



PLANNING COMMISSION

January 11, 2024 at 4pm

City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

SITE PLAN REVIEW CASE SUMMARY 2222 MAIN STREET, TMS#09016-02-06 COMMONWEALTH PROPERTIES, LLC

Council District:	1
Proposal:	Request site plan approval for the construction of a 250-unit, multifamily mixed-use building
Applicant:	Steve Middleton, Commonwealth Properties, LLC
Proposed Use:	Multifamily and mixed-use
Staff Recommendation:	Approval with staff comments.

Detail:

This project was approved by the Planning Commission on September 13, 2021. The project is moving forward; however, the applicant failed to submit permit applications prior to the approved site plan expiring. In accordance with Article 11 (Vested Rights Act), Section 6-29-1530 of the South Carolina State Code and Section 17-1.9(c) Vested Rights the City of Columbia Unified Development Ordinance (UDO), Planning Commission approval of the site plan expired on September 13, 2023.

The applicant is requesting Planning Commission approval of the site plan which will vest the project for 2 years. Should the Commission be inclined to grant approval of the site plan, staff would request that the Commission grant approval subject to staff comments.

Detail 9/13/2021:

This project entails the construction of a ± 331,306 sq. ft., 3-story multifamily mixed use building on ± 5.3 acres within the block bounded by Main Street, Scott Street, Sumter Street, Franklin Street, and Cottontown Way. The proposed building will contain 250-units (134 1-bedroom units, 108 2-bedroom units, 4 3-bedroom units, and 4 live-work units), amenity space, (leasing, fitness center, co-working space) parking garage, and surface parking lot. The required number of off-street parking spaces for this development is 400 whereas the applicant will be providing 407 with a combination of the parking garage (360) and surface spaces (47).

The applicant has provided a traffic impact study that has been reviewed and approved by the City of Columbia Traffic Engineer.

Should the Commission be inclined to grant approval of the site plan, staff would request that the Commission grant approval subject staff comments.

CITY REVIEWING AGENCY COMMENTS

Planning and Development Services	<p>Recommend approval with conditions:</p> <ol style="list-style-type: none"> 1. Applicant shall coordinate with staff through the encroachment process to ensure that right-of-way on adjacent streets includes required improvements, including but not limited to sidewalks, decorative street lighting and trees to meet all City standards. 2. City and State Encroachment permits will be required for work being conducted within the ROW. 3. Planning Commission review does not authorize the closure/abandonment of the Cottontown Way fka Galliard Street ROW. 4. The Cottontown Way fka Galliard Street ROW must be closed, acquired, and consolidated into TMS#09016-02-06 prior to issuance of any permits. 5. Must comply with all applicable building codes.
Utilities	<p>Recommend approval with conditions:</p> <ol style="list-style-type: none"> 1. Any needed upgrade, extension or relocation of City utilities must be provided by the developer and must meet the City’s design standards. 2. Any privately owned/maintained utilities or permanent structures cannot be located inside exclusive City of Columbia utility easements. 3. Water/Sewer mains, 4” and above water meters or any privately maintained utilities will not be allowed inside public right-of-ways without an approved encroachment permit and written approval from the City Engineer. 4. Easements for future expansion of the water and sewer systems to serve adjacent property may be required. If required these easements must be reserved at 600’ intervals along the boundary of the property to allow future connection to the water/sewer system. • If sewer flows for this project result in flows above 4,000 gallons per day, calculations must be submitted to the City’s Engineering Department to determine how the proposed project will affect the City’s sewer system. Depending upon

	<p>the results, this project may or may not be approved. If required, these calculations should be submitted to the Engineering Department as soon as possible.</p> <p>5. Sidewalks are to be installed in accordance with the City of Columbia Engineering Regulations.</p>
Traffic Engineering	<p>Recommend approval with condition:</p> <ol style="list-style-type: none"> 1. Implementation of recommendations from the Traffic Impact Study. 2. SCDOT Approval.
Forestry	<p>Recommend approval with condition:</p> <ol style="list-style-type: none"> 1. New landscaping or irrigation installed in the right of way must be maintained by the adjacent property owner in a manner to not interfere with vehicular and pedestrian traffic. New Trees must be planted in Right of Way in accordance with City ordinance. New trees must be watered and maintained for 2 years from planting. Be sure to use a species variety to prevent canopy monoculture.
Stormwater	<p>Recommend approval with condition:</p> <ol style="list-style-type: none"> 1. Development must comply with all applicable land disturbance requirements.
Parking Services	<p>Recommend approval with suggestion:</p> <ol style="list-style-type: none"> 1. Applicant is encouraged to provide additional off-street parking spaces to accommodate visitors.
Street Division	Recommend approval.
Solid Waste	Recommend approval.
Fire	Recommend approval.

City of Columbia

City of Columbia GIS



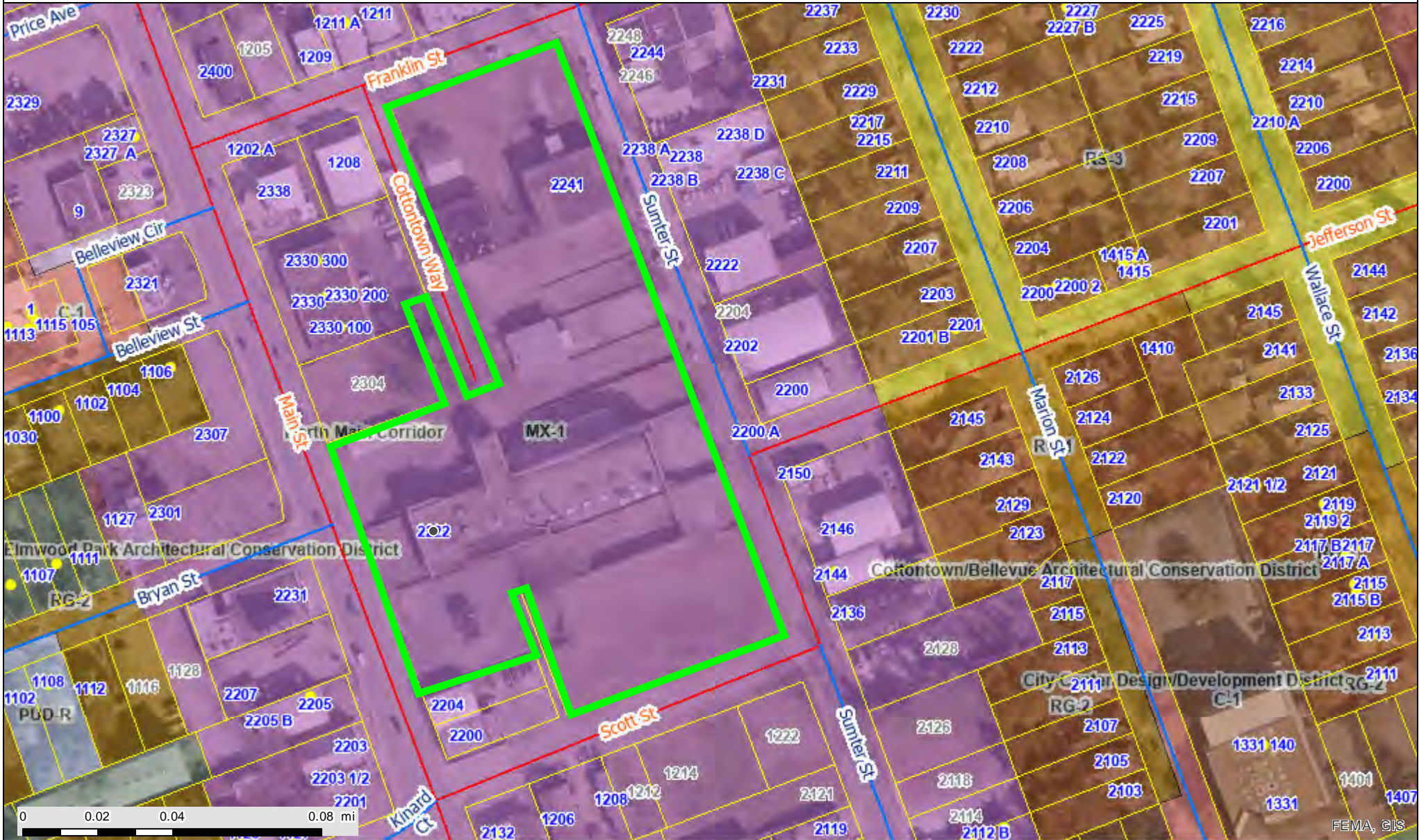
CITY OF COLUMBIA GIS DATA DISCLAIMER

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City of Columbia

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Site Plan

Application and Checklist

Checklist for All Applications

A complete site plan application shall include the following information. Please initial to signify that the requested information has been provided.

		Applicant Initials	Staff Initials
A copy of this Application Checklist , completed by the applicant.			<input type="checkbox"/>
A completed and signed Application Form			<input type="checkbox"/>
Letters of Agency for all applications where the applicant is not the owner of the subject property			<input type="checkbox"/>
Payment of the required fee (see Unified Development Ordinance Fee Schedule)			<input type="checkbox"/>
Existing Site Plan Please see below for required content.	1 copy: min. 18 x 24 inches or 1 digital copy (pdf format)		<input type="checkbox"/>
Proposed Site Plan Please see below for required content.	1 copy: min. 18 x 24 inches or 1 digital copy (pdf format)		<input type="checkbox"/>
Building Elevations and Floor Plans Please see below for required content.	1 copy: min. 18 x 24 inches or 1 digital copy (pdf format)		<input type="checkbox"/>
Parking Plan Required if project proposes more than ten off-street parking spaces. Please see below for required content.	1 copy: min. 18 x 24 inches or 1 digital copy (pdf format)		<input type="checkbox"/>
Landscape Plan Please see below for required content.	1 copy: min. 18 x 24 inches or 1 digital copy (pdf format)		<input type="checkbox"/>
Green Building Standards Checklist	1 digital copy (pdf format)		<input type="checkbox"/>



Site Plan

Application and Checklist

5. Type of Site Plan

Please identify the type of site plan:

Minor <input type="checkbox"/>	Major <input checked="" type="checkbox"/>
Development of: <ul style="list-style-type: none"> • Accessory uses and structures • Multi-family development with 25 or fewer dwelling units • Non-residential development of less than 100,000 square feet 	All development that does not qualify for a minor site plan

6. Project Description

Provide a brief description of the project.

See a Hacked sheet



Site Plan

Application and Checklist

7. Additional Submission Requirements

Existing Site Plan

This shall be a site plan of the existing conditions or a plat of survey with improvements shown, to scale and fully dimensioned.

Proposed Site Plan

The proposed site plan shall be prepared to scale and fully dimensioned, and include the following:

	Applicant	Staff
Total acreage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of lots and outlets (numbered and area in square feet)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of buildings (including setbacks from property lines and distances between buildings)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of parking and access/driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of rights-of-way and/or easements for streets, railroads, and utility	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lines upon and abutting subject property	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of streets, alleys, railroads, and utility lines upon and abutting subject property	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of lakes, rivers, streams, swamps/wetlands, other bodies of water, and 100-year floodplains and floodway	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of signage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location and height of all fences, walls, and exterior lighting		
Statement/chart of the intensity of development (number and size of dwelling units by unit type for residential and/or gross floor area by building and use for nonresidential)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Topography by contours (at vertical intervals of not more than 5 feet)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stamp of registered surveyor, engineer, and/or architect	<input checked="" type="checkbox"/>	<input type="checkbox"/>
North arrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Scale	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vicinity map (at 1 inch equals 1,000 feet)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Building Elevations and Floor Plans

	Applicant	Staff
Please attach building elevations and floor plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Site Plan

Application and Checklist

Parking Plan *(see Proposed Site Plan)*

If required, the parking plan shall be prepared to scale and fully dimensioned, and include the following:

	Applicant	Staff
Location of parking and access/driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dimensions of all parking spaces, aisle widths, driveways, and curb cuts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Statement/chart of required parking spaces and number of parking spaces provided, including accessible parking spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pedestrian and bicycle circulation through the off-street parking areas and their connections to the circulation system for the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transit facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Connections to transit facilities within, abutting, or near the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Statement/chart of required bicycle parking and number of bicycle parking spaces provided	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location and design of bicycle parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vehicle stacking distances	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Landscaping Plan

If required, the landscaping plan shall be prepared to scale and fully dimensioned, and include the following:

	Applicant	Staff
All utility (water, sewer, gas, elec.) location(s) including street and parking lights	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of all trees being preserved (scaled symbol(s) and labeled as existing with size & species)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location of any street trees within right-of-way (scaled and properly labeled);	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing and/or proposed landscaping to meet the landscape and tree ordinance	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prepared by a registered landscape architect (for sites larger than one acre)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Green Building Standards

	Applicant	Staff
Please attach Green Building Standards Checklist with anticipated points earned	<input checked="" type="checkbox"/>	<input type="checkbox"/>

8. Signature

Signature of Applicant	
Print Name	Date
Steven Middleton, manager	12 / 11 / 2023



Letter of Agency

Application Supplement

TO: Planning and Development Services, City of Columbia

I, the undersigned property owner, do hereby attest that I am the person that holds, or I am authorized on behalf of the party that holds, fee simple interest in the following parcel(s):

Common Street Address 2222 Main Street, Columbia, SC 29201
Tax Map Reference Numbers 09016-02-06

Further, I hereby authorize the persons and/or entities listed as AUTHORIZED AGENT(S) below to act on my behalf for the purpose of submitting documents, amending documents, meeting with staff, attending public meetings and hearings, and as otherwise may be necessary and proper to fulfill the required steps to request the following:

1. Variance, Special Exception, and/or Administrative Appeal (Board of Zoning Appeals)
2. Zoning Map Amendment (Planning Commission and City Council, if applicable)
3. Site Plan Review (Planning Commission or D/DRC)
4. Design Review (D/DRC)
5. Minor Subdivision (Staff)
6. Major Subdivision (Planning Commission)
7. Encroachment (Staff and City Council, if applicable)
8. Street Naming/Renaming (Planning Commission)

*****Please strike-through and initial any of the above-listed steps that do not fall under the scope of this Letter of Agency***

[signatures on following page]



Letter of Agency

Application Supplement

Property Owner

Signature <i>Elliott H. Harrigan</i>		Date 12/5/2023
Print Name of Property Owner <i>Elliott H. Harrigan, as manager of National Communication Towers, LLC</i>		
Address (street, city, name, zip) <i>2222 Main, LLC c/o National Communication Towers 5413 Patterson Avenue, Suite 200 Richmond, VA 23226</i>		
Email of Property Owner <i>e.harrigan@nationaltowers.com</i>		Phone <i>804.673.8900</i>
Signature of Witness <i>Tiffany A. Myers</i>		Date 12/5/2023
Print Name of Witness <i>Tiffany A. Myers</i>		

Authorized Agent

Signature <i>S. Middleton</i>		Date 12/14/23
Print Name <i>Steven Middleton, manager of Commonwealth Properties, LLC</i>		
Address (street, city, name, zip) <i>9030 Stony Point Parkway, Suite 540 Richmond, VA 23235</i>		
Email of Authorized Agent <i>samiddleton@cwprop.com</i>		Phone <i>804.327.9500</i>

2222 MAIN VIEW LUXURY APARTMENTS

DETAILED PROJECT DESCRIPTION

COMMONWEALTH PROPERTIES, LLC

2222 MAIN VIEW APARTMENTS

COLUMBIA, SOUTH CAROLINA 29201

DECEMBER 11, 2023

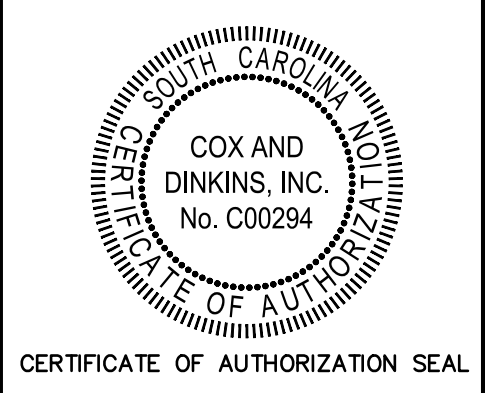
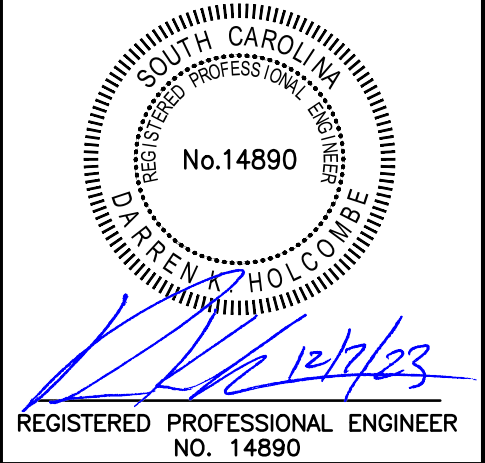
DETAILED PROJECT DESCRIPTION: 2222 Main View Apartments is a 250-unit luxury apartment complex to be developed in the North Main Corridor of Columbia, South Carolina. The project is located on 5.30 acres at 2222 Main Street on the site of the former Jim Moore Cadillac dealership. The 1, 2 and 3-bedroom units average 989 square feet in 3-story buildings with interior corridors and elevators. The buildings surround two courtyards: one with a pool with heated swim spa, sundeck and outdoor kitchen and one with a more passive recreation area for outdoor yoga, grilling and bocci ball and cornhole matches. The project contains approximately 12,000 square feet of amenity space which will contain the leasing office and co-working area, a state-of-the-art fitness center, a pet spa and rooftop dog park, a bike storage/repair center, and a rooftop clubroom and game room and deck providing views of the pool courtyard and Central Business District. The project also features a car care center with vacuum. On-site parking will provide approximately 1.6 spaces per unit with a minimum of 47 surface parking spaces and a minimum of 360 parking spaces in a 4-story parking deck. EV charging stations will be located within both the surface and deck parking areas. Access to the deck will be controlled by high speed roll-up garage doors. We have commissioned a parking and traffic study which has been updated and submitted to the City staff and is attached to this Detailed Project Description. The project will meet the bicycle parking requirement through a combination of exterior, garage deck and inside storage racks.

The site is located in the North Main Corridor Design District and is in a designated Opportunity Zone. The site qualifies as a “Brownfield” due to previous environmental contamination. The property owner has entered into a Non-Responsible Party Voluntary Clean-Up Contract with the South Carolina Department of Health and Environmental Control. The site has frontage on 4 streets: Main Street, Franklin Street, Sumter Street and Scott Street. The main access to on-site drives and parking is from Main Street with a full access curb cut. An additional access point is on Sumter near the intersection with Jefferson Street.

While some graduate students will undoubtedly enjoy calling 2222 Main View their home, our primary target market will be recent graduates, young (and older) professionals, couples and empty nesters seeking an authentic, urban environment with walkable local restaurants, entertainment, shops, and businesses. We hope to capitalize on the walkability to the Central Business District’s employment base. We will not cater to undergraduate students and will maintain a 21-year old minimum resident age policy (in accordance with all Fair Housing laws).

All apartment homes will have nine foot or taller ceilings, with patios, balconies or juliet balconies to promote an active streetscape. The interiors of the apartments will feature upgraded finishes that compare favorably with single family homes. These features include 42” wall cabinetry in the kitchen with glass fronts and soft close doors and drawers, stainless steel

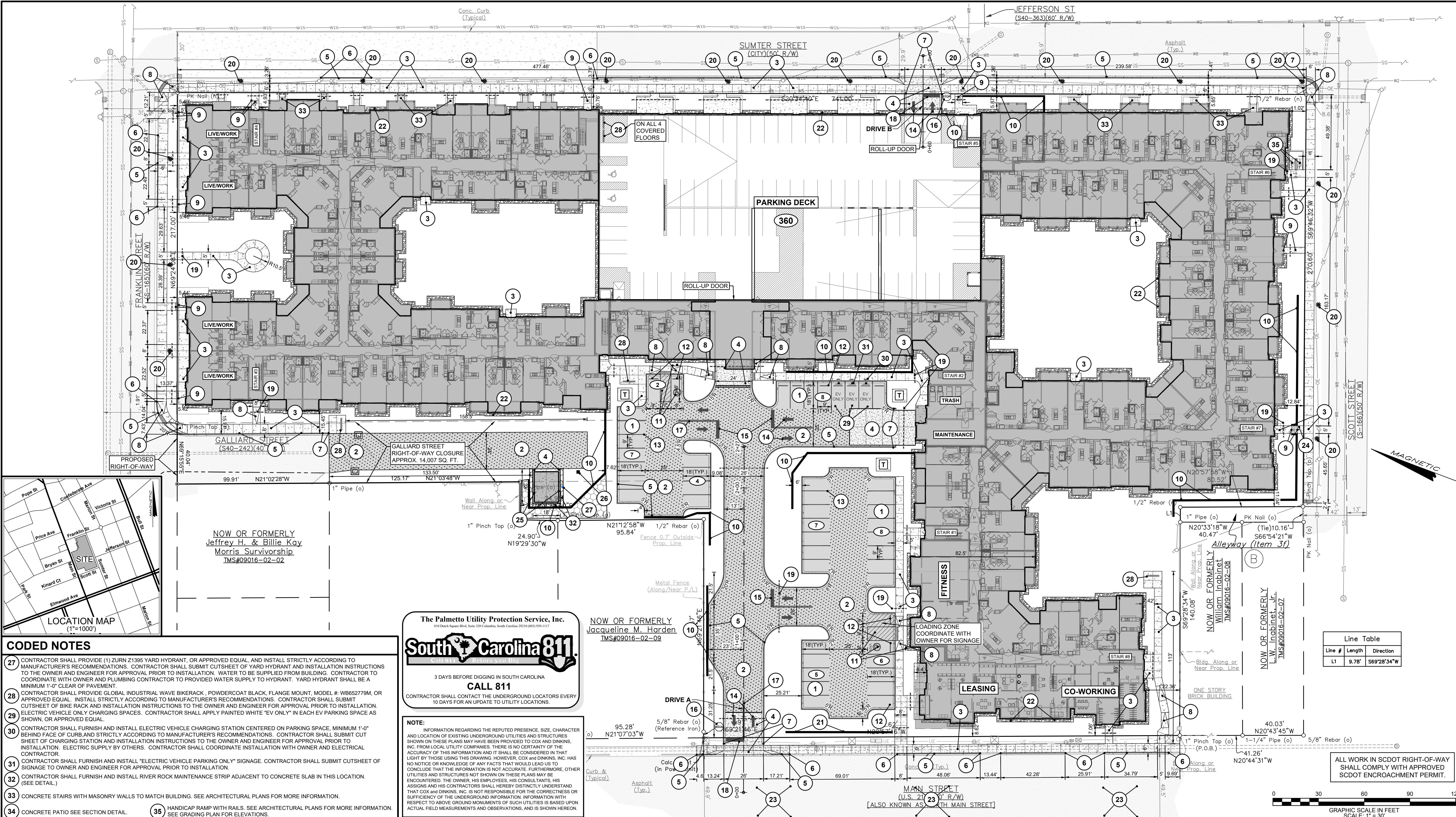
appliances, upgraded granite or quartz countertops, undermount sinks, pantry cabinets, tile backsplashes, coat closets, linen cabinets in most bathrooms with quartz countertops, oversized soaking tubs with tile surrounds and glass doors, and tile showers with rainheads and glass doors, crown molding, seven foot tall wood entry doors, ceiling fans with lights, recessed style lighting, and USB port electrical outlets.



NO.	DATE	DESCRIPTION

PRIMARY PERMITTEE:
STEVE MIDDLETON
 COMMONWEALTH PROPERTIES, LLC
 8030 STONY POINT PKWY., SUITE 350
 RICHMOND, VA 23235-1941
 804-327-9500
 email: samiddleton@cwprop.com

PROJECT: **2222 MAIN VIEW APARTMENTS**
 LOCATED IN COLUMBIA
 RICHLAND COUNTY, SOUTH CAROLINA
PROPOSED SITE PLAN
 PROJECT NO. 21009
 TMS 09-016-02-06
 BOOK 47D-40
 DATE 12/7/2023
 SHEET NO. 1 of 1



- CODED NOTES**
- 27 CONTRACTOR SHALL PROVIDE (1) ZURN Z1395 YARD HYDRANT, OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF YARD HYDRANT AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. WATER TO BE SUPPLIED FROM BUILDING. CONTRACTOR TO COORDINATE WITH OWNER AND PLUMBING CONTRACTOR TO PROVIDED WATER SUPPLY TO HYDRANT. YARD HYDRANT SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT.
 - 28 CONTRACTOR SHALL PROVIDE GLOBAL INDUSTRIAL WAVE BIKERACK, POWDERCOAT BLACK, FLANGE MODEL # WB652779M, OR APPROVED EQUAL. INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF BIKE RACK AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC VEHICLE ONLY CHARGING SPACES. CONTRACTOR SHALL APPLY PAINTED WHITE "EV ONLY" IN EACH EV PARKING SPACE AS SHOWN, OR APPROVED EQUAL.
 - 30 CONTRACTOR SHALL FURNISH AND INSTALL ELECTRIC VEHICLE CHARGING STATION CENTERED ON PARKING SPACE, MINIMUM 1'-0" BEHIND FACE OF CURB AND STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUT SHEET OF CHARGING STATION AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC SUPPLY BY OTHERS. CONTRACTOR SHALL COORDINATE INSTALLATION WITH OWNER AND ELECTRICAL CONTRACTOR.
 - 31 CONTRACTOR SHALL FURNISH AND INSTALL "ELECTRIC VEHICLE PARKING ONLY" SIGNAGE. CONTRACTOR SHALL SUBMIT CUTSHEET OF SIGNAGE TO OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 32 CONTRACTOR SHALL FURNISH AND INSTALL RIVER ROCK MAINTENANCE STRIP ADJACENT TO CONCRETE SLAB IN THIS LOCATION. (SEE DETAIL.)
 - 33 CONCRETE STAIRS WITH MASONRY WALLS TO MATCH BUILDING. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.
 - 34 CONCRETE PATIO SEE SECTION DETAIL.
 - 35 HANDICAP RAMP WITH RAILS. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION. SEE GRADING PLAN FOR ELEVATIONS.

The Palmetto Utility Protection Service, Inc.
South Carolina 811
 3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 811
 CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

NOTE:
 INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS MAY HAVE BEEN PROVIDED TO COX AND DINKINS, INC. FROM LOCAL UTILITY COMPANIES. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. HOWEVER, COX AND DINKINS, INC. HAS NO NOTICE OR KNOWLEDGE OF ANY FACTS THAT WOULD LEAD US TO CONCLUDE THAT THE INFORMATION IS NOT ACCURATE. FURTHERMORE, OTHER UTILITIES AND STRUCTURES NOT SHOWN ON THESE PLANS MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS ASSIGNS AND HIS CONTRACTORS SHALL HEREBY DISTINGUISHLY UNDERSTAND THAT COX AND DINKINS, INC. IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THE UNDERGROUND INFORMATION. INFORMATION WITH RESPECT TO ABOVE GROUND MONUMENTS OF SUCH UTILITIES IS BASED UPON ACTUAL FIELD MEASUREMENTS AND OBSERVATIONS, AND IS SHOWN HEREON.

PAVEMENT LEGEND

1 STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	2 MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	3 STANDARD DUTY CONCRETE PAVEMENT (SEE DETAIL)	4 HEAVY DUTY CONCRETE PAVEMENT (SEE DETAIL)
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BUILDING DATA:
 UNIT COUNT
 1 BEDROOM = 134
 2 BEDROOM = 108
 3 BEDROOM = 4
 LIVELINEWORK = 4
 TOTAL UNITS = 250

SITE INFORMATION:
 1. TOTAL PROJECT AREA = 5.64 ACRES / 245,545 SQ. FT.
 2. PROPERTY LOCATION: 2222 MAIN ST.
 3. TMS 09-16-02-06 IS ZONED "CAC, OV-NMC".
 4. BUILDING SETBACKS FOR "CAC, OV-NMC" ZONING ARE:
 FRONT = 0'
 REAR = 0'
 SIDE = 0'

PARKING DATA
VEHICULAR PARKING REQUIRED
 No parking requirement for CAC, OV-NMC zoning.

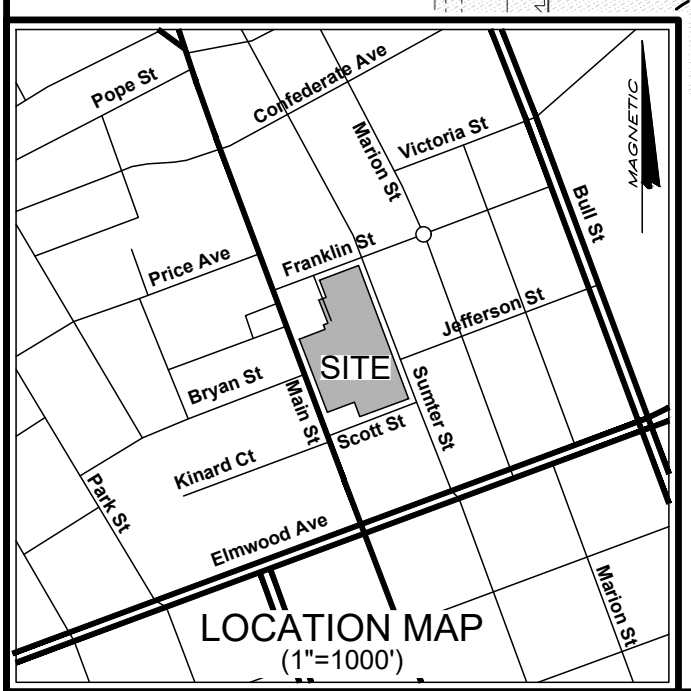
VEHICULAR PARKING PROVIDED
 PARKING DECK STD. SPACES = 352-367
 PARKING DECK HC SPACES = 8
 SURFACE STD. SPACES = 45
 SURFACE HC SPACES = 2
407-422 SPACES PROVIDED

NOTES:
 1. ALL LANDSCAPING SHALL MEET ALL REQUIREMENTS OF THE CITY OF COLUMBIA.
 2. ALL LIGHTING SHALL BE IN ACCORDANCE WITH THE CITY OF COLUMBIA REQUIREMENTS.

LIGHTING LEGEND
 * HOLOPHANE LIGHT FIXTURE, POLE AND BASE. (SEE CODED NOTE 20 FOR MORE INFORMATION.)

- CODED NOTES**
- 1 STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 2 MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 3 FURNISH AND INSTALL 4" THICK 3000 PSI CONCRETE SIDEWALK (WIDTH OF WALK VARIES AS SHOWN ON PLAN) CONTRACTOR SHALL INSTALL CONTROL JOINTS AT 6' 0" O.C. AND AT BENDS IN THE CONCRETE. INSTALL EXPANSION JOINTS AT JUNCTIONS BETWEEN WALKS. MAXIMUM CROSS SLOPE = 2.0%. SEAL ALL EXPANSION JOINTS. ALL SIDEWALKS ALONG ACCESSIBLE ROUTES SHALL BE ADA COMPLIANT. (TYPICAL) (SEE DETAIL)
 - 4 HEAVY DUTY CONCRETE PAVEMENT. (SEE DETAIL) (TYPICAL) INSTALL CONTROL JOINTS AS SHOWN ON THE PLAN. INSTALL EXPANSION JOINTS AT JUNCTIONS WITH OTHER PAVEMENT MATERIALS, WALLS, LIGHTINGS, AND OTHER NON-MOVING OBJECTS. VERIFY PAVEMENT SECTION WITH GEOTECHNICAL ENGINEER. (SEE DETAIL)
 - 5 FURNISH AND INSTALL NEW 18" CONCRETE "L" TYPE CURB AND GUTTER. INSTALL CONTROL JOINTS AT 10' 0" O.C. AND EXPANSION JOINTS AT 50' 0" O.C. SEAL ALL EXPANSION JOINTS. (TYPICAL) (SEE DETAIL)
 - 6 CONTRACTOR SHALL THE NEW CURB AND GUTTER INTO EXISTING CURB AND GUTTER AT THIS LOCATION. MATCH EXISTING CURB AND GUTTER DIMENSIONING WHEN IN RIGHT-OF-WAY.
 - 7 CONTRACTOR SHALL FEATHER CURB AT THIS LOCATION. (SEE DETAIL)
 - 8 ACCESSIBLE RAMP WITH DETECTIBLE WARNING SURFACE WHEN SHOWN. FEATHER CURB WHEN APPLICABLE. (TYPICAL) (SEE DETAIL) ENSURE LANDING AREA SLOPE DOES NOT EXCEED 2.0%. MAXIMUM RISE SHALL NOT EXCEED 6" IN 6".
 - 9 CONCRETE STAIRS. (SEE GRADING PLAN AND DETAIL FOR MORE INFORMATION)
 - 10 RETAINING WALL. (SEE RETAINING WALL NOTES ON SHEET C0) (DESIGN BY OTHERS)
 - 11 FURNISH AND INSTALL ACCESSIBLE SIGNAGE. APPLY PAINTED ACCESSIBLE SYMBOL AND 4" WIDE PAINTED BLUE STRIPING FOR ACCESSIBLE ROUTES @ 45' x 2' O.C. PER ADA STANDARDS. (SEE DETAILS AND STRIPING NOTES)
 - 12 FURNISH AND INSTALL PRECAST CONCRETE WHEELSTOP. (TYPICAL) (SEE DETAIL)
 - 13 APPLY 4" WIDE PAINTED WHITE PARKING LOT STRIPING. (TYPICAL) (SEE STRIPING NOTES)
 - 14 APPLY PAINTED WHITE TRAFFIC DIRECTIONAL FLOW ARROW. (TYPICAL) (SEE STRIPING NOTES) (SEE DETAIL)
 - 15 FURNISH AND INSTALL 36" STOP SIGN PER MUTCD R11-1.36. (TYPICAL)
 - 16 APPLY THERMOPLASTIC OR APPROVED PERMANENT EQUAL 24" WIDE WHITE STOP BAR.
 - 17 FURNISH AND INSTALL SLEEVING FOR IRRIGATION AND ELECTRICAL. (COORDINATE WITH LANDSCAPE, IRRIGATION, AND SITE ELECTRICAL PLANS FOR EXACT NUMBER AND LOCATION) (SEE DETAIL)
 - 18 CONTRACTOR SHALL FURNISH AND INSTALL HOLOPHANE LIGHT FIXTURE, POLE AND BASE PER THE FOLLOWING SPECIFICATIONS IN "LIGHTING NOTES" ON SHEET C2. ELECTRICAL SUPPLY DESIGNED BY OTHERS.
 - 19 70 LF MASONRY SITE WALL WITH PRECAST CAP. SEE DETAIL.
 - 20 SEE SHEET E1 FOR PROPOSED IMPROVEMENTS TO NORTH MAIN STREET.
 - 21 FURNISH AND INSTALL 24" WIDE STONE MAINTENANCE STRIP. (SEE DETAIL) (TYPICAL)
 - 22 15" x 20" VINYL GABLE RAMADA PAVILION BY GAZEBOCREATIONS.COM OR APPROVED EQUAL. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PAVILION TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 23 CONTRACTOR SHALL PROVIDE (1) J. E. ADAMS 9420-1CG FREE AIR/VACUUM SYSTEM OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF VACUUM SYSTEM AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRICAL SUPPLY SHALL BE BY OTHERS. VACUUM SYSTEM SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT. COORDINATE FINAL LOCATION WITH OWNER.

- REFERENCES:**
- ALTAIRNSPS LAND TITLE SURVEY PREPARED FOR COMMONWEALTH PROPERTIES, LLC, BY COX AND DINKINS, INC., DATED AUGUST 5, 2022, REVISED NOVEMBER 15, 2022.
 - PLAN AND PROFILE OF NORTH MAIN STREET (US 21) IMPROVEMENTS SEGMENT I, FROM ELMWOOD AVENUE TO ANTHONY AVENUE, FILE #0-640A, PROJECT NO. HFP-0785(001), BY CITY OF COLUMBIA ENGINEERING DIVISION, DATED NOVEMBER 5, 2008.
 - WATER MAIN CONSTRUCTION FOR COTTONTOWN, PROJECT NO: WM3077, BY CITY OF COLUMBIA DEPARTMENT OF ENGINEERING, DATED FEBRUARY 25, 2020.
- GENERAL NOTES:**
- THE SUBJECT PROPERTY IS IDENTIFIED AS RICHLAND COUNTY TAX MAP PARCEL TMS# 09016-02-06.
 - TMS# 09016-02-06 AREA = 5.32 ACRES.
 - GALLIARD STREET RIGHT-OF-WAY CLOSURE AREA = 0.07 ACRE / 3,177 SQ. FT.
 - TOTAL AREA OF PROPOSED DEVELOPMENT = 5.39 ACRES / 234,714 SQ. FT.
 - ZONING OF THE SUBJECT PARCEL TMS# 09016-02-06 IS "CAC, OV-NMC".
 - CONTOUR INTERVAL ELEVATIONS ARE ONE (1) FOOT. ELEVATIONS SHOWN ARE NAVD 88 DATUM.
 - THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE. THE LOCATIONS OF OTHER UNDERGROUND UTILITIES AND THEIR SERVICES ARE UNKNOWN. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
 - THIS PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NUMBER 4507C0243L, REVISED DECEMBER 21, 2017, BY SCALED LOCATION AND GRAPHIC PLOTTING ONLY.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THEY AND THEIR SUBCONTRACTORS HAVE THE CORRECT/MOST UP-TO-DATE PLANS AVAILABLE.
 - ALL SIDEWALKS, STRIPING AND SIGNAGE SHALL BE ADA AND MUTCD COMPLIANT.
 - ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - THIS SITE PLAN HAS BEEN DEVELOPED WITHOUT COMPLETE ASSESSMENT OF ALL OF THE ASPECTS OF THE SITE THAT COULD IMPACT THE FINAL DESIGN. CONSIDER THIS PLAN TO BE AT DESIGN DEVELOPMENT LEVEL. ONCE ALL ASPECTS OF THE SITE HAVE BEEN COMPLETELY ASSESSED, THERE MAY BE MINOR CHANGES TO THE LAYOUT AND EXACT LOCATION OF COMPONENTS OF THE PLAN.

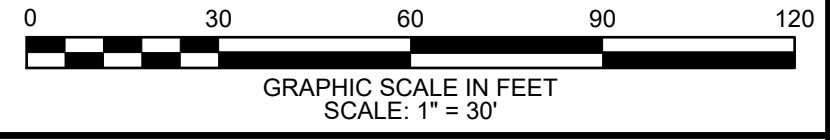


NOW OR FORMERLY
 Jeffrey H. & Billie Kay
 Morris Survivorship
 TMS#09016-02-02

NOW OR FORMERLY
 Jacqueline M. Harden
 TMS#09016-02-09

Line Table

Line #	Length	Direction
L1	9.78'	S69°28'34"W

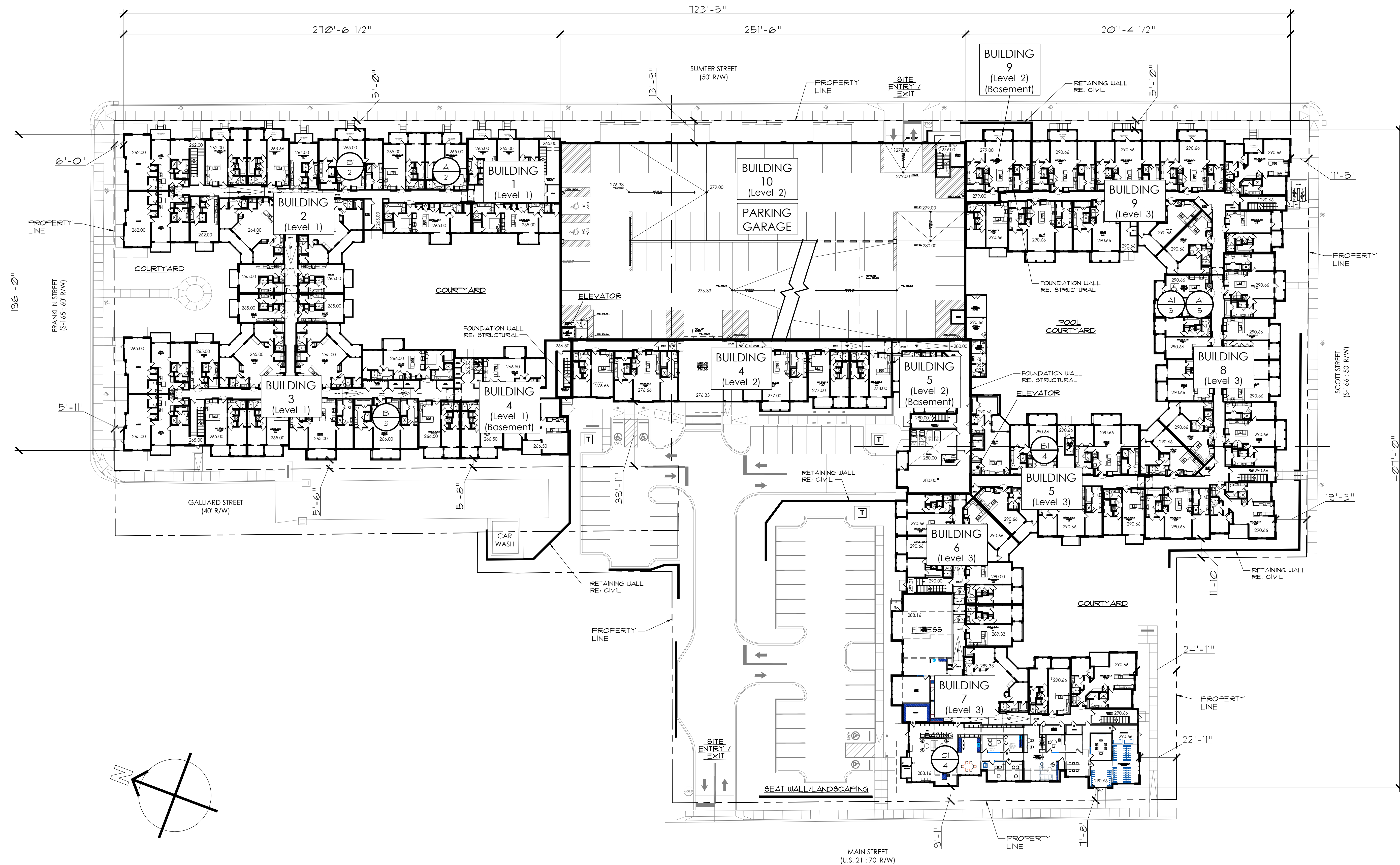


ALL WORK IN SCDOT RIGHT-OF-WAY SHALL COMPLY WITH APPROVED SCDOT ENCROACHMENT PERMIT.

Project Data		2222 Main View										*unheated equals perimeter unit walls sq. footage				Unit Totals		12/11/23				
Unit Description	Name	Description	HUD Net S.F.	Unheated S.F.*	HUD Market S.F.	Basement	Level 1	Level 2	Level 3	Level 4	Level 5	Total	Unit %	HUD Net S.F.	HUD Market S.F.							
LIVE/ WORK																						
LW		1BR/1BA	1,234.00	59.00	1,293.00	0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00							
Live/ Work Totals						0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00							
ONE BEDROOMS																						
S1		1BR/1BA	484.00	34.00	518.00	0	6	8	8	0	0	22	8.80%	10,648.00	11,396.00							
S1 - ALT 1		1BR/1BA	484.00	34.00	518.00	0	2	0	0	0	0	2	0.80%	968.00	1,036.00							
A1		1BR/1BA	778.00	46.00	824.00	0	0	0	3	4	4	11	4.40%	8,558.00	9,064.00							
A1 - ALT 1		1BR/1BA	712.00	40.00	752.00	0	0	1	1	1	1	4	1.60%	2,848.00	3,008.00							
A1 - ALT 2		1BR/1BA	763.00	55.00	818.00	0	0	0	2	2	2	6	2.40%	4,578.00	4,908.00							
A1 - ALT 3		1BR/1BA	757.00	44.00	801.00	0	0	1	1	1	1	4	1.60%	3,028.00	3,204.00							
A1 - ALT 4		1BR/1BA	778.00	46.00	824.00	1	3	8	14	9	8	43	17.20%	33,454.00	35,432.00							
A1 - ALT 5		1BR/1BA	712.00	40.00	752.00	0	0	1	3	2	2	8	3.20%	5,696.00	6,016.00							
A1 - ALT 6		1BR/1BA	778.00	46.00	824.00	0	4	0	0	0	0	4	1.60%	3,112.00	3,296.00							
A1 - ALT 7		1BR/1BA	712.00	40.00	752.00	0	1	0	0	0	0	1	0.40%	712.00	752.00							
A1 - ALT 8		1BR/1BA	778.00	46.00	824.00	0	0	0	1	0	0	1	0.40%	778.00	824.00							
A1 - TYPE A		1BR/1BA	778.00	46.00	824.00	0	0	1	1	0	1	3	1.20%	2,334.00	2,472.00							
A2		1BR/1BA	747.00	45.00	792.00	0	0	0	6	6	6	18	7.20%	13,446.00	14,256.00							
A3		1BR/1BA	878.00	43.00	921.00	0	0	0	2	0	0	2	0.80%	1,756.00	1,842.00							
A4		1BR/1BA	686.00	45.00	731.00	1	0	0	0	0	0	1	0.40%	686.00	731.00							
A5		1BR/1BA	891.00	68.00	959.00	0	0	0	1	1	1	3	1.20%	2,673.00	2,877.00							
A6 with Den		1BR/1BA	1,136.00	72.00	1,208.00	1	0	0	0	0	0	1	0.40%	1,136.00	1,208.00							
One Bedroom Totals						3	16	20	43	26	26	134	53.60%	96,411.00	102,322.00							
TWO BEDROOMS																						
B1		2BR/2BA	1,204.00	53.00	1,257.00	0	2	2	7	12	13	36	14.40%	43,344.00	45,252.00							
B1 - ALT 1		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	2	1	1	5	2.00%	6,020.00	6,285.00							
B1 - ALT 2		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	1	4	1.60%	4,816.00	5,028.00							
B1 - ALT 3		2BR/2BA	1,204.00	53.00	1,257.00	0	0	0	1	2	2	5	2.00%	6,020.00	6,285.00							
B1 - ALT 4		2BR/2BA	1,204.00	53.00	1,257.00	1	1	0	4	0	0	6	2.40%	7,224.00	7,542.00							
B1 - TYPE A		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	0	3	1.20%	3,612.00	3,771.00							
B2		2BR/2BA	1,227.00	66.00	1,293.00	0	0	4	4	0	0	8	3.20%	9,816.00	10,344.00							
B2 - ALT 1		2BR/2BA	1,136.00	72.00	1,208.00	0	0	1	1	0	0	2	0.80%	2,272.00	2,416.00							
B2 - ALT 2		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	2	3	3	8	3.20%	9,336.00	9,912.00							
B2 - ALT 3		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	1	0	0	1	0.40%	1,167.00	1,239.00							
B3		2BR/2BA	1,005.00	61.00	1,066.00	0	1	2	2	0	0	5	2.00%	5,025.00	5,330.00							
B3 - ALT 1		2BR/2BA	962.00	60.00	1,022.00	0	2	2	2	0	0	6	2.40%	5,772.00	6,132.00							
B4		2BR/2BA	1,225.00	58.00	1,283.00	0	4	4	4	0	0	12	4.80%	14,700.00	15,396.00							
B4 - ALT 1		2BR/2BA	1,226.00	56.00	1,282.00	0	0	0	1	1	1	3	1.20%	3,678.00	3,846.00							
B4 - ALT 2		2BR/2BA	1,138.00	56.00	1,194.00	1	0	0	1	1	1	4	1.60%	4,552.00	4,776.00							
Two Bedroom Totals						1	10	18	33	21	21	108	43.20%	127,354.00	133,554.00							
THREE BEDROOMS																						
C1		3BR/2BA	1,498.00	66.00	1,564.00	0	0	0	0	1	2	3	1.20%	4,494.00	4,692.00							
C1 - TYPE A		3BR/2BA	1,496.00	68.00	1,564.00	0	0	0	0	1	0	1	0.40%	1,496.00	1,564.00							
Three Bedroom Totals						0	0	0	0	2	2	4	1.60%	5,990.00	6,256.00							
Avg. Unit (sq. ft.) HUD Net		939											4	30	38	76	49	49	Total	Unit %	HUD Net S.F.	HUD Market S.F.
Avg. Unit (sq. ft.) HUD Market		989																	250	100.00%	234,691.00	247,304.00

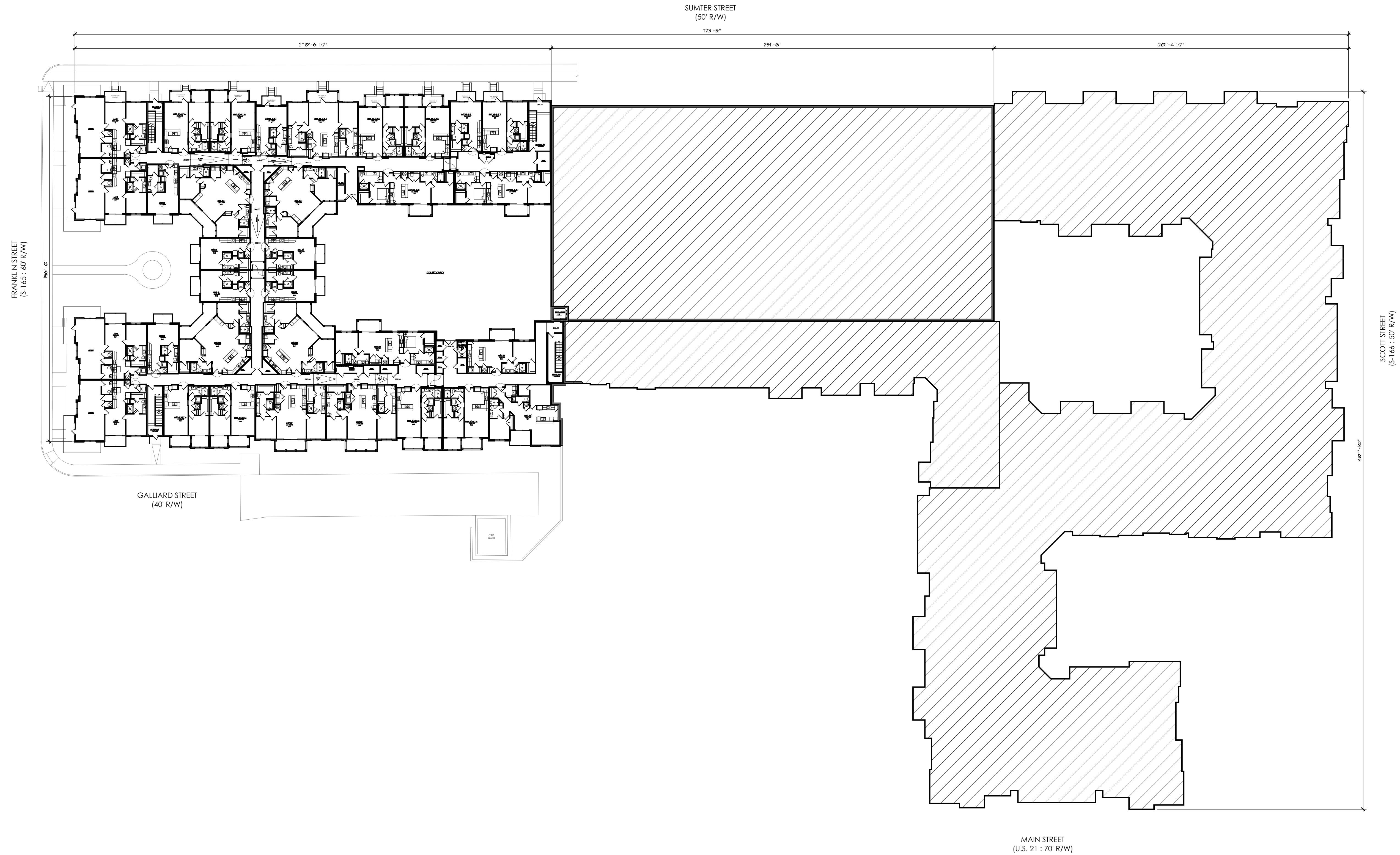
Project Data		Main View - Project Total										Total		HUD Net S.F.	HUD Market S.F.
Project Totals		LW units %	LW Units												
Avg. Unit (P/P)	939	1.60%	1.60%	A1 Units	A2 Units	A3 Units	A4 Units	A5 Units	A6 Units			Residential Totals	234,691.00	247,304.00	
		A units %	S1 Units	34.00%	7.20%	0.80%	0.40%	1.20%	0.40%			Units	250		
Surface - Standard Parking Spaces	43	B units %	B1 Units	B2 Units	B3 Units	B4 Units							Maintenance - Basement	1,989.00	
Surface - Handicap Parking Spaces	4	43.20%	23.60%	7.60%	4.40%	7.60%							Fitness - Level 3	2,589.00	
Total Surface Spaces	47	C units %	C1 Units									Leasing/Mail - Level 3	2,808.00		
Covered - Standard Parking Spaces	364	1.60%	1.60%									Co-working - Level 3	1,533.00		
Covered - Handicap Spaces	8											Pet Spa/Bike Storage - Level 3	864.00		
Total Covered Garage Spaces	372	100.00%											Rooftop Amenity	2,918.00	
TOTAL PARKING SPACES	419											Amenity Total	12,701.00		
Parking Garage Total Area		123,152 S.F.											Circulation and Misc. Total	78,758.00	
TOTAL NUMBER OF STORAGE AREAS		49											Grand Totals	338,763.00	





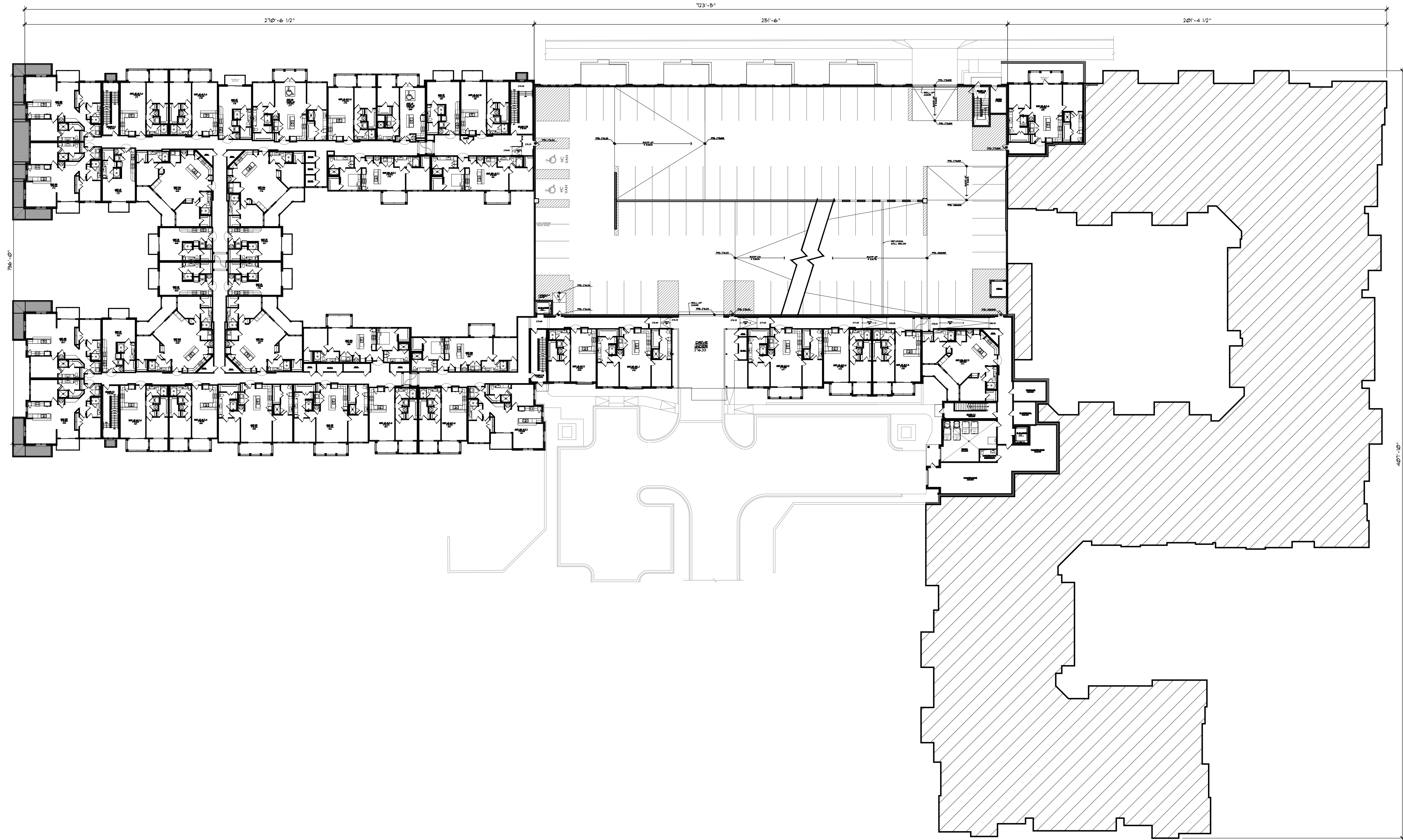
1 Architectural Site Plan
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Plan



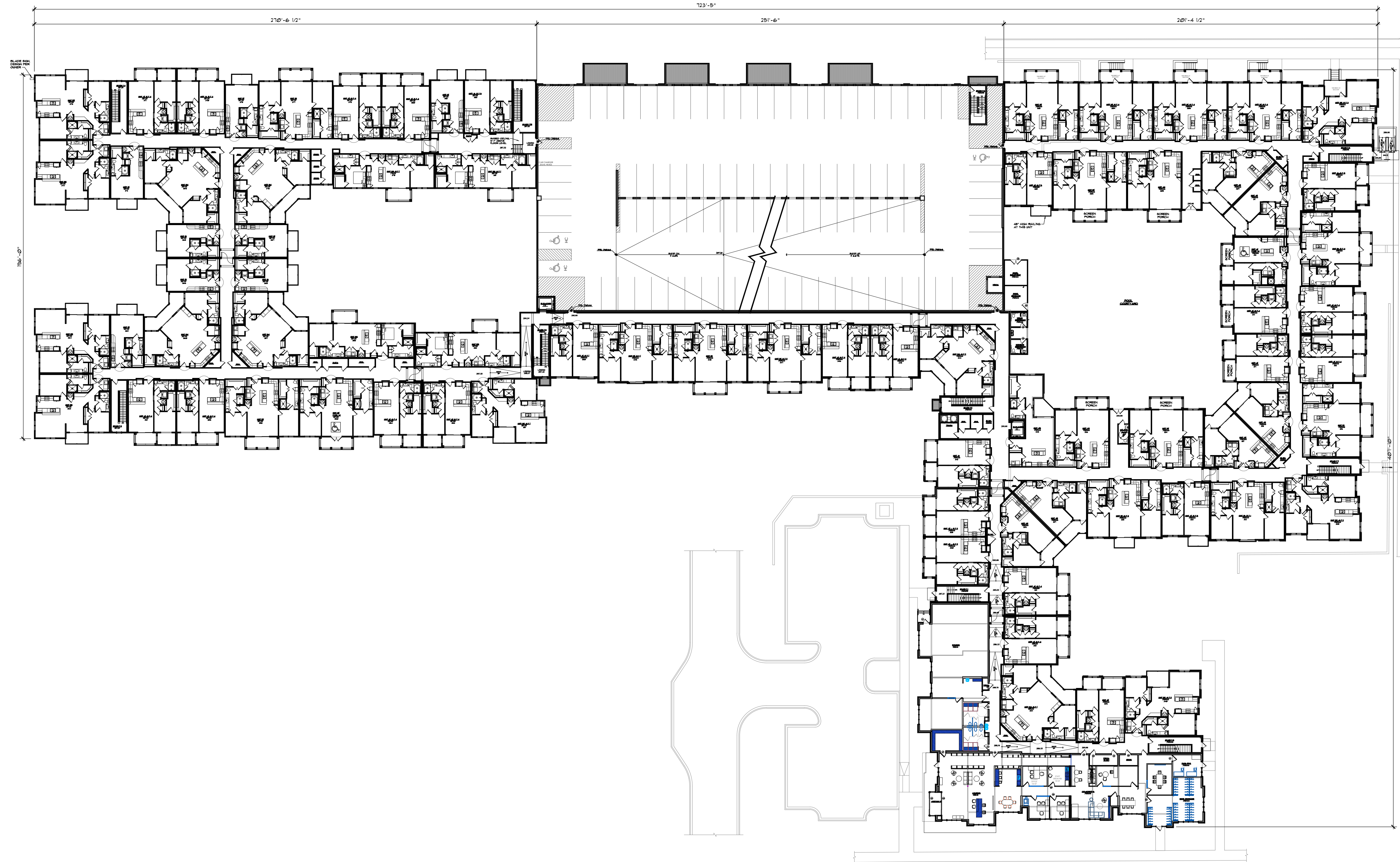
1 Building Plan - Level 1
Scale: 1" = 30'-0"

Plan



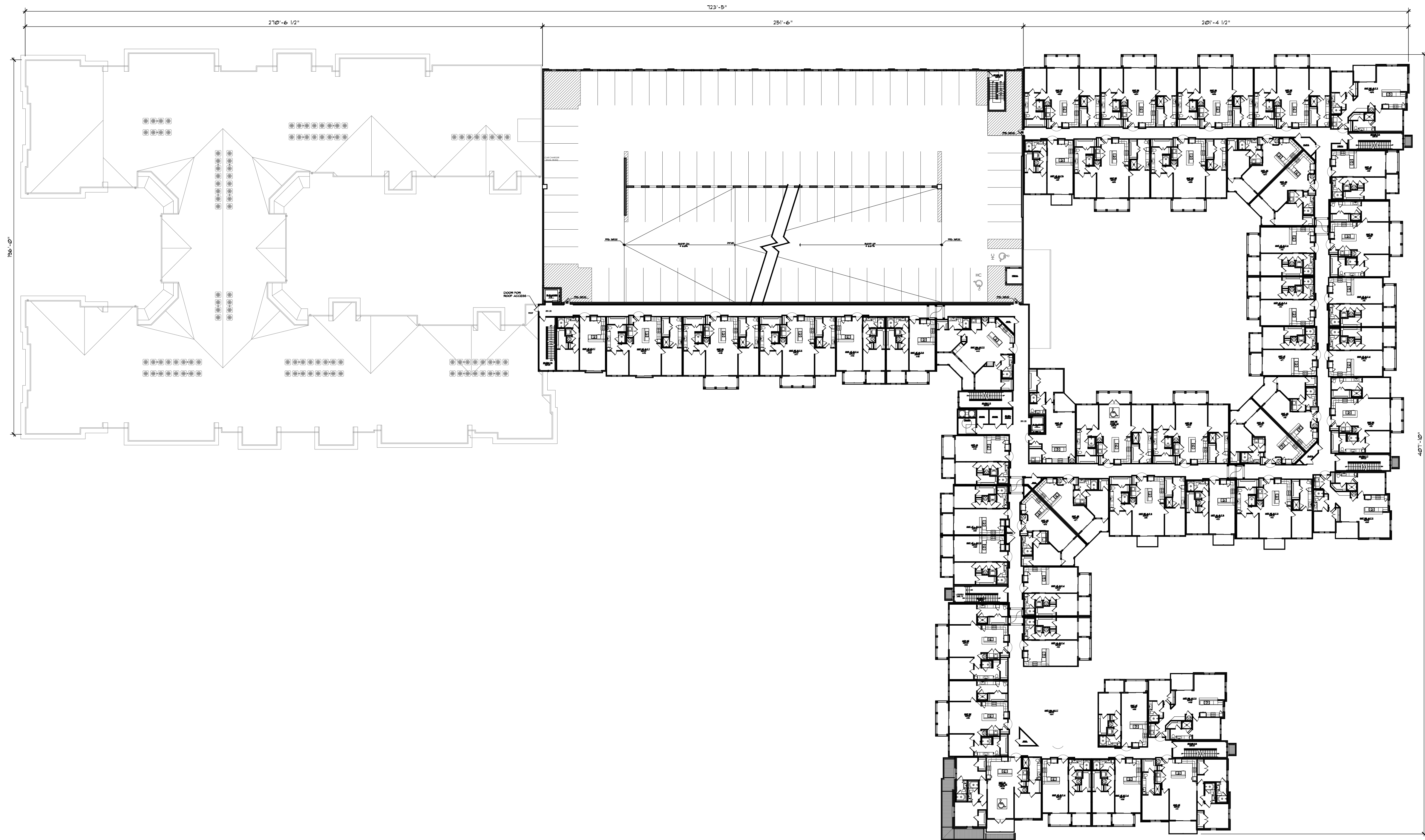
1 Building Plan - Level 2
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Plan



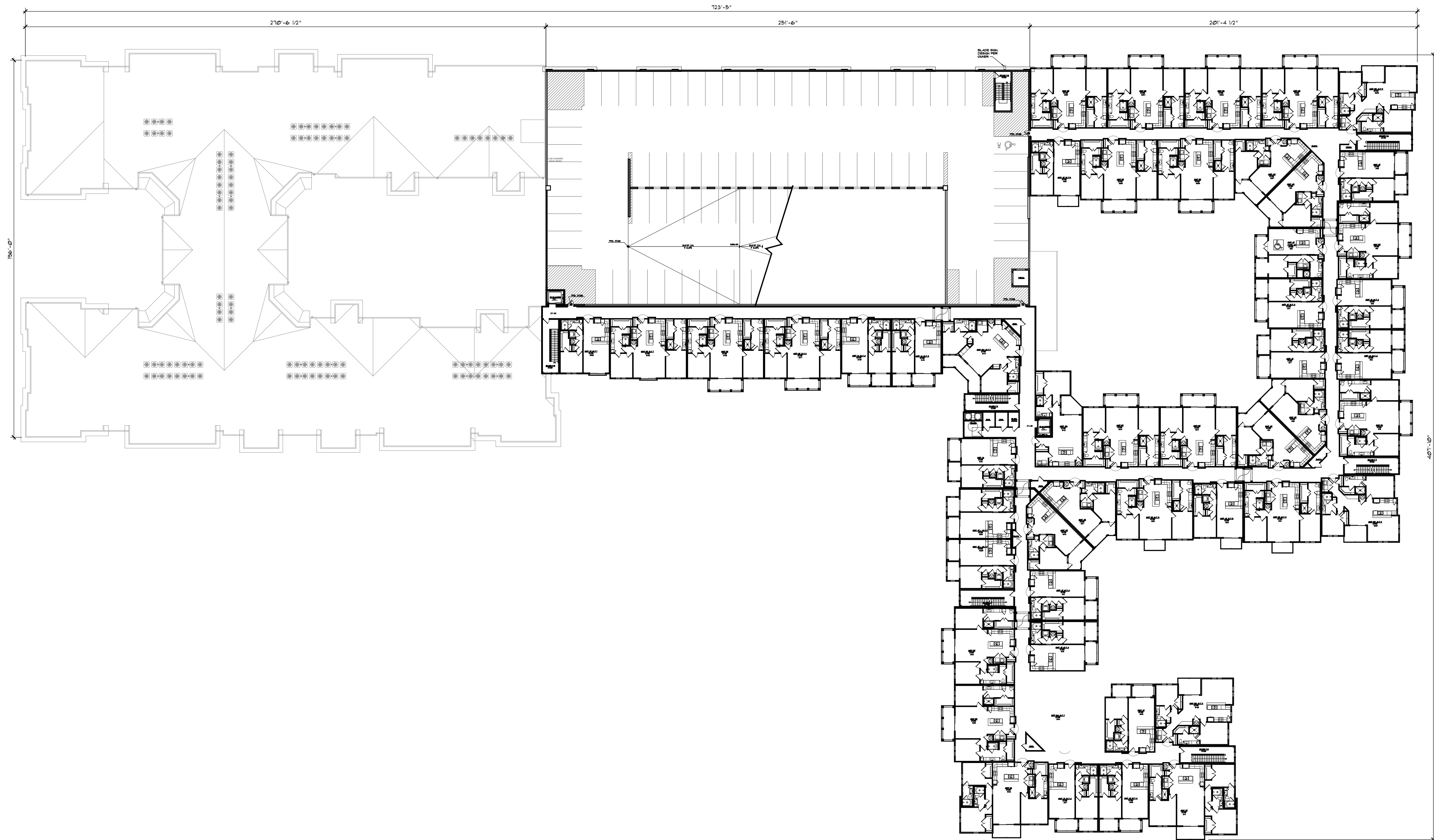
1 Building Plan - Level 3
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Plan



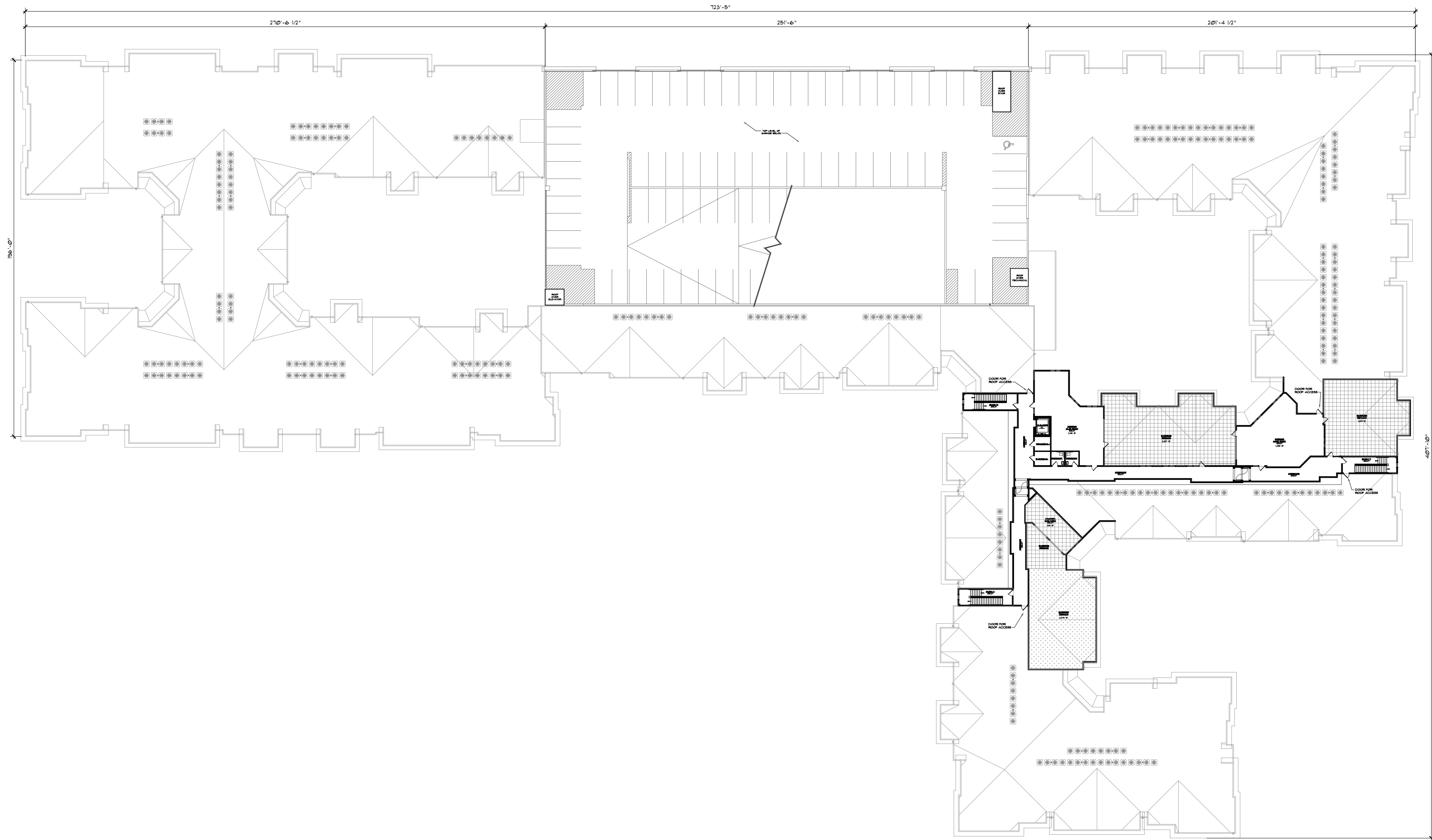
1 Building Plan - Level 4
Scale: 1" = 30'-0"

Plan



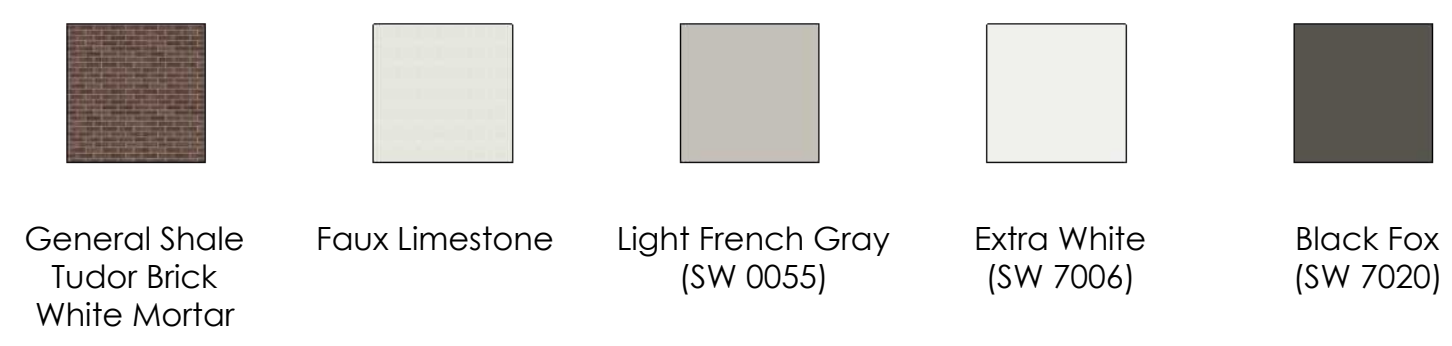
1 Building Plan - Level 5
Scale: 1" = 30'-0"

Plan



1 Building Plan - Rooftop Amenity
Scale: 1" = 30'-0"

Plan



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
f		105	Cementitious Board and Batten
g		106	5/4 X 12 Cementitious Trim
h		107	5/4 X 10 Cementitious Trim
i		108	5/4 X 8 Cementitious Trim
j		109	5/4 X 6 Cementitious Trim
k		110	5/4 X 4 Cementitious Trim
		111	5/4 X 2 Cementitious Trim
		112	Canopy
		113	Flashing Cap
		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

Notes:
 * All finishes to be approved by owner.
 * All finishes and colors to return to inside corner.

85% CD SET
10/31/23

ZPA
POOLE & POOLE ARCHITECTURE
 4240 Park Place Court
 Glen Allen, Virginia 23060
 Telephone 804.225.0215
 www.zpa.net

Project: 21033.00
 CADD File: M5ELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:
 Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



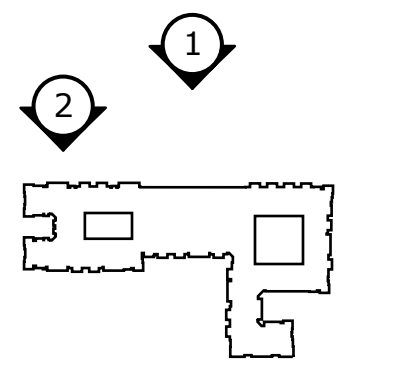
2 Sumter Street - 1
 Scale: 1/8" = 1'-0"

Elevation



1 Sumter Street
 Scale: 3/64" = 1'-0"

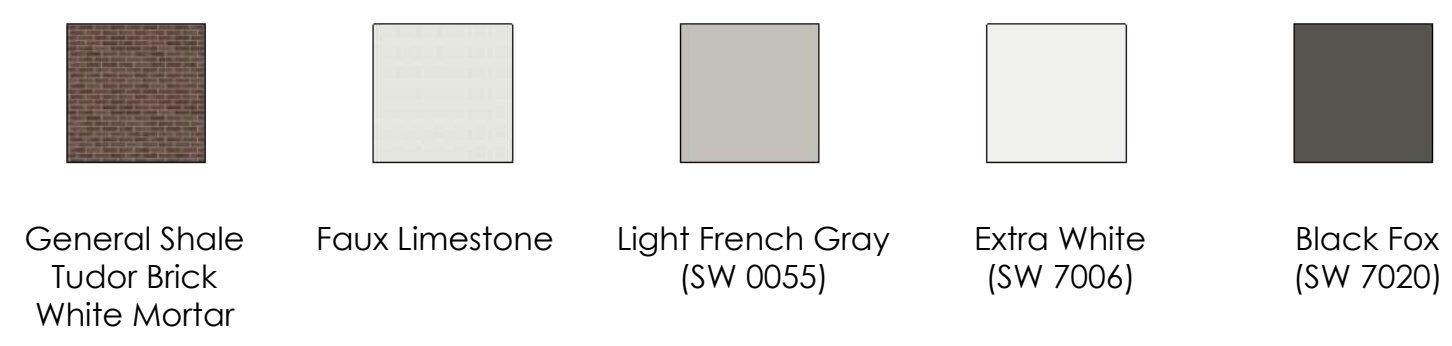
Elevation



Drawing Title:
 Exterior Elevations

A3.1a

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
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		117	Railing
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 Permit Set Release Date:

Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2 Sumter Street - 3
 Scale: 1/8" = 1'-0"

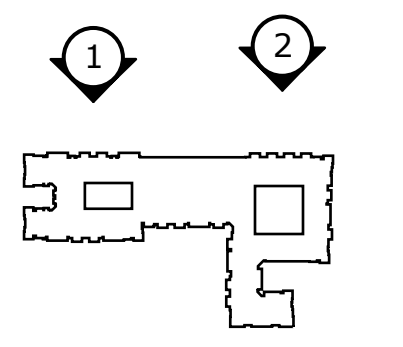
Elevation



1 Sumter Street - 2
 Scale: 1/8" = 1'-0"

Elevation

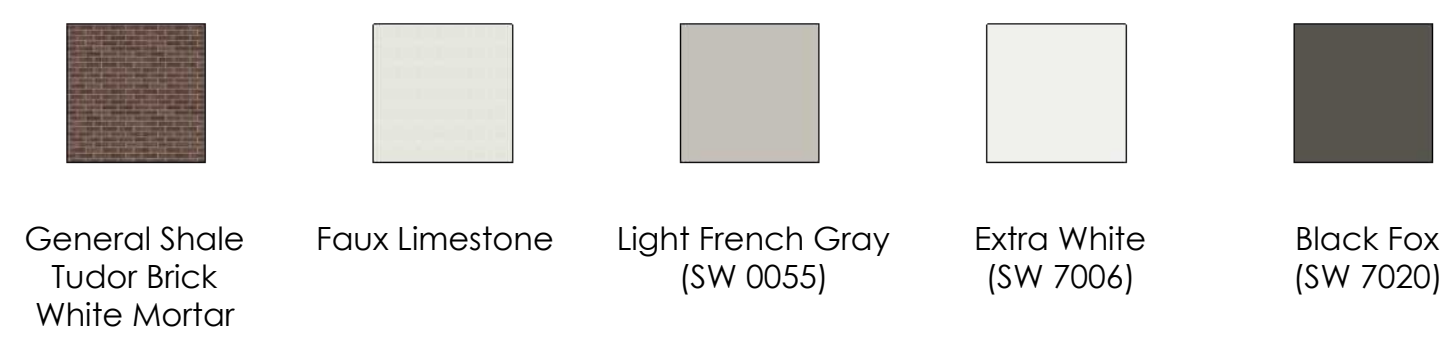
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1b

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
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d	Faux Limestone	103	Hardie Cementitious Paneling
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		111	5/4 X 2 Cementitious Trim
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Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2 Main Street
 Scale: 1/8" = 1'-0"

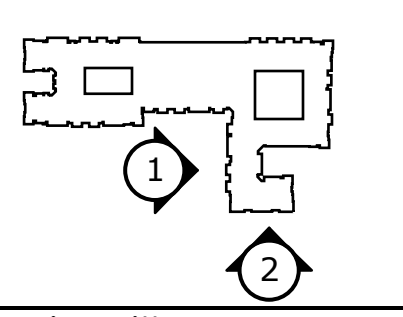
Elevation



1 Parking Lot
 Scale: 1/8" = 1'-0"

Elevation

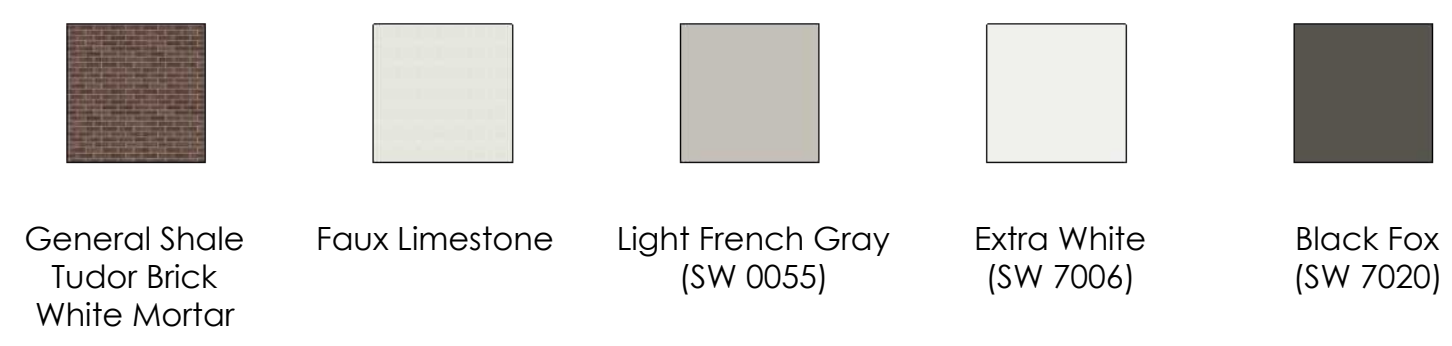
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1c

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
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b	Extra White (SW 7006)	101	Brick Rowlock/Sill
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85% CD SET
10/31/23



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Project: 21033.00
 CADD File: M5ELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:

Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2 Franklin Street
 Scale: 1/8" = 1'-0"

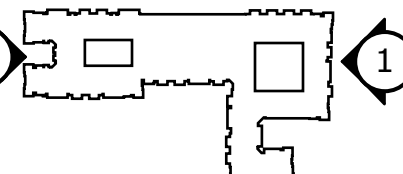
Elevation



1 Scott Street
 Scale: 1/8" = 1'-0"

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1d

NOT RELEASED FOR PERMIT

	General Shale
	Tudor Brick
	White Mortar
	Faux Limestone
	Light French Gray (SW 0055)
	Extra White (SW 7006)
	Black Fox (SW 7020)

Paint Color Schedule	
a	Black Fox (SW 7020)
b	Extra White (SW 7006)
c	Light French Gray (SW 0055)
d	Faux Limestone
e	General Shale Tudor Brick
f	
g	
h	
i	
j	
k	

Material Schedule	
100	Brick Veneer
101	Brick Rowlock/Sill
102	Brick Soldier Course
103	Hardie Cementitious Paneling
104	Cementitious Lap Siding (4" Exposure)
105	Cementitious Board and Batten
106	5/4 X 12 Cementitious Trim
107	5/4 X 10 Cementitious Trim
108	5/4 X 8 Cementitious Trim
109	5/4 X 6 Cementitious Trim
110	5/4 X 4 Cementitious Trim
111	5/4 X 2 Cementitious Trim
112	Canopy
113	Flashing Cap
114	Scheduled Window
115	Scheduled Door
116	Balcony
117	Railing
118	Storefront

Notes:
 * All finishes to be approved by owner.
 * All finishes and colors to return to inside corner.

85% CD SET
10/31/23



POOLE & POOLE ARCHITECTURE
 4240 Park Place Court
 Glen Allen, Virginia 23060
 Telephone 804.225.0215
 www.zpa.net

Project: 21033.00
 CADD File: M5ELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:

Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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4 Scott Street
 Scale: 1/8" = 1'-0"

3 Scott Street
 Scale: 1/8" = 1'-0"

Elevation

Elevation



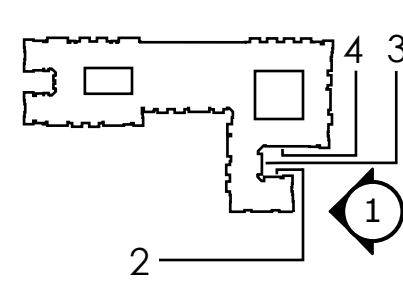
2 Scott Street
 Scale: 1/8" = 1'-0"

1 Scott Street
 Scale: 1/8" = 1'-0"

Elevation

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1e

NOT RELEASED FOR PERMIT

General Shale Tudor Brick White Mortar	Faux Limestone	Light French Gray (SW 0055)	Extra White (SW 7006)	Black Fox (SW 7020)

Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
f		105	Cementitious Board and Batten
g		106	5/4 X 12 Cementitious Trim
h		107	5/4 X 10 Cementitious Trim
i		108	5/4 X 8 Cementitious Trim
j		109	5/4 X 6 Cementitious Trim
k		110	5/4 X 4 Cementitious Trim
		111	5/4 X 2 Cementitious Trim
		112	Canopy
		113	Flashing Cap
		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

Notes:
 * All finishes to be approved by owner.
 * All finishes and colors to return to inside corner.

85% CD SET
10/31/23

ZPA
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Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2 North Building - West
 Scale: 1/8" = 1'-0"

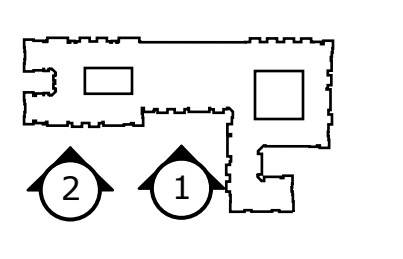
Elevation



1 Parking Garage Entrance
 Scale: 1/8" = 1'-0"

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1f

NOT RELEASED FOR PERMIT



① Main St. Perspective
Scale: NTS

Perspective



① Sumter and Franklin Street Perspective
Scale: NTS

Perspective



① Typical A1 Unit Perspective
Scale: NTS

Perspective



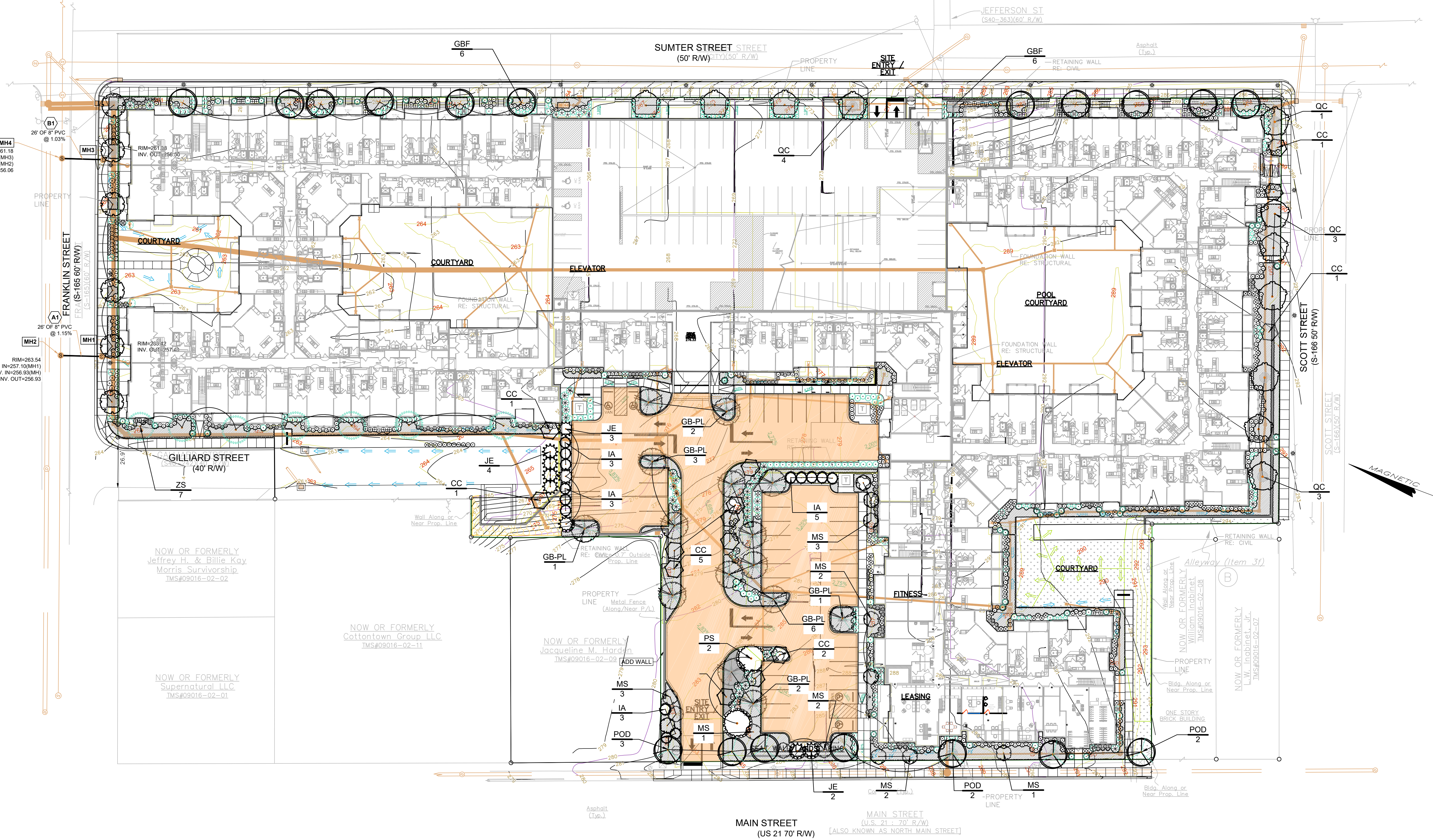
① Typical B1 Unit Perspective
Scale: NTS

Perspective



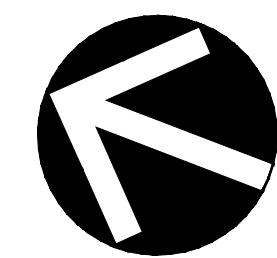
① Typical Live/Work Unit Perspective
Scale: NTS

Perspective



LEGEND

- DECIDUOUS TREES (REQUEST TO COUNT TOWARDS STREET STREET PROTECTIVE YARD LANDSCAPING)
- PARKING LOT TREES (LARGE DECIDUOUS)
- EVERGREEN SHRUBS (SMALL, MEDIUM & LARGE)
- DECIDUOUS SHRUBS (SMALL, MEDIUM & LARGE)
- ORNAMENTAL GRASSES
- SEDGE
- PERENNIALS/GROUNDCOVERS
- INTERIOR PARKING LOT (SEE L-02 FOR CALCULATION)



MAGNETIC NORTH

GRAPHIC SCALE

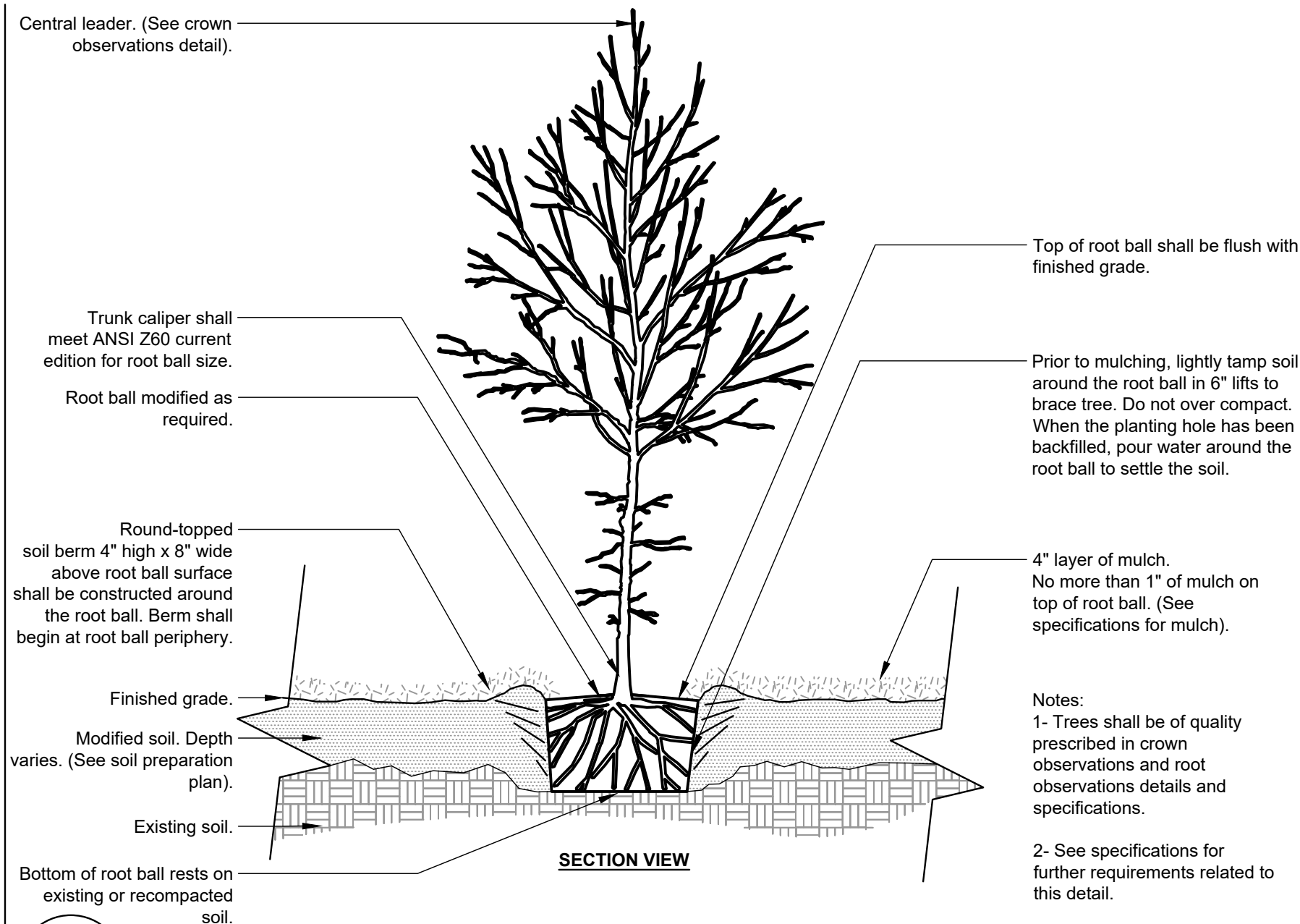


SUBMISSION	DATE
	12-11-2023

2222 MAIN STREET
 COLUMBIA,
 SOUTH CAROLINA

LANDSCAPE PLAN

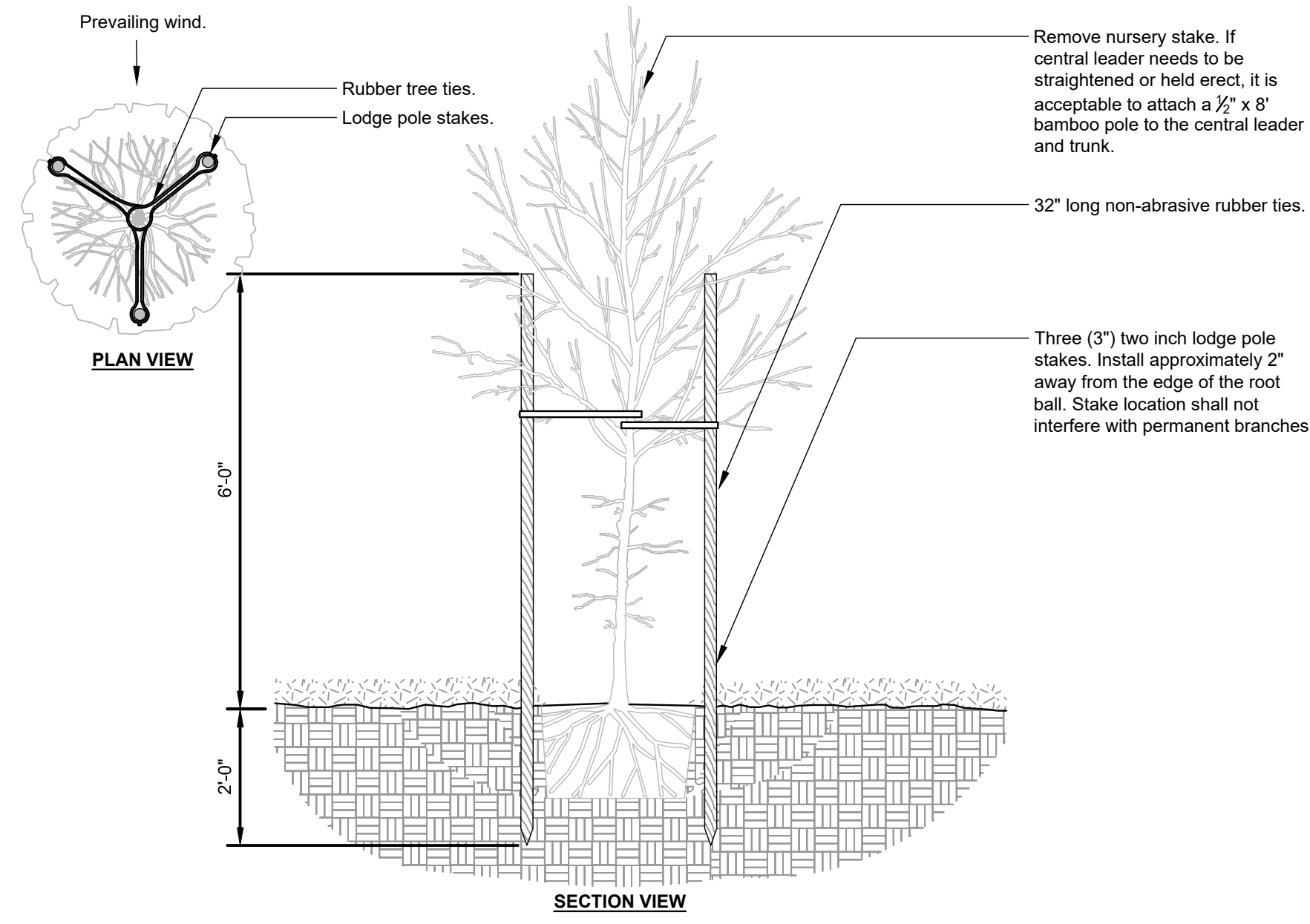
DRAWN BY: RYM
 DESIGNED BY: PLR
 DATE ISSUED: DECEMBER 2023
 DWG. SCALE: AS SHOWN
 JOB NO.: VV8356A
 SHEET NO.: L-01



1 TREE WITH BERM EXISTING SOIL (MODIFIED)
L-02 NOT TO SCALE

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

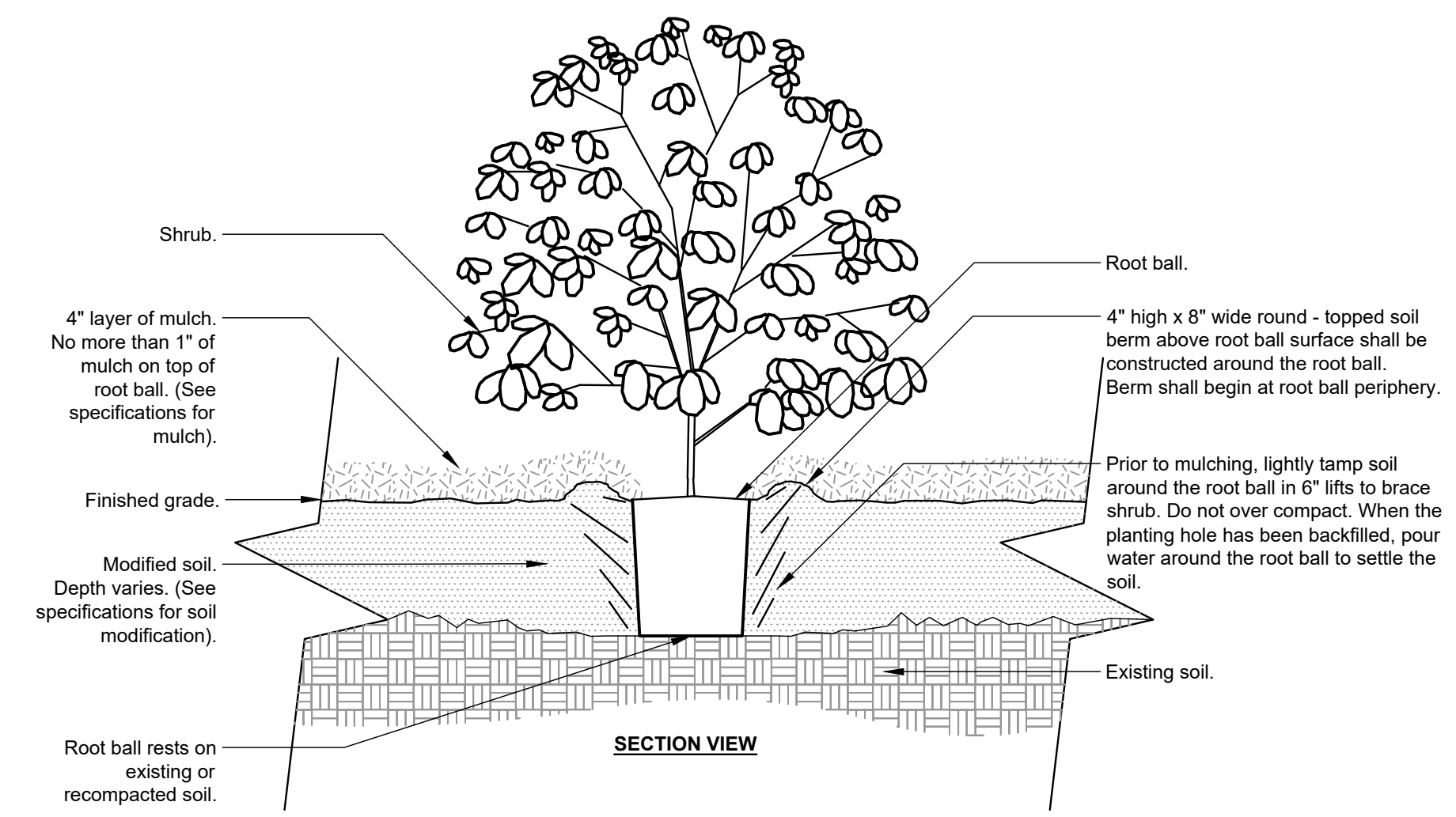
L_tree planting_single berm_modified



2 TREE STAKING LODGE POLES (3)
L-02 NOT TO SCALE

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

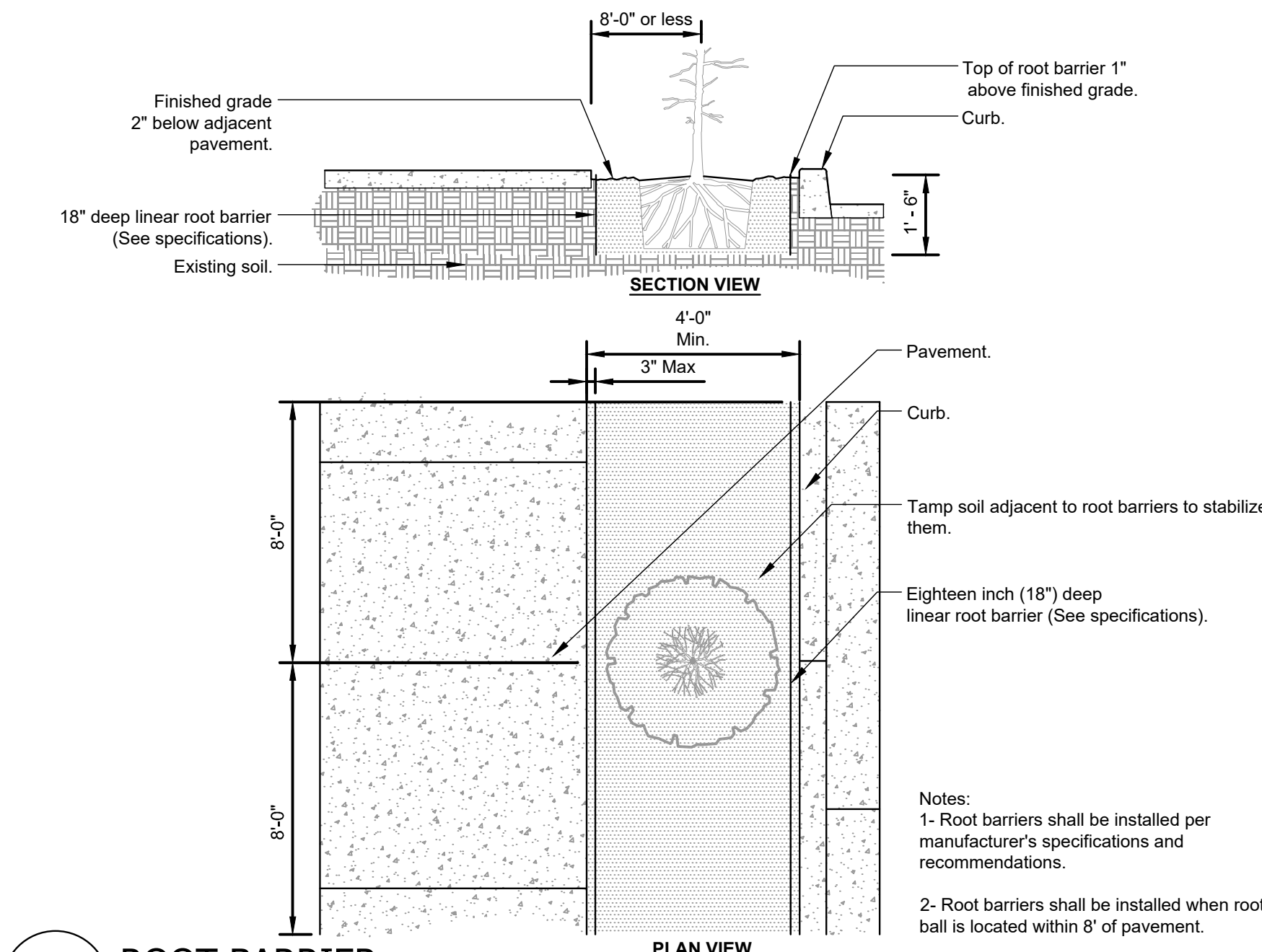
L_tree staking_lodgepoles x 3



3 SHRUB-MODIFIED SOIL
L-02 NOT TO SCALE

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

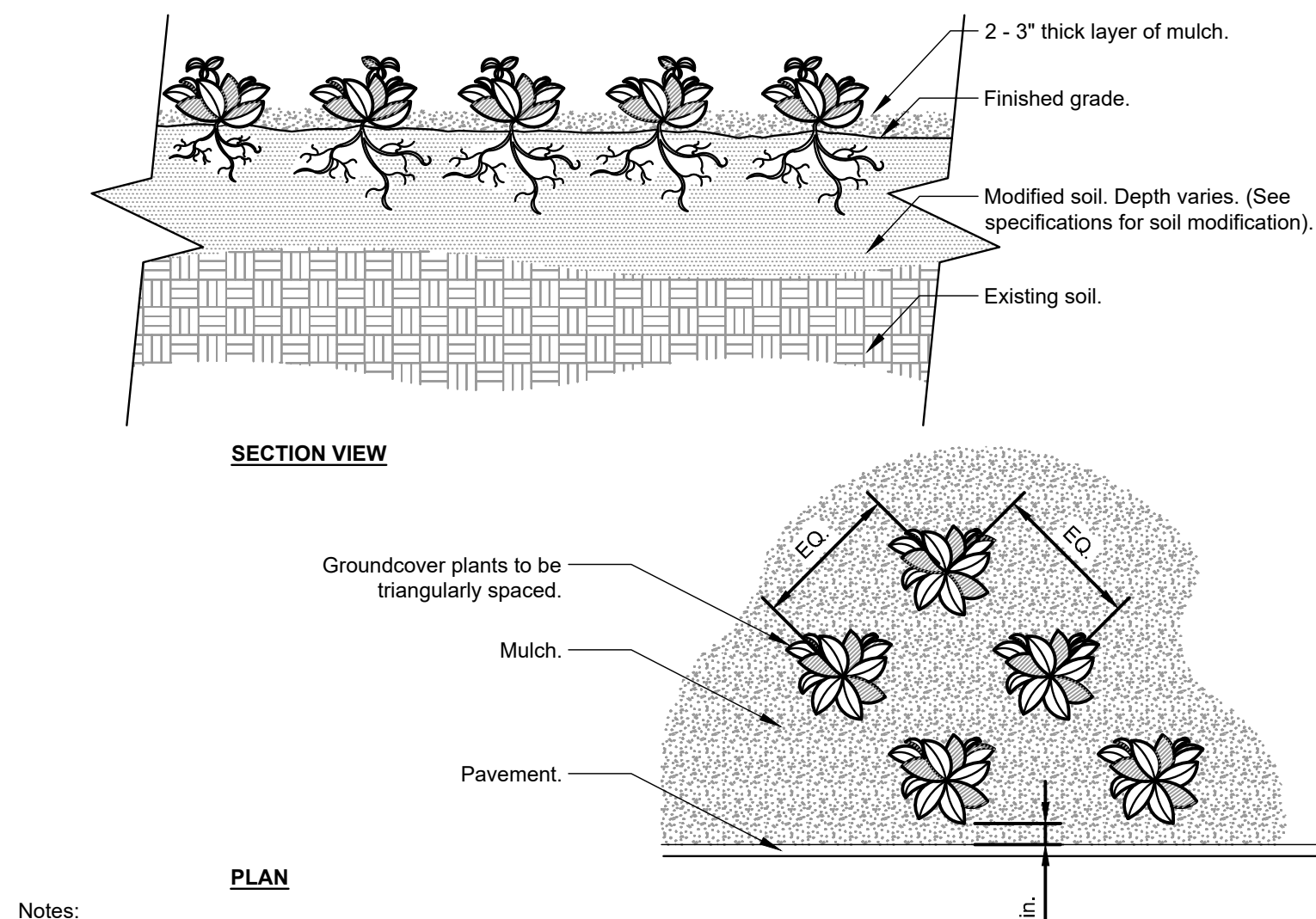
pdet_shrub_modified soil



4 ROOT BARRIER
L-02 NOT TO SCALE

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

L_site preparation_rootbarriers



5 GROUNDCOVER
L-02 NOT TO SCALE

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

pdet_groundcover

PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	QTY	SIZE	CONTAINER	REMARKS
LARGE DECIDUOUS TREES						
GB-PL	GINKGO BILOBA 'FASTIGIATA'	MAIDENHAIR TREE	15	3" CAL	B&B	MALE ONLY
GBF	GINKGO BILOBA 'FASTIGIATA'	FASTIGIATE MAIDENHAIR TREE	12	3" CAL	B&B	MALE ONLY
NS	NYSSA SYLVATICA	BLACK GUM	6	3" CAL	B&B	
POD	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	7	3" CAL	B&B	
OC	QUERCUS COCCINEA	SCARLET OAK	11	3" CAL	B&B	
ZS	ZELKOVA SERRATA	JAPANESE ZELKOVA	7	3" CAL	B&B	
LARGE EVERGREEN TREES						
PS	PINUS STROBUS	WHITE PINE	2	8' HT.	B&B	
MEDIUM DECIDUOUS TREES						
CC	CERCIS CANADENSIS	EASTERN REDBUD MULTI-TRUNK	14	2" CAL	B&B	
SMALL DECIDUOUS TREES						
MS	MAGNOLIA STELLATA	STAR MAGNOLIA	14	2" CAL	B&B	
SMALL EVERGREEN TREES						
JA	JUNIPERUS VIRGINIANA	HETZI COLUMNAR JUNIPER	14	7'-8' HT	B&B	
JE	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	9	7'-8' HT	B&B	

BUFFER TRANSITION YARD		
Location	Existing Ajacent Land Use	Required Buffer
North Boundary	Industrial	None
East Boundary	Industrial	None
South Boundary	Commercial	None
West Boundary	Industual/Vacant	None

\\VA-ENG.vika.com\eng\Users\Ris Masangkay\Vika projects (Working Files)\2222 Middle View SC\DATA\2222 BUFFER TRANSITION

PLANT DENSITY FACTOR							
2222 MAIN VIEW APARTMENTS							
Proposed Tree	Quantity	Size/Caliper (Inches/Ft.)	Spread (Ft./Inches)	Height (Ft.)	Ball Dia. (Inches)	Number of Canes	Density Factor Sub- Total
Large Deciduous Trees	58	3"	6'	12'-14'	32"	1	1.5
Large Evergreen Trees	2	3"	6'	12'-14'	32"	1	1.5
Medium Deciduous Trees	14	3"	5-6'	9'	32"	1	1.5
Small Deciduous Trees	14	3"	-	8'	32"	1	1.5
Small Evergreen Trees	23	3"	-	8'-10'	28"	1	1.5
Total	111						167

Q:\Projects\8356\8356A\DATA\Landscaping\2222 PLANT LIST SITE PLAN.xlsx\Tree Canopy Calc

REQUIRED SITE DENSITY FACTOR : 0 AC. X 30 = 159
PROVIDED SITE DENSITY FACTOR: 167

LANDSCAPE NOTES:

1. PLANT LIST SELECTIONS ARE SUGGESTIVE AND NOT ALL INCLUSIVE.
2. STREET TREES MAY BE ADJUSTED FOR SIGHT DISTANCE FOR FINAL ENGINEERING.
3. THE LANDSCAPE DESIGN SHOWN IS FOR ILLUSTRATIVE PURPOSES TO REPRESENT TYPICAL PLANTING CONCEPTS THAT PORTRAY THE GENERAL APPEARANCE AND CHARACTER FOR THE PROJECT. THE APPLICANT RESERVES THE OPTION TO MODIFY THE PLAN BASED ON FINAL ENGINEERING DESIGN AND DETERMINATION OF REQUIRED EASEMENTS AND UTILITIES - PROVIDED OVERALL QUALITY AND DESIGN INTENT ARE MAINTAINED.
4. THE PROPOSED LANDSCAPING SHALL MEET THE MINIMUM TREE COVER REQUIREMENTS.
5. ALL TREES TO BE LOCATED A MINIMUM OF 5' OFF PUBLIC UTILITY EASEMENTS, AND A MINIMUM OF 4' FROM ANY RESTRICTIVE BARRIER.
6. THE CLIENT RESERVES THE RIGHT TO ADJUST THE PLANTING DESIGN AT TIME OF FINAL SITE PLAN GIVEN THAT THE OVERALL INTENT AND QUALITY REMAIN CONSISTENT WITH WHAT IS SUBMITTED.
7. ANY AREAS NOT DESIGNATED AS GROUND COVER AREAS ARE TO BE SODDED OR MULCHED.

INTERIOR LANDSCAPING

REQUIRED (1 TREE PER 3,200 SF): 24,126 SF/3,200 SF = 8 TREES
PROVIDED: 14 TREES

STREET PROTECTIVE YARD ABUTTING ROW LANDSCAPING

REQUIRED (1 SHADE TREE/40' OF LF OF STREET PROTECTIVE YARD) PROVIDED

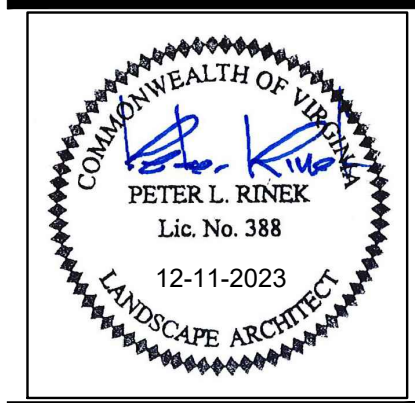
MAIN STREET	282 LF/40 = 7 TREES	7 LARGE TREES
FRANKLIN STREET	212 LF/40 = 5 TREES	6 LARGE TREES*
SUMTER STREET	686 LF/40 = 17 TREES	16 LARGE TREES
SCOTT STREET	261 LF/40 = 7 TREES	7 LARGE TREES
GILLIARD STREET	281 LF/40 = 7 TREES	7 MEDIUM TREES

* REQUEST TO COUNT TOWARDS STREET PROTECTIVE YARD LANDSCAPING



ENGINEERS PLANNERS SURVEYORS
LANDSCAPE ARCHITECTS GEOMATICS
VIKA VIRGINIA, LLC
8180 GREENSBORO DRIVE SUITE 200
TYSONS, VIRGINIA 22102
PHONE: (703) 442-7800
FAX: (703) 761-2787
TYSONS, VA. GERMANTOWN, MD.

PREPARED FOR:
COMMONWEALTH PROPERTIES, LLC
9030 STONEYPOINT PARKWAY
SUITE 350
RICHMOND, VA 23235-1941
(804) 327-9500



SUBMISSION	DATE
	12-11-2023

2222 MAIN STREET
COLUMBIA, SOUTH CAROLINA

LANDSCAPE DETAILS & TABULATIONS

DRAWN BY: RYM
DESIGNED BY: PLR
DATE ISSUED: DECEMBER 2023
DWG. SCALE: AS SHOWN
JOB NO.: VV8356A
SHEET NO.: L-02



November 16, 2023

Steve Middleton
 Commonwealth Properties, LLC
 9030 Stony Point Pkwy, Suite 350
 Richmond, VA 23235

**RE: 2222 Main Street Mixed-Use Development, Columbia, SC
 2021 Traffic Impact Analysis Validation**

This letter serves as a validation of the Revised Traffic Impact Analysis (TIA) report for the proposed mixed-use development at 2222 Main Street prepared by Kimley-Horn, dated July 16, 2021. Since the TIA report is now more than two (2) years old, the City of Columbia has requested that the analysis be reviewed to determine if the findings and recommendations are still applicable, or if an updated study is needed. A review of traffic volumes in the area over the past several years was performed for the study area and is outlined in the following section.

Study Area Traffic Volume Review

Traffic volume information was gathered from SCDOT’s Traffic Analysis and Data Application website that includes data collected from the South Carolina Traffic Monitoring Program located on the public roads in South Carolina. Three (3) count stations are present in the vicinity of the proposed development and are located on Main Street, north of Franklin Street, Bull Street, south of Franklin Street, and Elmwood Avenue, west of Bull Street. Traffic count data used in the TIA was collected in 2019 but increased by a 2.0% annual growth rate for the analysis year of 2021; therefore, count data for the three count stations were obtained for years 2019 to 2022 to identify growth trends since the initial traffic data collection used in the TIA. Based on this data, it was determined that the station on Main Street has not experienced any traffic growth, Bull Street showed a decline in traffic volume, and Elmwood Avenue increased slightly from 2019 to 2022. Overall, the three stations combined show a 2.0% annual decrease in traffic since 2019. **Table 1** and **Figure 1** show the traffic volumes within the study area from 2019 to 2022.

Table 1 – 2222 Main Street TIA Study Area Traffic Volumes (2019 – 2022)

Count Station	Description	SCDOT AADT (veh/day)				Annual Growth
		2019	2020	2021	2022	
40-0128	Main St (US 21) - Main St (L-3336) to River Dr	16,200	15,000	15,500	16,200	0.0%
40-0821	Bull St (SC 277) - Elmwood Ave to Sunset Dr	46,700	43,200	38,000	39,600	-5.0%
40-0151	Elmwood Ave (US 76) - Elmwood Ave (US 21) to Bull St	39,700	36,800	40,000	41,700	2.0%
Sum		102,600	95,000	93,500	97,500	-2.0%

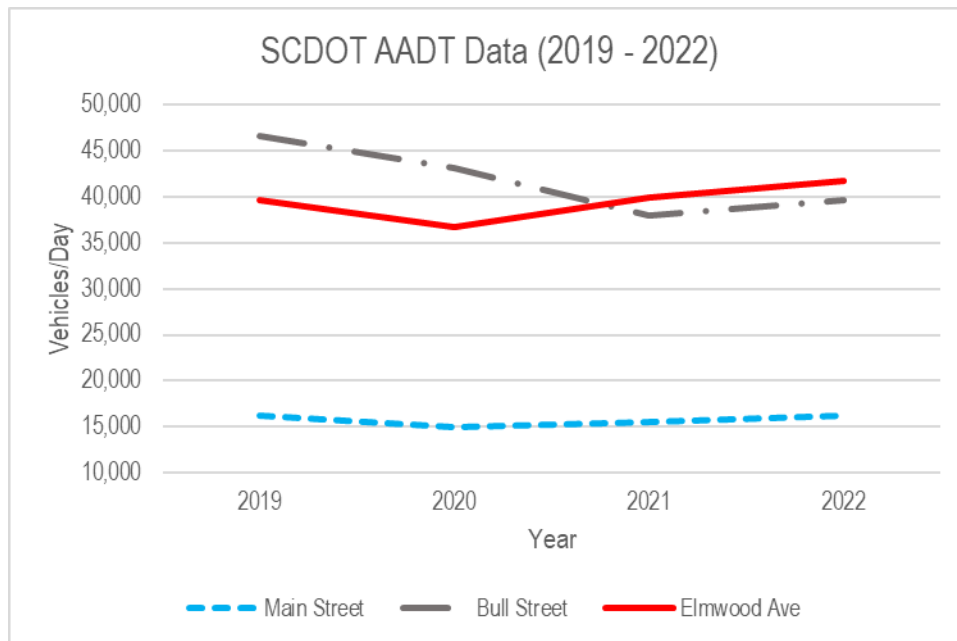


Figure 1 – SCDOT AADT Data (2019 – 2022)

Traffic Impact Analysis Validation

Based on the daily traffic volumes in the vicinity of the proposed development showing a slight decrease overall since 2019, and the volumes used in the TIA including an estimated 2.0% annual increase to calculate year 2021 existing volumes, the Revised Traffic Impact Analysis dated July 16, 2021 is still expected to provide an acceptable analysis of traffic conditions within the study area and the TIA findings and recommendations are still valid at this time.

Please contact me at joseph.robertson@kimley-horn.com should you have any further questions or concerns.

Sincerely,

Joe Robertson, P.E., PTOE, RSP₂₁
Project Manager

2222 Main Street Mixed-Use Development

Columbia, SC

Revised Traffic Impact Analysis

Prepared for:
Commonwealth Properties, LLC

Prepared by:
Kimley-Horn

July 2021
© Kimley-Horn and Associates, Inc.
802 Gervais Street, Suite 201
Columbia, South Carolina, 29201

Kimley»»Horn

2222 Main Street Mixed-Use Development

Columbia, SC

Revised Traffic Impact Analysis

Prepared for:
Commonwealth Properties, LLC

Prepared by:
Kimley-Horn

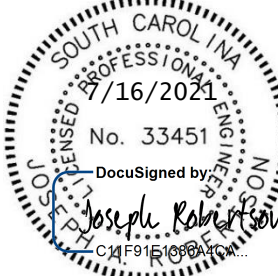

 <p>DocuSigned by: <i>Joseph A. Robertson</i></p>		<p><i>This document has been digitally signed and sealed by Joseph A. Robertson, South Carolina Professional Engineer Number 33451, on July 16, 2021. This electronic document is 184 pages in length.</i></p> <p><i>The digital signature certificate must be verified on any electronic copies of this document.</i></p> <p><i>Printed copies of this document are not considered signed and sealed.</i></p>
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- A – Raw Turning Movement Counts
- B – Intersection Volume Development Worksheets
- C – Intersection Capacity Analysis Results
- D – Intersection Queueing Analysis Results
- E – Parking Analysis Worksheets

Executive Summary

The proposed 2222 Main Street mixed-use development is located in Columbia, SC and is bounded by US 21 (Main Street) to the west, Scott Street to the south, Franklin Street to the north, and Sumter Street to the east. Based on the current site plan, the proposed development is anticipated to include up to 250 multi-family apartments (including 4 live/work units), and up to 5,000 SF of retail. The full build of this development is anticipated to be complete in 2025 with access to be provided as follows:

- One full-movement driveway on Main Street (Site Access #1)
- One full-movement driveway on Sumter Street (Site Access #2)

This TIA evaluates traffic operations under 2021 existing, 2025 no build, and 2025 build-out conditions during the AM and PM peak hours at the following intersections:

- Main Street (US 21) at Elmwood Avenue (US 76)
- Elmwood Avenue (US 76) at Sumter Street
- Main Street (US 21) at Scott Street/Kinard Court
- Sumter Street at Scott Street
- Main Street (US 21) at Franklin Street
- Sumter Street at Franklin Street
- Main Street (US 21) at Driveway #1
- Sumter Street at Driveway #2
- Main Street (US 21) at Confederate Avenue

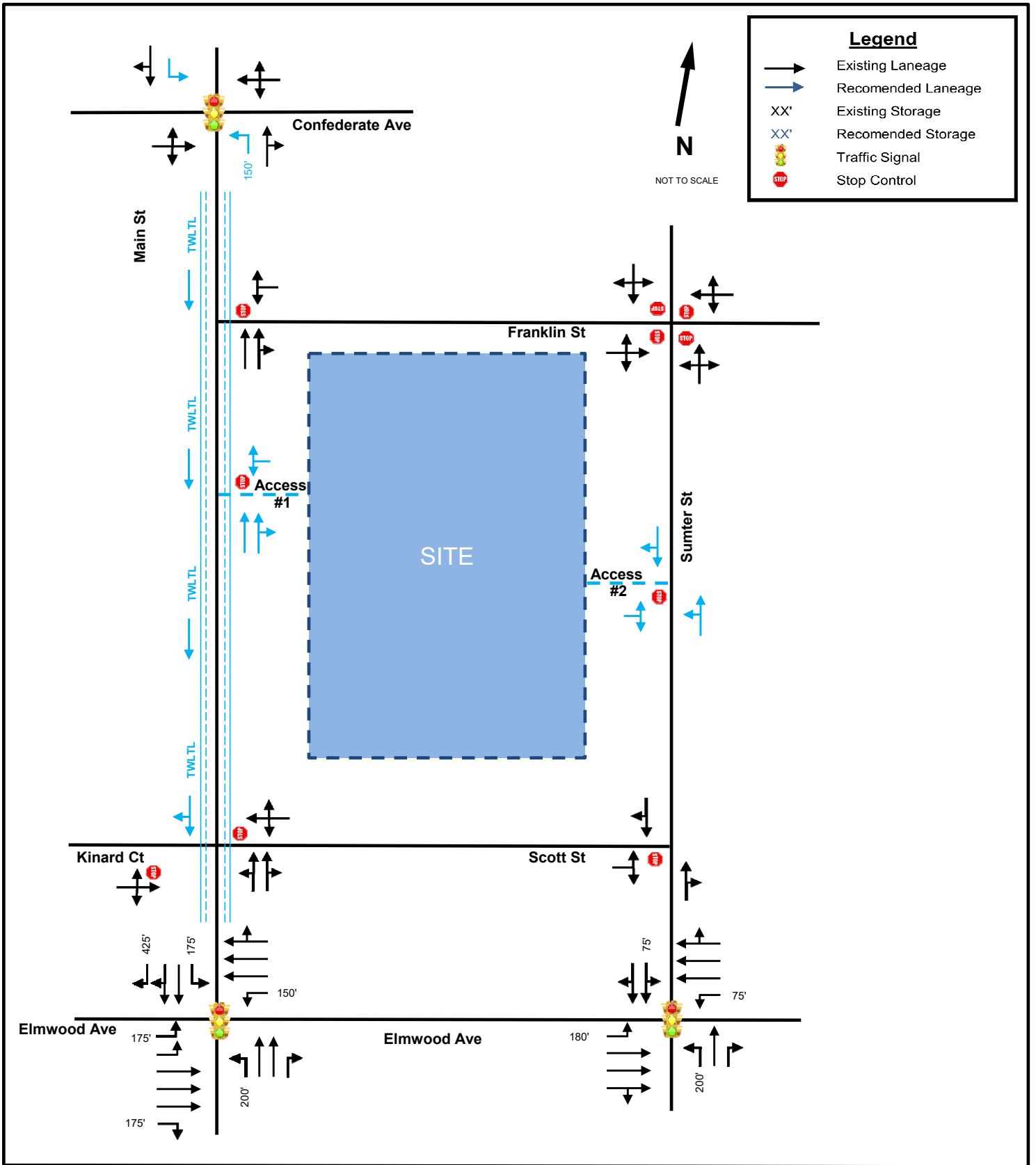
Kimley-Horn was retained to determine the potential traffic impacts of this development and identify transportation improvements that may be required to accommodate these impacts. This report presents trip generation, trip distribution, capacity analyses, and recommendations for transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

Based on the results of the analyses contained within the report, the following improvements are recommended to accommodate site traffic accessing the proposed development:

- Convert Main Street traveling southbound to a single through lane and a two way left turn lane (TWLTL) from the intersection of Confederate Avenue to Elmwood Avenue, and maintain the two northbound lanes
- Restripe the northbound approach of Main Street at Confederate Avenue to provide two (2) northbound through lanes, and one (1) northbound left-turn lane with 150 feet of storage that ties into the proposed TWLTL
- Restripe the southbound approach of Main Street at Confederate Avenue to provide one (1) left-turn lane (southbound lane drop at the intersection) and one (1) through/right turn lane

It should be noted that with the above recommended two-way left-turn lane improvements to Main Street, after completion and lease-up of the development project the stop-controlled intersections along Main Street perform at a better level of service than current traffic control conditions.

Figure ES-1 shows the recommended laneage at the study area intersections as described above.



1 Introduction

The proposed 2222 Main Street mixed-use development is located in Columbia, SC and is bounded by US 21 (Main Street) to the west, Scott Street to the south, Franklin Street to the north, and Sumter Street to the east. Based on the current site plan, the proposed development is anticipated to include up to 250 multi-family apartments (including 4 live/work units), and up to 5,000 SF of retail. The full build of this development is anticipated to be complete in 2025 with access to be provided as follows:

- One full-movement driveway on Main Street (Site Access #1)
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This TIA evaluates traffic operations under 2021 existing, 2025 no build, and 2025 build-out conditions during the AM and PM peak hours at the following intersections:

- Main Street (US 21) at Elmwood Avenue (US 76)
- Elmwood Avenue (US 76) at Sumter Street
- Main Street (US 21) at Scott Street/Kinard Court
- Sumter Street at Scott Street
- Main Street (US 21) at Franklin Street
- Sumter Street at Franklin Street
- Main Street (US 21) at Driveway #1
- Sumter Street at Driveway #2
- Main Street (US 21) at Confederate Avenue

Kimley-Horn was retained to determine the potential traffic impacts of this development and identify transportation improvements that may be required to accommodate these impacts. This report presents trip generation, trip distribution, capacity analyses, and recommendations for transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

2 Inventory

2.1 Study Area

The study area for this TIA includes the following intersections:

1. Main Street (US 21) at Elmwood Avenue (US 76)
2. Elmwood Avenue (US 76) at Sumter Street
3. Main Street (US 21) at Scott Street/Kinard Court
4. Sumter Street at Scott Street
5. Main Street (US 21) at Franklin Street
6. Sumter Street at Franklin Street
7. Main Street (US 21) at Driveway #1
8. Sumter Street at Driveway #2
9. Main Street (US 21) at Confederate Avenue

This study area was determined based on coordination with SCDOT and the City of Columbia.

Figure 1 shows the study area intersections for this analysis, and Figure 2 shows the proposed site plan for the development.

2.2 Existing Conditions

The proposed development is located along the east side of Main Street (US 21), near the intersection of Main Street at Scott Street in Columbia, SC. The parcel on which the proposed site is located currently includes multiple vacant buildings. The proposed 2222 Main Street mixed-use development is located in Columbia, SC and is bounded by Main Street (US 21) to the west, Scott Street to the south, Franklin Street to the north and Sumter Street to the east.

Main Street (US 21) is a paved, four-lane undivided principal arterial with a posted speed limit of 35 mph in the vicinity of the study area. Main Street has a 2019 AADT of 16,200 vehicles per day at SCDOT Richland County count station 128 which is located just north of the project site.

Elmwood Avenue (US 76) is a paved six-lane divided principal arterial with a posted speed limit of 35 mph in the vicinity of the study area. Elmwood Avenue has a 2019 AADT of 39,700 vehicles per day at SCDOT Richland County count station 151 which is located just west of the intersection of Bull Street at Elmwood Avenue.

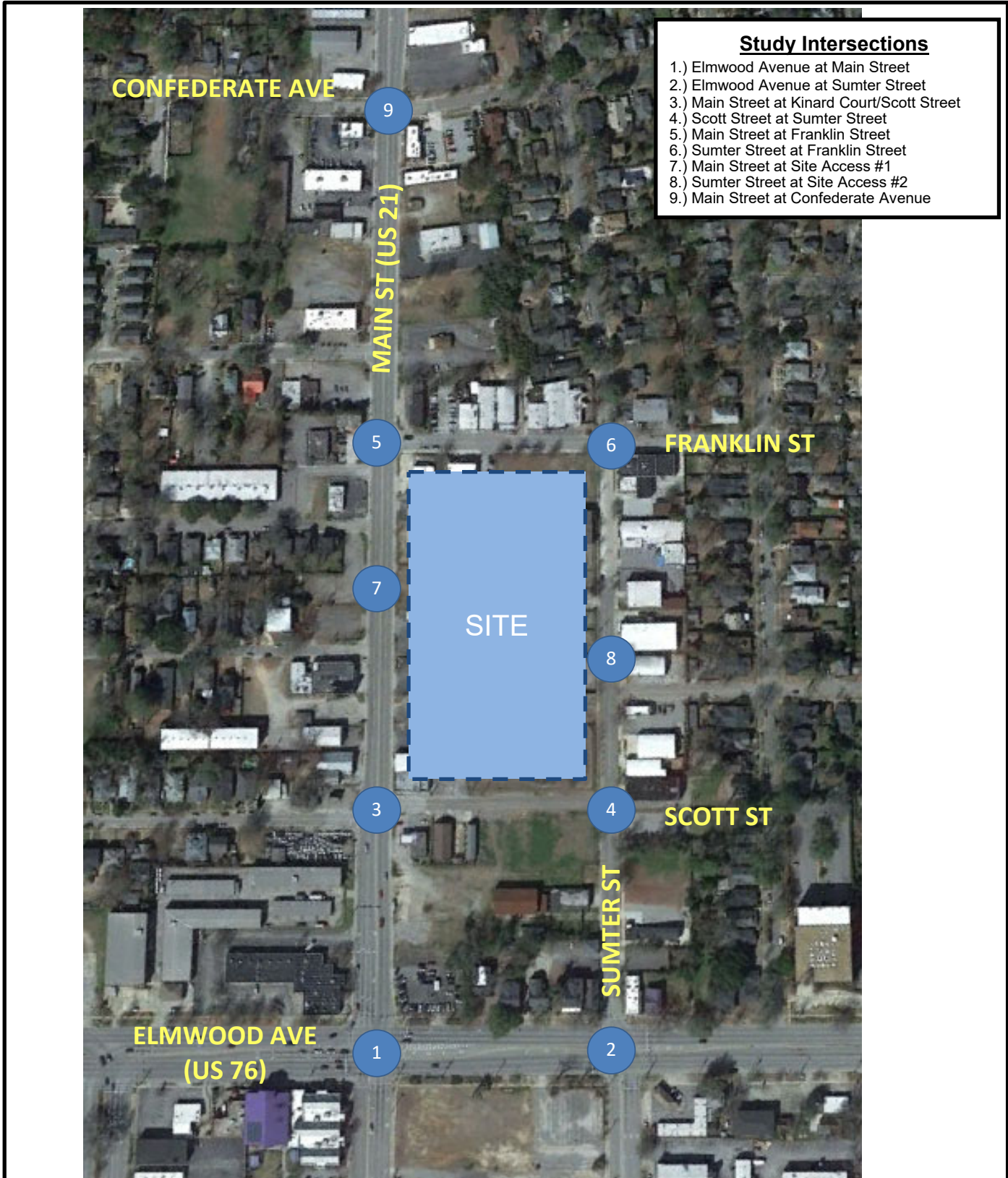
Sumter Street is a paved two lane undivided local road with at posted speed limit of 25 mph in the vicinity of the study area.

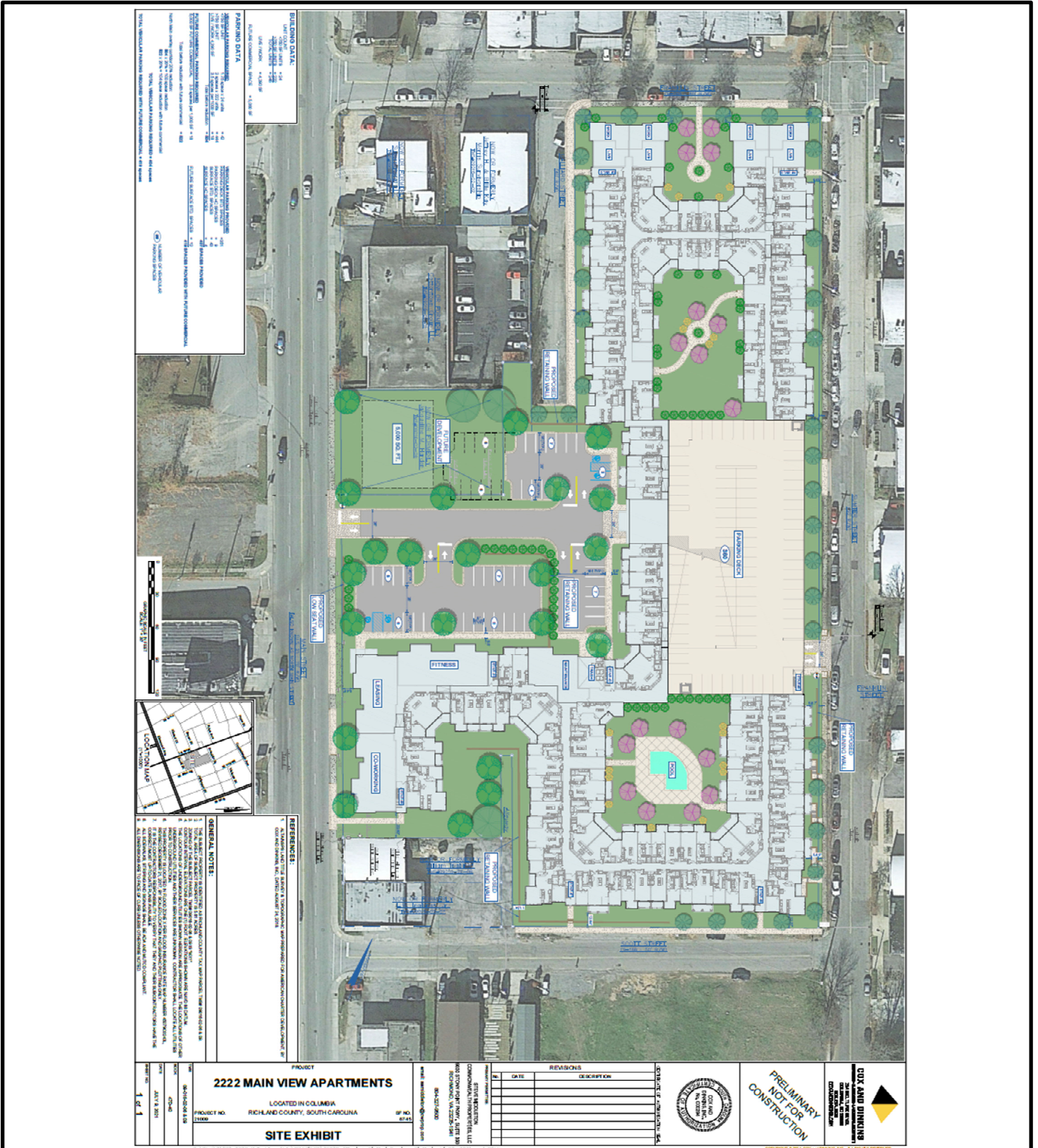
Franklin Street is a paved two lane undivided local road with at posted speed limit of 25 mph in the vicinity of the study area.

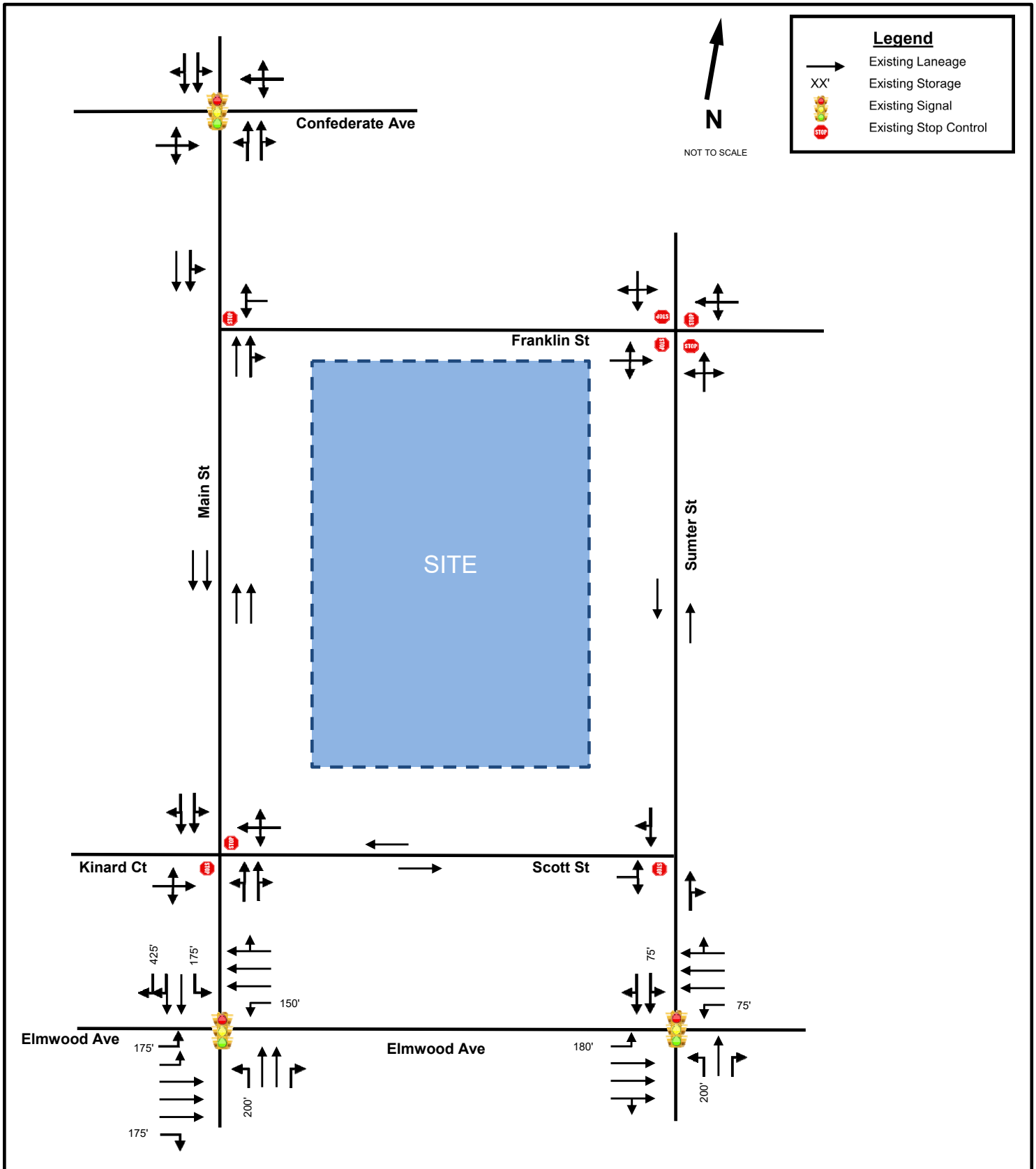
Figure 3 shows the existing laneage at the study area intersections.

2.3 Planned Projects

The SCDOT Statewide Transportation Improvement Program (STIP) and Columbia Area Transportation Study (COATS) was reviewed for Richland County to identify any planned projects within the vicinity of the study area. The only project identified near the proposed development is for intersection improvements at the Bull Street at Elmwood Avenue intersection. This intersection is located approximately 1,000 feet east of the proposed development.







3 Trip Generation

3.1 Trip Generation Methodology Determination

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* were used to estimate the trip generation potential for the following lane uses:

- ITE 221 – Multifamily Housing (Mid-Rise)
- ITE 820 – Shopping Center

It was estimated that the gross trip generation potential for the proposed development is 89 trips (25 enter/64 exit) during the AM peak hour of the adjacent street, and 166 trips (93 enter/73 exit) during the PM peak hour of the adjacent street.

Due to the nature of the mixed-use development, internal capture and pass-by trip reductions were estimated based on methodologies in the ITE *Trip Generation Handbook, 3rd Edition*. It should be noted that pass-by reductions were limited to 10% of the adjacent street traffic.

After internal capture and pass-by trip reductions, it is estimated that the proposed development will generate 87 trips (24 enter/63 exit) net new external trips during the AM peak hour, and 128 trips (74 enter/54 exit) net new external trips during the PM peak hour.

The ITE estimated trip generation for the proposed development is summarized in Table 1.

Table 1: Trip Generation Analysis Summary

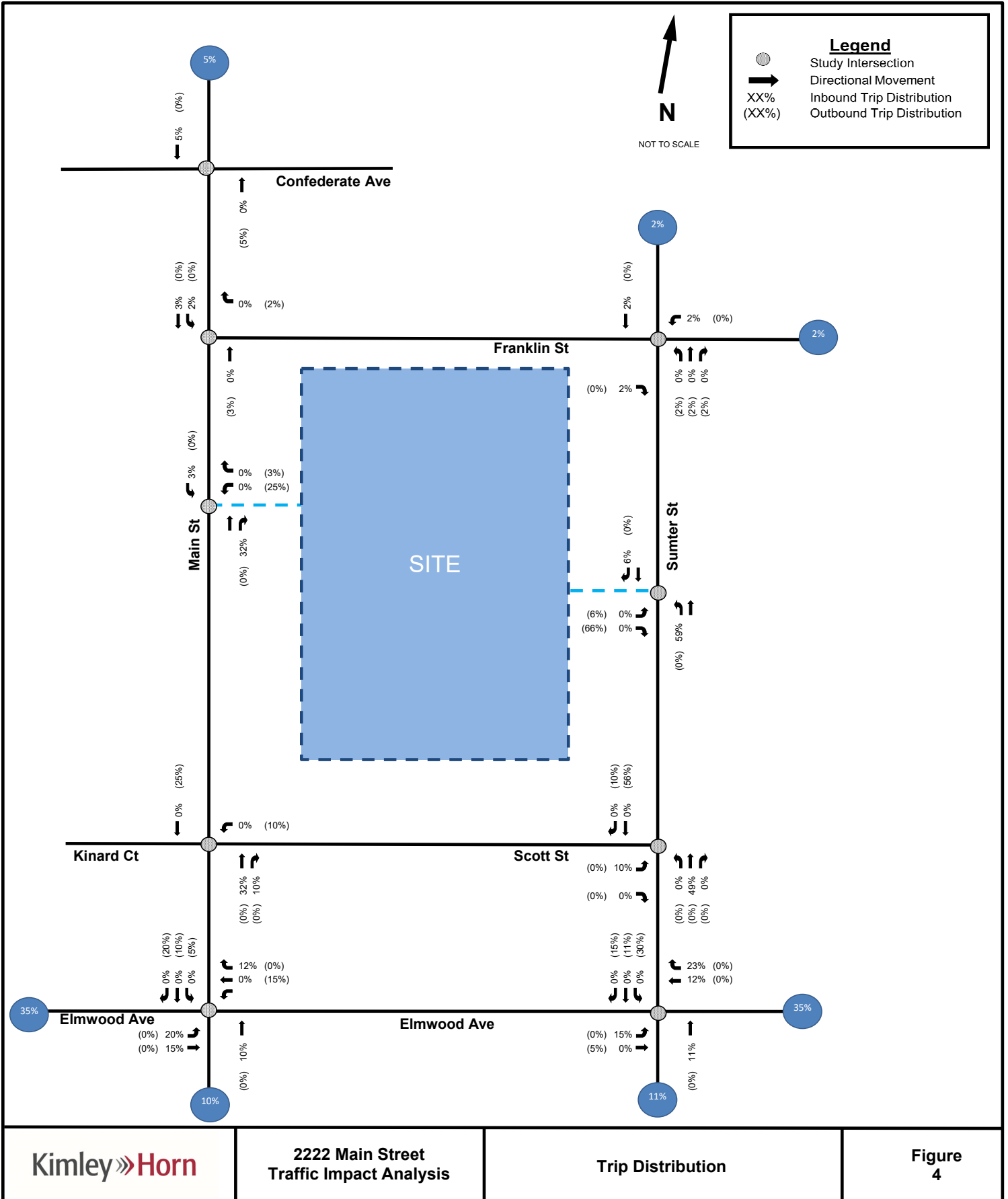
2222 Main Street Trip Generation								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing Mid-Rise (Including Live/Work Units)	250 DU	1,361	84	22	62	107	65	42
Shopping Center	5,000 SF	189	5	3	2	59	28	31
Subtotal		1,550	89	25	64	166	93	73
Internal Capture		64	2	1	1	22	11	11
<i>ITE 820 Pass-By - 0% AM / 34% PM</i>		16	0	0	0	16	8	8
<i>Adjacent Street Traffic</i>			1,177			2,004		
<i>10% Adjacent Street Traffic</i>		319	118	59	59	201	101	101
Pass-By		16	0	0	0	16	8	8
Total Net New External Trips		1,470	87	24	63	128	74	54
Note: Trip generation was calculated using the following data:								
Daily Traffic Generation								
Multifamily Housing (Mid-Rise)	[ITE 221]	=	T = 5.45 X - 1.75; (50% in, 50% out)					
Shopping Center	[ITE 820]	=	Ln (T) = 0.68 Ln (X) + 5.57; (50% in, 50% out)					
AM Peak-Hour Traffic Generation								
Multifamily Housing (Mid-Rise)	[ITE 221]	=	Ln (T) = 0.98 Ln (X) - 0.98; (26% in, 74% out)					
Shopping Center	[ITE 820]	=	T = 0.94 X ; (62% in, 38% out)					
PM Peak-Hour Traffic Generation								
Multifamily Housing (Mid-Rise)	[ITE 221]	=	Ln (T) = 0.96 Ln (X) - 0.63; (61% in, 39% out)					
Shopping Center	[ITE 820]	=	Ln (T) = 0.74 Ln (X) + 2.89; (48% in, 52% out)					

4 Site Traffic Distribution

The proposed development's trips were assigned to the surrounding roadway network. The directional distribution and assignment were based on existing peak-hour turning movements, proposed land uses, and proposed site layout. The site trip distribution percentages used in this analysis are:

- 35% to/from the East via Elmwood Avenue (US 76)
- 35% to/from the West via Elmwood Avenue (US 76)
- 11% to/from the South via Sumter Street
- 10% to/from the South via Main Street (US 21)
- 5% to/from the North via Main Street (US 21)
- 2% to/from the North via Sumter Street
- 2% to/from the East via Franklin Street

The site trip distribution is shown in Figure 4.



5 Traffic Volumes

5.1 2021 Existing Traffic

Peak-period intersection turning-movement and heavy vehicle counts were performed by All Traffic Data Services from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Thursday, April 4, 2019 for the study area intersections. Raw TMC count data were collected in 2019. Applying a historic growth rate of 2%, 2021 existing traffic volumes were calculated.

Existing counts were balanced along the study network intersections, where appropriate.

Figure shows the estimated year 2021 existing AM/PM peak-hour traffic volumes. The raw turning-movement count data are included in the Appendix.

5.2 Historical Growth Traffic

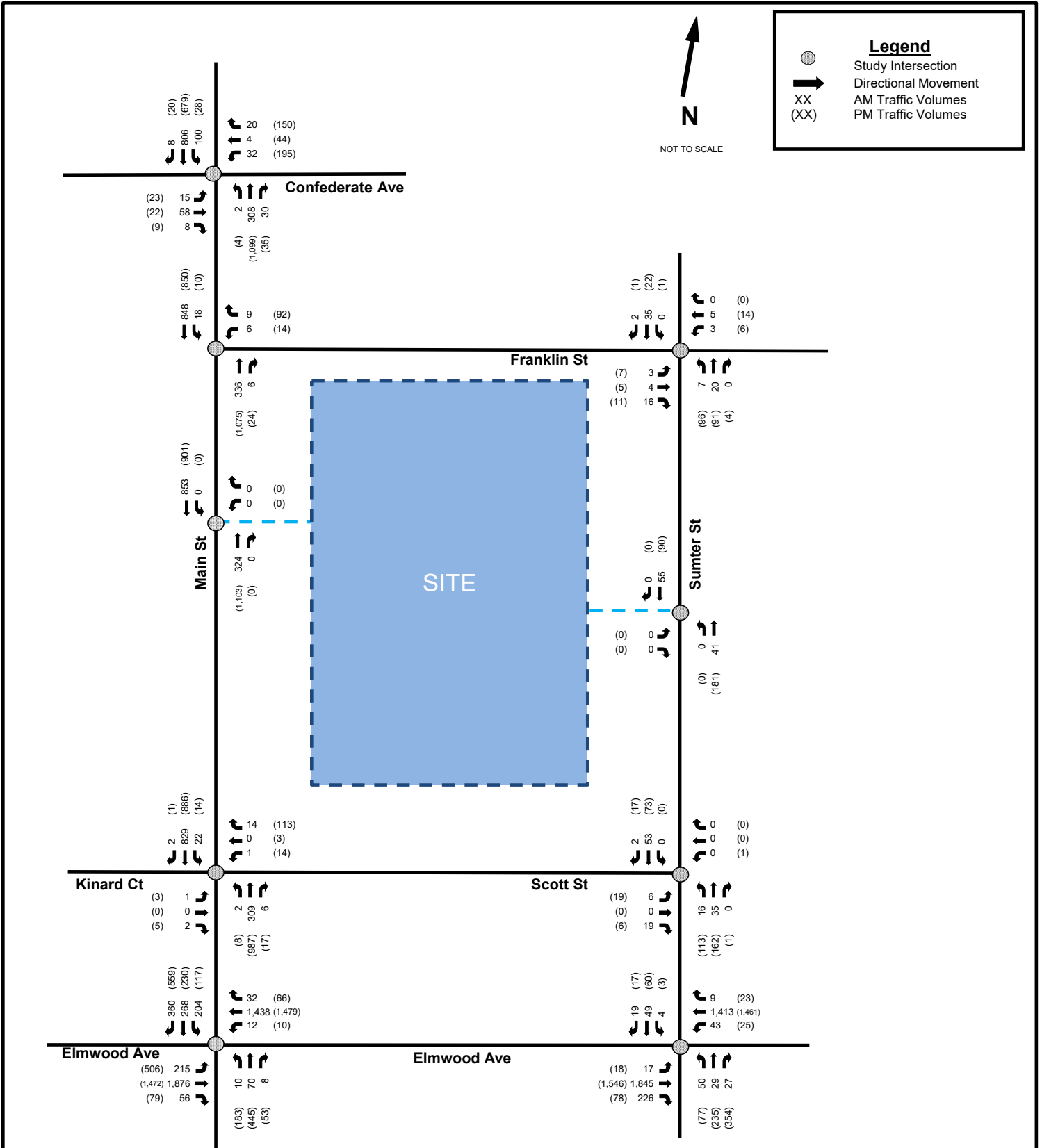
Historical growth traffic is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area. An annual growth rate of 2.0% percent was established based on SCDOT historical count data. The growth estimation is included in the Appendix.

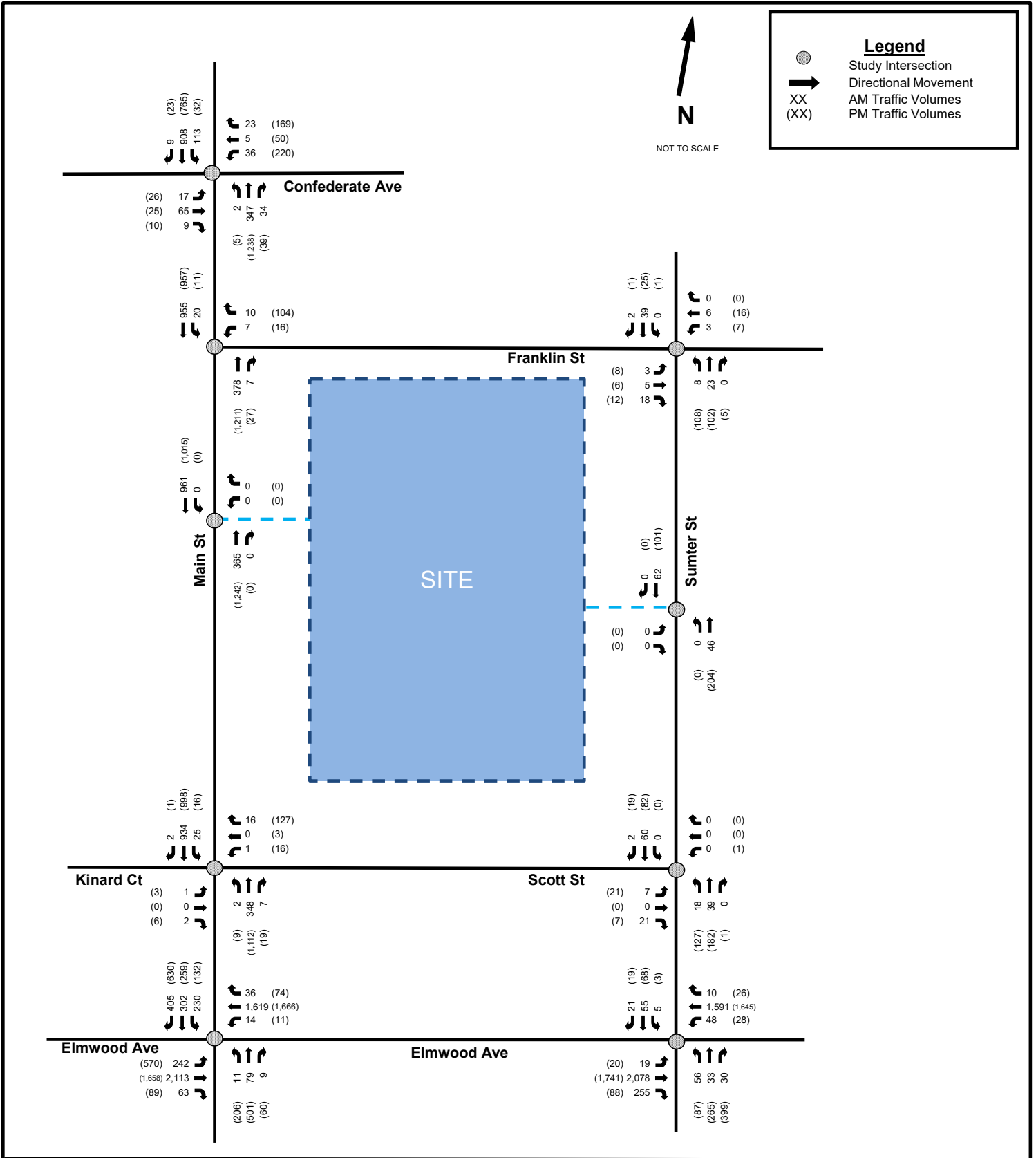
5.3 2025 No Build Traffic

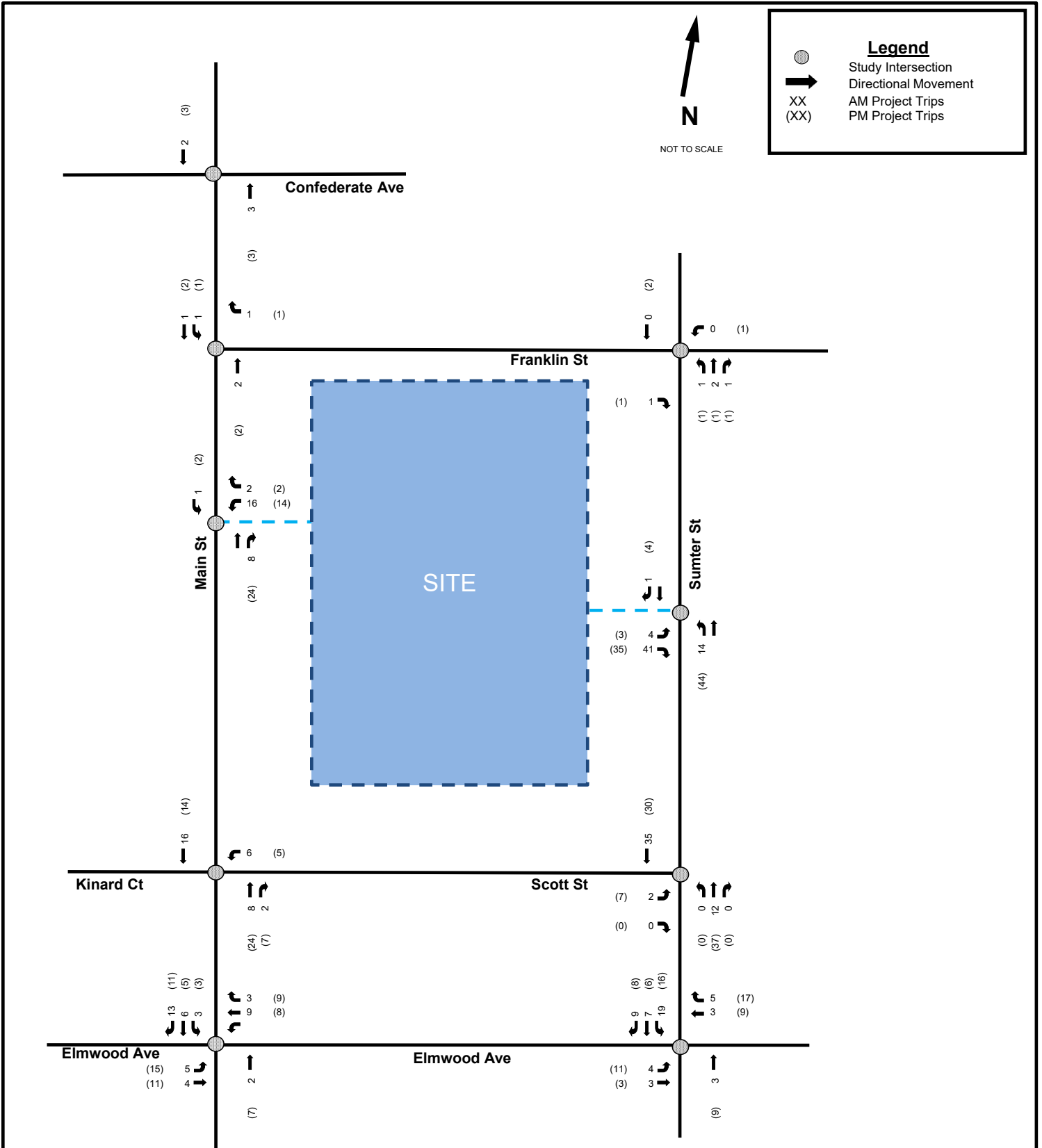
As the anticipated build-out for the development is year 2025, the analysis year for this traffic study is year 2025. The 2025 no build traffic volumes include existing, and historical growth traffic. The year 2025 AM/PM peak-hour no build traffic volumes are shown in Figure 6. Volume development worksheets are included in the Appendix.

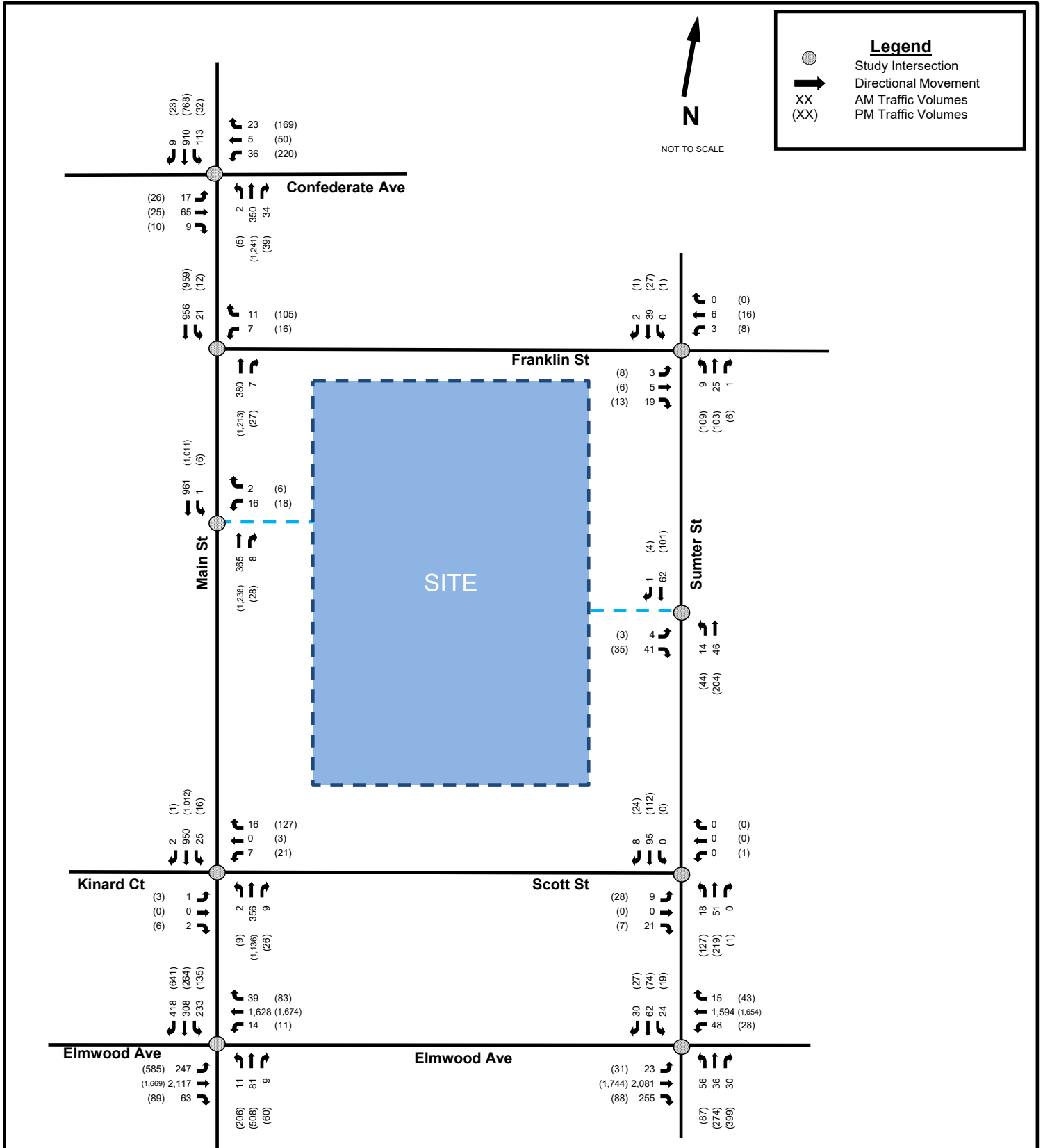
5.4 2025 Build-Out Traffic

The total year 2025 build-out traffic volumes include the year 2025 no build traffic and the proposed site traffic. The proposed site external trips used for estimating the build-out traffic are shown in Figure 7. The year 2025 AM/PM peak-hour build-out traffic volumes are shown in Figure 8.









6 Capacity Analysis

Level-of-Service (LOS) determinations were made for the weekday AM and PM peak hours for the existing study network intersections and proposed access intersections using Synchro Version 10. The program uses methodologies contained in 2000 edition and the 6th edition of the Highway Capacity Manual (HCM), as well as proprietary capacity analysis methods developed by Trafficware, to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The HCM defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Table 2 lists the LOS control delay thresholds published in the HCM for signalized and unsignalized intersections. HCM 6th edition does not support the geometric configuration at the signalized locations for the study area, therefore HCM 2000 control delay was reported for signalized intersections and HCM 6th edition for the unsignalized intersections.

Table 2: Level of Service Control Delay Thresholds

Level-of-Service Control Delay Thresholds		
Level-of-Service	(HCM 2000 Edition)	(HCM 6th Edition)
	Average Control Delay per Vehicle [sec/veh]	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

LOS for signalized intersections are reported for the intersection as a whole and are based on the average control delay for the intersection. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably. LOS for unsignalized intersections are reported for all approaches as the non-stop controlled approaches do not provide left-turn lanes. Low levels-of-service for the side street approaches are not uncommon, as vehicles may experience long delays turning onto a major roadway.

Capacity analyses were performed at the study area intersections for each of the following AM and PM peak-hour scenarios:

- 2021 Existing Conditions

- 2025 Background Conditions
- 2025 Build-Out Conditions
- 2025 Build-Out Improved Conditions

SimTraffic was utilized to estimate maximum queues for the study area intersections. The results reports are included in the Appendix.

Capacity analysis reports generated by Synchro Version 10 software are included in the Appendix and are briefly summarized in the following subsections. Intersection volume development worksheets are also included in the Appendix.

6.1 Main Street (US 21) at Elmwood Avenue (US 76)

Table 3 summarizes the LOS and control delay (seconds per vehicle at the intersection of Main Street (US 21) at Elmwood Avenue (US 76) for 2021 existing conditions, 2025 background conditions, and 2025 build-out conditions.

Table 3: Main Street (US 21) at Elmwood Avenue (US 76)

Main Street (US 21) at Elmwood Avenue (US 76)														
Condition	Measure	EB (Elmwood Avenue)			WB (Elmwood Avenue)			NB (Main Street)			SB (Main Street)			Overall
		EBL	EBT	EBR	WBL	WBT	WBTR	NBL	NBT	NBR	SBL	SBTR	SBR	
AM Peak Hour														
2021 Existing	LOS (Delay)	B (18.9)			C (22.3)			D (51.2)			D (51.7)			C (26.6)
2025 Background	LOS (Delay)	C (23.6)			C (27.8)			D (46.4)			D (48.0)			C (29.9)
2025 Build-Out	LOS (Delay)	C (23.8)			C (28.3)			D (46.3)			D (48.5)			C (30.3)
PM Peak Hour														
2021 Existing	LOS (Delay)	C (24.3)			C (30.8)			E (55.3)			D (54.7)			C (35.6)
2025 Background	LOS (Delay)	C (26.7)			D (46.9)			E (59.2)			E (66.2)			D (43.9)
2025 Build-Out	LOS (Delay)	C (27.6)			D (50.0)			E (59.9)			E (69.3)			D (45.8)

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this intersection as part of this TIA.

To improve traffic conditions at the intersections north of Elmwood Avenue, a two-way left-turn lane (TWLTL) is recommended and will terminate at the southbound left-turn lane at this intersection.

6.2 Elmwood Avenue (US 76) at Sumter Street

Table 4 summarizes the LOS and control delay (seconds per vehicle at the intersection of Elmwood Avenue (US 76) at Sumter Street for 2021 existing conditions, 2025 background conditions, and 2025 build-out conditions.

Table 4: Elmwood Avenue (US 76) at Sumter Street Capacity Analysis

Elmwood Avenue (US 76) at Sumter Street													
Condition	Measure	EB (Elmwood Avenue)			WB (Elmwood Avenue)			NB (Sumter Street)			SB (Sumter Street)		Overall
		EBL	EBT	EBTR	WBL	WBT	WBTR	NBL	NBT	NBR	SBLT	SBTR	
AM Peak Hour													
2021 Existing	LOS	A(1.7)			A(4.3)			E (55.5)			D (54.1)		A(5.2)
2025 Background	LOS	A(2.2)			A(8.1)			D (52.2)			D (51.1)		A(6.9)
2025 Build-Out	LOS	A(2.2)			A(8.2)			D (52.2)			D (51.9)		A(7.3)
PM Peak Hour													
2021 Existing	LOS	B (10.2)			B (11.2)			D (53.4)			D (37.6)		B (18.5)
2025 Background	LOS	B (13.1)			B (14.1)			E (56.1)			D (35.2)		C (21.3)
2025 Build-Out	LOS	B (13.1)			B (14.2)			E (56.2)			D (35.7)		C (21.4)

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this intersection as part of this TIA.

6.3 Main Street (US 21) at Scott Street/Kinard Court

Table 5 summarizes the LOS and control delay (seconds per vehicle at the intersection of Main Street (US 21) at Scott Street/Kinard Court for 2021 existing conditions, 2025 background conditions, 2025 build-out conditions, and 2025 build-out improved conditions.

Table 5: Main Street (US 21) at Scott Street/Kinard Court

Main Street (US 21) at Scott Street/Kinard Court			
Condition	Measure	EB (Kinard Court)	WB (Scott Street)
		LTR	LTR
AM Peak Hour			
2021 Existing	LOS (Delay)	C (22.9)	B (10.8)
2025 Background	LOS (Delay)	C (20.7)	B (10.4)
2025 Build-Out	LOS (Delay)	C (21.2)	B (14.5)
2025 Build-Out + Improvements	LOS (Delay)	C (19.1)	B (11.1)
PM Peak Hour			
2021 Existing	LOS (Delay)	E (42.4)	E (41.7)
2025 Background	LOS (Delay)	F (62.0)	F (103.2)
2025 Build-Out	LOS (Delay)	F (70.2)	F (181.0)
2025 Build-Out + Improvements	LOS (Delay)	C (22.7)	D (28.4)
Note: LOS and Control Delay only reported on stop-controlled approaches.			

The westbound approach is anticipated to operate at LOS F under the background and build conditions during the PM peak hour. Converting the southbound approach on Main Street to a single through lane with a two way left turn lane (TWLTL) improves the LOS under the build-out improved condition by providing the opportunity to perform a two-stage left turn to/from the side street.

Therefore, it is recommended that the laneage along Main Street be reconfigured to provide one southbound through lane, a TWLTL, and two northbound through lanes from Confederate Avenue to Elmwood Avenue.

6.4 Sumter Street at Scott Street

Table 6 summarizes the LOS and control delay (seconds per vehicle at the intersection of Sumter Street at Scott Street for 2021 existing conditions, 2025 background conditions, and 2025 build-out conditions.

Table 6: Sumter Street at Scott Street Access Capacity Analysis

Sumter Street at Scott Street		
Condition	Measure	EB (Scott Street)
		EBLR
AM Peak Hour		
2021 Existing	LOS	A (9.2)
2025 Background	LOS	A (9.0)
2025 Build-Out	LOS	A (9.3)
PM Peak Hour		
2021 Existing	LOS	B (12.9)
2025 Background	LOS	B (12.8)
2025 Build-Out	LOS	B (14.3)
Note: LOS and Control Delay only reported on stop-controlled approaches.		

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this intersection as part of this TIA.

6.5 Main Street (US 21) at Franklin Street

Table 7 summarizes the LOS and control delay (seconds per vehicle at the intersection of Main Street (US 21) at Franklin Street for 2021 existing conditions, 2025 background conditions, 2025 build-out conditions, and 2025 build-out improved conditions.

Table 7: Main Street (US 21) at Franklin Street Capacity Analysis

Main Street (US 21) at Franklin Street		
Condition	Measure	WB (Franklin Street)
		WBLR
AM Peak Hour		
2021 Existing	LOS	C (15.2)
2025 Background	LOS	B (14.6)
2025 Build-Out	LOS	B (14.4)
2025 Build-Out + Improvements	LOS	B (13.4)
PM Peak Hour		
2021 Existing	LOS	D (28.6)
2025 Background	LOS	E (44.9)
2025 Build-Out	LOS	E (46.2)
2025 Build-Out + Improvements	LOS	C (23.5)
Note: LOS and Control Delay only reported on stop-controlled approaches.		

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this intersection as part of this TIA. However, converting the southbound approach on Main Street to single through lane with a two way left turn lane (TWLTL) as part of the recommended corridor improvement project improves the LOS under the build-out improved condition.

Therefore, it is recommended that the laneage along Main Street be reconfigured to provide one southbound through lane, a TWLTL, and two northbound through lanes from Confederate Avenue to Elmwood Avenue.

6.6 Sumter Street at Franklin Street

Table 8 summarizes the LOS and control delay (seconds per vehicle at the intersection of Sumter Street at Franklin Street for 2021 existing conditions, 2025 background conditions, and 2025 build-out conditions.

Table 8: Sumter Street at Franklin Street Capacity Analysis

Sumter Street at Franklin Street					
Condition	Measure	EB (Franklin Street)	WB (Franklin Street)	NB (Sumter Street)	SB (Sumter Street)
		EBLTR	WBLTR	NBLTR	SBLTR
AM Peak Hour					
2021 Existing	LOS	A(7.5)	A(7.3)	A(7.3)	A(7.3)
2025 Background	LOS	A(7.4)	A(7.3)	A(7.3)	A(7.2)
2025 Build-Out	LOS	A(7.4)	A(7.3)	A(7.3)	A(7.3)
PM Peak Hour					
2021 Existing	LOS	A(7.6)	A(7.9)	A(9.1)	A(7.5)
2025 Background	LOS	A(7.5)	A(7.8)	A(8.8)	A(7.4)
2025 Build-Out	LOS	A(7.5)	A(7.8)	A(8.8)	A(7.5)

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this intersection as part of this TIA.

6.7 Main Street (US 21) at Driveway #1

Table 9 summarizes the LOS and control delay (seconds per vehicle at the intersection of Main Street (US 21) at Driveway #1 for 2025 build-out conditions and 2025 build-out improved conditions.

Table 9: Main Street (US 21) at Driveway #1 Capacity Analysis

Main Street (US 21) at Driveway #1		
Condition	Measure	WB (Driveway #1)
		WBLR
AM Peak Hour		
2025 Build-Out	LOS	C (18.5)
2025 Build-Out + Improvements	LOS	C (16.9)
PM Peak Hour		
2025 Build-Out	LOS	F (86.8)
2025 Build-Out + Improvements	LOS	D (28.1)
Note: LOS and Control Delay only reported on stop-controlled approaches.		

The westbound approach is anticipated to operate at LOS F under build condition during the PM peak hour. Converting the southbound approach on Main Street to a single through lane with a two way left turn lane (TWLTL) improves the LOS under the build-out improved condition.

Therefore, it is recommended that the laneage along Main Street be reconfigured to provide one southbound through lane, a TWLTL, and two northbound through lanes from Confederate Avenue to Elmwood Avenue.

6.8 Sumter Street at Driveway #2

Table 10 summarizes the LOS and control delay (seconds per vehicle at the intersection of Sumter Street at Driveway #2 for 2021 2025 build-out conditions.

Table 10: Sumter Street at Driveway #2 Capacity Analysis

Sumter Street at Driveway #2		
Condition	Measure	EB (Driveway #2)
		EBLR
AM Peak Hour		
2025 Build-Out	LOS	A (8.9)
PM Peak Hour		
2025 Build-Out	LOS	A (9.2)
Note: LOS and Control Delay only reported on stop-controlled approaches.		

The intersection is not anticipated to have any significant or adverse impacts as a result of the proposed development; therefore, no capacity improvements are recommended at this location.

6.9 Main Street (US 21) at Confederate Avenue

Table 11 summarizes the LOS and control delay (seconds per vehicle at the intersection of Main Street (US 21) at Confederate Avenue for 2021 existing, 2025 background, and 2025 build-out conditions and build-out improved conditions.

Table 11: Main Street (US 21) at Confederate Avenue Capacity Analysis

Main Street (US 21) at Confederate Avenue								
Condition	Measure	EB (Franklin Street) (Confederate	WB (Confederate Avenue)	NB (Main Street)		SB (Main Street)		Overall
		EBLTR	WBLTR	NBLT	NBTR	SBLT	SBTR	
AM Peak Hour								
2021 Existing	LOS	C (25.4)	C (24.6)	A(5.3)		A(8.9)		A(9.6)
2025 Background	LOS	C (25.3)	C (24.6)	A(5.3)		A(8.6)		A(9.4)
2025 Build-Out	LOS	C (25.3)	C (24.6)	A(5.3)		A(8.7)		A(9.4)
2025 Build-Out + Improvements	LOS	D (43.6)	D (42.6)	A(0.8)		B (10.6)		B (11.5)
PM Peak Hour								
2021 Existing	LOS	B (16.9)	D (41.9)	B (16.5)		B (12.9)		B (19.7)
2025 Background	LOS	B (15.9)	E (55.1)	C (22.9)		B (17.6)		C (26.5)
2025 Build-Out	LOS	B (15.9)	E (55.1)	C (23.0)		B (17.6)		C (26.6)
2025 Build-Out + Improvements	LOS	C (28.6)	E (64.5)	A(7.2)		C (33.8)		C (25.7)

All the approaches are anticipated to operate at LOS D or better under all scenarios during the AM peak hour and LOS E or better during PM Peak hour.

In conjunction with the recommended improvements along Main Street being reconfigured to provide one southbound through lane, a TWLTL, and two northbound through lanes from Confederate Avenue to Elmwood Avenue, Confederate Avenue is a logical termini on the north end for these improvements. To accommodate these improvements, the following are recommended:

- Restripe the northbound approach of Main Street at Confederate Avenue to provide two (2) northbound through lanes, and one (1) northbound left-turn lane with 150 feet of storage that ties into the proposed TWLTL
- Restripe the southbound approach of Main Street at Confederate Avenue to provide one (1) left-turn lane (southbound lane drop at the intersection) and one (1) through/right turn lane

7 Multimodal Considerations

Sidewalk facilities will be provided on-site and will connect to the existing sidewalk network surrounding the site to encourage multimodal transportation to/from the site.

8 On-Site Parking Analysis

The *Urban Land Institute (ULI) Shared Parking, Third Edition* and the conceptual site plan provided were used to project anticipated parking needs by time of day to determine peak parking demands for the weekday and weekend peak hours and if the proposed parking supply is sufficient.

8.1 Parking Supply

The parking facilities for the proposed development are anticipated to include the following (total of 407 spaces):

- Surface Lots – 47 spaces
- Parking Garage – 360 spaces

It should be noted that the parking supply does not consider the number of parking spaces within the surface lot associated with the proposed retail in Zone C.

8.2 Parking Analysis

8.2.1 ULI Shared-Use Parking Methodology:

Parking demands were assessed using the Urban Land Institute's (ULI) Shared Parking Calculation Model. This model presents methodology to determine parking demand based on shared-use principles, which assumes that parking designated for one land use is available to share with an adjacent land use based on time of day variations in parking accumulation between individual land uses.

In accordance with this methodology, the site plan was divided into 3 zones based on the proximity of land uses and anticipated traffic circulation. The zones are as follows with their respective intensities:

- Zone A – Multifamily Residential – 95 units, Live/Work - 4 units (approximately 5,200 SF)
- Zone B – Multifamily Residential – 151 units
- Zone C – Retail (>2,500 SF) – 5,000 SF

Further reductions can be applied to generated parking demand in a compact, mixed-use development, similar to what is proposed in a study area such as this that account for parking a vehicle once and visiting multiple land uses in a single trip. This is referred to as internal capture. The internal capture rate applied to this analysis was 20%, which was determined based on the daily internal capture percentage used in the trip generation performed in an earlier section. This number is used both as a means of reducing vehicle trips for the trip generation, as well as reducing parking demand internal to the site.

Parking analysis worksheets are provided in Appendix E.

8.3 Parking Analysis Findings

Based on the parking analyses performed, a study area such as this is considered at capacity when occupancy approaches 85% - 90% of parking supply. The 10% - 15% of excess available parking supply reduces the time required to find a parking space and promotes a perception of adequate parking. When parking occupancy exceeds these levels, there may be delays and frustration in finding a space and users may be forced to use a space that is too far from their destination or does not offer a comfortable walking environment. Should parking occupancies be pushed to 100% of the supply, the result is frustrated visitors spending too much time circulating for a parking space, rather than enjoying their time in the development.

Based on this understanding, the current site plan provides adequate parking supply for the projected parking demand as the expected parking demand is less than 85% of the parking supply on both weekdays and weekends.

Table 12 summarizes the overall findings.

Table 12: Parking Analysis Summary

2222 Main Street Parking Summary	
Weekday Summary	
ULI Parking Demand (based on shared use)	340
Parking Supply ¹	419
Surplus / (Deficit)	79
% Occupancy	81%
Weekend Summary	
ULI Parking Demand (based on shared use)	331
Parking Supply ¹	419
Surplus / (Deficit)	88
% Occupancy	79%
¹ Includes additional 12 spaces associated with Future Retail portion of site.	

9 Conclusion

The proposed 2222 Main Street mixed-use development is located in Columbia, SC and is bounded by US 21 (Main Street) to the west, Scott Street to the south, Franklin Street to the north, and Sumter Street to the east. Based on the current site plan, the proposed development is anticipated to include up to 250 multi-family apartments (including 4 live/work units) and up to 5,000 SF of retail. The full build of this development is anticipated to be complete in 2025 with access to be provided as follows:

- One full-movement driveway on Main Street (Site Access #1)
- One full-movement driveway on Sumter Street (Site Access #2)

This TIA evaluates traffic operations under 2021 existing, 2025 no build, and 2025 build-out conditions during the AM and PM peak hours at the following intersections:

- Main Street (US 21) at Elmwood Avenue (US 76)
- Elmwood Avenue (US 76) at Sumter Street
- Main Street (US 21) at Scott Street/Kinard Court
- Sumter Street at Scott Street
- Main Street (US 21) at Franklin Street
- Sumter Street at Franklin Street
- Main Street (US 21) at Driveway #1
- Sumter Street at Driveway #2
- Main Street (US 21) at Confederate Avenue

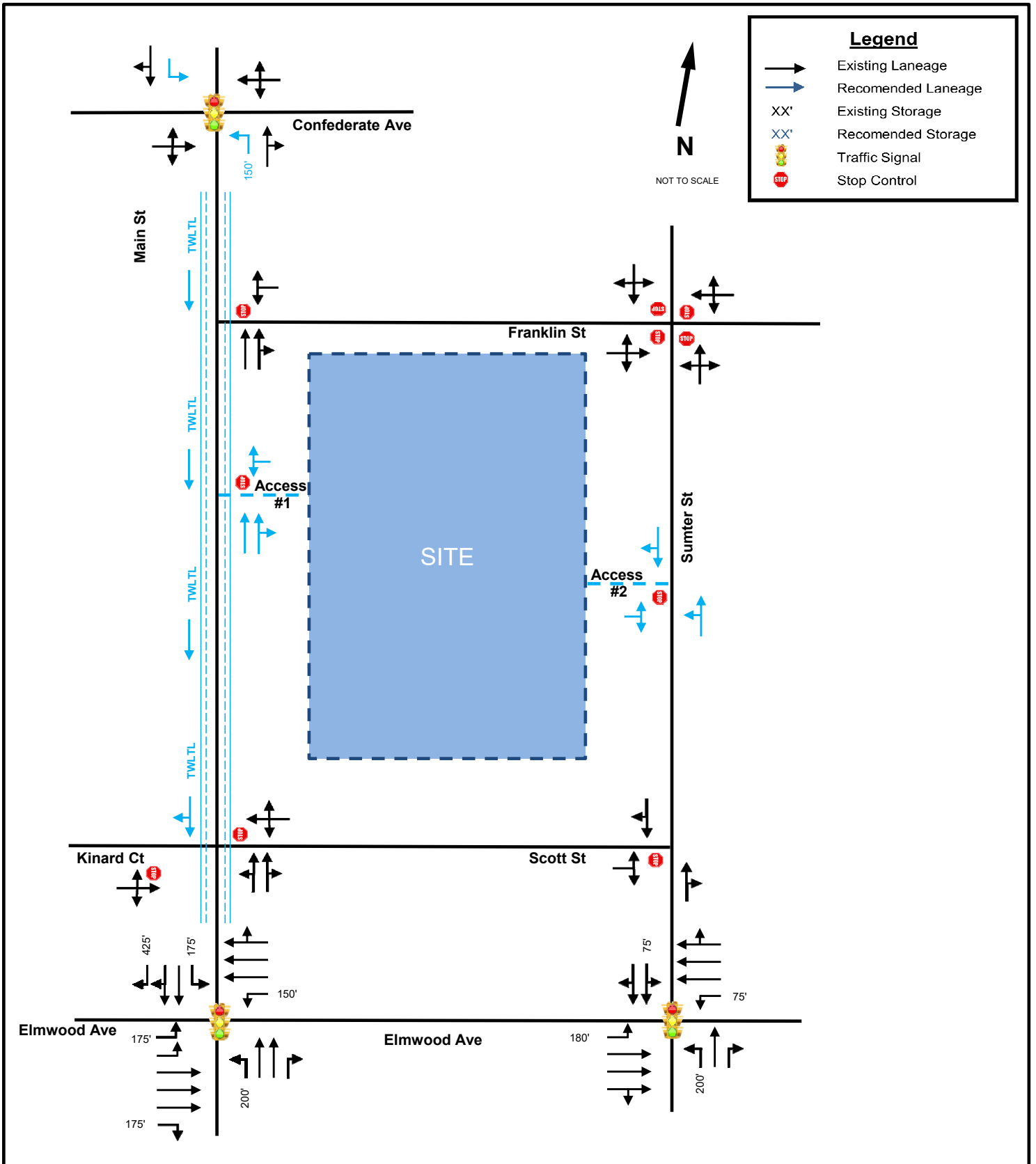
Kimley-Horn was retained to determine the potential traffic impacts of this development and identify transportation improvements that may be required to accommodate these impacts. This report presents trip generation, trip distribution, capacity analyses, and recommendations for transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

Based on the results of the analyses contained within the report, the following improvements are recommended to accommodate site traffic accessing the proposed development:

- Convert Main Street traveling southbound to a single through lane and a two way left turn lane (TWLTL) from the intersection of Confederate Avenue to Elmwood Avenue, and maintain the two northbound lanes
- Restripe the northbound approach of Main Street at Confederate Avenue to provide two (2) northbound through lanes, and one (1) northbound left-turn lane with 150 feet of storage that ties into the proposed TWLTL
- Restripe the southbound approach of Main Street at Confederate Avenue to provide one (1) left-turn lane (southbound lane drop at the intersection) and one (1) through/right turn lane

It should be noted that with the above recommended two-way left-turn lane improvements to Main Street, after completion and lease-up of the development project the stop-controlled intersections along Main Street perform at a better level of service than current traffic control conditions.

Figure 9 shows the recommended laneage at the study area intersections as described above.



Appendix

Appendix A: Raw Turning Movement Counts

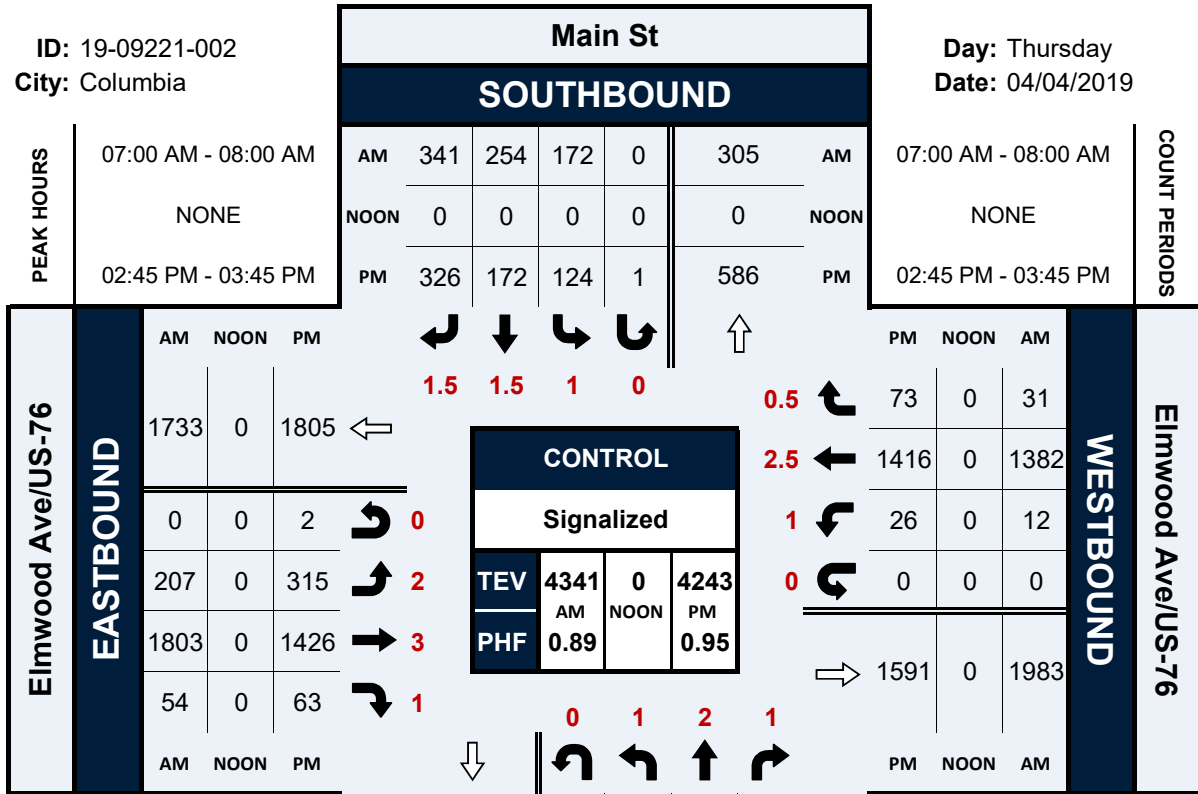
Prepared by National Data & Surveying Services

Main St & Elmwood Ave/US-76

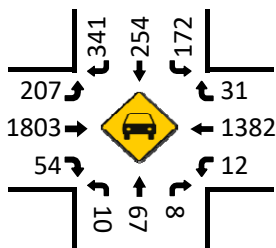
Peak Hour Turning Movement Count

ID: 19-09221-002
City: Columbia

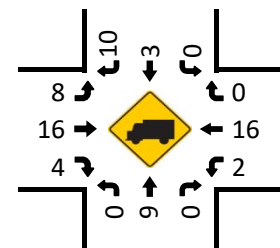
Day: Thursday
Date: 04/04/2019



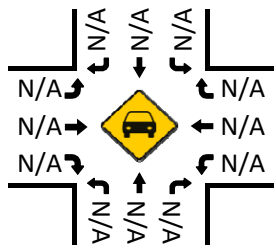
Total Vehicles (AM)



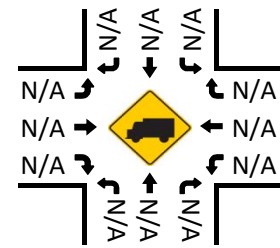
HT (AM)



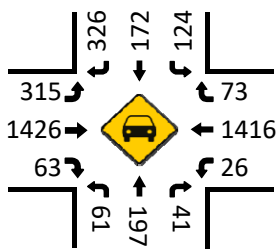
Total Vehicles (Noon)



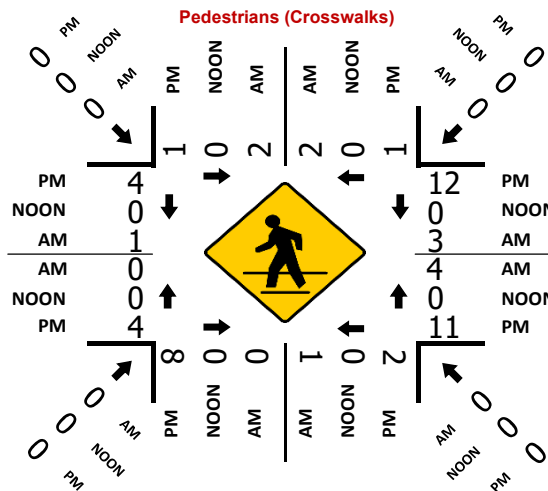
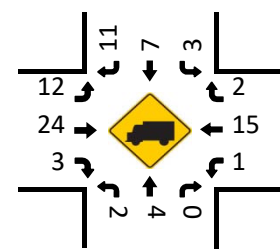
HT (NOON)



Total Vehicles (PM)



HT (PM)



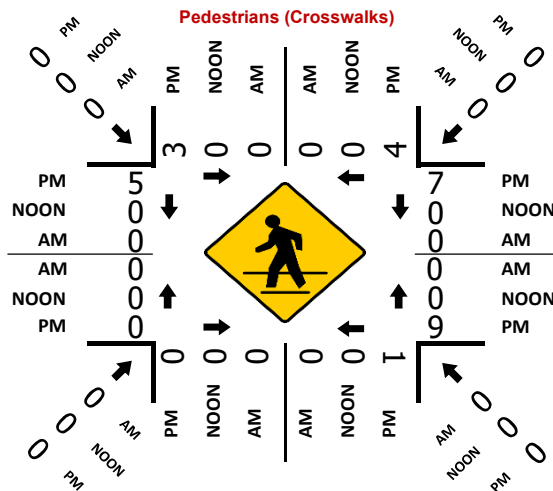
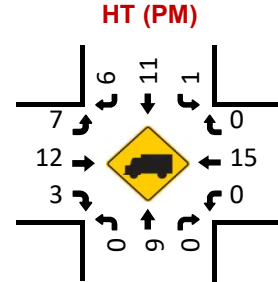
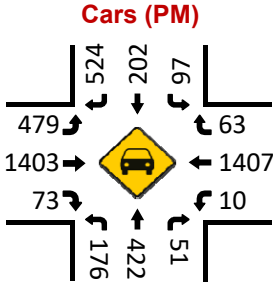
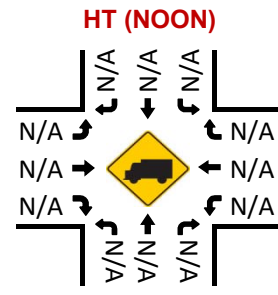
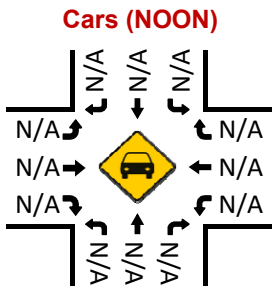
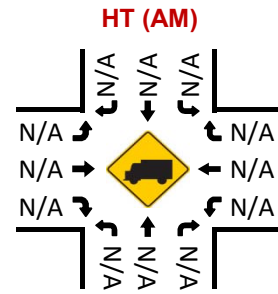
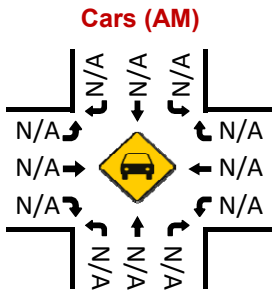
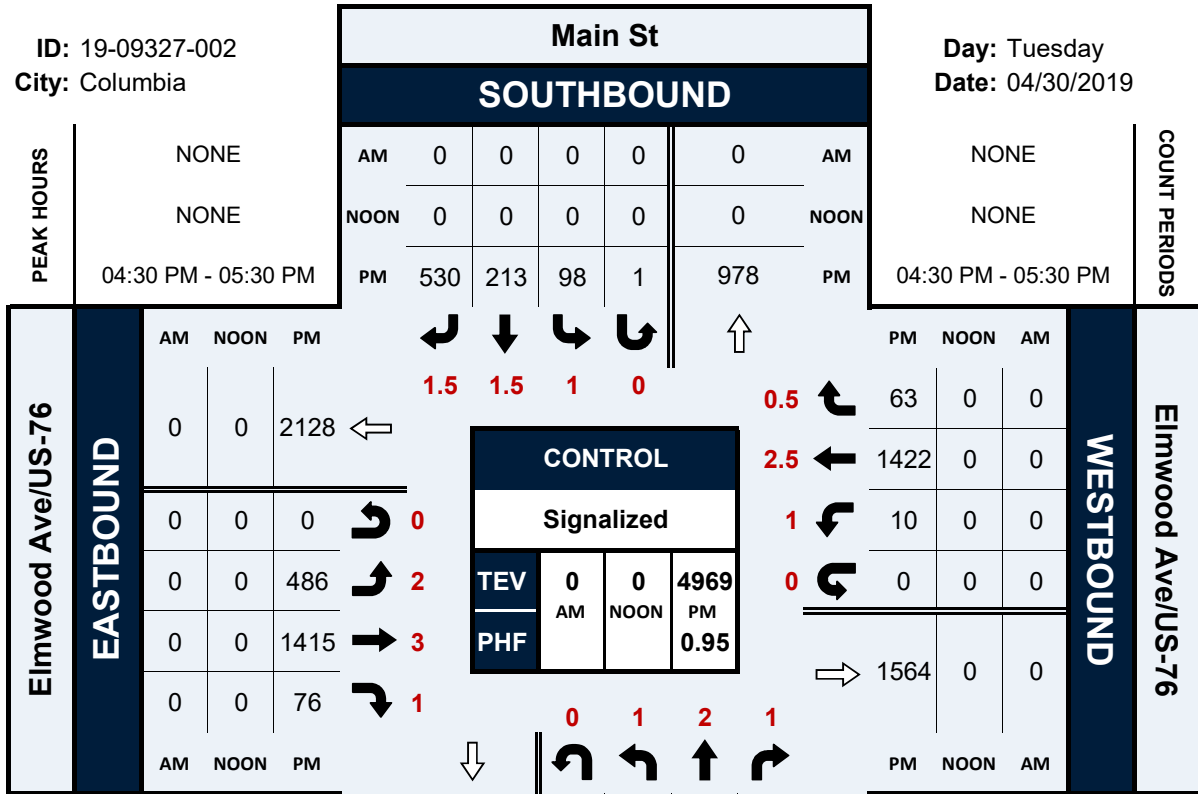
Prepared by National Data & Surveying Services

Main St & Elmwood Ave/US-76

Peak Hour Turning Movement Count

ID: 19-09327-002
City: Columbia

Day: Tuesday
Date: 04/30/2019



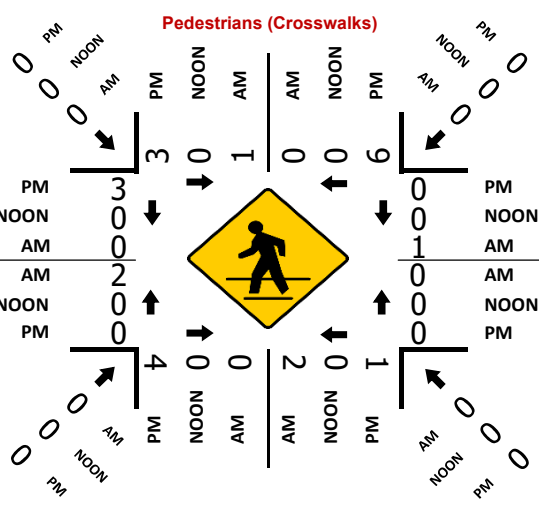
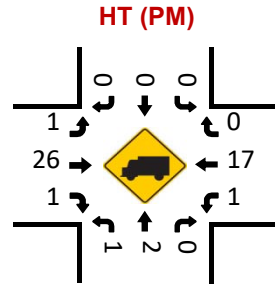
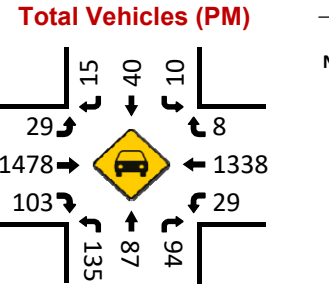
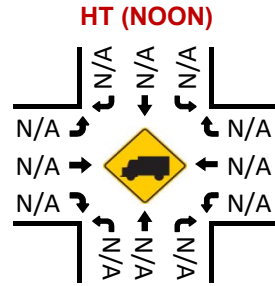
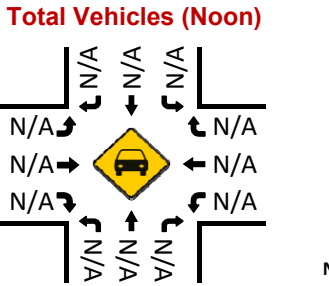
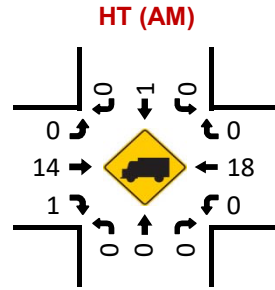
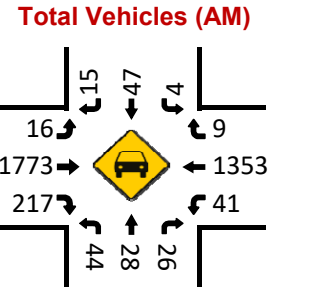
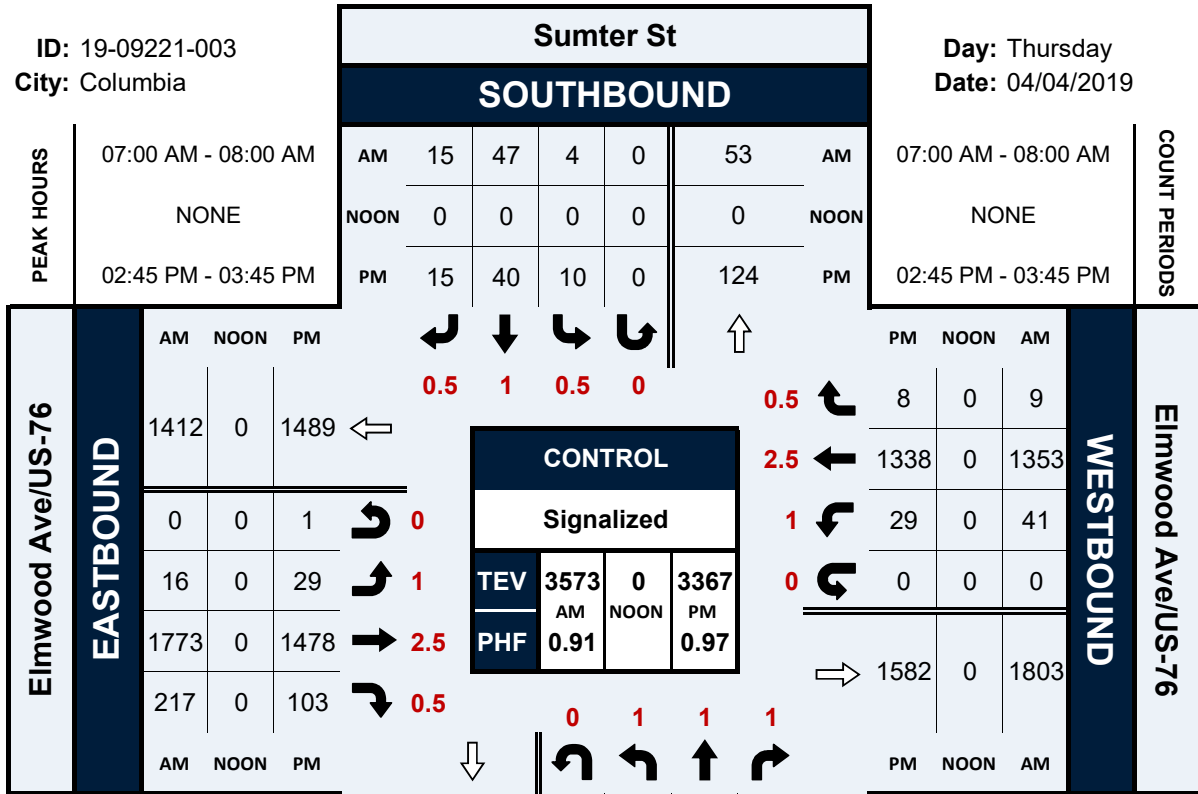
Prepared by National Data & Surveying Services

Sumter St & Elmwood Ave/US-76

Peak Hour Turning Movement Count

ID: 19-09221-003
City: Columbia

Day: Thursday
Date: 04/04/2019



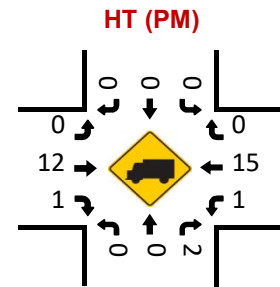
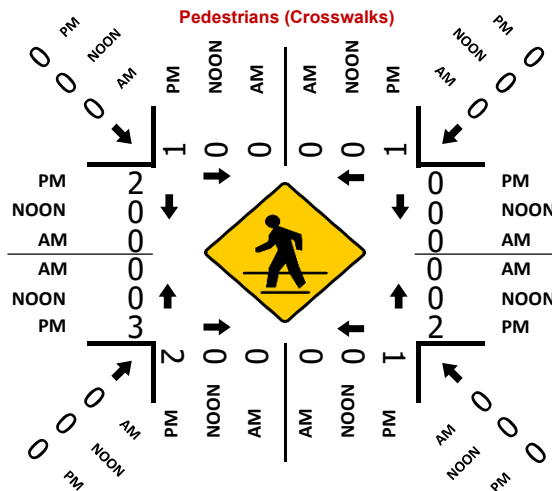
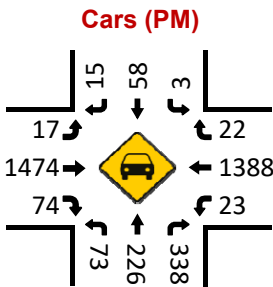
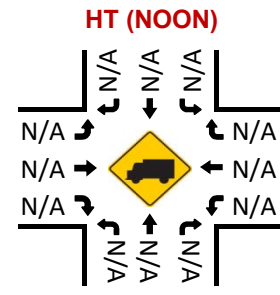
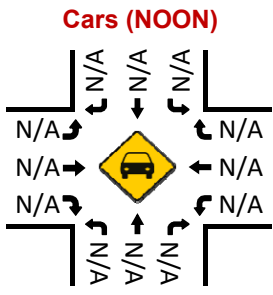
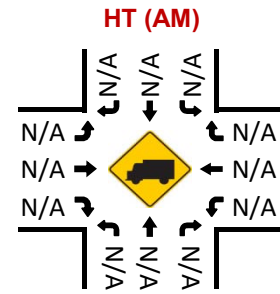
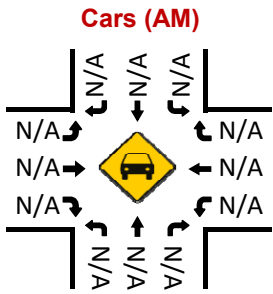
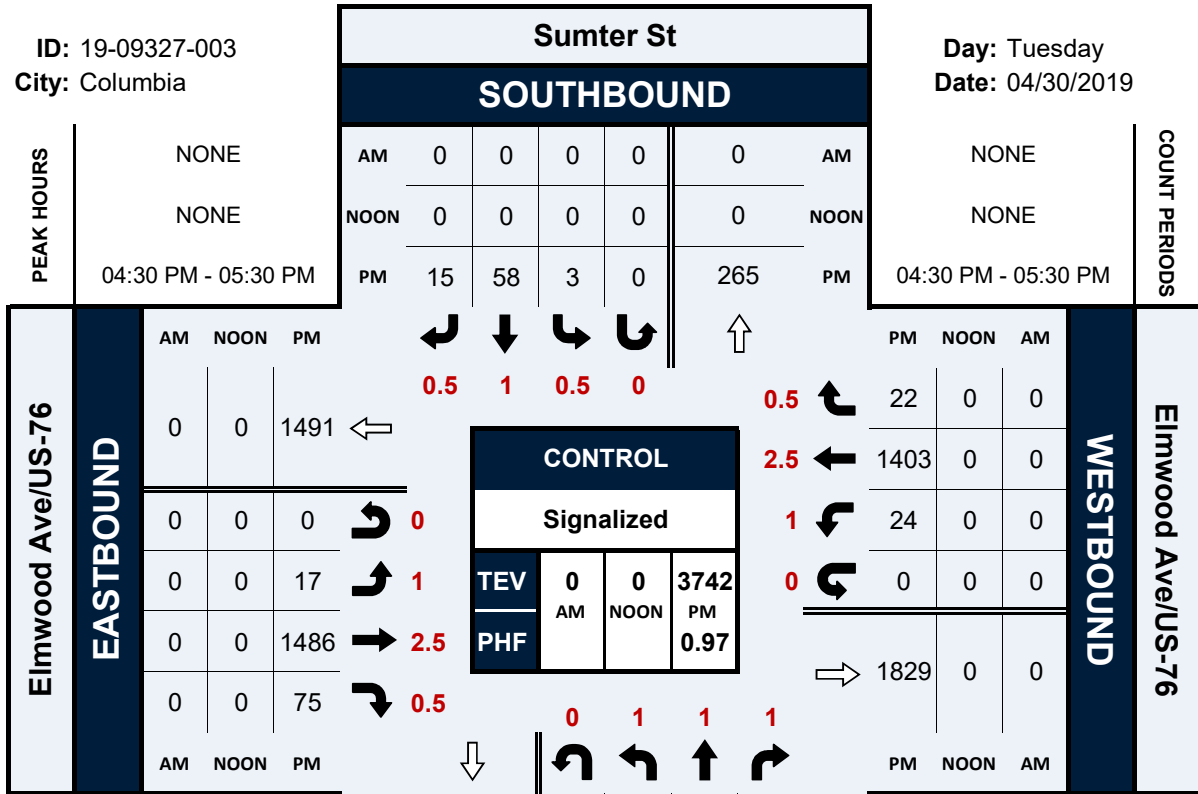
Prepared by National Data & Surveying Services

Sumter St & Elmwood Ave/US-76

Peak Hour Turning Movement Count

ID: 19-09327-003
City: Columbia

Day: Tuesday
Date: 04/30/2019



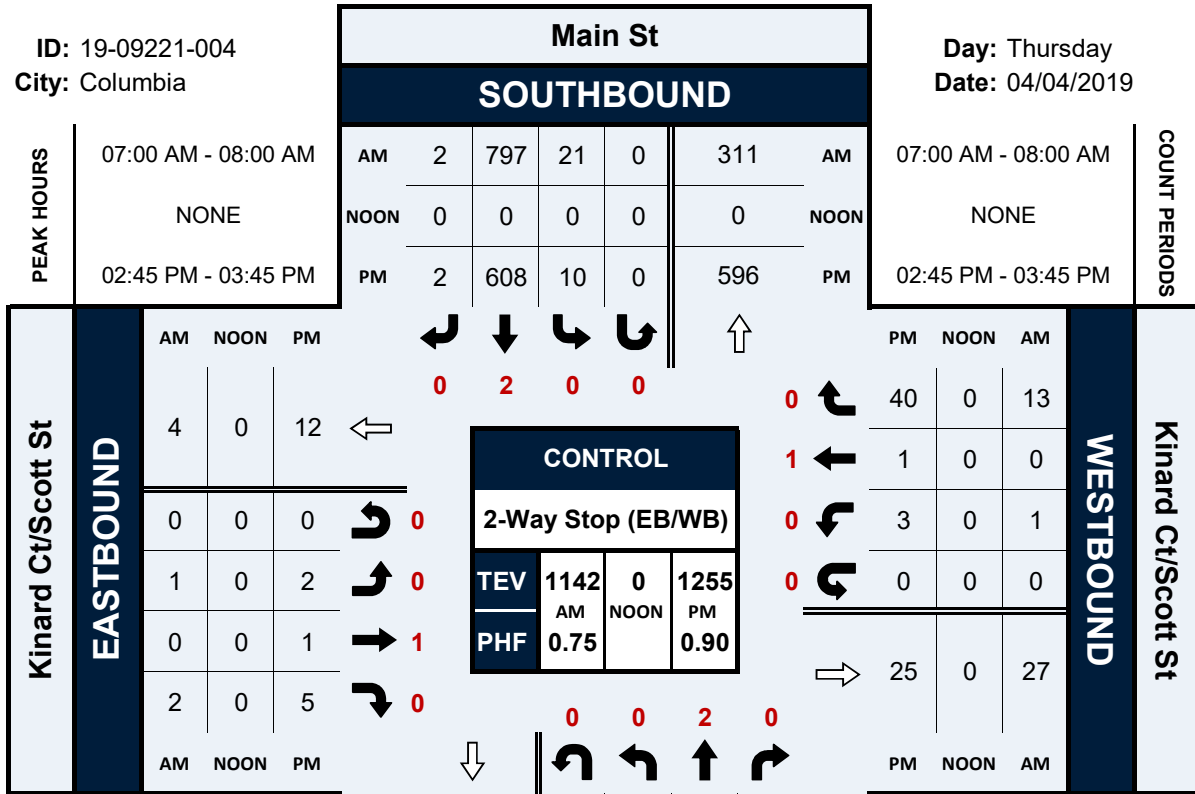
Prepared by National Data & Surveying Services

Main St & Kinard Ct/Scott St

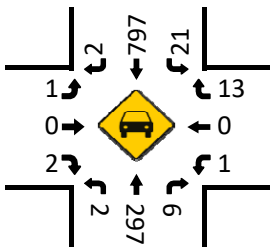
Peak Hour Turning Movement Count

ID: 19-09221-004
City: Columbia

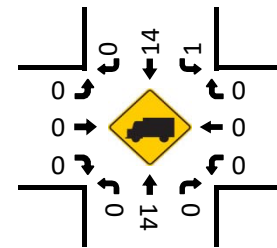
Day: Thursday
Date: 04/04/2019



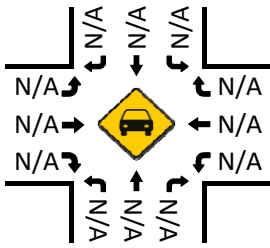
Total Vehicles (AM)



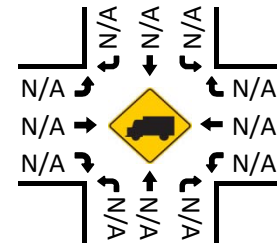
HT (AM)



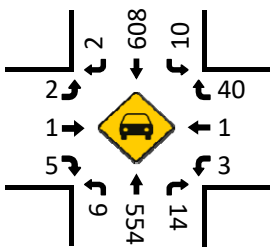
Total Vehicles (Noon)



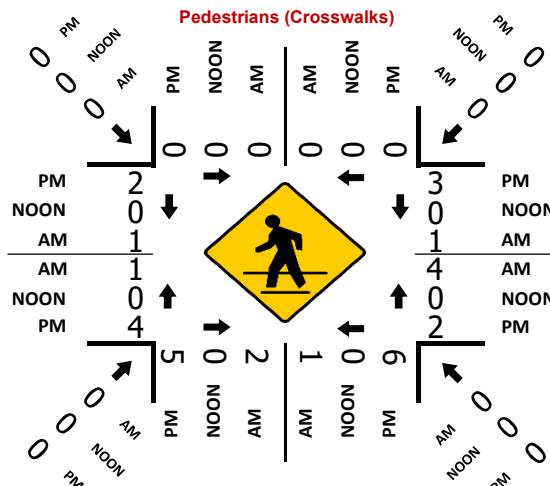
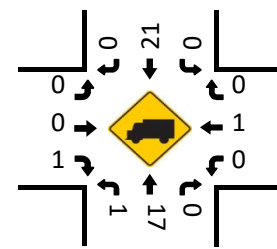
HT (NOON)



Total Vehicles (PM)



HT (PM)



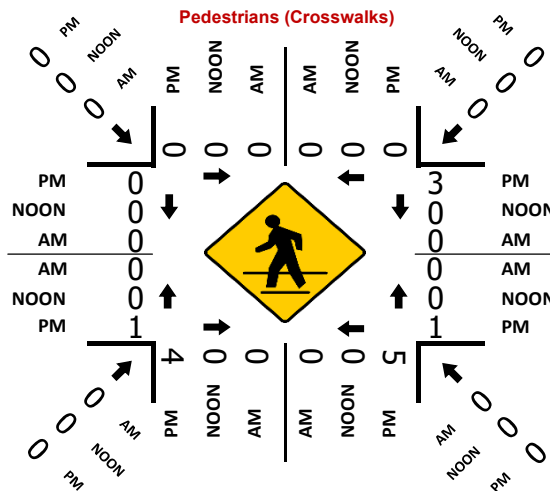
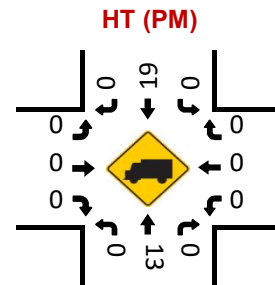
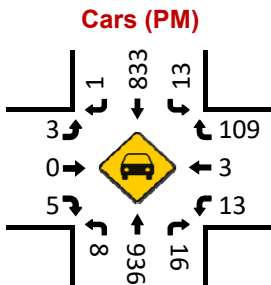
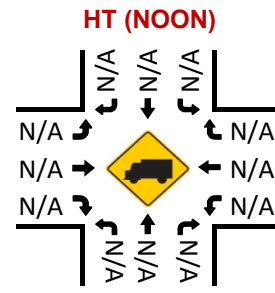
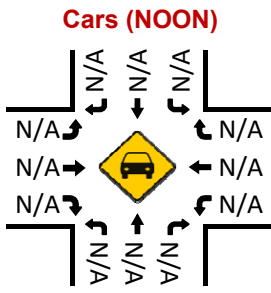
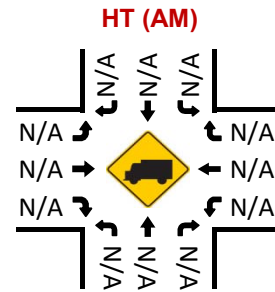
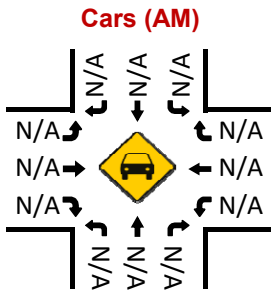
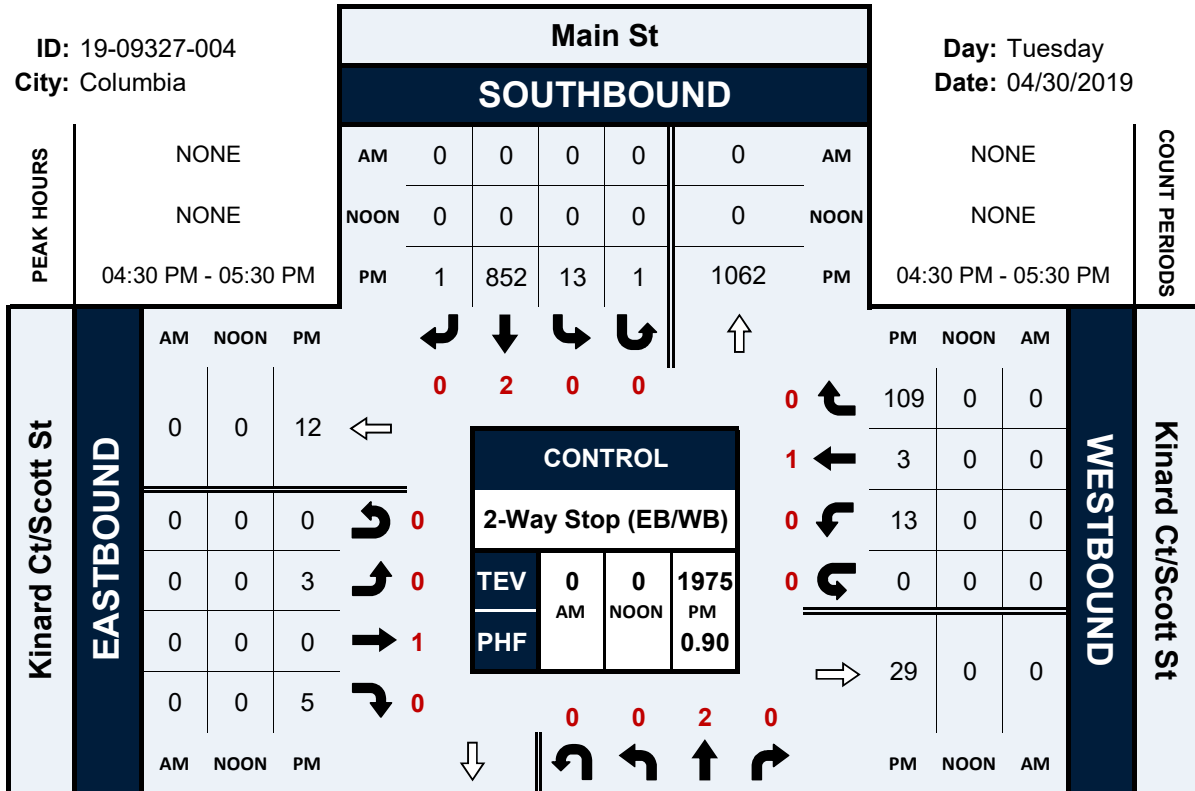
Prepared by National Data & Surveying Services

Main St & Kinard Ct/Scott St

Peak Hour Turning Movement Count

ID: 19-09327-004
City: Columbia

Day: Tuesday
Date: 04/30/2019



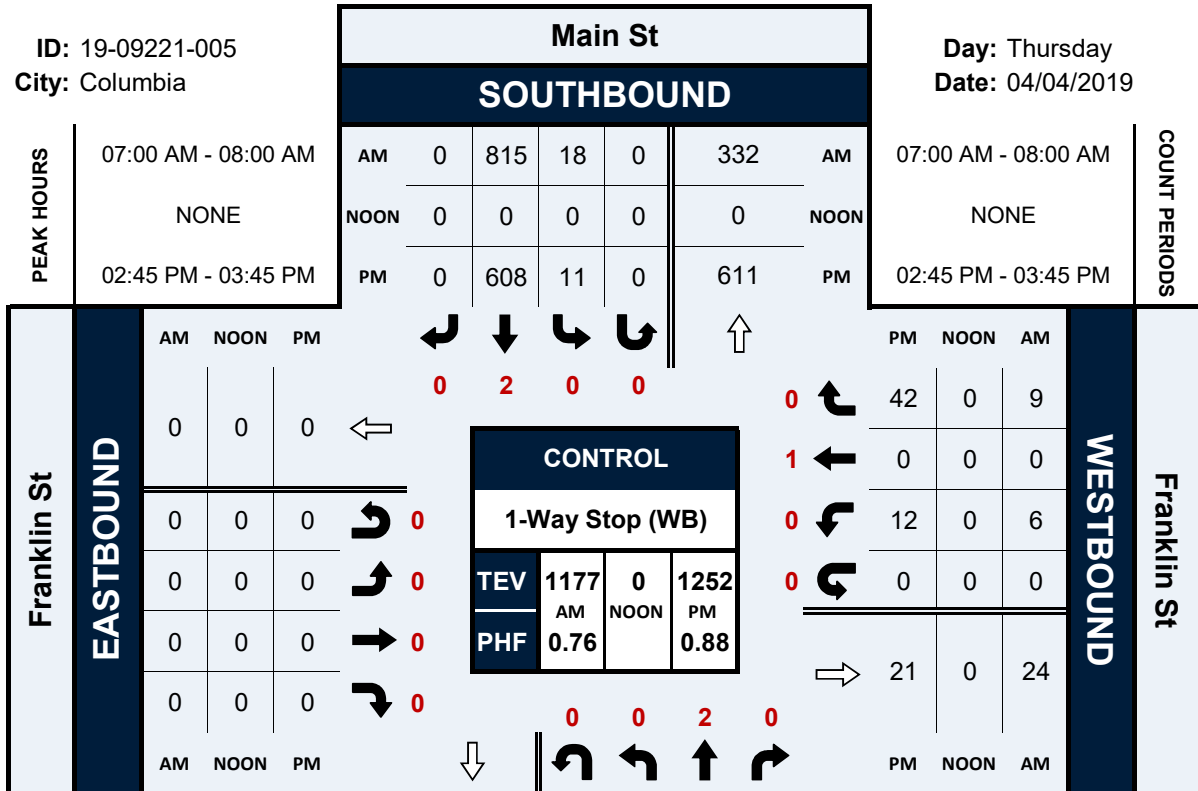
Prepared by National Data & Surveying Services

Main St & Franklin St

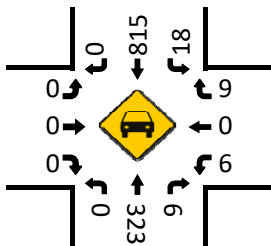
Peak Hour Turning Movement Count

ID: 19-09221-005
City: Columbia

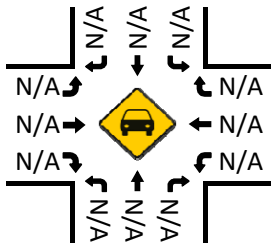
Day: Thursday
Date: 04/04/2019



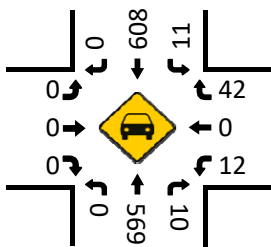
Total Vehicles (AM)



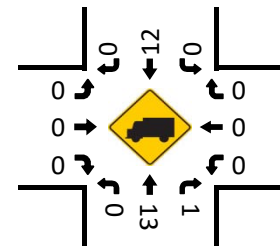
Total Vehicles (Noon)



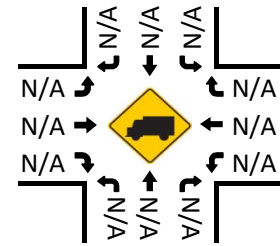
Total Vehicles (PM)



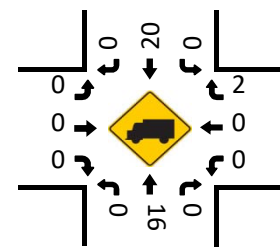
HT (AM)



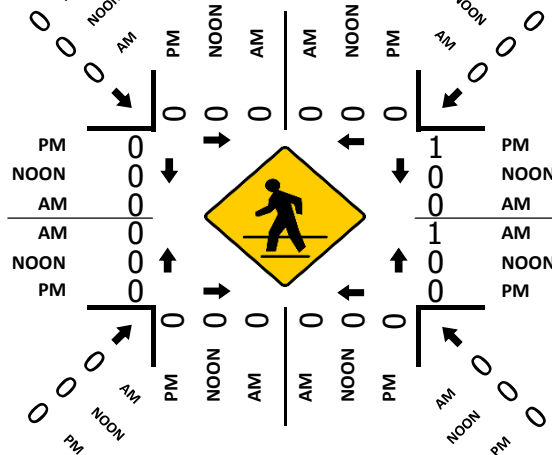
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



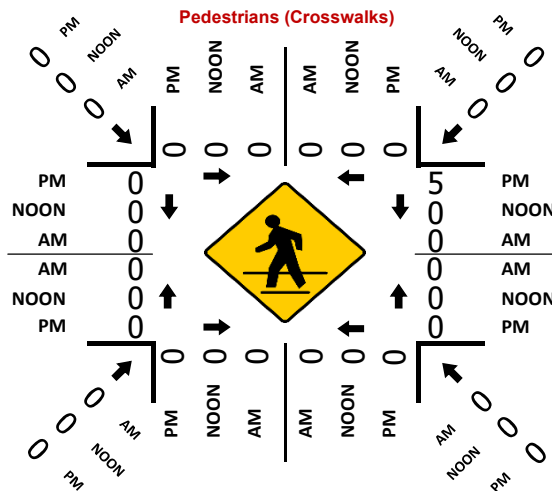
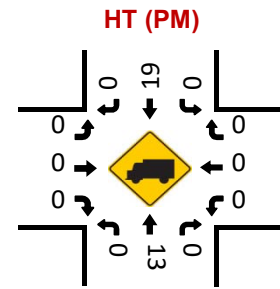
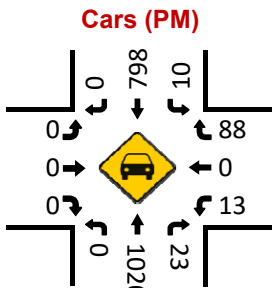
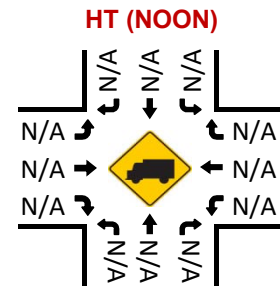
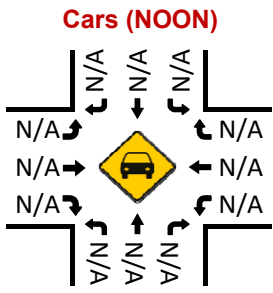
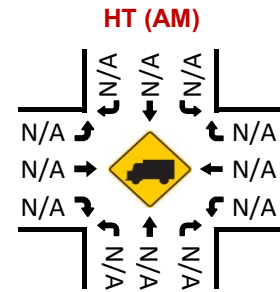
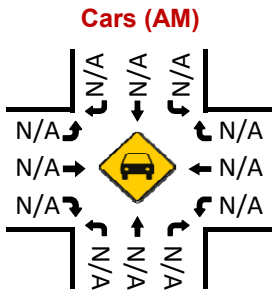
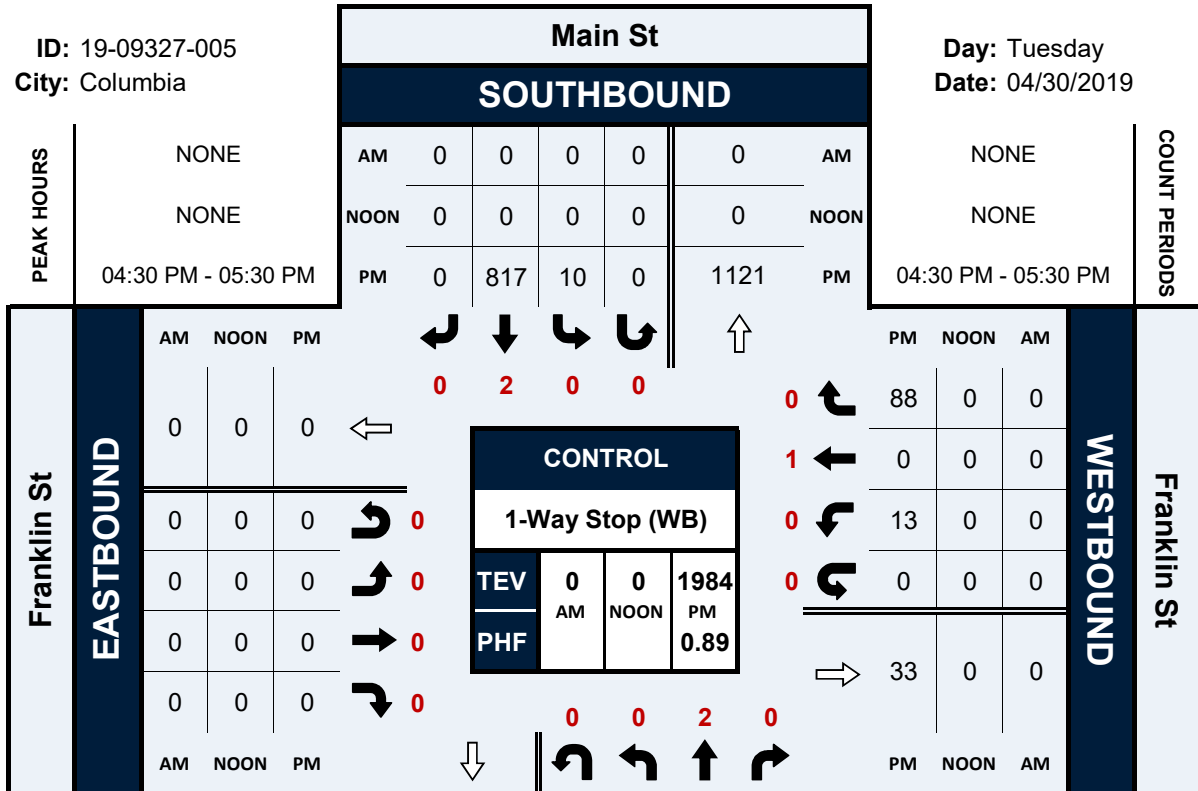
Prepared by National Data & Surveying Services

Main St & Franklin St

Peak Hour Turning Movement Count

ID: 19-09327-005
City: Columbia

Day: Tuesday
Date: 04/30/2019



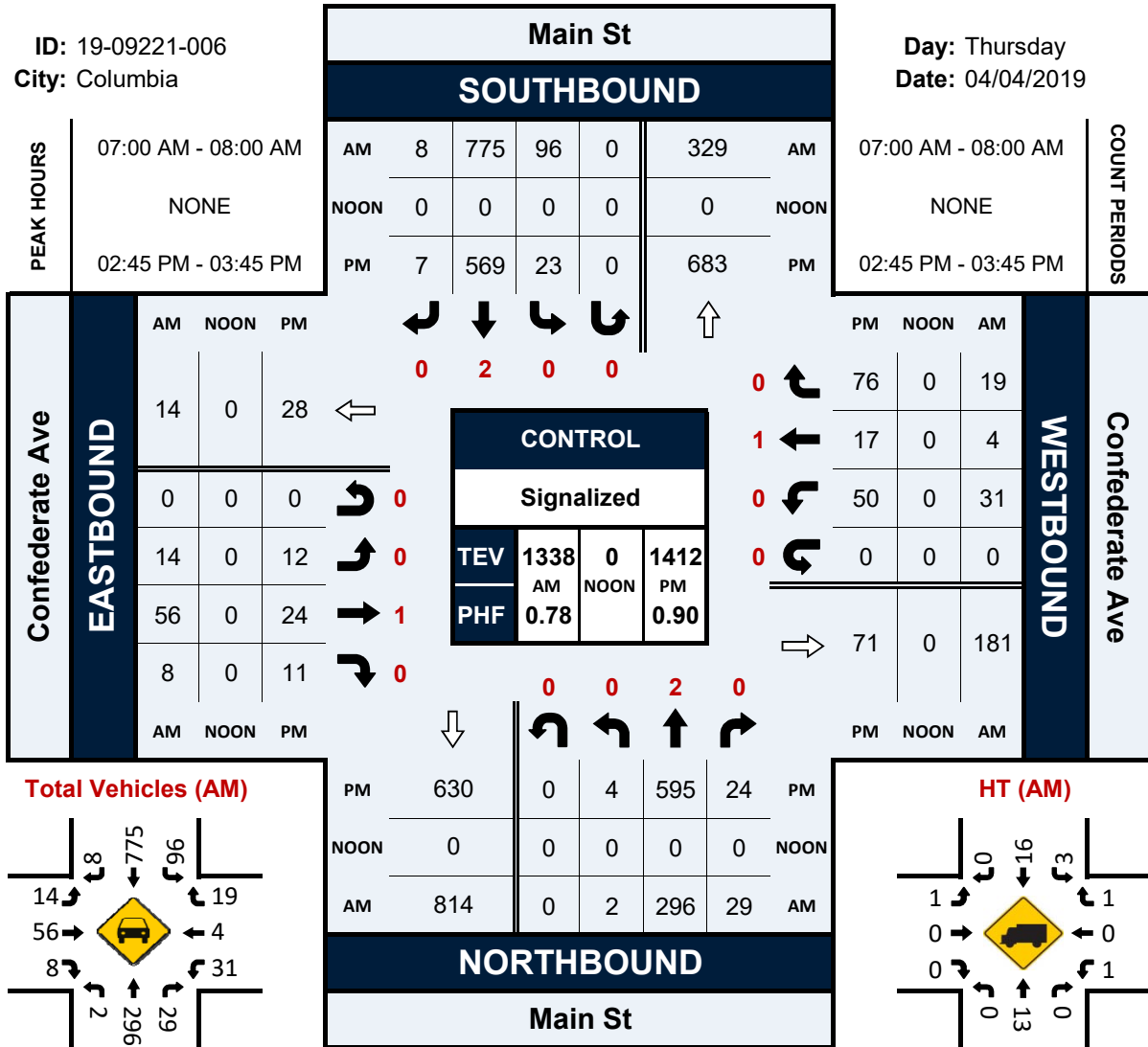
Prepared by National Data & Surveying Services

Main St & Confederate Ave

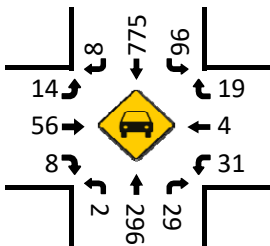
Peak Hour Turning Movement Count

ID: 19-09221-006
City: Columbia

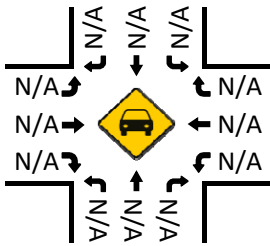
Day: Thursday
Date: 04/04/2019



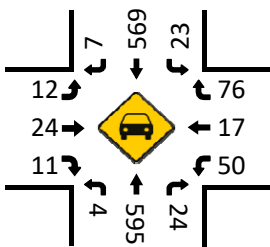
Total Vehicles (AM)



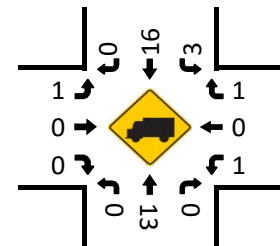
Total Vehicles (Noon)



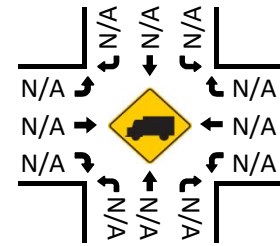
Total Vehicles (PM)



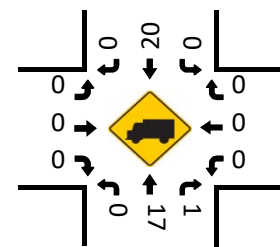
HT (AM)



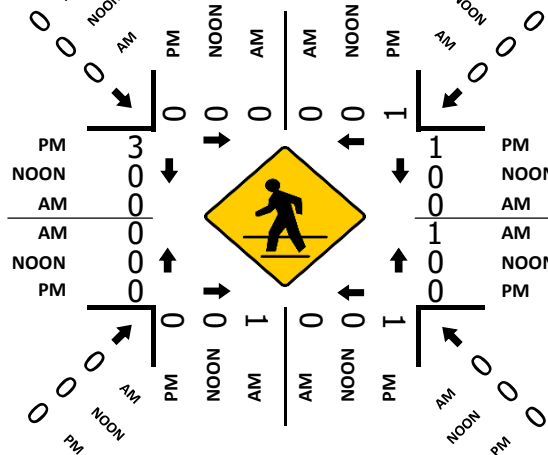
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



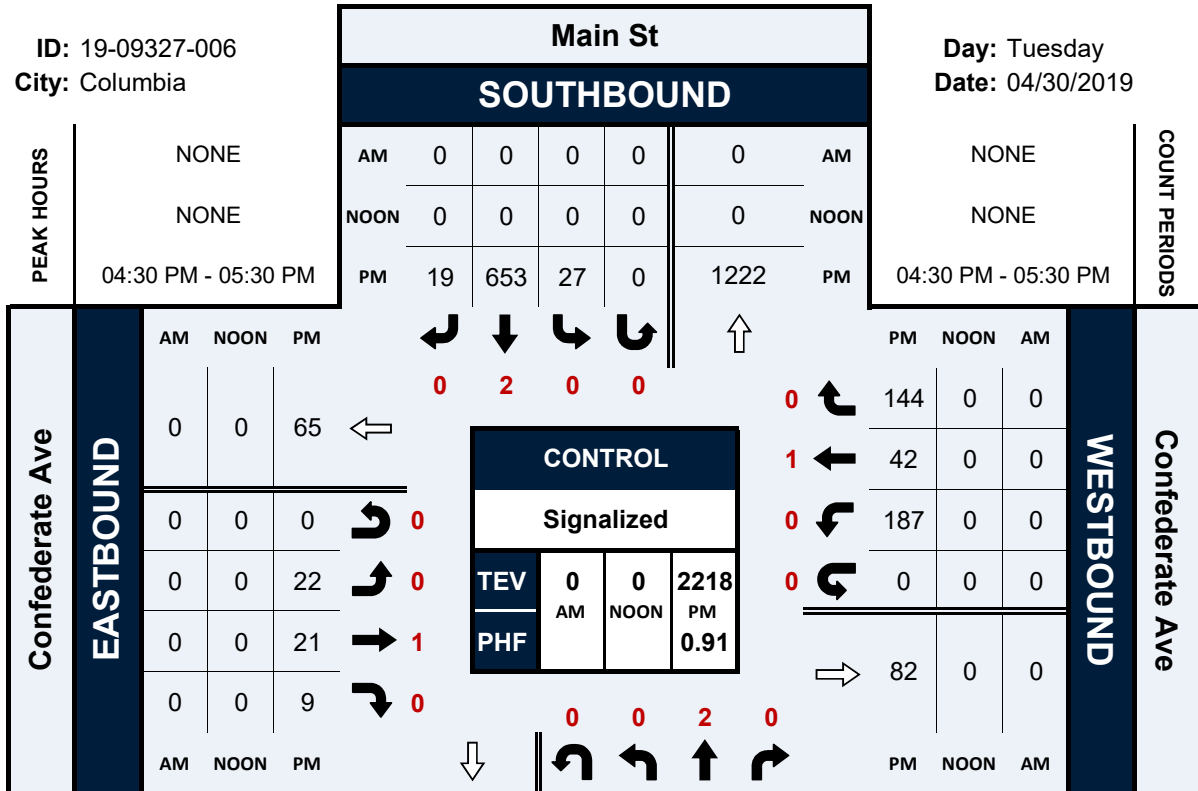
Prepared by National Data & Surveying Services

Main St & Confederate Ave

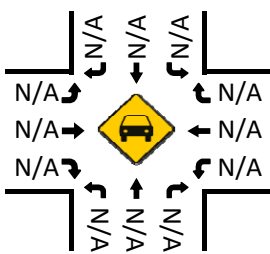
Peak Hour Turning Movement Count

ID: 19-09327-006
 City: Columbia

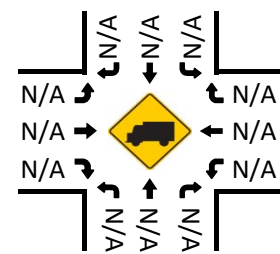
Day: Tuesday
 Date: 04/30/2019



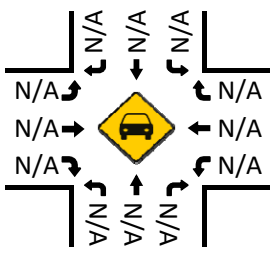
Cars (AM)



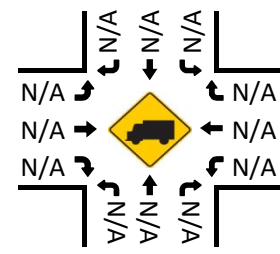
HT (AM)



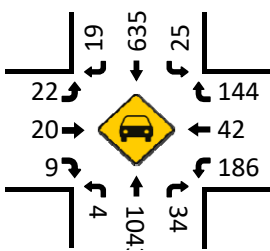
Cars (NOON)



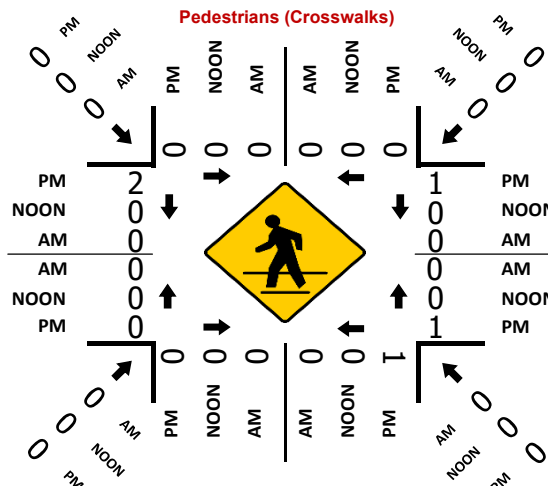
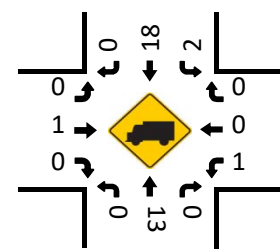
HT (NOON)



Cars (PM)



HT (PM)



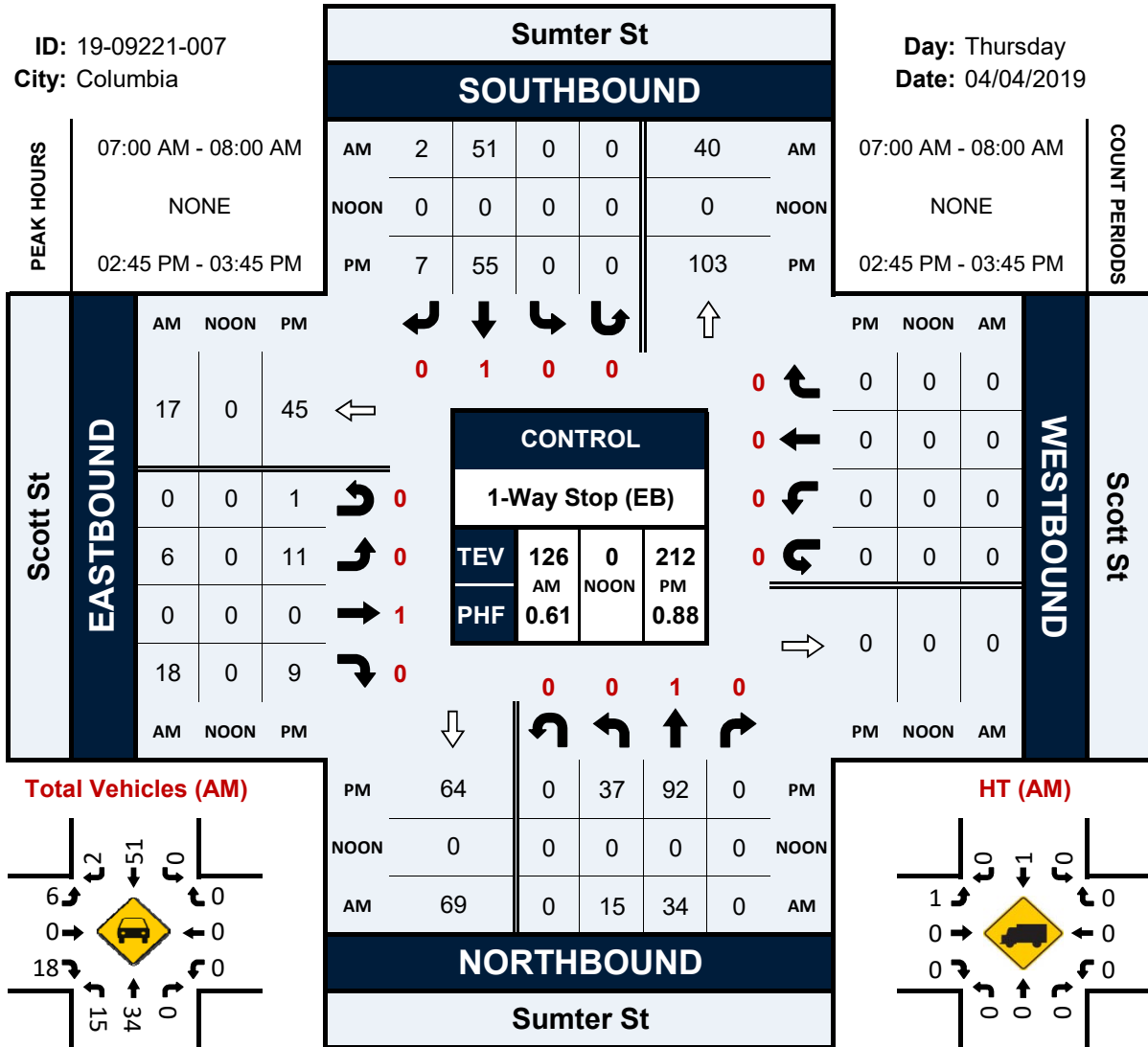
Prepared by National Data & Surveying Services

Sumter St & Scott St

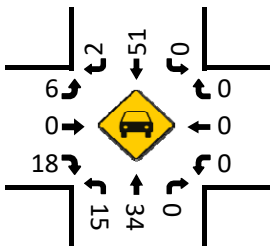
Peak Hour Turning Movement Count

ID: 19-09221-007
City: Columbia

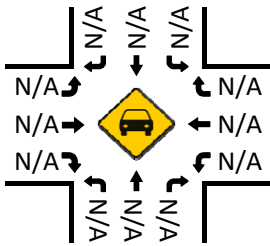
Day: Thursday
Date: 04/04/2019



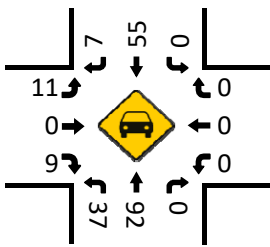
Total Vehicles (AM)



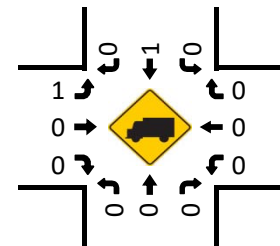
Total Vehicles (Noon)



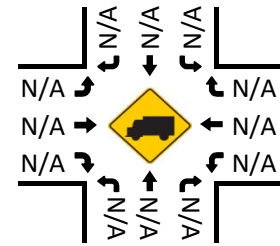
Total Vehicles (PM)



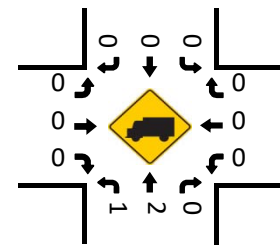
HT (AM)



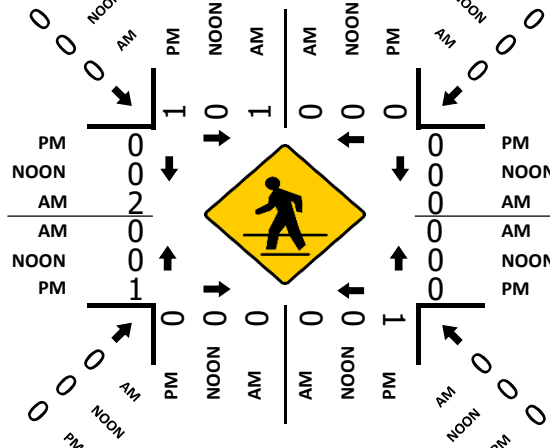
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



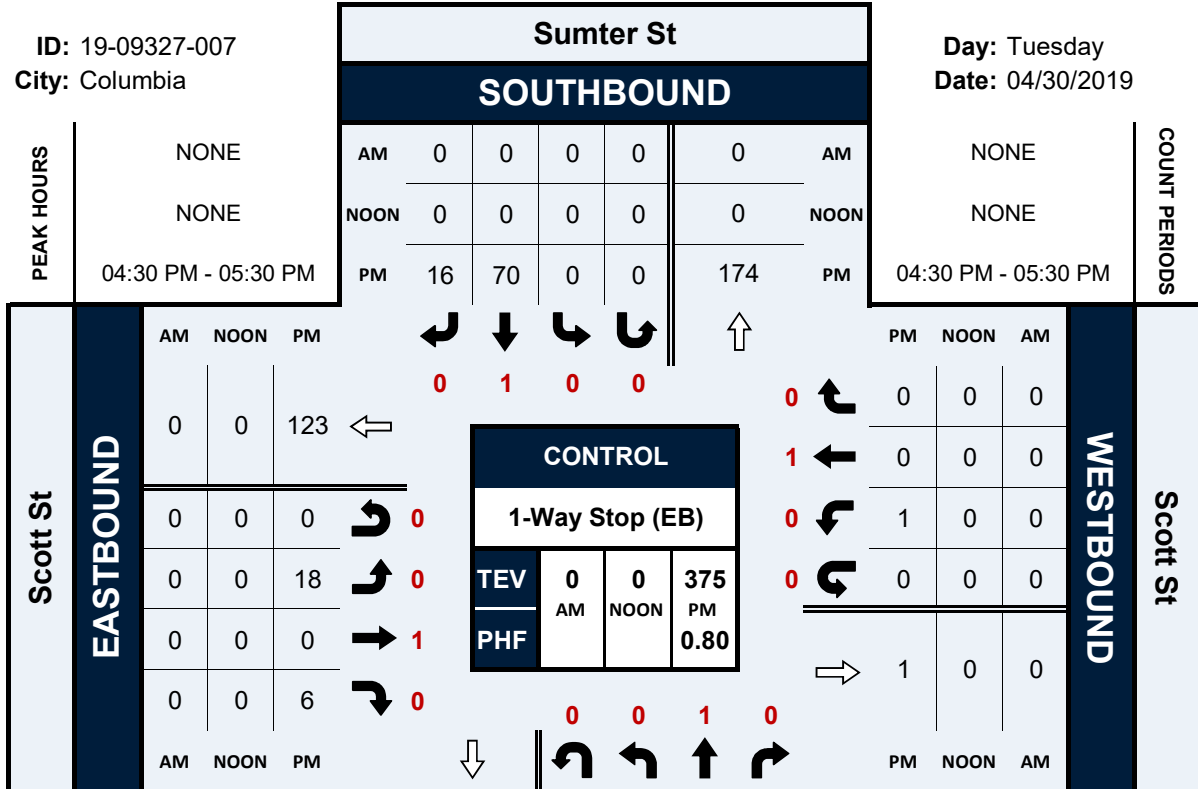
Prepared by National Data & Surveying Services

Sumter St & Scott St

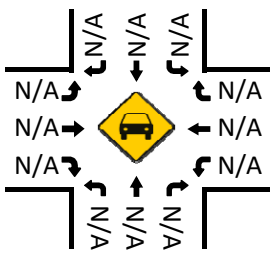
Peak Hour Turning Movement Count

ID: 19-09327-007
City: Columbia

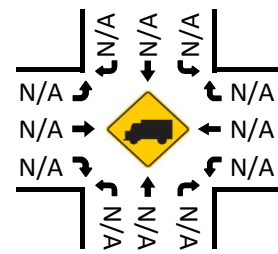
Day: Tuesday
Date: 04/30/2019



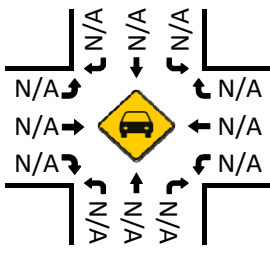
Cars (AM)



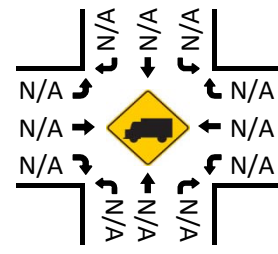
HT (AM)



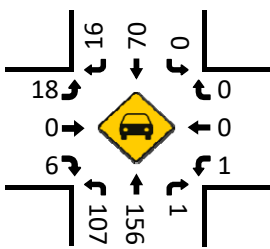
Cars (NOON)



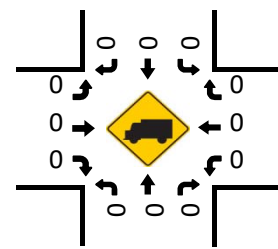
HT (NOON)



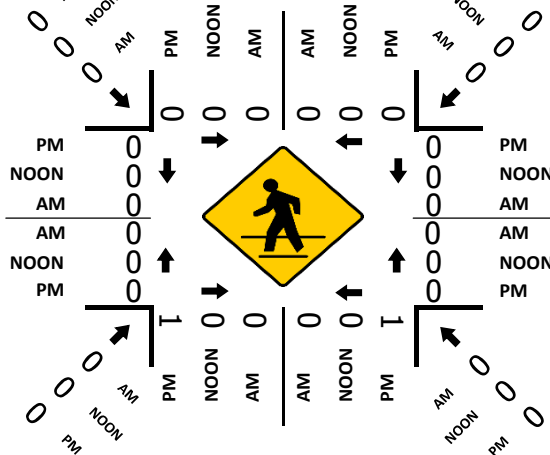
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



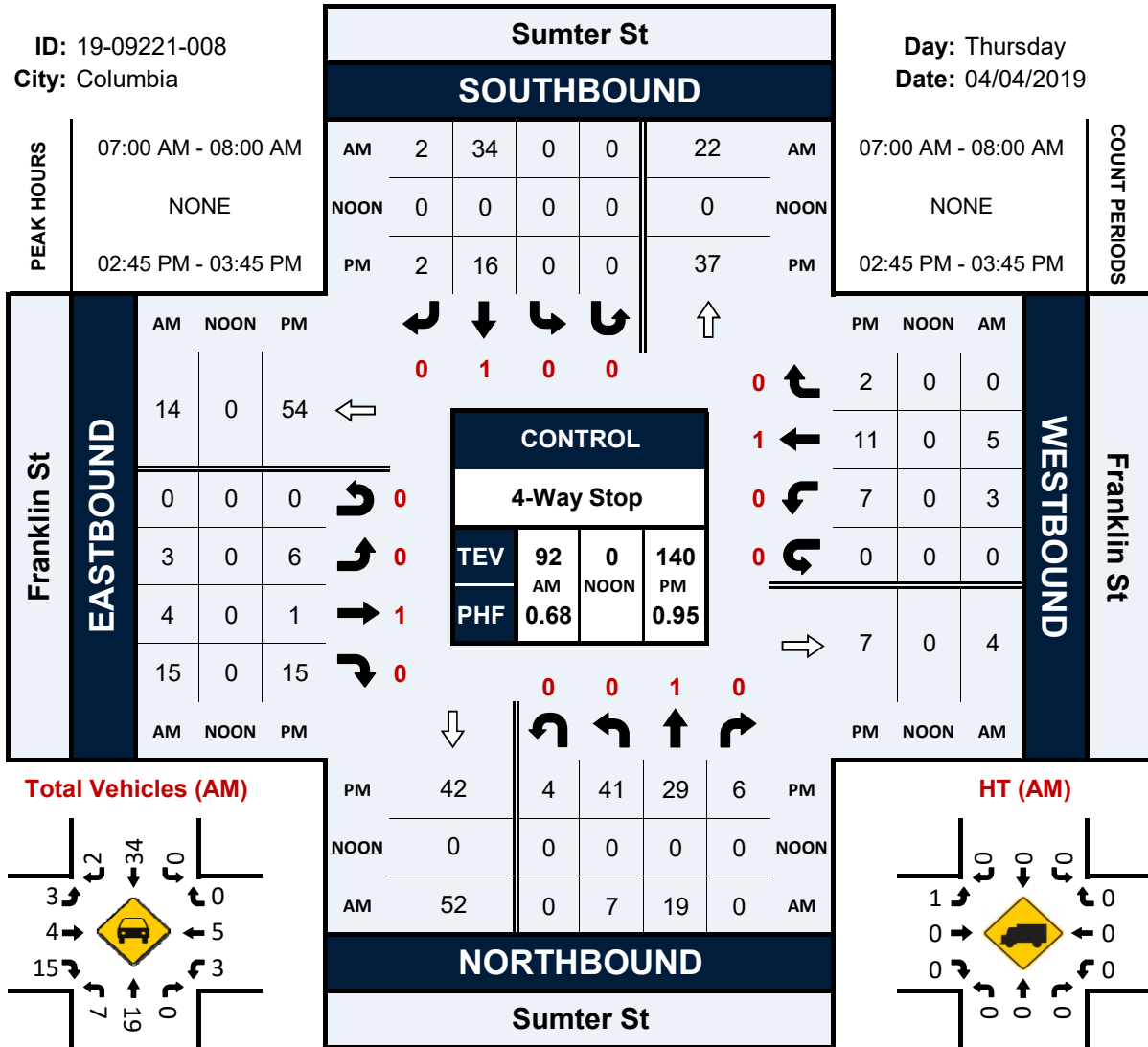
Prepared by National Data & Surveying Services

Sumter St & Franklin St

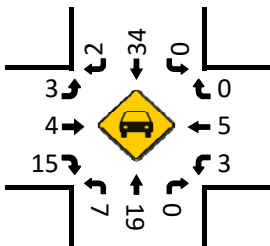
Peak Hour Turning Movement Count

ID: 19-09221-008
City: Columbia

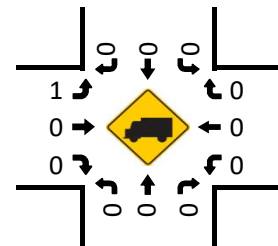
Day: Thursday
Date: 04/04/2019



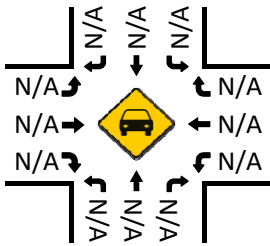
Total Vehicles (AM)



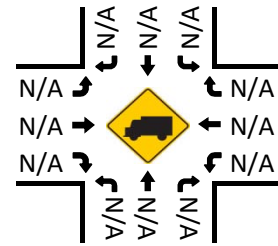
HT (AM)



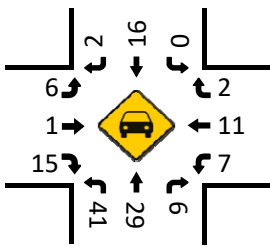
Total Vehicles (Noon)



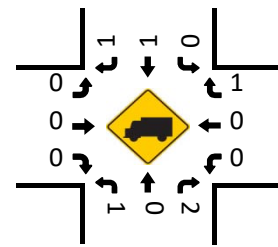
HT (NOON)



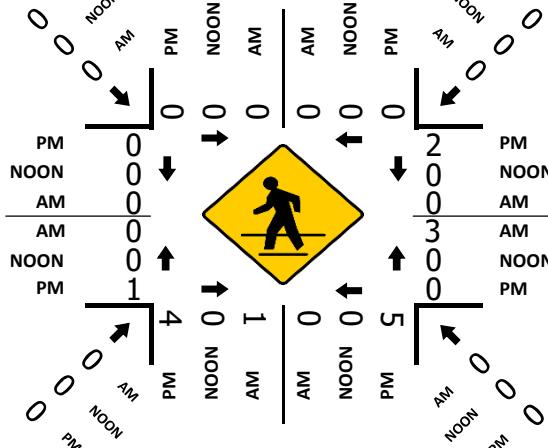
Total Vehicles (PM)



HT (PM)



Pedestrians (Crosswalks)



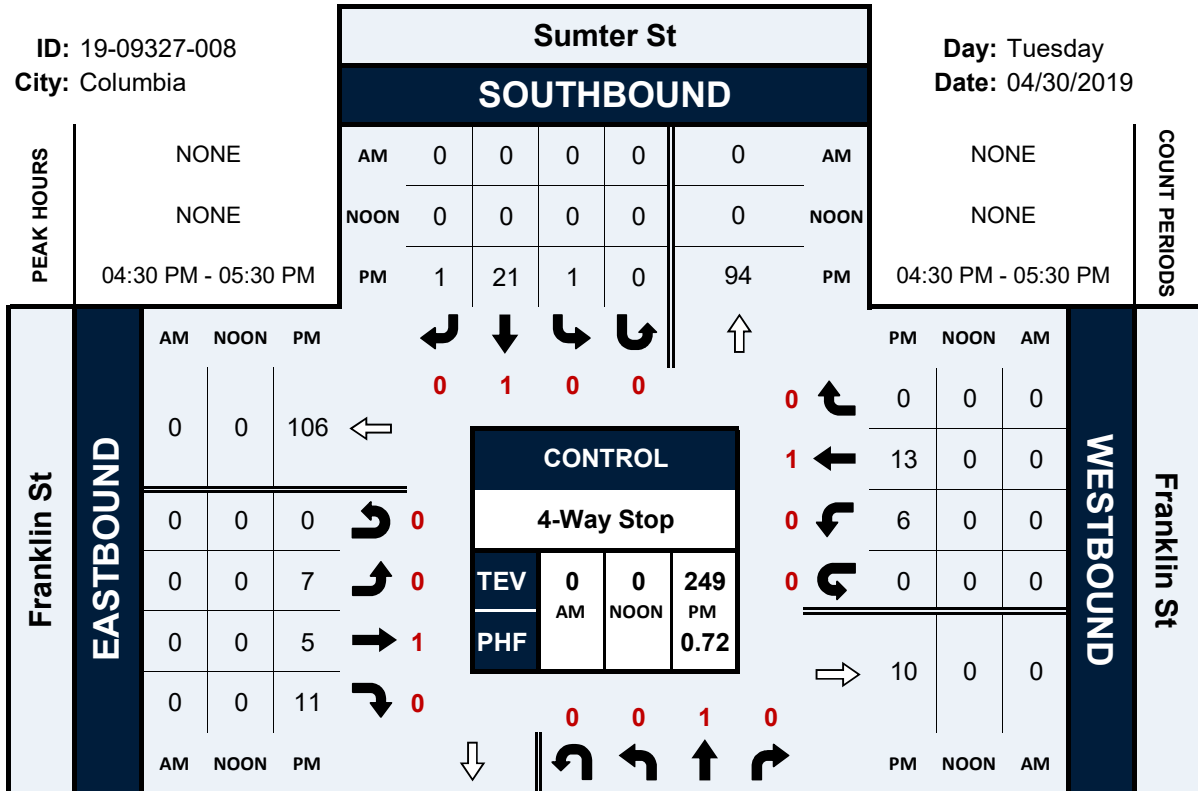
Prepared by National Data & Surveying Services

Sumter St & Franklin St

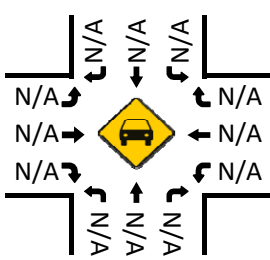
Peak Hour Turning Movement Count

ID: 19-09327-008
City: Columbia

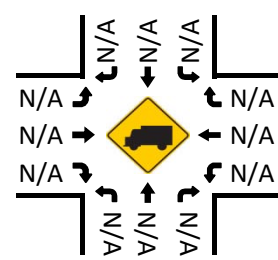
Day: Tuesday
Date: 04/30/2019



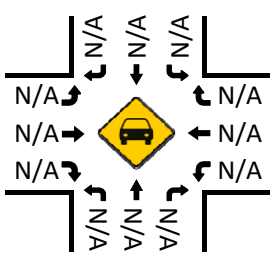
Cars (AM)



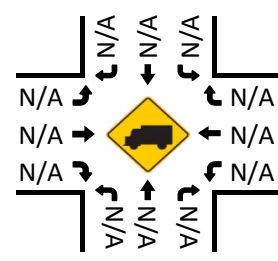
HT (AM)



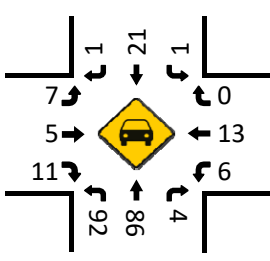
Cars (NOON)



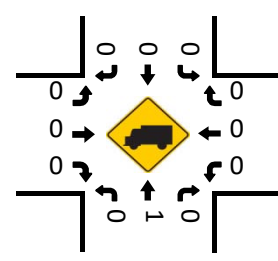
HT (NOON)



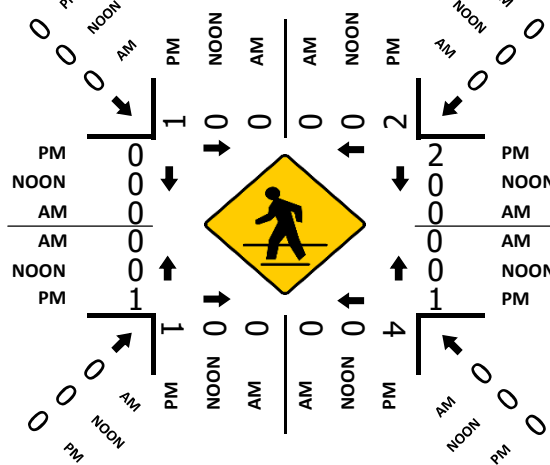
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Appendix B: Intersection Volume Development Worksheets

INTERSECTION VOLUME

DEVELOPMENT

INTERSECTION: Main St at Elmwood Ave
 COUNT DATE: April 4, 2019
 AM PEAK HOUR FACTOR: 0.89 AM FUTURE PEAK HOUR FACTOR: 0.90
 PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹	0	215	1,876	56	0	12	1,438	32	0	10	70	8	0	179	264	355
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	25	4	5
AM 2021 EXISTING TRAFFIC	0	215	1,876	56	0	12	1,438	32	0	10	70	8	0	204	268	360
AM Heavy Vehicle Percentage	2%	4%	1%	7%	2%	17%	1%	2%	2%	2%	9%	2%	2%	2%	1%	3%
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	27	237	7	0	2	181	4	0	1	9	1	0	26	34	45
AM 2025 NO-BUILD TRAFFIC	0	242	2,113	63	0	14	1,619	36	0	11	79	9	0	230	302	405

"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		20%	15%	0%		0%	0%	12%		0%	10%	0%		0%	0%	0%
	Exiting		0%	0%	0%		0%	15%	0%		0%	0%	0%		5%	10%	20%

"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Pass - By																
	Net New		5	4	0		0	9	3		0	2	0		3	6	13
	Total Project Net New	0	5	4	0	0	0	9	3	0	0	2	0	0	3	6	13
AM TOTAL PROJECT TRIPS		0	5	4	0	0	0	9	3	0	0	2	0	0	3	6	13
AM 2025 BUILD-OUT TRAFFIC		0	247	2,117	63	0	14	1,628	39	0	11	81	9	0	233	308	418

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	506	1,472	79	0	10	1,479	66	0	183	445	53	1	102	222	551
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	15	8	8
PM 2021 EXISTING TRAFFIC	0	506	1,472	79	0	10	1,479	66	0	183	445	53	1	117	230	559
PM Heavy Vehicle Percentage	2%	1%	1%	4%	2%	2%	1%	2%	2%	2%	1%	2%	2%	1%	5%	1%
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	64	186	10	0	1	187	8	0	23	56	7	0	15	29	71
PM 2025 NO-BUILD TRAFFIC	0	570	1,658	89	0	11	1,666	74	0	206	501	60	1	132	259	630

"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering	0%	20%	15%	0%	0%	0%	0%	12%	0%	0%	10%	0%	0%	0%	0%	0%
	Exiting	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	5%	10%	20%

"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Pass - By																
	Net New	0	15	11	0	0	0	8	9	0	0	7	0	0	3	5	11
	Total Project Net New	0	15	11	0	0	0	8	9	0	0	7	0	0	3	5	11
PM TOTAL PROJECT TRIPS		0	15	11	0	0	0	8	9	0	0	7	0	0	3	5	11
PM 2025 BUILD-OUT TRAFFIC		0	585	1,669	89	0	11	1,674	83	0	206	508	60	1	135	264	641

INTERSECTION VOLUME

DEVELOPMENT

INTERSECTION: Elmwood Ave at Sumter St
COUNT DATE: April 4, 2019
AM PEAK HOUR FACTOR: 0.91 **AM FUTURE PEAK HOUR FACTOR:** 0.91
PM PEAK HOUR FACTOR: 0.97 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	17	1,845	226	0	43	1,408	9	0	46	29	27	0	4	49	16	
AM Volume Balancing	0	0	0	0	0	0	5	0	0	4	0	0	0	0	0	3	
AM 2021 EXISTING TRAFFIC	0	17	1,845	226	0	43	1,413	9	0	50	29	27	0	4	49	19	
AM Heavy Vehicle Percentage	2%	2%	1%	0%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	2	233	29	0	5	178	1	0	6	4	3	0	1	6	2	
AM 2025 NO-BUILD TRAFFIC	0	19	2,078	255	0	48	1,591	10	0	56	33	30	0	5	55	21	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		15%	0%	0%		0%	12%	23%		0%	11%	0%		0%	0%	0%
	Exiting		0%	5%	0%		0%	0%	0%		0%	0%	0%		30%	11%	15%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		4	3	0		0	3	5		0	3	0		19	7	9
	Total Project Net New	0	4	3	0	0	0	3	5	0	0	3	0	0	19	7	9
AM TOTAL PROJECT TRIPS		0	4	3	0	0	0	3	5	0	0	3	0	0	19	7	9
AM 2025 BUILD-OUT TRAFFIC	0	23	2,081	255	0	48	1,594	15	0	56	36	30	0	24	62	30	

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	18	1,546	78	0	25	1,460	23	0	76	235	354	0	3	60	16	
PM Volume Balancing	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
PM 2021 EXISTING TRAFFIC	0	18	1,546	78	0	25	1,461	23	0	77	235	354	0	3	60	17	
PM Heavy Vehicle Percentage	2%	2%	1%	1%	2%	4%	1%	2%	2%	2%	2%	1%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	2	195	10	0	3	184	3	0	10	30	45	0	0	8	2	
PM 2025 NO-BUILD TRAFFIC	0	20	1,741	88	0	28	1,645	26	0	87	265	399	0	3	68	19	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering	0%	15%	0%	0%	0%	0%	12%	23%	0%	0%	11%	0%	0%	0%	0%	0%
	Exiting	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	11%	15%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	11	3	0	0	0	9	17	0	0	9	0	0	16	6	8
	Total Project Net New	0	11	3	0	0	0	9	17	0	0	9	0	0	16	6	8
PM TOTAL PROJECT TRIPS		0	11	3	0	0	0	9	17	0	0	9	0	0	16	6	8
PM 2025 BUILD-OUT TRAFFIC	0	31	1,744	88	0	28	1,654	43	0	87	274	399	0	19	74	27	

**INTERSECTION VOLUME
DEVELOPMENT**

INTERSECTION: Main St at Scott St
COUNT DATE: April 4, 2019
AM PEAK HOUR FACTOR: 0.75 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹	0	1	0	2	0	1	0	14	0	2	309	6	0	22	829	2
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2021 EXISTING TRAFFIC	0	1	0	2	0	1	0	14	0	2	309	6	0	22	829	2
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%	2%
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	2	0	0	39	1	0	3	105	0
AM 2025 NO-BUILD TRAFFIC	0	1	0	2	0	1	0	16	0	2	348	7	0	25	934	2

"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		0%	32%	10%		0%	0%	0%
	Exiting		0%	0%	0%		10%	0%	0%		0%	0%	0%		0%	25%	0%

"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Pass - By																
	Net New		0	0	0		6	0	0		0	8	2		0	16	0
	Total Project Net New	0	0	0	0	0	6	0	0	0	0	8	2	0	0	16	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	6	0	0	0	0	8	2	0	0	16	0
AM 2025 BUILD-OUT TRAFFIC		0	1	0	2	0	7	0	16	0	2	356	9	0	25	950	2

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	3	0	5	0	14	3	113	2	8	987	17	1	14	886	1
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	3	0	5	0	14	3	113	2	8	987	17	1	14	886	1
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	2%	2%	2%
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	2	0	14	0	1	125	2	0	2	112	0
PM 2025 NO-BUILD TRAFFIC	0	3	0	6	0	16	3	127	2	9	1,112	19	1	16	998	1

"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	10%	0%	0%	0%	0%
	Exiting		0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	25%	0%

"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Pass - By																
	Net New		0	0	0	0	5	0	0	0	0	24	7	0	0	14	0
	Total Project Net New	0	0	0	0	0	5	0	0	0	0	24	7	0	0	14	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	5	0	0	0	0	24	7	0	0	14	0
PM 2025 BUILD-OUT TRAFFIC		0	3	0	6	0	21	3	127	2	9	1,136	26	1	16	1,012	1

**INTERSECTION VOLUME
DEVELOPMENT**

INTERSECTION: Sumter St at Scott St
COUNT DATE: April 4, 2019
AM PEAK HOUR FACTOR: 0.61 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.80 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	6	0	19	0	0	0	0	0	16	35	0	0	0	53	2	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2021 EXISTING TRAFFIC	0	6	0	19	0	0	0	0	0	16	35	0	0	0	53	2	
AM Heavy Vehicle Percentage	2%	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	1	0	2	0	0	0	0	0	2	4	0	0	0	7	0	
AM 2025 NO-BUILD TRAFFIC	0	7	0	21	0	0	0	0	0	18	39	0	0	0	60	2	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		10%	0%	0%		0%	0%	0%		0%	49%	0%		0%	0%	0%
	Exiting		0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	56%	10%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		2	0	0		0	0	0		0	12	0		0	35	6
	Total Project Net New	0	2	0	0	0	0	0	0	0	0	12	0	0	0	35	6
AM TOTAL PROJECT TRIPS		0	2	0	0	0	0	0	0	0	0	12	0	0	0	35	6
AM 2025 BUILD-OUT TRAFFIC		0	9	0	21	0	0	0	0	0	18	51	0	0	0	95	8

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	19	0	6	0	1	0	0	0	111	162	1	0	0	73	17	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
PM 2021 EXISTING TRAFFIC	0	19	0	6	0	1	0	0	0	113	162	1	0	0	73	17	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	2	0	1	0	0	0	0	0	14	20	0	0	0	9	2	
PM 2025 NO-BUILD TRAFFIC	0	21	0	7	0	1	0	0	0	127	182	1	0	0	82	19	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	49%	0%	0%	0%	0%	0%
	Exiting	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	10%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	7	0	0	0	0	0	0	0	0	37	0	0	0	30	5
	Total Project Net New	0	7	0	0	0	0	0	0	0	0	37	0	0	0	30	5
PM TOTAL PROJECT TRIPS		0	7	0	0	0	0	0	0	0	0	37	0	0	0	30	5
PM 2025 BUILD-OUT TRAFFIC		0	28	0	7	0	1	0	0	0	127	219	1	0	0	112	24

INTERSECTION VOLUME

DEVELOPMENT

INTERSECTION: Main St at Franklin St
 COUNT DATE: April 4, 2019
 AM PEAK HOUR FACTOR: 0.76 AM FUTURE PEAK HOUR FACTOR: 0.90
 PM PEAK HOUR FACTOR: 0.89 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	6	0	9	0	0	336	6	0	19	848	0	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	
AM 2021 EXISTING TRAFFIC	0	0	0	0	0	6	0	9	0	0	336	6	0	18	848	0	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	17%	2%	2%	1%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	1	0	1	0	0	42	1	0	2	107	0	
AM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	7	0	10	0	0	378	7	0	20	955	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		0%	0%	0%		2%	3%	0%
	Exiting		0%	0%	0%		0%	0%	2%		0%	3%	0%		0%	0%	0%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	0		0	0	1		0	2	0		1	1	0
	Total Project Net New	0	0	0	0	0	0	0	1	0	0	2	0	0	1	1	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	1	0	0	2	0	0	1	1	0
AM 2025 BUILD-OUT TRAFFIC		0	0	0	0	0	7	0	11	0	0	380	7	0	21	956	0

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	0	0	0	0	14	0	92	0	0	1,075	24	0	10	850	0	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2021 EXISTING TRAFFIC	0	0	0	0	0	14	0	92	0	0	1,075	24	0	10	850	0	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	2	0	12	0	0	136	3	0	1	107	0	
PM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	16	0	104	0	0	1,211	27	0	11	957	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	3%	0%
	Exiting		0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	0	0	0	0	1	0	0	2	0	0	1	2	0
	Total Project Net New	0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	1	0	0	2	0	0	1	2	0
PM 2025 BUILD-OUT TRAFFIC		0	0	0	0	0	16	0	105	0	0	1,213	27	0	12	959	0

INTERSECTION VOLUME

DEVELOPMENT

INTERSECTION: Sumter St at Franklin St
COUNT DATE: April 4, 2019
AM PEAK HOUR FACTOR: 0.68 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.72 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	3	4	16	0	3	5	0	0	7	20	0	0	0	35	2	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2021 EXISTING TRAFFIC	0	3	4	16	0	3	5	0	0	7	20	0	0	0	35	2	
AM Heavy Vehicle Percentage	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	1	2	0	0	1	0	0	1	3	0	0	0	4	0	
AM 2025 NO-BUILD TRAFFIC	0	3	5	18	0	3	6	0	0	8	23	0	0	0	39	2	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	2%		2%	0%	0%		0%	0%	0%		0%	2%	0%
	Exiting		0%	0%	0%		0%	0%	0%		2%	2%	2%		0%	0%	0%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	1		0	0	0		1	2	1		0	0	0
	Total Project Net New	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0
AM TOTAL PROJECT TRIPS		0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0
AM 2025 BUILD-OUT TRAFFIC	0	3	5	19	0	3	6	0	0	9	25	1	0	0	39	2	

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	7	5	11	0	6	14	0	1	96	91	4	0	1	22	1	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2021 EXISTING TRAFFIC	0	7	5	11	0	6	14	0	1	96	91	4	0	1	22	1	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	1	1	1	0	1	2	0	0	12	11	1	0	0	3	0	
PM 2025 NO-BUILD TRAFFIC	0	8	6	12	0	7	16	0	1	108	102	5	0	1	25	1	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%
	Exiting		0%	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	0%	0%	0%	0%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	1	0	1	0	0	0	1	1	1	0	0	2	0
	Total Project Net New	0	0	0	1	0	1	0	0	0	1	1	1	0	0	2	0
PM TOTAL PROJECT TRIPS		0	0	0	1	0	1	0	0	0	1	1	1	0	0	2	0
PM 2025 BUILD-OUT TRAFFIC	0	8	6	13	0	8	16	0	1	109	103	6	0	1	27	1	

**INTERSECTION VOLUME
DEVELOPMENT**

INTERSECTION: Main St at Driveway #1
 COUNT DATE:
 AM PEAK HOUR FACTOR: 0.75 AM FUTURE PEAK HOUR FACTOR: 0.90
 PM PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	324	0	0	0	853	0	
AM 2021 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	324	0	0	0	853	0	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	41	0	0	0	108	0	
AM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	365	0	0	0	961	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		0%	0%	32%		3%	0%	0%
	Exiting		0%	0%	0%		25%	0%	3%		0%	0%	0%		0%	0%	0%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	0		16	0	2		0	0	8		1	0	0
	Total Project Net New	0	0	0	0	0	16	0	2	0	0	0	8	0	1	0	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	16	0	2	0	0	0	8	0	1	0	0
AM 2025 BUILD-OUT TRAFFIC		0	0	0	0	0	16	0	2	0	0	365	8	0	1	961	0

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	1,103	0	0	0	901	0	
PM 2021 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,103	0	0	0	901	0	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	139	0	0	0	114	0	
PM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,242	0	0	0	1,015	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										-50%	50%		50%	-50%		
	Exiting						50%	50%									
Net New Distribution	Entering	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	3%	0%	0%
	Exiting	0%	0%	0%	0%	0%	25%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						4		4			-4	4		4		-4
	Net New	0	0	0	0	0	14	0	2	0	0	0	24	0	2	0	0
	Total Project Net New	0	0	0	0	0	14	0	2	0	0	0	24	0	2	0	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	18	0	6	0	0	-4	28	0	6	-4	0
PM 2025 BUILD-OUT TRAFFIC		0	0	0	0	0	18	0	6	0	0	1,238	28	0	6	1,011	0

**INTERSECTION VOLUME
DEVELOPMENT**

INTERSECTION: **Sumter St at Driveway #3**
 COUNT DATE:
 AM PEAK HOUR FACTOR: **0.61** AM FUTURE PEAK HOUR FACTOR: **0.90**
 PM PEAK HOUR FACTOR: **0.80** PM FUTURE PEAK HOUR FACTOR: **0.90**

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	41	0	0	0	55	0	
AM 2021 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	41	0	0	0	55	0	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	
AM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	46	0	0	0	62	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		59%	0%	0%		0%	0%	6%
	Exiting		6%	0%	66%		0%	0%	0%		0%	0%	0%		0%	0%	0%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		4	0	41		0	0	0		14	0	0		0	0	1
	Total Project Net New	0	4	0	41	0	0	0	0	0	14	0	0	0	0	0	1
AM TOTAL PROJECT TRIPS		0	4	0	41	0	0	0	0	0	14	0	0	0	0	0	1
AM 2025 BUILD-OUT TRAFFIC		0	4	0	41	0	0	0	0	0	14	46	0	0	0	62	1

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	181	0	0	0	90	0	
PM 2021 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	181	0	0	0	90	0	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	23	0	0	0	11	0	
PM 2025 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	204	0	0	0	101	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		59%	0%	0%		0%	0%	6%
	Exiting		0%	6%	66%		0%	0%	0%		0%	0%	0%		0%	0%	0%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		3	0	35		0	0	0		44	0	0		0	0	4
	Total Project Net New	0	3	0	35	0	0	0	0	0	44	0	0	0	0	0	4
PM TOTAL PROJECT TRIPS		0	3	0	35	0	0	0	0	0	44	0	0	0	0	0	4
PM 2025 BUILD-OUT TRAFFIC		0	3	0	35	0	0	0	0	0	44	204	0	0	0	101	4

INTERSECTION VOLUME

DEVELOPMENT

INTERSECTION: Main St at Confederate Ave
 COUNT DATE: April 4, 2019
 AM PEAK HOUR FACTOR: 0.78 AM FUTURE PEAK HOUR FACTOR: 0.90
 PM PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	15	58	8	0	32	4	20	0	2	308	30	0	100	806	8	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2021 EXISTING TRAFFIC	0	15	58	8	0	32	4	20	0	2	308	30	0	100	806	8	
AM Heavy Vehicle Percentage	2%	7%	2%	2%	2%	3%	2%	5%	2%	2%	4%	2%	2%	3%	2%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
AM 2025 NO-BUILD TRAFFIC GROWTH	0	2	7	1	0	4	1	3	0	0	39	4	0	13	102	1	
AM 2025 NO-BUILD TRAFFIC	0	17	65	9	0	36	5	23	0	2	347	34	0	113	908	9	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	5%	0%
	Exiting		0%	0%	0%		0%	0%	0%		0%	5%	0%		0%	0%	0%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	0		0	0	0		0	3	0		0	2	0
	Total Project Net New	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
AM 2025 BUILD-OUT TRAFFIC		0	17	65	9	0	36	5	23	0	2	350	34	0	113	910	9

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹	0	23	22	9	0	195	44	150	0	4	1,099	35	0	28	679	20	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2021 EXISTING TRAFFIC	0	23	22	9	0	195	44	150	0	4	1,099	35	0	28	679	20	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	3%	2%	
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	
PM 2025 NO-BUILD TRAFFIC GROWTH	0	3	3	1	0	25	6	19	0	1	139	4	0	4	86	3	
PM 2025 NO-BUILD TRAFFIC	0	26	25	10	0	220	50	169	0	5	1,238	39	0	32	765	23	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
	Exiting		0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New		0	0	0	0	0	0	0		0	3	0	0	0	3	0
	Total Project Net New	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
PM 2025 BUILD-OUT TRAFFIC		0	26	25	10	0	220	50	169	0	5	1,241	39	0	32	768	23
































Appendix C: Intersection Capacity Analysis Results

2021 Existing Conditions

HCM Signalized Intersection Capacity Analysis

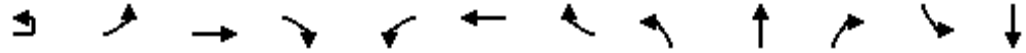
1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	
Traffic Volume (vph)	215	1876	56	12	1438	32	10	70	8	204	268	360
Future Volume (vph)	215	1876	56	12	1438	32	10	70	8	204	268	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.91	0.91
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	5136	1509	1543	5118		1770	3312	1583	1770	3374	1427
Flt Permitted	0.95	1.00	1.00	0.07	1.00		0.43	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3367	5136	1509	119	5118		796	3312	1583	1080	3374	1427
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	242	2108	63	13	1616	36	11	79	9	229	301	404
RTOR Reduction (vph)	0	0	18	0	1	0	0	0	8	0	5	127
Lane Group Flow (vph)	242	2108	45	13	1651	0	11	79	1	229	324	249
Heavy Vehicles (%)	4%	1%	7%	17%	1%	2%	2%	9%	2%	2%	1%	3%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2	3	6	6		3	8	8	7	4	5
Permitted Phases			2	6			8		8	4		4
Actuated Green, G (s)	13.2	84.9	93.7	65.7	65.7		23.9	15.1	15.1	30.3	18.3	31.5
Effective Green, g (s)	13.2	84.9	93.7	65.7	65.7		23.9	15.1	15.1	30.3	18.3	31.5
Actuated g/C Ratio	0.10	0.65	0.72	0.51	0.51		0.18	0.12	0.12	0.23	0.14	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	341	3354	1157	60	2586		212	384	183	315	474	411
v/s Ratio Prot	0.07	c0.41	0.00	0.32	0.32		0.00	0.02		c0.07	0.10	0.06
v/s Ratio Perm			0.03	0.11			0.01		0.00	c0.10		0.11
v/c Ratio	0.71	0.63	0.04	0.22	0.64		0.05	0.21	0.01	0.73	0.68	0.61
Uniform Delay, d1	56.5	13.3	5.2	17.9	23.5		43.6	52.0	50.8	44.6	53.1	43.7
Progression Factor	1.00	1.00	1.00	0.88	0.90		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.6	0.9	0.0	7.7	1.2		0.1	0.3	0.0	8.1	4.0	2.5
Delay (s)	63.2	14.2	5.2	23.4	22.2		43.7	52.3	50.8	52.7	57.1	46.2
Level of Service	E	B	A	C	C		D	D	D	D	E	D
Approach Delay (s)		18.9			22.3			51.2			51.7	
Approach LOS		B			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			26.6			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			82.5%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing AM



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔↔↔		↔	↔↔↔		↔	↑	↔		↔↔
Traffic Volume (vph)	17	17	1845	226	43	1413	9	50	29	27	4	49
Future Volume (vph)	17	17	1845	226	43	1413	9	50	29	27	4	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95
Frt		1.00	0.98		1.00	1.00		1.00	1.00	0.85		0.96
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00
Satd. Flow (prot)		1770	5057		1770	5130		1770	1863	1583		3390
Flt Permitted		0.14	1.00		0.06	1.00		0.70	1.00	1.00		0.94
Satd. Flow (perm)		267	5057		112	5130		1309	1863	1583		3201
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	19	19	2027	248	47	1553	10	55	32	30	4	54
RTOR Reduction (vph)	0	0	6	0	0	0	0	0	0	23	0	19
Lane Group Flow (vph)	0	38	2269	0	47	1563	0	55	32	7	0	60
Heavy Vehicles (%)	2%	2%	1%	0%	2%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA
Protected Phases			2			6			4			8
Permitted Phases	2	2			6			4		4	8	
Actuated Green, G (s)		105.2	105.2		105.2	105.2		12.8	12.8	12.8		12.8
Effective Green, g (s)		105.2	105.2		105.2	105.2		12.8	12.8	12.8		12.8
Actuated g/C Ratio		0.81	0.81		0.81	0.81		0.10	0.10	0.10		0.10
Clearance Time (s)		6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		216	4092		90	4151		128	183	155		315
v/s Ratio Prot			c0.45			0.30			0.02			
v/s Ratio Perm		0.14			0.42			c0.04		0.00		0.02
v/c Ratio		0.18	0.55		0.52	0.38		0.43	0.17	0.05		0.19
Uniform Delay, d1		2.8	4.3		4.1	3.4		55.2	53.8	53.1		53.8
Progression Factor		0.38	0.30		1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		1.4	0.4		20.0	0.3		2.3	0.5	0.1		0.3
Delay (s)		2.4	1.7		24.1	3.7		57.5	54.2	53.2		54.1
Level of Service		A	A		C	A		E	D	D		D
Approach Delay (s)			1.7			4.3			55.5			54.1
Approach LOS			A			A			E			D

Intersection Summary

HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing AM

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	19
Future Volume (vph)	19
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.91
Adj. Flow (vph)	21
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 6th TWSC

3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2021 Existing AM

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	0	2	1	0	14	2	309	6	22	829	2	
Future Vol, veh/h	1	0	2	1	0	14	2	309	6	22	829	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75	
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	5	2	2	
Mvmt Flow	1	0	3	1	0	19	3	412	8	29	1105	3	

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1377	1591	554	1033	1588	210	1108	0	0	420	0	0
Stage 1	1165	1165	-	422	422	-	-	-	-	-	-	-
Stage 2	212	426	-	611	1166	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.25	-	-
Pot Cap-1 Maneuver	104	106	476	187	107	796	626	-	-	1114	-	-
Stage 1	206	267	-	580	587	-	-	-	-	-	-	-
Stage 2	770	584	-	448	266	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	96	98	476	175	99	796	626	-	-	1114	-	-
Mov Cap-2 Maneuver	96	98	-	175	99	-	-	-	-	-	-	-
Stage 1	205	249	-	577	583	-	-	-	-	-	-	-
Stage 2	747	580	-	415	248	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	22.9		10.8			0.1		0.5		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	626	-	-	205	644	1114	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.031	0.026	-	-
HCM Control Delay (s)	10.8	0	-	22.9	10.8	8.3	0.3	-
HCM Lane LOS	B	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.




2222 Main Street Traffic Study
2021 Existing AM

Intersection

Int Delay, s/veh 2.7

Movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
Traffic Vol, veh/h	6	19	16	35	53	2
Future Vol, veh/h	6	19	16	35	53	2
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	61	61	61	61	61	61
Heavy Vehicles, %	17	2	2	2	2	2
Mvmt Flow	10	31	26	57	87	3

Major/Minor

Major/Minor	Minor2	Major1		Major2	
-------------	--------	--------	--	--------	--

Conflicting Flow All	198	89	90	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.57	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	758	969	1505	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	744	969	1505	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	9.2	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1505	-	903	-	-
HCM Lane V/C Ratio	0.017	-	0.045	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-




HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2021 Existing AM

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	336	6	18	848
Future Vol, veh/h	6	9	336	6	18	848
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	76	76	76	76	76	76
Heavy Vehicles, %	2	2	4	17	2	1
Mvmt Flow	8	12	442	8	24	1116

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1052	225	0
Stage 1	446	-	-
Stage 2	606	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	222	778	-
Stage 1	612	-	-
Stage 2	507	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	209	778	-
Mov Cap-2 Maneuver	209	-	-
Stage 1	612	-	-
Stage 2	478	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	372	1107
HCM Lane V/C Ratio	-	-	0.053	0.021
HCM Control Delay (s)	-	-	15.2	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study

2021 Existing AM

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	16	3	5	0	7	20	0	0	35	2
Future Vol, veh/h	3	4	16	3	5	0	7	20	0	0	35	2
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	6	24	4	7	0	10	29	0	0	51	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	13%	38%	0%
Vol Thru, %	74%	17%	62%	95%
Vol Right, %	0%	70%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	23	8	37
LT Vol	7	3	3	0
Through Vol	20	4	5	35
RT Vol	0	16	0	2
Lane Flow Rate	40	34	12	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.04	0.014	0.061
Departure Headway (Hd)	4.105	4.24	4.197	4.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	840	847	891
Service Time	2.144	2.288	2.25	2.046
HCM Lane V/C Ratio	0.046	0.04	0.014	0.061
HCM Control Delay	7.3	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue






























2222 Main Street Traffic Study
2021 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	58	8	32	4	20	2	308	30	100	806	8
Future Volume (vph)	15	58	8	32	4	20	2	308	30	100	806	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.99			0.95			0.99			1.00	
Flt Protected		0.99			0.97			1.00			0.99	
Satd. Flow (prot)		1805			1695			3431			3512	
Flt Permitted		0.93			0.81			0.95			0.83	
Satd. Flow (perm)		1697			1414			3257			2927	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	19	74	10	41	5	26	3	395	38	128	1033	10
RTOR Reduction (vph)	0	7	0	0	21	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	96	0	0	51	0	0	429	0	0	1170	0
Heavy Vehicles (%)	7%	2%	2%	3%	2%	5%	2%	4%	2%	3%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Actuated Green, G (s)		12.8			12.8			45.2			45.2	
Effective Green, g (s)		12.8			12.8			45.2			45.2	
Actuated g/C Ratio		0.18			0.18			0.65			0.65	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		310			258			2103			1890	
v/s Ratio Prot												
v/s Ratio Perm		c0.06			0.04			0.13			c0.40	
v/c Ratio		0.31			0.20			0.20			0.62	
Uniform Delay, d1		24.8			24.2			5.1			7.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.6			0.4			0.2			1.5	
Delay (s)		25.4			24.6			5.3			8.9	
Level of Service		C			C			A			A	
Approach Delay (s)		25.4			24.6			5.3			8.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.6					HCM 2000 Level of Service			A	
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			70.0					Sum of lost time (s)		12.0		
Intersection Capacity Utilization			63.3%					ICU Level of Service			B	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 	  			  			 				 
Traffic Volume (vph)	506	1472	79	10	1479	66	183	445	53	1	117	230
Future Volume (vph)	506	1472	79	10	1479	66	183	445	53	1	117	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00		1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3467	5136	1553	1770	5100		1770	3574	1583		1787	3239
Flt Permitted	0.95	1.00	1.00	0.16	1.00		0.38	1.00	1.00		0.26	1.00
Satd. Flow (perm)	3467	5136	1553	292	5100		716	3574	1583		482	3239
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	527	1533	82	10	1541	69	191	464	55	1	122	240
RTOR Reduction (vph)	0	0	23	0	4	0	0	0	46	0	0	10
Lane Group Flow (vph)	527	1533	59	10	1606	0	191	464	9	0	123	271
Heavy Vehicles (%)	1%	1%	4%	2%	1%	2%	2%	1%	2%	2%	1%	5%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	5	2	3	6	6		3	8	8		7	4
Permitted Phases			2	6			8		8	7	4	
Actuated Green, G (s)	24.8	80.1	93.5	49.3	49.3		34.3	20.9	20.9		29.5	18.5
Effective Green, g (s)	24.8	80.1	93.5	49.3	49.3		34.3	20.9	20.9		29.5	18.5
Actuated g/C Ratio	0.19	0.62	0.72	0.38	0.38		0.26	0.16	0.16		0.23	0.14
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	661	3164	1188	110	1934		297	574	254		219	460
v/s Ratio Prot	0.15	0.30	0.01		c0.31		c0.07	0.13			0.05	0.08
v/s Ratio Perm			0.03	0.03			0.10		0.01		0.08	
v/c Ratio	0.80	0.48	0.05	0.09	0.83		0.64	0.81	0.03		0.56	0.59
Uniform Delay, d1	50.2	13.7	5.3	25.9	36.6		39.7	52.6	46.0		42.1	52.2
Progression Factor	1.00	1.00	1.00	0.75	0.74		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	6.6	0.5	0.0	1.5	4.0		4.7	8.2	0.1		3.3	1.9
Delay (s)	56.8	14.2	5.3	20.9	30.9		44.4	60.8	46.1		45.3	54.1
Level of Service	E	B	A	C	C		D	E	D		D	D
Approach Delay (s)		24.3			30.8			55.3				54.7
Approach LOS		C			C			E				D
Intersection Summary												
HCM 2000 Control Delay			35.6				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			88.0%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis





















1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing PM

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	559
Future Volume (vph)	559
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.91
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1455
Flt Permitted	1.00
Satd. Flow (perm)	1455
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	582
RTOR Reduction (vph)	51
Lane Group Flow (vph)	490
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Actuated Green, G (s)	43.3
Effective Green, g (s)	43.3
Actuated g/C Ratio	0.33
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	551
v/s Ratio Prot	0.17
v/s Ratio Perm	0.17
v/c Ratio	0.89
Uniform Delay, d1	41.1
Progression Factor	1.00
Incremental Delay, d2	16.1
Delay (s)	57.2
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis 2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2021 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1546	78	25	1461	23	77	235	354	3	60	17
Future Volume (vph)	18	1546	78	25	1461	23	77	235	354	3	60	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	5099		1736	5123		1770	1863	1599		3418	
Flt Permitted	0.13	1.00		0.11	1.00		0.70	1.00	1.00		0.95	
Satd. Flow (perm)	245	5099		198	5123		1304	1863	1599		3238	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	19	1594	80	26	1506	24	79	242	365	3	62	18
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	25	0	14	0
Lane Group Flow (vph)	19	1670	0	26	1529	0	79	242	340	0	69	0
Heavy Vehicles (%)	2%	1%	1%	4%	1%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	85.7	85.7		85.7	85.7		32.3	32.3	32.3		32.3	
Effective Green, g (s)	85.7	85.7		85.7	85.7		32.3	32.3	32.3		32.3	
Actuated g/C Ratio	0.66	0.66		0.66	0.66		0.25	0.25	0.25		0.25	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	161	3361		130	3377		323	462	397		804	
v/s Ratio Prot		c0.33			0.30			0.13				
v/s Ratio Perm	0.08			0.13			0.06		c0.21		0.02	
v/c Ratio	0.12	0.50		0.20	0.45		0.24	0.52	0.86		0.09	
Uniform Delay, d1	8.2	11.2		8.7	10.8		39.1	42.2	46.6		37.5	
Progression Factor	0.62	0.87		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.3	0.5		3.4	0.4		0.4	1.1	16.4		0.0	
Delay (s)	6.4	10.2		12.1	11.2		39.5	43.3	63.1		37.6	
Level of Service	A	B		B	B		D	D	E		D	
Approach Delay (s)		10.2			11.2			53.4			37.6	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			18.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			81.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC

3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2021 Existing PM

Intersection														
Int Delay, s/veh	3.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↔			↔				↔				↔	
Traffic Vol, veh/h	3	0	5	14	3	113	2	8	987	17	1	14	886	1
Future Vol, veh/h	3	0	5	14	3	113	2	8	987	17	1	14	886	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Mvmt Flow	3	0	6	16	3	126	2	9	1097	19	1	16	984	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1591	2157	493	1655	2148	558	986	985	0	0	1116	1116	0	0
Stage 1	1019	1019	-	1129	1129	-	-	-	-	-	-	-	-	-
Stage 2	572	1138	-	526	1019	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	72	47	522	64	48	473	339	697	-	-	280	622	-	-
Stage 1	254	313	-	217	277	-	-	-	-	-	-	-	-	-
Stage 2	472	275	-	503	313	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	45	42	522	58	42	473	574	574	-	-	551	551	-	-
Mov Cap-2 Maneuver	45	42	-	58	42	-	-	-	-	-	-	-	-	-
Stage 1	241	292	-	206	263	-	-	-	-	-	-	-	-	-
Stage 2	325	261	-	464	292	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	42.4		41.7		0.7		1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	105	236	551	-	-
HCM Lane V/C Ratio	0.015	-	-	0.085	0.612	0.028	-	-
HCM Control Delay (s)	11.4	0.6	-	42.4	41.7	11.7	0.8	-
HCM Lane LOS	B	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	3.6	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2021 Existing PM

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	19	6	113	162	73	17
Future Vol, veh/h	19	6	113	162	73	17
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	8	141	203	91	21

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	587	102	112	0	0
Stage 1	102	-	-	-	-
Stage 2	485	-	-	-	-
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	472	953	1478	-	-
Stage 1	922	-	-	-	-
Stage 2	619	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	421	953	1478	-	-
Mov Cap-2 Maneuver	421	-	-	-	-
Stage 1	823	-	-	-	-
Stage 2	619	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	486	-	-
HCM Lane V/C Ratio	0.096	-	0.064	-	-
HCM Control Delay (s)	7.7	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2021 Existing PM

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y ^Y		↑↑			↑↑
Traffic Vol, veh/h	14	92	1075	24	10	850
Future Vol, veh/h	14	92	1075	24	10	850
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	16	103	1208	27	11	955

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1722	618	0	0	1235
Stage 1	1222	-	-	-	-
Stage 2	500	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	80	432	-	-	560
Stage 1	241	-	-	-	-
Stage 2	575	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	77	432	-	-	560
Mov Cap-2 Maneuver	77	-	-	-	-
Stage 1	241	-	-	-	-
Stage 2	551	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.6	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	560
HCM Lane V/C Ratio	-	-	0.443	0.02
HCM Control Delay (s)	-	-	28.6	11.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	2.1	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study

2021 Existing PM

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	7	5	11	6	14	0	1	96	91	4	1	22
Future Vol, veh/h	7	5	11	6	14	0	1	96	91	4	1	22
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2
Mvmt Flow	10	7	15	8	19	0	1	133	126	6	1	31
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.9	9.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	30%	30%	4%
Vol Thru, %	48%	22%	70%	92%
Vol Right, %	2%	48%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	23	20	24
LT Vol	97	7	6	1
Through Vol	91	5	14	22
RT Vol	4	11	0	1
Lane Flow Rate	267	32	28	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.307	0.039	0.036	0.04
Departure Headway (Hd)	4.151	4.411	4.702	4.325
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	816	766	832
Service Time	2.203	2.414	2.705	2.329
HCM Lane V/C Ratio	0.31	0.039	0.037	0.04
HCM Control Delay	9.1	7.6	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.1	0.1	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2021 Existing PM

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 1

Future Vol, veh/h 1

Peak Hour Factor 0.72

Heavy Vehicles, % 2

Mvmt Flow 1

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

















HCM Control Delay

HCM LOS

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue

2222 Main Street Traffic Study
2021 Existing PM































														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	23	22	9	195	44	150	4	1099	35	28	679	20		
Future Volume (vph)	23	22	9	195	44	150	4	1099	35	28	679	20		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0			6.0			6.0			
Lane Util. Factor		1.00			1.00			0.95			0.95			
Frt		0.98			0.95			1.00			1.00			
Flt Protected		0.98			0.98			1.00			1.00			
Satd. Flow (prot)		1782			1723			3521			3486			
Flt Permitted		0.80			0.81			0.95			0.85			
Satd. Flow (perm)		1450			1431			3356			2983			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	26	24	10	217	49	167	4	1221	39	31	754	22		
RTOR Reduction (vph)	0	7	0	0	25	0	0	3	0	0	2	0		
Lane Group Flow (vph)	0	53	0	0	408	0	0	1261	0	0	805	0		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	3%	2%		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		2			2			1			1			
Permitted Phases	2			2			1			1				
Actuated Green, G (s)		22.4			22.4			35.6			35.6			
Effective Green, g (s)		22.4			22.4			35.6			35.6			
Actuated g/C Ratio		0.32			0.32			0.51			0.51			
Clearance Time (s)		6.0			6.0			6.0			6.0			
Vehicle Extension (s)		3.0			3.0			3.0			3.0			
Lane Grp Cap (vph)		464			457			1706			1517			
v/s Ratio Prot														
v/s Ratio Perm		0.04			0.28			0.38			0.27			
v/c Ratio		0.11			0.89			0.74			0.53			
Uniform Delay, d1		16.8			22.7			13.5			11.6			
Progression Factor		1.00			1.00			1.00			1.00			
Incremental Delay, d2		0.1			19.3			2.9			1.3			
Delay (s)		16.9			41.9			16.5			12.9			
Level of Service		B			D			B			B			
Approach Delay (s)		16.9			41.9			16.5			12.9			
Approach LOS		B			D			B			B			
Intersection Summary														
HCM 2000 Control Delay			19.7									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.80											
Actuated Cycle Length (s)			70.0								12.0			
Intersection Capacity Utilization			78.9%										ICU Level of Service	D
Analysis Period (min)			15											
c Critical Lane Group														

2025 Background Conditions

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (vph)	242	2113	63	14	1619	36	11	79	9	230	302	405
Future Volume (vph)	242	2113	63	14	1619	36	11	79	9	230	302	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.91	0.91
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	5136	1509	1543	5118		1770	3312	1583	1770	3373	1427
Flt Permitted	0.95	1.00	1.00	0.07	1.00		0.39	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3367	5136	1509	107	5118		724	3312	1583	1174	3373	1427
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	269	2348	70	16	1799	40	12	88	10	256	336	450
RTOR Reduction (vph)	0	0	20	0	2	0	0	0	8	0	5	117
Lane Group Flow (vph)	269	2348	50	16	1837	0	12	88	2	256	363	301
Heavy Vehicles (%)	4%	1%	7%	17%	1%	2%	2%	9%	2%	2%	1%	3%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2	3	6	6		3	8	8	7	4	5
Permitted Phases			2	6			8		8	4		4
Actuated Green, G (s)	13.5	80.3	89.1	60.8	60.8		29.5	20.7	20.7	33.9	22.9	36.4
Effective Green, g (s)	13.5	80.3	89.1	60.8	60.8		29.5	20.7	20.7	33.9	22.9	36.4
Actuated g/C Ratio	0.10	0.62	0.69	0.47	0.47		0.23	0.16	0.16	0.26	0.18	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	349	3172	1103	50	2393		235	527	252	356	594	465
v/s Ratio Prot	0.08	c0.46	0.00	0.36	0.36		0.00	0.03		c0.06	0.11	c0.07
v/s Ratio Perm			0.03	0.15			0.01		0.00	0.13		0.14
v/c Ratio	0.77	0.74	0.04	0.32	0.77		0.05	0.17	0.01	0.72	0.61	0.65
Uniform Delay, d1	56.7	17.5	6.6	21.7	28.7		39.2	47.2	46.0	42.5	49.4	41.1
Progression Factor	1.00	1.00	1.00	0.90	0.89		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.1	1.6	0.0	14.9	2.3		0.1	0.2	0.0	6.8	1.9	3.1
Delay (s)	66.8	19.1	6.7	34.4	27.8		39.3	47.4	46.0	49.3	51.3	44.2
Level of Service	E	B	A	C	C		D	D	D	D	D	D
Approach Delay (s)		23.6			27.8			46.4			48.0	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			29.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			88.6%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Background AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗		↗↑	
Traffic Volume (vph)	19	2078	255	48	1591	10	56	33	30	5	55	21
Future Volume (vph)	19	2078	255	48	1591	10	56	33	30	5	55	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	5057		1770	5131		1770	1863	1583		3391	
Flt Permitted	0.11	1.00		0.04	1.00		0.70	1.00	1.00		0.94	
Satd. Flow (perm)	207	5057		73	5131		1298	1863	1583		3202	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	21	2284	280	53	1748	11	62	36	33	5	60	23
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	22	0	20	0
Lane Group Flow (vph)	21	2557	0	53	1759	0	62	36	11	0	68	0
Heavy Vehicles (%)	2%	1%	0%	2%	1%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	101.8	101.8		101.8	101.8		16.2	16.2	16.2		16.2	
Effective Green, g (s)	101.8	101.8		101.8	101.8		16.2	16.2	16.2		16.2	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.12	0.12	0.12		0.12	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	162	3960		57	4017		161	232	197		399	
v/s Ratio Prot		0.51			0.34			0.02				
v/s Ratio Perm	0.10			c0.72			c0.05		0.01		0.02	
v/c Ratio	0.13	0.65		0.93	0.44		0.39	0.16	0.06		0.17	
Uniform Delay, d1	3.4	6.2		11.3	4.7		52.3	50.8	50.2		50.9	
Progression Factor	0.35	0.27		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.1	0.6		100.2	0.3		1.5	0.3	0.1		0.2	
Delay (s)	2.3	2.2		111.5	5.0		53.9	51.1	50.3		51.1	
Level of Service	A	A		F	A		D	D	D		D	
Approach Delay (s)		2.2			8.1			52.2			51.1	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th TWSC

3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2025 Background AM

Intersection													
Int Delay, s/veh	0.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	0	2	1	0	16	2	348	7	25	934	2	
Future Vol, veh/h	1	0	2	1	0	16	2	348	7	25	934	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	5	2	2	
Mvmt Flow	1	0	2	1	0	18	2	387	8	28	1038	2	

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1293	1494	520	970	1491	198	1040	0	0	395	0	0
Stage 1	1095	1095	-	395	395	-	-	-	-	-	-	-
Stage 2	198	399	-	575	1096	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.25	-	-
Pot Cap-1 Maneuver	120	122	501	208	123	810	664	-	-	1139	-	-
Stage 1	228	288	-	602	603	-	-	-	-	-	-	-
Stage 2	785	601	-	470	287	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	112	114	501	197	115	810	664	-	-	1139	-	-
Mov Cap-2 Maneuver	112	114	-	197	115	-	-	-	-	-	-	-
Stage 1	227	271	-	600	601	-	-	-	-	-	-	-
Stage 2	765	599	-	441	270	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	20.7		10.4			0.1		0.4		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	664	-	-	232	685	1139	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.028	0.024	-	-
HCM Control Delay (s)	10.4	0	-	20.7	10.4	8.2	0.2	-
HCM Lane LOS	B	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Background AM

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	7	21	18	39	60	2
Future Vol, veh/h	7	21	18	39	60	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	2	2	2
Mvmt Flow	8	23	20	43	67	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	151	68	69	0	0
Stage 1	68	-	-	-	-
Stage 2	83	-	-	-	-
Critical Hdwy	6.57	6.22	4.12	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-
Follow-up Hdwy	3.653	3.318	2.218	-	-
Pot Cap-1 Maneuver	807	995	1532	-	-
Stage 1	918	-	-	-	-
Stage 2	904	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	797	995	1532	-	-
Mov Cap-2 Maneuver	797	-	-	-	-
Stage 1	906	-	-	-	-
Stage 2	904	-	-	-	-




Approach	EB	NB	SB
HCM Control Delay, s	9	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1532	-	937	-	-
HCM Lane V/C Ratio	0.013	-	0.033	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Background AM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	378	7	20	955
Future Vol, veh/h	7	10	378	7	20	955
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	17	2	1
Mvmt Flow	8	11	420	8	22	1061

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	999	214	0	0	428
Stage 1	424	-	-	-	-
Stage 2	575	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	240	791	-	-	1128
Stage 1	628	-	-	-	-
Stage 2	526	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	228	791	-	-	1128
Mov Cap-2 Maneuver	228	-	-	-	-
Stage 1	628	-	-	-	-
Stage 2	501	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	392	1128
HCM Lane V/C Ratio	-	-	0.048	0.02
HCM Control Delay (s)	-	-	14.6	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Background AM

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	18	3	6	0	8	23	0	0	39	2
Future Vol, veh/h	3	5	18	3	6	0	8	23	0	0	39	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	20	3	7	0	9	26	0	0	43	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	12%	33%	0%
Vol Thru, %	74%	19%	67%	95%
Vol Right, %	0%	69%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	26	9	41
LT Vol	8	3	3	0
Through Vol	23	5	6	39
RT Vol	0	18	0	2
Lane Flow Rate	34	29	10	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.034	0.012	0.051
Departure Headway (Hd)	4.088	4.215	4.162	3.999
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	847	856	894
Service Time	2.119	2.254	2.206	2.028
HCM Lane V/C Ratio	0.039	0.034	0.012	0.051
HCM Control Delay	7.3	7.4	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue

2222 Main Street Traffic Study
2025 Background AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	65	9	36	5	23	2	347	34	113	908	9
Future Volume (vph)	17	65	9	36	5	23	2	347	34	113	908	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frt		0.99			0.95			0.99			1.00	
Flt Protected		0.99			0.97			1.00			0.99	
Satd. Flow (prot)		1804			1697			3430			3511	
Flt Permitted		0.93			0.81			0.95			0.83	
Satd. Flow (perm)		1694			1415			3264			2935	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	72	10	40	6	26	2	386	38	126	1009	10
RTOR Reduction (vph)	0	7	0	0	21	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	94	0	0	51	0	0	419	0	0	1144	0
Heavy Vehicles (%)	7%	2%	2%	3%	2%	5%	2%	4%	2%	3%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Actuated Green, G (s)		12.8			12.8			45.2			45.2	
Effective Green, g (s)		12.8			12.8			45.2			45.2	
Actuated g/C Ratio		0.18			0.18			0.65			0.65	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		309			258			2107			1895	
v/s Ratio Prot												
v/s Ratio Perm		c0.06			0.04			0.13			c0.39	
v/c Ratio		0.30			0.20			0.20			0.60	
Uniform Delay, d1		24.7			24.2			5.0			7.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.6			0.4			0.2			1.4	
Delay (s)		25.3			24.6			5.3			8.6	
Level of Service		C			C			A			A	
Approach Delay (s)		25.3			24.6			5.3			8.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c	Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Background PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	570	1658	89	11	1666	74	206	501	60	1	132	259
Future Volume (vph)	570	1658	89	11	1666	74	206	501	60	1	132	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00		1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3467	5136	1553	1770	5101		1770	3574	1583		1787	3240
Flt Permitted	0.95	1.00	1.00	0.12	1.00		0.34	1.00	1.00		0.21	1.00
Satd. Flow (perm)	3467	5136	1553	232	5101		625	3574	1583		388	3240
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	600	1745	94	12	1754	78	217	527	63	1	139	273
RTOR Reduction (vph)	0	0	27	0	4	0	0	0	52	0	0	10
Lane Group Flow (vph)	600	1745	67	12	1828	0	217	527	11	0	140	309
Heavy Vehicles (%)	1%	1%	4%	2%	1%	2%	2%	1%	2%	2%	1%	5%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	5	2	3	6	6		3	8	8	7	4	4
Permitted Phases			2	6			8		8	7	4	
Actuated Green, G (s)	26.0	78.9	92.6	46.9	46.9		35.8	22.1	22.1		30.4	19.4
Effective Green, g (s)	26.0	78.9	92.6	46.9	46.9		35.8	22.1	22.1		30.4	19.4
Actuated g/C Ratio	0.20	0.61	0.71	0.36	0.36		0.28	0.17	0.17		0.23	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	693	3117	1177	83	1840		292	607	269		209	483
v/s Ratio Prot	0.17	0.34	0.01		c0.36		c0.08	c0.15			0.06	0.10
v/s Ratio Perm			0.04	0.05			0.13		0.01		0.10	
v/c Ratio	0.87	0.56	0.06	0.14	0.99		0.74	0.87	0.04		0.67	0.64
Uniform Delay, d1	50.3	15.2	5.6	28.0	41.4		39.3	52.5	45.1		41.9	52.0
Progression Factor	1.00	1.00	1.00	0.71	0.70		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	11.0	0.7	0.0	3.1	18.0		9.8	12.5	0.1		7.9	2.8
Delay (s)	61.3	15.9	5.6	22.9	47.1		49.1	65.0	45.1		49.8	54.8
Level of Service	E	B	A	C	D		D	E	D		D	D
Approach Delay (s)		26.7			46.9			59.2				66.2
Approach LOS		C			D			E				E
Intersection Summary												
HCM 2000 Control Delay			43.9				HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio			1.02									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			95.4%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Background PM

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	630
Future Volume (vph)	630
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.91
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1455
Flt Permitted	1.00
Satd. Flow (perm)	1455
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	663
RTOR Reduction (vph)	49
Lane Group Flow (vph)	568
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Actuated Green, G (s)	45.4
Effective Green, g (s)	45.4
Actuated g/C Ratio	0.35
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	575
v/s Ratio Prot	c0.20
v/s Ratio Perm	0.19
v/c Ratio	0.99
Uniform Delay, d1	42.0
Progression Factor	1.00
Incremental Delay, d2	33.9
Delay (s)	75.9
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Background PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗		↔	
Traffic Volume (vph)	20	1741	88	28	1645	26	87	265	399	3	68	19
Future Volume (vph)	20	1741	88	28	1645	26	87	265	399	3	68	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	5098		1736	5123		1770	1863	1599		3422	
Flt Permitted	0.09	1.00		0.07	1.00		0.69	1.00	1.00		0.95	
Satd. Flow (perm)	172	5098		131	5123		1290	1863	1599		3244	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	1833	93	29	1732	27	92	279	420	3	72	20
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	18	0	15	0
Lane Group Flow (vph)	21	1922	0	29	1758	0	92	279	402	0	80	0
Heavy Vehicles (%)	2%	1%	1%	4%	1%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	82.4	82.4		82.4	82.4		35.6	35.6	35.6		35.6	
Effective Green, g (s)	82.4	82.4		82.4	82.4		35.6	35.6	35.6		35.6	
Actuated g/C Ratio	0.63	0.63		0.63	0.63		0.27	0.27	0.27		0.27	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	109	3231		83	3247		353	510	437		888	
v/s Ratio Prot		c0.38			0.34			0.15				
v/s Ratio Perm	0.12			0.22			0.07		c0.25		0.02	
v/c Ratio	0.19	0.59		0.35	0.54		0.26	0.55	0.92		0.09	
Uniform Delay, d1	9.9	14.0		11.2	13.3		36.9	40.3	45.8		35.1	
Progression Factor	0.68	0.89		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	3.3	0.7		11.2	0.7		0.4	1.2	24.2		0.0	
Delay (s)	10.0	13.1		22.4	13.9		37.3	41.5	70.0		35.2	
Level of Service	B	B		C	B		D	D	E		D	
Approach Delay (s)		13.1			14.1			56.1			35.2	
Approach LOS		B			B			E			D	

Intersection Summary		
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.69	C
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	88.6%	12.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

HCM 6th TWSC
3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2025 Background PM

Intersection														
Int Delay, s/veh	8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↔			↔				↔				↔	
Traffic Vol, veh/h	3	0	6	16	3	127	2	9	1112	19	1	16	998	1
Future Vol, veh/h	3	0	6	16	3	127	2	9	1112	19	1	16	998	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Mvmt Flow	3	0	7	18	3	141	2	10	1236	21	1	18	1109	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1792	2429	555	1864	2419	629	1110	1110	0	0	1257	1257	0	0
Stage 1	1148	1148	-	1271	1271	-	-	-	-	-	-	-	-	-
Stage 2	644	1281	-	593	1148	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	51	32	475	45	32	425	282	625	-	-	227	549	-	-
Stage 1	211	272	-	178	237	-	-	-	-	-	-	-	-	-
Stage 2	428	235	-	459	272	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	27	26	475	38	26	425	509	509	-	-	480	480	-	-
Mov Cap-2 Maneuver	27	26	-	38	26	-	-	-	-	-	-	-	-	-
Stage 1	194	244	-	164	218	-	-	-	-	-	-	-	-	-
Stage 2	259	216	-	406	244	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	62		103.2		1.1		1.5	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	509	-	-	73	175	480	-	-
HCM Lane V/C Ratio	0.02	-	-	0.137	0.927	0.037	-	-
HCM Control Delay (s)	12.2	1	-	62	103.2	12.8	1.3	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	7	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Background PM

Intersection

Int Delay, s/veh 3.1

Movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 21 7 127 182 82 19

Future Vol, veh/h 21 7 127 182 82 19

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 23 8 141 202 91 21

Major/Minor

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All 586 102 112 0 - 0

Stage 1 102 - - - - -

Stage 2 484 - - - - -

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 473 953 1478 - - -

Stage 1 922 - - - - -

Stage 2 620 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 422 953 1478 - - -

Mov Cap-2 Maneuver 422 - - - - -

Stage 1 823 - - - - -

Stage 2 620 - - - - -

Approach

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s 12.8 3.2 0

HCM LOS B

Minor Lane/Major Mvmt

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h) 1478 - 490 - -

HCM Lane V/C Ratio 0.095 - 0.063 - -

HCM Control Delay (s) 7.7 0 12.8 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q(veh) 0.3 - 0.2 - -

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Background PM

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	104	1211	27	11	957
Future Vol, veh/h	16	104	1211	27	11	957
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	18	116	1346	30	12	1063

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1917	688	0	0	1376
Stage 1	1361	-	-	-	-
Stage 2	556	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	59	389	-	-	494
Stage 1	203	-	-	-	-
Stage 2	538	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	56	389	-	-	494
Mov Cap-2 Maneuver	56	-	-	-	-
Stage 1	203	-	-	-	-
Stage 2	506	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.9	0	0.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	494
HCM Lane V/C Ratio	-	-	0.614	0.025
HCM Control Delay (s)	-	-	44.9	12.5
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	3.6	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Background PM

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	8	6	12	7	16	0	1	108	102	5	1	25
Future Vol, veh/h	8	6	12	7	16	0	1	108	102	5	1	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2
Mvmt Flow	9	7	13	8	18	0	1	120	113	6	1	28
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.8	8.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	31%	30%	4%
Vol Thru, %	47%	23%	70%	93%
Vol Right, %	2%	46%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	26	23	27
LT Vol	109	8	7	1
Through Vol	102	6	16	25
RT Vol	5	12	0	1
Lane Flow Rate	240	29	26	30
Geometry Grp	1	1	1	1
Degree of Util (X)	0.276	0.035	0.033	0.035
Departure Headway (Hd)	4.139	4.352	4.632	4.197
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	827	778	840
Service Time	2.183	2.353	2.632	2.29
HCM Lane V/C Ratio	0.278	0.035	0.033	0.036
HCM Control Delay	8.8	7.5	7.8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.1	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Background PM

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 1

Future Vol, veh/h 1

Peak Hour Factor 0.90

Heavy Vehicles, % 2

Mvmt Flow 1

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

















HCM Control Delay

HCM LOS

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue

2222 Main Street Traffic Study
2025 Background PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	26	25	10	220	50	169	5	1238	39	32	765	23	
Future Volume (vph)	26	25	10	220	50	169	5	1238	39	32	765	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			6.0			6.0		
Lane Util. Factor		1.00			1.00			0.95			0.95		
Frt		0.98			0.95			1.00			1.00		
Flt Protected		0.98			0.98			1.00			1.00		
Satd. Flow (prot)		1784			1723			3521			3485		
Flt Permitted		0.78			0.81			0.95			0.75		
Satd. Flow (perm)		1425			1425			3350			2629		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	29	28	11	244	56	188	6	1376	43	36	850	26	
RTOR Reduction (vph)	0	7	0	0	15	0	0	3	0	0	3	0	
Lane Group Flow (vph)	0	61	0	0	473	0	0	1422	0	0	909	0	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	3%	2%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			2			1			1		
Permitted Phases	2			2			1			1			
Actuated Green, G (s)		24.0			24.0			34.0			34.0		
Effective Green, g (s)		24.0			24.0			34.0			34.0		
Actuated g/C Ratio		0.34			0.34			0.49			0.49		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		488			488			1627			1276		
v/s Ratio Prot													
v/s Ratio Perm		0.04			0.33			0.42			0.35		
v/c Ratio		0.12			0.97			0.87			0.71		
Uniform Delay, d1		15.8			22.6			16.1			14.2		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		0.1			32.5			6.8			3.4		
Delay (s)		15.9			55.1			22.9			17.6		
Level of Service		B			E			C			B		
Approach Delay (s)		15.9			55.1			22.9			17.6		
Approach LOS		B			E			C			B		
Intersection Summary													
HCM 2000 Control Delay			26.5									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.91										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			87.2%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

2025 Build-out Conditions

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	2117	63	14	1628	39	11	81	9	233	308	418
Future Volume (vph)	247	2117	63	14	1628	39	11	81	9	233	308	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.91	0.91
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	5136	1509	1543	5117		1770	3312	1583	1770	3374	1427
Flt Permitted	0.95	1.00	1.00	0.07	1.00		0.38	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3367	5136	1509	107	5117		710	3312	1583	1172	3374	1427
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	274	2352	70	16	1809	43	12	90	10	259	342	464
RTOR Reduction (vph)	0	0	21	0	2	0	0	0	8	0	5	117
Lane Group Flow (vph)	274	2352	50	16	1850	0	12	90	2	259	369	315
Heavy Vehicles (%)	4%	1%	7%	17%	1%	2%	2%	9%	2%	2%	1%	3%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2	3	6	6		3	8	8	7	4	5
Permitted Phases			2	6			8		8	4		4
Actuated Green, G (s)	13.6	80.2	89.0	60.6	60.6		29.6	20.8	20.8	34.0	23.0	36.6
Effective Green, g (s)	13.6	80.2	89.0	60.6	60.6		29.6	20.8	20.8	34.0	23.0	36.6
Actuated g/C Ratio	0.10	0.62	0.68	0.47	0.47		0.23	0.16	0.16	0.26	0.18	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	352	3168	1102	49	2385		233	529	253	357	596	467
v/s Ratio Prot	0.08	c0.46	0.00		c0.36		0.00	0.03		c0.06	0.11	c0.07
v/s Ratio Perm			0.03	0.15			0.01		0.00	0.13		0.15
v/c Ratio	0.78	0.74	0.04	0.33	0.78		0.05	0.17	0.01	0.73	0.62	0.67
Uniform Delay, d1	56.7	17.6	6.7	21.9	29.0		39.2	47.1	45.9	42.5	49.5	41.4
Progression Factor	1.00	1.00	1.00	0.88	0.89		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.4	1.6	0.0	15.6	2.4		0.1	0.2	0.0	7.2	1.9	3.8
Delay (s)	67.1	19.2	6.7	34.9	28.3		39.2	47.3	45.9	49.7	51.4	45.2
Level of Service	E	B	A	C	C		D	D	D	D	D	D
Approach Delay (s)		23.8			28.3			46.3			48.5	
Approach LOS		C			C			D			D	

Intersection Summary		
HCM 2000 Control Delay	30.3	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.81	
Actuated Cycle Length (s)	130.0	Sum of lost time (s) 24.0
Intersection Capacity Utilization	88.8%	ICU Level of Service E
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis

2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗		↖↑	
Traffic Volume (vph)	23	2081	255	48	1594	15	56	36	30	24	62	30
Future Volume (vph)	23	2081	255	48	1594	15	56	36	30	24	62	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	5057		1770	5128		1770	1863	1583		3367	
Flt Permitted	0.11	1.00		0.04	1.00		0.67	1.00	1.00		0.88	
Satd. Flow (perm)	205	5057		73	5128		1251	1863	1583		3004	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	25	2287	280	53	1752	16	62	40	33	26	68	33
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	22	0	24	0
Lane Group Flow (vph)	25	2560	0	53	1768	0	62	40	11	0	103	0
Heavy Vehicles (%)	2%	1%	0%	2%	1%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	101.7	101.7		101.7	101.7		16.3	16.3	16.3		16.3	
Effective Green, g (s)	101.7	101.7		101.7	101.7		16.3	16.3	16.3		16.3	
Actuated g/C Ratio	0.78	0.78		0.78	0.78		0.13	0.13	0.13		0.13	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	160	3956		57	4011		156	233	198		376	
v/s Ratio Prot		0.51			0.34			0.02				
v/s Ratio Perm	0.12			c0.72			c0.05		0.01		0.03	
v/c Ratio	0.16	0.65		0.93	0.44		0.40	0.17	0.06		0.27	
Uniform Delay, d1	3.5	6.2		11.3	4.7		52.3	50.8	50.1		51.5	
Progression Factor	0.34	0.27		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.4	0.6		100.2	0.4		1.7	0.4	0.1		0.4	
Delay (s)	2.6	2.2		111.5	5.1		54.0	51.2	50.2		51.9	
Level of Service	A	A		F	A		D	D	D		D	
Approach Delay (s)		2.2			8.2			52.2			51.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th TWSC

3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2025 Build AM

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	7	0	16	2	356	9	25	950	2
Future Vol, veh/h	1	0	2	7	0	16	2	356	9	25	950	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	5	2	2
Mvmt Flow	1	0	2	8	0	18	2	396	10	28	1056	2

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1315	1523	529	989	1519	203	1058	0	0	406	0	0
Stage 1	1113	1113	-	405	405	-	-	-	-	-	-	-
Stage 2	202	410	-	584	1114	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.25	-	-
Pot Cap-1 Maneuver	116	117	494	201	118	804	654	-	-	1128	-	-
Stage 1	222	282	-	593	597	-	-	-	-	-	-	-
Stage 2	781	594	-	465	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	110	494	190	110	804	654	-	-	1128	-	-
Mov Cap-2 Maneuver	108	110	-	190	110	-	-	-	-	-	-	-
Stage 1	221	265	-	591	595	-	-	-	-	-	-	-
Stage 2	761	592	-	435	265	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	21.2		14.5			0.1		0.4		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	654	-	-	225	405	1128	-	-
HCM Lane V/C Ratio	0.003	-	-	0.015	0.063	0.025	-	-
HCM Control Delay (s)	10.5	0	-	21.2	14.5	8.3	0.2	-
HCM Lane LOS	B	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Build AM

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	9	21	18	51	95	8
Future Vol, veh/h	9	21	18	51	95	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	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	2	2	2
Mvmt Flow	10	23	20	57	106	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	208	111	115	0	0
Stage 1	111	-	-	-	-
Stage 2	97	-	-	-	-
Critical Hdwy	6.57	6.22	4.12	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-
Follow-up Hdwy	3.653	3.318	2.218	-	-
Pot Cap-1 Maneuver	748	942	1474	-	-
Stage 1	878	-	-	-	-
Stage 2	891	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	738	942	1474	-	-
Mov Cap-2 Maneuver	738	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	891	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	870	-	-
HCM Lane V/C Ratio	0.014	-	0.038	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Build AM

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	380	7	21	956
Future Vol, veh/h	7	11	380	7	21	956
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	17	2	1
Mvmt Flow	8	12	422	8	23	1062

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1003	215	0	0	430
Stage 1	426	-	-	-	-
Stage 2	577	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	239	790	-	-	1126
Stage 1	627	-	-	-	-
Stage 2	525	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	227	790	-	-	1126
Mov Cap-2 Maneuver	227	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	499	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	1126
HCM Lane V/C Ratio	-	-	0.05	0.021
HCM Control Delay (s)	-	-	14.4	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build AM

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	19	3	6	0	9	25	1	0	39	2
Future Vol, veh/h	3	5	19	3	6	0	9	25	1	0	39	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	21	3	7	0	10	28	1	0	43	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	11%	33%	0%
Vol Thru, %	71%	19%	67%	95%
Vol Right, %	3%	70%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	27	9	41
LT Vol	9	3	3	0
Through Vol	25	5	6	39
RT Vol	1	19	0	2
Lane Flow Rate	39	30	10	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.035	0.012	0.051
Departure Headway (Hd)	4.073	4.215	4.17	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	846	854	893
Service Time	2.104	2.256	2.216	2.034
HCM Lane V/C Ratio	0.044	0.035	0.012	0.052
HCM Control Delay	7.3	7.4	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

HCM 6th TWSC

7: Main St. & Driveway #1




2222 Main Street Traffic Study
2025 Build AM

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Traffic Vol, veh/h	16	2	365	8	1	961
Future Vol, veh/h	16	2	365	8	1	961
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	406	9	1	1068
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	947	208	0	0	415	0
Stage 1	411	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	259	798	-	-	1140	-
Stage 1	638	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	258	798	-	-	1140	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.9	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	279	1140	-	
HCM Lane V/C Ratio	-	-	0.072	0.001	-	
HCM Control Delay (s)	-	-	18.9	8.2	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

HCM 6th TWSC

8: Sumter St. & Driveway #2

2222 Main Street Traffic Study
2025 Build AM

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	41	14	46	62	1
Future Vol, veh/h	4	41	14	46	62	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	46	16	51	69	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	70	70	0	0
Stage 1	70	-	-	-	-
Stage 2	83	-	-	-	-
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	839	993	1531	-	-
Stage 1	953	-	-	-	-
Stage 2	940	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	830	993	1531	-	-
Mov Cap-2 Maneuver	830	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	940	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	976	-	-
HCM Lane V/C Ratio	0.01	-	0.051	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue

2222 Main Street Traffic Study
2025 Build AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕			↕			
Traffic Volume (vph)	17	65	9	36	5	23	2	350	34	113	910	9		
Future Volume (vph)	17	65	9	36	5	23	2	350	34	113	910	9		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.0			6.0			6.0			6.0			
Lane Util. Factor		1.00			1.00			0.95			0.95			
Frt		0.99			0.95			0.99			1.00			
Flt Protected		0.99			0.97			1.00			0.99			
Satd. Flow (prot)		1804			1697			3430			3511			
Flt Permitted		0.93			0.81			0.95			0.83			
Satd. Flow (perm)		1694			1415			3265			2933			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	19	72	10	40	6	26	2	389	38	126	1011	10		
RTOR Reduction (vph)	0	7	0	0	21	0	0	7	0	0	1	0		
Lane Group Flow (vph)	0	94	0	0	51	0	0	422	0	0	1146	0		
Heavy Vehicles (%)	7%	2%	2%	3%	2%	5%	2%	4%	2%	3%	2%	2%		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		2			2			1			1			
Permitted Phases	2			2			1			1				
Actuated Green, G (s)		12.8			12.8			45.2			45.2			
Effective Green, g (s)		12.8			12.8			45.2			45.2			
Actuated g/C Ratio		0.18			0.18			0.65			0.65			
Clearance Time (s)		6.0			6.0			6.0			6.0			
Vehicle Extension (s)		3.0			3.0			3.0			3.0			
Lane Grp Cap (vph)		309			258			2108			1893			
v/s Ratio Prot														
v/s Ratio Perm		c0.06			0.04			0.13			c0.39			
v/c Ratio		0.30			0.20			0.20			0.61			
Uniform Delay, d1		24.7			24.2			5.0			7.2			
Progression Factor		1.00			1.00			1.00			1.00			
Incremental Delay, d2		0.6			0.4			0.2			1.4			
Delay (s)		25.3			24.6			5.3			8.7			
Level of Service		C			C			A			A			
Approach Delay (s)		25.3			24.6			5.3			8.7			
Approach LOS		C			C			A			A			
Intersection Summary														
HCM 2000 Control Delay			9.4									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.54											
Actuated Cycle Length (s)			70.0								12.0			
Intersection Capacity Utilization			67.9%										ICU Level of Service	C
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis
1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	585	1669	89	11	1674	83	206	508	60	1	135	264
Future Volume (vph)	585	1669	89	11	1674	83	206	508	60	1	135	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00		1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3467	5136	1553	1770	5097		1770	3574	1583		1787	3240
Flt Permitted	0.95	1.00	1.00	0.12	1.00		0.33	1.00	1.00		0.21	1.00
Satd. Flow (perm)	3467	5136	1553	229	5097		613	3574	1583		386	3240
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	616	1757	94	12	1762	87	217	535	63	1	142	278
RTOR Reduction (vph)	0	0	27	0	4	0	0	0	52	0	0	10
Lane Group Flow (vph)	616	1757	67	12	1845	0	217	535	11	0	143	315
Heavy Vehicles (%)	1%	1%	4%	2%	1%	2%	2%	1%	2%	2%	1%	5%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	5	2	3	6	6		3	8	8	7	4	4
Permitted Phases			2	6			8		8	7	4	
Actuated Green, G (s)	26.0	78.8	92.5	46.8	46.8		35.9	22.2	22.2		30.5	19.5
Effective Green, g (s)	26.0	78.8	92.5	46.8	46.8		35.9	22.2	22.2		30.5	19.5
Actuated g/C Ratio	0.20	0.61	0.71	0.36	0.36		0.28	0.17	0.17		0.23	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	693	3113	1176	82	1834		291	610	270		209	486
v/s Ratio Prot	0.18	0.34	0.01		c0.36		c0.08	c0.15			0.06	0.10
v/s Ratio Perm			0.04	0.05			0.13		0.01		0.10	
v/c Ratio	0.89	0.56	0.06	0.15	1.01		0.75	0.88	0.04		0.68	0.65
Uniform Delay, d1	50.6	15.3	5.6	28.1	41.6		39.2	52.6	45.0		42.0	52.0
Progression Factor	1.00	1.00	1.00	0.71	0.70		1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	13.3	0.7	0.0	3.2	20.9		9.9	13.4	0.1		8.9	3.0
Delay (s)	63.9	16.1	5.7	23.3	50.2		49.1	66.0	45.1		50.9	55.0
Level of Service	E	B	A	C	D		D	E	D		D	D
Approach Delay (s)		27.6			50.0			59.9				69.3
Approach LOS		C			D			E				E
Intersection Summary												
HCM 2000 Control Delay			45.8			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)		24.0				
Intersection Capacity Utilization			96.4%			ICU Level of Service		F				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build PM

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	641
Future Volume (vph)	641
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.91
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1455
Flt Permitted	1.00
Satd. Flow (perm)	1455
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	675
RTOR Reduction (vph)	49
Lane Group Flow (vph)	579
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Actuated Green, G (s)	45.5
Effective Green, g (s)	45.5
Actuated g/C Ratio	0.35
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	576
v/s Ratio Prot	c0.20
v/s Ratio Perm	0.20
v/c Ratio	1.00
Uniform Delay, d1	42.2
Progression Factor	1.00
Incremental Delay, d2	38.6
Delay (s)	80.9
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗		↖↑	
Traffic Volume (vph)	31	1744	88	28	1654	43	87	274	399	19	74	27
Future Volume (vph)	31	1744	88	28	1654	43	87	274	399	19	74	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	5099		1736	5115		1770	1863	1599		3394	
Flt Permitted	0.09	1.00		0.07	1.00		0.67	1.00	1.00		0.87	
Satd. Flow (perm)	165	5099		131	5115		1252	1863	1599		2988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	1836	93	29	1741	45	92	288	420	20	78	28
RTOR Reduction (vph)	0	4	0	0	2	0	0	0	18	0	17	0
Lane Group Flow (vph)	33	1925	0	29	1784	0	92	288	402	0	109	0
Heavy Vehicles (%)	2%	1%	1%	4%	1%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	82.4	82.4		82.4	82.4		35.6	35.6	35.6		35.6	
Effective Green, g (s)	82.4	82.4		82.4	82.4		35.6	35.6	35.6		35.6	
Actuated g/C Ratio	0.63	0.63		0.63	0.63		0.27	0.27	0.27		0.27	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	104	3231		83	3242		342	510	437		818	
v/s Ratio Prot		c0.38			0.35			0.15				
v/s Ratio Perm	0.20			0.22			0.07		c0.25		0.04	
v/c Ratio	0.32	0.60		0.35	0.55		0.27	0.56	0.92		0.13	
Uniform Delay, d1	10.9	14.0		11.2	13.4		37.0	40.5	45.8		35.6	
Progression Factor	0.81	0.88		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.6	0.7		11.2	0.7		0.4	1.4	24.2		0.1	
Delay (s)	15.4	13.0		22.4	14.1		37.4	42.0	70.0		35.7	
Level of Service	B	B		C	B		D	D	E		D	
Approach Delay (s)		13.1			14.2			56.2			35.7	
Approach LOS		B			B			E			D	

Intersection Summary		
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.69	C
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	88.7%	12.0
Analysis Period (min)	15	ICU Level of Service
		E
c Critical Lane Group		

HCM 6th TWSC
 3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
 2025 Build PM

Intersection														
Int Delay, s/veh	13.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↔			↔				↔				↔	
Traffic Vol, veh/h	3	0	6	21	3	127	2	9	1136	26	1	16	1012	1
Future Vol, veh/h	3	0	6	21	3	127	2	9	1136	26	1	16	1012	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Mvmt Flow	3	0	7	23	3	141	2	10	1262	29	1	18	1124	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1820	2478	563	1901	2464	646	1126	1125	0	0	1291	1291	0	0
Stage 1	1163	1163	-	1301	1301	-	-	-	-	-	-	-	-	-
Stage 2	657	1315	-	600	1163	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	48	29	470	42	30	414	275	617	-	-	216	533	-	-
Stage 1	207	267	-	170	229	-	-	-	-	-	-	-	-	-
Stage 2	420	226	-	455	267	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	24	24	470	35	24	414	501	501	-	-	463	463	-	-
Mov Cap-2 Maneuver	24	24	-	35	24	-	-	-	-	-	-	-	-	-
Stage 1	189	238	-	155	209	-	-	-	-	-	-	-	-	-
Stage 2	249	207	-	400	238	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	70.2		181		1.1		1.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	501	-	-	65	146	463	-	-
HCM Lane V/C Ratio	0.02	-	-	0.154	1.149	0.038	-	-
HCM Control Delay (s)	12.4	1	-	70.2	181	13.1	1.4	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	9.4	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Build PM

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	28	7	127	219	112	24
Future Vol, veh/h	28	7	127	219	112	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	8	141	243	124	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	663	138	151	0	0
Stage 1	138	-	-	-	-
Stage 2	525	-	-	-	-
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	426	910	1430	-	-
Stage 1	889	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	377	910	1430	-	-
Mov Cap-2 Maneuver	377	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	593	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	427	-	-
HCM Lane V/C Ratio	0.099	-	0.091	-	-
HCM Control Delay (s)	7.8	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Build PM

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	105	1213	27	12	959
Future Vol, veh/h	16	105	1213	27	12	959
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	18	117	1348	30	13	1066

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1922	689	0	0	1378
Stage 1	1363	-	-	-	-
Stage 2	559	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	59	388	-	-	493
Stage 1	203	-	-	-	-
Stage 2	536	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	55	388	-	-	493
Mov Cap-2 Maneuver	55	-	-	-	-
Stage 1	203	-	-	-	-
Stage 2	501	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.2	0	0.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	493
HCM Lane V/C Ratio	-	-	0.625	0.027
HCM Control Delay (s)	-	-	46.2	12.5
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	3.7	0.1

HCM 6th AWSC

6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build PM

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	8	6	13	8	16	0	1	109	103	6	1	27
Future Vol, veh/h	8	6	13	8	16	0	1	109	103	6	1	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2
Mvmt Flow	9	7	14	9	18	0	1	121	114	7	1	30
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.8	8.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	30%	33%	3%
Vol Thru, %	47%	22%	67%	93%
Vol Right, %	3%	48%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	27	24	29
LT Vol	110	8	8	1
Through Vol	103	6	16	27
RT Vol	6	13	0	1
Lane Flow Rate	243	30	27	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.036	0.034	0.038
Departure Headway (Hd)	4.142	4.352	4.652	4.205
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	827	774	838
Service Time	2.187	2.353	2.652	2.299
HCM Lane V/C Ratio	0.281	0.036	0.035	0.038
HCM Control Delay	8.8	7.5	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.1	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build PM

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 1

Future Vol, veh/h 1

Peak Hour Factor 0.90

Heavy Vehicles, % 2

Mvmt Flow 1

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

HCM 6th TWSC

7: Main St. & Driveway #1

2222 Main Street Traffic Study
2025 Build PM

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	6	1238	28	6	1011
Future Vol, veh/h	18	6	1238	28	6	1011
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	7	1376	31	7	1123
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1968	704	0	0	1407	0
Stage 1	1392	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	379	-	-	481	-
Stage 1	196	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	53	379	-	-	481	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	88.6	0	0.3			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	68	481	-	
HCM Lane V/C Ratio	-	-	0.392	0.014	-	
HCM Control Delay (s)	-	-	88.6	12.6	0.2	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	1.5	0	-	

HCM 6th TWSC

8: Sumter St. & Driveway #2

2222 Main Street Traffic Study
2025 Build PM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	35	44	204	101	4
Future Vol, veh/h	3	35	44	204	101	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	49	227	112	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	114	116	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	325	-	-	-	-	-
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	575	939	1473	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	939	1473	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	732	-	-	-	-	-

















Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	890	-	-
HCM Lane V/C Ratio	0.033	-	0.047	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM Signalized Intersection Capacity Analysis

11: Main St. & Confederate Avenue





































2222 Main Street Traffic Study
2025 Build PM

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	26	25	10	220	50	169	5	1241	39	32	768	23	
Future Volume (vph)	26	25	10	220	50	169	5	1241	39	32	768	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			6.0			6.0		
Lane Util. Factor		1.00			1.00			0.95			0.95		
Frt		0.98			0.95			1.00			1.00		
Flt Protected		0.98			0.98			1.00			1.00		
Satd. Flow (prot)		1784			1723			3521			3485		
Flt Permitted		0.78			0.81			0.95			0.75		
Satd. Flow (perm)		1425			1425			3350			2626		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	29	28	11	244	56	188	6	1379	43	36	853	26	
RTOR Reduction (vph)	0	7	0	0	15	0	0	3	0	0	3	0	
Lane Group Flow (vph)	0	61	0	0	473	0	0	1425	0	0	912	0	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	3%	2%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			2			1			1		
Permitted Phases	2			2			1			1			
Actuated Green, G (s)		24.0			24.0			34.0			34.0		
Effective Green, g (s)		24.0			24.0			34.0			34.0		
Actuated g/C Ratio		0.34			0.34			0.49			0.49		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Vehicle Extension (s)		3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)		488			488			1627			1275		
v/s Ratio Prot													
v/s Ratio Perm		0.04			0.33			0.43			0.35		
v/c Ratio		0.12			0.97			0.88			0.72		
Uniform Delay, d1		15.8			22.6			16.1			14.2		
Progression Factor		1.00			1.00			1.00			1.00		
Incremental Delay, d2		0.1			32.5			6.9			3.5		
Delay (s)		15.9			55.1			23.0			17.6		
Level of Service		B			E			C			B		
Approach Delay (s)		15.9			55.1			23.0			17.6		
Approach LOS		B			E			C			B		
Intersection Summary													
HCM 2000 Control Delay			26.6									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.91										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			87.3%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build_Improved AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  			 		  	  	
Traffic Volume (vph)	247	2117	63	14	1628	39	11	81	9	233	308	418
Future Volume (vph)	247	2117	63	14	1628	39	11	81	9	233	308	418
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.91	0.91
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	5136	1509	1543	5117		1770	3312	1583	1770	3374	1427
Flt Permitted	0.95	1.00	1.00	0.08	1.00		0.43	1.00	1.00	0.57	1.00	1.00
Satd. Flow (perm)	3367	5136	1509	135	5117		797	3312	1583	1065	3374	1427
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	274	2352	70	16	1809	43	12	90	10	259	342	464
RTOR Reduction (vph)	0	0	21	0	2	0	0	0	9	0	7	161
Lane Group Flow (vph)	274	2352	49	16	1850	0	12	90	1	259	367	271
Heavy Vehicles (%)	4%	1%	7%	17%	1%	2%	2%	9%	2%	2%	1%	3%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	5	2	3	6	6		3	8	8	7	4	5
Permitted Phases			2	6			8		8	4		4
Actuated Green, G (s)	11.0	65.2	74.0	48.2	48.2		23.6	14.8	14.8	30.0	18.0	29.0
Effective Green, g (s)	11.0	65.2	74.0	48.2	48.2		23.6	14.8	14.8	30.0	18.0	29.0
Actuated g/C Ratio	0.10	0.59	0.67	0.44	0.44		0.21	0.13	0.13	0.27	0.16	0.26
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	336	3044	1097	59	2242		248	445	212	367	552	454
v/s Ratio Prot	0.08	c0.46	0.00		c0.36		0.00	0.03		c0.08	0.11	c0.06
v/s Ratio Perm			0.03	0.12			0.01		0.00	c0.12		0.13
v/c Ratio	0.82	0.77	0.04	0.27	0.83		0.05	0.20	0.01	0.71	0.67	0.60
Uniform Delay, d1	48.5	16.8	6.1	19.7	27.2		34.2	42.3	41.2	34.5	43.2	35.4
Progression Factor	1.00	1.00	1.00	0.83	0.84		1.00	1.00	1.00	0.79	0.83	0.64
Incremental Delay, d2	14.1	2.0	0.0	10.0	3.3		0.1	0.2	0.0	4.5	2.2	1.6
Delay (s)	62.6	18.8	6.1	26.4	26.1		34.3	42.6	41.2	31.8	38.2	24.2
Level of Service	E	B	A	C	C		C	D	D	C	D	C
Approach Delay (s)		22.9			26.1			41.6			31.0	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			25.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			110.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			88.8%			ICU Level of Service				E		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build_Improved AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗		↖↑	
Traffic Volume (vph)	23	2081	255	48	1594	15	56	36	30	24	62	30
Future Volume (vph)	23	2081	255	48	1594	15	56	36	30	24	62	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	5057		1770	5128		1770	1863	1583		3367	
Flt Permitted	0.11	1.00		0.05	1.00		0.67	1.00	1.00		0.89	
Satd. Flow (perm)	200	5057		91	5128		1251	1863	1583		3015	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	25	2287	280	53	1752	16	62	40	33	26	68	33
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	26	0	27	0
Lane Group Flow (vph)	25	2556	0	53	1767	0	62	40	7	0	100	0
Heavy Vehicles (%)	2%	1%	0%	2%	1%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	82.0	82.0		82.0	82.0		16.0	16.0	16.0		16.0	
Effective Green, g (s)	82.0	82.0		82.0	82.0		16.0	16.0	16.0		16.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.15	0.15	0.15		0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	149	3769		67	3822		181	270	230		438	
v/s Ratio Prot		0.51			0.34			0.02				
v/s Ratio Perm	0.13			0.58			0.05		0.00		0.03	
v/c Ratio	0.17	0.68		0.79	0.46		0.34	0.15	0.03		0.23	
Uniform Delay, d1	4.1	7.2		8.7	5.4		42.3	41.0	40.4		41.5	
Progression Factor	0.17	0.26		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.5	0.6		61.5	0.4		1.1	0.3	0.1		0.3	
Delay (s)	2.2	2.5		70.2	5.8		43.4	41.3	40.4		41.8	
Level of Service	A	A		E	A		D	D	D		D	
Approach Delay (s)		2.5			7.7			42.0			41.8	
Approach LOS		A			A			D			D	

Intersection Summary		
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.71	A
Actuated Cycle Length (s)	110.0	Sum of lost time (s)
Intersection Capacity Utilization	87.6%	12.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		E

HCM 6th TWSC
3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection													
Int Delay, s/veh	0.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	1	0	2	7	0	16	2	356	9	25	950	2	
Future Vol, veh/h	1	0	2	7	0	16	2	356	9	25	950	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	5	2	2	
Mvmt Flow	1	0	2	8	0	18	2	396	10	28	1056	2	

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1315	1523	1057	1519	1519	203	1058	0	0	406	0	0
Stage 1	1113	1113	-	405	405	-	-	-	-	-	-	-
Stage 2	202	410	-	1114	1114	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.175	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.2475	-	-
Pot Cap-1 Maneuver	125	118	273	89	118	805	656	-	-	1132	-	-
Stage 1	252	283	-	594	598	-	-	-	-	-	-	-
Stage 2	781	595	-	252	283	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	116	110	273	84	110	805	656	-	-	1132	-	-
Mov Cap-2 Maneuver	233	241	-	212	240	-	-	-	-	-	-	-
Stage 1	251	266	-	592	596	-	-	-	-	-	-	-
Stage 2	761	593	-	235	266	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	19.1		13.8			0.1		0.2		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	656	-	-	258	435	1132	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.059	0.025	-	-
HCM Control Delay (s)	10.5	0	-	19.1	13.8	8.3	0	-
HCM Lane LOS	B	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	9	21	18	51	95	8
Future Vol, veh/h	9	21	18	51	95	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	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	2	2	2
Mvmt Flow	10	23	20	57	106	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	208	111	115	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.57	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	748	942	1474	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	738	942	1474	-	-	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1474	-	870	-	-	
HCM Lane V/C Ratio	0.014	-	0.038	-	-	
HCM Control Delay (s)	7.5	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	11	380	7	21	956
Future Vol, veh/h	7	11	380	7	21	956
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, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	4	17	2	1
Mvmt Flow	8	12	422	8	23	1062

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1534	215	0	0	430
Stage 1	426	-	-	-	-
Stage 2	1108	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	117	790	-	-	1128
Stage 1	627	-	-	-	-
Stage 2	315	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	790	-	-	1128
Mov Cap-2 Maneuver	268	-	-	-	-
Stage 1	627	-	-	-	-
Stage 2	299	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	450	1128
HCM Lane V/C Ratio	-	-	0.044	0.021
HCM Control Delay (s)	-	-	13.4	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	19	3	6	0	9	25	1	0	39	2
Future Vol, veh/h	3	5	19	3	6	0	9	25	1	0	39	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	6	21	3	7	0	10	28	1	0	43	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	11%	33%	0%
Vol Thru, %	71%	19%	67%	95%
Vol Right, %	3%	70%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	27	9	41
LT Vol	9	3	3	0
Through Vol	25	5	6	39
RT Vol	1	19	0	2
Lane Flow Rate	39	30	10	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.035	0.012	0.051
Departure Headway (Hd)	4.073	4.215	4.17	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	846	854	893
Service Time	2.104	2.256	2.216	2.034
HCM Lane V/C Ratio	0.044	0.035	0.012	0.052
HCM Control Delay	7.3	7.4	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

HCM 6th TWSC

7: Main St. & Driveway #1

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	2	365	8	1	961
Future Vol, veh/h	16	2	365	8	1	961
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, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	406	9	1	1068

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1481	208	0	0	415
Stage 1	411	-	-	-	-
Stage 2	1070	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	127	799	-	-	1142
Stage 1	638	-	-	-	-
Stage 2	328	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	127	799	-	-	1142
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	638	-	-	-	-
Stage 2	327	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	1142
HCM Lane V/C Ratio	-	-	0.064	0.001
HCM Control Delay (s)	-	-	17.2	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th TWSC

8: Sumter St. & Driveway #2

2222 Main Street Traffic Study
2025 Build_Improved AM

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	41	14	46	62	1
Future Vol, veh/h	4	41	14	46	62	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	46	16	51	69	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	70	70	0	0
Stage 1	70	-	-	-	-
Stage 2	83	-	-	-	-
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	839	993	1531	-	-
Stage 1	953	-	-	-	-
Stage 2	940	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	830	993	1531	-	-
Mov Cap-2 Maneuver	830	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	940	-	-	-	-



















Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.7	0
HCM LOS	A		

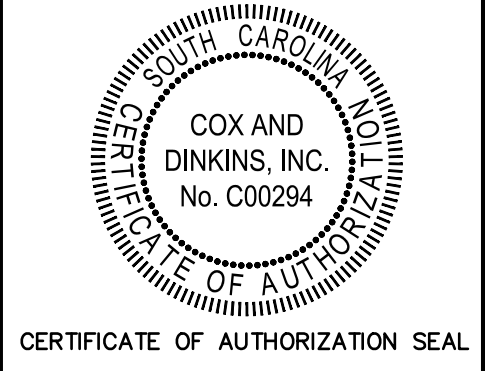
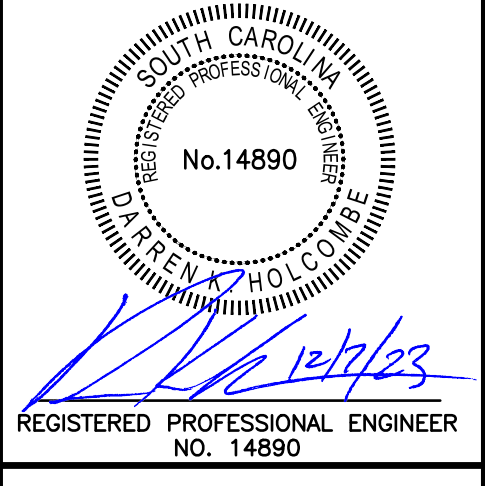
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	976	-	-
HCM Lane V/C Ratio	0.01	-	0.051	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM Signalized Intersection Capacity Analysis

20: Main St. & Confederate Ave

2222 Main Street Traffic Study
2025 Build_Improved AM

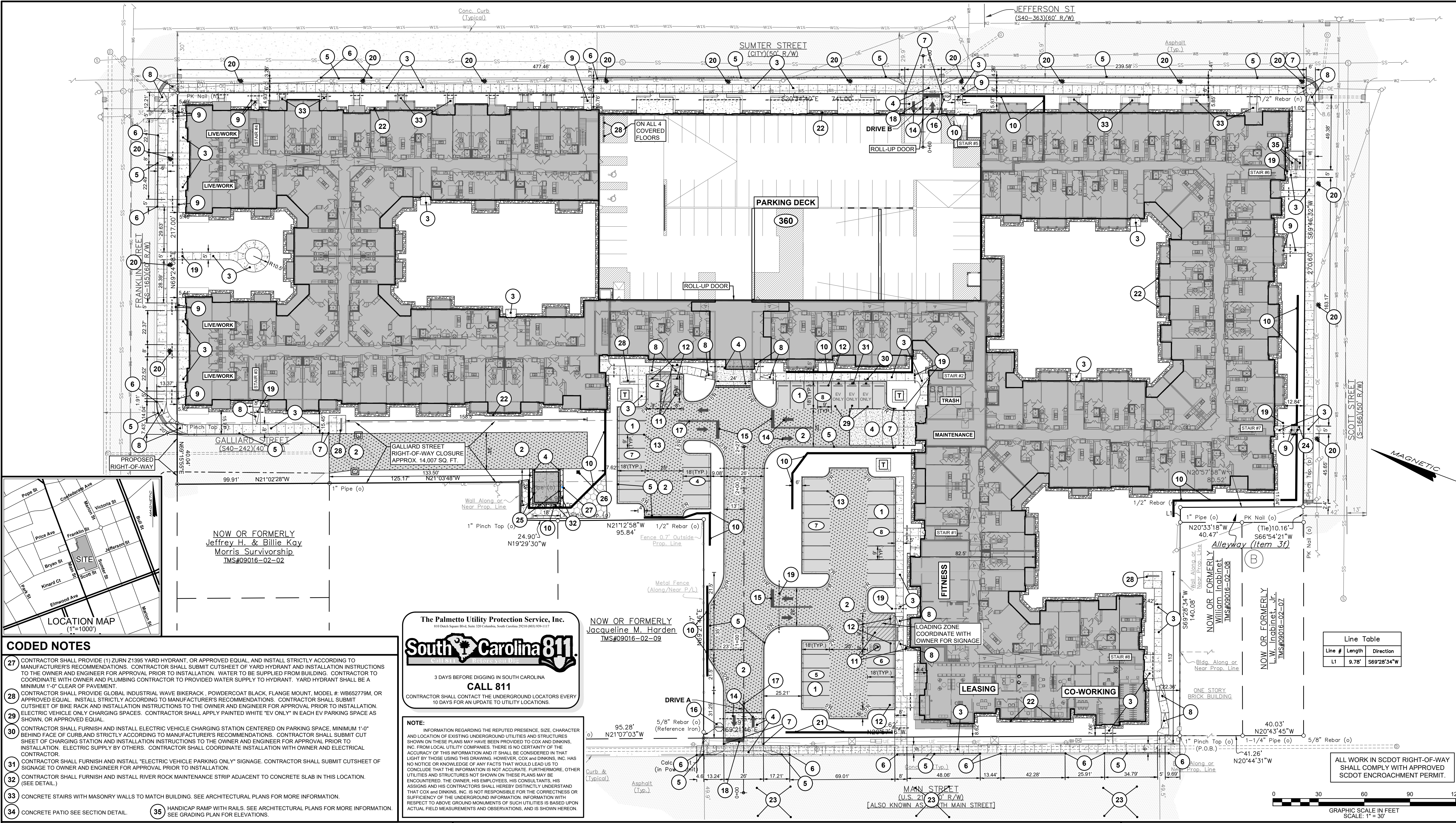
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	65	9	36	5	23	2	347	34	113	908	9
Future Volume (vph)	17	65	9	36	5	23	2	347	34	113	908	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	1.00	
Frt		0.99			0.95		1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1804			1697		1770	3430		1752	1860	
Flt Permitted		0.93			0.76		0.19	1.00		0.50	1.00	
Satd. Flow (perm)		1694			1319		346	3430		931	1860	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	72	10	40	6	26	2	386	38	126	1009	10
RTOR Reduction (vph)	0	4	0	0	21	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	97	0	0	51	0	2	419	0	126	1019	0
Heavy Vehicles (%)	7%	2%	2%	3%	2%	5%	2%	4%	2%	3%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Actuated Green, G (s)		16.0			16.0		82.0	82.0		82.0	82.0	
Effective Green, g (s)		16.0			16.0		82.0	82.0		82.0	82.0	
Actuated g/C Ratio		0.15			0.15		0.75	0.75		0.75	0.75	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		246			191		257	2556		694	1386	
v/s Ratio Prot								0.12			c0.55	
v/s Ratio Perm		c0.06			0.04		0.01			0.14		
v/c Ratio		0.39			0.27		0.01	0.16		0.18	0.74	
Uniform Delay, d1		42.6			41.8		3.6	4.1		4.1	7.9	
Progression Factor		1.00			1.00		0.27	0.16		1.00	1.00	
Incremental Delay, d2		1.0			0.8		0.0	0.1		0.6	3.5	
Delay (s)		43.6			42.6		1.0	0.8		4.7	11.4	
Level of Service		D			D		A	A		A	B	
Approach Delay (s)		43.6			42.6			0.8			10.6	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			11.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			85.8%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												



NO.	DATE	DESCRIPTION

PRIMARY PERMITTEE:
STEVE MIDDLETON
COMMONWEALTH PROPERTIES, LLC
 8030 STONY POINT PKWY., SUITE 350
 RICHMOND, VA 23235-1941
 804-327-9500
 email: samiddleton@cwprop.com

PROPOSED SITE PLAN
 PROJECT: **2222 MAIN VIEW APARTMENTS**
 LOCATED IN COLUMBIA
 RICHLAND COUNTY, SOUTH CAROLINA
 PROJECT NO: 21009
 TMS: 09-016-02-06
 BOOK: 47D-40
 DATE: 12/7/2023
 SHEET NO: **1 of 1**



- CODED NOTES**
- 27 CONTRACTOR SHALL PROVIDE (1) ZURN Z1395 YARD HYDRANT, OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF YARD HYDRANT AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. WATER TO BE SUPPLIED FROM BUILDING. CONTRACTOR TO COORDINATE WITH OWNER AND PLUMBING CONTRACTOR TO PROVIDED WATER SUPPLY TO HYDRANT. YARD HYDRANT SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT.
 - 28 CONTRACTOR SHALL PROVIDE GLOBAL INDUSTRIAL WAVE BIKERACK, POWDERCOAT BLACK, FLANGE MODEL # WB652779M, OR APPROVED EQUAL. INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF BIKE RACK AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC VEHICLE ONLY CHARGING SPACES. CONTRACTOR SHALL APPLY PAINTED WHITE "EV ONLY" IN EACH EV PARKING SPACE AS SHOWN, OR APPROVED EQUAL.
 - 30 CONTRACTOR SHALL FURNISH AND INSTALL ELECTRIC VEHICLE CHARGING STATION CENTERED ON PARKING SPACE, MINIMUM 1'-0" BEHIND FACE OF CURB AND STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUT SHEET OF CHARGING STATION AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC SUPPLY BY OTHERS. CONTRACTOR SHALL COORDINATE INSTALLATION WITH OWNER AND ELECTRICAL CONTRACTOR.
 - 31 CONTRACTOR SHALL FURNISH AND INSTALL "ELECTRIC VEHICLE PARKING ONLY" SIGNAGE. CONTRACTOR SHALL SUBMIT CUTSHEET OF SIGNAGE TO OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 32 CONTRACTOR SHALL FURNISH AND INSTALL RIVER ROCK MAINTENANCE STRIP ADJACENT TO CONCRETE SLAB IN THIS LOCATION. (SEE DETAIL.)
 - 33 CONCRETE STAIRS WITH MASONRY WALLS TO MATCH BUILDING. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.
 - 34 CONCRETE PATIO SEE SECTION DETAIL.
 - 35 HANDICAP RAMP WITH RAILS. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION. SEE GRADING PLAN FOR ELEVATIONS.

The Palmetto Utility Protection Service, Inc.
 810 Dutch Square Blvd., Suite 220 Columbia, South Carolina 29208 (803) 999-1117

South Carolina 811

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 811
 CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

NOTE:
 INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS MAY HAVE BEEN PROVIDED TO COX AND DINKINS, INC. FROM LOCAL UTILITY COMPANIES. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. HOWEVER, COX AND DINKINS, INC. HAS NO NOTICE OR KNOWLEDGE OF ANY FACTS THAT WOULD LEAD US TO CONCLUDE THAT THE INFORMATION IS NOT ACCURATE. FURTHERMORE, OTHER UTILITIES AND STRUCTURES NOT SHOWN ON THESE PLANS MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS ASSIGNS AND HIS CONTRACTORS SHALL HEREBY DISTINGUISHLY UNDERSTAND THAT COX AND DINKINS, INC. IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THE UNDERGROUND INFORMATION. INFORMATION WITH RESPECT TO ABOVE GROUND MONUMENTS OF SUCH UTILITIES IS BASED UPON ACTUAL FIELD MEASUREMENTS AND OBSERVATIONS, AND IS SHOWN HEREON.

PAVEMENT LEGEND

1	STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	2	MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	3	STANDARD DUTY CONCRETE PAVEMENT (SEE DETAIL)	4	HEAVY DUTY CONCRETE PAVEMENT (SEE DETAIL)
---	--	---	--	---	--	---	---

BUILDING DATA:
 UNIT COUNT
 1 BEDROOM = 134
 2 BEDROOM = 108
 3 BEDROOM = 4
 LIVELINEWORK = 4
 TOTAL UNITS = 250

SITE INFORMATION:
 1. TOTAL PROJECT AREA = 5.64 ACRES / 245,545 SQ. FT.
 2. PROPERTY LOCATION: 2222 MAIN ST.
 3. TMS 09-16-02-06 IS ZONED "CAC, OV-NMC".
 4. BUILDING SETBACKS FOR "CAC, OV-NMC" ZONING ARE:
 FRONT = 0'
 REAR = 0'
 SIDE = 0'

PARKING DATA
VEHICULAR PARKING REQUIRED
 No parking requirement for CAC, OV-NMC zoning.

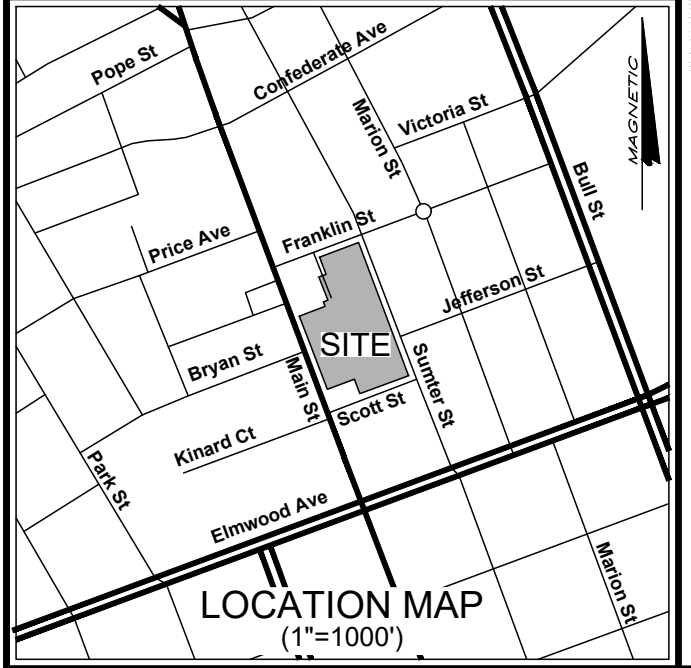
VEHICULAR PARKING PROVIDED
 PARKING DECK STD. SPACES = 352-367
 PARKING DECK HC SPACES = 8
 SURFACE STD. SPACES = 45
 SURFACE HC SPACES = 2
407-422 SPACES PROVIDED

NOTES:
 1. ALL LANDSCAPING SHALL MEET ALL REQUIREMENTS OF THE CITY OF COLUMBIA.
 2. ALL LIGHTING SHALL BE IN ACCORDANCE WITH THE CITY OF COLUMBIA REQUIREMENTS.

LIGHTING LEGEND
 * HOLOPHANE LIGHT FIXTURE, POLE AND BASE. (SEE CODED NOTE 20 FOR MORE INFORMATION.)

- CODED NOTES**
- 1 STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 2 MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 3 FURNISH AND INSTALL 4" THICK 3000 PSI CONCRETE SIDEWALK (WIDTH OF WALK VARIES AS SHOWN ON PLAN) CONTRACTOR SHALL INSTALL CONTROL JOINTS AT 6' 0" O.C. AND AT BENDS IN THE CONCRETE. INSTALL EXPANSION JOINTS AT JUNCTIONS BETWEEN WALKS. MAXIMUM CROSS SLOPE = 2.0%. SEAL ALL EXPANSION JOINTS. ALL SIDEWALKS ALONG ACCESSIBLE ROUTES SHALL BE ADA COMPLIANT. (TYPICAL) (SEE DETAIL)
 - 4 HEAVY DUTY CONCRETE PAVEMENT. (SEE DETAIL) (TYPICAL) INSTALL CONTROL JOINTS AS SHOWN ON THE PLAN. INSTALL EXPANSION JOINTS AT JUNCTIONS WITH OTHER PAVEMENT MATERIALS, WALLS, LIGHTINGS, AND OTHER NON-MOVING OBJECTS. VERIFY PAVEMENT SECTION WITH GEOTECHNICAL ENGINEER. (SEE DETAIL)
 - 5 FURNISH AND INSTALL NEW 18" CONCRETE "L" TYPE CURB AND GUTTER. INSTALL CONTROL JOINTS AT 10' 0" O.C. AND EXPANSION JOINTS AT 50' 0" O.C. SEAL ALL EXPANSION JOINTS. (TYPICAL) (SEE DETAIL)
 - 6 CONTRACTOR SHALL FEATHER CURB AND GUTTER INTO EXISTING CURB AND GUTTER AT THIS LOCATION. MATCH EXISTING CURB AND GUTTER DIMENSIONING WHEN IN RIGHT-OF-WAY.
 - 7 CONTRACTOR SHALL FEATHER CURB AT THIS LOCATION. (SEE DETAIL)
 - 8 ACCESSIBLE RAMP WITH DETECTIBLE WARNING SURFACE WHEN SHOWN. FEATHER CURB WHEN APPLICABLE. (TYPICAL) (SEE DETAIL) ENSURE LANDING AREA SLOPE DOES NOT EXCEED 2.0%. MAXIMUM RISE SHALL NOT EXCEED 6" IN 6".
 - 9 CONCRETE STAIRS. (SEE GRADING PLAN AND DETAIL FOR MORE INFORMATION)
 - 10 RETAINING WALL. (SEE RETAINING WALL NOTES ON SHEET C0) (DESIGN BY OTHERS)
 - 11 FURNISH AND INSTALL ACCESSIBLE SIGNAGE. APPLY PAINTED ACCESSIBLE SYMBOL AND 4" WIDE PAINTED BLUE STRIPING FOR ACCESSIBLE ROUTES @ 45' x 2' O.C. PER ADA STANDARDS. (SEE DETAILS AND STRIPING NOTES)
 - 12 FURNISH AND INSTALL PRECAST CONCRETE WHEELSTOP. (TYPICAL) (SEE DETAIL)
 - 13 APPLY 4" WIDE PAINTED WHITE PARKING LOT STRIPING. (TYPICAL) (SEE STRIPING NOTES)
 - 14 APPLY PAINTED WHITE TRAFFIC DIRECTIONAL FLOW ARROW. (TYPICAL) (SEE STRIPING NOTES) (SEE DETAIL)
 - 15 FURNISH AND INSTALL 36" STOP SIGN PER MUTCD R11-136. (TYPICAL)
 - 16 APPLY THERMOPLASTIC OR APPROVED PERMANENT EQUAL 24" WIDE WHITE STOP BAR.
 - 17 FURNISH AND INSTALL SLEEVING FOR IRRIGATION AND ELECTRICAL. (COORDINATE WITH LANDSCAPE, IRRIGATION, AND SITE ELECTRICAL PLANS FOR EXACT NUMBER AND LOCATION) (SEE DETAIL)
 - 18 CONTRACTOR SHALL FURNISH AND INSTALL HOLOPHANE LIGHT FIXTURE, POLE AND BASE PER THE FOLLOWING SPECIFICATIONS IN LIGHTING NOTES ON SHEET C2. ELECTRICAL SUPPLY DESIGNED BY OTHERS.
 - 19 70 LF MASONRY SITE WALL WITH PRECAST CAP. SEE DETAIL.
 - 20 SEE SHEET E1 FOR PROPOSED IMPROVEMENTS TO NORTH MAIN STREET.
 - 21 FURNISH AND INSTALL 24" WIDE STONE MAINTENANCE STRIP. (SEE DETAIL) (TYPICAL)
 - 22 15" x 20" VINYL GABLE RAMADA PAVILION BY GAZEBOCREATIONS.COM OR APPROVED EQUAL. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PAVILION TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 23 CONTRACTOR SHALL PROVIDE (1) J. E. ADAMS 9420-1CG FREE AIR/VACUUM SYSTEM OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF VACUUM SYSTEM AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRICAL SUPPLY SHALL BE BY OTHERS. VACUUM SYSTEM SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT. COORDINATE FINAL LOCATION WITH OWNER.

- REFERENCES:**
- ALTAIRNSPS LAND TITLE SURVEY PREPARED FOR COMMONWEALTH PROPERTIES, LLC, BY COX AND DINKINS, INC., DATED AUGUST 5, 2022, REVISED NOVEMBER 15, 2022.
 - PLAN AND PROFILE OF NORTH MAIN STREET (US 21) IMPROVEMENTS SEGMENT I, FROM ELMWOOD AVENUE TO ANTHONY AVENUE, FILE # 40-640A, PROJECT NO. HPP-0785(001), BY CITY OF COLUMBIA ENGINEERING DIVISION, DATED NOVEMBER 5, 2008.
 - WATER MAIN CONSTRUCTION FOR COTTONTOWN, PROJECT NO: WM3077, BY CITY OF COLUMBIA DEPARTMENT OF ENGINEERING, DATED FEBRUARY 25, 2020.
- GENERAL NOTES:**
- THE SUBJECT PROPERTY IS IDENTIFIED AS RICHLAND COUNTY TAX MAP PARCEL TMS# 09016-02-06.
 - TMS# 09016-02-06 AREA = 5.32 ACRES.
 - GALLIARD STREET RIGHT-OF-WAY CLOSURE AREA = 0.07 ACRE / 3,177 SQ. FT.
 - TOTAL AREA OF PROPOSED DEVELOPMENT = 5.39 ACRES / 234,714 SQ. FT.
 - ZONING OF THE SUBJECT PARCEL TMS# 09016-02-06 IS "CAC, OV-NMC".
 - CONTOUR INTERVAL ELEVATIONS ARE ONE (1) FOOT. ELEVATIONS SHOWN ARE NAVD 88 DATUM.
 - THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE. THE LOCATIONS OF OTHER UNDERGROUND UTILITIES AND THEIR SERVICES ARE UNKNOWN. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
 - THIS PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NUMBER 4507C0243L, REVISED DECEMBER 21, 2017, BY SCALED LOCATION AND GRAPHIC PLOTTING ONLY.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THEY AND THEIR SUBCONTRACTORS HAVE THE CORRECT/MOST UP-TO-DATE PLANS AVAILABLE.
 - ALL SIDEWALKS, STRIPING AND SIGNAGE SHALL BE ADA AND MUTCD COMPLIANT.
 - ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - THIS SITE PLAN HAS BEEN DEVELOPED WITHOUT COMPLETE ASSESSMENT OF ALL OF THE ASPECTS OF THE SITE THAT COULD IMPACT THE FINAL DESIGN. CONSIDER THIS PLAN TO BE AT DESIGN DEVELOPMENT LEVEL. ONCE ALL ASPECTS OF THE SITE HAVE BEEN COMPLETELY ASSESSED, THERE MAY BE MINOR CHANGES TO THE LAYOUT AND EXACT LOCATION OF COMPONENTS OF THE PLAN.

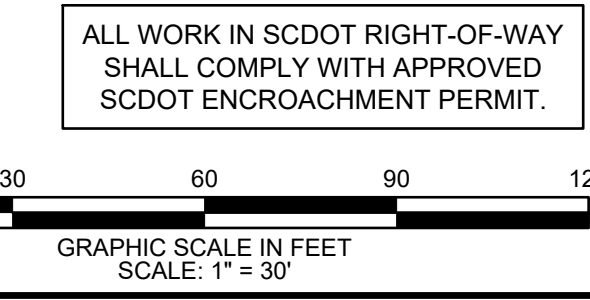


NOW OR FORMERLY
Jeffrey H. & Billie Kay
Morris Survivorship
 TMS#09016-02-02

NOW OR FORMERLY
Jacqueline M. Harden
 TMS#09016-02-09

Line Table

Line #	Length	Direction
L1	9.78'	S69°28'34"W

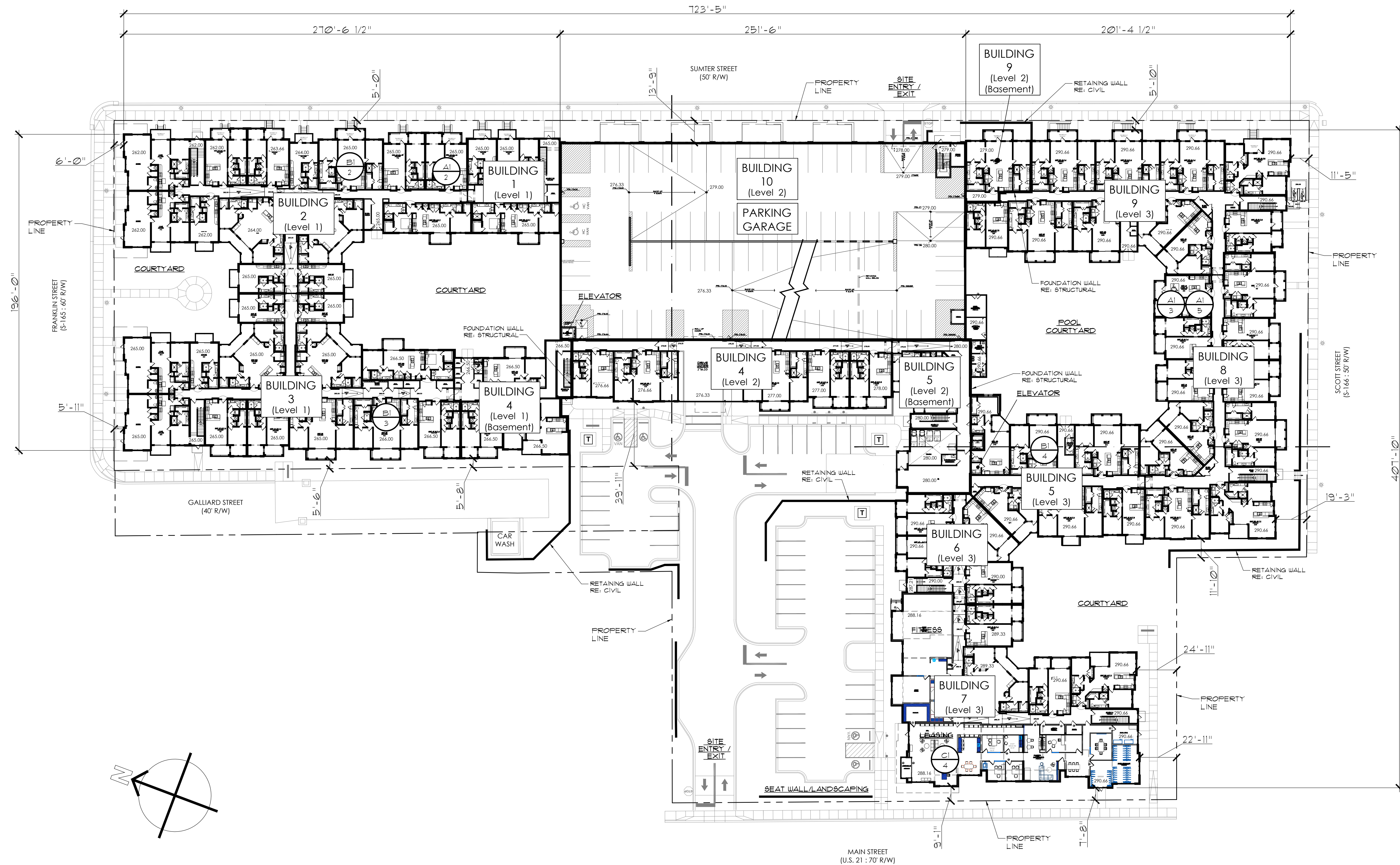


ALL WORK IN SCDOT RIGHT-OF-WAY SHALL COMPLY WITH APPROVED SCDOT ENCROACHMENT PERMIT.

Project Data		2222 Main View										*unheated equals perimeter unit walls sq. footage				Unit Totals		12/11/23
Unit Description	Name	Description	HUD Net S.F.	Unheated S.F.*	HUD Market S.F.	Basement	Level 1	Level 2	Level 3	Level 4	Level 5	Total	Unit %	HUD Net S.F.	HUD Market S.F.			
LIVE/ WORK																		
LW		1BR/1BA	1,234.00	59.00	1,293.00	0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00			
Live/ Work Totals						0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00			
ONE BEDROOMS																		
S1		1BR/1BA	484.00	34.00	518.00	0	6	8	8	0	0	22	8.80%	10,648.00	11,396.00			
S1 - ALT 1		1BR/1BA	484.00	34.00	518.00	0	2	0	0	0	0	2	0.80%	968.00	1,036.00			
A1		1BR/1BA	778.00	46.00	824.00	0	0	0	3	4	4	11	4.40%	8,558.00	9,064.00			
A1 - ALT 1		1BR/1BA	712.00	40.00	752.00	0	0	1	1	1	1	4	1.60%	2,848.00	3,008.00			
A1 - ALT 2		1BR/1BA	763.00	55.00	818.00	0	0	0	2	2	2	6	2.40%	4,578.00	4,908.00			
A1 - ALT 3		1BR/1BA	757.00	44.00	801.00	0	0	1	1	1	1	4	1.60%	3,028.00	3,204.00			
A1 - ALT 4		1BR/1BA	778.00	46.00	824.00	1	3	8	14	9	8	43	17.20%	33,454.00	35,432.00			
A1 - ALT 5		1BR/1BA	712.00	40.00	752.00	0	0	1	3	2	2	8	3.20%	5,696.00	6,016.00			
A1 - ALT 6		1BR/1BA	778.00	46.00	824.00	0	4	0	0	0	0	4	1.60%	3,112.00	3,296.00			
A1 - ALT 7		1BR/1BA	712.00	40.00	752.00	0	1	0	0	0	0	1	0.40%	712.00	752.00			
A1 - ALT 8		1BR/1BA	778.00	46.00	824.00	0	0	0	1	0	0	1	0.40%	778.00	824.00			
A1 - TYPE A		1BR/1BA	778.00	46.00	824.00	0	0	1	1	0	1	3	1.20%	2,334.00	2,472.00			
A2		1BR/1BA	747.00	45.00	792.00	0	0	0	6	6	6	18	7.20%	13,446.00	14,256.00			
A3		1BR/1BA	878.00	43.00	921.00	0	0	0	2	0	0	2	0.80%	1,756.00	1,842.00			
A4		1BR/1BA	686.00	45.00	731.00	1	0	0	0	0	0	1	0.40%	686.00	731.00			
A5		1BR/1BA	891.00	68.00	959.00	0	0	0	1	1	1	3	1.20%	2,673.00	2,877.00			
A6 with Den		1BR/1BA	1,136.00	72.00	1,208.00	1	0	0	0	0	0	1	0.40%	1,136.00	1,208.00			
One Bedroom Totals						3	16	20	43	26	26	134	53.60%	96,411.00	102,322.00			
TWO BEDROOMS																		
B1		2BR/2BA	1,204.00	53.00	1,257.00	0	2	2	7	12	13	36	14.40%	43,344.00	45,252.00			
B1 - ALT 1		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	2	1	1	5	2.00%	6,020.00	6,285.00			
B1 - ALT 2		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	1	4	1.60%	4,816.00	5,028.00			
B1 - ALT 3		2BR/2BA	1,204.00	53.00	1,257.00	0	0	0	1	2	2	5	2.00%	6,020.00	6,285.00			
B1 - ALT 4		2BR/2BA	1,204.00	53.00	1,257.00	1	1	0	4	0	0	6	2.40%	7,224.00	7,542.00			
B1 - TYPE A		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	0	3	1.20%	3,612.00	3,771.00			
B2		2BR/2BA	1,227.00	66.00	1,293.00	0	0	4	4	0	0	8	3.20%	9,816.00	10,344.00			
B2 - ALT 1		2BR/2BA	1,136.00	72.00	1,208.00	0	0	1	1	0	0	2	0.80%	2,272.00	2,416.00			
B2 - ALT 2		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	2	3	3	8	3.20%	9,336.00	9,912.00			
B2 - ALT 3		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	1	0	0	1	0.40%	1,167.00	1,239.00			
B3		2BR/2BA	1,005.00	61.00	1,066.00	0	1	2	2	0	0	5	2.00%	5,025.00	5,330.00			
B3 - ALT 1		2BR/2BA	962.00	60.00	1,022.00	0	2	2	2	0	0	6	2.40%	5,772.00	6,132.00			
B4		2BR/2BA	1,225.00	58.00	1,283.00	0	4	4	4	0	0	12	4.80%	14,700.00	15,396.00			
B4 - ALT 1		2BR/2BA	1,226.00	56.00	1,282.00	0	0	0	1	1	1	3	1.20%	3,678.00	3,846.00			
B4 - ALT 2		2BR/2BA	1,138.00	56.00	1,194.00	1	0	0	1	1	1	4	1.60%	4,552.00	4,776.00			
Two Bedroom Totals						1	10	18	33	21	21	108	43.20%	127,354.00	133,554.00			
THREE BEDROOMS																		
C1		3BR/2BA	1,498.00	66.00	1,564.00	0	0	0	0	1	2	3	1.20%	4,494.00	4,692.00			
C1 - TYPE A		3BR/2BA	1,496.00	68.00	1,564.00	0	0	0	0	1	0	1	0.40%	1,496.00	1,564.00			
Three Bedroom Totals						0	0	0	0	2	2	4	1.60%	5,990.00	6,256.00			
Avg. Unit (sq. ft.) HUD Net		939											Total	Unit %	HUD Net S.F.	HUD Market S.F.		
Avg. Unit (sq. ft.) HUD Market		989											250	100.00%	234,691.00	247,304.00		

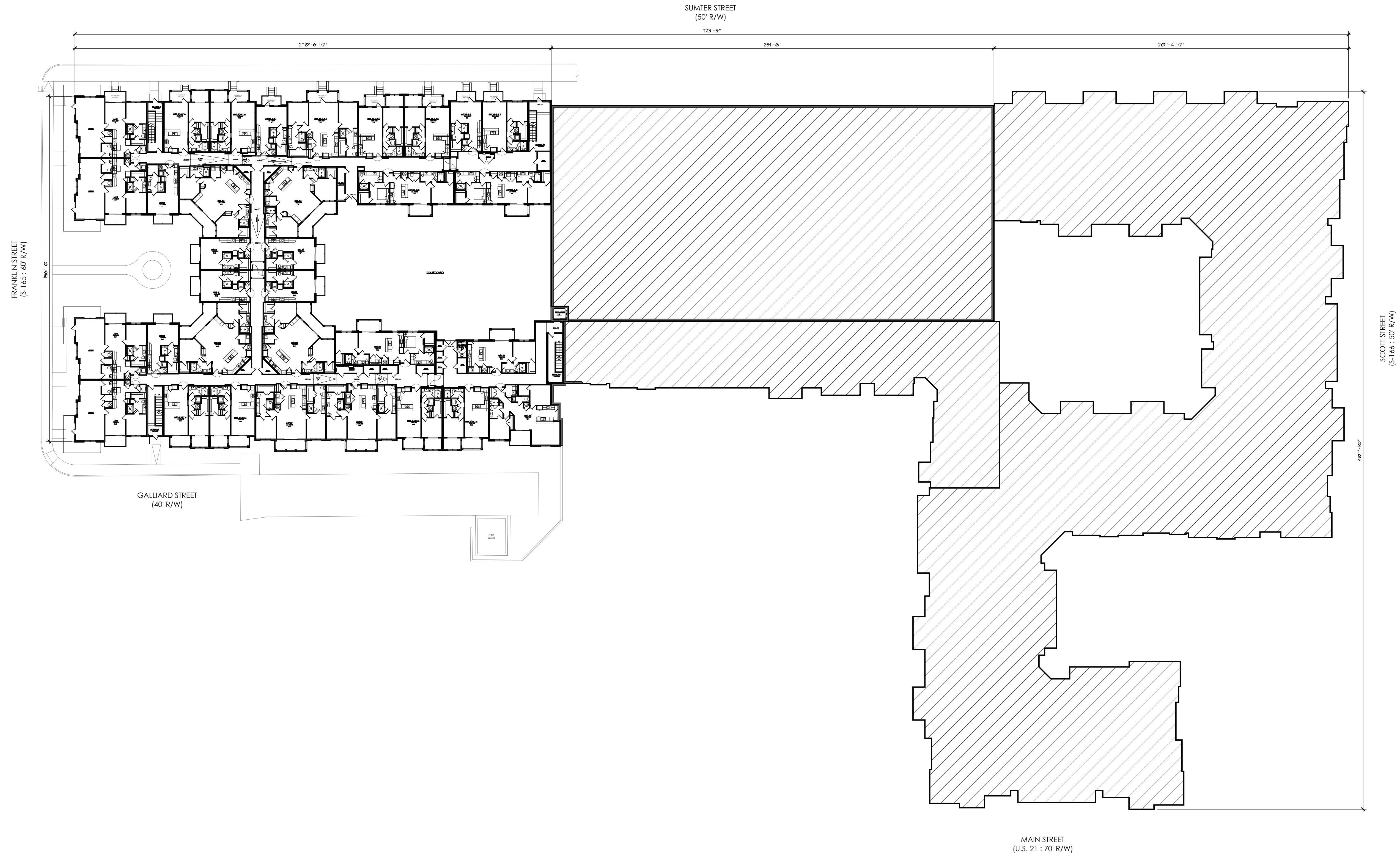
Project Data		Main View - Project Total										Total		HUD Net S.F.	HUD Market S.F.	
Project Totals		LW units %	LW Units											Residential Totals	234,691.00	247,304.00
Avg. Unit (P/P)		939	1.60%	1.60%	A1 Units	A2 Units	A3 Units	A4 Units	A5 Units	A6 Units	Units		250			
			53.60%	9.60%	34.00%	7.20%	0.80%	0.40%	1.20%	0.40%						
Surface - Standard Parking Spaces		43	B units %	B1 Units	B2 Units	B3 Units	B4 Units					Maintenance - Basement	1,989.00			
Surface - Handicap Parking Spaces		4	43.20%	23.60%	7.60%	4.40%	7.60%					Fitness - Level 3	2,589.00			
Total Surface Spaces		47	C units %	C1 Units											Leasing/Mail - Level 3	2,808.00
Covered - Standard Parking Spaces		364	1.60%	1.60%											Co-working - Level 3	1,533.00
Covered - Handicap Spaces		8											Pet Spa/Bike Storage - Level 3	864.00		
Total Covered Garage Spaces		372	100.00%											Rooftop Amenity	2,918.00	
TOTAL PARKING SPACES		419											Amenity Total	12,701.00		
Parking Garage Total Area		123,152 S.F.											Circulation and Misc. Total	78,758.00		
TOTAL NUMBER OF STORAGE AREAS		49											Grand Totals	338,763.00		





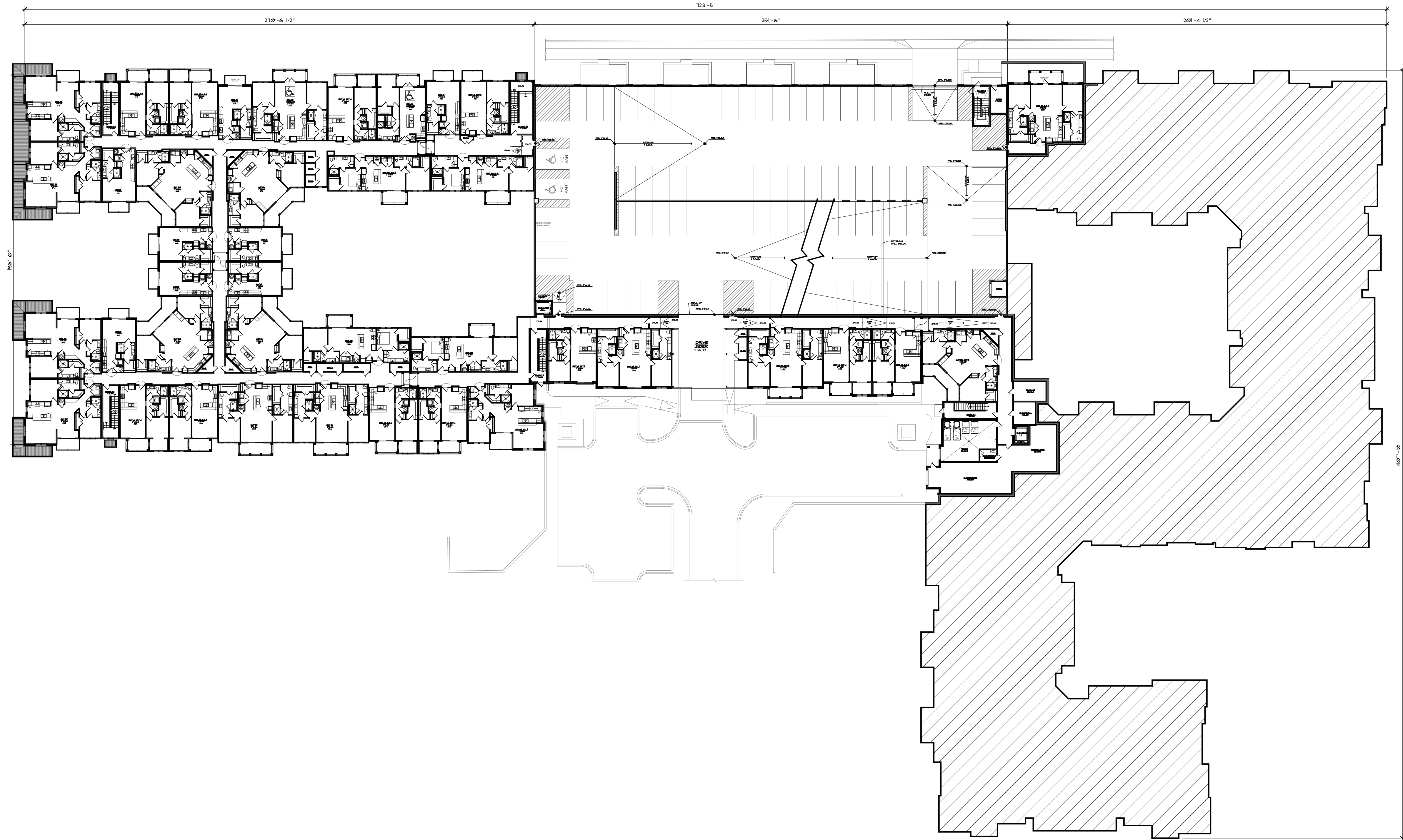
1 Architectural Site Plan
Scale: 1" = 30'-0"

Plan



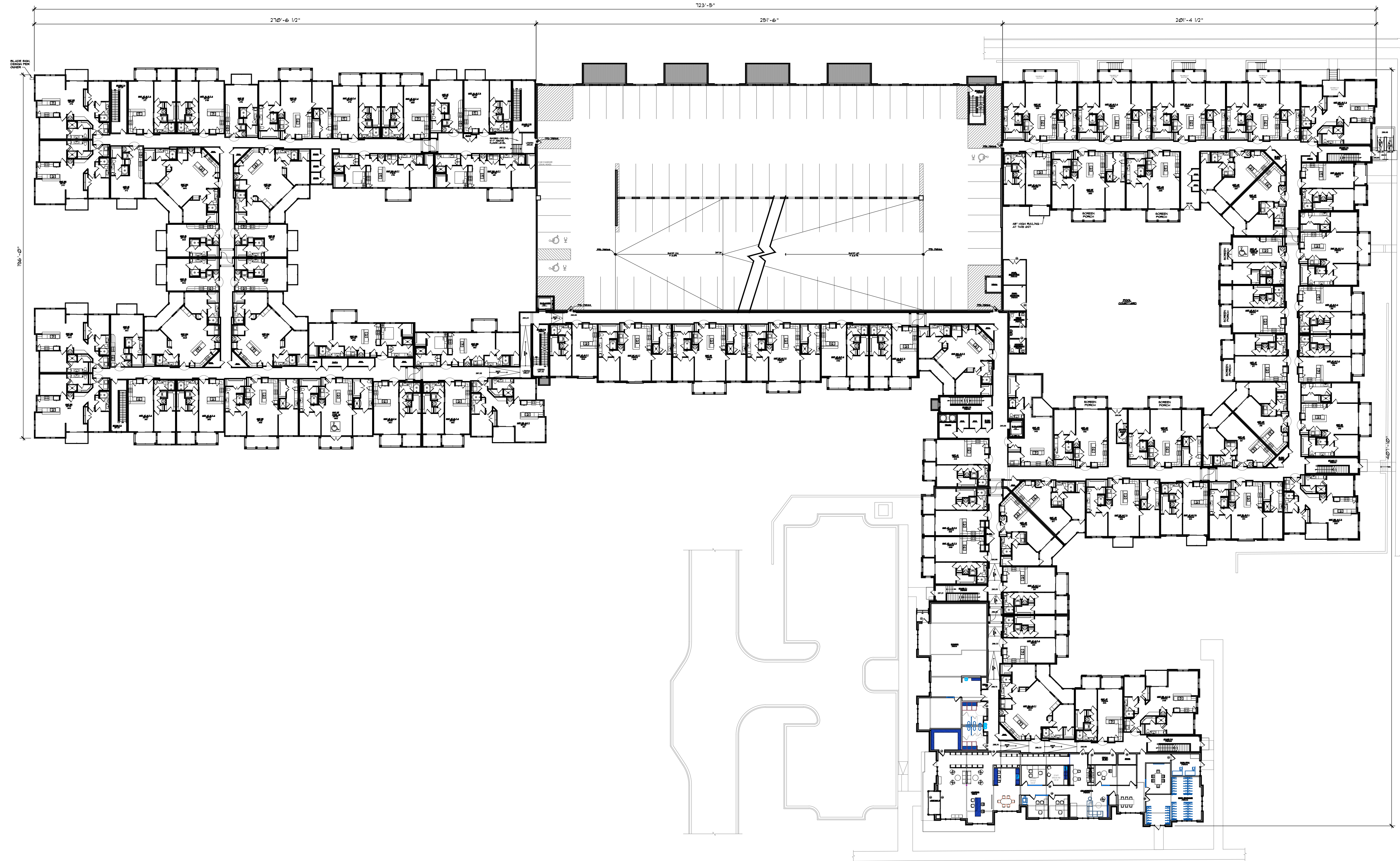
1 Building Plan - Level 1
Scale: 1" = 30'-0"

Plan



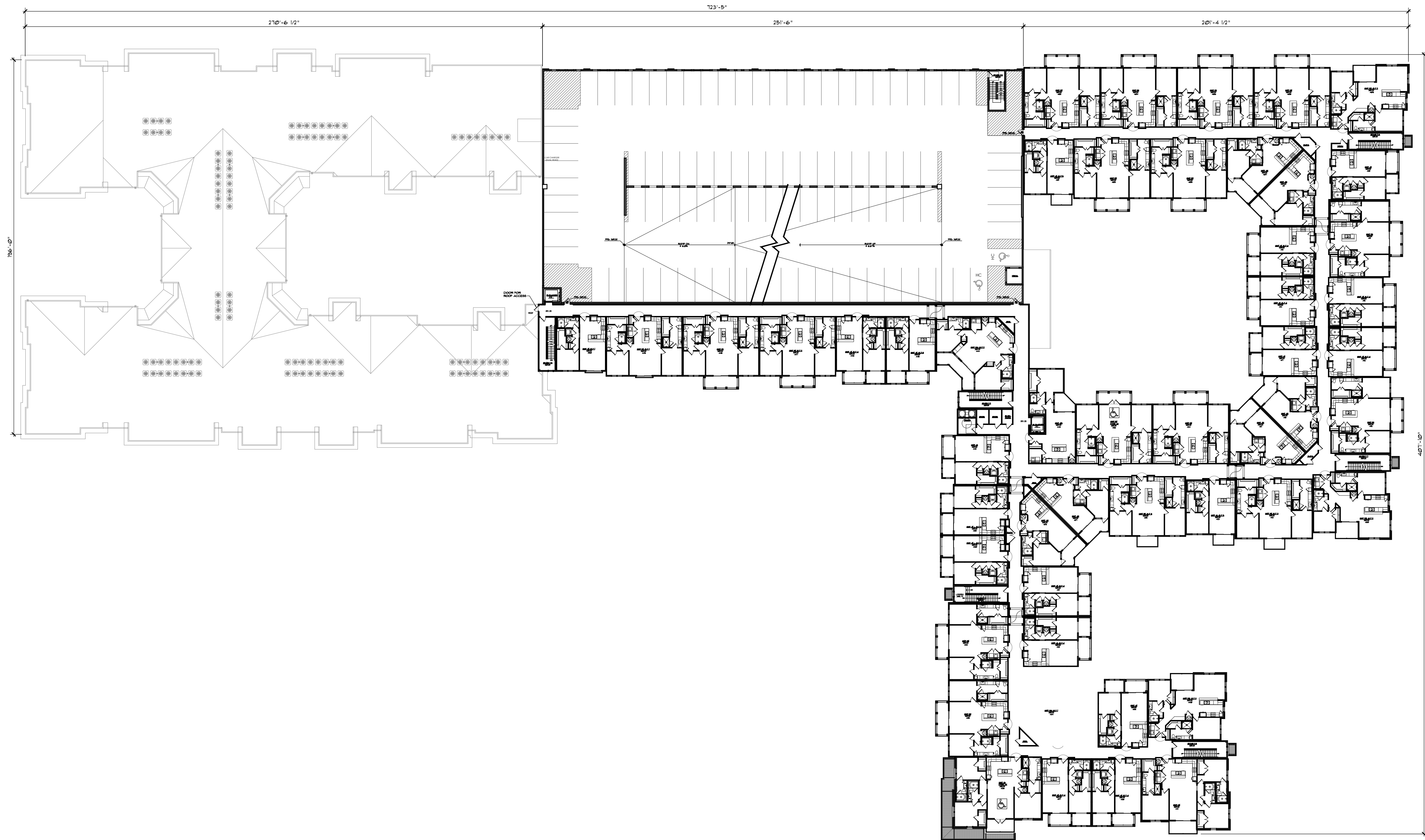
1 Building Plan - Level 2
Scale: 1" = 30'-0"

Plan



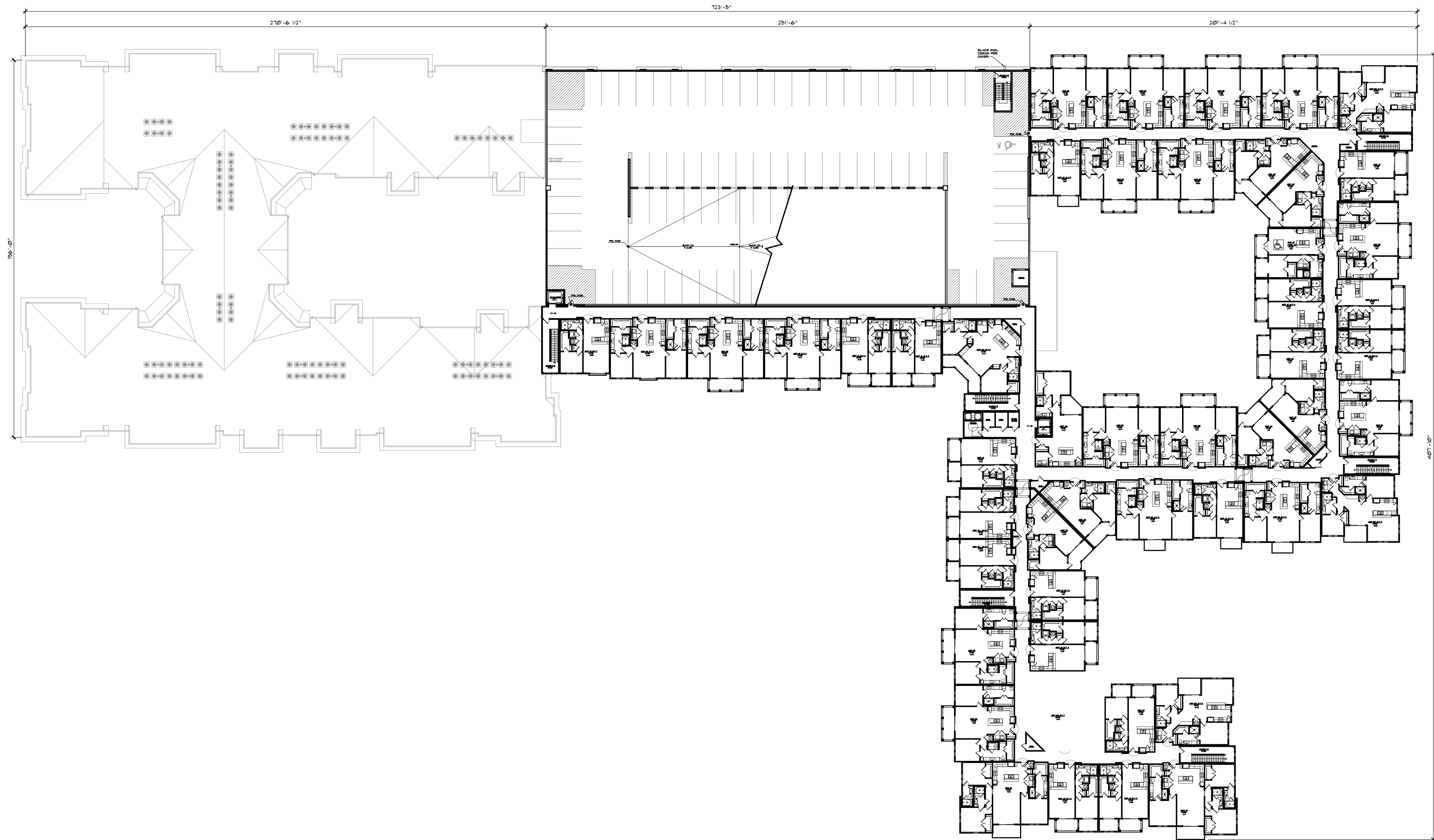
1 Building Plan - Level 3
Scale: 1" = 30'-0"

Plan



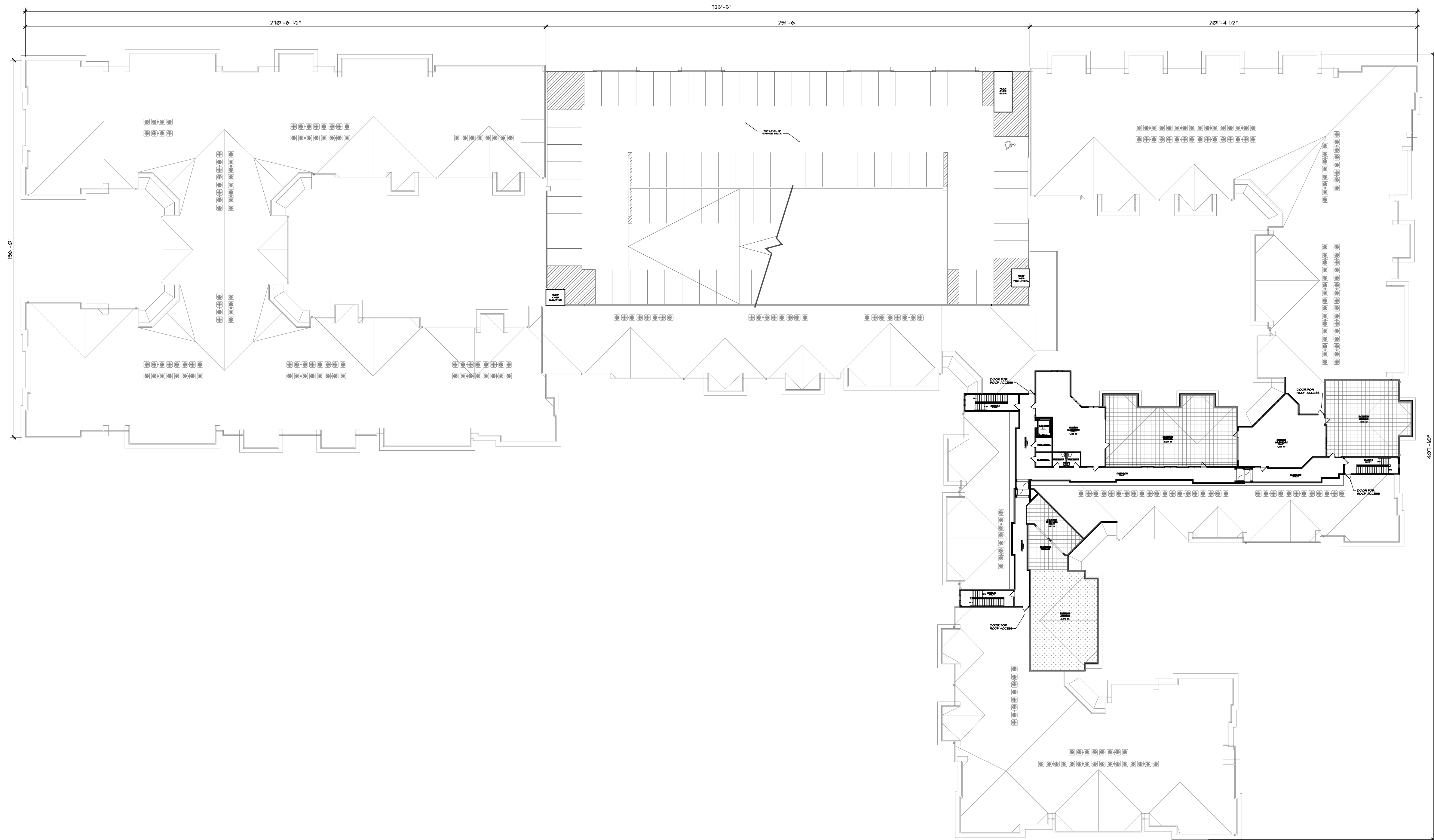
1 Building Plan - Level 4
Scale: 1" = 30'-0"

Plan



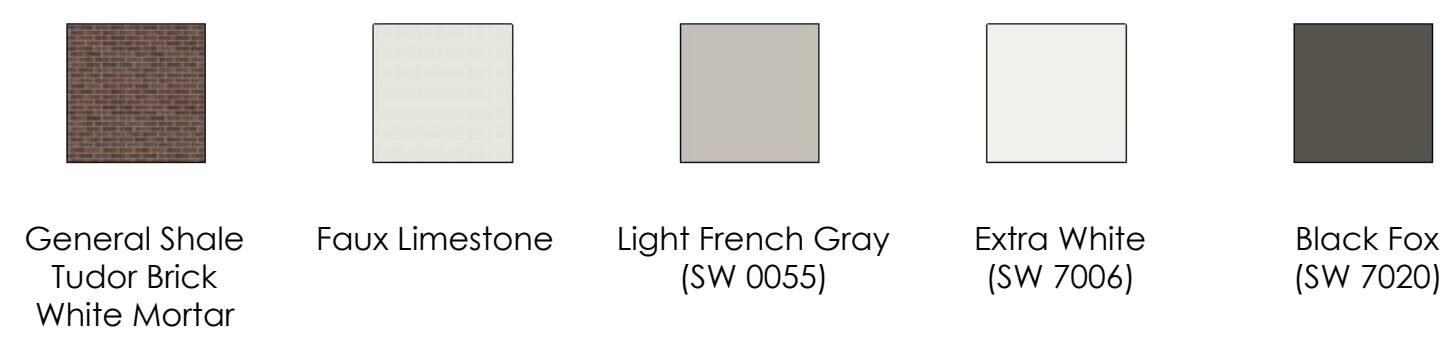
1 Building Plan - Level 5
Scale: 1" = 30'-0"

Plan



1 Building Plan - Rooftop Amenity
Scale: 1" = 30'-0"

Plan



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
f		105	Cementitious Board and Batten
g		106	5/4 X 12 Cementitious Trim
h		107	5/4 X 10 Cementitious Trim
i		108	5/4 X 8 Cementitious Trim
j		109	5/4 X 6 Cementitious Trim
k		110	5/4 X 4 Cementitious Trim
		111	5/4 X 2 Cementitious Trim
		112	Canopy
		113	Flashing Cap
		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront
		119	
		120	
		121	
		122	
		123	

Notes:
 * All finishes to be approved by owner.
 * All finishes and colors to return to inside corner.

85% CD SET
10/31/23

ZPA
POOLE & POOLE ARCHITECTURE
 4240 Park Place Court
 Glen Allen, Virginia 23060
 Telephone 804.225.0215
 www.zpa.net

Project: 21033.00
 CADD File: M5ELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:
 Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2222 Main
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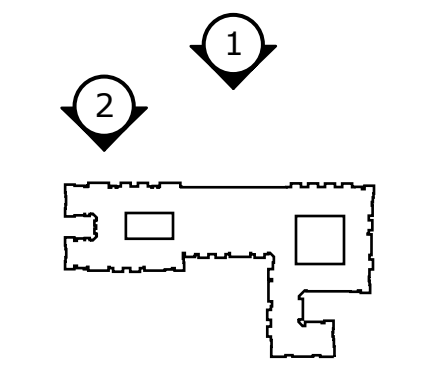
2 Sumter Street - 1
 Scale: 1/8" = 1'-0"

Elevation



1 Sumter Street
 Scale: 3/64" = 1'-0"

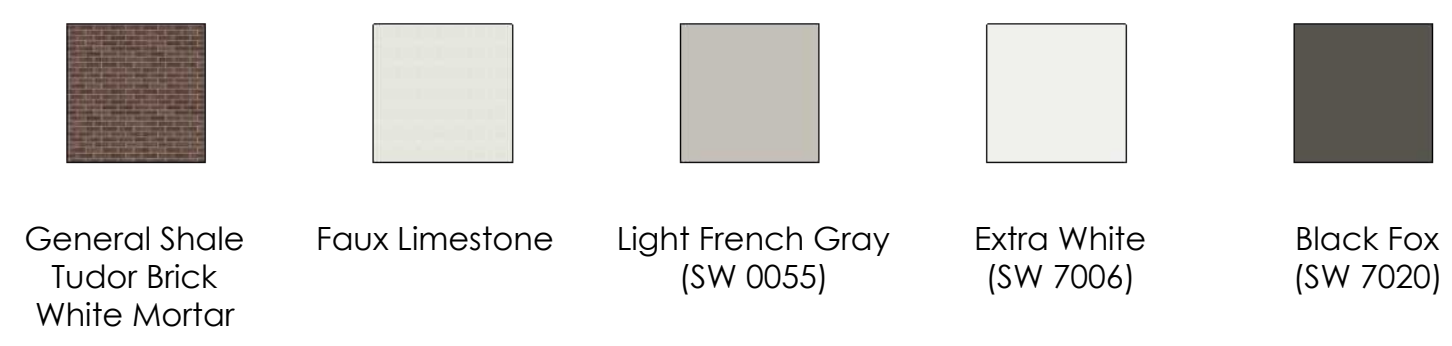
Elevation



Drawing Title:
 Exterior Elevations

A3.1a

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
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		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

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2 Sumter Street - 3
 Scale: 1/8" = 1'-0"

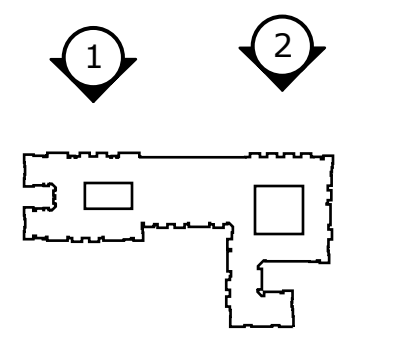
Elevation



1 Sumter Street - 2
 Scale: 1/8" = 1'-0"

Elevation

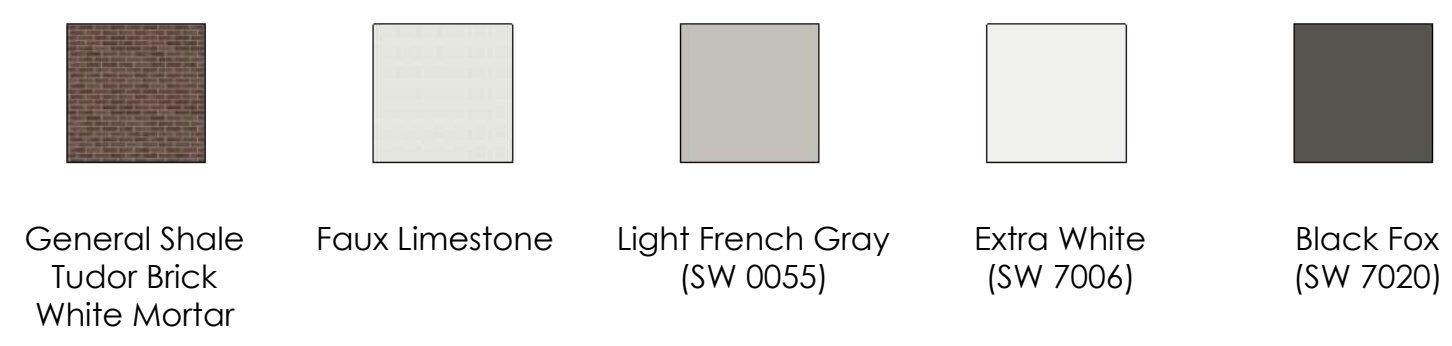
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1b

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
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		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

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10/31/23

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Construction Release Date:

Revisions
 No. Date Description

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2 Main Street
 Scale: 1/8" = 1'-0"

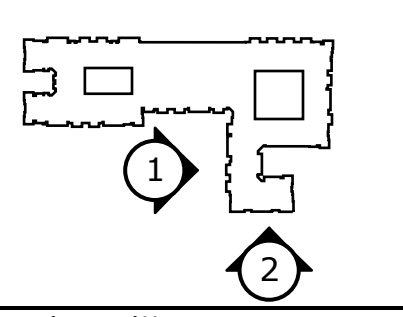
Elevation



1 Parking Lot
 Scale: 1/8" = 1'-0"

Elevation

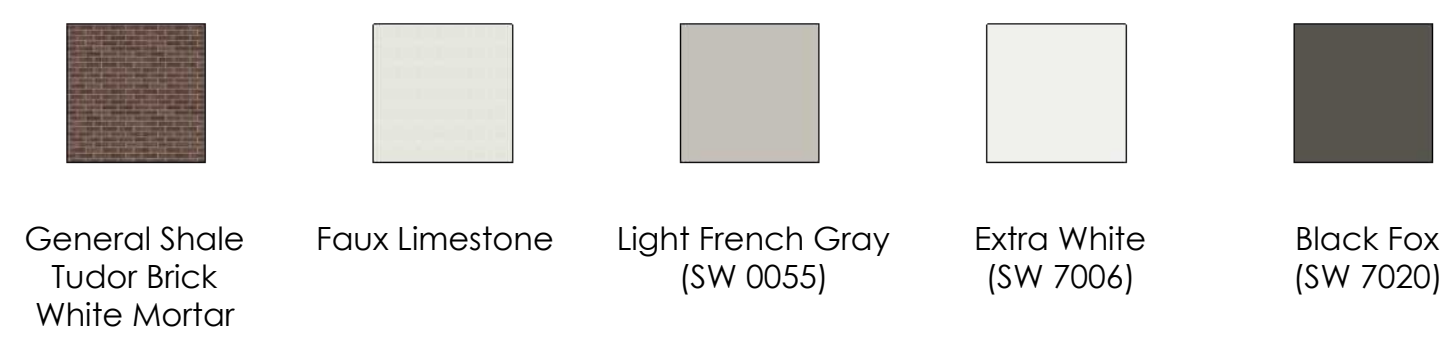
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1c

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
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		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

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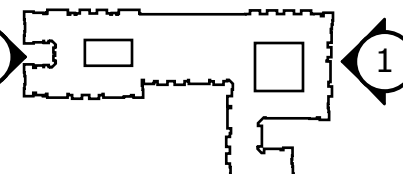
Construction Release Date:

Revisions
 No. Date Description

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2222 Main
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 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1d

NOT RELEASED FOR PERMIT



2 Franklin Street
 Scale: 1/8" = 1'-0"

Elevation



1 Scott Street
 Scale: 1/8" = 1'-0"

Elevation

	General Shale
	Tudor Brick
	White Mortar
	Faux Limestone
	Light French Gray (SW 0055)
	Extra White (SW 7006)
	Black Fox (SW 7020)

Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
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		112	Canopy
		113	Flashing Cap
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		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

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85% CD SET
10/31/23



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4 Scott Street
 Scale: 1/8" = 1'-0"

3 Scott Street
 Scale: 1/8" = 1'-0"

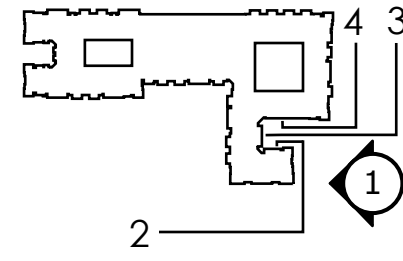


2 Scott Street
 Scale: 1/8" = 1'-0"



1 Scott Street
 Scale: 1/8" = 1'-0"


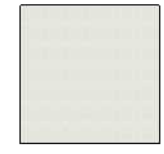
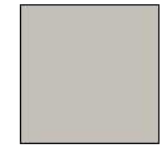
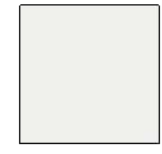

2222 Main
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Drawing Title:
 Exterior Elevations

A3.1e

NOT RELEASED FOR PERMIT

				
General Shale Tudor Brick White Mortar	Faux Limestone	Light French Gray (SW 0055)	Extra White (SW 7006)	Black Fox (SW 7020)

Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
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		114	Scheduled Window
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		116	Balcony
		117	Railing
		118	Storefront

Notes:
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85% CD SET
10/31/23



POOLE & POOLE ARCHITECTURE
 4240 Park Place Court
 Glen Allen, Virginia 23060
 Telephone 804.225.0215
 www.zpa.net

Project: 21033.00
 CADD File: MSELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:

Construction Release Date:

Revisions
 No. Date Description

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2 North Building - West
 Scale: 1/8" = 1'-0"

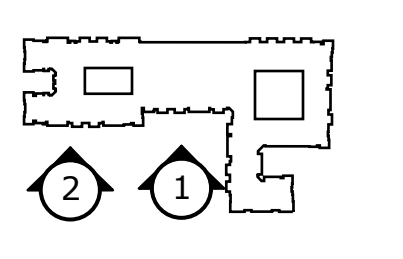
Elevation



1 Parking Garage Entrance
 Scale: 1/8" = 1'-0"

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1f

NOT RELEASED FOR PERMIT



① Main St. Perspective
Scale: NTS

Perspective



① Sumter and Franklin Street Perspective
Scale: NTS

Perspective



① Typical A1 Unit Perspective
Scale: NTS

Perspective



① Typical B1 Unit Perspective
Scale: NTS

Perspective



① Typical Live/Work Unit Perspective
Scale: NTS

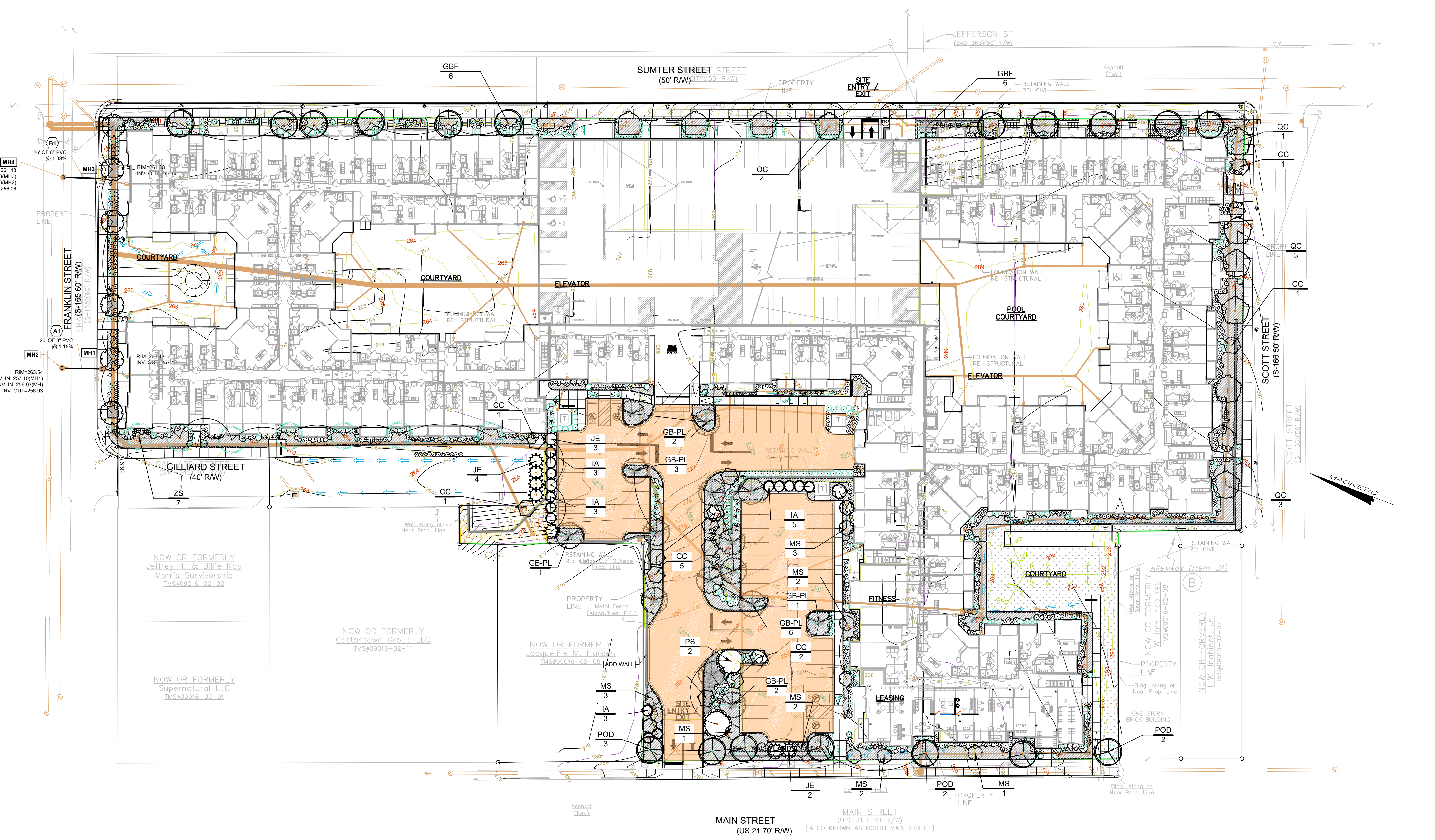
Perspective

SUBMISSION	DATE
	12-11-2023

2222 MAIN STREET
 COLUMBIA,
 SOUTH CAROLINA

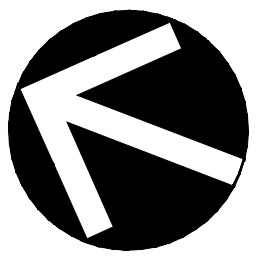
LANDSCAPE PLAN

DRAWN BY: RYM
 DESIGNED BY: PLR
 DATE ISSUED: DECEMBER 2023
 DWG. SCALE: AS SHOWN
 JOB NO.: VV8356A
 SHEET NO.: **L-01**

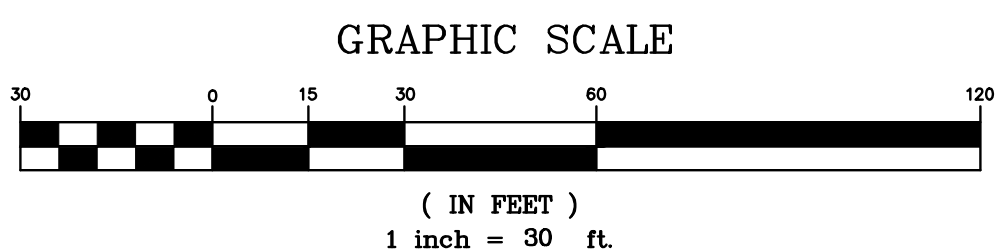


LEGEND

- DECIDUOUS TREES (REQUEST TO COUNT TOWARDS STREET STREET PROTECTIVE YARD LANDSCAPING)
- PARKING LOT TREES (LARGE DECIDUOUS)
- EVERGREEN SHRUBS (SMALL, MEDIUM & LARGE)
- DECIDUOUS SHRUBS (SMALL, MEDIUM & LARGE)
- ORNAMENTAL GRASSES
- SEDGE
- PERENNIALS/GROUNDCOVERS
- INTERIOR PARKING LOT (SEE L-02 FOR CALCULATION)
































MAGNETIC NORTH



HCM Signalized Intersection Capacity Analysis
1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build_Improved PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 	  			  			 				 
Traffic Volume (vph)	585	1669	89	11	1674	83	206	508	60	1	135	264
Future Volume (vph)	585	1669	89	11	1674	83	206	508	60	1	135	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91		1.00	0.95	1.00		1.00	0.91
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3467	5136	1553	1770	5097		1770	3574	1583		1787	3240
Flt Permitted	0.95	1.00	1.00	0.12	1.00		0.41	1.00	1.00		0.18	1.00
Satd. Flow (perm)	3467	5136	1553	229	5097		760	3574	1583		333	3240
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	616	1757	94	12	1762	87	217	535	63	1	142	278
RTOR Reduction (vph)	0	0	30	0	4	0	0	0	52	0	0	10
Lane Group Flow (vph)	616	1757	64	12	1845	0	217	535	11	0	143	315
Heavy Vehicles (%)	1%	1%	4%	2%	1%	2%	2%	1%	2%	2%	1%	5%
Turn Type	Prot	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	custom	pm+pt	NA
Protected Phases	5	2	3	6	6		3	8	8	7	4	4
Permitted Phases			2	6			8		8	7	4	
Actuated Green, G (s)	25.0	78.2	89.2	47.2	47.2		33.8	22.8	22.8		33.8	22.8
Effective Green, g (s)	25.0	78.2	89.2	47.2	47.2		33.8	22.8	22.8		33.8	22.8
Actuated g/C Ratio	0.19	0.60	0.69	0.36	0.36		0.26	0.18	0.18		0.26	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	666	3089	1137	83	1850		283	626	277		209	568
v/s Ratio Prot	0.18	0.34	0.00		c0.36		c0.06	0.15			0.06	0.10
v/s Ratio Perm			0.04	0.05			0.13		0.01		0.12	
v/c Ratio	0.92	0.57	0.06	0.14	1.00		0.77	0.85	0.04		0.68	0.55
Uniform Delay, d1	51.6	15.7	6.7	27.8	41.3		41.9	52.0	44.5		39.6	49.0
Progression Factor	1.00	1.00	1.00	0.54	0.70		1.00	1.00	1.00		0.85	0.92
Incremental Delay, d2	18.7	0.8	0.0	3.1	18.7		11.7	11.0	0.1		5.6	0.7
Delay (s)	70.3	16.5	6.7	18.0	47.5		53.6	63.0	44.6		39.4	45.7
Level of Service	E	B	A	B	D		D	E	D		D	D
Approach Delay (s)		29.5			47.3			59.1				57.9
Approach LOS		C			D			E				E
Intersection Summary												
HCM 2000 Control Delay			43.7		HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			130.0		Sum of lost time (s)			24.0				
Intersection Capacity Utilization			96.4%		ICU Level of Service			F				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Main St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build_Improved PM

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	641
Future Volume (vph)	641
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.91
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1455
Flt Permitted	1.00
Satd. Flow (perm)	1455
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	675
RTOR Reduction (vph)	48
Lane Group Flow (vph)	580
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Actuated Green, G (s)	47.8
Effective Green, g (s)	47.8
Actuated g/C Ratio	0.37
Clearance Time (s)	6.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	602
v/s Ratio Prot	c0.19
v/s Ratio Perm	0.21
v/c Ratio	0.96
Uniform Delay, d1	40.2
Progression Factor	1.20
Incremental Delay, d2	20.3
Delay (s)	68.5
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

2: Sumter St. & Elmwood Avenue

2222 Main Street Traffic Study
2025 Build_Improved PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗		↖	
Traffic Volume (vph)	31	1744	88	28	1654	43	87	274	399	19	74	27
Future Volume (vph)	31	1744	88	28	1654	43	87	274	399	19	74	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00		0.95	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	5099		1736	5115		1770	1863	1599		3394	
Flt Permitted	0.09	1.00		0.07	1.00		0.67	1.00	1.00		0.88	
Satd. Flow (perm)	161	5099		126	5115		1252	1863	1599		3002	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	1836	93	29	1741	45	92	288	420	20	78	28
RTOR Reduction (vph)	0	4	0	0	2	0	0	0	18	0	12	0
Lane Group Flow (vph)	33	1925	0	29	1784	0	92	288	402	0	114	0
Heavy Vehicles (%)	2%	1%	1%	4%	1%	2%	2%	2%	1%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)	80.4	80.4		80.4	80.4		37.6	37.6	37.6		37.6	
Effective Green, g (s)	80.4	80.4		80.4	80.4		37.6	37.6	37.6		37.6	
Actuated g/C Ratio	0.62	0.62		0.62	0.62		0.29	0.29	0.29		0.29	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	99	3153		77	3163		362	538	462		868	
v/s Ratio Prot		c0.38			0.35			0.15				
v/s Ratio Perm	0.21			0.23			0.07		c0.25		0.04	
v/c Ratio	0.33	0.61		0.38	0.56		0.25	0.54	0.87		0.13	
Uniform Delay, d1	11.9	15.2		12.3	14.5		35.4	38.9	43.9		34.1	
Progression Factor	0.35	0.34		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	7.4	0.7		13.5	0.7		0.4	1.0	16.2		0.1	
Delay (s)	11.6	5.9		25.8	15.3		35.8	39.9	60.1		34.2	
Level of Service	B	A		C	B		D	D	E		C	
Approach Delay (s)		6.0			15.4			50.0			34.2	
Approach LOS		A			B			D			C	

Intersection Summary		
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.69	B
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	88.7%	12.0
Analysis Period (min)	15	ICU Level of Service
		E
c Critical Lane Group		

HCM 6th TWSC
3: Main St. & Kinard Ct./Scott St.

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection														
Int Delay, s/veh	2.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕				↕				↕	
Traffic Vol, veh/h	3	0	6	21	3	127	2	9	1136	26	1	16	1012	1
Future Vol, veh/h	3	0	6	21	3	127	2	9	1136	26	1	16	1012	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2	2	2
Mvmt Flow	3	0	7	23	3	141	2	10	1262	29	1	18	1124	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1818	2478	1125	2465	2464	646	-	1125	0	0	1291	1291	0	0
Stage 1	1161	1163	-	1301	1301	-	-	-	-	-	-	-	-	-
Stage 2	657	1315	-	1164	1163	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	-	4.13	-	-	6.93	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	-	2.219	-	-	3.119	2.219	-	-
Pot Cap-1 Maneuver	54	30	249	~ 18	30	415	-	619	-	-	160	535	-	-
Stage 1	237	268	-	171	230	-	-	-	-	-	-	-	-	-
Stage 2	421	227	-	236	268	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	32	27	249	~ 16	27	415	~ -6	~ -6	-	-	437	437	-	-
Mov Cap-2 Maneuver	165	148	-	119	152	-	-	-	-	-	-	-	-	-
Stage 1	237	237	-	171	230	-	-	-	-	-	-	-	-	-
Stage 2	274	227	-	203	237	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s	22.7		31					0.2			
HCM LOS	C		D								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	213	301	437	-	-
HCM Lane V/C Ratio	-	-	-	0.047	0.557	0.041	-	-
HCM Control Delay (s)	-	-	-	22.7	31	13.6	0	-
HCM Lane LOS	-	-	-	C	D	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	3.2	0.1	-	-

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

HCM 6th TWSC

4: Sumter St. & Scott St.

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	28	7	127	219	112	24
Future Vol, veh/h	28	7	127	219	112	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	8	141	243	124	27

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	663	138	151	0	0
Stage 1	138	-	-	-	-
Stage 2	525	-	-	-	-
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	426	910	1430	-	-
Stage 1	889	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	377	910	1430	-	-
Mov Cap-2 Maneuver	377	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	593	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	2.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	427	-	-
HCM Lane V/C Ratio	0.099	-	0.091	-	-
HCM Control Delay (s)	7.8	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

HCM 6th TWSC

5: Main St. & Franklin St.

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	105	1213	27	12	959
Future Vol, veh/h	16	105	1213	27	12	959
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, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	18	117	1348	30	13	1066

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2455	689	0	0	1378
Stage 1	1363	-	-	-	-
Stage 2	1092	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	29	389	-	-	496
Stage 1	204	-	-	-	-
Stage 2	321	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	27	389	-	-	496
Mov Cap-2 Maneuver	159	-	-	-	-
Stage 1	204	-	-	-	-
Stage 2	300	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	496
HCM Lane V/C Ratio	-	-	0.411	0.027
HCM Control Delay (s)	-	-	23.5	12.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.9	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕			↕				↕			↕
Traffic Vol, veh/h	8	6	13	8	16	0	1	109	103	6	1	27
Future Vol, veh/h	8	6	13	8	16	0	1	109	103	6	1	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	1	2	2	2
Mvmt Flow	9	7	14	9	18	0	1	121	114	7	1	30
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.8	8.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	30%	33%	3%
Vol Thru, %	47%	22%	67%	93%
Vol Right, %	3%	48%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	27	24	29
LT Vol	110	8	8	1
Through Vol	103	6	16	27
RT Vol	6	13	0	1
Lane Flow Rate	243	30	27	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.036	0.034	0.038
Departure Headway (Hd)	4.142	4.352	4.652	4.205
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	827	774	838
Service Time	2.187	2.353	2.652	2.299
HCM Lane V/C Ratio	0.281	0.036	0.035	0.038
HCM Control Delay	8.8	7.5	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.1	0.1

HCM 6th AWSC
6: Sumter St. & Franklin St.

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement SBR

Lane Configurations

Traffic Vol, veh/h 1

Future Vol, veh/h 1

Peak Hour Factor 0.90

Heavy Vehicles, % 2

Mvmt Flow 1

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay

HCM LOS

HCM 6th TWSC

7: Main St. & Driveway #1

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	6	1238	28	6	1011
Future Vol, veh/h	18	6	1238	28	6	1011
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, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	7	1376	31	7	1123

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2529	704	0	0	1407
Stage 1	1392	-	-	-	-
Stage 2	1137	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13
Critical Hdwy Stg 1	5.83	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	26	380	-	-	483
Stage 1	196	-	-	-	-
Stage 2	305	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	25	380	-	-	483
Mov Cap-2 Maneuver	154	-	-	-	-
Stage 1	196	-	-	-	-
Stage 2	293	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	181	483
HCM Lane V/C Ratio	-	-	0.147	0.014
HCM Control Delay (s)	-	-	28.3	12.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC

8: Sumter St. & Driveway #2

2222 Main Street Traffic Study
2025 Build_Improved PM

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	35	44	204	101	4
Future Vol, veh/h	3	35	44	204	101	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	39	49	227	112	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	439	114	116	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	325	-	-	-	-	-
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	575	939	1473	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	939	1473	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	732	-	-	-	-	-



















Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	890	-	-
HCM Lane V/C Ratio	0.033	-	0.047	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM Signalized Intersection Capacity Analysis

20: Main St. & Confederate Avenue

2222 Main Street Traffic Study
2025 Build_Improved PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	25	10	220	50	169	5	1238	39	32	765	23
Future Volume (vph)	26	25	10	220	50	169	5	1238	39	32	765	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	1.00	
Frt		0.98			0.95		1.00	1.00		1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1763			1723		1770	3523		1687	1837	
Flt Permitted		0.76			0.81		0.11	1.00		0.10	1.00	
Satd. Flow (perm)		1371			1431		203	3523		172	1837	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	29	28	11	244	56	188	6	1376	43	36	850	26
RTOR Reduction (vph)	0	6	0	0	18	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	62	0	0	470	0	6	1417	0	36	875	0
Heavy Vehicles (%)	2%	5%	2%	2%	2%	2%	2%	2%	2%	7%	3%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Actuated Green, G (s)		45.9			45.9		72.1	72.1		72.1	72.1	
Effective Green, g (s)		45.9			45.9		72.1	72.1		72.1	72.1	
Actuated g/C Ratio		0.35			0.35		0.55	0.55		0.55	0.55	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		484			505		112	1953		95	1018	
v/s Ratio Prot								0.40			c0.48	
v/s Ratio Perm		0.05			c0.33		0.03			0.21		
v/c Ratio		0.13			0.93		0.05	0.73		0.38	0.86	
Uniform Delay, d1		28.5			40.5		13.3	21.6		16.3	24.6	
Progression Factor		1.00			1.00		0.35	0.25		1.00	1.00	
Incremental Delay, d2		0.1			24.0		0.7	1.7		11.1	9.4	
Delay (s)		28.6			64.5		5.3	7.2		27.4	34.1	
Level of Service		C			E		A	A		C	C	
Approach Delay (s)		28.6			64.5			7.2			33.8	
Approach LOS		C			E			A			C	
Intersection Summary												
HCM 2000 Control Delay			25.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			83.5%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Appendix D: Intersection Queuing Analysis Reports

2021 Existing Conditions

Queuing and Blocking Report

2021 Existing AM

06/01/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	206	243	428	357	260	49	118	326	322	290	35	108
Average Queue (ft)	82	145	261	213	130	11	14	187	187	160	8	48
95th Queue (ft)	198	222	390	333	234	37	64	287	292	265	27	95
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)			0						0			
Queuing Penalty (veh)			0						0			
Storage Bay Dist (ft)	175					175	150				200	
Storage Blk Time (%)	0	5			2			9				
Queuing Penalty (veh)	0	6			1			1				

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	TR	R
Maximum Queue (ft)	47	13	239	244	201	180
Average Queue (ft)	7	3	146	106	118	94
95th Queue (ft)	28	11	226	185	180	158
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		425	
Storage Blk Time (%)			7	0		
Queuing Penalty (veh)			9	1		

Queuing and Blocking Report

2021 Existing AM

06/01/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	UL	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	74	108	100	118	94	184	165	124	113	74	59	55
Average Queue (ft)	24	46	52	60	29	109	76	29	48	26	21	15
95th Queue (ft)	56	86	88	102	72	174	143	83	96	61	53	44
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)		0			2	9						0
Queuing Penalty (veh)		0			8	4						0

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	89
Average Queue (ft)	45
95th Queue (ft)	80
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	5
Queuing Penalty (veh)	1

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	TR	LT
Maximum Queue (ft)	29	42	25	7	62
Average Queue (ft)	3	11	1	0	6
95th Queue (ft)	18	34	15	8	34
Link Distance (ft)	365	410	401	401	739
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report 2021 Existing AM

06/01/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	42	19
Average Queue (ft)	16	1
95th Queue (ft)	42	10
Link Distance (ft)	410	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Main St. & Franklin St.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	78
Average Queue (ft)	12	6
95th Queue (ft)	37	39
Link Distance (ft)	413	735
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	31	45	55
Average Queue (ft)	17	8	19	23
95th Queue (ft)	45	29	46	50
Link Distance (ft)	413	501	738	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2021 Existing AM

06/01/2021

Intersection: 11: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	131	104	106	138	300	218
Average Queue (ft)	63	39	27	41	115	65
95th Queue (ft)	120	83	80	109	238	168
Link Distance (ft)	116	200	735	735	350	350
Upstream Blk Time (%)	4				0	
Queuing Penalty (veh)	0				0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 32

Queuing and Blocking Report

2021 Existing PM

06/01/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	225	455	412	321	208	50	90	375	369	344	233	282
Average Queue (ft)	197	282	248	199	104	14	10	222	221	204	121	172
95th Queue (ft)	258	415	353	306	201	39	56	344	338	317	206	254
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		0	0	0				0	0	0		
Queuing Penalty (veh)		0	0	0				0	0	0		
Storage Bay Dist (ft)	175					175	150				200	
Storage Blk Time (%)	6	41			0			29			2	5
Queuing Penalty (veh)	14	103			0			3			4	8

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	UL	T	TR	R
Maximum Queue (ft)	242	42	151	198	231	238
Average Queue (ft)	142	13	79	112	143	145
95th Queue (ft)	224	32	136	175	208	222
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		425	
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			0	1		

Queuing and Blocking Report 2021 Existing PM

06/01/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	60	211	222	229	119	277	242	196	186	282	218	86
Average Queue (ft)	16	64	65	67	22	162	125	68	67	165	105	16
95th Queue (ft)	48	174	183	178	75	248	217	157	139	263	178	55
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)		0			0	19			0	6		0
Queuing Penalty (veh)		0			0	5			0	5		0

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	114
Average Queue (ft)	50
95th Queue (ft)	96
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	8
Queuing Penalty (veh)	2

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	ULT	TR	ULT	TR
Maximum Queue (ft)	32	164	107	86	73	7
Average Queue (ft)	7	77	12	4	10	0
95th Queue (ft)	28	139	60	42	45	8
Link Distance (ft)	365	410	401	401	739	739
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2021 Existing PM

06/01/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	37	100	4
Average Queue (ft)	18	17	0
95th Queue (ft)	43	64	4
Link Distance (ft)	410	433	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Main St. & Franklin St.

Movement	WB	SB	SB
Directions Served	LR	LT	T
Maximum Queue (ft)	126	80	34
Average Queue (ft)	54	9	2
95th Queue (ft)	102	46	21
Link Distance (ft)	413	735	735
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	ULTR	LTR
Maximum Queue (ft)	35	33	112	47
Average Queue (ft)	15	15	56	16
95th Queue (ft)	40	40	90	44
Link Distance (ft)	413	501	738	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2021 Existing PM

06/01/2021

Intersection: 11: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	86	228	307	319	260	222
Average Queue (ft)	30	165	160	178	132	102
95th Queue (ft)	68	245	270	291	236	197
Link Distance (ft)	116	200	735	735	350	350
Upstream Blk Time (%)	0	11			0	
Queuing Penalty (veh)	0	0			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 147

2025 Background Conditions

Queuing and Blocking Report 2025 Background AM

06/01/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	220	308	493	433	327	72	142	364	356	332	36	124
Average Queue (ft)	115	172	296	249	164	13	19	226	225	197	8	54
95th Queue (ft)	223	257	427	375	271	49	88	339	335	307	27	105
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)			0	0				0	0	0		
Queuing Penalty (veh)			0	0				0	0	0		
Storage Bay Dist (ft)	175					175	150					200
Storage Blk Time (%)	1	10			4			13				
Queuing Penalty (veh)	1	13			3			2				

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	TR	R
Maximum Queue (ft)	83	18	248	320	236	217
Average Queue (ft)	13	3	165	139	136	118
95th Queue (ft)	50	12	252	264	199	189
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)				0	0	
Queuing Penalty (veh)				1	0	
Storage Bay Dist (ft)			175			425
Storage Blk Time (%)			15	1	0	
Queuing Penalty (veh)			23	2	0	

Queuing and Blocking Report 2025 Background AM

06/01/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	60	104	174	126	110	227	196	137	120	83	56	64
Average Queue (ft)	17	47	59	62	39	121	89	38	49	31	21	18
95th Queue (ft)	47	88	122	104	93	195	168	103	101	68	51	51
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)					2	10						0
Queuing Penalty (veh)					13	5						0

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	99
Average Queue (ft)	46
95th Queue (ft)	87
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	6
Queuing Penalty (veh)	2

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	TR
Maximum Queue (ft)	29	39	31	106	30
Average Queue (ft)	3	12	2	10	1
95th Queue (ft)	16	35	15	52	18
Link Distance (ft)	365	410	401	739	739
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report 2025 Background AM

06/01/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	24
Average Queue (ft)	18	1
95th Queue (ft)	45	12
Link Distance (ft)	410	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Main St. & Franklin St.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	59
Average Queue (ft)	15	7
95th Queue (ft)	42	35
Link Distance (ft)	413	735
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	31	48	59
Average Queue (ft)	19	7	21	24
95th Queue (ft)	47	29	48	51
Link Distance (ft)	413	501	738	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report 2025 Background AM

06/01/2021

Intersection: 11: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	126	146	132	152	312	227
Average Queue (ft)	66	49	34	48	144	87
95th Queue (ft)	122	106	95	119	269	197
Link Distance (ft)	116	200	735	735	350	350
Upstream Blk Time (%)	4	0			0	0
Queuing Penalty (veh)	0	0			0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 64

Queuing and Blocking Report 2025 Background PM

06/01/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	225	514	499	417	252	74	175	403	410	404	289	352
Average Queue (ft)	212	360	310	235	127	16	16	265	265	256	147	200
95th Queue (ft)	248	532	473	358	229	53	79	407	413	408	251	309
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		6	2	0				1	1	1		0
Queuing Penalty (veh)		0	0	0				6	7	6		0
Storage Bay Dist (ft)	175					175	150					200
Storage Blk Time (%)	17	56			1			43			3	9
Queuing Penalty (veh)	50	161			1			5			8	19

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	UL	T	TR	R
Maximum Queue (ft)	309	58	188	229	269	275
Average Queue (ft)	171	15	93	133	171	175
95th Queue (ft)	269	40	167	208	241	252
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		425	
Storage Blk Time (%)			1	3		
Queuing Penalty (veh)			2	4		

Network Summary

2025 Build-out Conditions

Queuing and Blocking Report

2025 Build AM

07/13/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	215	320	493	392	323	60	133	366	358	332	36	122
Average Queue (ft)	119	178	296	245	166	12	25	221	223	197	9	47
95th Queue (ft)	233	270	429	363	268	38	87	345	347	314	28	98
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		0	0					0	0	0		
Queuing Penalty (veh)		0	0					0	0	0		
Storage Bay Dist (ft)	175					175	150					200
Storage Blk Time (%)	1	14			4			12				
Queuing Penalty (veh)	1	17			2			2				

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	TR	R
Maximum Queue (ft)	56	22	250	401	347	261
Average Queue (ft)	12	3	183	166	154	124
95th Queue (ft)	42	14	279	339	267	206
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				2	0	0
Storage Bay Dist (ft)			175			425
Storage Blk Time (%)			25	1	0	0
Queuing Penalty (veh)			39	2	0	0

Queuing and Blocking Report

2025 Build AM

07/13/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	59	161	119	123	110	251	215	174	112	86	63	85
Average Queue (ft)	20	47	59	67	37	134	104	49	52	32	18	31
95th Queue (ft)	51	100	99	111	92	233	205	125	100	76	49	73
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)		0			6	11						1
Queuing Penalty (veh)		0			31	5						1

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	127
Average Queue (ft)	58
95th Queue (ft)	106
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	9
Queuing Penalty (veh)	5

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	TR
Maximum Queue (ft)	29	40	41	90	32
Average Queue (ft)	4	15	2	13	1
95th Queue (ft)	19	40	17	58	17
Link Distance (ft)	365	410	401	419	419
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

2025 Build AM

07/13/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	33
Average Queue (ft)	23	3
95th Queue (ft)	52	18
Link Distance (ft)	410	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Main St. & Franklin St.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	105
Average Queue (ft)	17	13
95th Queue (ft)	44	57
Link Distance (ft)	413	735
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	32	49	59
Average Queue (ft)	21	9	23	25
95th Queue (ft)	46	32	48	51
Link Distance (ft)	413	501	364	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2025 Build AM

07/13/2021

Intersection: 7: Main St. & Driveway #1

Movement	WB	NB	SB
Directions Served	LR	T	LT
Maximum Queue (ft)	48	6	43
Average Queue (ft)	14	0	3
95th Queue (ft)	40	0	35
Link Distance (ft)	125	419	262
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Sumter St. & Driveway #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	12
Average Queue (ft)	24	0
95th Queue (ft)	49	7
Link Distance (ft)	129	317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	132	117	126	154	333	253
Average Queue (ft)	67	42	34	45	147	95
95th Queue (ft)	126	91	93	113	281	215
Link Distance (ft)	116	200	735	735	350	350
Upstream Blk Time (%)	5				0	0
Queuing Penalty (veh)	0				0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 108

Queuing and Blocking Report

2025 Build PM

07/13/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	225	543	530	504	300	52	144	406	414	416	274	322
Average Queue (ft)	217	428	372	235	131	15	13	288	294	287	133	202
95th Queue (ft)	247	605	573	396	248	42	71	439	451	454	224	287
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		18	8	0	0			7	7	6		
Queuing Penalty (veh)		0	0	0	0			41	44	39		
Storage Bay Dist (ft)	175					175	150				200	
Storage Blk Time (%)	24	63			2		0	47			2	11
Queuing Penalty (veh)	70	185			2		0	5			4	23

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	UL	T	TR	R
Maximum Queue (ft)	315	57	223	285	310	293
Average Queue (ft)	182	15	105	136	178	183
95th Queue (ft)	273	40	193	227	257	261
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)			175			425
Storage Blk Time (%)			4	4	0	
Queuing Penalty (veh)			5	5	0	

Queuing and Blocking Report

2025 Build PM

07/13/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	80	215	265	220	124	362	343	261	269	398	328	102
Average Queue (ft)	25	83	99	97	29	225	194	129	97	215	143	32
95th Queue (ft)	62	191	230	209	88	374	349	273	233	401	280	82
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)			0							5	1	
Queuing Penalty (veh)			0							0	0	
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)		0			1	30			8	9		4
Queuing Penalty (veh)		0			3	8			22	8		2

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	181
Average Queue (ft)	69
95th Queue (ft)	172
Link Distance (ft)	433
Upstream Blk Time (%)	1
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	14
Queuing Penalty (veh)	8

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	ULT	TR	ULT	TR
Maximum Queue (ft)	38	237	130	115	111	37
Average Queue (ft)	9	102	21	12	17	2
95th Queue (ft)	32	193	85	66	74	28
Link Distance (ft)	365	410	401	401	419	419
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report

2025 Build PM

07/13/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	70	148	14
Average Queue (ft)	25	26	1
95th Queue (ft)	53	91	14
Link Distance (ft)	410	433	317
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Main St. & Franklin St.

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	TR	LT	T
Maximum Queue (ft)	161	7	4	98	36
Average Queue (ft)	68	0	0	12	1
95th Queue (ft)	129	5	3	55	19
Link Distance (ft)	413	262	262	735	735
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	ULTR	LTR
Maximum Queue (ft)	32	35	97	54
Average Queue (ft)	16	18	53	20
95th Queue (ft)	41	43	81	48
Link Distance (ft)	413	501	364	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2025 Build PM

07/13/2021

Intersection: 7: Main St. & Driveway #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	64	88
Average Queue (ft)	20	6
95th Queue (ft)	52	38
Link Distance (ft)	125	262
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Sumter St. & Driveway #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	66
Average Queue (ft)	23	6
95th Queue (ft)	47	34
Link Distance (ft)	129	317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	90	233	330	344	350	310
Average Queue (ft)	32	172	195	211	165	141
95th Queue (ft)	72	248	304	317	307	269
Link Distance (ft)	116	200	735	735	350	350
Upstream Blk Time (%)	0	13			1	1
Queuing Penalty (veh)	0	0			0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 478

Queuing and Blocking Report

2025 Build_Improved AM

07/13/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	221	325	500	430	293	145	95	323	301	279	37	130
Average Queue (ft)	119	179	306	256	164	16	25	166	163	141	8	52
95th Queue (ft)	226	267	439	380	262	73	95	249	249	231	28	104
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	175					175	150				200	
Storage Blk Time (%)	1	12			4		4	15				
Queuing Penalty (veh)	1	15			3		20	2				

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	TR	R
Maximum Queue (ft)	52	18	239	226	187	183
Average Queue (ft)	11	3	127	93	103	80
95th Queue (ft)	36	12	214	167	163	146
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		425	
Storage Blk Time (%)			4	0		
Queuing Penalty (veh)			7	0		

Queuing and Blocking Report

2025 Build_Improved AM

07/13/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	60	171	189	180	124	226	201	145	112	87	68	74
Average Queue (ft)	20	44	44	51	34	124	92	47	47	30	20	28
95th Queue (ft)	50	113	117	129	79	199	172	117	93	69	52	65
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)		0			1	12						1
Queuing Penalty (veh)		0			6	6						1

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	91
Average Queue (ft)	51
95th Queue (ft)	88
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	7
Queuing Penalty (veh)	4

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LTR
Maximum Queue (ft)	27	35	18	129
Average Queue (ft)	2	14	1	17
95th Queue (ft)	14	39	8	86
Link Distance (ft)	363	410	401	419
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2025 Build_Improved AM

07/13/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	58	24
Average Queue (ft)	21	1
95th Queue (ft)	49	11
Link Distance (ft)	410	433
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Main St. & Franklin St.

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	119
Average Queue (ft)	15	11
95th Queue (ft)	42	65
Link Distance (ft)	407	731
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	32	54	42
Average Queue (ft)	21	8	22	22
95th Queue (ft)	48	31	46	46
Link Distance (ft)	407	501	364	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report 2025 Build_Improved AM

07/13/2021

Intersection: 7: Main St. & Driveway #1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	16
95th Queue (ft)	44
Link Distance (ft)	118
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Sumter St. & Driveway #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	12
Average Queue (ft)	25	0
95th Queue (ft)	46	6
Link Distance (ft)	129	317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Main St. & Confederate Ave

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	127	124	17	68	48	207	233
Average Queue (ft)	66	50	1	6	8	63	177
95th Queue (ft)	118	101	10	34	32	168	281
Link Distance (ft)	119	150		731	731		208
Upstream Blk Time (%)	3	0				0	7
Queuing Penalty (veh)	0	0				0	0
Storage Bay Dist (ft)			150			150	
Storage Blk Time (%)							10
Queuing Penalty (veh)							11

Network Summary

Network wide Queuing Penalty: 75

Queuing and Blocking Report

2025 Build_Improved PM

07/13/2021

Intersection: 1: Main St. & Elmwood Avenue

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	225	529	528	477	274	146	104	405	418	412	294	423
Average Queue (ft)	220	442	395	244	140	21	12	349	351	336	172	231
95th Queue (ft)	242	603	603	436	251	89	55	457	457	454	303	454
Link Distance (ft)		506	506	506	506			389	389	389		540
Upstream Blk Time (%)		26	11	0				5	5	4		10
Queuing Penalty (veh)		0	0	0				30	29	24		0
Storage Bay Dist (ft)	175					175	150				200	
Storage Blk Time (%)	29	66			3		0	35			19	7
Queuing Penalty (veh)	86	194			3		0	4			50	13

Intersection: 1: Main St. & Elmwood Avenue

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	UL	T	TR	R
Maximum Queue (ft)	398	144	186	200	264	271
Average Queue (ft)	188	28	83	122	165	174
95th Queue (ft)	372	176	146	185	234	259
Link Distance (ft)	540	540		401	401	
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)			175		425	
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	2		

Queuing and Blocking Report

2025 Build_Improved PM

07/13/2021

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	L	T	R	LT
Maximum Queue (ft)	92	94	106	120	124	378	370	321	143	316	316	99
Average Queue (ft)	34	41	52	54	30	233	203	144	66	185	135	32
95th Queue (ft)	78	81	94	102	94	377	350	290	119	285	244	78
Link Distance (ft)		389	389	389		1017	1017	1017		549	549	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180				75				200			75
Storage Blk Time (%)					0	33				8		1
Queuing Penalty (veh)					0	9				7		1

Intersection: 2: Sumter St. & Elmwood Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	136
Average Queue (ft)	62
95th Queue (ft)	114
Link Distance (ft)	433
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	9
Queuing Penalty (veh)	5

Intersection: 3: Main St. & Kinard Ct./Scott St.

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	ULT	TR	ULTR
Maximum Queue (ft)	40	363	153	162	374
Average Queue (ft)	8	158	17	6	48
95th Queue (ft)	30	349	75	58	221
Link Distance (ft)	363	410	401	401	419
Upstream Blk Time (%)		5			0
Queuing Penalty (veh)		8			2
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report 2025 Build_Improved PM

07/13/2021

Intersection: 4: Sumter St. & Scott St.

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	62	245	24
Average Queue (ft)	21	43	1
95th Queue (ft)	49	161	18
Link Distance (ft)	410	433	317
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Main St. & Franklin St.

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	LT
Maximum Queue (ft)	179	9	9	688
Average Queue (ft)	81	0	0	99
95th Queue (ft)	152	6	5	413
Link Distance (ft)	407	262	262	734
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Sumter St. & Franklin St.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	ULTR	LTR
Maximum Queue (ft)	36	44	106	65
Average Queue (ft)	16	19	57	23
95th Queue (ft)	42	45	88	53
Link Distance (ft)	407	501	364	411
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

2025 Build_Improved PM

07/13/2021

Intersection: 7: Main St. & Driveway #1

Movement	WB	NB	NB	SB
Directions Served	LR	T	TR	LT
Maximum Queue (ft)	85	7	5	263
Average Queue (ft)	25	0	0	32
95th Queue (ft)	65	5	4	158
Link Distance (ft)	118	419	419	262
Upstream Blk Time (%)	1			1
Queuing Penalty (veh)	0			8
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Sumter St. & Driveway #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	71
Average Queue (ft)	24	7
95th Queue (ft)	50	36
Link Distance (ft)	129	317
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Main St. & Confederate Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	114	229	35	253	242	224	380
Average Queue (ft)	40	204	5	143	148	43	301
95th Queue (ft)	87	238	23	224	225	149	445
Link Distance (ft)	122	194		734	734		350
Upstream Blk Time (%)	0	30					14
Queuing Penalty (veh)	0	0					0
Storage Bay Dist (ft)			150			150	
Storage Blk Time (%)				8			25
Queuing Penalty (veh)				0			8

Network Summary

Network wide Queuing Penalty: 486

Appendix E: Parking Analysis Worksheets

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Project:
Description:

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 10 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										10 PM	December		12 AM	January		
Retail																		
Retail (over 2,000 ksf)	5,000	sf GLA	2.90	100%	10%	0.29	ksf GLA	3.20	100%	10%	0.32	ksf GLA	30%	100%	-	1%	59%	-
Employee			0.70	100%	77%	0.54		0.80	100%	65%	0.52		40%	100%	1	5%	69%	-
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency		units	0.43	100%	100%	0.43	unit	0.43	100%	100%	0.43	unit	95%	100%	-	100%	100%	-
1 Bedroom	131	units	0.45	100%	100%	0.45	unit	0.45	100%	100%	0.45	unit	95%	100%	56	100%	100%	59
2 Bedrooms	111	units	0.83	100%	100%	0.83	unit	0.83	100%	100%	0.83	unit	95%	100%	87	100%	100%	92
3+ Bedrooms	4	units	1.25	100%	100%	1.25	unit	1.25	100%	100%	1.25	unit	95%	100%	5	100%	100%	5
Reserved	50%	res spaces	0.63	100%	100%	0.63	unit	0.63	100%	100%	0.63	unit	100%	100%	156	100%	100%	156
Visitor	246	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	100%	100%	25	50%	100%	19
Office																		
Office <25 ksf	5,200	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	0%	100%	-	0%	100%	-
Reserved	50%	empl	1.75	100%	100%	1.75		0.00	100%	100%	0.00		100%	100%	10	100%	100%	-
Employee			1.75	100%	48%	0.84		0.35	100%	48%	0.17		1%	100%	-	0%	100%	-
Additional Land Uses																		
														Customer/Visitor	25	Customer/Visitor	19	
														Employee/Resident	149	Employee/Resident	156	
														Reserved	166	Reserved	156	
														Total	340	Total	331	

Distribution of Weekend Demand by Zone									
Land Use	Zone A	Zone B	Zone C	0	0	0	0	0	Total
Retail									
Retail (over 2,000 ksf)	0	0	0	0	0	0	0	0	0
Employee	0	0	0	0	0	0	0	0	0
Food and Beverage									
Entertainment and Institutions									
Hotel and Residential									
Residential, Urban									
Studio Efficiency	0	0	0	0	0	0	0	0	0
1 Bedroom	23	36	0	0	0	0	0	0	59
2 Bedrooms	37	55	0	0	0	0	0	0	92
3+ Bedrooms	0	5	0	0	0	0	0	0	5
Reserved	60	96	0	0	0	0	0	0	156
Visitor	8	11	0	0	0	0	0	0	19
Office									
Office <25 ksf	0	0	0	0	0	0	0	0	0
Reserved	0	0	0	0	0	0	0	0	0
Employee	0	0	0	0	0	0	0	0	0
Additional Land Uses									
	Zone A	Zone B	Zone C	0	0	0	0	0	Total
Parking Demand									
Customer/Visitor	8	11	0	0	0	0	0	0	19
Employee/Resident	60	96	0	0	0	0	0	0	156
Reserved	60	96	0	0	0	0	0	0	156
Total	128	203	0	0	0	0	0	0	331
Parking Supply									
Customer/Visitor	194	213	12	0	0	0	0	0	419
Employee/Resident	0	0	0	0	0	0	0	0	0
Reserved	0	0	0	0	0	0	0	0	0
Total	194	213	12	0	0	0	0	0	419
Surplus (+)/Deficit (-)									
Customer/Visitor	186	202	12	0	0	0	0	0	400
Employee/Resident	-60	-96	0	0	0	0	0	0	-156
Reserved	-60	-96	0	0	0	0	0	0	-156
Total	66	10	12	0	0	0	0	0	88

Certificate Of Completion

Envelope Id: 2433F423DA8D4FCDACB0B8824067D93B	Status: Completed
Subject: Please DocuSign: 2021.07.16_Main Street TIA.pdf	
Source Envelope:	
Document Pages: 183	Signatures: 1
Certificate Pages: 1	Initials: 0
AutoNav: Enabled	Envelope Originator:
Enveloped Stamping: Enabled	Joseph Robertson
Time Zone: (UTC-05:00) Eastern Time (US & Canada)	401 Fayetteville St.
	Suite 600
	Raleigh, NC 27601
	Joseph.Robertson@kimley-horn.com
	IP Address: 134.238.172.6

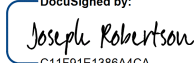
Record Tracking

Status: Original	Holder: Joseph Robertson	Location: DocuSign
7/16/2021 12:33:24 PM	Joseph.Robertson@kimley-horn.com	

Signer Events

Joseph Robertson
joseph.robertson@kimley-horn.com
Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

C11F91E1386A4CA...

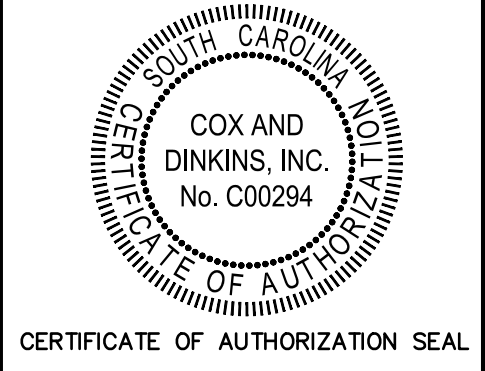
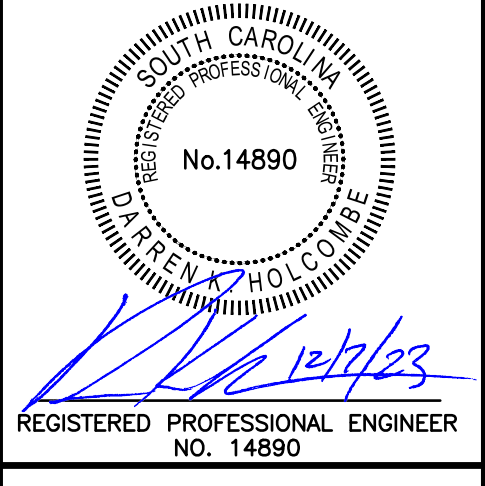
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Timestamp

Sent: 7/16/2021 12:35:58 PM
Viewed: 7/16/2021 12:36:17 PM
Signed: 7/16/2021 12:36:29 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

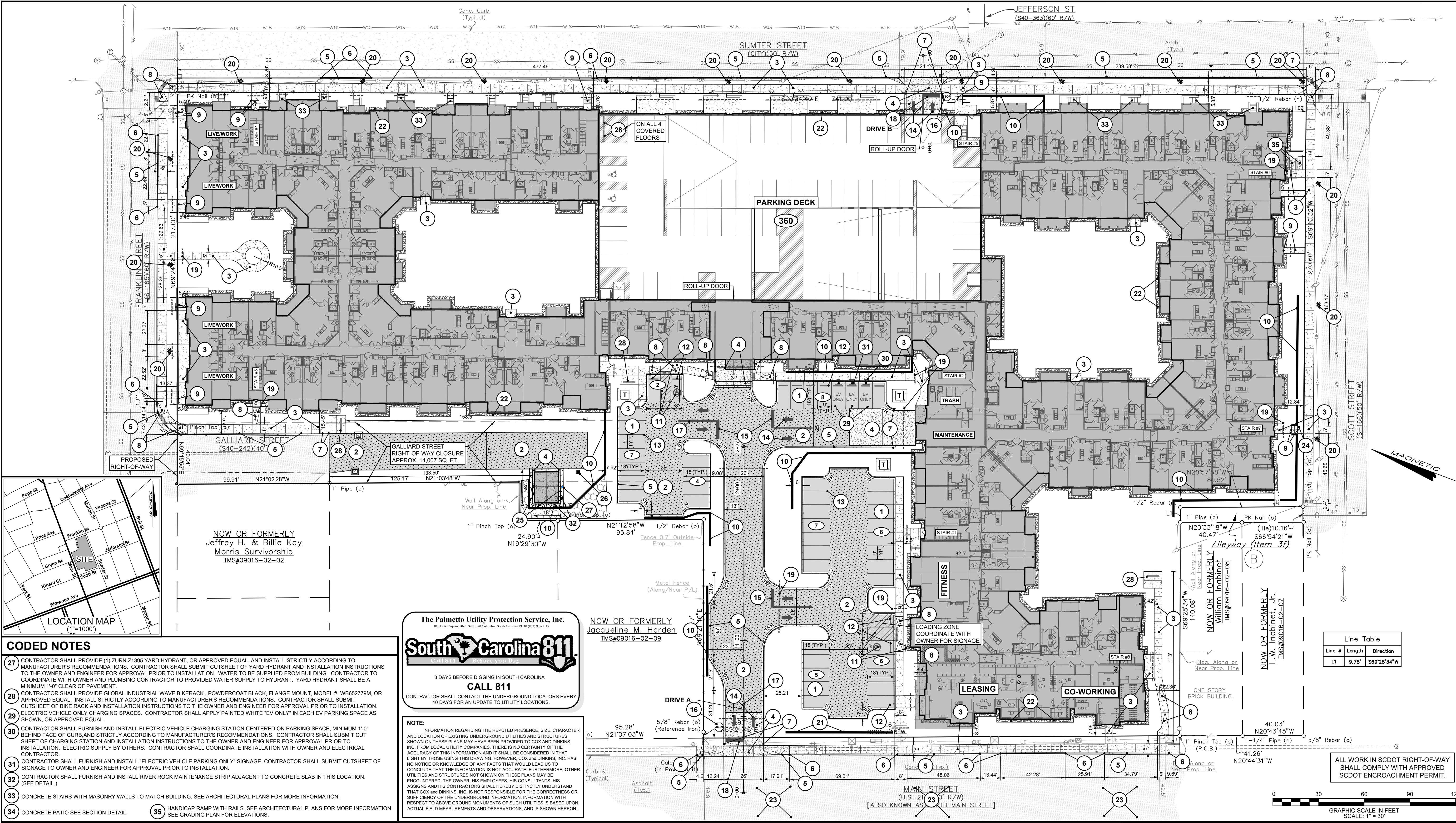
In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/16/2021 12:35:58 PM
Certified Delivered	Security Checked	7/16/2021 12:36:17 PM
Signing Complete	Security Checked	7/16/2021 12:36:29 PM
Completed	Security Checked	7/16/2021 12:36:29 PM
Payment Events	Status	Timestamps



NO.	DATE	DESCRIPTION

PRIMARY PERMITTEE:
STEVE MIDDLETON
 COMMONWEALTH PROPERTIES, LLC
 8030 STONY POINT PKWY., SUITE 350
 RICHMOND, VA 23235-1941
 804-327-9500
 email: samiddleton@cwprop.com

PROPOSED SITE PLAN
 LOCATED IN COLUMBIA
 RICHLAND COUNTY, SOUTH CAROLINA
 PROJECT NO. 21009
 TMS 09-016-02-06
 BOOK 47D-40
 DATE 12/7/2023
 SHEET NO. 1 of 1



- CODED NOTES**
- 27 CONTRACTOR SHALL PROVIDE (1) ZURN Z1395 YARD HYDRANT, OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF YARD HYDRANT AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. WATER TO BE SUPPLIED FROM BUILDING. CONTRACTOR TO COORDINATE WITH OWNER AND PLUMBING CONTRACTOR TO PROVIDED WATER SUPPLY TO HYDRANT. YARD HYDRANT SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT.
 - 28 CONTRACTOR SHALL PROVIDE GLOBAL INDUSTRIAL WAVE BIKERACK, POWDERCOAT BLACK, FLANGE MODEL # WB652779M, OR APPROVED EQUAL. INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF BIKE RACK AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC VEHICLE ONLY CHARGING SPACES. CONTRACTOR SHALL APPLY PAINTED WHITE "EV ONLY" IN EACH EV PARKING SPACE AS SHOWN, OR APPROVED EQUAL.
 - 30 CONTRACTOR SHALL FURNISH AND INSTALL ELECTRIC VEHICLE CHARGING STATION CENTERED ON PARKING SPACE, MINIMUM 1'-0" BEHIND FACE OF CURB AND STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUT SHEET OF CHARGING STATION AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRIC SUPPLY BY OTHERS. CONTRACTOR SHALL COORDINATE INSTALLATION WITH OWNER AND ELECTRICAL CONTRACTOR.
 - 31 CONTRACTOR SHALL FURNISH AND INSTALL "ELECTRIC VEHICLE PARKING ONLY" SIGNAGE. CONTRACTOR SHALL SUBMIT CUTSHEET OF SIGNAGE TO OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 32 CONTRACTOR SHALL FURNISH AND INSTALL RIVER ROCK MAINTENANCE STRIP ADJACENT TO CONCRETE SLAB IN THIS LOCATION. (SEE DETAIL.)
 - 33 CONCRETE STAIRS WITH MASONRY WALLS TO MATCH BUILDING. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.
 - 34 CONCRETE PATIO SEE SECTION DETAIL.
 - 35 HANDICAP RAMP WITH RAILS. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION. SEE GRADING PLAN FOR ELEVATIONS.

The Palmetto Utility Protection Service, Inc.
 810 Dutch Square Blvd., Suite 220 Columbia, South Carolina 29208 (803) 999-1117

South Carolina 811

3 DAYS BEFORE DIGGING IN SOUTH CAROLINA
CALL 811
 CONTRACTOR SHALL CONTACT THE UNDERGROUND LOCATORS EVERY 10 DAYS FOR AN UPDATE TO UTILITY LOCATIONS.

NOTE:
 INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS MAY HAVE BEEN PROVIDED TO COX AND DINKINS, INC. FROM LOCAL UTILITY COMPANIES. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. HOWEVER, COX AND DINKINS, INC. HAS NO NOTICE OR KNOWLEDGE OF ANY FACTS THAT WOULD LEAD US TO CONCLUDE THAT THE INFORMATION IS NOT ACCURATE. FURTHERMORE, OTHER UTILITIES AND STRUCTURES NOT SHOWN ON THESE PLANS MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS ASSIGNS AND HIS CONTRACTORS SHALL HEREBY DISTINGUISHLY UNDERSTAND THAT COX AND DINKINS, INC. IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THE UNDERGROUND INFORMATION. INFORMATION WITH RESPECT TO ABOVE GROUND MONUMENTS OF SUCH UTILITIES IS BASED UPON ACTUAL FIELD MEASUREMENTS AND OBSERVATIONS, AND IS SHOWN HEREON.

PAVEMENT LEGEND

1	STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	2	MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT (SEE DETAIL)	3	STANDARD DUTY CONCRETE PAVEMENT (SEE DETAIL)	4	HEAVY DUTY CONCRETE PAVEMENT (SEE DETAIL)
---	--	---	--	---	--	---	---

BUILDING DATA:
 UNIT COUNT
 1 BEDROOM = 134
 2 BEDROOM = 108
 3 BEDROOM = 4
 LIVELINEWORK = 4
 TOTAL UNITS = 250

SITE INFORMATION:
 1. TOTAL PROJECT AREA = 5.64 ACRES / 245,545 SQ. FT.
 2. PROPERTY LOCATION: 2222 MAIN ST.
 3. TMS 09-16-02-06 IS ZONED "CAC, OV-NMC".
 4. BUILDING SETBACKS FOR "CAC, OV-NMC" ZONING ARE:
 FRONT = 0'
 REAR = 0'
 SIDE = 0'

PARKING DATA
VEHICULAR PARKING REQUIRED
 No parking requirement for CAC, OV-NMC zoning.

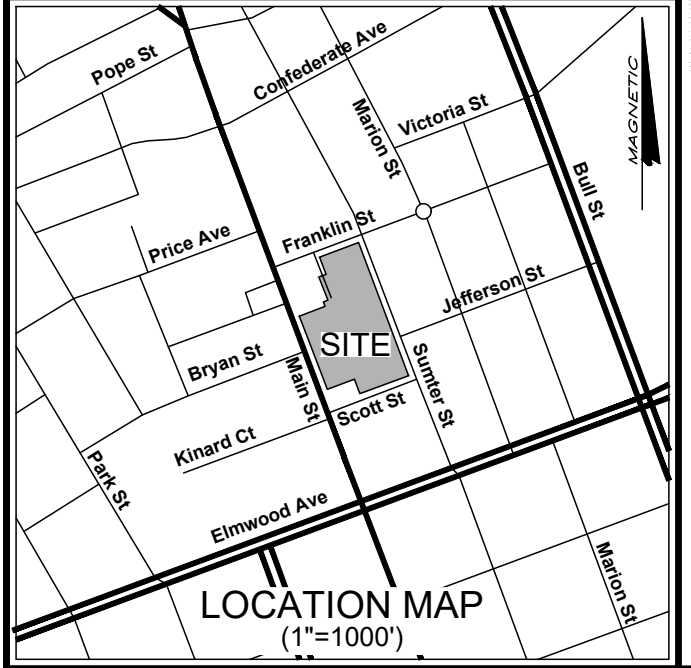
VEHICULAR PARKING PROVIDED
 PARKING DECK STD. SPACES = 352-367
 PARKING DECK HC SPACES = 8
 SURFACE STD. SPACES = 45
 SURFACE HC SPACES = 2
407-422 SPACES PROVIDED

NOTES:
 1. ALL LANDSCAPING SHALL MEET ALL REQUIREMENTS OF THE CITY OF COLUMBIA.
 2. ALL LIGHTING SHALL BE IN ACCORDANCE WITH THE CITY OF COLUMBIA REQUIREMENTS.

LIGHTING LEGEND
 * HOLOPHANE LIGHT FIXTURE, POLE AND BASE. (SEE CODED NOTE 20 FOR MORE INFORMATION.)

- CODED NOTES**
- 1 STANDARD DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 2 MEDIUM DUTY ASPHALTIC CONCRETE PAVEMENT. VERIFY PAVEMENT SECTION WITH PROJECT GEOTECHNICAL REPORT AND/OR OWNER'S GEOTECHNICAL ENGINEER. (TYPICAL) (SEE DETAIL)
 - 3 FURNISH AND INSTALL 4" THICK 3000 PSI CONCRETE SIDEWALK (WIDTH OF WALK VARIES AS SHOWN ON PLAN) CONTRACTOR SHALL INSTALL CONTROL JOINTS AT 6' 0" O.C. AND AT BENDS IN THE CONCRETE. INSTALL EXPANSION JOINTS AT JUNCTIONS BETWEEN WALKS. MAXIMUM CROSS SLOPE = 2.0%. SEAL ALL EXPANSION JOINTS. ALL SIDEWALKS ALONG ACCESSIBLE ROUTES SHALL BE ADA COMPLIANT. (TYPICAL) (SEE DETAIL)
 - 4 HEAVY DUTY CONCRETE PAVEMENT. (SEE DETAIL) (TYPICAL) INSTALL CONTROL JOINTS AS SHOWN ON THE PLAN. INSTALL EXPANSION JOINTS AT JUNCTIONS WITH OTHER PAVEMENT MATERIALS, WALLS, LIGHTINGS, AND OTHER NON-MOVING OBJECTS. VERIFY PAVEMENT SECTION WITH GEOTECHNICAL ENGINEER. (SEE DETAIL)
 - 5 FURNISH AND INSTALL NEW 18" CONCRETE "L" TYPE CURB AND GUTTER. INSTALL CONTROL JOINTS AT 10' 0" O.C. AND EXPANSION JOINTS AT 50' 0" O.C. SEAL ALL EXPANSION JOINTS. (TYPICAL) (SEE DETAIL)
 - 6 CONTRACTOR SHALL FEATHER CURB AND GUTTER INTO EXISTING CURB AND GUTTER AT THIS LOCATION. MATCH EXISTING CURB AND GUTTER DIMENSIONING WHEN IN RIGHT-OF-WAY.
 - 7 CONTRACTOR SHALL FEATHER CURB AT THIS LOCATION. (SEE DETAIL)
 - 8 ACCESSIBLE RAMP WITH DETECTIBLE WARNING SURFACE WHEN SHOWN. FEATHER CURB WHEN APPLICABLE. (TYPICAL) (SEE DETAIL) ENSURE LANDING AREA SLOPE DOES NOT EXCEED 2.0%. MAXIMUM RISE SHALL NOT EXCEED 6" IN 6".
 - 9 CONCRETE STAIRS. (SEE GRADING PLAN AND DETAIL FOR MORE INFORMATION)
 - 10 RETAINING WALL. (SEE RETAINING WALL NOTES ON SHEET C0) (DESIGN BY OTHERS)
 - 11 FURNISH AND INSTALL ACCESSIBLE SIGNAGE. APPLY PAINTED ACCESSIBLE SYMBOL AND 4" WIDE PAINTED BLUE STRIPING FOR ACCESSIBLE ROUTES @ 45' x 2' O.C. PER ADA STANDARDS. (SEE DETAILS AND STRIPING NOTES)
 - 12 FURNISH AND INSTALL PRECAST CONCRETE WHEELSTOP. (TYPICAL) (SEE DETAIL)
 - 13 APPLY 4" WIDE PAINTED WHITE PARKING LOT STRIPING. (TYPICAL) (SEE STRIPING NOTES)
 - 14 APPLY PAINTED WHITE TRAFFIC DIRECTIONAL FLOW ARROW. (TYPICAL) (SEE STRIPING NOTES) (SEE DETAIL)
 - 15 FURNISH AND INSTALL 36" STOP SIGN PER MUTCD R11-1.36. (TYPICAL)
 - 16 APPLY THERMOPLASTIC OR APPROVED PERMANENT EQUAL 24" WIDE WHITE STOP BAR.
 - 17 FURNISH AND INSTALL SLEEVING FOR IRRIGATION AND ELECTRICAL. (COORDINATE WITH LANDSCAPE, IRRIGATION, AND SITE ELECTRICAL PLANS FOR EXACT NUMBER AND LOCATION) (SEE DETAIL)
 - 18 CONTRACTOR SHALL FURNISH AND INSTALL HOLOPHANE LIGHT FIXTURE, POLE AND BASE PER THE FOLLOWING SPECIFICATIONS IN LIGHTING NOTES ON SHEET C2. ELECTRICAL SUPPLY DESIGNED BY OTHERS.
 - 19 70 LF MASONRY SITE WALL WITH PRECAST CAP. SEE DETAIL.
 - 20 SEE SHEET E1 FOR PROPOSED IMPROVEMENTS TO NORTH MAIN STREET.
 - 21 FURNISH AND INSTALL 24" WIDE STONE MAINTENANCE STRIP. (SEE DETAIL) (TYPICAL)
 - 22 15" x 20" VINYL GABLE RAMADA PAVILION BY GAZEBOCREATIONS.COM OR APPROVED EQUAL. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PAVILION TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
 - 23 CONTRACTOR SHALL PROVIDE (1) J. E. ADAMS 9420-1CG FREE AIR/VACUUM SYSTEM OR APPROVED EQUAL, AND INSTALL STRICTLY ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL SUBMIT CUTSHEET OF VACUUM SYSTEM AND INSTALLATION INSTRUCTIONS TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO INSTALLATION. ELECTRICAL SUPPLY SHALL BE BY OTHERS. VACUUM SYSTEM SHALL BE A MINIMUM 1'-0" CLEAR OF PAVEMENT. COORDINATE FINAL LOCATION WITH OWNER.

- REFERENCES:**
- ALTAIRNSPS LAND TITLE SURVEY PREPARED FOR COMMONWEALTH PROPERTIES, LLC, BY COX AND DINKINS, INC., DATED AUGUST 5, 2022, REVISED NOVEMBER 15, 2022.
 - PLAN AND PROFILE OF NORTH MAIN STREET (US 21) IMPROVEMENTS SEGMENT I, FROM ELMWOOD AVENUE TO ANTHONY AVENUE, FILE # 40-640A, PROJECT NO. HPP-0785(001), BY CITY OF COLUMBIA ENGINEERING DIVISION, DATED NOVEMBER 5, 2008.
 - WATER MAIN CONSTRUCTION FOR COTTONTOWN, PROJECT NO: WM3077, BY CITY OF COLUMBIA DEPARTMENT OF ENGINEERING, DATED FEBRUARY 25, 2020.
- GENERAL NOTES:**
- THE SUBJECT PROPERTY IS IDENTIFIED AS RICHLAND COUNTY TAX MAP PARCEL TMS# 09016-02-06.
 - TMS# 09016-02-06 AREA = 5.32 ACRES.
 - GALLIARD STREET RIGHT-OF-WAY CLOSURE AREA = 0.07 ACRE / 3,177 SQ. FT.
 - TOTAL AREA OF PROPOSED DEVELOPMENT = 5.39 ACRES / 234,714 SQ. FT.
 - ZONING OF THE SUBJECT PARCEL TMS# 09016-02-06 IS "CAC, OV-NMC".
 - CONTOUR INTERVAL ELEVATIONS ARE ONE (1) FOOT. ELEVATIONS SHOWN ARE NAVD 88 DATUM.
 - THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE. THE LOCATIONS OF OTHER UNDERGROUND UTILITIES AND THEIR SERVICES ARE UNKNOWN. CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
 - THIS PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NUMBER 4507C0243L, REVISED DECEMBER 21, 2017, BY SCALED LOCATION AND GRAPHIC PLOTTING ONLY.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THEY AND THEIR SUBCONTRACTORS HAVE THE CORRECT/MOST UP-TO-DATE PLANS AVAILABLE.
 - ALL SIDEWALKS, STRIPING AND SIGNAGE SHALL BE ADA AND MUTCD COMPLIANT.
 - ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - THIS SITE PLAN HAS BEEN DEVELOPED WITHOUT COMPLETE ASSESSMENT OF ALL OF THE ASPECTS OF THE SITE THAT COULD IMPACT THE FINAL DESIGN. CONSIDER THIS PLAN TO BE AT DESIGN DEVELOPMENT LEVEL. ONCE ALL ASPECTS OF THE SITE HAVE BEEN COMPLETELY ASSESSED, THERE MAY BE MINOR CHANGES TO THE LAYOUT AND EXACT LOCATION OF COMPONENTS OF THE PLAN.

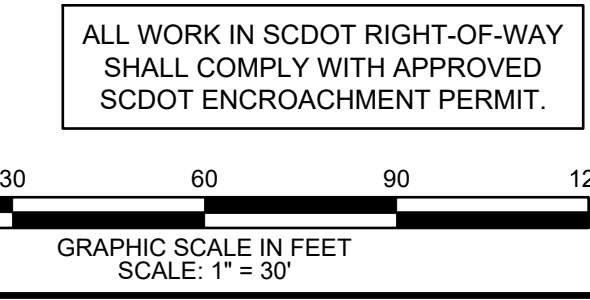


NOW OR FORMERLY
Jeffrey H. & Billie Kay
 Morris Survivorship
 TMS#09016-02-02

NOW OR FORMERLY
Jacqueline M. Harden
 TMS#09016-02-09

Line Table

Line #	Length	Direction
L1	9.78'	S69°28'34"W

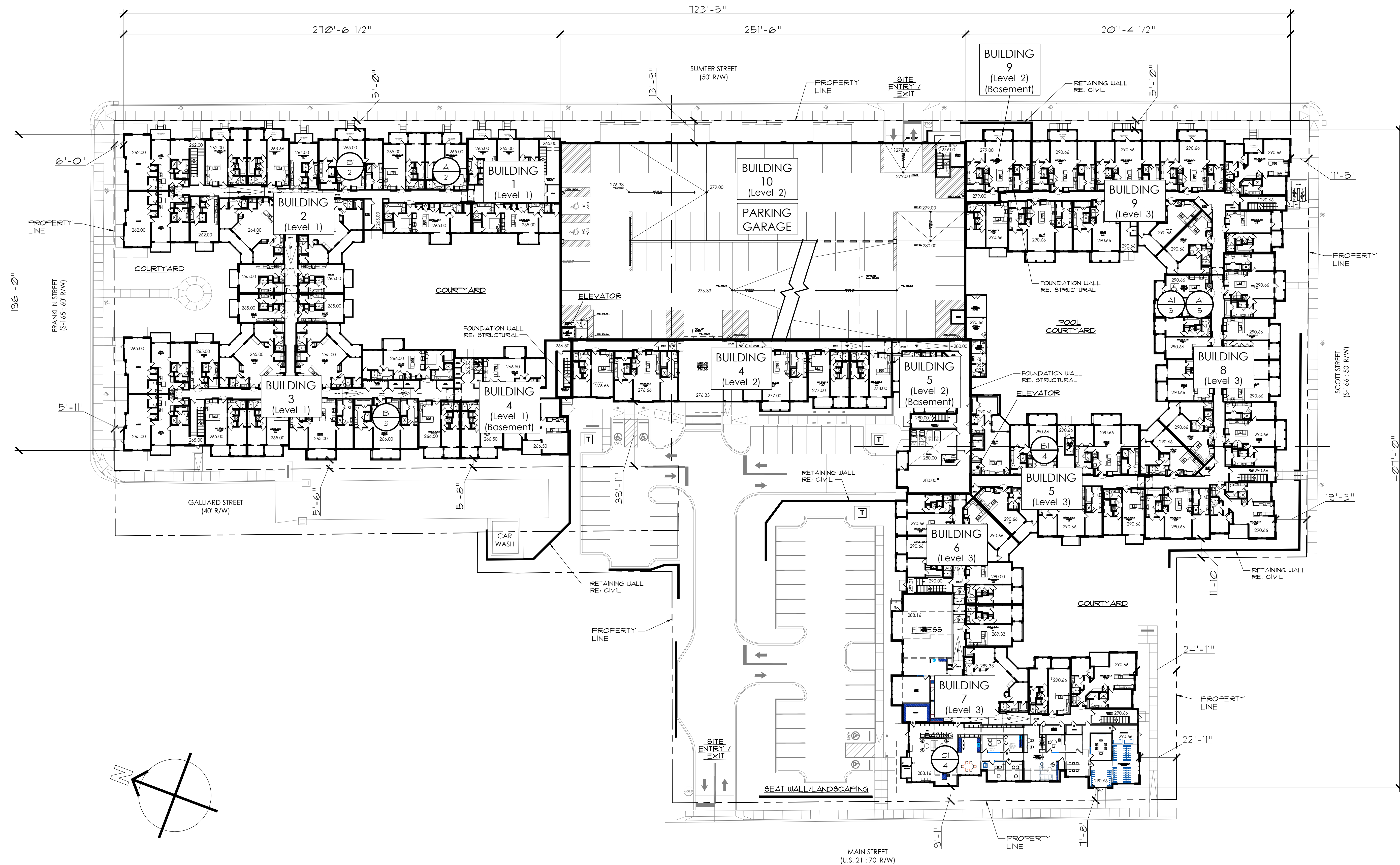


ALL WORK IN SCDOT RIGHT-OF-WAY SHALL COMPLY WITH APPROVED SCDOT ENCROACHMENT PERMIT.

Project Data		2222 Main View										*unheated equals perimeter unit walls sq. footage				Unit Totals		12/11/23
Unit Description	Name	Description	HUD Net S.F.	Unheated S.F.*	HUD Market S.F.	Basement	Level 1	Level 2	Level 3	Level 4	Level 5	Total	Unit %	HUD Net S.F.	HUD Market S.F.			
LIVE/ WORK																		
LW		1BR/1BA	1,234.00	59.00	1,293.00	0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00			
Live/ Work Totals																		
						0	4	0	0	0	0	4	1.60%	4,936.00	5,172.00			
ONE BEDROOMS																		
S1		1BR/1BA	484.00	34.00	518.00	0	6	8	8	0	0	22	8.80%	10,648.00	11,396.00			
S1 - ALT 1		1BR/1BA	484.00	34.00	518.00	0	2	0	0	0	0	2	0.80%	968.00	1,036.00			
A1		1BR/1BA	778.00	46.00	824.00	0	0	0	3	4	4	11	4.40%	8,558.00	9,064.00			
A1 - ALT 1		1BR/1BA	712.00	40.00	752.00	0	0	1	1	1	1	4	1.60%	2,848.00	3,008.00			
A1 - ALT 2		1BR/1BA	763.00	55.00	818.00	0	0	0	2	2	2	6	2.40%	4,578.00	4,908.00			
A1 - ALT 3		1BR/1BA	757.00	44.00	801.00	0	0	1	1	1	1	4	1.60%	3,028.00	3,204.00			
A1 - ALT 4		1BR/1BA	778.00	46.00	824.00	1	3	8	14	9	8	43	17.20%	33,454.00	35,432.00			
A1 - ALT 5		1BR/1BA	712.00	40.00	752.00	0	0	1	3	2	2	8	3.20%	5,696.00	6,016.00			
A1 - ALT 6		1BR/1BA	778.00	46.00	824.00	0	4	0	0	0	0	4	1.60%	3,112.00	3,296.00			
A1 - ALT 7		1BR/1BA	712.00	40.00	752.00	0	1	0	0	0	0	1	0.40%	712.00	752.00			
A1 - ALT 8		1BR/1BA	778.00	46.00	824.00	0	0	0	1	0	0	1	0.40%	778.00	824.00			
A1 - TYPE A		1BR/1BA	778.00	46.00	824.00	0	0	1	1	0	1	3	1.20%	2,334.00	2,472.00			
A2		1BR/1BA	747.00	45.00	792.00	0	0	0	6	6	6	18	7.20%	13,446.00	14,256.00			
A3		1BR/1BA	878.00	43.00	921.00	0	0	0	2	0	0	2	0.80%	1,756.00	1,842.00			
A4		1BR/1BA	686.00	45.00	731.00	1	0	0	0	0	0	1	0.40%	686.00	731.00			
A5		1BR/1BA	891.00	68.00	959.00	0	0	0	1	1	1	3	1.20%	2,673.00	2,877.00			
A6 with Den		1BR/1BA	1,136.00	72.00	1,208.00	1	0	0	0	0	0	1	0.40%	1,136.00	1,208.00			
One Bedroom Totals																		
						3	16	20	43	26	26	134	53.60%	96,411.00	102,322.00			
TWO BEDROOMS																		
B1		2BR/2BA	1,204.00	53.00	1,257.00	0	2	2	7	12	13	36	14.40%	43,344.00	45,252.00			
B1 - ALT 1		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	2	1	1	5	2.00%	6,020.00	6,285.00			
B1 - ALT 2		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	1	4	1.60%	4,816.00	5,028.00			
B1 - ALT 3		2BR/2BA	1,204.00	53.00	1,257.00	0	0	0	1	2	2	5	2.00%	6,020.00	6,285.00			
B1 - ALT 4		2BR/2BA	1,204.00	53.00	1,257.00	1	1	0	4	0	0	6	2.40%	7,224.00	7,542.00			
B1 - TYPE A		2BR/2BA	1,204.00	53.00	1,257.00	0	0	1	1	1	0	3	1.20%	3,612.00	3,771.00			
B2		2BR/2BA	1,227.00	66.00	1,293.00	0	0	4	4	0	0	8	3.20%	9,816.00	10,344.00			
B2 - ALT 1		2BR/2BA	1,136.00	72.00	1,208.00	0	0	1	1	0	0	2	0.80%	2,272.00	2,416.00			
B2 - ALT 2		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	2	3	3	8	3.20%	9,336.00	9,912.00			
B2 - ALT 3		2BR/2BA	1,167.00	72.00	1,239.00	0	0	0	1	0	0	1	0.40%	1,167.00	1,239.00			
B3		2BR/2BA	1,005.00	61.00	1,066.00	0	1	2	2	0	0	5	2.00%	5,025.00	5,330.00			
B3 - ALT 1		2BR/2BA	962.00	60.00	1,022.00	0	2	2	2	0	0	6	2.40%	5,772.00	6,132.00			
B4		2BR/2BA	1,225.00	58.00	1,283.00	0	4	4	4	0	0	12	4.80%	14,700.00	15,396.00			
B4 - ALT 1		2BR/2BA	1,226.00	56.00	1,282.00	0	0	0	1	1	1	3	1.20%	3,678.00	3,846.00			
B4 - ALT 2		2BR/2BA	1,138.00	56.00	1,194.00	1	0	0	1	1	1	4	1.60%	4,552.00	4,776.00			
Two Bedroom Totals																		
						1	10	18	33	21	21	108	43.20%	127,354.00	133,554.00			
THREE BEDROOMS																		
C1		3BR/2BA	1,498.00	66.00	1,564.00	0	0	0	0	1	2	3	1.20%	4,494.00	4,692.00			
C1 - TYPE A		3BR/2BA	1,496.00	68.00	1,564.00	0	0	0	0	1	0	1	0.40%	1,496.00	1,564.00			
Three Bedroom Totals																		
						0	0	0	0	2	2	4	1.60%	5,990.00	6,256.00			
Avg. Unit (sq. ft.) HUD Net																		
	939					4	30	38	76	49	49	Total	Unit %	HUD Net S.F.	HUD Market S.F.			
Avg. Unit (sq. ft.) HUD Market																		
	989											250	100.00%	234,691.00	247,304.00			

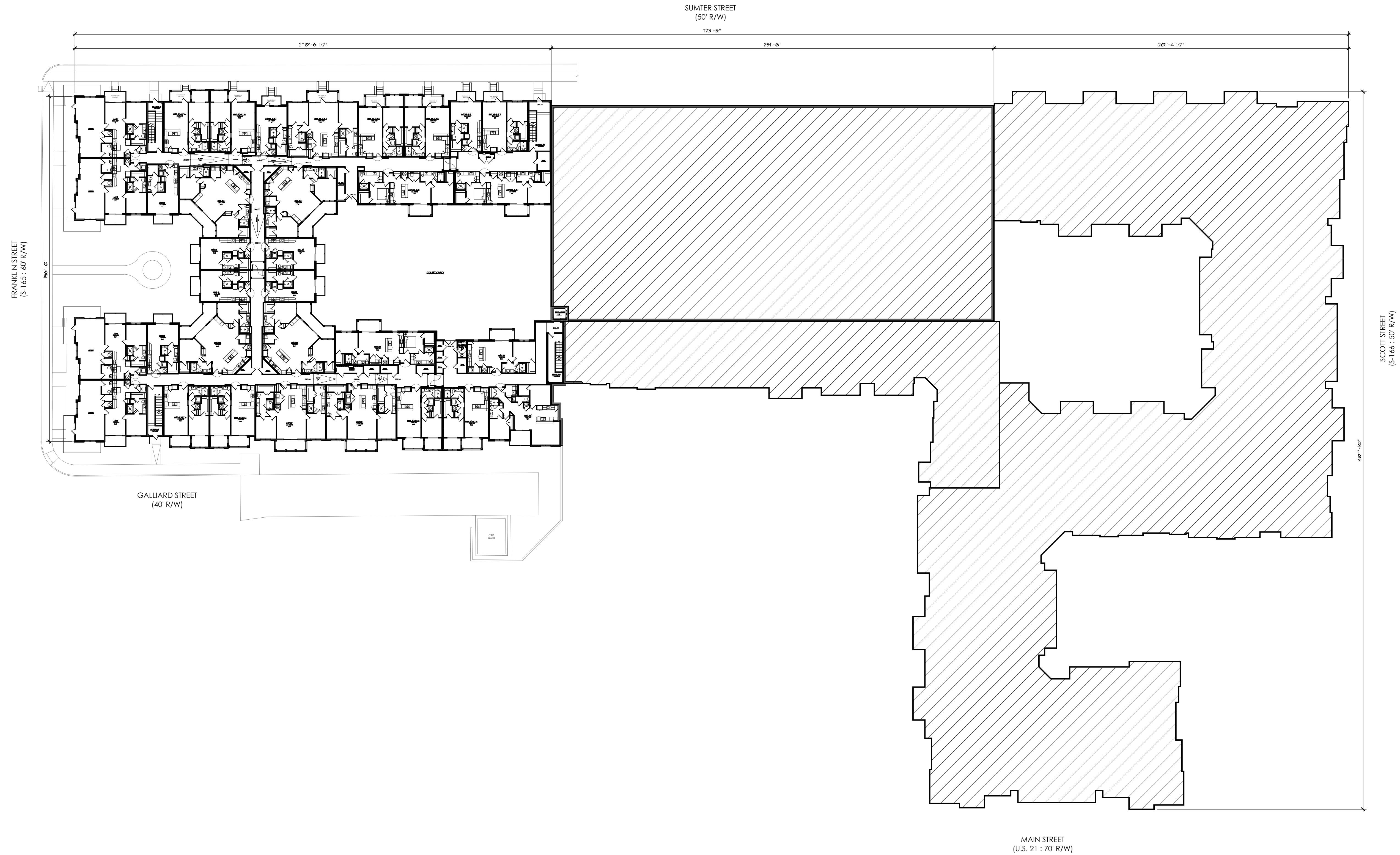
Project Data		Main View - Project Total										Total		HUD Net S.F.	HUD Market S.F.	
Project Totals		LW units %	LW Units													
Avg. Unit (P/P)	939	1.60%	1.60%											Residential Totals	234,691.00	247,304.00
		A units %	S1 Units	A1 Units	A2 Units	A3 Units	A4 Units	A5 Units	A6 Units					Units	250	
		53.60%	9.60%	34.00%	7.20%	0.80%	0.40%	1.20%	0.40%							
Surface - Standard Parking Spaces	43	B units %	B1 Units	B2 Units	B3 Units	B4 Units								Maintenance - Basement		1,989.00
Surface - Handicap Parking Spaces	4	43.20%	23.60%	7.60%	4.40%	7.60%								Fitness - Level 3		2,589.00
Total Surface Spaces	47	C units %	C1 Units											Leasing/Mail - Level 3		2,808.00
Covered - Standard Parking Spaces	364	1.60%	1.60%											Co-working - Level 3		1,533.00
Covered - Handicap Spaces	8													Pet Spa/Bike Storage - Level 3		864.00
Total Covered Garage Spaces	372	100.00%												Rooftop Amenity		2,918.00
TOTAL PARKING SPACES	419													Amenity Total		12,701.00
Parking Garage Total Area	123,152 S.F.													Circulation and Misc. Total		78,758.00
TOTAL NUMBER OF STORAGE AREAS	49													Grand Totals		338,763.00





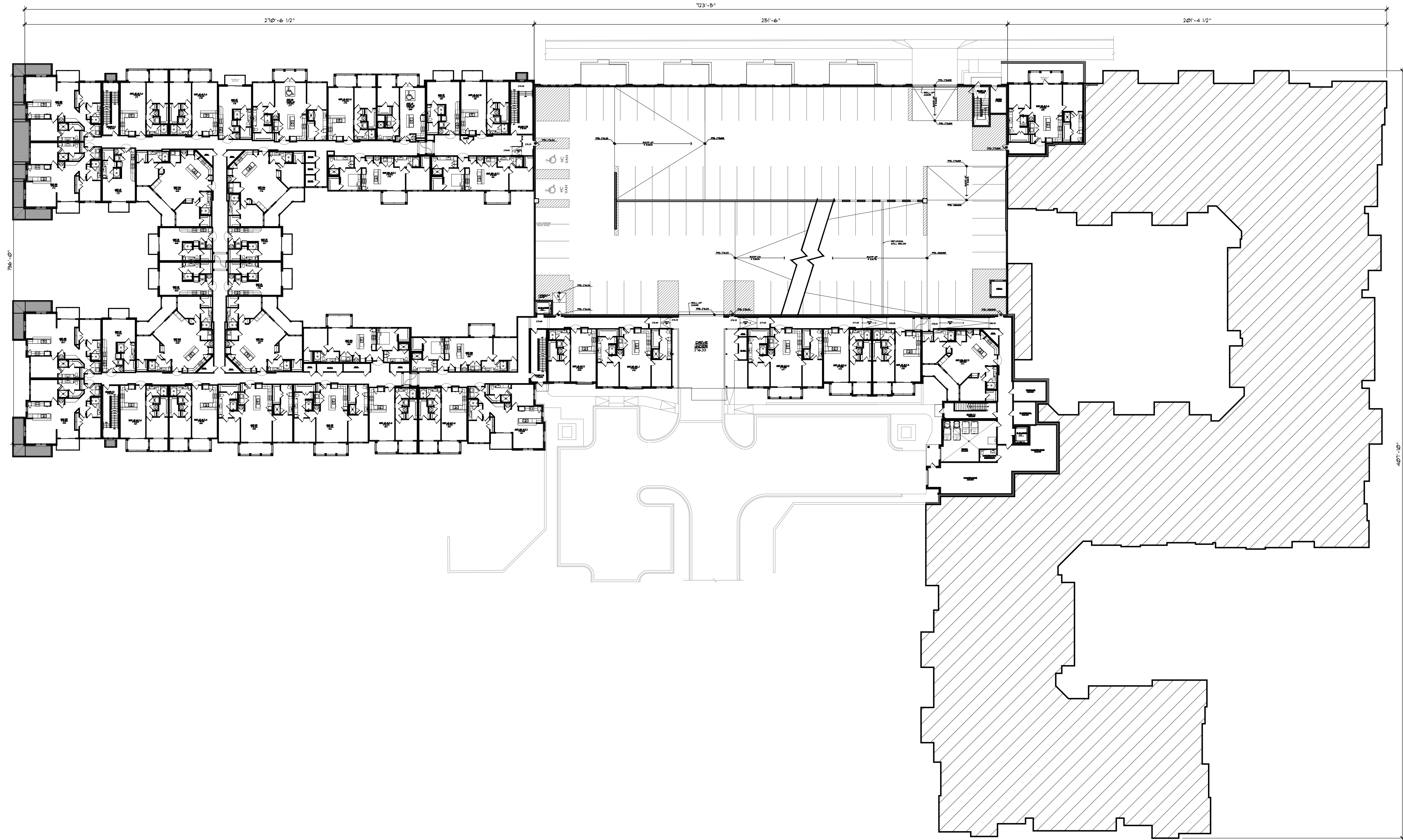
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Scale: 1" = 30'-0"

Plan



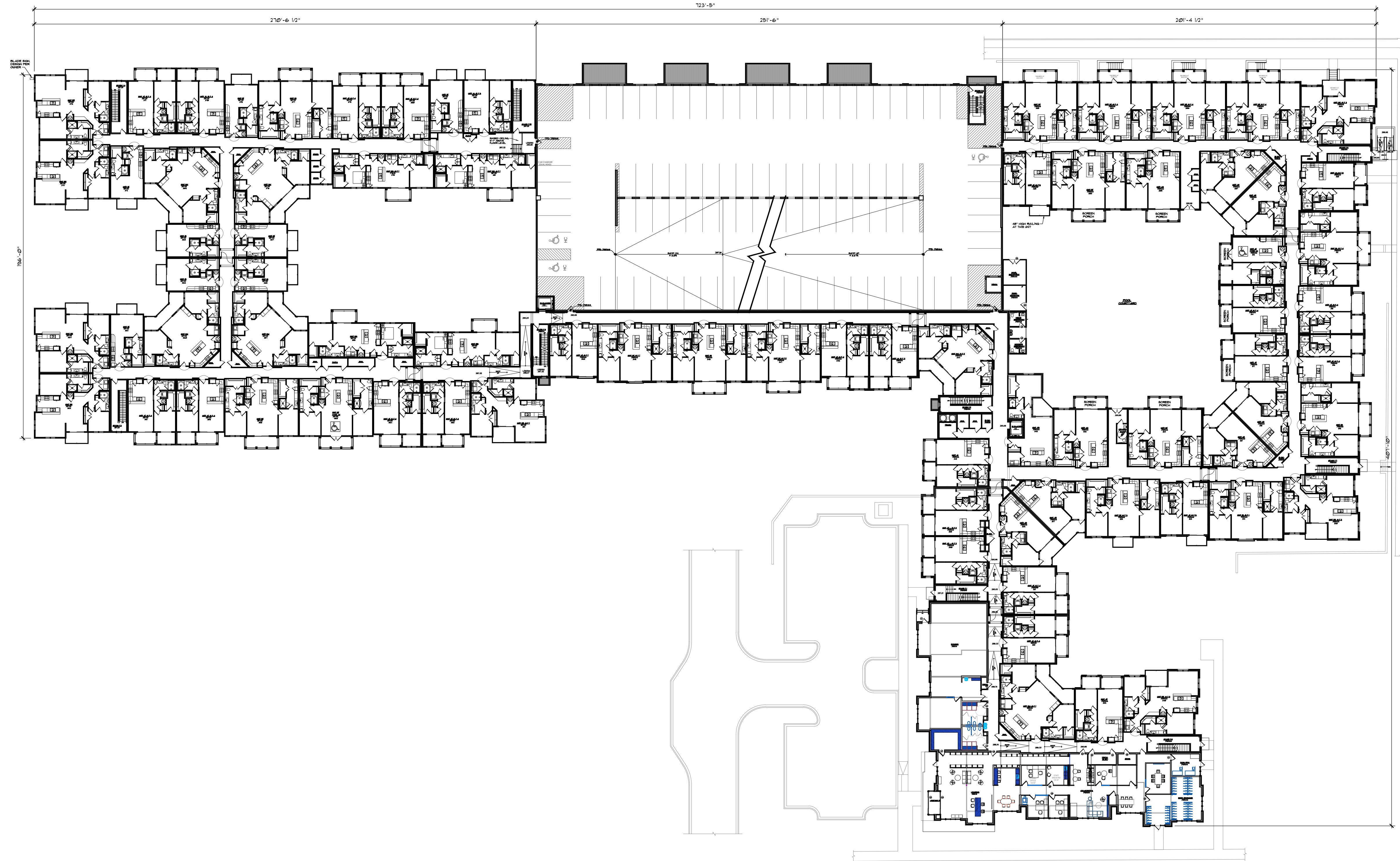
1 Building Plan - Level 1
Scale: 1" = 30'-0"

Plan



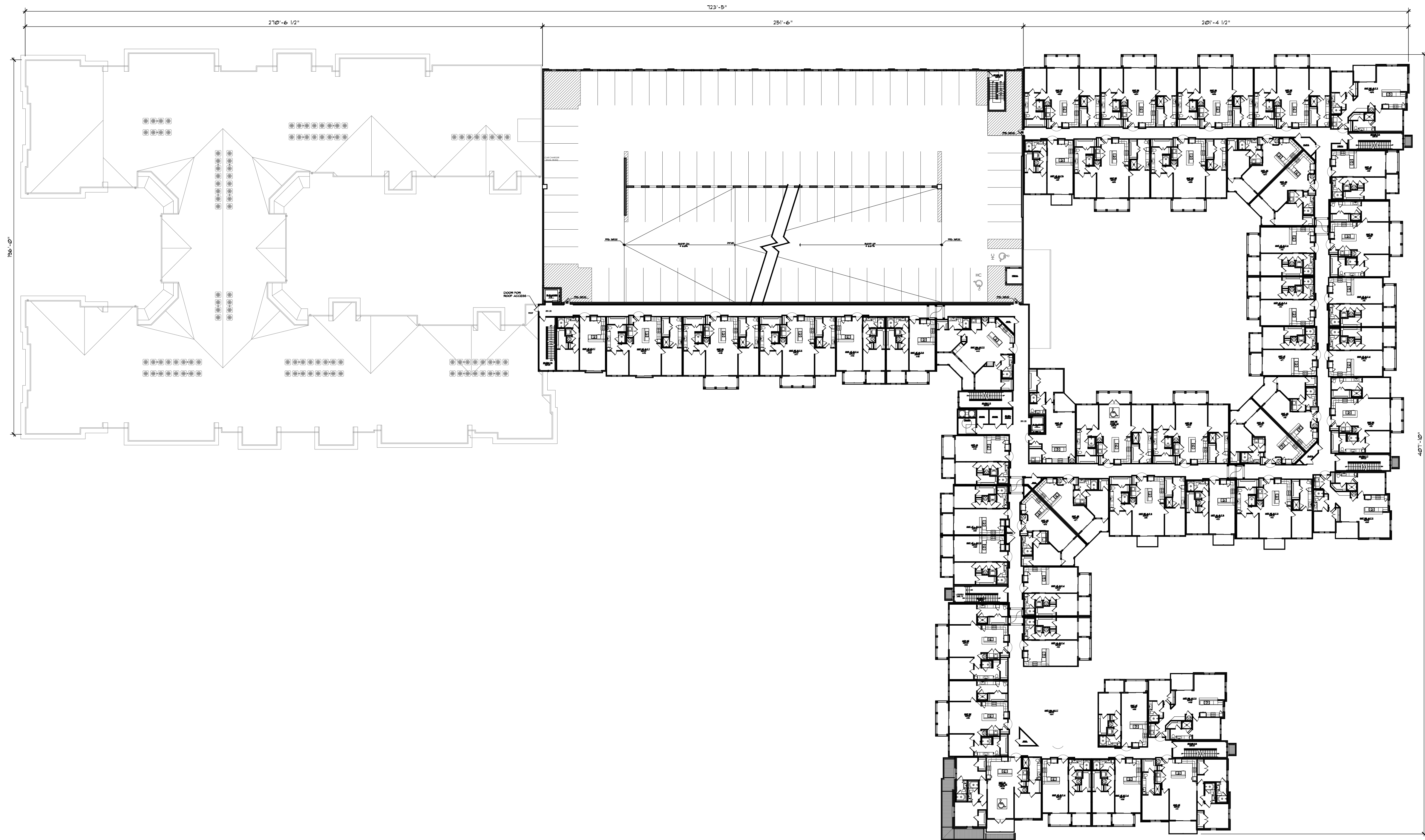
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Plan



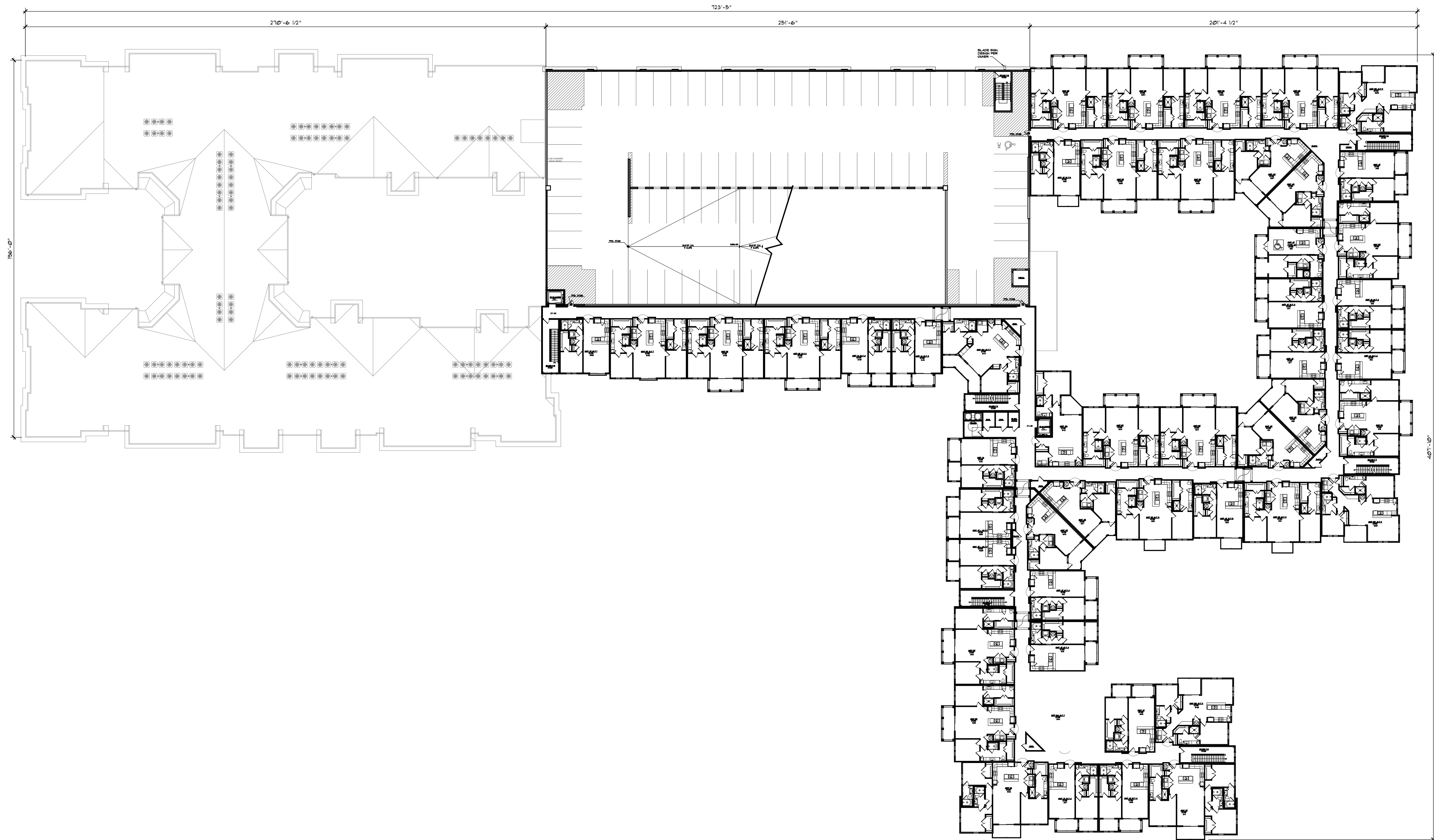
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Plan



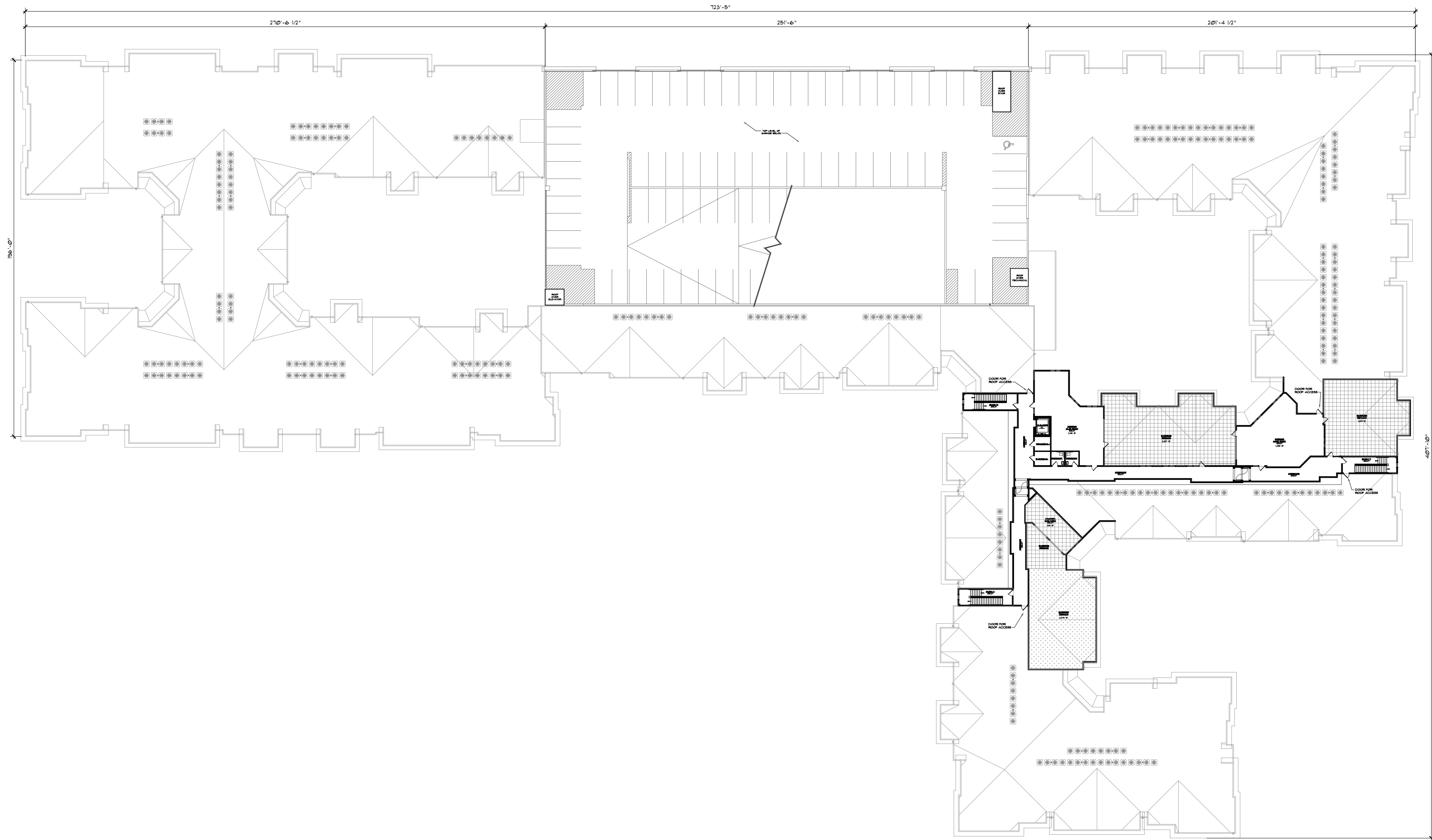
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Scale: 1" = 30'-0"

Plan



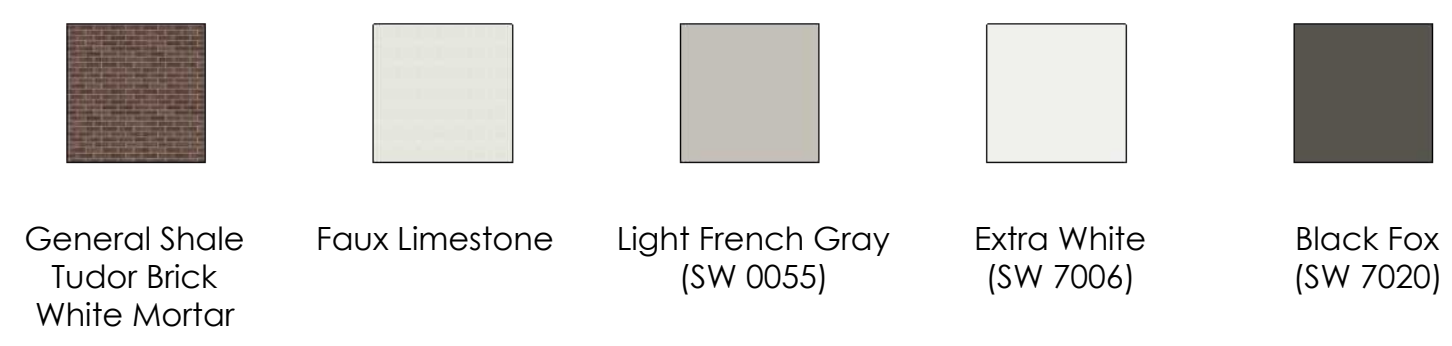
1 Building Plan - Level 5
Scale: 1" = 30'-0"

Plan



1 Building Plan - Rooftop Amenity
Scale: 1" = 30'-0"

Plan



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
e	General Shale Tudor Brick	104	Cementitious Lap Siding (4" Exposure)
f		105	Cementitious Board and Batten
g		106	5/4 X 12 Cementitious Trim
h		107	5/4 X 10 Cementitious Trim
i		108	5/4 X 8 Cementitious Trim
j		109	5/4 X 6 Cementitious Trim
k		110	5/4 X 4 Cementitious Trim
		111	5/4 X 2 Cementitious Trim
		112	Canopy
		113	Flashing Cap
		114	Scheduled Window
		115	Scheduled Door
		116	Balcony
		117	Railing
		118	Storefront

Notes:
 * All finishes to be approved by owner.
 * All finishes and colors to return to inside corner.

85% CD SET
10/31/23

ZPA
POOLE & POOLE ARCHITECTURE
 4240 Park Place Court
 Glen Allen, Virginia 23060
 Telephone 804.225.0215
 www.zpa.net

Project: 21033.00
 CADD File: M5ELEV
 Drawn By: EM
 Checked By: AM
 Permit Set Release Date:
 Construction Release Date:

Revisions
 No. Date Description

ASI / RFI Revisions
 No. Date Description

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2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St., Columbia, SC



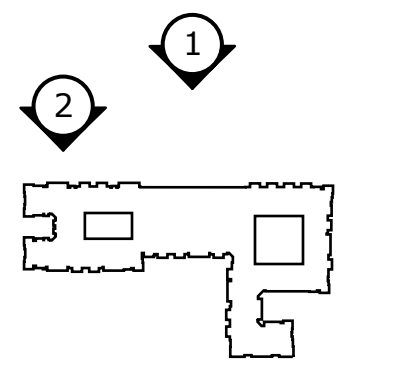
2 Sumter Street - 1
 Scale: 1/8" = 1'-0"

Elevation



1 Sumter Street
 Scale: 3/64" = 1'-0"

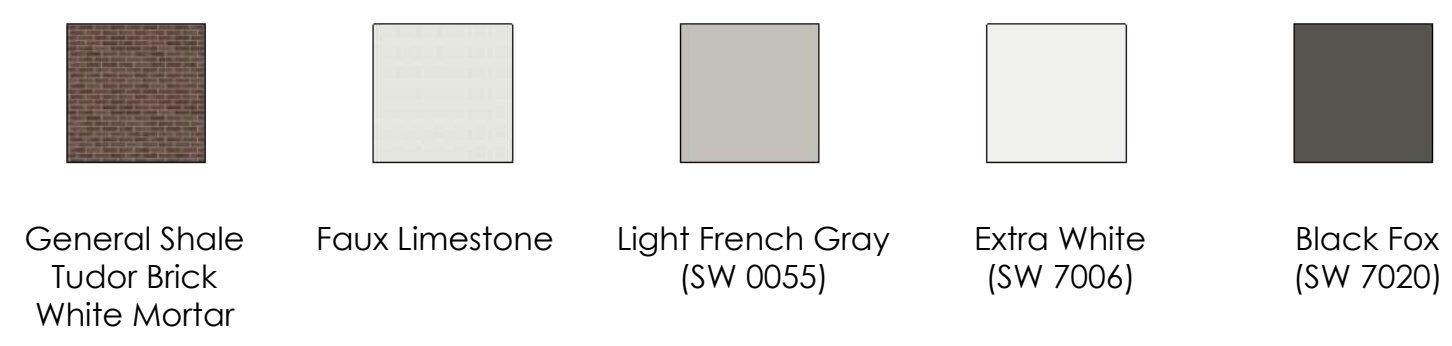
Elevation



Drawing Title:
 Exterior Elevations

A3.1a

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
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Construction Release Date:

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2 Sumter Street - 3
 Scale: 1/8" = 1'-0"

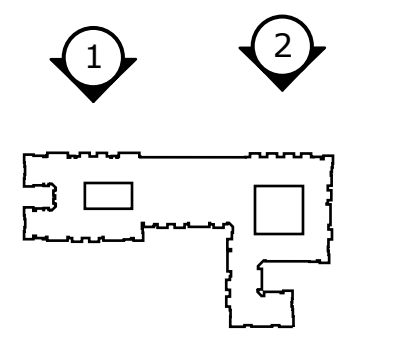
Elevation



1 Sumter Street - 2
 Scale: 1/8" = 1'-0"

Elevation

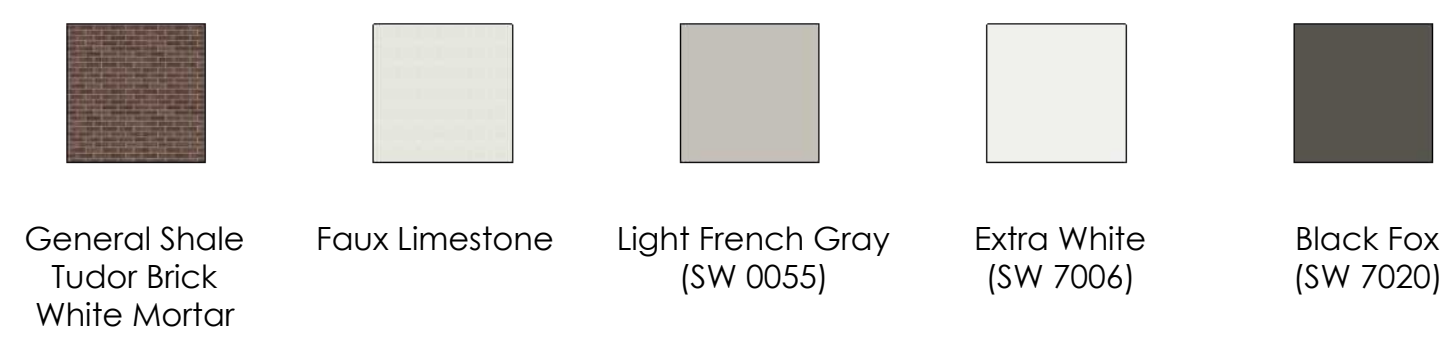
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1b

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
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d	Faux Limestone	103	Hardie Cementitious Paneling
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2 Main Street
 Scale: 1/8" = 1'-0"

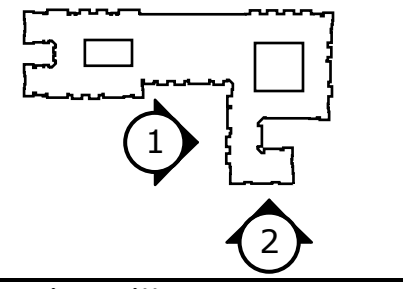
Elevation



1 Parking Lot
 Scale: 1/8" = 1'-0"

Elevation

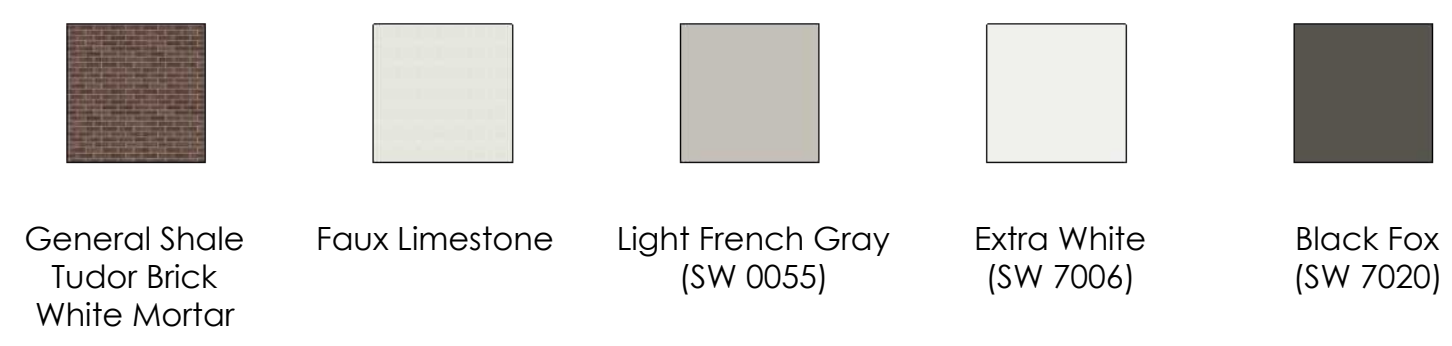
2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1c

NOT RELEASED FOR PERMIT



Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
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2 Franklin Street
 Scale: 1/8" = 1'-0"

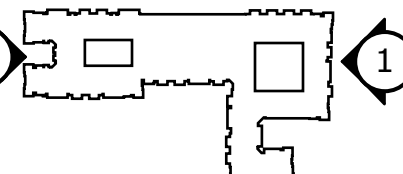
Elevation



1 Scott Street
 Scale: 1/8" = 1'-0"

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1d

NOT RELEASED FOR PERMIT

	General Shale
	Tudor Brick
	White Mortar
	Faux Limestone
	Light French Gray (SW 0055)
	Extra White (SW 7006)
	Black Fox (SW 7020)

Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
d	Faux Limestone	103	Hardie Cementitious Paneling
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4 Scott Street
 Scale: 1/8" = 1'-0"

3 Scott Street
 Scale: 1/8" = 1'-0"

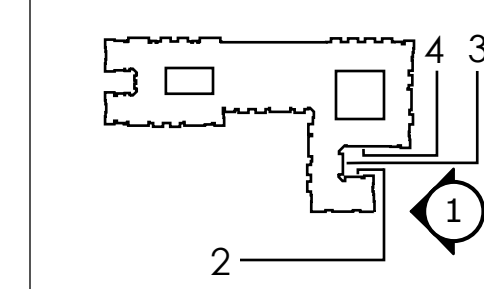


2 Scott Street
 Scale: 1/8" = 1'-0"



1 Scott Street
 Scale: 1/8" = 1'-0"


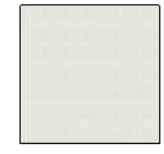
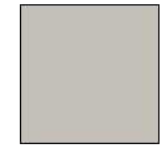
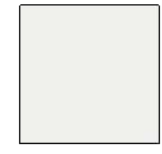

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1e

NOT RELEASED FOR PERMIT

				
General Shale Tudor Brick White Mortar	Faux Limestone	Light French Gray (SW 0055)	Extra White (SW 7006)	Black Fox (SW 7020)

Paint Color Schedule		Material Schedule	
a	Black Fox (SW 7020)	100	Brick Veneer
b	Extra White (SW 7006)	101	Brick Rowlock/Sill
c	Light French Gray (SW 0055)	102	Brick Soldier Course
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		117	Railing
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85% CD SET
10/31/23



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Project: 21033.00
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2 North Building - West
 Scale: 1/8" = 1'-0"

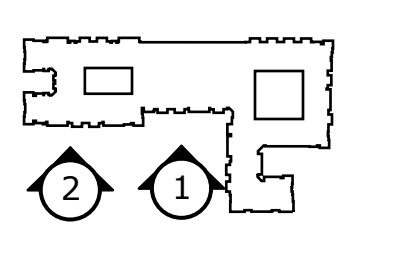
Elevation



1 Parking Garage Entrance
 Scale: 1/8" = 1'-0"

Elevation

2222 Main
 an Apartment Community by
 C/O Commonwealth Properties, LLC
 at Main St. Columbia, SC



Drawing Title:
 Exterior Elevations

A3.1f

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① Main St. Perspective
Scale: NTS

Perspective



① Sumter and Franklin Street Perspective
Scale: NTS

Perspective



① Typical A1 Unit Perspective
Scale: NTS

Perspective



① Typical B1 Unit Perspective
Scale: NTS

Perspective



① Typical Live/Work Unit Perspective
Scale: NTS

Perspective

GREEN BUILDING STANDARDS CHECKLIST

2222 MAIN VIEW APARTMENTS, 2222 MAIN STREET, COLUMBIA, SC 29201

SEC. 17-5.11 Green Building Standards

GREEN BUILDING POINT SYSTEM

Green Building Activity	Points	Points
	Available	Earned
Location		
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1	1
Development on previously used or developed land that is not contaminated (site re-use)	0.5	
Energy Conservation		
Install a "cool roof" on a minimum of 50 percent of the dwelling units in a subdivision. The cool roof shall cover the entire roof of the building. Install a "cool roof" on a minimum of 50 percent of the buildings in a multi-building development. The cool roof shall cover the entire roof of the building. The "cool roof" shall cover the entire roof of the dwelling. Cool roofs shall have a Solar Reflectance Index of 78 for flat roofs or 29 for roofs with a slope greater than 2:12	1.5	1.5
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 25 percent of the habitable rooms in the structure	0.5	
Use central air conditioners that are Energy Star qualified	0.5	
Use of only solar or tank-less water heating systems throughout the structure	0.5	
Alternative Energy		
Generate or acquire a minimum of 50 percent of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2	
Generate or acquire a minimum of 25 percent of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1	
Pre-wire a minimum of 75 percent of residential dwelling units in the development for solar panels	1.5	
Pre-wire a minimum of 50 percent of residential dwelling units in the development for solar panels	0.75	
Pre-wire a minimum of 25 percent of residential dwelling units for solar panels	0.5	
Install solar panels on a minimum of 25 percent of dwelling units contained in single-family detached, two-family, townhouse, or multifamily dwellings, that provides a minimum of 75 percent of electricity needed for each unit	2	
Install solar panels on primary structure, or at least 50 percent of buildings in a multi-building development, that provides a minimum of 50 percent of electricity needed for the entire development	1.5	
Install small-scale wind energy conversion systems to provide electricity for 25 percent of residential dwellings in development	1	

Passive Solar		
Orient a minimum of 50 percent of residential dwellings or lots in the development within 20 percent of east-west axis for maximum passive solar exposure	1.5	
Orient a minimum of 25 percent of residential dwelling units or lots in the development within 20 percent of east-west axis for maximum passive solar exposure	0.75	
Orient at least 25 percent of nonresidential buildings within 20 percent of east-west axis for maximum solar exposure	1	
Water Conservation and Water Quality		
Install a green or vegetated roof on the primary structure, or on at least 50 percent of primary buildings in a multi-building development. Green or vegetated roofs shall include vegetation on at least 50 percent of the roof area and shall use only plant materials permitted by the landscaping standards in Sec. 17-5.3, Landscaping.	2	
Include rain water capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.5	
Provide rain gardens or other appropriate storm water infiltration system(s) that accommodate a minimum of 25 percent of the runoff	1	
Vegetation		
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75	0.75
Limit turf grass to 40 percent of the landscaped area.	0.25	
Urban Agriculture		
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a ratio of 50 square feet. per residential dwelling unit	1	
Provide a minimum of one on-site composting station for every 25 residential dwelling units	0.25	
Building Materials		
Source a minimum of 20 percent, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered within 250 miles of the site	1.5	
Transportation		
Provide a minimum of five percent of required automobile parking spaces that are signed and reserved for hybrid/electric/low energy vehicles in preferred locations near the primary building entrance	0.25	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building (2 will be provided)	0.75	1.5
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1	
Include showering and dressing facilities in nonresidential developments for employees using alternative forms of transportation	0.5	
NOTES: [1] <i>Standard for the Design of High-Performance Green Buildings</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014. [2] <i>Energy Standard for Buildings Except Low-Rise Residential</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2004.		5

Minimum Point Requirements for Residential Development

3 to 29 units	3
30 or more units	4

Minimum Point Requirements for Nonresidential and Mixed Use Development

5,000 to 25,000 square feet	3
More than 25,000 square feet	4

Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this section at the time of submittal of a development application.

Documentation for items that may not be visually verified as part of an inspection may be provided in the form of invoices, receipts, or delivery confirmation for the items in question.

- 1. See attached VCC with SCDEHC to evidence groundwater contamination**
- 2. "Cool Roof" will be documented by visual inspection and submission of TPO specifications and invoice**
- 3. Ground cover is shown on landscape plan and will be documented by visual inspection**
- 4. 5% reserved spaces will be documented by visual inspection**
- 5. EV chargers will be documented by visual inspection and submission of specifications and invoice**

**VOLUNTARY CLEANUP CONTRACT
21-6430-NRP**

**IN THE MATTER OF
JIM MOORE CADILLAC, RICHLAND COUNTY
and
COMMONWEALTH PROPERTIES, LLC**

This Contract is entered into by the South Carolina Department of Health and Environmental Control and Commonwealth Properties, LLC with respect to the Property located at 2222 and 2304 Main Street, Columbia, South Carolina. The Property includes approximately 5.5 acres identified by Tax Map Serial Numbers R09016-02-06 and R09016-02-09. In entering this Contract, the Department relies on the representations contained in the "Non Responsible Party Application for Voluntary Cleanup Contract" of May 20, 2021, and any amendments thereto, by Commonwealth Properties, LLC, which is incorporated into this Contract and attached as Appendix A.

AUTHORITY

This Contract is entered into pursuant to the Brownfields/Voluntary Cleanup Program, S.C. Code Ann. §§ 44-56-710, et seq. (2018); the South Carolina Hazardous Waste Management Act (SCHWMA), S.C. Code Ann. §§ 44-56-10, et seq. (2018); the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), 42 U.S.C. §§ 9601, et seq.; the State Underground Petroleum Environmental Response Bank Act, (SUPERB Act), S.C. Code Ann. §§ 44-2-10, et seq. (2018); and the Pollution Control Act (PCA), S.C. Code Ann. §§ 48-1-10 et seq. (2008 & Supp. 2018).

DEFINITIONS

1. Unless otherwise expressly provided in this Contract, terms used herein shall have the meaning assigned to them pursuant to the Brownfields/Voluntary Cleanup Program, and if not set forth therein, shall have the meaning assigned to them pursuant to the SCHWMA, the PCA, the SUPERB Act, or CERCLA.

- A. "Commonwealth" means Commonwealth Properties, LLC.

- B. "Beneficiaries" means Commonwealth's Non-Responsible Party lenders, signatories, parents, subsidiaries, and successors, including new purchasers, lessees, and other parties acquiring an interest in any portion of the Property, but only to the extent that such parties have never been a Responsible Party at the Site.

- C. "Contamination" means the presence of a contaminant, pollutant, hazardous substance, petroleum, or petroleum product.

- D. "Contract" means this Voluntary Cleanup Contract.

- E. "Department" means the South Carolina Department of Health and Environmental Control, or a successor agency of the State of South Carolina that has responsibility for and jurisdiction over the subject matter of this Contract.

- F. "Existing Contamination" shall mean any Contamination present on, or under, the Site as of the execution date of this Contract.

- G. "Property" means the real property as described in the Non Responsible Party Application for Voluntary Cleanup Contract attached as Appendix A, and that is subject to the ownership, prospective ownership, or possessory or contractual interest of Commonwealth or its Beneficiaries.

- H. "Segregated Sources" means drums, tanks, or similar discrete containers that potentially hold substances that may cause Contamination upon release to the environment.

- I. "Site" means all areas where a contaminant, petroleum, or petroleum product has

been released, deposited, stored, disposed of, or placed or otherwise comes to be located on the Property; "Site" does not include any consumer product in consumer use or any vessel.

- J. "Waste Materials" means any Contamination-causing solid, semi-solid, or liquid material discarded, buried, or otherwise present on the Property, and may include sludge, slag, or solid waste materials such as empty containers and demolition debris or materials containing asbestos, lead-based paint, or petroleum or other contaminants.

FINDINGS

2. Based on the information known by or provided to the Department, the following findings are asserted for purposes of this Contract:

- A. Owners and Operators: The owners and operators of the Property include the following:

TMS# 09016-02-06

Mutual Motors	December 31, 1965 – August 6, 1982
James C. Moore, Jr.	August 6, 1982 – October 4, 1989
Charlotte H. Moore	October 4, 1989
James C. Moore, III and Virginia	October 4, 1989 - Present
M. Herbert	

TMS# 09016-02-09

Andrew J. Gilbert	Unknown - November 8, 1954
Lallie Gilbert Prickett Shaw	1954 to Sept 1, 1992
Leslie P. Brand, Jr.	1992 to September 23, 2011
Frances G. Brand, Sr.	1992 to March 7, 2014
Estate of Leslie P. Brand Jr.	November 24, 2009 to September 23, 2011

Barbara H. Brand	September 23, 2011 to March 9, 2015
Linda Brand	March 7, 2014 to March 9, 2015
Jacqueline M. Harden	1992-Present (1/3 interest) March 9, 2015 – Present (remaining 2/3 interest)

B. Property and Surrounding Areas: The Property is bounded generally to the north by Franklin Street; to the south by Scott Street; to the west by Main Street; and to the east by Sumter Street. The Property is located within the Columbia city limits and in an area that is a mix of commercial and residential development.

According to the Phase I Environmental Site Assessment Report prepared by Terracon Consultants, Inc., dated April 9, 2021 (Phase I), and the Phase I prepared by EBI Consulting, dated April 26, 2021, the Property was used as an automotive repair facility from the early 1950s to 2009. The Property was most recently used by Jim Moore Cadillac as an automotive sales and repair facility until 2009. It has been vacant since 2009. The Property is developed with an approximately 900-square-foot detail shop, a 25,000-square-foot showroom with two (2) attached garages (main service building), a 3,500-square-foot metal service shop building, a 4,500-square-foot paint shop, an 8,000-square-foot service garage/body shop, and a 1,500-square-foot storage building constructed as early as the 1960s. Capital City Laundry and Prosperize Dry Cleaners were located on the northeastern portion of the Property from at least 1948 to 1960.

The service bay previously contained multiple hydraulic lifts with below ground hydraulic oil cylinders. The hydraulic lifts originally installed with the construction of the building were removed and replaced with electric lifts in the 1970s. Mild to heavy staining is present on and adjacent to the former in-ground hydraulic lift areas. Floor drains run the length of the service areas within the main service building. The drains discharge to an oil-water separator located on the western

side of the main service building.

One (1) approximately 550-gallon steel above ground storage tank (AST) reportedly used for storing used oil is present in the main service building along the eastern wall and one (1) approximately 250-gallon steel AST reportedly used for storing product oil is located along the south side of the main service building. The ASTs are not located within secondary containment for spill prevention. Staining is present on the ground pavement surface in the vicinity of both ASTs. The asphalt beneath the 250-gallon AST appears to be in poor condition.

Two (2) automotive paint booths are located in the 4,500-square-foot building. Two (2) car washing stations are adjacent to the main service building. Several empty drums of car washing fluids were present within these car washing stations at one time, but were later removed by the current property owner.

A large steel grated drain is located in the former automotive washing area that is adjacent to the service garage portion of the building. Staining is present on and adjacent to the drain.

One (1) 4,000-gallon gasoline underground storage tank (UST), one (1) 1,000-gallon waste oil UST, one (1) 500-gallon new motor oil UST, and one (1) 6,000-gallon fuel oil UST were registered for the Property. The USTs were all permanently closed and removed from the Property in June 1993. A closure report was received by the Department in August 1993 but no release was confirmed. Based on the ECS Southeast, LLP assessment report noted below, the Department has reopened the August 1993 closure report requiring additional assessment by the UST registered Responsible Party. The Department's UST registration number for the Property is #07555.

ECS Southeast, LLP performed soil and groundwater assessment on the Property

as documented in a report entitled Soil and Groundwater Assessment Report, dated October 31, 2018. Assessment included the installation of three (3) temporary monitoring wells and eighteen (18) soil borings, including soil borings at the former hydraulic lifts and along the floor drain of the main service building. Trichloroethylene, vinyl chloride, arsenic, and thallium were detected in soil at concentrations above the EPA Regional Screening Levels (RSLs) for residential use. Arsenic (1.3 parts per million (ppm) to 5.4 ppm) and thallium (1.1 ppm to 2.6 ppm) exceeded their respective RSLs for industrial use. No polycyclic aromatic hydrocarbons or polychlorinated biphenyls were detected. Benzene, naphthalene, and tetrachloroethylene were detected in the groundwater samples at concentrations above their respective South Carolina Maximum Contaminant Levels (MCLs).

The Phase I performed by Terracon, dated April 9, 2021, identified the 60-year legacy of on-site automotive repair and adjacent former facilities of concern, which have caused documented on-site soil and ground water impacts as a recognized environmental condition.

C. Applicant Identification: Commonwealth is a Georgia limited liability company with its principal place of business located at 9030 Stony Point Parkway, Suite 350, Richmond, Virginia 23235.

D. Proposed Redevelopment: Commonwealth will acquire the Property and intends to develop the Property for multi-family residential and commercial use.

CERTIFICATIONS

3. Commonwealth has certified upon application that: 1) Commonwealth is not a Responsible Party at the Site, or a parent, successor, or subsidiary of a Responsible Party at the Site and has not had any involvement with the Property in the past other than activities performed in anticipation of participation in the Voluntary Cleanup

Program; 2) its activities will not aggravate or contribute to Existing Contamination on the Site or pose significant human health or environmental risks; and 3) it is financially viable to meet the obligations under this Contract.

RESPONSE ACTION

4. Commonwealth agrees to conduct the response actions specified in the subparagraphs below. An initial Work Plan has been submitted by Commonwealth, or its designee, and is attached as Appendix B to this Contract. The Department has reviewed and approved the initial Work Plan. A report of the assessment results shall be submitted by Commonwealth, or its designee, in accordance with the schedule provided in the initial Work Plan. Commonwealth acknowledges that the assessment may find distributions of Existing Contamination requiring additional assessment and/or corrective action on the Property that cannot be anticipated with this Contract. Commonwealth agrees to perform the additional assessment and/or corrective action consistent with the intended uses of the Property as agreed to by Commonwealth and the Department; however, Commonwealth may seek an amendment of this Contract to clarify its further responsibilities. As an attachment to the initial Work Plan, Commonwealth has provided the Department with a comprehensive site development plan and a flow chart showing the assessment process and typical response actions and how such response actions will address certain potential contamination found in different medias and different areas of the Site. Upon final submittal of the results of the initial Work Plan, the Department will give final approval of proposed additional assessment or corrective actions as applicable. Commonwealth shall perform all actions required by this Contract, and any related actions of Commonwealth's choosing not expressly required by this Contract, pursuant to Work Plans and/or Addenda approved by the Department.

A. Work Plan Logistics:

- 1). The Work Plan(s) shall set forth a schedule and methods for assessment and corrective action activities detailed herein as agreed upon by Commonwealth

and the Department and generally in accordance with the proposed plan flow chart.

- 2). The Work Plan(s) shall be submitted to the Department in the form of one hard copy and one electronic copy of the entire Work Plan on a compact disk (in .pdf format).
- 3). All activities undertaken pursuant to this Contract shall be consistent with S.C. statutes, regulations, and permitting requirements (e.g., stormwater management and waste disposal regulations). Commonwealth shall identify and obtain the applicable permits before beginning any action.
- 4). The Work Plan(s) shall be in accordance with accepted industry standards and shall be signed and sealed by a Professional Engineer or Professional Geologist duly-licensed in South Carolina.
- 5). The Work Plan(s) shall provide detailed information about the proposed sampling points, collection methods, analytical methods, quality assurance procedures, and other pertinent details of the assessment and/or corrective measures activities consistent with the following:
 - a). Sample collection methodologies shall be consistent with the US EPA Region IV Field Branches Quality System and Technical Procedures.
 - b). All monitoring wells and groundwater sampling points shall be constructed in accordance with Well Standards, 6 S.C. Code Ann. Regs. 61-71 (2012 & Supp. 2018). The Work Plan shall provide sufficient detail to support issuance of the well approvals by the Department.
 - c). The laboratory analyses for samples taken pursuant to the Work Plan are specified in the media-specific sub-paragraphs below, but may include any of the following:
 - i. the full EPA Target Analyte List with chromium speciation to analyze for hexavalent chromium (TAL);
 - ii. EPA Target Analyte List excluding cyanide but with chromium speciation to analyze for hexavalent chromium (TAL-Metals);
 - iii. the full EPA Target Compound List (TCL);

- i). EPA Target Compound List Volatile Organic Compounds (TCL-VOCs);
 - ii). EPA Target Compound List Semi-Volatile Organic Compounds (TCL-SVOCs);
 - iii). EPA Target Compound List Pesticides (TCL-Pesticides);
 - iv). EPA Target Compound List Polychlorinated Biphenyls (TCL-PCBs).
 - d). All analytical methods shall be capable of achieving appropriate reporting levels to allow comparison to the media-specific screening criteria listed in the "United States Environmental Protection Agency Regional Screening Levels for Chemical Contaminants at Superfund Sites" (EPA RSLs) in effect at the time of sampling. The applicable Protection of Groundwater Soil Screening Level (SSL) shall be the "MCL-Based SSL," if listed. If the applicable screening criteria are lower than achievable detection levels, the analytical method shall use the lowest achievable detection levels.
- 6). The Work Plan shall include the names, addresses, and telephone numbers of Commonwealth's consulting firm(s), analytical laboratories, and Commonwealth's contact person for matters relating to this Contract and the Work Plan.
 - a). The analytical laboratory shall possess applicable Certification defined in the State Environmental Laboratory Certification Program, 7 S.C. Code Ann. Regs. 61-81 (2012), for the test method(s) and parameters specified in the Work Plan.
 - b). Commonwealth shall notify the Department in writing of any changes concerning the consulting firm(s), contact person(s), or laboratory identified in the Work Plan.
- 7). The Department will notify Commonwealth in writing of approvals or deficiencies in the Work Plan.
- 8). Commonwealth, or its designee, shall respond in writing within thirty (30) days of receipt of any comments on the Work Plan by the Department.

- 9). Commonwealth shall begin implementation of the Work Plan as soon as reasonably possible after receipt of written approval of the Work Plan by the Department.
- 10). Commonwealth shall inform the Department at least five (5) working days in advance of all field activities conducted pursuant to the Work Plan, and shall allow the Department, or its authorized representatives, to take duplicates of any samples if desired.
- 11). Commonwealth shall preserve items on the Property that may: 1) provide evidence of a Potentially Responsible Party's involvement at the Site; 2) lead to the discovery of other areas of Contamination at the Site; or 3) contain environmental information related to the Site. Such items may include drums, bottles, labels, business and operating records, contracts, Site studies, investigations, and other physical or written materials relating to the Site. Commonwealth shall notify the Department of the location of any such items, and provide the Department with an opportunity to inspect any materials or copy any documents at the Department's expense prior to destruction of said items.

B. Report Logistics

- 1). Report(s) shall be prepared in accordance with accepted industry standards and shall be certified by signature and seal of a Professional Engineer or Professional Geologist duly licensed in South Carolina.
- 2). The report(s) of assessment and/or corrective measures activities shall include a discussion of investigation methods and any deviations from the Department approved Work Plan. Report(s) shall also include tables and figures to summarize all data, a surveyed map documenting sampling locations, documentation of field observations including well core logs, sample descriptions, field screening results, and all laboratory analytical data.
- 3). All report(s) shall be submitted to the Department in the form of one hardcopy and one electronic copy of the entire report on a compact disk (in .pdf format).

C. Assess Waste Materials and Segregated Sources:

- 1). Commonwealth shall characterize all Waste Materials and Segregated Sources identified below. Assessment shall include an evaluation of contaminant concentrations and an estimation of the quantity or extent of each type of Waste Material or Segregated Source, as applicable, or as specified below.
 - a). The oil/water separator;
 - b). The 250-gallon new oil AST;
 - c). The 550-gallon used oil AST;
 - d). In-ground hydraulic lifts (these are located in the service building along the north side of the property); and
 - e). The unknown capacity UST currently abandoned in-place.
- 2). Commonwealth shall also characterize for disposal any other Waste Material and Segregated Sources that may be discovered on the Property at any time during assessment, corrective action, or development activities in accordance with applicable regulations.
- 3). Upon discovery of any Segregated Source that has not yet released all of its contents to the environment, Commonwealth shall expeditiously stabilize or remove the Segregated Source from the Property.
- 4). Commonwealth shall immediately notify the Department if a release of Contamination occurs as a result of its assessment, stabilization, or removal actions. Commonwealth shall assess the impact of the release and take necessary action in accordance with a Department approved plan.

D. Conduct a well survey:

- 1). Commonwealth shall map all public and private wells used for drinking water supply within a one-half mile radius of the Property boundary, and wells used for irrigation or other non-drinking water use within a one-quarter mile radius of the Property boundary.

- 2). Commonwealth shall report sufficient information to the Department to allow the Department to secure permission to sample the wells. At a minimum, this information shall include the: 1) Location of the well; 2) Identity and mailing address of the well owner; and 3) Telephone number, if publicly available or otherwise known to Commonwealth, of the well owner or occupant of the residence served by the well.

E. Assess soil quality across the Property:

- 1). Commonwealth shall collect and analyze a minimum of thirteen (13) soil samples from seven (7) locations on the Property. Commonwealth shall collect one surface soil sample (0-1 foot below ground surface) and one subsurface soil sample (2 foot minimum depth) from each of the following locations:
 - a). One (1) sample location within one (1) heavily stained area near a hydraulic lift located on the Property.
 - b). One (1) subsurface location near the main service building oil-water separator.
 - c). One (1) location within the floor drain of the main service building on the opposite side of the drain previously sampled.
 - d). One (1) location within the staining near the 250-gallon AST located on the south side of the main service building.
 - e). One (1) location near the 550-gallon AST on the eastern wall of the main service building.
 - f). One (1) location within a stained area of the body shop floor.
 - g). One (1) location within a stained area of the paint shop floor.
- 2). Unless otherwise specified above, each surface soil sample shall be analyzed for TAL-Metals (with chromium speciation to analyze for hexavalent chromium) and TCL-SVOCs. Each subsurface sample shall be analyzed for TAL-Metals (with chromium speciation to analyze for hexavalent chromium), TCL-VOCs, and TCL-SVOCs. The subsurface soil sample collected near the oil-water

- separator shall be analyzed for the full EPA-TAL (including cyanide and chromium speciation to analyze for hexavalent chromium) and EPA-TCL.
- 3). Soil quality results shall be compared to the EPA RSL Resident and Industrial Screening Levels and to the applicable Protection of Groundwater SSL.
 - 4). All analytical methods shall be capable of achieving appropriate reporting levels as specified in Paragraph 4.A.5.d. of this Contract.

F. Assess groundwater quality:

- 1). Commonwealth shall assess groundwater quality and flow direction across the Property. Assessment shall include samples from a minimum of six (6) monitoring wells to be installed to bracket the water table. Specific locations shall be as follows:
 - a). One (1) location north of the main service building near the oil-water separator.
 - b). One (1) location north of the 3,500-square-foot metal service shop building located in the central portion of the Property.
 - c). One (1) location in the parking area on the southern portion of the Property.
 - d). One (1) location north of the body shop.
 - e). One (1) location north of the paint shop.
 - f). One (1) location on the western portion of the Property northwest of the showroom.
- 2). Samples from all groundwater monitoring wells shall be analyzed for TAL-Metals (with chromium speciation to analyze for hexavalent chromium), TCL-VOCs, and TCL-SVOCs. In addition, the sample from the well located north of the body shop shall be analyzed for the full EPA-TAL (including cyanide and chromium speciation to analyze for hexavalent chromium) and EPA-TCL.
- 3). Groundwater quality results shall be compared to the primary MCL standards in the State Primary Drinking Water Regulations, 4 S.C. Code Ann. Regs. 61-58 (2011 & Supp. 2017), or, if not specified in R.61-58, to the EPA RSL for "Tapwater."

- 4). All analytical methods shall be capable of achieving appropriate reporting levels as specified in Paragraph 4.A.5.d. of this Contract.

G. Evaluate and control potential impacts to indoor air:

- 1). Commonwealth shall evaluate potential impacts to indoor air if the Department determines that the concentrations of VOCs present in the subsurface pose a threat to indoor air quality based on EPA "OSWER Technical Guide for Assessing and Mitigating the Vapor Intrusion Pathway from Subsurface Vapor Sources to Indoor Air" dated June 2015 and supplemental EPA guidance ("Vapor Intrusion Technical Guide"). The Department's decision will be constrained towards predicting residential and/or commercial exposures consistent with the building construction on the Property.
- 2). If required, Commonwealth shall submit a Vapor Intrusion Assessment Work Plan followed by a report of the results.
 - a). For future buildings, Commonwealth's evaluation of vapor intrusion risk shall, unless otherwise agreed to by the Department, consist of collection and analysis of a representative number of soil gas samples from the proposed footprint of buildings to be constructed on the Property over areas potentially subject to vapor intrusion.
 - b). Soil gas samples shall be analyzed for all site related volatile compounds by appropriate methods capable of detecting soil gas concentrations at screening levels indicative of a 10^{-6} cancer risk or a hazard quotient of 1 (or 0.1 as applicable) for non-carcinogens based on an appropriate attenuation factor.
 - c). Soil gas sampling results and predicted indoor air concentrations shall be compared to screening levels indicative of a 10^{-6} cancer risk or a hazard quotient of 1 (or 0.1 as applicable) for non-carcinogens based on the Vapor Intrusion Technical Guide.
- 3). All analytical methods shall be capable of achieving appropriate reporting

levels as specified in Paragraph 4.A.5.d. of this Contract.

- 4). Should the results of the Vapor Intrusion Assessment indicate that contaminant concentrations exceed levels indicative of a 10^{-6} cancer risk or a hazard quotient/hazard index of 1 for non-carcinogens for the proposed use of the Property, Commonwealth shall evaluate options for corrective measures and engineering controls to ensure acceptable indoor air quality. At a minimum, Commonwealth shall propose and implement engineering controls to mitigate contaminant vapor intrusion to meet acceptable levels in accordance with Paragraph 4.H of this Contract.
- 5). The Department may allow Commonwealth to implement pre-emptive vapor intrusion mitigation measures in lieu of the above Vapor Intrusion Assessment. Vapor intrusion mitigation measures shall be completed and evaluated in accordance with Paragraph 4.H of this Contract.

H. Institute reasonable Contamination control measures:

- 1). To the extent necessary to render the Property safe for the intended use, Commonwealth shall remove from the Property and properly dispose of all Waste Materials and Segregated Sources of Contamination in accordance with applicable regulations based on characterization results and the proposed response plan flow chart.
 - a). Waste Materials and Segregated Sources known to be present on the Property and that require removal include, but may not be limited to, the following:
 - i. The oil/water separator;
 - ii. The 250-gallon new oil AST;
 - iii. The 550-gallon used oil AST;
 - iv. In-ground hydraulic lifts (these are located in the service building along the north side of the property); and
 - v. The unknown capacity UST currently abandoned in-place.
 - b). Commonwealth shall document the characterization results and ultimate

disposition of the materials to the Department within sixty (60) days of removal of any material from the Property.

- c). Subject to Department approval, buried Waste Materials, if present, may be stabilized in place on the Property in a manner that will effectively limit or prevent human exposure and release of contaminants to the environment. If any Waste Materials are to be stabilized in place, Commonwealth shall propose plans for stabilization of the Waste Materials in a Corrective Measures Plan in accordance with Paragraph 4.H.2 below. Commonwealth shall also enter into a Declaration of Covenants and Restrictions to document the area of stabilization, and to maintain the stabilization measures in accordance with Paragraph 9 of this Contract.
- 2). Commonwealth shall take reasonable measures to effectively limit or prevent human exposure to Existing Contamination in any media on the Property. Commonwealth shall evaluate options for corrective measures in an Analysis of Brownfields Cleanup Alternatives (ABCA). Upon Department approval of the corrective measures selected in the ABCA, Commonwealth shall prepare a Corrective Measures Plan. The Corrective Measures Plan shall be approved by the Department prior to implementation, and shall be consistent with the intended future use of the Property.
 - a). Corrective measures shall be required for Contamination present in any media on the Property with concentrations in excess of appropriate human-health risk-based exposure standards with plausibly complete routes of exposure.
 - b). Commonwealth may request Department approval to conduct a site-specific risk assessment to determine levels of Contamination that are acceptable for the intended use of the Property. The risk assessment shall be conducted in accordance with EPA Risk Assessment Guidance for Superfund. Prior to conducting the risk assessment, Commonwealth shall submit for Department approval, an overview of risk assessment assumptions including identification of Contamination exposure routes, the

- type and duration of possible exposures, the magnitude of exposure, and any data gaps that need to be addressed to complete the risk assessment.
- c). Corrective measures may include removal, encapsulation, barriers, venting, or other methods reasonably expected to limit human exposures to the Contamination. Subject to Department approval, corrective measures may include a land use restriction in accordance with Paragraph 9 (Declaration of Covenants and Restrictions) of this Contract
 - d). If required, vapor intrusion control measures shall be designed to effectively mitigate vapor intrusion risk to a 10^{-6} risk for carcinogens and a hazard quotient/hazard index of 1 for non-carcinogens based on current EPA RSLs and guidance on vapor intrusion. All vapor intrusion control measures shall include monitoring to confirm that the vapor mitigation system is effective, and procedures to ensure and document proper and effective operation and maintenance of the vapor intrusion mitigation system for as long as it is required at the Property. The Department shall give reasonable consideration of data or other demonstration that shows any unacceptable indoor air contaminant concentrations do not result from the subsurface conditions.
 - e). Upon completion of any corrective measures, Commonwealth shall provide a Corrective Measures Report to document satisfactory completion of the corrective measures for Department review and approval prior to obtaining a Certificate of Completion.
- 3). In the event that development of the Property will require disturbance of contaminants in soil or groundwater, Commonwealth shall propose a Media Management Plan. The Media Management Plan shall address procedures for management of contaminated media when disturbed, characterization of any soil or groundwater that is to be removed from the Property, and offsite disposal of any contaminated soil and groundwater that is to be removed from the Property at a permitted waste disposal facility. Upon completion of Property development and soil disturbance, a report of the soil management

activities shall be submitted to the Department documenting the areas and depths of soil removal, all soil and groundwater sampling results, quantities of contaminated soil and groundwater removed from the Property, their disposal locations, and disposal manifests.

- 4). In the event that corrective measures include engineering controls that must be maintained and monitored for future use of the Property, a Stewardship Plan may be required by the Department. If required, the Stewardship Plan shall identify procedures for management of contaminated media that may be encountered as a result of any disturbance of the engineering controls, and for repair or replacement of the engineering controls.

I. Monitor and/or abandon the monitoring wells:

- 1). Commonwealth shall implement a groundwater-monitoring program if required by the Department. Continued monitoring requirements will be based on the Department's determination of potential adverse effects on nearby receptors, i.e., individuals that are presently or potentially exposed to Contamination.
- 2). The Department will determine the frequency and duration of the monitoring program on a case-specific basis.
- 3). Commonwealth shall abandon the monitoring well(s) when the Department determines there are no further needs for wells. The wells shall be abandoned in accordance with Well Standards, 6 S.C. Code Ann. Regs. 61-71 (2012 & Supp. 2018).

HEALTH AND SAFETY PLAN

5. Commonwealth shall prepare and submit under separate cover from the Work Plan, a Health and Safety Plan consistent with Occupational Safety and Health Administration regulations. The Health and Safety Plan shall be submitted to the Department in the form of one electronic copy on compact disk (in .pdf format). Commonwealth agrees that the Health and Safety Plan is submitted to the Department only for informational purposes. The Department expressly disclaims

any liability that may result from implementation of the Health and Safety Plan by Commonwealth.

PUBLIC PARTICIPATION

6. Commonwealth and the Department will encourage public participation to implement this Contract as follows:
 - A. The Department will provide notice, seek public comment, and initiate a thirty (30) day claim contribution notification period in accordance with established procedures consistent with S.C. Code Ann. § 44-56-750 (2018) upon signature of this Contract by Commonwealth.
 - B. Commonwealth shall erect a sign at major entrances onto the Property or other locations routinely accessible by the public. The sign(s) shall be erected no later than one (1) day after the Department's public announcement about the Contract in a newspaper of general circulation in the community.
 - 1). The sign(s) will state "Voluntary Cleanup Project by Commonwealth Properties, LLC under Voluntary Cleanup Contract 21-6430-NRP with the South Carolina Department of Health and Environmental Control." The sign(s) shall provide a brief description of the scope of activities under the Contract, and contact information, including telephone number and address, for a representative of Commonwealth. Contact information for the Department shall state "TOLL-FREE TELEPHONE: 1-866-576-3432."
 - 2). All sign lettering must be of sufficient size to be legible with un-aided normal eyesight from the point where the public will normally pass by the Property without intruding onto the Property.
 - 3). Commonwealth shall submit photographs of the sign(s) and a Property drawing showing the location(s) of the sign(s). The photographs shall be submitted to the Department within ten (10) days of erecting the sign(s).
 - 4). Commonwealth agrees to revise the sign if the Department determines the

- sign is inaccurate, not legible, or otherwise ineffectively placed.
- 5). Commonwealth shall maintain the sign(s) in legible condition and at visible locations throughout the duration of the Contract period until a Certificate of Completion is issued on the Property.
 - 6). The sign(s) may be removed to accommodate building or grading activities; however, Commonwealth shall restore the sign(s) within two (2) days to its original location, or other publicly accessible location upon notice to the Department.

PROGRESS UPDATES

7. Commonwealth shall submit periodic written updates to the Department's project manager until such time as all activities related to the Property are complete pursuant to this Contract. The first update shall be due within thirty (30) days of the execution date of this Contract and semi-annually thereafter.
 - A. The updates may be in summary letter format, but should include information about:
 - 1). The actions taken under this Contract during the previous reporting period;
 - 2). Actions scheduled to be taken in the next reporting period;
 - 3). Sampling, test results, and any other data in summary form, generated during the previous reporting period regardless of whether the data was collected pursuant to this Contract; and
 - 4). A description of any environmental problems experienced during the previous reporting period and the actions taken to resolve them.
 - B. The Department's project manager may allow an extended schedule between updates based on case specific conditions.

SCHEDULE

8. Commonwealth shall perform all activities and response actions pursuant to this

Contract in an expeditious manner. In the event that circumstances cause a delay in implementation of the response actions, the Department may require implementation of interim measures to stabilize Contamination or prevent unacceptable exposures. Commonwealth shall implement the interim measures in accordance with a Department-approved plan.

DECLARATION OF COVENANTS AND RESTRICTIONS

9. Commonwealth or its Beneficiaries shall enter, and record, a Declaration of Covenants and Restrictions (Declaration) restricting against single family residences including patio homes, townhomes, or other developments that include individually owned or controlled land; child care or elder care facilities; agricultural use; or active outdoor recreational use such as playgrounds or athletic fields that may result in exposure to soil, or any other activity that may disturb soil, except in accordance with a plan approved by the Department or its successor agency. Active outdoor recreational uses typically associated with multi-family and mixed use developments shall not be prohibited in areas where there is either no documented soil contamination or there is adequate soil cover and/or an engineered barrier. Additional restrictions may be required based on the response actions completed under this Contract and as may be required per Paragraphs 4.H.1.c. or 4.H.2.c of this Contract. The recorded Declaration shall be incorporated into this Contract as an Appendix and shall be implemented as follows:

- A. The Department shall prepare and sign the Declaration prior to providing it to Commonwealth. An authorized representative of Commonwealth or its Beneficiaries shall sign the Declaration within ten (10) days of receipt. All signatures shall be witnessed, and signed and sealed by a notary public.
- B. Commonwealth or its Beneficiaries shall record the executed Declaration with the Register of Deeds for the county where the Property is located.

- C. Commonwealth or its Beneficiaries shall provide a copy of the recorded Declaration to the Department within sixty (60) days of the Department's execution. The copy shall show the date and Book and Page number where the Declaration has been recorded.

- D. In the event that Contamination exceeds levels acceptable for unrestricted use (EPA RSLs for residential use and/or MCLs) on a portion of the Property, Commonwealth or its Beneficiaries may create a new parcel of that portion of the property that will be subject to the Declaration.

- E. The Declaration shall be noted on the master deed of any planned development for the Property and noted, or referenced thereafter, on each individual deed of property subdivided from the Property and subject to the Declaration.

- F. The Declaration shall reserve a right of entry and inspection for Commonwealth or its Beneficiaries that may be transferred to another single individual or entity for purposes of compliance monitoring.
 - 1). Commonwealth or its Beneficiaries shall ensure that the restrictions established by the Declaration remain on any subdivided property.
 - 2). Commonwealth or its Beneficiaries shall create a procedure to provide a single point of contact responsible for documenting current land use and compliance with the Declaration regardless of the Property's ownership status. The procedure shall be reviewed and approved by the Department before it is implemented.

- G. The Declaration shall provide that the Department has an irrevocable right of access to the Property after Commonwealth acquires the Property, and such right of access shall remain until remediation is accomplished for unrestricted use and monitoring is no longer required. Such access shall extend to the Department's authorized representatives and all persons performing response actions on the

Property under the Department's oversight.

- H. Commonwealth or its Beneficiaries, or the individual or entity responsible for compliance monitoring, shall annually document the Property's land use and compliance with the Declaration to the Department. The report shall be submitted by May 31st of each year in a manner and form prescribed by the Department.
- I. The Department may amend the Declaration in response to changes in law, completion of remedial actions meeting the applicable standards in effect at the time, or if other circumstances of the Property change; however, said amendment shall not be applied retroactively unless expressly provided for in the legislation. An amendment may strengthen, relax, or remove restrictions based on the EPA RSL Summary Table in effect at that time; however, the Department shall not impose a more restrictive condition based solely on changes in the EPA RSL Summary Table. An amendment to the Declaration shall be duly executed and recorded using procedures similar to those detailed above.

NOTIFICATION

- 10. All notices required to be given by either party to the other shall be in writing. Each party shall have a continuing obligation to identify a contact person, whose name, address, and telephone number must be updated to the other party, throughout the term of the Contract. Notices by electronic mail or facsimile shall be acceptable if acknowledged in writing by the recipient; with the delivery date being the date of acknowledgment or earlier date if stated in the acknowledgment. All other forms of notice shall be deemed sufficiently given if delivered at the address shown below, or at such place or to such agent as the parties may from time to time designate in writing, by: 1) regular U.S. Mail by which notice shall be deemed to occur seven (7) days after the postmark date; 2) Certified or Registered Mail by which notice shall be deemed to occur on the date received as shown on the receipt; 3) commercial delivery service company by which notice shall be deemed to occur on the date

received as shown on the receipt; or 4) hand delivery to the other party.

A. All correspondence, notices, work plans, and reports shall be submitted to:

Jerry Stamps
Bureau of Land and Waste Management
2600 Bull Street
Columbia, South Carolina 29201

B. All correspondence and notices to Commonwealth shall be submitted to Commonwealth's designated contact person who as of the effective date of this Contract shall be:

Steven Middleton, Managing Member
Commonwealth Properties, LLC
9030 Stony Point Parkway, Suite 350
Richmond, Virginia 23235-1941

FINANCIAL REIMBURSEMENT

11. Commonwealth or its Beneficiaries shall reimburse the Department for its public participation costs and for oversight costs of activities specific to this Contract as provided by S.C. Code Ann. § 44-56-750(D) (2018). The oversight costs shall include the direct and indirect costs incurred by the Department in implementing the Voluntary Cleanup Program as related to this Contract, and any future amendments thereto, and may include costs related to this Contract and incurred by the Department prior to execution of this Contract. Invoices for oversight costs will be sent to Commonwealth on a quarterly basis. All costs are payable within thirty (30) days of the Department's invoice submitted to:

Steven Middleton, Managing Member
Commonwealth Properties, LLC
9030 Stony Point Parkway, Suite 350
Richmond, Virginia 23235-1941

- A. Failure to submit timely payment for costs upon receipt of the Department's invoice is grounds for termination of the Contract pursuant to Paragraph 16 herein.
- B. Payment for costs incurred by the Department pursuant to this Contract shall become immediately due upon termination of the Contract by any party pursuant to Paragraph 16 herein.

ACCESS TO THE PROPERTY

- 12. Commonwealth agrees the Department has an irrevocable right of access to the Property for environmental response matters after Commonwealth acquires the Property. This right of access remains until such time as remediation is accomplished for unrestricted use and monitoring is no longer required, and shall extend to the Department's authorized representatives and all other persons performing response actions on the Property under the Department's oversight.

CERTIFICATE OF COMPLETION AND COVENANT NOT TO SUE

- 13. A Certificate of Completion shall be issued to Commonwealth or its Beneficiaries for the Property under this Contract as follows:
 - A. Commonwealth or its Beneficiaries shall request a Certificate of Completion pursuant to S.C. Code Ann. § 44-56-750(C)(1) (2018) after the response actions are completed and any required Declarations are recorded pursuant to this Contract. The request shall be in writing and shall report 1) the amount of soil that was removed or remediated on the Property and 2) the cost of all environmental work conducted pursuant to this Contract.

- B. Pursuant to S.C. Code Ann. § 44-56-750(C)(1) the Department shall issue the Certificate of Completion with its covenant not to sue upon determining that Commonwealth or its Beneficiaries has successfully and completely complied with the Contract and the voluntary cleanup approved under S.C. Code Ann. §§ 44-56-710 through 760 (2018).
- C. The Department may issue a Provisional Certificate of Completion if the substantive response actions required under this Contract are complete and a required Declaration has been recorded but all actions under this Contract have not been completed due to Property-specific circumstances.
- 1). A Provisional Certificate of Completion will include specific performance standards that Commonwealth or its Beneficiaries shall continue to meet.
 - 2). The Provisional Certificate of Completion may include the Department's covenant not to sue for Existing Contamination; however, said covenant shall be automatically revoked if Commonwealth or its Beneficiaries do not satisfactorily complete the requirements of the Contract as stipulated in the Provisional Certificate of Completion.

ECONOMIC BENEFITS REPORTING

14. Commonwealth or its Beneficiaries shall report information to the Department that demonstrates that the activities pursuant to this Contract have been beneficial to the State and community. The report shall be submitted within two (2) years after the execution date of this Contract, and annually thereafter until two (2) years after redevelopment of the Property is complete. Commonwealth shall summarize the new operations at the Property, the number of jobs created, the amount of property taxes paid, and the total amount invested in the Property for property acquisition and capital improvements.

CONTRACT OBLIGATIONS AND PROTECTIONS INURE

15. The terms, conditions, obligations, and protections of this Contract apply to and inure to the benefit of the Department, Commonwealth, and its Beneficiaries as set forth below. The following stipulations apply to ensure the transition of all obligations and protections to successive Beneficiaries for any portion of the Property:

A. Commonwealth or its Beneficiaries shall provide a copy of this Contract and applicable Appendices to any Successor. Transmittal of the Contract copy may be via any commonly accepted mechanism.

B. Commonwealth and its Beneficiaries shall not allow residential occupancy on any portion of the Property prior to obtaining the Certificate of Completion or a Provisional Certificate of Completion specific to that portion of the Property allowing residential occupancy.

C. If the Certificate of Completion has not been issued, Commonwealth or its Beneficiaries shall request approval from the Department prior to transferring the obligations and protections of this Contract to a new person or entity. The Department shall not unreasonably withhold its approval upon receipt of a Non-Responsible Party Application for Voluntary Cleanup Contract documenting that the new person or entity:

- 1). Is not a Responsible Party for the Site;
- 2). Has sufficient resources to complete the activities of this Contract;
- 3). Will not use the Property for activities that are inconsistent with the terms and conditions of this Contract;
- 4). Will assume the protections and all obligations of this Contract; and
- 5). Will, in the Department's sole discretion, provide a measurable benefit to the State and the community as a result of this transfer.

D. If the Certificate of Completion has been issued and the portion of the Property is

subject to a Declaration or other ongoing obligation pursuant to this Contract, Commonwealth or its Beneficiaries shall provide written notification to the Department identifying the new individual or entity within thirty (30) days after the effective date of the ownership change or other possessory transfer of the Property.

- 1). The notification shall include a signed statement from the new individual or entity that its use of the Property will remain consistent with the terms of the Contract and the Declaration, and that it will assume the ongoing obligations and protections of this Contract.
- 2). This requirement is waived for an individual or entity acquiring a portion of the Property for individual commercial use provided the Declaration is noted on the master deed for the planned development, and the Department has approved the procedure for a single point of contact responsible for documenting current land use and compliance with the Covenant.

CONTRACT TERMINATION

16. Commonwealth, its Beneficiaries, and the Department each reserve the right to unilaterally terminate this Contract by giving thirty (30) days advance written notice to the other party. Termination shall be subject to the following:

- A. The Department may not terminate this Contract without cause and before termination shall provide Commonwealth or its Beneficiaries an opportunity to correct the cause(s) for termination, which may include, but is not limited to, the following:
 - 1). Failure to complete the terms and conditions of this Contract;
 - 2). Change in Commonwealth's or its Beneficiaries' business activities on the Property or use of the Property that are inconsistent with the terms and conditions of this Contract;
 - 3). Failure to submit timely payment for costs upon receipt of the Department's invoice;

- 4). Failure of Commonwealth or its Beneficiaries to implement appropriate response actions for additional Contamination or releases caused by Commonwealth or its Beneficiaries;
 - 5). Knowingly providing the Department with false or incomplete information or knowing failure to disclose material information;
 - 6). Failure by Commonwealth or its Beneficiaries to obtain the applicable permits from the Department for the response actions or other activities undertaken at the Property pursuant to this Contract; or
 - 7). Failure by Commonwealth or its Beneficiaries to make material progress toward the expansion, redevelopment, or reuse of the property as determined by the Department upon consideration of Commonwealth's or its Beneficiaries' marketing efforts, regional economic conditions, and other pertinent information on the Property.
- B. Should Commonwealth or its Beneficiaries elect to terminate, that party shall certify to the Department's satisfaction that any environmental or physical hazards caused or contributed by Commonwealth or its Beneficiaries have been stabilized or mitigated such that the Property does not pose hazards to human health or the environment.
- C. Termination of this Contract by any party does not waive the Department's authority to require response action under any applicable state or federal law.
- D. Termination of this Contract by any party does not end the obligations of Commonwealth or its Beneficiaries to pay costs incurred by the Department pursuant to this Contract. Payment for such costs shall become immediately due.
- E. Upon termination of this Contract, the protections provided under this Contract shall be null and void as to any party who participated in actions giving rise to termination of the Contract. Revocation of protections shall also apply to that

party's lenders, parents, subsidiaries, and successors, including lessees, heirs, devisees, and other parties taking an interest in the Property through that party who participated in actions giving rise to termination of the Contract. The protections will continue for any party who has received protections through a Certificate of Completion for this Contract, and who did not participate in the actions giving rise to the termination.

ENTITLEMENT OF PROTECTIONS AND BENEFITS

17. Commonwealth and its Beneficiaries are entitled to the protections and benefits in regard to Existing Contamination provided by South Carolina statutes as follows:

A. Effective on the date this Contract is first executed by the Department:

- 1). Protection from contribution claims under CERCLA § 113, 42 U.S.C. § 9613 and S.C. Code Ann. § 44-56-200 (2018).
- 2). Protection from third-party claims as provided by S.C. Code Ann. § 44-56-750(H) (2018).
- 3). Eligibility to file annual application for Voluntary Cleanup Activity Tax Credits pursuant to the Income Tax Act, S.C. Code Ann. § 12-6-3550 (2014).

B. Effective on the date the Certificate of Completion is issued by the Department.

- 1). The Department covenants not to sue Commonwealth and its Beneficiaries for Existing Contamination but not for any Contamination, releases, and consequences caused or contributed by Commonwealth or its Beneficiaries.
- 2). Commonwealth can apply for specific tax credits or additional benefits expressly contingent in South Carolina statutes on issuance of the Certificate of Completion.

C. These Protections and Benefits do not apply to any Contamination, releases, and consequences caused or contributed by Commonwealth or its Beneficiaries. The Department retains all rights under State and Federal laws to compel

Commonwealth and its Beneficiaries to perform or pay for response activity for any Contamination, releases, and consequences caused or contributed by Commonwealth or its Beneficiaries.

RESERVATION OF RIGHTS BY THE DEPARTMENT

18. Nothing in this Contract is intended to be, or shall be construed as, a release or covenant not to sue for any claim or cause of action, past or future, that the Department may have against any person, firm, or corporation other than Commonwealth and its Beneficiaries. The Department reserves the right to undertake future response actions at the Site and to seek to compel parties, other than Commonwealth and its Beneficiaries, to perform or pay for response actions at the Site. Nothing in this Contract shall in any way restrict or limit the nature or scope of response actions that may be taken or be required by the Department in exercising its authority under State and Federal law.

RESERVATION OF RIGHTS BY COMMONWEALTH

19. Commonwealth retains all rights to assert claims in law or equity against any person, company, or entity with respect to the Property, except as limited elsewhere by this Contract. Commonwealth and its Beneficiaries specifically deny responsibility for response costs or damages resulting from Existing Contamination except for Contamination, releases, and consequences they cause or contribute. However, Commonwealth and its Beneficiaries agree to undertake the requirements of this Contract.

BURDEN OF PROOF

20. Commonwealth and its Beneficiaries shall have the continuing obligation to demonstrate that any newly discovered Contamination is not caused or contributed by Commonwealth or its Beneficiaries. Commonwealth and its Beneficiaries shall make this demonstration to the Department's satisfaction in accordance with State or Federal Law applicable to such newly discovered Contamination. For purposes of

this clause, newly discovered Contamination means finding types of Contamination not previously identified at the Property or substantially higher concentrations of Existing Contamination.

LIMITATION OF CLAIMS BY COMMONWEALTH AND ITS BENEFICIARIES

21. In consideration of the protections from the Department under this Contract, Commonwealth and its Beneficiaries agree not to assert any claims or causes of action against the Department or to seek other costs, damages, or attorney's fees from the Department arising out of activities undertaken at the Property pursuant to this Contract. This limitation shall not extend to any claims or causes of action resulting from the Department's intentional or negligent acts or omissions, or the Department's willful breach of this Contract.

[Remainder of page left blank]

SIGNATORIES

22. The signatories below hereby represent that they are authorized to and do enter into this Contract on behalf of their respective parties.

**THE SOUTH CAROLINA DEPARTMENT OF HEALTH
AND ENVIRONMENTAL CONTROL**

BY:



Henry J. Porter, Chief
Bureau of Land and Waste
Management

DATE:

12-9-2021



Reviewed by Office of General Counsel

DATE:

12/9/21

COMMONWEALTH PROPERTIES, LLC

BY:



Steven Middleton, Managing Member

Printed Name and Title

DATE:

8/19/2021

APPENDIX A

Application for Non Responsible Party Voluntary Cleanup Contract

Commonwealth Properties, LLC

May 20, 2021

5123

WILLIAMS MULLEN

VERIFIED
6-16-21 SP
SCANNED
6-16-21 Q

Jessica J. O. King, Esq.
Direct Dial: 803.567.4602
jking@williamsmullen.com

May 11, 2021

RECEIVED

MAY 20 2021

SITE ASSESSMENT,
REMEDICATION, &
REVITALIZATION

VIA HAND DELIVERY

Mr. Robert Hodges, Jr. PG
Brownfields Voluntary Cleanup Program
Bureau of Land and Waste Management
South Carolina Department of Health and Environmental Control
2600 Bull Street,
Columbia, South Carolina 29201
hodgesrf@dhec.sc.gov

Re: Non-Responsible Party Application for Voluntary Cleanup Contract
Commonwealth Properties, LLC.
Former Jim Moore Cadillac Automotive Dealership
2222 Main Street and 304 Main Street, Columbia, SC 29201.
Richland County

Dear Mr. Hodges:

Attached please find the Non-Responsible Party Application for Voluntary Cleanup Contract from Commonwealth Properties, LLC.

Please feel free to contact me, should you have any questions or comments.

Sincerely,

WILLIAMS MULLEN

Jessica J. O. King, Esq.

Enclosures

Cc: Steven A. Middleton

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Non Responsible Party Application for Voluntary Cleanup Contract

Email Scanned PM Copy Email VERIFIED 6/16/21 SP

51123

I. Applicant Information

- 1. Applicant is a: [X] Single Entity [] Co-Entity (Each Co-Entity must complete items 1-8)
2. Applicant Type: [] Private Individual /Sole Proprietorship [X] For-profit Business (Corp., Partnership, etc.) [] Tax-Exempt Trust/ Corporation/ Organization [] Government / Other Public Funded Entity

3. Applicant's Legal Name Commonwealth Properties, LLC, a Georgia limited liability company

4. Contract Signatures for this Applicant

a. Authorized Signatory

Steven Middleton Managing Member samiddleton@cwprop.com
Name Title Email
9030 Stony Point Pkwy, Suite 350 (804) 327-9500
Address Phone1 Phone2
Richmond Virginia 23235-1941
City State Zip

b. Other Signatories [X] None

Table with 5 columns: Name, Title, Phone, Email, Signature Required On Contract? (checkbox)

5. Physical Location of Applicant's Headquarters

9030 Stony Point Pkwy 350
Street address Suite Number
Richmond Virginia 23235-1941
City State Zip

6. Mailing address: [X] Same as Authorized Signatory Go to question 7

Contact person (if different from Authorized Signatory) Title
Street Number or PO Box Phone1 Phone 2
City State Zip Email

7. Company Structure Information [] Not-applicable (Local Government, Sole Proprietorship, Private Individual) - Go to Question #8

a. Company is Incorporated/ Organized/ Registered in Georgia (state)

b. List all principals, officers, directors, controlling shareholders, or other owners with >5% ownership interest.

Attach additional pages if needed.

Name
Steven A. Middleton, managing member

Name RECEIVED MAY 20 2021

c. Is the applicant a subsidiary, parent or affiliate of any other business organization not otherwise identified on this form?

[X] Yes [] No

d. If yes, identify all affiliations: See attached list

8. Non-Responsible Party Certification

By signature below, it is affirmed that no person or entity identified anywhere above:

- 1. Is a current owner of the property
2. Is a Responsible Party for the site
3. Is a parent, successor, or subsidiary of any Responsible Party or owner of the property
4. Has had any involvement with the property in the past other than activities performed in anticipation of participation in the Voluntary Cleanup Program

[Signature]

Authorized Signatory

Co Signatories

11

II. Property Information

9. Location

a. Physical Address 2222 Main Street and ²304 Main Street, Columbia, SC

b. County Richland Zip Code 29201

c. Property is outside any municipal boundaries Property is inside the municipal limits of Columbia
(town/city)

10. List any Companies or Site names by which the Property is known

Former Jim Moore Cadillac Automotive Dealership

11. Total Size of Property Covered by this Contract 5.5 Acres

12. How many parcels comprise the Property? 2

13. Current Zoning (general description)

The parcel is primarily zoned as MX-1 (mixed use) with no secondary zoning.

14. a. Does the property have any above- or below-ground storage tanks? Yes No

b. If Yes, provide information on the number and capacity of the tanks, their contents, and whether they will be retained, or closed and/or removed.

One 550-gallon used oil AST and one 250-gallon new oil AST remain on-site. These ASTs will be removed during redevelopment.

According to DHEC and facility records, all former USTs have been removed and closed out.

15. Parcel Information Complete the information below for each Parcel (attach additional sheets if needed)

a. Tax Map Parcel# R09016-02-06
 b. Acreage 5.2
 c. Current Owner Virginia Heabert + JC Moore, III
 d. Owner Mailing Address 2300 Wilmot Ave
Columbia, SC 29205
 e. Contact Person for Access Tommy Tapp
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since 2009
 (approx date)
 In operation: nature of the business _____

a. Tax Map Parcel# R09016-02-09
 b. Acreage 0.3
 c. Current Owner Jacqeline M. Harden
 d. Owner Mailing Address 379 St. Thomas Church F
Chapin, SC 29036
 e. Contact Person for Access Owner
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since 1996
 (approx date)
 In operation: nature of the business _____

a. Tax Map Parcel# _____
 b. Acreage _____
 c. Current Owner _____
 d. Owner Mailing Address _____
 e. Contact Person for Access _____
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since _____
 (approx date)
 In operation: nature of the business _____

a. Tax Map Parcel# _____
 b. Acreage _____
 c. Current Owner _____
 d. Owner Mailing Address _____
 e. Contact Person for Access _____
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since _____
 (approx date)
 In operation: nature of the business _____

a. Tax Map Parcel# _____
 b. Acreage _____
 c. Current Owner _____
 d. Owner Mailing Address _____
 e. Contact Person for Access _____
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since _____
 (approx date)
 In operation: nature of the business _____

a. Tax Map Parcel# _____
 b. Acreage _____
 c. Current Owner _____
 d. Owner Mailing Address _____
 e. Contact Person for Access _____
 f. Access Person's Phone # _____
 g. Is Parcel Currently Vacant? Yes No
 h. Buildings on the parcel? None
 (check all that apply) Demolished/Ruins
 Intact, To be demolished
 Intact, To be re-used
 i. Business/facility operations Never Operated on the parcel
 Not operating since _____
 (approx date)
 In operation: nature of the business _____

III. Property Redevelopment

16. Describe the intended re-use of the property:
(attach additional sheets if necessary)

The Property is intended to be redeveloped for multi-family residential and ancillary commercial use.

17. a. Will the future use include any chemical processes, petroleum or chemical storage and handling, on-site waste disposal, or generate any hazardous substances? Yes No
b. If Yes, identify the substances and discuss steps that will be taken to prevent their release to the environment.

Typical maintenance, cleaning and swimming pool chemicals will be stored on-site for use at the project

18. Will redevelopment lead to the creation of permanent jobs on the property? Yes Anticipated Number unknown at this time
 No

19. Projected Increase to the Tax Base as a result of this redevelopment: \$ 50,000,000

20. a. Will there be Intangible benefits from this redevelopment such as:
 LEED, Earth Craft, EnergyStar, or similar certification of Sustainable Development
 Creation / Preservation of Green Space on the Property
 Deconstruction/ Recycling of demolition or building debris
 Other Redevelopment will comply with National Green Building Standards and occur in a designated Opportunity Zone.

b. Please Describe:

The proposed redevelopment will result in the destruction and proper removal and disposal of the 6 structures which remain on the site. These structures and associated features are currently in a state of disrepair and are dilapidated

21. Anticipated date of closing or acquiring title to the property 03 / 01 / 2022

22. Redevelopment Certification
By signature below, the applicant(s) affirm that their proposed use and activities will not knowingly aggravate or contribute to existing contamination or pose significant human health or environmental risks on the property.



Signature(s)

IV. Project Management And Financial Viability (Co-Entities, refer to instruction sheet)

23. Environmental Consulting Firm
 None as of this application date
Terracon Consultants, Inc.

Company				
521 Clemson Rd.	Columbia	South Carolina	29229-4307	
Address	City	State	Zip	
Norman E. Partin, Jr., CHMM		(803) 741-9000		
Project Contact1	S.C PE/PG Reg. #	Phone1	Phone 2	email
Joseph E. Getz		(803) 741-9000		
Project Contact 2	S.C PE/PG Reg. #	Phone1	Phone 2	email

24. Legal Counsel (Optional)
 Williams Mullen, PC
 Firm
 Jessica J. O. King (803) 567-4602
 Attorney Phone1 Phone 2
 1230 Main St., Suite 330 Columbia SC 29201 jking@williamsmullen.c
 Street Number or PO Box City State Zip email

25. Applicant's Billing Address Same as Contact person in #6 above Go to question #26

Financial Contact Title
 Company Phone
 Address
 City State Zip

26. Financial Viability

By signature(s) below, the applicant agrees to:

1. Pay the Department's costs upon receipt of invoices for implementing the Voluntary Cleanup Program for this Property, and
2. Provide financial statements, if requested, to document financial viability to conduct the response actions on the Property.

Waiver Requested (Check Box If applicable)

The applicant is a Local Government or qualifies as a 501(c) Non-Profit Organization, and requests waiver of some Departmental costs of implementing this contract.


 Signatures

V. Application Completion (The following are required along with this form. Check applicable boxes)

27. The Legal Description of the Property is attached as a: Plat Map Metes and Bounds Text Both

28. The Phase I Environmental Site Assessment Report is attached as a:

New report completed in the past six months by Terracon Consultants, Inc.
 (Name of Environmental Firm)

Older report updated in the past six months by _____
 (Name of Environmental Firm)

29. Environmental sampling data and other reports: (check one)

The Applicant is not aware of any environmental testing on the property

The Applicant believes the Department already has all environmental data in its files on: Former Jim Moore Cadillac

The Following reports are attached: _____ (Site Name)

Report Date	Report Name	Environmental Firm

30. Mailing addresses of Former Owners, Operators and other Potentially Responsible Parties:(check one)

Enclosed with this Application as an Attachment

Will be submitted along with (or before) the signed contract

31. The applicants attest by signature below that this application is accurate to their best knowledge. Furthermore, the applicants request DHEC evaluate the Property for inclusion in the Brownfields Voluntary Cleanup Program and draft a Non-Responsible Party Contract for the Property.


 Signature(s)

This Section for Department Use Only

Assigned File Name		
Eligible for NRP Contract	<input type="checkbox"/> Y <input type="checkbox"/> N	
Assigned File Number		
Assigned Contract Number		

Affiliates of Applicant

1. Vista Commons, L.P.
2. Vista Middleton, LLC
3. VM714, LLC
4. VM718, LLC
5. Overlook, LLC
6. Vista Residential, LLC
7. IB Apt Land LC
8. Avia WB LC
9. CW Vista, Inc.
10. CPOZ 1, LLC
11. Blockchain Tek, LLC
12. CPTH, LLC
13. HS Apt Bld LC
14. CG Stony Point Townhomes, LLC
15. CPSPT, LLC
16. Notelle, LLC
17. CPSPT II, LLC
18. CET Investors, LLC
19. CPHS, LLC
20. Gray Land and Development Company – Tree Hill, LLC
21. CPCR, LLC
22. CR Apt Bld LC
23. CPWB Avia, LLC
24. CR Apt Land LC
25. The 2021 Mary Middleton Family GST Trust, trustee

Metes and Bounds Text legal Description of the Property

Land Description: Properties located on Main Street in Columbia, SC (TMS 09016-02-06 and 09. Portion of existing right-of-way of Galliard Street)

Beginning at a 5/8" Rebar (o) at the intersection of the eastern right-of-way of Main Street and the northern right-of-way of Scott Street; thence running N 20°43'45" W along the northern right-of-way of Main Street and the property now or formerly of L.W. Inabinet, Jr. for a distance of 40.03 feet to a 1-1/4" Pipe (o); thence turning and running N 20°44'31" W along the northern right-of-way of Main Street and the property now or formerly of William Inabinet for a distance of 41.26 feet to a 1" Pinch Top (o), this being the POINT OF BEGINNING (P.O.B.); thence turning and running N 20°57'16" W along the northern right-of-way of Main Street for a distance of 312.62 feet to a Calculated Point; thence turning and running N 21°07'03" W along the northern right-of-way of Main Street for a distance of 95.28 feet to a 3" disk (o); thence turning and running S 69°08'34" W along the property now or formerly of Cottontown Group LLC for a distance of 143.37 feet to a 1" pinch top (o); thence turning and running N 19°29'30" W along the property now or formerly of Cottontown Group LLC for a distance of 24.90 feet to a 1" Pinch Top (o); thence turning and running N 69°34'40" E along the property now or formerly of Cottontown Group LLC for a distance of 24.95 feet to a 1" Pipe (o); thence turning and running N 68°57'12" E along the proposed southern right-of-way of Galliard Street for a distance of 40.01 feet to a calculated point; thence turning and running N 21°02'48" W along the eastern right-of-way of Galliard Street for a distance of 224.86 feet to a 1" Pinch Top (o); thence turning and running N 69°24'08" E along the southern right-of-way of Franklin Street for a distance of 217.00 feet to a PK Nail (n); thence turning and running S 20°34'40" E along the western right-of-way of Sumter Street for a distance of 741.00 feet to a 1/2" Rebar (n); thence turning and running S 69°46'32" W along the northern right-of-way of Scott Street for a distance of 270.60 feet to a 1" Pinch Top (o); thence turning and running N 20°57'58" W along an alleyway for a distance of 155.90 feet to a 1" Pipe (o); thence turning and running S 68°23'08" W along an alleyway for a distance of 9.85 feet to a 1" Angle Iron (o); thence turning and running S 21°00'53" W along an alleyway for a distance of 75.19 feet to a 1" Pipe (o); thence turning and running S 69°28'34" W along the property now or formerly of William Inabinet for a distance of 140.08 feet to a 1" Pinch Top (o), this being the POINT OF BEGINNING (P.O.B.).