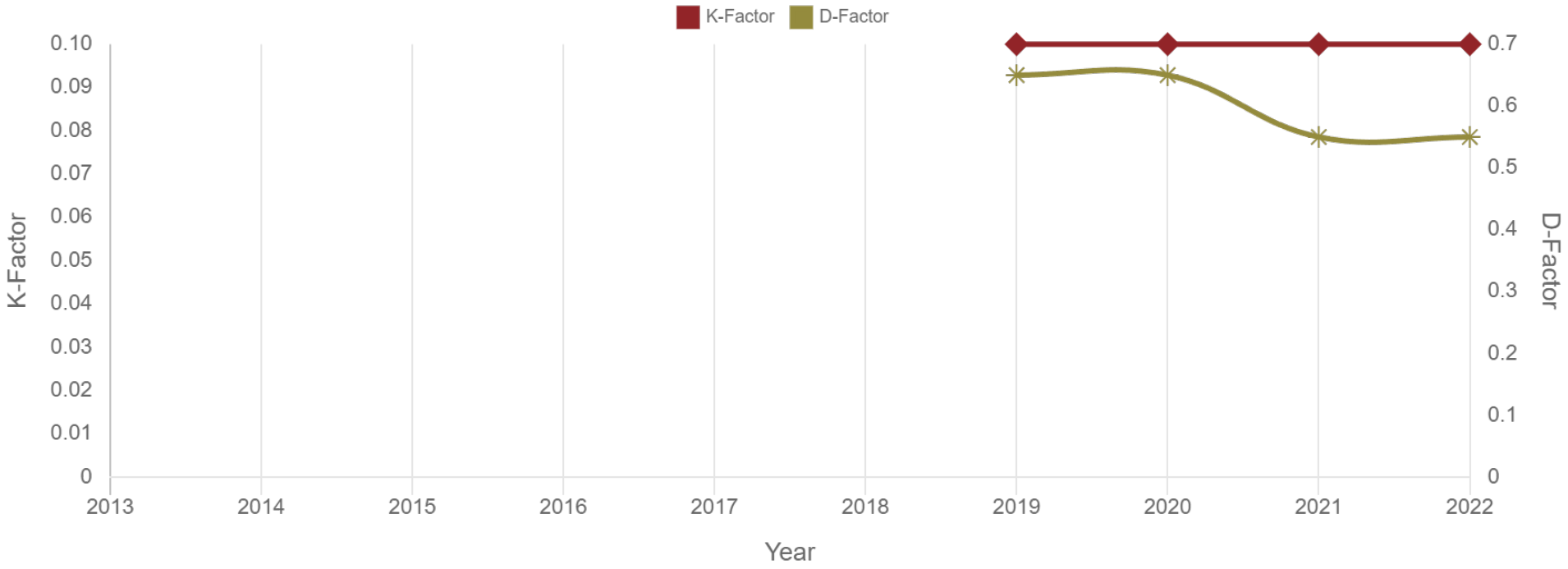
Site Name 27-0242 Site ID 000000270242 Description S-29 : SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics Type	-	-	-	-	-	-	-	-	-	-
AADT	1100	1050	1150	1150	1150	1150	1900	1750	1250	1300
Single-Unit Truck AADT	-	-	-	-	-	-	67	49	67	69
Combo-Unit Truck AADT	-	-	-	-	-	-	15	26	10	10
% DHV SU Trucks	-	-	-	-	-	-	-	-	-	-
% DHV CU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak SU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak CU Trucks	-	-	-	-	-	-	-	-	-	-
K-Factor	-	-	-	-	-	-	0.1	0.1	0.1	0.1
D-Factor	-	-	-	-	-	-	0.65	0.65	0.55	0.55

Single Station Annualized Statistics - SCDOT_PORTABLES 000000270242



Single Station Annualized Statistics - SCDOT_PORTABLES 000000270242



THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX D

TRIP GENERATION CALCULATIONS

J – 30596.0000

January 2024

Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 210 - Single-Family Detached Housing

1,150 Dwelling Units

Weekday - Vehicle Trip Ends vs Dwelling Units

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

Directional Distribution: 50% entering, 50% exiting

	Total Trips	Entering Trips	Exiting Trips
Weekday	9,544	4,772	4,772

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9am

Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

Directional Distribution: 25% entering, 75% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	688	172	516

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6pm

Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

Directional Distribution: 63% entering, 37% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	987	622	365

Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 215 - Single-Family Attached Housing

150 Dwelling Units

Weekday - Vehicle Trip Ends vs Dwelling Units

Fitted Curve Equation: T = 7.62 (X) - 50.48

Directional Distribution: 50% entering, 50% exiting

	Total Trips	Entering Trips	Exiting Trips
Weekday	1,093	547	547

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9am

Fitted Curve Equation: T = 0.52 (X) - 5.70

Directional Distribution: 25% entering, 75% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	72	18	54

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6pm

Fitted Curve Equation: Ln(T) = 0.60 X - 3.93

Directional Distribution: 59% entering, 41% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	86	51	35

Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 575 - Fire and Rescue Station

10.00 KSF

Weekday - Vehicle Trip Ends vs KSF

Average Rate: T = 4.8 (X)

Directional Distribution: 50% entering, 50% exiting

Daily rate was calculated by assuming 10x of the AM and PM peak hour rates provided in the ITE 11th Edition.

	Total Trips	Entering Trips	Exiting Trips
Weekday	48	24	24

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9am

Average Rate: T = 0.48 (X)

Directional Distribution: 71% entering, 29% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	5	4	1

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6pm

Average Rate: T = 0.48 (X)

Directional Distribution: 29% entering, 71% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	5	1	4

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX E

SYNCHRO HCM 6 ANALYSIS
2035 NO-BUILD PEAK HOUR VOLUMES

J – 30596.0000

January 2024

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	44	137	0	0	58	0	0	33	0	25	65	30
Future Vol, veh/h	44	137	0	0	58	0	0	33	0	25	65	30
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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	56	173	0	0	73	0	0	42	0	32	82	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	173	0	0	418	358	173	379	358	73
Stage 1	-	-	-	-	-	-	285	285	-	73	73	-
Stage 2	-	-	-	-	-	-	133	73	-	306	285	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1540	-	-	1416	-	-	549	572	876	582	572	983
Stage 1	-	-	-	-	-	-	727	679	-	942	838	-
Stage 2	-	-	-	-	-	-	875	838	-	708	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1416	-	-	453	549	876	531	549	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	549	-	531	549	-
Stage 1	-	-	-	-	-	-	698	652	-	904	838	-
Stage 2	-	-	-	-	-	-	759	838	-	636	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	12.1	12.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	549	1540	-	-	1416	-	-	612
HCM Lane V/C Ratio	0.076	0.036	-	-	-	-	-	0.248
HCM Control Delay (s)	12.1	7.4	0	-	0	-	-	12.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	88	0	2	151	0	1	46	1	22	21	19
Future Vol, veh/h	8	88	0	2	151	0	1	46	1	22	21	19
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	97	0	2	166	0	1	51	1	24	23	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	97	0	0	307	285	97	311	285	166
Stage 1	-	-	-	-	-	-	115	115	-	170	170	-
Stage 2	-	-	-	-	-	-	192	170	-	141	115	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1342	-	-	1509	-	-	649	628	965	645	628	884
Stage 1	-	-	-	-	-	-	895	804	-	837	762	-
Stage 2	-	-	-	-	-	-	814	762	-	867	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1342	-	-	1509	-	-	612	623	965	600	623	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	623	-	600	623	-
Stage 1	-	-	-	-	-	-	889	798	-	831	761	-
Stage 2	-	-	-	-	-	-	770	761	-	805	798	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	11.3	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	627	1342	-	-	1509	-	-	675
HCM Lane V/C Ratio	0.084	0.007	-	-	0.001	-	-	0.101
HCM Control Delay (s)	11.3	7.7	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	154	81	5	7	0
Future Vol, veh/h	7	154	81	5	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	7	164	86	5	7	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	91	0	-	0	267	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1517	-	-	-	660	975
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	657	975
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	657
HCM Lane V/C Ratio	0.005	-	-	-	0.011
HCM Control Delay (s)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	76	137	11	13	5
Future Vol, veh/h	0	76	137	11	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	0	87	157	13	15	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	251	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1420	-	-	-	742	824
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	742	824
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1420	-	-	-	763
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	1	102	118	1
Future Vol, veh/h	2	1	1	102	118	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	2	2	155	179	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	180	181	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	661	868	1407	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	660	868	1407	-	-	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	717	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	71	86	1
Future Vol, veh/h	1	1	0	71	86	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	1	0	103	125	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	126	126	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	930	1473	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	930	1473	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	839	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX F

SYNCHRO HCM 6 ANALYSIS
2035 BUILD OUT PEAK HOUR VOLUMES

J – 30596.0000

January 2024

Intersection	
Int Delay, s/veh	148.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Future Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	81	209	37	0	86	49	13	139	0	176	372	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	246	0	0	742	525	228	570	519	111
Stage 1	-	-	-	-	-	-	390	390	-	111	111	-
Stage 2	-	-	-	-	-	-	352	135	-	459	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1462	-	-	1332	-	-	334	460	816	435	464	937
Stage 1	-	-	-	-	-	-	638	611	-	899	807	-
Stage 2	-	-	-	-	-	-	669	789	-	586	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1332	-	-	77	431	816	311	434	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	431	-	311	434	-
Stage 1	-	-	-	-	-	-	597	572	-	841	807	-
Stage 2	-	-	-	-	-	-	318	789	-	415	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	27	279.1
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1462	-	-	1332	-	-	427
HCM Lane V/C Ratio	0.487	0.055	-	-	-	-	-	1.542
HCM Control Delay (s)	27	7.6	0	-	0	-	-	279.1
HCM Lane LOS	D	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	2.5	0.2	-	-	0	-	-	35.8

Intersection	
Int Delay, s/veh	393.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Future Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	84	119	22	2	202	148	38	346	1	113	201	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	350	0	0	141	0	0	711	652	130	752	589	276
Stage 1	-	-	-	-	-	-	298	298	-	280	280	-
Stage 2	-	-	-	-	-	-	413	354	-	472	309	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1455	-	-	351	390	925	329	423	768
Stage 1	-	-	-	-	-	-	715	671	-	731	683	-
Stage 2	-	-	-	-	-	-	620	634	-	576	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1455	-	-	179	358	925	~ 38	388	768
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	358	-	~ 38	388	-
Stage 1	-	-	-	-	-	-	658	617	-	673	682	-
Stage 2	-	-	-	-	-	-	399	633	-	232	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	144.3	$ 1243.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1145	-	-	1455	-	-	106
HCM Lane V/C Ratio	1.183	0.073	-	-	0.002	-	-	3.577
HCM Control Delay (s)	144.3	8.4	0	-	7.5	0	-	$ 1243.8
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	16.3	0.2	-	-	0	-	-	37.9

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

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	174	138	24	64	86
Future Vol, veh/h	36	174	138	24	64	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	38	185	147	26	68	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	173	0	-	0	421	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1416	-	-	-	534	890
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	518	890
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	681
HCM Lane V/C Ratio	0.027	-	-	-	0.234
HCM Control Delay (s)	7.6	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	143	177	78	53	65
Future Vol, veh/h	101	143	177	78	53	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	116	164	203	90	61	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	293	0	-	0	644	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1280	-	-	-	440	738
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	396	738
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1280	-	-	-	532
HCM Lane V/C Ratio	0.091	-	-	-	0.255
HCM Control Delay (s)	8.1	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1	1	124	126	3
Future Vol, veh/h	8	1	1	124	126	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	12	2	2	188	191	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	194	196	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	621	853	1389	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	853	1389	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1389	-	639	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Control Delay (s)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	0	87	113	8
Future Vol, veh/h	5	1	0	87	113	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	7	1	0	126	164	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	170	176	0	-	0
Stage 1	170	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	699	879	1412	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	699	879	1412	-	-	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	905	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1412	-	724	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	257	86	150	262	4
Future Vol, veh/h	11	257	86	150	262	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	279	93	163	285	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	636	287	289	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	442	752	1273	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	407	752	1273	-	-	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1273	-	727	-	-
HCM Lane V/C Ratio	0.073	-	0.401	-	-
HCM Control Delay (s)	8.1	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	180	303	240	188	13
Future Vol, veh/h	8	180	303	240	188	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	196	329	261	204	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1130	211	218	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	829	1352	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	829	1352	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	4.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	705	-	-
HCM Lane V/C Ratio	0.244	-	0.29	-	-
HCM Control Delay (s)	8.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	1	-	1.2	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	143	48	114	123	4
Future Vol, veh/h	11	143	48	114	123	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	155	52	124	134	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	364	136	138	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	913	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	610	913	1446	-	-	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	882	-	-
HCM Lane V/C Ratio	0.036	-	0.19	-	-
HCM Control Delay (s)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	100	168	79	101	13
Future Vol, veh/h	8	100	168	79	101	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	109	183	86	110	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	569	117	124	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	935	1463	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	421	935	1463	-	-	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	857	-	-
HCM Lane V/C Ratio	0.125	-	0.137	-	-
HCM Control Delay (s)	7.8	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	143	6	12	48	2	7
Future Vol, veh/h	143	6	12	48	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	7	13	52	2	8

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	51	39	0	0	65	0
Stage 1	39	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1033	-	-	1537	-
Stage 1	983	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	957	1033	-	-	1537	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1537	-
HCM Lane V/C Ratio	-	-	0.169	0.001	-
HCM Control Delay (s)	-	-	9.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	4	11	168	7	18
Future Vol, veh/h	100	4	11	168	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	4	12	183	8	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	140	104	0	0	195	0
Stage 1	104	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	853	951	-	-	1378	-
Stage 1	920	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	951	-	-	1378	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1378	-
HCM Lane V/C Ratio	-	-	0.133	0.006	-
HCM Control Delay (s)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	4	236	518	0
Future Vol, veh/h	0	1	4	236	518	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	257	563	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	828	563	563	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	341	526	1008	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	526	1008	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1008	-	526	-	-
HCM Lane V/C Ratio	0.004	-	0.002	-	-
HCM Control Delay (s)	8.6	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	1	542	368	0
Future Vol, veh/h	0	4	1	542	368	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	589	400	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	991	400	400	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	273	650	1159	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	650	1159	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	553	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1159	-	650	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.1	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX G

SYNCHRO HCM 6 ANALYSIS
2035 BUILD OUT PEAK HOUR VOLUMES
WITH IMPROVEMENTS

J – 30596.0000

January 2024

thomasandhutton.com

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	174	138	24	64	86
Future Vol, veh/h	36	174	138	24	64	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	38	185	147	26	68	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	173	0	-	0	421	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1416	-	-	-	534	890
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	520	890
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	683
HCM Lane V/C Ratio	0.027	-	-	-	0.234
HCM Control Delay (s)	7.6	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	143	177	78	53	65
Future Vol, veh/h	101	143	177	78	53	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	116	164	203	90	61	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	293	0	-	0	644	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1280	-	-	-	440	738
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	400	738
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1280	-	-	-	535
HCM Lane V/C Ratio	0.091	-	-	-	0.254
HCM Control Delay (s)	8.1	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	257	86	150	262	4
Future Vol, veh/h	11	257	86	150	262	4
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	279	93	163	285	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	636	287	289	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	442	752	1273	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	752	1273	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1273	-	727	-	-
HCM Lane V/C Ratio	0.073	-	0.401	-	-
HCM Control Delay (s)	8.1	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	180	303	240	188	13
Future Vol, veh/h	8	180	303	240	188	13
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	196	329	261	204	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1130	211	218	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	829	1352	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	829	1352	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	4.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1352	-	712	-	-
HCM Lane V/C Ratio	0.244	-	0.287	-	-
HCM Control Delay (s)	8.5	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	1	-	1.2	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	143	48	114	123	4
Future Vol, veh/h	11	143	48	114	123	4
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	155	52	124	134	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	364	136	138	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	913	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	913	1446	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1446	-	882	-	-
HCM Lane V/C Ratio	0.036	-	0.19	-	-
HCM Control Delay (s)	7.6	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	100	168	79	101	13
Future Vol, veh/h	8	100	168	79	101	13
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	109	183	86	110	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	569	117	124	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	935	1463	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	424	935	1463	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	858	-	-
HCM Lane V/C Ratio	0.125	-	0.137	-	-
HCM Control Delay (s)	7.8	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Turn Lane Improvement

Intersection	
Int Delay, s/veh	132.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Future Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
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	150	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	81	209	37	0	86	49	13	139	0	176	372	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	246	0	0	742	525	228	545	494	86
Stage 1	-	-	-	-	-	-	390	390	-	86	86	-
Stage 2	-	-	-	-	-	-	352	135	-	459	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1462	-	-	1332	-	-	334	460	816	452	479	967
Stage 1	-	-	-	-	-	-	638	611	-	927	827	-
Stage 2	-	-	-	-	-	-	669	789	-	586	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1332	-	-	90	435	816	326	453	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	435	-	326	453	-
Stage 1	-	-	-	-	-	-	603	577	-	876	827	-
Stage 2	-	-	-	-	-	-	326	789	-	420	567	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	24.9	249.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	330	1462	-	-	1332	-	-	446
HCM Lane V/C Ratio	0.46	0.055	-	-	-	-	-	1.476
HCM Control Delay (s)	24.9	7.6	-	-	0	-	-	249.8
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	33.8

Intersection	
Int Delay, s/veh	300.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Future Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
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	150	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	84	119	22	2	202	148	38	346	1	113	201	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	350	0	0	141	0	0	711	652	130	678	515	202
Stage 1	-	-	-	-	-	-	298	298	-	206	206	-
Stage 2	-	-	-	-	-	-	413	354	-	472	309	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1455	-	-	351	390	925	369	466	844
Stage 1	-	-	-	-	-	-	715	671	-	801	735	-
Stage 2	-	-	-	-	-	-	620	634	-	576	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1455	-	-	195	361	925	~ 48	431	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	361	-	~ 48	431	-
Stage 1	-	-	-	-	-	-	663	622	-	743	734	-
Stage 2	-	-	-	-	-	-	415	633	-	236	615	-

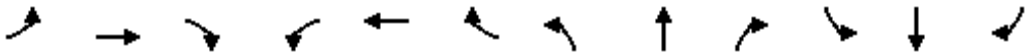
Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	134.5	$ 924.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1145	-	-	1455	-	-	131
HCM Lane V/C Ratio	1.158	0.073	-	-	0.002	-	-	2.894
HCM Control Delay (s)	134.5	8.4	-	-	7.5	0	-	$ 924.9
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	15.8	0.2	-	-	0	-	-	35.1

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

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

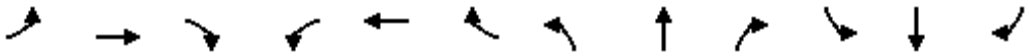
Traffic Signal Improvement



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	165	29	0	68	39	10	110	0	139	294	87
Future Volume (veh/h)	64	165	29	0	68	39	10	110	0	139	294	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1900	1900	1781	1900	1900	1900	1900	1900	1900	1841
Adj Flow Rate, veh/h	81	209	37	0	86	49	13	139	0	176	372	110
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	5	0	0	8	0	0	0	0	0	0	4
Cap, veh/h	179	294	47	0	271	155	117	841	0	279	475	130
Arrive On Green	0.25	0.25	0.25	0.00	0.25	0.25	0.47	0.47	0.00	0.47	0.47	0.47
Sat Flow, veh/h	294	1153	185	0	1065	607	56	1802	0	370	1018	279
Grp Volume(v), veh/h	327	0	0	0	0	135	152	0	0	658	0	0
Grp Sat Flow(s),veh/h/ln	1632	0	0	0	0	1672	1858	0	0	1666	0	0
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.0	0.0	2.8	2.0	0.0	0.0	14.8	0.0	0.0
Prop In Lane	0.25		0.11	0.00		0.36	0.09		0.00	0.27		0.17
Lane Grp Cap(c), veh/h	520	0	0	0	0	426	958	0	0	884	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.32	0.16	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	780	0	0	0	0	698	1357	0	0	1258	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	0.0	0.0	13.0	6.7	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	0.0	0.8	0.4	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	0.0	0.0	0.0	13.4	6.7	0.0	0.0	11.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	B	A	A	A	B	A	A
Approach Vol, veh/h		327			135			152			658	
Approach Delay, s/veh		16.1			13.4			6.7			11.4	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.1		17.0		26.1		17.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0				
Max Q Clear Time (g_c+I1), s		4.0		10.0		16.8		4.8				
Green Ext Time (p_c), s		0.7		1.0		3.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	108	20	2	184	135	35	315	1	103	183	59
Future Volume (veh/h)	76	108	20	2	184	135	35	315	1	103	183	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1856	1900	1900	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	119	22	2	202	148	38	346	1	113	201	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	14	3	0	0	4	0	0	0	0	0	0	0
Cap, veh/h	293	314	48	122	291	212	163	529	1	275	311	89
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	433	1068	163	3	988	719	100	1744	5	390	1026	293
Grp Volume(v), veh/h	225	0	0	352	0	0	385	0	0	379	0	0
Grp Sat Flow(s),veh/h/ln	1664	0	0	1710	0	0	1849	0	0	1709	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	5.4	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.37		0.10	0.01		0.42	0.10		0.00	0.30		0.17
Lane Grp Cap(c), veh/h	656	0	0	625	0	0	693	0	0	675	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1090	0	0	1152	0	0	1347	0	0	1223	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	0.0	9.3	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	0.0	10.1	0.0	0.0	9.8	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		225			352			385			379	
Approach Delay, s/veh		8.8			10.1			9.8			9.8	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		14.8		15.0		14.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		18.0		20.0		18.0				
Max Q Clear Time (g_c+I1), s		7.3		5.0		7.3		7.4				
Green Ext Time (p_c), s		1.6		0.9		1.7		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Roundabout Improvement

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	327	135	152	658
Demand Flow Rate, veh/h	337	142	152	662
Vehicles Circulating, veh/h	548	233	476	106
Vehicles Exiting, veh/h	220	395	409	269
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.3	4.7	6.1	8.9
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	337	142	152	662
Cap Entry Lane, veh/h	789	1088	849	1238
Entry HV Adj Factor	0.969	0.951	1.000	0.994
Flow Entry, veh/h	327	135	152	658
Cap Entry, veh/h	765	1035	849	1231
V/C Ratio	0.427	0.131	0.179	0.535
Control Delay, s/veh	10.3	4.7	6.1	8.9
LOS	B	A	A	A
95th %tile Queue, veh	2	0	1	3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	225	352	385	379
Demand Flow Rate, veh/h	241	360	385	379
Vehicles Circulating, veh/h	316	480	332	250
Vehicles Exiting, veh/h	313	237	225	590
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.3	9.7	8.0	7.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	241	360	385	379
Cap Entry Lane, veh/h	1000	846	984	1069
Entry HV Adj Factor	0.935	0.978	1.000	1.000
Flow Entry, veh/h	225	352	385	379
Cap Entry, veh/h	935	827	984	1069
V/C Ratio	0.241	0.426	0.391	0.354
Control Delay, s/veh	6.3	9.7	8.0	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	2	2	2

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX H

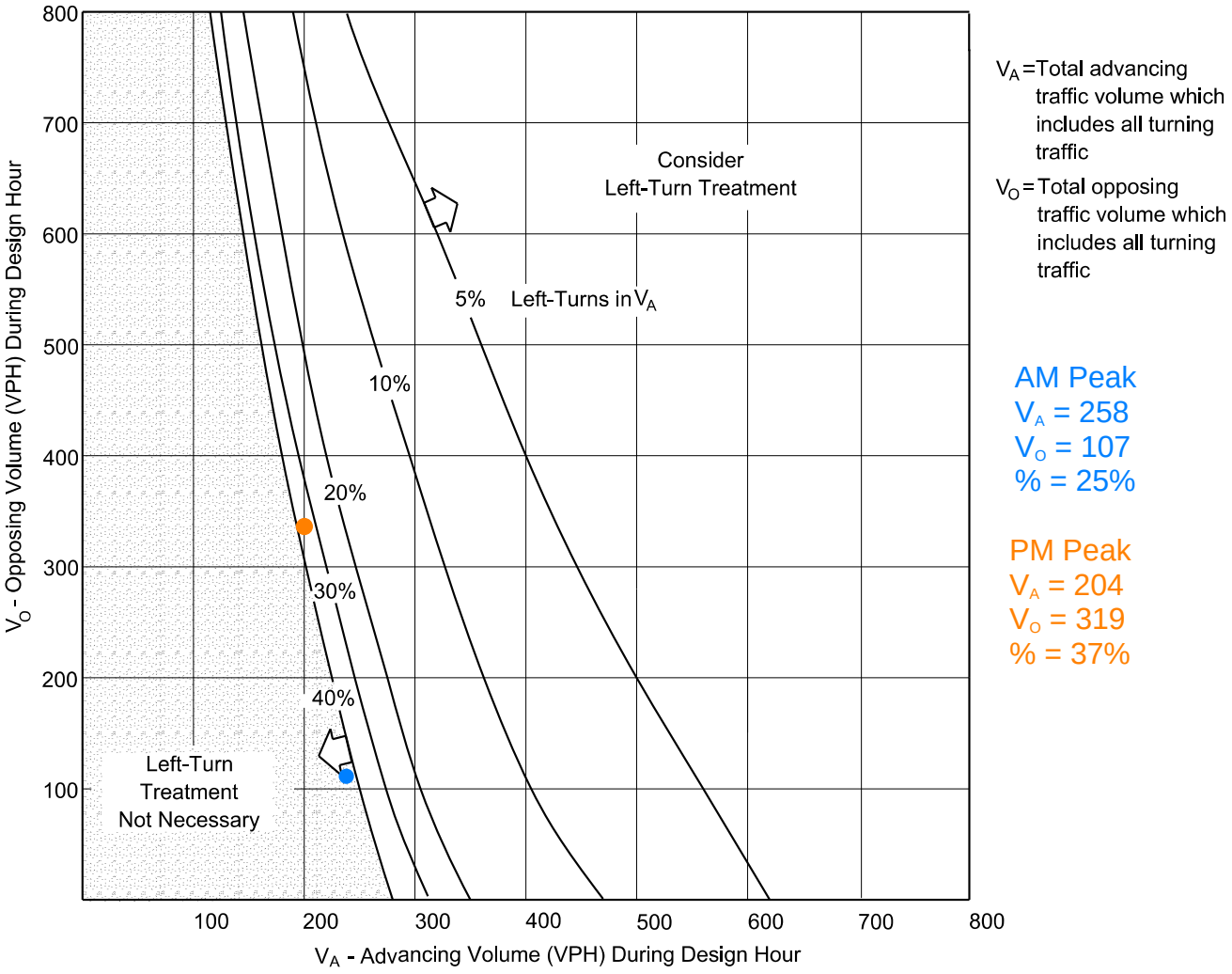
AUXILIARY TURN LANE ANALYSIS

J – 30596.0000

January 2024

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Tillman Road (SC 336) & Tarboro Road (SC 27-22) eastbound



Instructions:

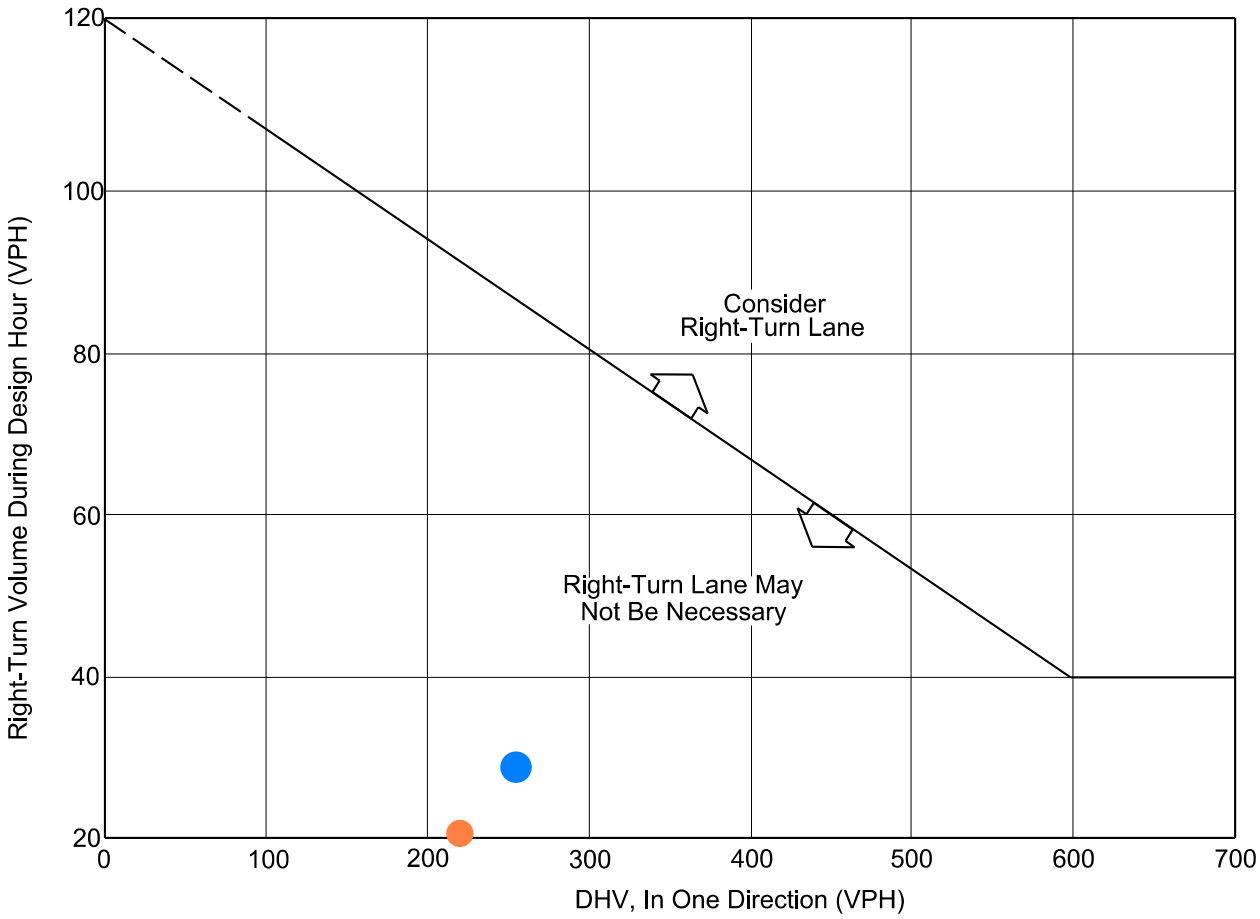
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

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 (55 mph)
Figure 9.5-D

Tillman Road (SC 336) & Tarboro Road (SC 27-22) eastbound



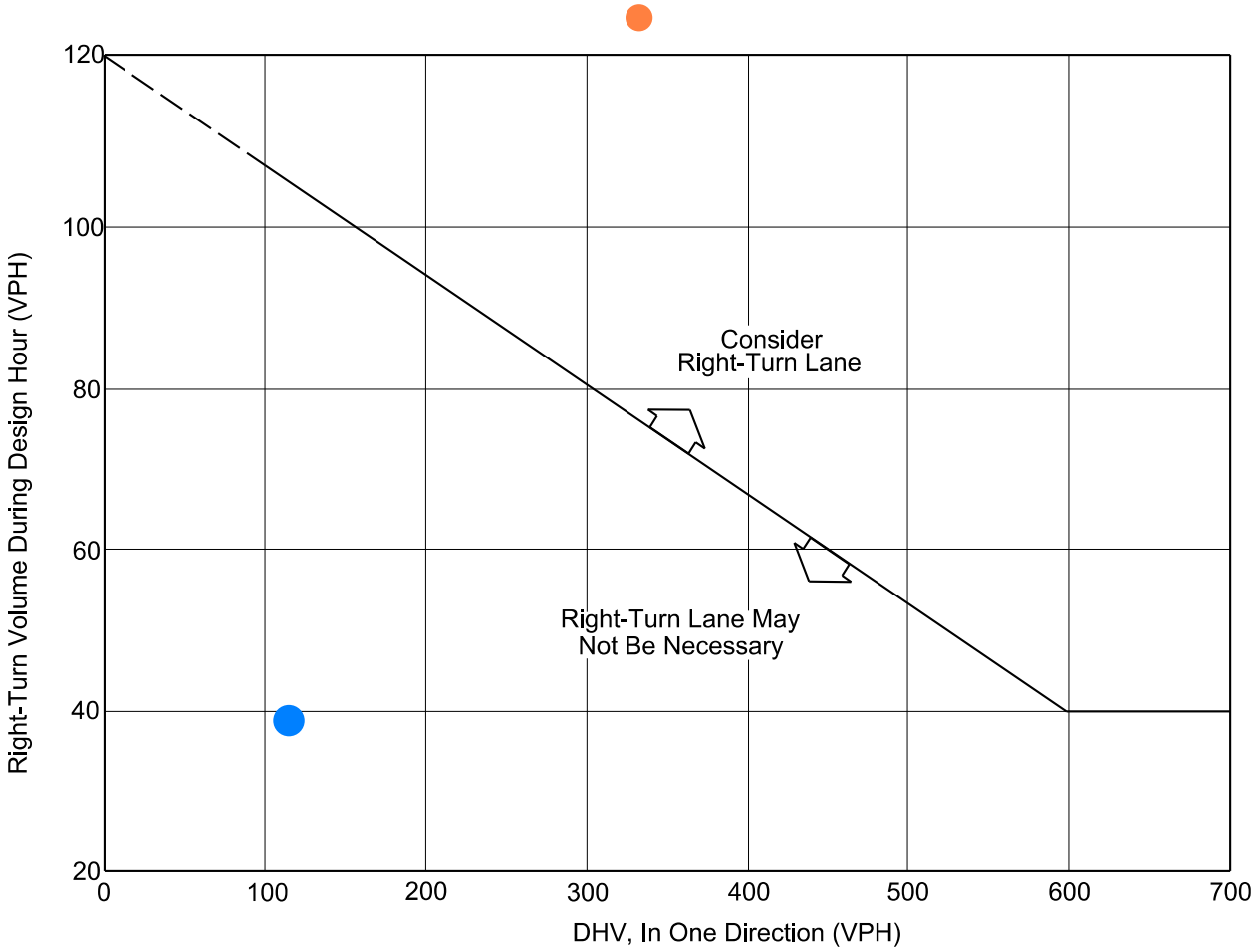
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 55
DHV = 258
V_R = 29

PM:
Speed = 55
DHV = 204
V_R = 20

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

Tillman Road (SC 336) & Tarboro Road (SC 27-22) westbound



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.

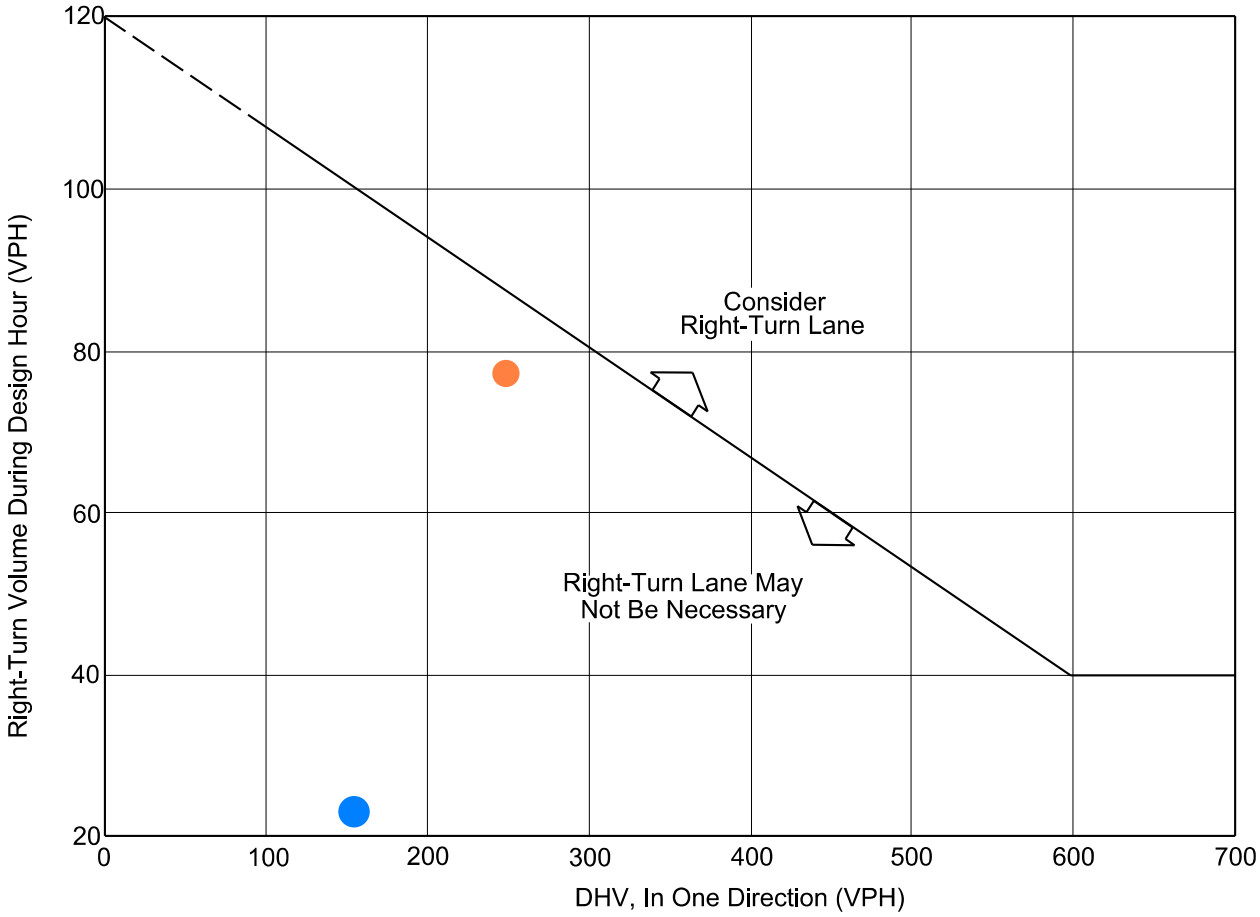
AM:
Speed = 55
DHV = 107
V_R = 39

PM:
Speed = 55
DHV = 319
V_R = 135

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

Tillman Road (SC 336) & Nimmer Turf Road

Tillman Road (SC 336) & Nimmer Turf Road westbound



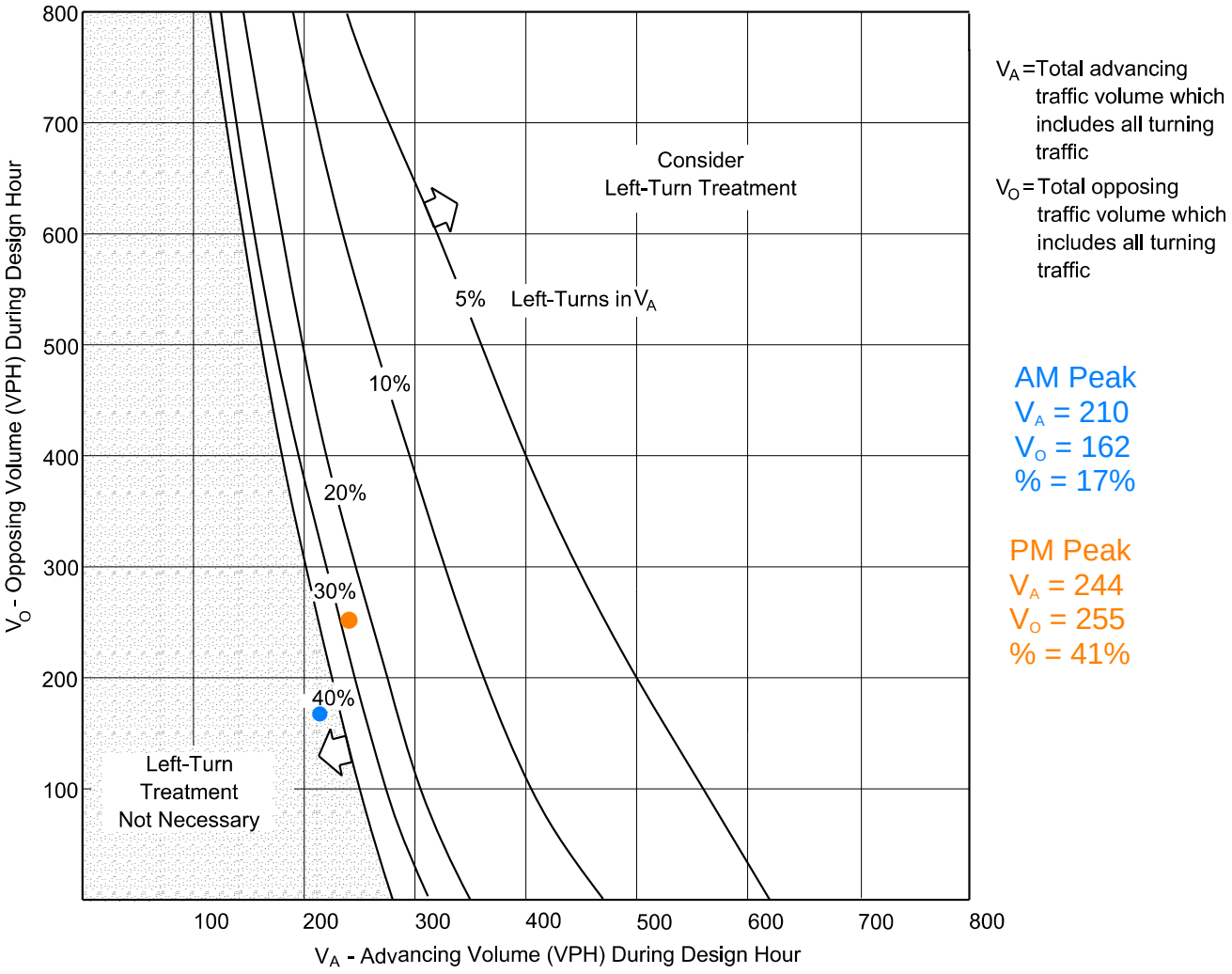
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 55
DHV = 162
V_R = 24

PM:
Speed = 55
DHV = 255
V_R = 78

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

Tillman Road (SC 336) & Nimmer Turf Road eastbound



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.*

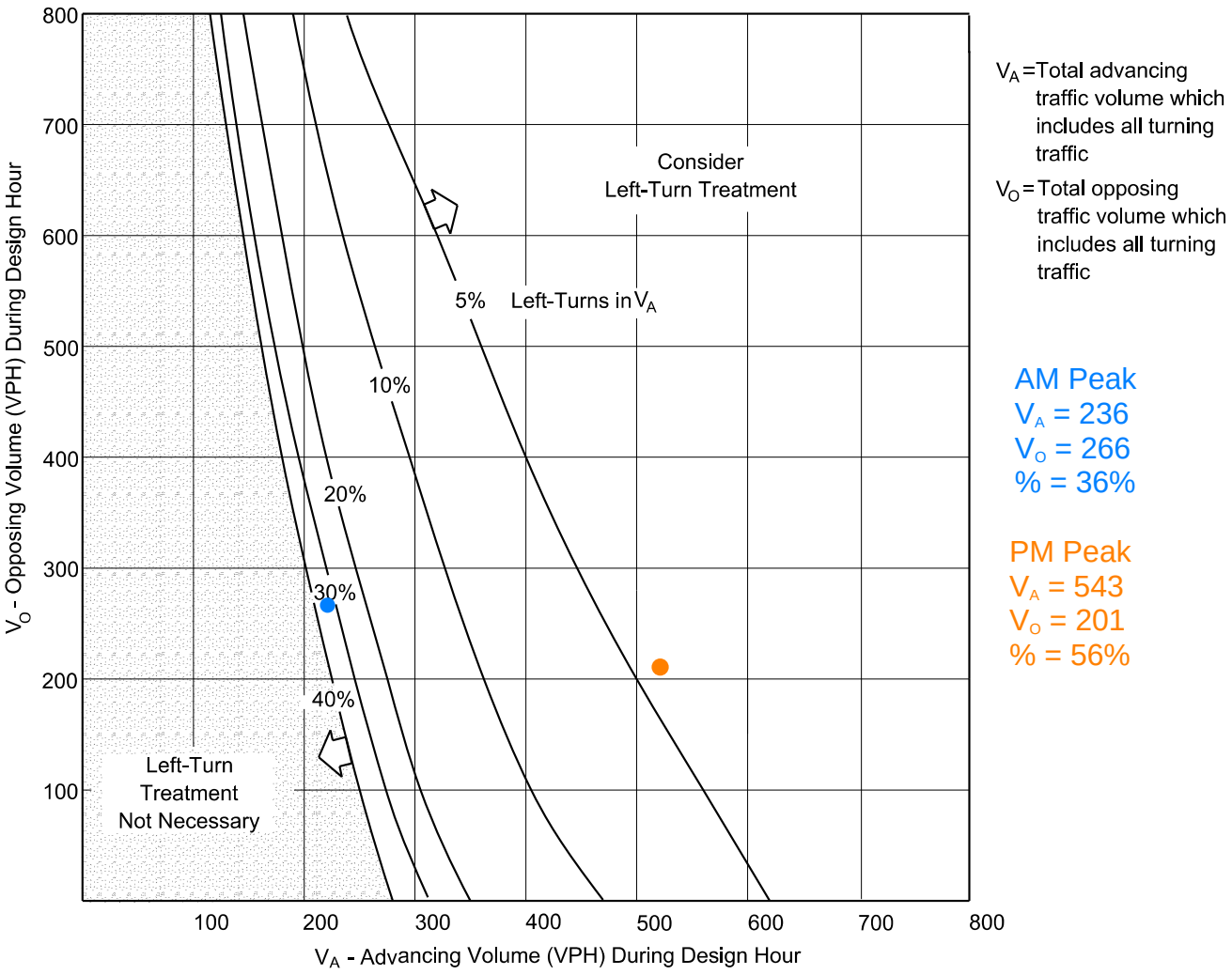
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

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 (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Access 1

Tarboro Road (SC 27-22) & Access 1 northbound



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.*

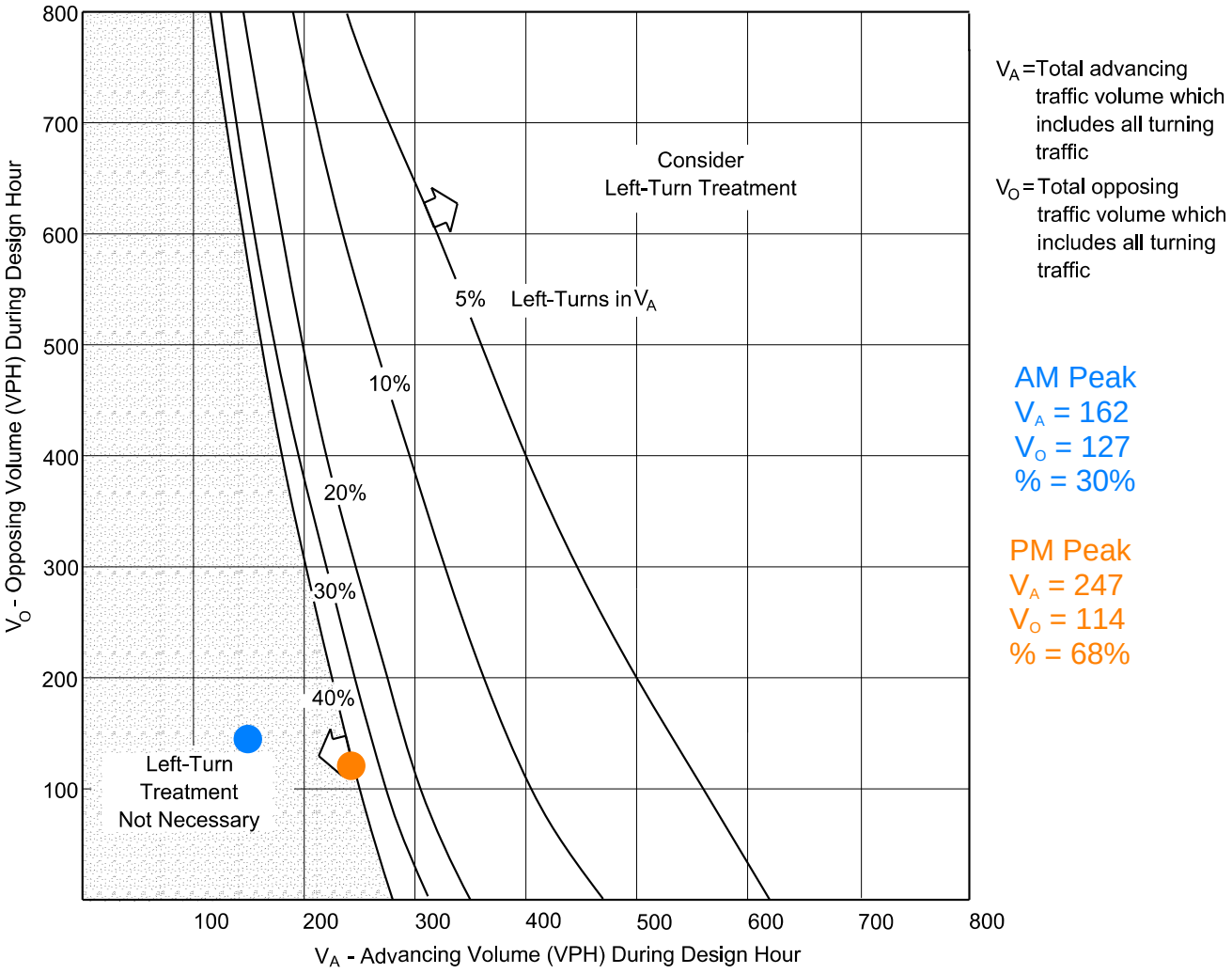
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

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 (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Access 2

Tarboro Road (SC 27-22) & Access 2 northbound



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.*

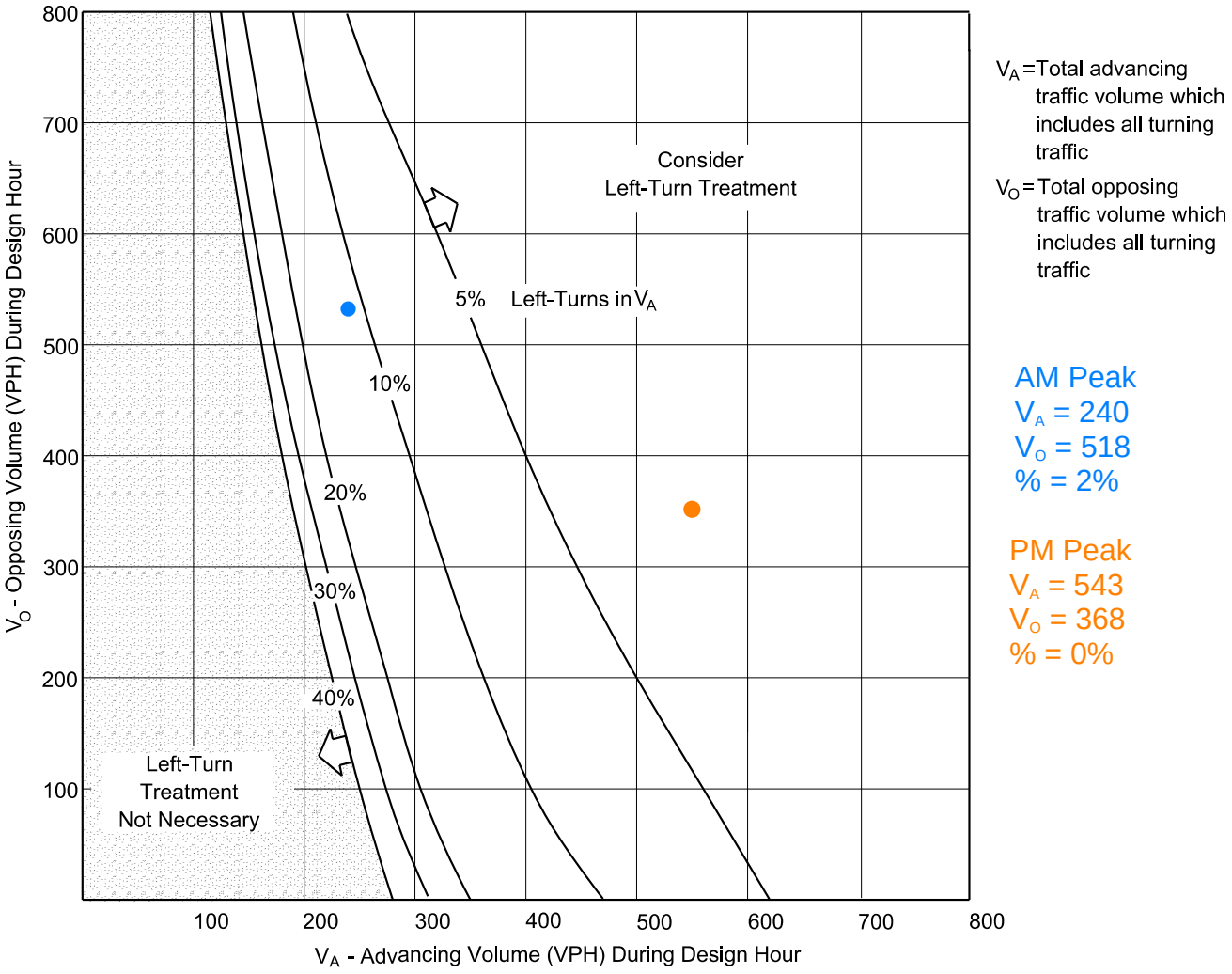
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

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 (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Fire Station Access

Tarboro Road (SC 27-22) & Fire Station Access northbound



Instructions:

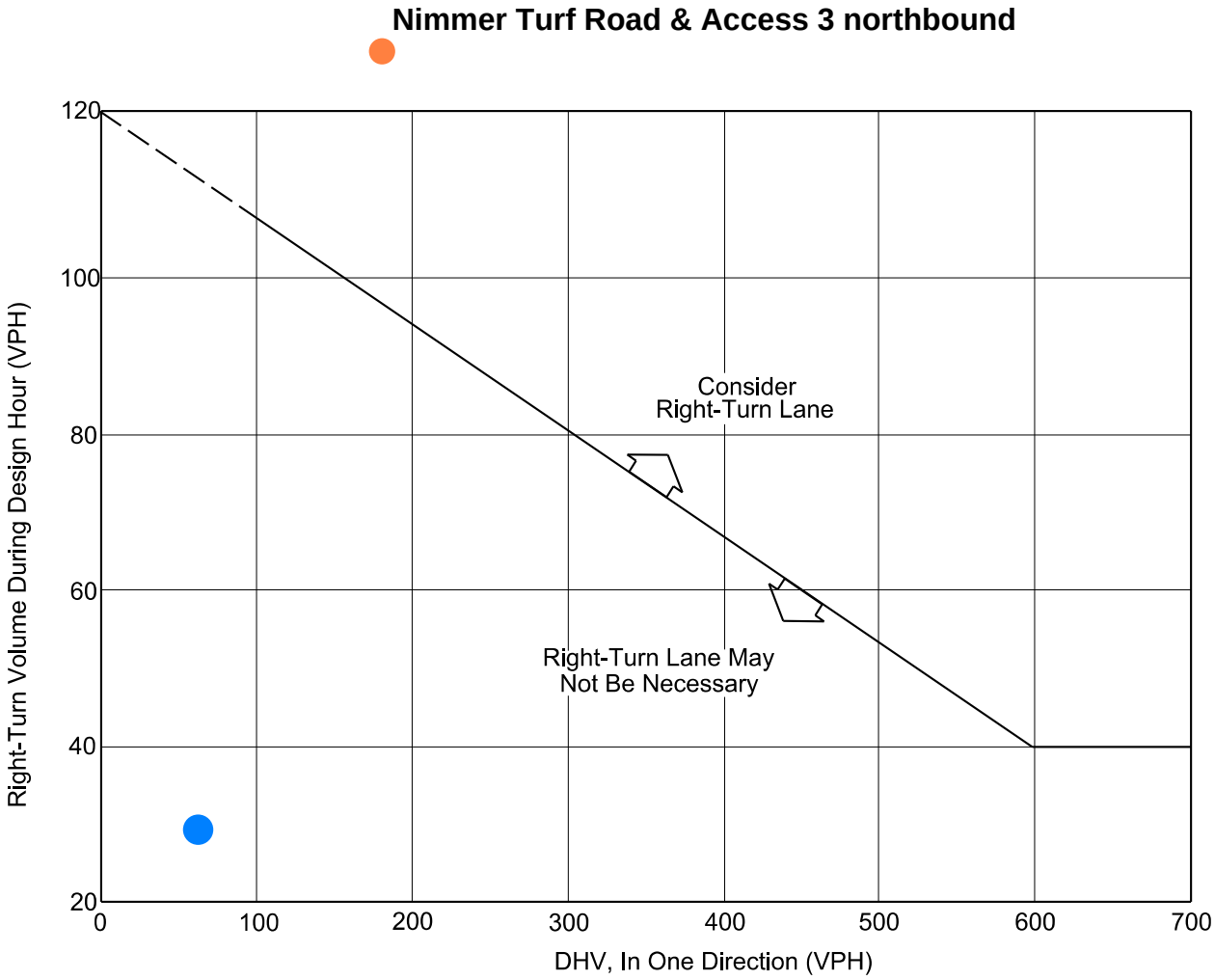
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

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 (55 mph)
Figure 9.5-D

Nimmer Turf Road & Access 3



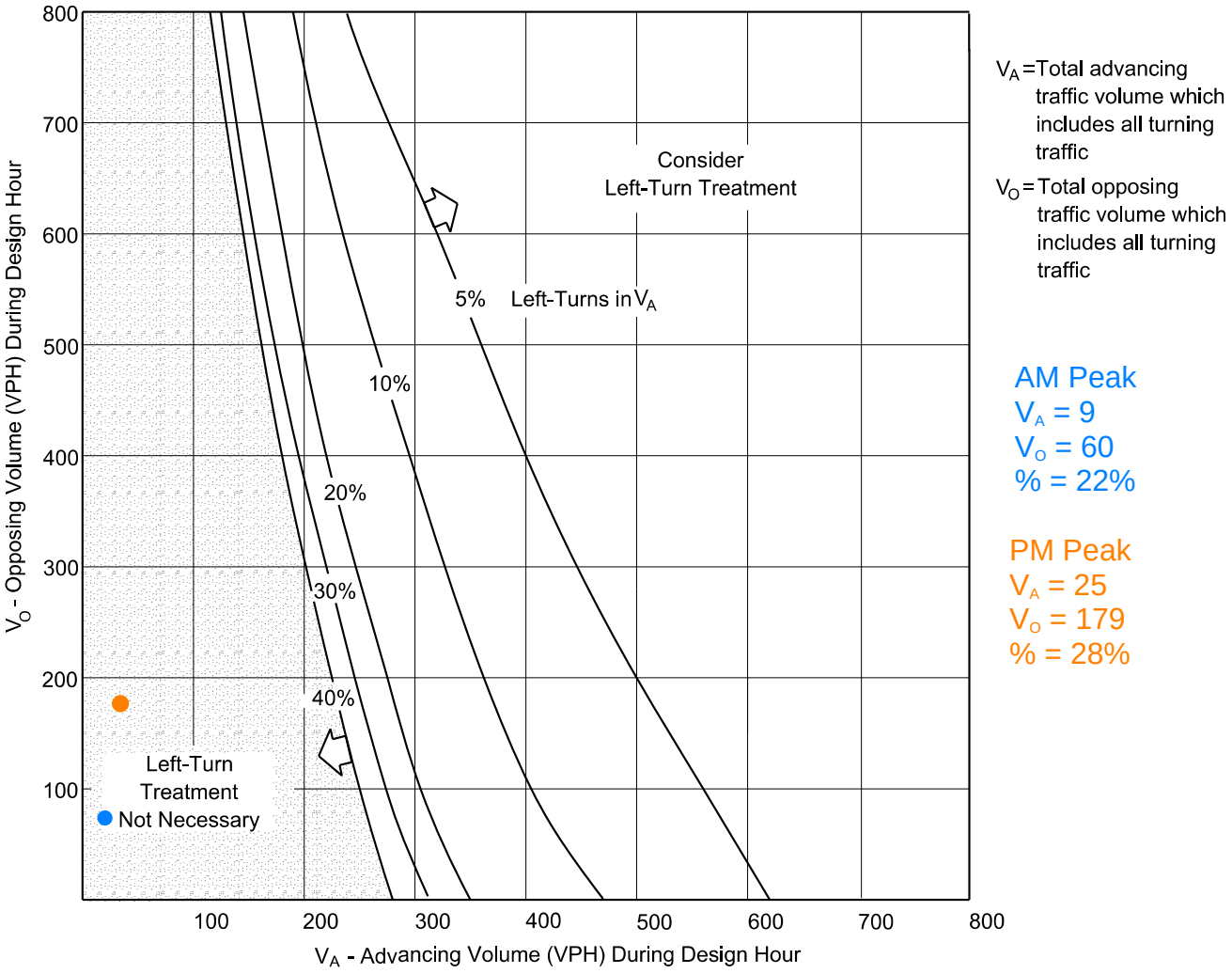
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 25
DHV = 60
V_R = 48-20 = 29

PM:
Speed = 25
DHV = 179
V_R = 168-20 = 149

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

Nimmer Turf Road & Access 3 southbound



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 (55 mph)
Figure 9.5-D

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX I

SIGNAL WARRANT ANALYSIS

J – 30596.0000

January 2024

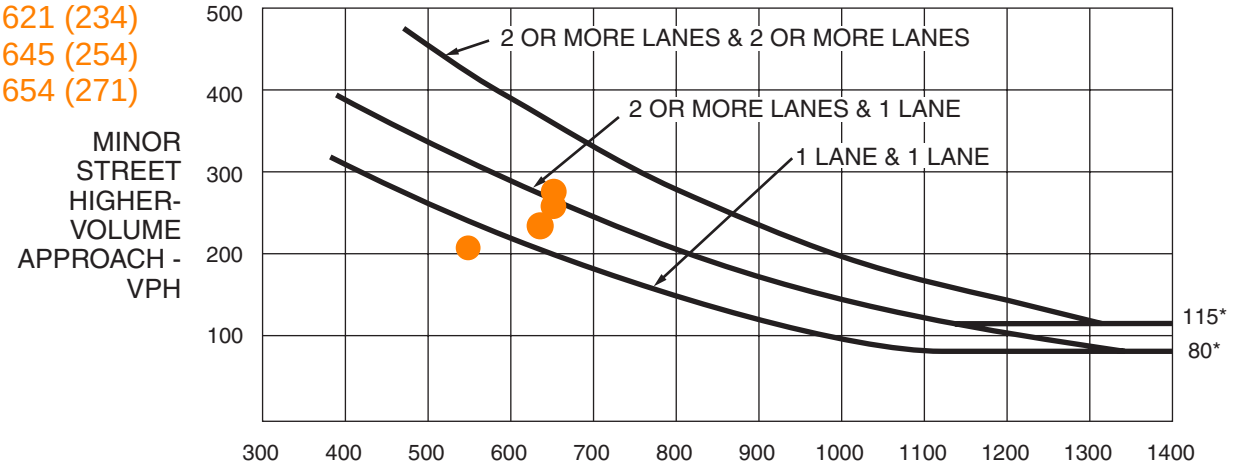
Signal Warrant Analysis
Tarboro Road (SC 27-22) Tillman Road (SC 336)

Time	NB Volumes Tarboro Road (SC 27-22)	SB Volumes Tarboro Road (SC 27-22)	**Major Street Volume Tarboro Road (SC 27-22)**	**Minor Street Volume Tillman Road (SC 336)**		Warrant 1 (8-hour volumes) Condition A or B 70% Volume Thresholds		Warrant 1 (8-hour volumes) Condition A or B 100% Volume Thresholds	
						Condition A	Conditon B	Condition A	Condition B
						major>350 and	major>525 and	major>500 and	major>750 and
						minor>105	minor>53	minor>150	minor>75
6-7 AM	103	147	**250**	**93**		NO	NO	NO	NO
7-8 AM	207	366	**573**	**146**		YES	YES	NO	NO
8-9 AM	140	258	**399**	**137**		YES	NO	NO	NO
9-10AM	119	169	**288**	**107**		NO	NO	NO	NO
10-11AM	146	209	**355**	**132**		YES	NO	NO	NO
11AM-12PM	170	242	**412**	**153**		YES	NO	NO	NO
12-1 PM	222	318	**540**	**201**		YES	YES	YES	NO
1-2 PM	191	273	**464**	**172**		YES	NO	NO	NO
2-3 PM	196	339	**535**	**185**		YES	YES	YES	NO
3-4 PM	237	384	**621**	**234**		YES	YES	YES	NO
4-5 PM	241	404	**645**	**254**		YES	YES	YES	NO
5-6 PM	261	393	**654**	**271**		YES	YES	YES	NO
6-7 PM	204	292	**496**	**184**		YES	NO	NO	NO
	Number of Hours meeting warrants					11	6	5	0
	Hours needed to meet warrant					8	8	8	8
		Warrant Met?				**YES**	**NO**	**NO**	**NO**

*Build Out
One Lane Major Street, One Lane Minor Street

PM:
12-1 = 540 (201)
3-4 = 621 (234)
4-5 = 645 (254)
5-6 = 654 (271)

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

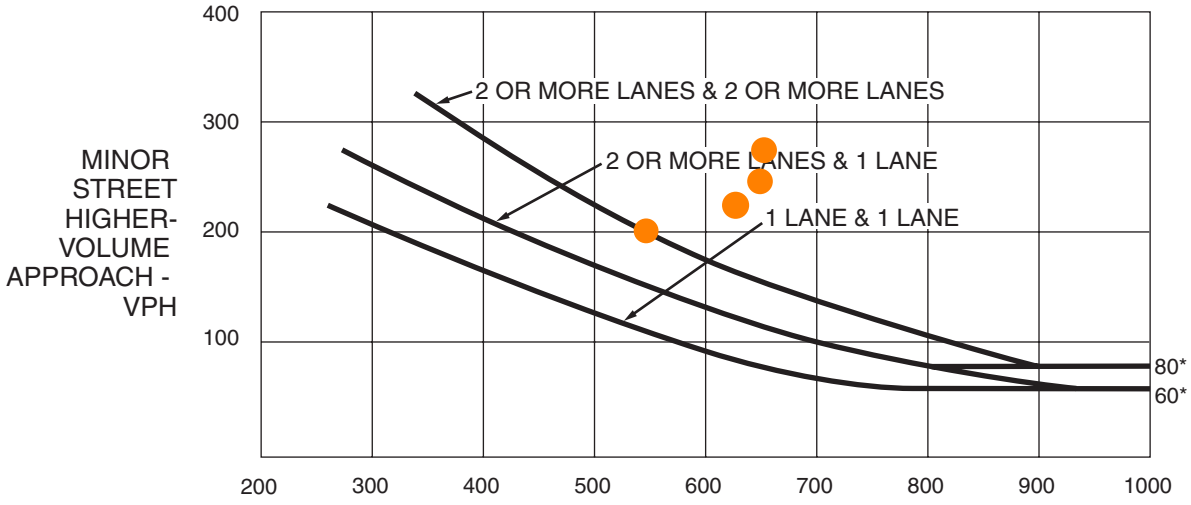


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

100% Warrant **DOES NOT** meet

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



PM:
12-1 = 540 (201)
3-4 = 621 (234)
4-5 = 645 (254)
5-6 = 654 (271)

*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

70% Warrant is **MET**

NIMMER SPECIAL DISTRICT

EXHIBIT E
PRELIMINARY PLAT

J – 30596.0000

JULY 2024

NIMMER TRACT
"PRELIMINARY PLAT"

RIDGELAND | JASPER COUNTY | SOUTH CAROLINA

JULY 2024
REVISED
AUGUST 2025

PREPARED FOR:

D·R·HORTON®
America's Builder

LEGEND

- PDD BUFFER
- PROPERTY LINE
- COMMUNITY ACCESS POINT

SITE DATA

TOTAL ACEAGE	±403 ACRES
WETLAND	±35 ACRES
WETLAND BUFFER	±11 ACRES
LAGOONS	±37 ACRES
UPLAND	±321 ACRES

LOT COUNT

42' WIDE LOTS	528
42' WIDE LOTS	433
62' WIDE LOTS	75
TOWN HOMES	195
	1,231 TOTAL LOTS

250 0 125 250 500 1000

GRAPHIC SCALE: **1 INCH = 250 FEET**

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.