

AGENDA

ITEM # 17



Jasper County Planning and Building Services

358 Third Avenue - Post Office Box 1659
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Lisa Wagner, CFM
Director of Planning and Building Services
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Jasper County Council Staff Report

Meeting Date:	October 21, 2024
Project:	Zoning Map Amendment and Concept Plan – Planned Development District – Jasper Telfair
Applicant:	Jasper Telfair One, LLC Mark Barineau
Tax Map Number:	037-00-02-014, 037-00-02-017, and 037-00-02-018
Submitted For:	Consideration of 1 st Reading
Recommendation:	Planning Commission recommends approval of Planned Development District Zoning Designation and approval of the PDD Standards and Concept Plan

Description: The Applicant is requesting an approval of a Planned Development District (PDD) zoning designation for a commercial project, which will be known as Jasper Telfair. PDD standards and a Concept Plan for Jasper Telfair are included with the Zoning Map Amendment application. The project site consists of three (3) parcels, totaling approximately 30 acres and is located along Highway 17 (Speedway Boulevard) immediately south of Highway 315 (South Okatie Highway). The properties are currently zoned General Commercial and are undeveloped, although the trees were removed under a tree clearing and mass grading permit.

Analysis: In accordance with Article 8:1 of the Jasper County Zoning Ordinance. The intent of a PDD is to encourage flexibility in the development of land to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare. The PDD, regulations are intended to accomplish the purpose of zoning and other applicable regulations to an equivalent or higher degree and are designed to control unscheduled development on individual lots or tracts, promote economical and efficient land use, provide an improved level of amenities, foster a harmonious variety of uses, encourage creative design, and produce a better environment. In view of the substantial public advantage of “planned development,” it is the intent of the PDD regulations to promote and encourage or require development in this form where appropriate in character, timing, and location, particularly in large undeveloped tracts. All PDD’s shall conform to the Jasper County Comprehensive Land Use Plan and Land Use Map (latest edition).

- **Comprehensive Plan:** According to the 2018 Jasper County Comprehensive Plan, the Future Land Use Map identifies this area as “Resource Conservation.” The resource conservation

areas fall alongside the rivers that flank the east and west of Jasper County. These areas are vital components to the riverine systems and also provide critical habitat for plants and wildlife. These areas are dominated by hydric soils, which are frequently associated with wetlands. In addition, these soils are very poorly suited to support septic systems.

- **Adjacent Zoning and Land Uses:** Figure 1 below shows the project location and Table 1 shows the adjacent land uses and zoning designation:

Table 1. Adjacent Land Uses and Zoning Designations

Adjacent Property	Existing Uses	Zoning	City or County
North	Vacant	PDD through the City of Hardeeville	City of Hardeeville
South	SCAD Equestrian Center and Telfair (Residential Subdivision)	Rural Preservation and Telfair PDD	Jasper County
West	Vacant	PDD through the City of Hardeeville	City of Hardeeville
East	Vacant	Delta Bluffs PDD – County	Jasper County

Figure 1.



- **Traffic and Access:** The subject properties are accessed by Speedway Boulevard (Highway 17) and South Okatie Highway (Highway 315). Highway 17 is currently being widened to a four-lane state maintained highway, classified as a major arterial and South Okatie Highway (Highway 315), is a two-lane state maintained highway, classified as a major collector.

The Jasper Telfair Concept Plan (**Tab C in Binder**) illustrates the proposed use, the general layout, and access points. A Master Plan will be submitted separately and will provide additional information regarding the proposed layout of the development.

The proposed PDD will establish the following:

- **Access Points** – two access points, one (1) full access point on Speedway Boulevard (Highway 17) and one (1) limited right turn only on South Okatie Highway (Highway 315).
- **Allowed Land Uses** – general commercial and light industrial.
 - It should be noted that a number of land uses have been prohibited, which are outlined in Section II.B.2 of the Jasper Telfair PDD Standards.
- **Density** – a maximum density of 360,000 s.f.
- **Open Space** – a minimum of 15% open space based on total acreage with only 50% of freshwater wetlands, lagoons, ponds, and lakes counting towards open space.
- **Stormwater Management** – best management practices will be used in the development to ensure runoff leaving the site meets SC Department of Environmental Services Office of Ocean and Coastal Resource Management and Jasper County standards for water quality.
- **Setbacks and Buffers** – building setbacks will be a minimum of 100’ from Highway 17 and 50’ from Highway 315, with a 20’ perimeter buffer from adjacent properties to the south and 10’ from adjacent properties to the north, east and west.
- **Tree Preservation Standards** – 15 trees per acre.
- **Landscaping Standards** – A landscaped buffer will be provided along Speedway Blvd. (Highway 17) and South Okatie Highway (Highway 315).

The Jasper Telfair PDD and Concept Plan meets all of the requirements for a PDD *Application and Concept Plan* as outlined in Article 8:1.7 of the Jasper County Zoning Ordinance. A traffic impact study was prepared for the property by Lowe Engineers (**Tab H in Binder**), which shows that 569 new daily vehicle trips will be generated with 64 trips occurring during the AM peak hour and 67 trips occurring during the PM peak hour. The study recommends installing a northbound right turn storage lane of 100’ and a southbound left turn storage lane of 200’ on Highway 17. The study also recommends installing an eastbound right turn storage lane of 100’ and a westbound left turn storage lane of 200’ on Highway 315. Will serve letters from Hargray, Dominion Energy, and BJWSA have been provided (**Tabs E, F, and G**).

Planning Commission Recommendation: A zoning designation of PDD does not entitle an applicant or owner of the affected property a right to develop or engage in any land use or land disturbing activity, other than the rights in existence at the time of the Concept Plan approval. To engage in development or any land use or land disturbing activity, a Master Plan and subsequent Development Plan(s) must be approved for the areas to be developed. The Planning Commission recommends approval of the PDD designation, the PDD Standards, and the Concept Plan.

Attachments:

- 1. PDD Document and Concept Plan
- 2. Ordinance

**STATE OF SOUTH CAROLINA
JASPER COUNTY**

ORDINANCE #2024 - _____

**AN ORDINANCE OF
JASPER COUNTY COUNCIL**

To adopt Planned Development District Zoning for three tracts of land consisting of approximately 30 acres, bearing Jasper County Tax Map Numbers 037-00-02-014, 037-00-02-017, and 037-00-02-018, located along Speedway Boulevard (Highway 17), at the southeast intersection of South Okatie Highway (Highway 315) and known as Jasper Telfair PDD.

WHEREAS, The Planned Development District Zoning standards were adopted by Jasper County to permit and encourage flexibility in the development of land in order to promote its most appropriate use; and to do so in a manner that will enhance public health, safety, morals, and general welfare; and

WHEREAS, Jasper County has received a request from the owner of three tracts of land consisting of a total of approximately 30 acres, bearing Jasper County Tax Map Numbers 037-00-02-014, 037-00-02-017, and 037-00-02-018, located along Speedway Boulevard (Highway 17), at the southeast corner of the intersection of South Okatie Highway (Highway 315), to zone such in accordance with submitted Planned Development District Standards prepared for Jasper Telfair One, LLC and accompanying Planned Development District Concept Map; and

WHEREAS, the above mentioned property was duly posed, with public meetings properly noticed and held by the Jasper County Planning Commission on October 8, 2024, which recommended approval and adoption, and by the Jasper County Council on October 8, 2024; and

WHEREAS, Jasper County Council finds the Planned Development District Standards and the Concept Map (Appendix C) to be in accordance with the statutory requirements of the state, and consistent with the Jasper County Comprehensive Plan, *Jasper's Journey*, as well as the Jasper County Zoning and Land Development Ordinances; and

NOW THEREFORE, BE IT RESOLVED by Jasper County Council, in council duly assembled and by the authority of the same:

1. Jasper County Council finds in accordance with the staff report, and the recommendation of Jasper County Planning Commission, the proposed zoning is consistent with the continued pattern of growth in the vicinity and is in harmony with the Jasper County Comprehensive Plan. Good cause having been shown to approve the applicant's request for Planned Development District Zoning for the Property, and of the Planned Development District Standards and Conceptual Master Plan (Appendix C), and to amend the Jasper County Official Zoning Map to reflect Planned Development District zoning for two tracts of land consisting of approximately 30 acres, bearing Jasper County Tax Map Numbers 037-00-02-014, 037-00-02-017, and 037-00-02-018 and known as Jasper Telfair PDD.
2. This ordinance shall take effect upon approval by Council.

L. Martin Sauls IV
Chairman

ATTEST:

Wanda Giles
Clerk to Council

ORDINANCE: # 2024-__

First Reading: October 21, 2024

Public Hearing: _____

Second Reading: _____

Adopted: _____

Considered by the Jasper County Planning Commission at it's meeting on
October 8, 2024 and recommended for approval.

Reviewed for form and draftsmanship by the Jasper County Attorney.

David Tedder

Date

Jasper Telfair PDD and Concept Plan Application Package

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Jasper County Planning Department

358 Third Avenue - Post Office Box 1659
 Ridgeland, South Carolina 29936
 Phone (843) 717-3650 Fax (843) 726-7707

Zoning Map Amendment Application

Owner or Owner-Authorized Applicant:	Jasper Telfair One, LLC Attn: Mark Barineau
Address:	5005 Woodway Drive, Suite 215 Houston, TX 77056
Telephone:	713-444-4525
Email:	mark@lionsmarkgroup.com
Property Address or Physical Location:	Intersection of US Highway 17 (Speedway Blvd) & SC Highway 315 (S. Okatie Highway)
Tax Map Number(s)	037-00-02-018, 037-00-02-014, and 017-00-02-017
Gross Acreage:	30 acres, approximately
Current Zoning	General Commercial
Proposed Zoning:	Planned Development District
Administrative Fee: (\$300 per lot) except for PDD applications	\$1,300.00
Date Mailed or Hand Delivered:	
Reason for Request: (attach narrative if necessary)	See Development Agreement and Planned Development District Standards

DocuSigned by:

Mark Barineau

3/28/2024

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

Date

Internal Use Only

Date Received:	
Amount Received:	
Staff Member:	

**JASPER TELFAIR
PLANNED DEVELOPMENT DISTRICT STANDARDS
AND
CONCEPT PLAN**

**PREPARED FOR:
Jasper Telfair One, LLC**

**SUBMITTED TO:
Jasper County, South Carolina**

OWNER AND CONSULTING TEAM

Property Owner

Jasper Telfair One, LLC
Mark Barrineau

Legal Counsel

Burr & Forman LLP
Sarah Robertson

Civil Engineering

Hussey Gay Bell
Evan Bennett

Wetland/Environmental Consultation

Resource + Land Consultants
Alton Brown

Traffic Engineering

Lowe Engineers
Sameer Patharkar

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EXHIBITS

Exhibit A	Legal Description
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Exhibit C	Concept Plan
Exhibit D	Wetlands Fill Permit
Exhibit E	Water & Sewer Provider Letter
Exhibit F	Electric and Gas Provider Letters
Exhibit G	Telecommunications Provider Letter
Exhibit H	Traffic Impact Analysis Report
Exhibit I	Jasper County Zoning Ordinance and Land Development Regulations

I. INTRODUCTION AND NARRATIVE

Jasper Telfair Planned Developer District (the “PDD”) is comprised of three (3) parcels of property located in Jasper County, South Carolina (the “County”) with tax parcel numbers 037-00-02-018, 037-00-02-014, and 017-00-02-017 (the “Property”) as more particularly described in Exhibit A and as delineated on the plat attached as Exhibit B (the “Plat”). The present owner of the Property is Jasper Telfair One, LLC (“Owner”). Owner has applied to rezone the Property to Planned Development District zoning in connection with a Development Agreement (“Development Agreement”) to be entered into with the County. Upon approval by the County, this Planned Development District Standards (the “PDD Standards”) and the Development Agreement will govern development of the Property.

A. PROPERTY

- 1. The Property is located within Jasper County and currently is zoned General Commercial. The Property is subject to the Highway Corridor Overlay District. The Jasper County Zoning Ordinance and Land Development Regulations require parcels consisting of 25 acres or more to be rezoned to PDD.
- 2. The Property is bounded by U.S. Highway 17 (a/k/a Speedway Boulevard) with a width of 200 feet to the west for approximately 5,000 linear feet, South Carolina Highway 315 (a/k/a South Okatie Highway) with a width of 66 feet to the north for approximately 700 linear feet, properties now or formerly owned by Linda Ingram and Delta Speir Plantation LLC, Beaufort Jasper Water & Sewer Authority, and Savannah College of Art and Design to the east, and property owned by Savannah College of Art and Design to the south. Property across SC Highway 315 is owned by WJCI LLC, and property across US Highway 17 is owned by HCP Partners LLC.
- 3. A list of all adjacent property owners with tax parcel numbers and zoning follows:

<u>TMP</u>	<u>Owner</u>	<u>Zoning</u>
037-00-02-004	WJCI LLC	PDD*
037-00-02-003	Linda Ingram	CC
037-00-02-002	Delta Speir Plantation LLC	PDD
037-00-02-022	Savannah College of Art and Design	PDD
037-00-02-020	Beaufort Jasper Water & Sewer Authority	GC
037-00-02-015	Savannah College of Art and Design	RP
037-00-01-004	HCP Partners LLC	PDD*

* = Parcel within the municipal limits of the City of Hardeeville

- 4. The Concept Plan attached as **Exhibit C** (the “Concept Plan”) identifies the location of the above parcels, municipal and county boundaries, flood hazard and overlay district boundary lines applicable to the Property. No historic structures have been identified by Owner on or adjacent to the Property.

5. The Plat provides information regarding the Property and shows the following information:
 - a. Vicinity map
 - b. Boundary and dimensions
 - c. Existing adjacent streets and rights of way
 - d. Wetlands

6. The Property consists of approximately 30 acres total area of upland including 2.8 acres that formerly were wetlands were filled pursuant to US Army Corps of Engineers Permit SAC 2008-01571 (copy attached as **Exhibit D**). The property does not have critical area of frontage on salt marsh or creeks.

7. It is the intent and goal to develop a commercial PDD project on the Property that is consistent with Jasper County's Comprehensive Plan as follows:
 - a. Develop competitive industrial sites and buildings, particularly those focusing on communications, technology, distribution, energy and telecommunications.
 - b. Increase County budget to support needed staffing increases through fees and taxes paid as a result of the development of the Property.
 - c. Improve existing utility and road infrastructure.
 - d. Improve employment status in Jasper County through the creation of new jobs.
 - e. Strengthen the infrastructure needed to support the Savannah River Terminal port project.
 - f. Retain existing businesses and attract new businesses to the area.
 - g. Improve access to freight facilities (ports, airfields, industrial parks) for people and freight.
 - h. Strengthen the County's economic base and provide employment opportunities for residents and surrounding communities.
 - i. Contribute to the overall economic stability of the County through fees to be paid that will assure the continued high level of civic services provided by the County.
 - j. Attract national tenants to the County along with their jobs and families.

B. PLANNED DEVELOPMENT DISTRICT PROCESS

1. The Planned Development District (PDD) zoning classification was adopted by Jasper County to permit and encourage the effective, efficient, and economic development of large tracts of land that are in the best interests of the long-range development plans of the County. In connection with zoning approval a Development Agreement will be mutually approved by the County and the Owner, the intent of which is to protect the rights and

entitlements for the Property from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the Development Agreement or the PDD Standards or in any way hinder, restrict, or prevent the development of the Property. The Development Agreement will provide reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State. The Development Agreement is being made and entered between Owner and Jasper County, under the terms of the SC Code 6-31-10, et seq, for the purpose of providing assurances to the Owner that it may proceed with development of the Property without encountering future changes in law which would materially affect the ability to develop as planned, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to Jasper County.

2. The PDD Standards constitute the zoning for the Property and a waiver from the current County codes and regulations where differences occur. The Concept Plan may introduce land uses that do not exist in current zoning documents.
3. The Property will be developed in one or more phases depending upon the final use over a period of five (5) years.
4. All rights of way, drainage systems, water and sewer systems, open space and amenities, if any, shall be constructed, owned, and maintained by Owner, its successors or assigns.
5. In the event Owner, its successors or assigns, acquires real property adjacent to the Property, County agrees to consider allowing Owner, its successors or assigns, to amend the Development Agreement, PDD Standards, and Concept Plan to make such property subject to the appropriate terms and uses of the PDD Standards and the Development Agreement.

C. CONCEPT PLAN

1. The Concept Plan depicts the general layout for the Property and areas designated for particular uses. The purpose of the PDD Standards and Concept Plan is to provide guidelines to produce a high quality, light industrial and distribution development that raises the quality of life and development standards in the area while anticipating the future needs for commerce and services. The PDD zoning classification is necessary to accommodate the land uses and to provide for the responsible planning and development of the Property over time.

2. Use designations included on the Concept Plan are general and may be modified under the terms and conditions of the PDD Standards. Proposed land uses for the Property are described in Section 2 – Land Use Designation and Definitions below. The Concept Plan seeks to maintain open space requirements set forth in the Jasper County Zoning Ordinance and Land Development Regulations.
3. Article 8.1 in the Special Purpose Districts in the Jasper County Zoning Ordinance and Land Development Regulations, revised April 17, 2017 (“Article 8.1”) shall serve as the guide to zoning and unified planning and development for the Property. The PDD Standards shall conform to the Jasper County Comprehensive Land Use Plan and Land Use Map unless any specific difference is approved by County Council within this document. Open space and amenities, if any, will be owned and maintained by the Owner, their successors or assigns or other legally designated entity. All property deeded to a governmental entity shall become the maintenance responsibility of that entity or as otherwise provide in accordance with the Development Agreement with Jasper County.
4. The Concept Plan meets all requirements of Article 8.1 unless exceptions are specified within the PDD Standards.
5. The Concept Plan and the provisions of the PDD Standards will constitute the zoning for the Property and a waiver from the current Jasper County Zoning Ordinance and Land Development Regulations where differences occur. The most current version of the Jasper County Zoning Ordinance and Land Development Regulations is attached as **Exhibit I**.
6. In the event of a conflict among documents, the hierarchy of documents is: 1) the Development Agreement, including all attachments and exhibits; 2) these PDD Standards, which includes all attachments and exhibits; and 3) the Jasper County Zoning Ordinance and Land Development Regulations as amended. In the event of an omission, the Jasper County Zoning Ordinance and Land Development Regulations shall govern. To the extent of ambiguity, the parties shall attempt to review same consistent with the terms of the Development Agreement, PDD Standards, the Jasper County Zoning Ordinance and Land Development Regulations.

D. ENVIRONMENTAL PROTECTION

1. As part of the development process, Owner, or its successors or assigns, will meet the stormwater management requirements of Jasper County and the requirements of South Carolina Department of Health and Environmental Control-Office of Ocean and Coastal Resource Management (SCDHEC-OCRM).

2. As part of the development process, Owner or its successors or assigns will prepare stormwater management plans for each phase of development in accordance with a stormwater drainage master plan to be prepared by a professional engineering firm licensed by the State of South Carolina prior to the development of any phase. The stormwater drainage master plan will address the hydrological characteristics of the entire site, as well as adjacent drainage patterns of relative importance. The plan will address pre-development conditions and post-development stormwater management for flood control and sediment reduction. This plan will also address storm water quality to enhance water quality and protect the surrounding freshwater wetlands.
3. The 2.8 acres of jurisdictional wetlands that were located on the Property previously were delineated, and a copy of the U.S. Army Corps of Engineers permit issued permitting such wetlands to be filled is attached as **Exhibit D**. Pursuant to the permit, wetland filling has been completed.

E. CULTURAL AND HISTORICAL RESOURCES

Jasper County issued a Development Permit dated May 28, 2020 permitting clearing and grading of the Property. No archeological sites, historic structures, or gravesites were located on the Property during the clearing and grading work completed on the Property.

F. WATER AND SEWER SERVICE

Water and sewer service will be provided to any development in the Property by Beaufort Jasper Water and Sewer Authority (“BJWSA”) or other governmental utility provider in accordance with BJWSA’s agreement of consolidation. Planning for the water and sewer systems will commence at the time of Development Agreement and Planned Development District approval by the County. Preliminary discussions with BJWSA indicate a willingness to serve the property as evidenced by the Intent to Serve letter included as **Exhibit E**. BJWSA operates and maintains water and sewer systems within their service area upon completion by the developer and acceptance by the Authority. All development, with the exception of irrigation, incidental maintenance facilities, and small remote facilities will be provided with public potable water and sewer prior to occupancy except as may be exempted by provisions of the Development Agreement.

G. UTILITY SERVICE

1. The Property is in the service territory of Dominion Energy for electrical and gas service. Preliminary discussions with Dominion Energy indicate a willingness to serve the property as evidenced by the two (2) Intent to Serve letters for electrical service and gas service included as **Exhibit F**. Owner or its successors or assigns will coordinate with Dominion Energy regarding planning for the Property. Owner, its successors or assigns, has the option to utilize onsite tanks to provide gas service to the Property in lieu of obtaining gas from Dominion or another public utility.

2. Hargray or another licensed provider will provide telephone service to the Property. Owner, its successors or assigns, will coordinate with the provider regarding planning for the Property. Preliminary discussions with Hargray indicate a willingness to serve the property as evidenced by the Intent to Serve letter included as **Exhibit G**.
3. Other utility services shall be provided by legally established entities at the discretion of the Owner or subsequent developers, provided such are in accordance with the franchising ordinances/licensing with the County.
4. Utilities must be underground, except as reasonably necessary for above ground support facilities. Temporary above ground utilities may be allowed during construction.

H. TRANSPORTATION NARRATIVE AND SUMMARY

1. A copy of the traffic impact analysis (TIA) prepared for the Property and approved by South Carolina Department of Transportation (“SCDOT”) is attached as **Exhibit H**.
2. There are two (2) public roads that are contiguous to the Property: U.S. Highway 17 and South Carolina Highway 315, both of which are under the jurisdiction of SCDOT regarding access, construction, improvements and maintenance providing ingress and egress to the Property. Primary access to the Property will be by one (1) full access point on US Highway 17, and secondary access to the Property will be by one (1) limited right turn only access on South Carolina 315 as indicated on the Concept Plan, unless modifications are required to meet SCDOT requirements.
3. Full access shall be defined as access which allows any and all possible vehicular traffic movements into and out of the development. Limited access shall be defined as access which limits the movement of traffic in and out of a development (i.e. right-in-right-out only). Traffic signals may be installed when actual traffic volumes or other contributing factors warrant their installation, subject to SCDOT and County approval. Funding for any required traffic signal for access to and egress from the Property shall be the responsibility of Owner, its successors or assigns, on a pro rata basis with other property owners generating traffic and necessitating the signal.
4. The planned accesses described above are conceptual and may be redesigned and relocated to accommodate traffic modeling information, site specific characteristics, and adjacent land uses and access points as part of a traffic management plan.
5. The Property may have internal public and private roadways designed to the standards of Jasper County Zoning Ordinance and Land Development Regulations or as amended by the PDD Standards.

6. Roadways indicated on the Concept Plan are subject to modification at the time of Master Plan review and approval based upon specific soil conditions, environmental concerns, physical constraints and design parameters.
7. Roadway design standards may be modified to reduce environmental impacts and increase tree preservation provided safety concerns are not compromised. To protect and preserve significant trees, such design is hereby encouraged.
8. All approvals for access encroachments onto state highways will be reviewed and approved by the SCDOT only so long as the proposed work falls within a state right-of-way. Certificates of Occupancies will not be issued until the necessary proposed Access Encroachments as outlined in the traffic impact analysis submitted for a specific Master Plan area are constructed and approved by the appropriate governing body.

I. LANDSCAPING STANDARDS

Owner, its successors or assigns, may adopt landscaping standards for the Property which shall be submitted to County for approval in connection with Master Plan approval for the development proposed under the Master Plan submittal. Any landscape standards adopted by Owner, its successors or assigns, will comply, at a minimum, with the Jasper County landscaping and tree removal ordinances.

J. PARKING AND LOADING

Except for the parking variance approved for the Property by Jasper County Board of Zoning Appeals on December 15, 2022, parking and loading standards will comply with the requirements of Jasper County ordinances unless modified during Initial Master Plan approval. Deviations may be allowed provided the applicant furnishes actual documentation that the new standard meets the parking needs of the proposed land uses and the County approves at each Master Plan approval

K. STORMWATER MANAGEMENT

1. Development of the Property shall conform to the Stormwater Management and flood hazard protection provisions of Jasper County and applicable state and federal requirements at the time of a development permit application. Stormwater best management practices will be used in the development of the Property to ensure runoff leaving the site meets South Carolina Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management (OCRM) and Jasper County standards for water quality. This requirement shall apply only for roads, impervious surfaces, parking lots, sidewalks, and enclosed structures. Underground storage facilities for stormwater retention areas shall be permitted on the Property and may include landscapes areas.

2. Owner or its successors or assigns will prepare stormwater management plans for each master plan as the Property is developed in accordance with a stormwater master plan to be prepared by a professional engineering firm licensed in the State of South Carolina prior to the development of any phase. The stormwater master drainage plan will address the hydrological characteristics of the entire site, adjacent drainage patterns of relative importance, pre-development conditions, and post-development stormwater management for flood control and sediment reduction.

L. TREE PRESERVATION

Jasper County issued a Development Permit dated May 28, 2020 permitting clearing and grading of the Property, and tree removal has occurred. The minimum allowable post-development tree coverage for all development on the Property excluding utility easement areas, shall be 15 trees, two inches in dbh (diameter breast height) or larger per acre. Preserved wetlands and buffers can be used to meet this requirement. The minimum post development tree coverage requirement shall apply to the entire boundary of the Property and shall not be phase-specific. Replacement trees shall be planted to meet the total number of trees per acre County requirement. Replacement trees must be planted within the boundaries of the area of the Master Plan.

II. LAND USE DESIGNATION AND DEFINITIONS

A. INTRODUCTION AND NARRATIVE

The land uses areas indicated on the Concept Plan are not intended to be rigid and exact boundary lines for land uses and improvements. The Concept Plan for the Property shall maintain reasonable flexibility as may be requested by Owner and its successors and assigns to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters: and as such, the exact location of boundary lines and buildings and their subsequent location and size indicated within planning area shall be subject to change at the time of Master Planning of the specific tracts within the Property and at the time Development Permit plans are submitted for development, provided, however, that maximum densities and other conditions of the PDD Standards and the Development Agreement will be strictly adhered to, unless adjustment is requested by the Developer, its successors or assigns and approved by the County. The boundaries of the Property may be modified to included adjacent acreage subject to the approval of Jasper County by appropriate petition/application to the County to amend the PDD Standards and the Development Agreement.

B. ALLOWED LAND USES

1. Subject to the limitations set forth below, the General Commercial land uses described in Section II.D.3 below and the Light Industrial land uses described in Section II.D.4 below and under the Jasper County ordinances

shall be permitted on the Property. Allowing land uses does not obligate the Owner or a subsequent developer to provide the uses or facilities stated herein.

2. The following land uses specifically are prohibited for the Property:
 - Sector 22 (Utilities): Solar Electric Power Generation
 - Sector 72 (Accommodations and Food Services): Camps and Recreational Vehicle Parks
 - Sector 81 (Other Services): Sexually Oriented Businesses
 - Mining
 - Flea Markets
 - Truck Stops
 - Manufactured Home Sales
 - Vehicle Towing
 - Repossession Services
 - Pawn Shops
 - Billboards
 - Gun Clubs/Shooting Ranges
 - Drinking Places/Bars (with no food service)
 - Vehicle Repair
3. Any easement that occurs within the Property shall have the same allowed land uses as any of the adjacent land uses. Any restrictions shall be based on the legal definition of the easement.
4. Unless specified in the PDD Standards, the standards for uses from the Jasper County Zoning Ordinance and Land Development Regulations shall apply.

C. ALLOWED DENSITY

1. The Property consists of approximately 30 gross acres as generally depicted on the Concept Plan.
2. Use and Density:
 - a. Density for the Property is estimated to be 360,000 square feet of general commercial and light industrial uses as described herein based upon 12,000 square feet of building space per acre.
 - b. General building square footage shall not exceed 360,000 square feet, provided the proposed Master Plans and Development Plans comply with stormwater, parking, open space, building setbacks, buffering, landscaping, traffic, and other site design requirements of the PDD Standards.

D. DEFINITIONS OF LAND USE TERMS AND DENSITY TERMS

Capitalized terms not defined in the PDD Standards or in the Development Agreement shall have the definitions of the Jasper County Zoning Ordinance and Land Development Regulations at the time of PDD Standards approval in the interpretation of the PDD Standards and Concept Plan. The locations of specific land uses are not fixed and may vary. However, the definitions below shall generally describe the allowed uses within the Property.

1. Acre

- a. Gross Acre shall mean the entire acreage within the site boundaries.
- b. Net Acre shall mean the acre which remains after deduction of easements for existing utilities, wetland buffers, and onsite wetlands.

2. Business Park/Industrial Park

- a. This designation allows for a multiuse business park to meet regional demands for light industrial and office services.

- i. Business Park/Industrial Park permitted uses include:

- 1. Regional warehouses and cold storage
 - 2. Distribution cartage or express operations and facilities
 - 3. Back-office operations
 - 4. Office space
 - 5. Office/warehouse operations
 - 6. Public utility facility
 - 7. Radio and/or television stations and/or transmission tower
 - 8. Off street parking or storage area for customer, client, or employee-owned vehicles
 - 9. Call centers and data centers
 - 10. Motor freight terminals defined as facilities used for the transfer of goods
 - 11. Accessory uses which are necessary to the conduct of the permitted uses herein including but not limited to office uses, indoor and outdoor storage of materials and maintenance facilities for permitted uses; provided however they are operated and maintained under the same ownership, on the same lot as the permitted use, and do not include structures or features inconsistent with the permitted uses.
 - 12. Activities relating to the loading, unloading, storage, and processing of bulk products, within traditional or non-traditional buildings or in open air, with no limit on the amount of space so utilized.

13. Tractor trailer parking in rear of buildings away from Highway 17, as needed, and tractor trailer storage (coupled or uncoupled) areas containing up to 60 tractor trailers per acre.

ii. An applicant must demonstrate, at the time of Master Plan submittal, that uses are approved in an appropriate manner to address traffic flow, safety, and compatibility of adjoining uses. Any use that may involve harmless chemical and handling or storage must demonstrate safety planning which meets all Federal and State standards and is acceptable to the County engineer.

3. General Commercial.

a. General Commercial uses permitted on the Property include the following:

- i. General Commercial (except as prohibited above)
- ii. Business Park/Industrial Park
- iii. Community Recreation
- iv. Hotel, Motel, Inn
- v. Institutional/Civic/Government Office
- vi. Enclosed Maintenance Areas
- vii. Open Space
- viii. Silviculture
- ix. Utilities
- x. Restaurant
- xi. Mini warehouse
- xii. Daycare for on-site employees

b. General Commercial conditional uses permitted on the Property include the following:

- i. Convenience Store/Gas Station conditioned upon a standard convenience store size (e.g. Parkers, Enmarket, or similar), and only limited right turn access from Highway 315 shall be permitted.

4. Light Industrial

Light Industrial uses are primarily related to services, distribution, and assembly of finished products, and are contained within buildings except for screened outdoor storage areas, which shall not exceed twenty-five percent of the building square footage. Subject to approval during the Master Plan process, outdoor storage may exceed twenty-five percent where such storage is completely roofed, includes screening preventing view from

exterior and interior public roadways, and meets the approved development standards that pertain to the primary structure.

5. Open Space

Total open space for the Property shall be calculated based on their combined acreage and not on a site-specific basis for each phase of development or project located therein. The open space shall provide at least 15% total open space based upon total upland acreage. Passive open space shall consist of the following:

- a. Landscape surface areas (areas not covered by buildings, parking, impervious surface)
- b. Lagoons, ponds, impoundments, and lakes (detention, retention, or recreational)
- c. Freshwater wetlands
 - i. Only 50% of Freshwater wetlands, Lagoons, Ponds, and Lakes count towards open space
- d. Wetland buffers
- e. Forest, wildlife preserves/corridors, conservation areas and greenbelts
- f. Perimeter buffers

6. Lot Sizes, Lot Widths, Setbacks, Screening, Buffers, Building Heights, and Architectural Standards

- a. There shall be no minimum lot size or width.
- b. A ten foot (10') perimeter buffer shall be required on the north, east, and west boundaries of the Property and a twenty foot (20') perimeter buffer shall be required on the southern boundary of the Property, and such perimeter buffers shall remain in an undisturbed natural state other than access from highways. Additionally, underground utilities and stormwater management facilities are allowed in the perimeter buffer area.
- c. Any required wetlands setbacks shall apply according to law throughout the Property.
- d. Screening shall be determined at the time of master plan approval.
- e. Building setbacks from US Highway 17 shall be one hundred feet (100') and from SC Highway 315 shall be fifty feet (50') with landscaping, parking, and access adjacent to highways permitted within the building setback areas.
- f. Except as specified herein, no other setbacks shall be required.
- g. County and Owner acknowledge and agree that a 50' gas easement overlaps all or a portion of the Highway Corridor Overlay District buffer for the Property, and such utility easement areas shall be exempt from compliance with the Highway Corridor Overlay District buffer requirements. A twenty-five foot (25') landscaping buffer,

excluding driveways and bodies of water, shall be planted with 12 trees and 30 bushes per 100 linear feet with 10' of the landscaping buffer outside the gas easement planted with trees and 15' within the gas easement planted with bushes, as shown on the Concept Plan.

- h. Building heights may be 50' based upon existing approval of the Jasper County fire department. Building heights in excess of 50' shall require approval of Jasper County Planning upon terms established by Jasper County fire department.
- i. Painted concrete exterior walls shall be permitted for uses on the Property provided the required articulation is used on the side of the building facing Highway 17 and Highway 315.
- j. Membrane roofs and flat roofs, shall be permitted for uses on the Property provided that a parapet or other similar architectural design is provided on the side of the building facing US Highway 17 and Highway 315.
- k. Unarticulated walls exceeding 50' in length are permitted on building facades facing away from US Highway 17 and Highway 315 for uses on the Property provided the required articulation is used on the side of the building facing US Highway 17 and Highway 315.
- l. If not defined within these PDD Standards, standards will be determined in accordance with the Jasper County Zoning Ordinance and Land Development Regulations.

7. Signage Control

Any and all street signage and marketing signage within the Property shall be reviewed and approved by Jasper County Planning staff. Entrance monumentation fronting public ROWs will be governed by the ordinance existing at the time of PDD approval, but permanent monumentation at each entrance will be allowed at a minimum. Allowable signage square footage will be per the Jasper County Zoning Ordinance and Land Development Regulations.

8. Silviculture

This designation allows for continuation of managed forestry. Silviculture includes the practice of planting, culture, and harvesting of trees for the purpose of producing wood fiber and timber. Generally accepted methods of forest management are permitted, including wildlife management, construction and use of forest roads, and practices to promote health and growth of trees. Silviculture uses may continue up to the time a subdivision plat is recorded and must be in accordance with standard forestry BMPs. Owner, its successors and assigns, shall be permitted to plant and grow trees upon the Property which may be used for tree farming for harvesting of such trees for purposes of replanting same in locations which are on or off the

Property and may engage in farming operations which are indigenous to the area.

9. Utilities

a. This designation allows for utility service to serve the Property. The following land uses shall be allowed only after written approval from the applicant/developer and its consultants for location and design. Screening, buffering, and other aesthetic matters must meet or exceed the County Zoning and Land Development Regulations at the time of site development application.

1. Potable water supply and distribution
2. Wastewater collection, treatment, and disposal
3. Stormwater collection, treatment, and detention
4. Irrigation
5. Communication towers
6. Satellite antennas
7. Cable television facilities
8. Telephone facilities
9. Power transmission and distribution
10. Fiber optic lines
11. Other utility services i.e., Internet access and other telecommunication uses.

10. Wetlands

This designation allows the following uses within wetlands. Freshwater wetlands on the property shall be those areas over which the applicable governmental agencies claim jurisdiction for freshwater wetlands. The following are permitted uses:

- a. Open space and buffers
- b. Conservation areas
- c. Activities in all wetland areas as permitted by the U.S. Army Corps of Engineers and the South Carolina Department of Health and Environmental Control, Office of Ocean, and Coastal Resource Management.
- d. Disposal of reclaimed water as permitted by SCDHEC.
- e. Storm water management and recreational lakes.
- f. Boardwalks, trails, bridges and other permitted structures.
- g. Game Management

EXHIBIT A

Legal Description

Lot A and Lot B

All those certain parcels or tracts of land situate, lying and being in Jasper County, South Carolina, designated as Lot A, Delta Plantation, containing 6.33 acres, more or less, and Lot B, Delta Plantation, containing 20.00 acres, more or less, and being more particularly shown and described on a map or plat prepared by Charles W. Tuten, Jr., SCRLS #13522, dated March 3, 2004, recorded in the Office of the Register of Deeds for Jasper County, South Carolina (“Jasper County Records”) in Plat Book 27, Page 315. For a more particular description reference is hereby made to said map or plat for better determining the metes, bounds and dimensions of said property.

Jasper County TMP: 037-00-02-018

Jasper County TMP: 037-00-02-014

Tract C

AND ALSO, ALL that certain parcel or tract of land situate, lying and being in Jasper County, South Carolina, containing 5.00 acres, more or less, and being a portion of the Poindexter Tract of Delta Plantation, as shown and delineated on that certain plat of survey prepared by Paul D. Wilder, RLS of Wilder Surveying and Mapping, dated January 9, 1998 and recorded in the Jasper County Records in Plat Book 23, Page 46. Said parcel of tract of land being generally bounded and described as follows: on the north by the R/W of S.C. Highway 170; on the east by other lands, now or formerly of Henry Ingram; on the south by other lands, now or formerly of Henry Ingram; and on the west by the R/W of U.S. Highway 17-A. For a more particular description, reference is made to the aforementioned plat of record.

Jasper County TMP: 017-00-02-017

LESS AND EXCEPTING

ALL that certain piece, parcel or lot of land situate, lying and being in Jasper County, South Carolina and designated as a “BJWSA Ground Water Well” containing 1.00 acres, 43,743 square feet on a plat dated May 6, 2009, entitled “A Plat of a 0.517 Acre Water Well Being a Portion of Lot “B” Delta Plantation Jasper County, South Carolina Prepared For: North Savannah Properties, LLC” by Kennedy Ragsdale & Associates Inc., James C. Brewer SCRLS No. 25441. For a more complete description as to metes, bounds and distances, reference may be made to said plat, filed as an attachment to the Partial Release recorded in the Jasper County Records in Book 759 Page 21.

ALL that certain piece, parcel or lot of land containing 15.576 square feet (0.358 acre), more or less, and all improvements thereon, if any, shown as the “Area of Acquisition” on Exhibit A attached to the deed from Zinn Investments II, LLC to South Carolina Department of Transportation recorded in Book 1018 at Page 729 in the Jasper County Records with such Right

of Way therein granted located along a relocated centerline as shown on plans between approximate survey stations 134+60.00 and 332+82.17.

This being the same property conveyed to Owner by Zinn Investments II, LLC by deed dated December 7, 2021 and recorded January 4, 2022 in Book 1093 at Page 1887 in the Jasper County Records.

EXHIBIT B

Plat

EXHIBIT C
Concept Plan

10' PERIMETER BUFFER

HIGHWAY CORRIDOR OVERLAY
DISTRICT BOUNDARY

FEMA FLOOD ZONE AE (EL 7)

FEMA FLOOD ZONE AE (EL 8)

BUILDING 2
120,000 SF

LOT B
19.00 AC.

BUILDING 1
100,000 SF

100' BSL

50' DOMINION GAS EASEMENT

15' TELECOMMUNICATIONS EASEMENT

SCAPE BUFFER

10' PERIMETER BUFFER

50' HCOD BUFFER N/A
PER PDD STANDARDS

US HWY 17
(SPEEDWAY PLVD)

EXHIBIT D
Wetlands Fill Permit



DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

July 25, 2019

Regulatory Division

Mr. Tom Zinn
Zinn Investments II, LLC
3 Clarks Summit Drive Ste. 200
Bluffton, South Carolina 29910
tzinn@zamsc.com

Dear Mr. Zinn:

**PLEASE READ THIS LETTER CAREFULLY AND
COMPLY WITH ITS PROVISIONS**

This is in response to a letter on your behalf from Resource & Land Consultants dated May 7, 2019, requesting the Charleston District Corps of Engineers grant a time extension and transfer on Department of the Army (DA) permit SAC-2008-01571 previously issued to North Savannah Properties, LLC on December 15, 2009, and transferred to Ameris Bank on August 15, 2014. The time to complete the authorized work was granted an extension from December 31, 2014, until December 31, 2019, in a letter from this office dated August 18, 2014. The DA permit authorizes the placement of fill in 2.8 acres of freshwater wetlands under Section 404 of the Clean Water Act to construct a retail and commercial development known as the Telfair Commercial Complex. The project is located on a 35.82 acre tract adjacent to and east of Hwy 17 and south of Hwy 170 in Hardeeville, Jasper County, South Carolina (Latitude: 32.150664°, Longitude: -81.052714°).

Your request for a time extension and transfer on DA permit SAC-2008-01571 is granted. As no changes in attendant circumstance surrounding this matter have been identified, and the requirement that this work proceed essentially in accordance with the approved plans and conditions is clearly understood. Attached is a complete copy of DA permit SAC-2008-01571 issued to Zinn Investments II, LLC signed by the District Engineer on June 10, 2019, with an extended time to complete this work until **December 31, 2024**. The original DA permit documentation is also attached. Please be aware this may be the last time extension granted by this office for this work.

This permit was issued under provision of Federal laws for the protection and preservation of waters of the United States. In accordance with these laws, once a DA Permit authorizing the proposed work is issued,

**IT SHALL NOT BE LAWFUL TO DEVIATE FROM SUCH PLANS EITHER
BEFORE OR AFTER COMPLETION OF THE WORK,**

unless modification of said plans has previously been submitted to and received the approval of the Department of the Army. All other conditions to which the work is made subject remain in full force and effect. Note also that this work appears subject to the jurisdiction of the South Carolina Department of Health and Environmental Control, and it is highly recommended you contact that agency to ascertain their requirements.

In all future correspondence, please refer to file number SAC-2008-01571. If you have any questions, please contact Leslie Estill, Project Manager, at (843) 329-8039, or by email at Leslie.A.Estill@usace.army.mil.

FOR THE DISTRICT ENGINEER:

Sincerely,



COLLER-
SOCHA.ROBIN.DALE.12298
33878
2019.07.25 13:55:24 -04'00'

Robin Coller-Socha
Chief, South Branch
Deputy Chief, Regulatory Division

Attachments

2019 DA permit
2009 DA permit
Notification of Appeal Options

Copies Furnished:

Mr. Alton Brown, Jr.
Resource & Land Consultants
41 Park of Commerce Way, Suite 303
Savannah, Georgia 31405
abrown@rlandc.com

SCDHEC – Bureau of Water
2600 Bull Street
Columbia, South Carolina 29201
WQCWetlands@dhec.sc.gov

SCDHEC - OCRM
1362 McMillan Avenue, Suite 400
North Charleston, South Carolina 29405
williabn@dhec.sc.gov

DEPARTMENT OF THE ARMY PERMIT

Permittee: **ZINN INVESTMENTS II, LLC**
C/O TOM ZINN

3 CLARKS SUMMIT DR STE 200
BLUFFTON, SC 29910

Permit No: **SAC-2008-01571**

Issuing Office: **CHARLESTON DISTRICT**

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The permitted work consists of placement of fill material in waters of the US to construct a retail and commercial development in accordance with the attached drawings entitled: Telfair Commercial, Jasper County, South Carolina; Sheet 1 of 2 dated July 2008, sheet 2 of 2 dated August 13, 2008.

Project Location:

The project site is located on a 35.82 acre tract adjacent to and east of Highway 17 and south of Highway 170 on Salt Water Creek in Jasper County, South Carolina.

General Permit Conditions:

1. The time limit for completing the work authorized ends on **31 December 2024**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Permit Conditions:

See Appendix A, page 5

Further information:

1. **Congressional Authorities:** You have been authorized to undertake the activity described above pursuant to:

Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403)

Section 404 of the Clean Water Act (33 USC 1344)

Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1413)

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, State or local authorizations required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume liability for:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.



(PERMITTEE)
ZINN INVESTMENTS II, LLC
C/O TOM ZINN

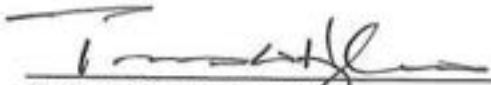
5/27/2019

(DATE)

Thomas R. Zinn

PRINT NAME

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.



(DISTRICT ENGINEER)
JEFFREY S. PALAZZINI, LTC
or his Designee
Travis G. Hughes
Chief, Regulatory Division

10 June 2019

(DATE)

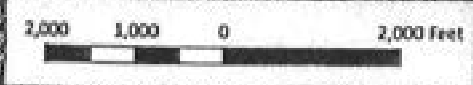
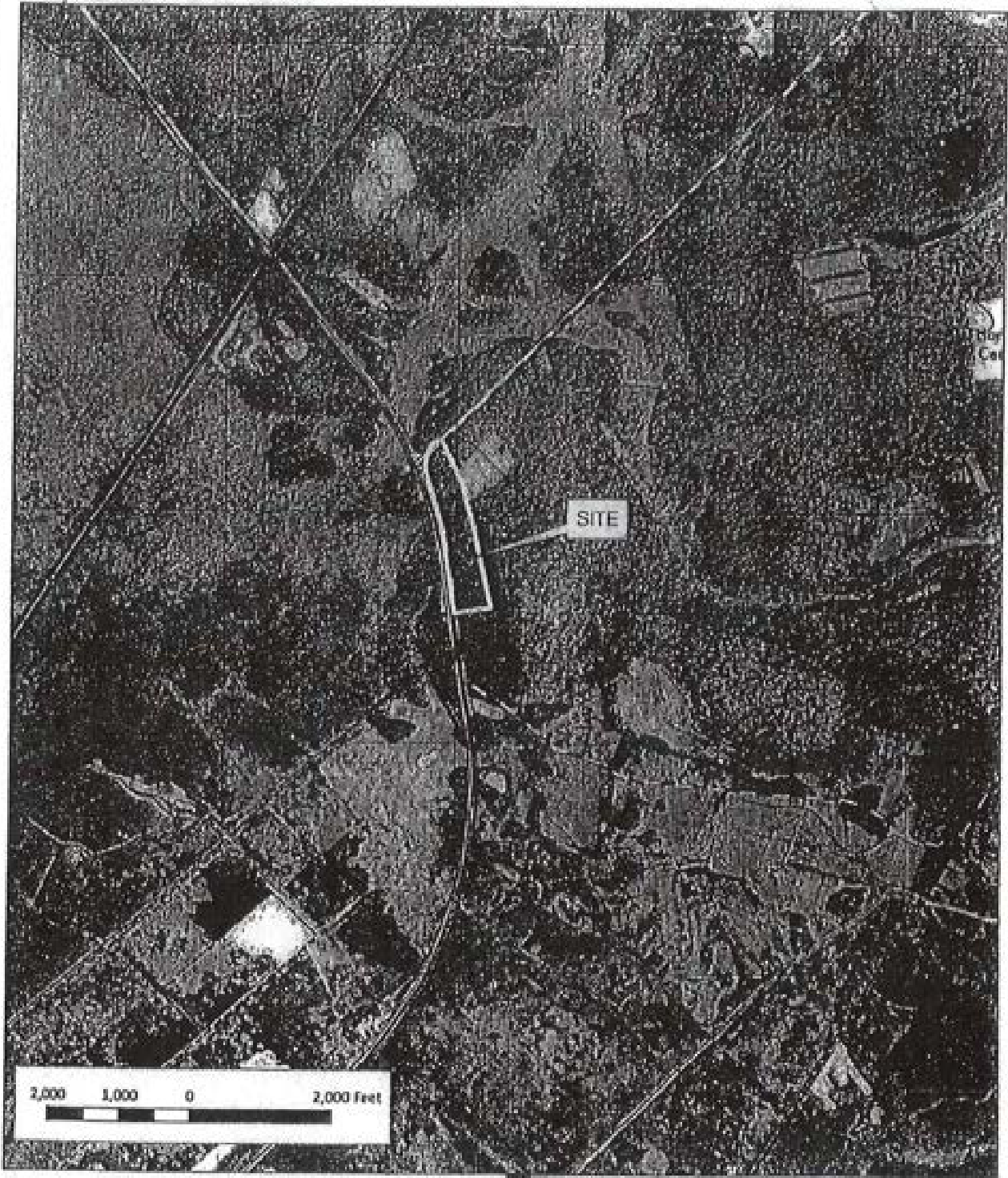
When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFEREE) (PRINT NAME)

(DATE)

APPENDIX A
SPECIAL CONDITIONS FOR PERMIT SAC 2008-01571

- a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.
- b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:
 1. A copy of this permit;
 2. A statement that the authorized work was done in accordance with the Corps' authorization, including any general or specific conditions;
 3. A statement that any required mitigation was completed in accordance with the permit conditions;
 4. The signature of the permittee certifying the completion of the work and mitigation
- c. That as compensatory mitigation for impacts to aquatic resources, the permittee agrees to purchase a total of 24.1 credits from the Sweet Leaf Mitigation Bank. At least one quarter of the required credits (6.025 credits) must be restoration/non-buffer enhancement credits. In addition, no more than one half of the required mitigation credits (12.05 credits) may be preservation credits.
- d. That the permittee must submit evidence of the purchase of the required mitigation credits and or that the permittee must submit evidence of executions and recording of the preservation easements or covenants and surveyed plat of the mitigation area to both the Corps of Engineers and DHEC not later than 60 days from the effective date of this authorization, or prior to commencement of the authorized work, whichever is later. Your responsibility to complete the required compensatory mitigation as set forth in this Special Condition will not be considered fulfilled until you present such evidence as described above.
- e. That the permittee shall submit the engineered stormwater and drainage design plans for review and approval or a copy of their SCDHEC Sediment, Erosion, and Stormwater Control Permit to the Corps prior to beginning construction of the project.



**PERMITTED
PLANS**

Sheet 1 of 2

2006 CIR
LIMEHOUSE QUADRANGLE

JULY 2008

MAP SCALE: 1 INCH = 2000 FEET

PREPARED BY: AB

RLC NO. 08-043

TELFAIR COMMERCIAL
JASPER COUNTY, SOUTH CAROLINA

#SAC-2008-1571-1IW

PREPARED FOR:
NORTH SAVANNAH PROPERTIES



Project Limits

**RESOURCE + LAND
CONSULTANTS**

RLC

41 Park of Commerce Way, Ste. 202
Savannah, Georgia 31402
904.432.5555 www.rlcinc.com

KRI
KENNEDY RAGSDALE
& ASSOCIATES INC.
Engineers, Landscape Architects,
Surveyors, and Development Consultants
11600 STATE ST., SUITE 101
LAVENDEX, GA 30044
PH 404-252-1200 FAX 404-252-1208
WWW.KRI2000.COM

Sheet 2 of 2

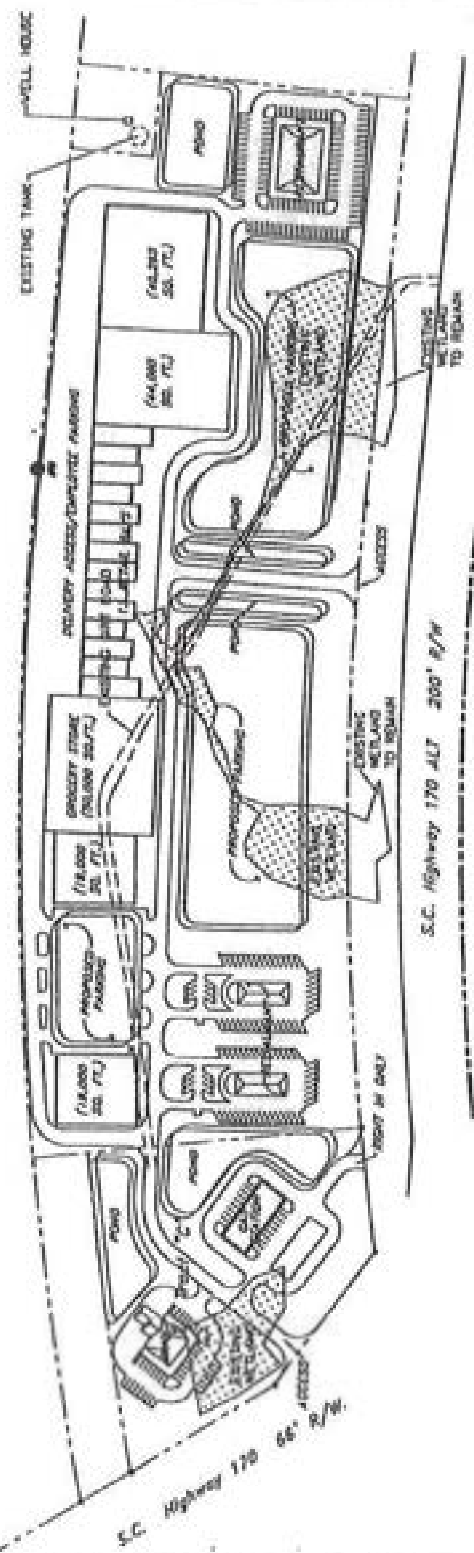
A CONCEPT FOR
TELFAIR TRACT C & ADJACENT PARCELS
JASPER COUNTY, SOUTH CAROLINA

PREPARED FOR
JEFF WHITLOW

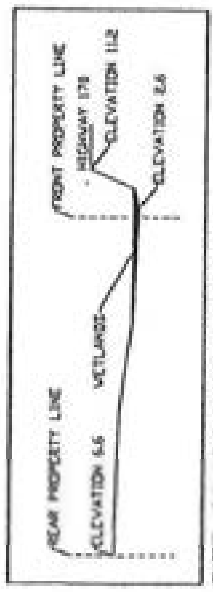
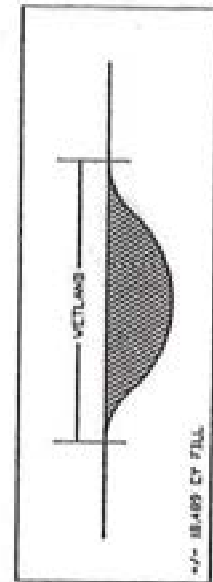
PROJECT #:	00000120
FIELD DATE:	04-10-08
DRAWING DATE:	04-10-08
DRAWN BY:	TR
CHECKED BY:	

PROJECT AREA: 35.82 ACRES
WETLAND AREA: 2.80 ACRES
UPLAND AREA: 33.02 ACRES
WETLAND IMPACT: 2.80 ACRES

PERMITTED
PLANS



#SAC-2008-1571-1W



IF THIS SHEET IS QUOTED FROM ANY OTHER DOCUMENT, PLEASE ACKNOWLEDGE.

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant:	File Number:	Date:
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer, South Atlantic Division, 60 Forsyth St, SW, Atlanta, GA 30308-8801. This form must be received by the Division Engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD **is not appealable**. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact the Corps biologist who signed the letter to which this notification is attached. The name and telephone number of this person is given at the end of the letter.

If you only have questions regarding the appeal process you may also contact: Jason W. Steele
Administrative Appeals Review Officer
USACE South Atlantic Division
60 Forsyth St, SW
Atlanta, GA 30308-8801
(404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A HAGOOD AVENUE
CHARLESTON, SOUTH CAROLINA 29403-5107

August 18, 2014

Regulatory Division

Ameris Bank
c/o Mr. Alton Brown
Resource + Land Consultants
41 Park of Commerce Way, Ste. 303
Savannah, GA 31405

Dear Mr. Brown:

This is in response to your letter dated August 15, 2014, submitted on behalf of the Ameris Bank, requesting an extension of time to complete the work authorized by Department of the Army permit SAC-2008-01571-1W. This work consists of the placement of fill material in waters of the U.S. to construct a retail and commercial development. In detail, the work specifically consists of placing fill material in 2.8 acres of jurisdictional freshwater wetlands adjacent to the marshes of Salt Water Creek to construct a retail and commercial development.

Since no changes in the attendant circumstances surrounding this matter have been identified, and since the requirement that this work proceed essentially in accordance with the approved plans and conditions is clearly understood, the time to complete this work is hereby extended from December 31, 2014, until December 31, 2019.

This letter should be attached to the original permit. All other conditions to which the work is made subject remain in full force and effect. In that this work appears subject to the jurisdiction of the South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management (OCRM), it is highly recommended that you contact that agency to ascertain their requirements in this matter.

Sincerely,

for: John T. Litz, PMP
Lieutenant Colonel, U.S. Army
Commander and District Engineer

Tina B. Hadden
Chief, Regulatory Division

11 AUG 19 2014
Concur: phr
KING
RD-P/8039
SOCHA/RD-8B
fa TBH

time extension completed 8/19/2014

SAC 2008-1571-1W

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Jeffrey M. Whitlow

 (PERMITTEE)
 NORTH SAVANNAH PROPERTIES, LLC
 MR. JERRY WHITLOW
Jeffrey Whitlow

 (PRINT NAME)

12-08-09

 (DATE)

12-8-09

 (DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

 (DISTRICT ENGINEER)
 JASON A. KIRK, LTC, PE
 or his Designee
 Tina B. Hadden
 Chief, Regulatory Division

 (DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

W.M. Sky v.P.

 (TRANSFEEE) *Amic Bank*

8.15.14

 (DATE)



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

December 15, 2009

Regulatory Division

Resource & Land Consultants
Mr. Alton Brown, Jr.
41 Park of Commerce Way, Suite 303
Savannah, Georgia 31405

Dear Mr. Brown:

This is in response to your application requesting a Department of the Army permit.

Enclosed is your Department of the Army Permit #2008-1571-1IW. It authorizes you to perform the work specified on the attached drawings. This permit is issued under the provisions of the Federal laws for the protection and preservation of the navigable waters of the United States.

Please notify this office promptly, in writing, when you start and complete the work. The enclosed cards may be used for that purpose. You should also be aware that a special condition has been included in this permit which requires that a copy of the permit and drawings must be available at the work site during the entire time of construction.

Respectfully,

Tina B. Hadden
Chief, Regulatory Division

Enclosures

DEC 16 2009

Concur: phm
KING
RD-P/8039

HADDEN

DEPARTMENT OF THE ARMY PERMIT

Permittee: NORTH SAVANNAH PROPERTIES, LLC
c/o MR. JERRY WHITLOW

348 JEFFERSON STREET
SAVANNAH, GEORGIA 31401

Permit No: 2008-1571-11W

Issuing Office: CHARLESTON DISTRICT

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description:

The work consists of the placement of fill material in waters of the U.S. to construct a retail and commercial development in accordance with the attached drawings entitled: Telfair Commercial, Jasper County, South Carolina. Sheet 1 of 2 dated July 2008. Sheet 2 of 2 dated August 13, 2008.

Project Location:

The project site is located on a 35.82 acre tract adjacent to and east of Highway 17 and south of Highway 170 on Salt Water Creek in Jasper County, South Carolina.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **31 December 2014**. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.
2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions:

SEE PAGE 4

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).
- Section 404 of the Clean Water Act (33 U.S.C. 1344).
- Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

- a. This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law.
- b. This permit does not grant any property rights or exclusive privileges.
- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.
- d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit.
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

6. Extensions. General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

Jeffrey M. Whitlow
(PERMITEE)

12-08-09
(DATE)

NORTH SAVANNAH PROPERTIES, LLC
MR. JERRY WHITLOW

Jeffrey Whitlow
(PRINT NAME)

12-8-09
(DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

(DISTRICT ENGINEER)
JASON A. KIRK, LTC, PE
or his Designee
Tina B. Hadden
Chief, Regulatory Division

(DATE)

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

W M Sty VP
(TRANSFEEE) Amic BANK

(DATE)

CONDITIONS FOR PERMIT #2008-1571-11W:

- a. That the permittee agrees to provide all contractors associated with construction of the authorized activity a copy of the permit and drawings. A copy of the permit will be available at the construction site at all times.
- b. That the permittee shall submit a signed compliance certification to the Corps within 60 days following completion of the authorized work and any required mitigation. The certification will include:
 1. A copy of this permit;
 2. A statement that the authorized work was done in accordance with the Corps authorization, including any general or specific conditions;
 3. A statement that any required mitigation was completed in accordance with the permit conditions;
 4. The signature of the permittee certifying the completion of the work and mitigation.
- c. That as compensatory mitigation for impacts to aquatic resources, the permittee agrees to purchase a total of 24.1 credits from the Sweet Leaf Mitigation Bank. At least one quarter of the required credits (6.025 credits) must be restoration/non-buffer enhancement credits. In addition, no more than one half of the required mitigation credits (12.05 credits) may be preservation credits.
- d. That the permittee must submit evidence of the purchase of the required mitigation credits and or that the permittee must submit evidence of execution and recording of the preservation easements or covenants and surveyed plat of the mitigation area to both the Corps of Engineers and DHEC not later than 60 days from the effective date of this authorization, or prior to commencement of the authorized work, whichever is later. Your responsibility to complete the required compensatory mitigation as set forth in this Special Condition will not be considered fulfilled until you
- e. That the permittee shall submit the engineered stormwater and drainage design plans for review and approval or a copy of their SCDHEC Sediment, Erosion, and Stormwater Control Permit to the Corps prior to beginning construction of the project.



2,000 1,000 0 2,000 Feet

**PERMITTED
PLANS**

Sheet 1 of 2

2006 CIA
LIMEHOUSE QUADRANGLE

JULY 2008

MAP SCALE : 1 INCH = 2000 FEET

PREPARED BY: AR

RLC NO. DR-043

TELFAIR COMMERCIAL
JASPER COUNTY, SOUTH CAROLINA

#SAC-2008-1571-1IW

PREPARED FOR:
NORTH SAVANNAH PROPERTIES



**RESOURCE + LAND
CONSULTANTS**

RLC

41 Park of Commerce Way, Ste. 303
Savannah, Georgia 31405
912.443.2876 www.rlcintl.com

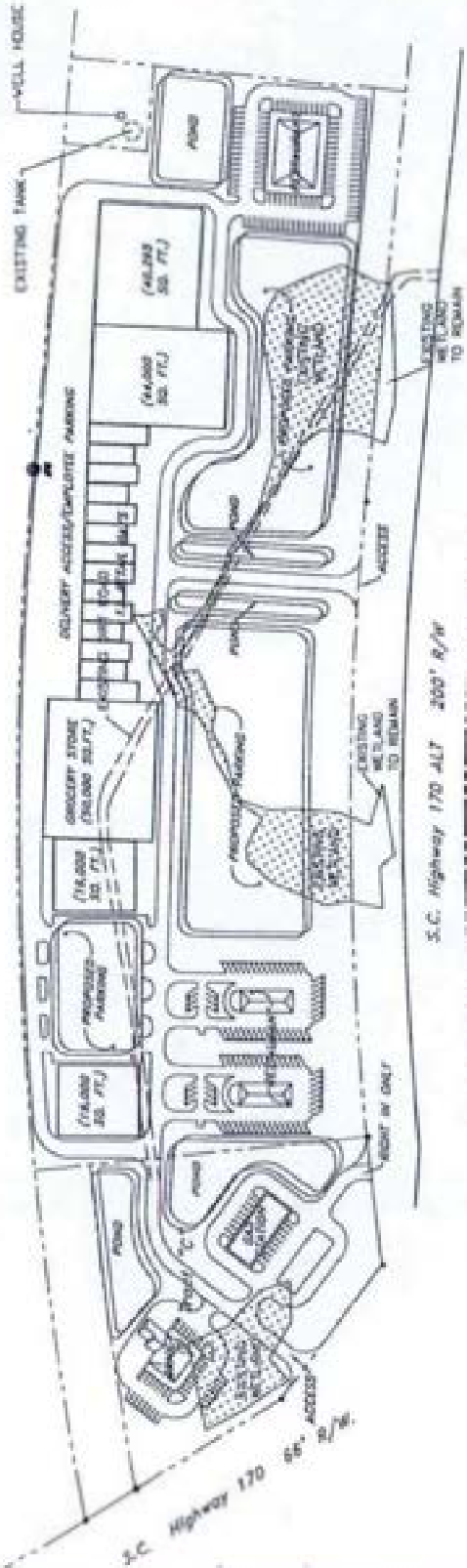
Project Limits

KPI
KENNEDY RAGSDALE & ASSOCIATES INC.
 Engineers, Landscape Architects, Surveyors, and Development Consultants
 11655 WOODLARK DR., SUITE 301
 TAMPA, FL 33613
 TEL: 813 972-4444
 WWW.KRI-USA.COM

JEFF WHITLOW
 PREPARED FOR
TELFAIR TRACT C & ADJACENT PARCELS
 JASPER COUNTY, SOUTH CAROLINA
 A CONCEPT FOR
 PROJECT #1: _____ SHEET #04
 FIELD DATE: _____ DRAWING DATE: _____ DRAWING BY: _____
 REVIEWED BY: _____

PROJECT AREA: 35.82 ACRES
 WETLAND AREA: 2.80 ACRES
 UPLAND AREA: 33.02 ACRES
 WETLAND IMPACT: 2.80 ACRES

**PERMITTED
 PLANS**



#SAC-2008-1571-1IW

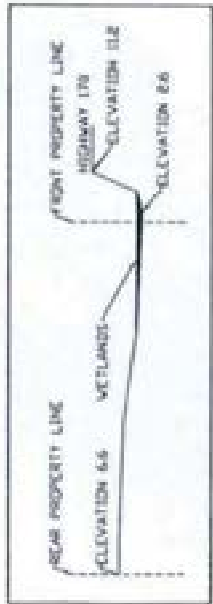
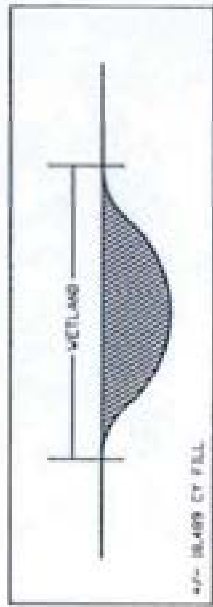


EXHIBIT E

Water & Sewer Provider Letter



6 SNAKE ROAD, OKATIE, SC 29909-3937
Phone 843.987.8100 | Fax 843.548.0096
Customer Service 843.987.9200
Operations & Maintenance 843.987.8046
Engineering 843.987.8065
www.bjwsa.org

Our mission: Provide quality water and wastewater services to our current and future customers in the Lowcountry

JOE MANTUA, PE, GENERAL MANAGER

October 28, 2022

Evan Bennett, P.E.
Hussey Gay Bell
329 Commercial Dr.
Savannah, GA 31406

Via email: ebennett@husseygaybell.com

Subject: Availability – Speedway Boulevard, PINs: 037-00-02-003, 037-00-02-014, 037-00-02-017, & 037-00-02-018.

Dear Mr. Bennett,

This letter is in response to the water and sewer availability request for the Telfair Industrial Development at the above referenced parcels. Water is available from BJWSA’s existing 12” water main located within the Speedway Boulevard right of way. There is a gravity manhole located on the adjacent SCAD property, approximately 150’ south of parcel 037-00-02-014. Dependent upon available grade the developer may extend the gravity system to serve the proposed development. Should the sewer needs of the development exceed the available capacity of the receiving lift station (HD28), the developer would be responsible for any upgrade to BJWSA’s existing infrastructure.

If or when your client wishes to proceed with this development, design drawings and calculations must be submitted to BJWSA’s Engineering Department for review and approval. Upon approval, capacity and project fees will be determined based on the information provided. These fees must be paid in full before a capacity commitment can be issued or a pre-construction meeting may be held. If construction on the proposed water and sewer systems has not started within twelve (12) months from the date of this letter, this availability will be invalid.

Should you have questions or require additional information, please contact me at 843-987-8082 or james.clardy@bjwsa.org.

Sincerely,

James Clardy
Development Projects Manager

JBC/mya

JAMES E. BAKER, JR.
CHAIR

GREGORY A. FADGETT
VICE CHAIR

DONNA L. ALTMAN
SECRETARY/TREASURER

MICHAEL L. BELL
IMMEDIATE PAST CHAIR

LORRAINE W. BOND
GERALD H. SCHULZE

ANDERSON M. KINGHORN, JR.
WILLIAM SINGLETON, Ed.D

J. ROBERT McFEE, PE
DAVID E. STRANGE

R. THAYER RIVERS, JR.

EXHIBIT F

Electric & Gas Provider Letters



Letter of Power Availability

April 1, 2024

Evan Bennett
Hussey Gay Bell
Savannah, GA

Re: Telfair Tract, Intersection of US 17 and SC 315, Jasper County, SC

I am pleased to inform you that Dominion Energy will be able to provide electric service to the above referenced address. Electric service will be provided in accordance with Dominion Energy General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the company's standard operating policies and procedures. To begin engineering work for the project, the following information will need to be provided:

- 1.) Detailed utility site plan in AutoCAD format showing water, sewer, and storm drainage, as well as the requested service point/transformer locations.
- 2.) Additional drawings that indicate wetland boundaries, tree survey with barricade plan and buffer zones (if required), as well as any existing or additional easements that will also be needed.
- 3.) Electric load breakdown by type with panel schedule, riser diagrams and desired metering specifications.
- 4.) The anticipated timeline for each phase of the development.
- 5.) Dominion Energy has specific requirements for electric service to new water and sewer pump-stations. If your project requires these facilities, please contact me for more details.

Dominion Energy construction standards and specifications are available here:
<https://www.dominionenergy.com/south-carolina/start-stop-service/new-construction>

If you have any questions, please contact me at 843-540-1315.

Sincerely,

Parks Moss

Parks Moss
Senior Key Account Manager
Dominion Energy South Carolina



Preliminary Letter of Availability

May 15 , 2024

Evan Bennett

Hussey Gay Bell

Savannah, GA

Re: Telfair Tract, Intersection of US 17 and SC 315, Jasper County, SC

Mr. Bennett,

Thank you for your inquiry about natural gas service for the above address. As of the date of this letter, natural gas service is available to the site, but, due to future unknown considerations such as available gas supply, available capital investment, requested equipment loads and pressures, and other business and operational factors, service cannot be confirmed at this time. Once we have all the below information, an engineering study will be performed to determine our ability to serve the project and analyze if there will be a cost to you associated with serving the project based on the information and gas load you provided.

Please provide the below information:

- 1) Detailed utility site plan (**in AutoCAD**) showing water, sewer, and storm drainage. The finalized/approved plan must include lot numbers, street names, and 911 addresses for each lot/building.
- 2) Additional drawings that indicate wetlands boundaries; utility rights-of-way inside the project; rights-of-way given by adjacent landowners; restricted areas; tree survey with barricade plan; buffer zones (if required); as well as any existing or additional easements.
- 3) Copies of applicable SCDHEC, USACE, USFWS, MS4, SCDOT, county/municipal, and all other permits and delineations potentially affecting gas line installations.
- 4) A list of all natural gas appliances and equipment to be installed. For Commercial projects, we will also need the BTUH load for each appliance/piece of equipment.
- 5) A signed copy of this letter acknowledging its receipt and responsibility for its contents and authorization to begin engineering work. Any Contribution in Aid of Construction (CIAC) associated with providing service will be determined when a finalized/approved

plan is submitted to our office. Full payment of the Contribution in Aid of Construction (CIAC) must be received before engineering or permitting of the gas line will begin.

6) Requested date of active service.

7) Other information needed: (if left blank no other information is required at this time)

If you have any questions, please contact me at 803-634-1374 or steven.n.roberts@dominionenergy.com

Sincerely,

Nick Roberts

Gas Sales Account Manager

Dominion Energy South Carolina

EXHIBIT G

Telecommunications Provider Letter



May 8, 2024,

Evan Bennett, P.E
Hussey Gay Bell
329 Commercial Dr.
Savannah, GA. 31406

Dear Mr. Bennett:

SUBJ: Letter of Intent to Provide Service for: **Telfair Tract Industrial**

Hargray Engineering Services has reviewed the master plan for the above referenced project. Hargray Communications Group, Inc. has the ability and intent to serve the above-referenced project. Please forward to our office a digital copy of the plan that has been approved by the county/town for use with Microstation or AutoCAD. Our office will then include owner/developer conduit requirements on the approved plan and return to your office.

By accepting this letter of intent to serve, you also accept responsibility to forward the requirements and Project Application Form to the owner/developer. The Project Application Form identifies the minimum requirements to be met as follows:

- Commercial buildings – apartments – villas: Minimum 4-inch diameter conduit Schedule 40 (gray electrical) PVC with pull string buried at 24-to-30-inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of-way or property line. **Conduits are required from each building site and multiple conduits may apply.**
- Commercial buildings with multiple “units” may require conduit(s) minimum ¾” from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame-retardant Teflon wiring to comply with code.
- Hotel or large commercial project requirements would be two (2) 4-inch diameter Schedule 40 PVC underground conduits.
- Equipment rooms to have ¾ inch 4’x8’ sheet of plywood mounted on wall to receive telephone equipment.
- A dedicated 110-volt, 20-amp circuit with a four-way outlet to power external equipment for the site. For Commercial Application.
- A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.
- Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data. Industry Standard.
- All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5’ of slack is required for terminations.
- CATV inside wiring will be RG6 foil wrapped 66% braid minimum, home run to each outlet.
- A 120 AC 15 A dedicated power outlet is to be in the service yard to supply AC power to the ONU. Power to the ONU will be provided through a Pull-Out Disconnected Switch, manufactured by Square D Company, or equivalent. The Horsepower Rating for the disconnect switch is 240VAC max, 60A, not fusible.

CATV Requirements

Hargray CATV services requires you to install one 4” Schedule 40 (gray electrical) PVC pipe to a point designated to the road right of way or property line. The “service facilities” are required to be in separate pipes to ensure quality transmission and reception for both facilities.

Any Commercial or Subdivision areas installing pipe as required should extend the pipe 5’ (feet) beyond any placed or planned curbed or sidewalk edge for facility access, away from the roadside.

Should there be any changes or additions to the original master plan, this letter will only cover the areas that are shown on the original master plan. All changes or additions would require another Letter of Intent to supply service. All costs incurred by the Telephone/CATV Company resulting from any requested change or failure to comply with minimum requirements shall be borne by the Developer. **Commercial projects require a pre-construction meeting with Telco/CATV Company to review requirements.** I am available to discuss these requirements in more detail at your convenience.

Non-recurring charges to offset construction costs may apply to certain projects.

Easements are required prior to installing facilities to your site.

Sincerely,

Rodney Cannon

Rodney Cannon
Manager, Facilities Engineering
843-815-1697

Requirement for Letter of Intent to Provide Service

HARGRAY COMMUNICATIONS GROUP, INC

Engineering Services Construction Application

CONTACT INFORMATION

Project Owner Name: Jasper Telfair One, LLC

Phone No.: (713) 444-4525

Address: 5005 Woodway Drive, Suite 215

City, State, Zip Houston, TX 77056

Developer Name: Jasper Telfair One, LLC

Phone No.: (713) 444-4525

Address: 5005 Woodway Drive, Suite 215

City, State, Zip Houston, TX 77056

Project Manager Name: Evan Bennett - Hussey Gay Bell

Phone No.: (912) 354-4626

Address: 329 Commercial Drive

City, State, Zip Savannah, GA 31406

PROJECT INFORMATION

Project Name/Location Telfair Tract Industrial - SE Quadrant of US Hwy 17 (Speedway Blvd) and SR 315 (S Okatie Hwy)

Proposed Start and Finish Dates 1/1/2024 - 1/1/2026 Lots 1

No. of Phases 1 Units Per Phase N/A Condominium Units N/A

Comments: Commercial Sq. Ft. 340,000

REQUIREMENTS INFORMATION

APPLICATION REQUIREMENTS

PROJECT REQUIREMENTS

**Engineering note: Check boxes that apply to applicant.

These must be in place before service can be provided.

Hargray Communications Group, Inc. must have copies of the following items before we can furnish a "Letter of Intent" and schedule your project.

- One copy of development or site plans indicating property and/or lot lines, proposed buildings, roads, parking, water, sewer and drainage layout.
Digital copy of county/town approved plan.

- Commercial Buildings-Apartments-Villas - Hotels Minimum 4 inch diameter conduit Sch. 40 PVC with pull string buried at 24 to 30 inch depth, from the equipment room or power meter location to a point designated by Hargray at the road right-of-way or property line. Conduits are required from each building site & multiple conduits may apply.
Commercial buildings with multiple "units" may require conduit(s) minimum 3/4" from main equipment entry point to termination point inside unit. Plenum type ceilings require conduits or flame retardant Teflon wiring to comply with code.
A dedicated 110-volt, 20 amp circuit with a four way outlet to power external equipment for the site. For Commercial Application.
Equipment rooms to have 3/4 inch 4'X8' sheet of plywood mounted on wall to receive telephone equipment.
A power ground accessible at equipment room or an insulated #6 from the service panel or power MGN to the backboard.
Residential wiring requires CAT5E wiring (4 or 6 Pair) twisted wire for Telephone and Data (industry standard).
CATV inside wiring will be RG6 foil wrapped 66% braid minimum, home run to each outlet.
All interior wiring should be pulled to the area immediately adjacent to the plywood backboard or power meter location. A minimum of 5' of slack is required for terminations.
A 120 AC 15 A dedicated power outlet is to be located in the service yard to supply AC power to the ONU. Power to the ONU will be provided through a Pull Out Disconnected Switch, manufactured by Square D Company, or equivalent. The Horsepower Rating for the disconnect switch is 240VAC max, 60A, not fusible.
Easements are required.

* Commercial projects require pre-construction meeting with Telco/CATV Company to review requirements.

I understand and agree to provide or meet the application and project requirements as stated above and to inform the contractor/builder of these requirements. I understand that if the project design changes or the proposed start date is delayed by nine (9) months or more, that I must submit a new application. All costs incurred by TELCO resulting from any requested change or failure to comply with minimum requirements, shall be borne by the Developer. Non-recurring charges to offset construction costs may apply to certain projects.

Evan Bennett - Hussey Gay Bell
Applicant/Representative

May 8, 2024

Date

Rodney Cannon
Engineering Services Representative

5/8/2024

Date

Hargray Engineering Services; P.O. Box 3380, Bluffton, SC 29910; Bluffton (843) 815-1676, FAX 815-6201

EXHIBIT H

Traffic Impact Analysis Report



TELFAIR INDUSTRIAL TRAFFIC IMPACT STUDY

JASPER COUNTY, SC

March 16, 2023

Prepared for:

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329 Commercial Drive
Savannah, GA 31406

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1 Project Description

This Traffic Impact Study (TIS) was conducted to assess the impact of the proposed industrial development of Telfair Industrial on the surrounding transportation network. The project site is located 4.5 miles northeast of Georgia-South Carolina State Line on the southeast quadrant of the intersection of US 17 (Speedway Boulevard) and State Route 315 (S Okatie Highway), in Jasper County, SC. The ±29.93-acre site is currently undeveloped. The proposed project is composed of a 568-truck yard and two warehouse buildings with a total built up area of 336,160 square feet. The project is planned to be constructed in two phases. The first phase involves development of a truck yard, followed by the second phase during which the truck yard will be converted to two warehouse facilities. The project anticipated full buildout year is 2026. A site location map is shown in **Figure 1**, and an aerial map is shown in **Figure 2**.

Access to the site is proposed via two (2) full access driveways; one access driveway on US 17 (Speedway Boulevard) and one access driveway on SR 315 (S Okatie Highway). A preliminary site plan is included in **Appendix A**. Data used in the analysis consisted of the preliminary site plan provided by the project engineers, daily and peak hour traffic counts collected by LOWE ENGINEERS, and South Carolina Department of Transportation (SCDOT) web-based applications and published information.



Figure 1: Site Location Map

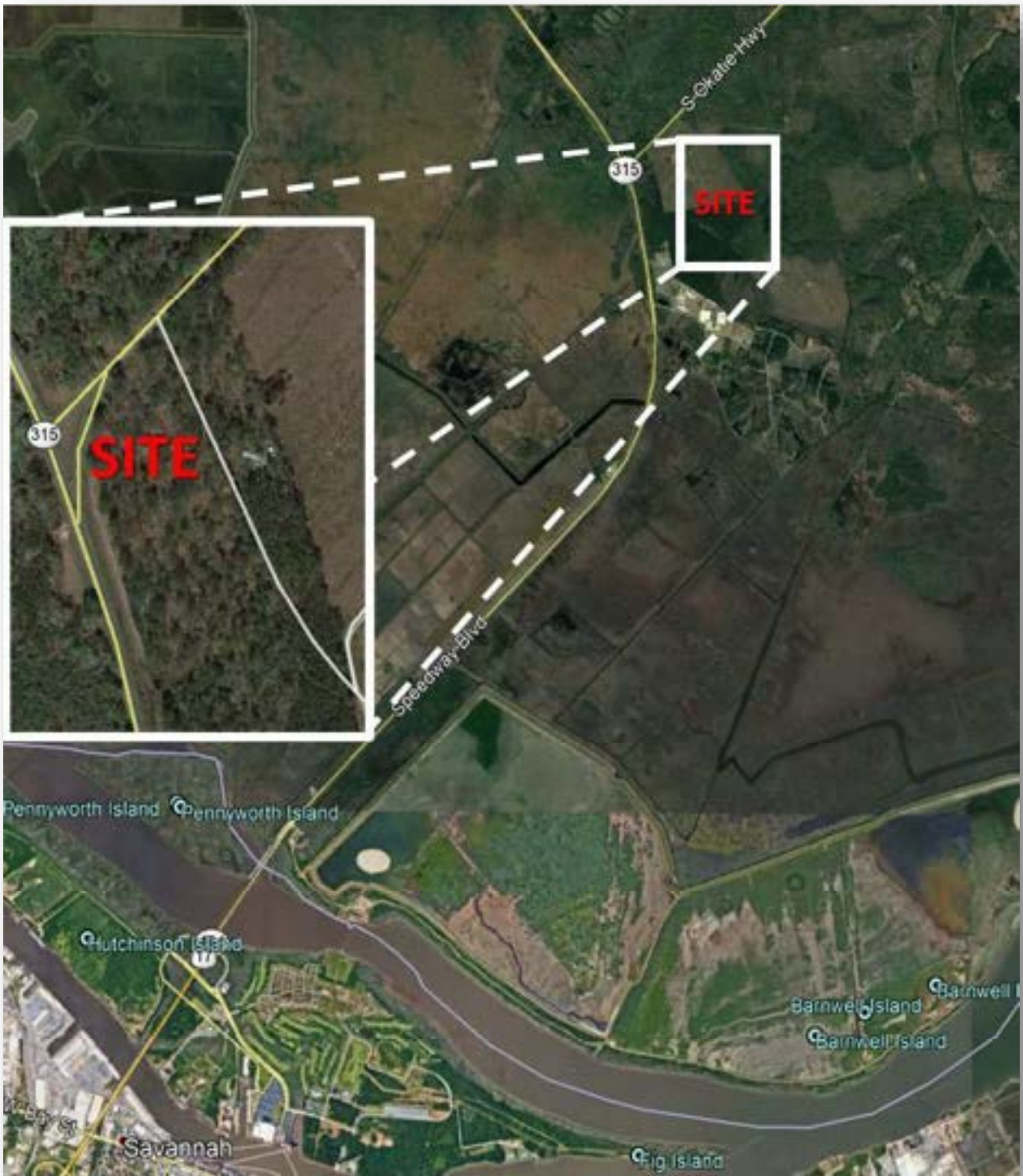


Figure 2: Aerial View of the Site Location

2 Study Area

The study area for the proposed development was determined based on the nearest significant intersections from the site access driveways. The study area was approved during preliminary discussions on this TIS. Accordingly, the TIS analysis considered the project's impact on the following intersections:

- US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway) (an existing three-legged stop-control intersection)
- US 17 (Speedway Boulevard) at Site Driveway A (a proposed full access driveway)
- SC 315 (S Okatie Highway) at Site Driveway B (a proposed full access driveway)

3 Existing Conditions

3.1 Adjacent Roadway Facilities

US 17 (Speedway Boulevard) is currently a two-lane undivided roadway and runs primarily north-south along the study area. The roadway is functionally classified by SCDOT as a rural principal arterial and has a posted speed limit of 55 mph in the vicinity of the proposed development. There are currently no sidewalks along both sides of the roadway. The primary land use for the surrounding developments involves light industrial, light commercial, and light institutional amidst vast undeveloped rural coastlands.

SC 315 (S Okatie Highway) is a two-lane undivided roadway and travels east-west. SC 315 (S Okatie Highway) is functionally classified by SCDOT as a rural major collector and has a posted speed limit of 55 mph. No sidewalks are provided along either side of the road. The primary land use for the surrounding developments involves light industrial, light commercial, and light institutional amidst vast undeveloped rural coastlands.

3.2 Existing Lane Geometry and Traffic Control

The existing lane geometry and traffic control for the study intersection is shown in **Figure 3**.

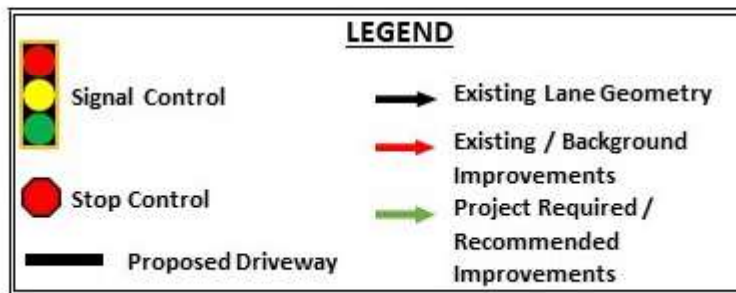
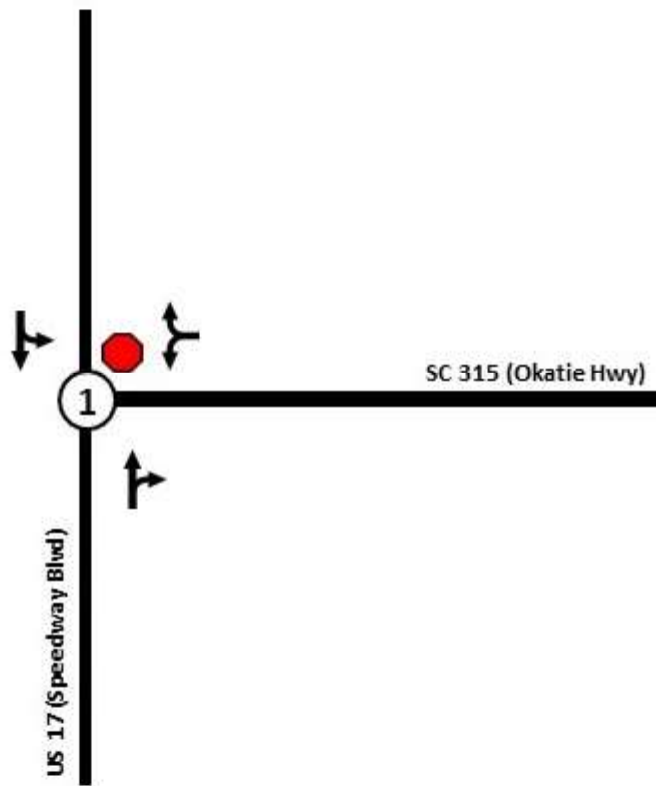


Figure 3: Existing (2023) Lane Geometry and Traffic Control

3.3 Traffic Data

Turning movement counts were collected while school was in session at the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway) on Thursday, October 25th, 2018. The AM peak hour occurred from 7:30 to 8:30 AM, and the PM peak hour occurred from 4:45 to 5:45 PM. Additional 24-hour bidirectional vehicle count and speed data were collected on US 17 (Speedway Boulevard) south of SC 315 (S Okatie Highway). A 24-hour bidirectional vehicle count was also collected on SC 315 (S Okatie Highway) east of US 17 (Speedway Boulevard).

Based on discussions with SCDOT District 6 in February of 2023, previous counts would be acceptable as long as an appropriate historic growth rate was applied to establish a baseline for 2023 traffic conditions. Historical traffic counts were obtained from SCDOT's Traffic Analysis and Data Application (TADA) web-based application. Historical annual average daily traffic (AADT) volumes were extracted from several count stations located along US 17, SC 315, and SC 170 for the period from 2006 to 2021. Historical population data for Jasper County and City of Hardeeville was obtained from US Census Bureau. Calculations of background traffic growth was based on a combination of historical trends in traffic volumes and actual census data in the study area to determine an appropriate annual growth rate. For accuracy, the years of 2020 and 2021 were excluded from growth rate calculations due to abnormality of traffic and travel patterns that may lead to inaccurate and biased results. As a result, a very conservative estimated average annual growth rate of 5.40% was applied to the (2018) traffic volumes to reflect the existing (2023) traffic volumes in the study area. Historical traffic trends and population data used in the growth rate development are included in **Appendix B**. The existing (2023) AM and PM peak hour turning movement volumes are displayed in **Figure 4**. Raw (2018) traffic data is provided in **Appendix C**.

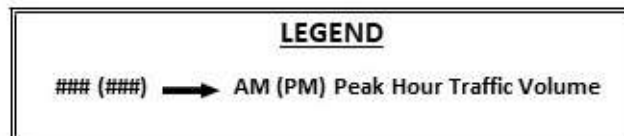
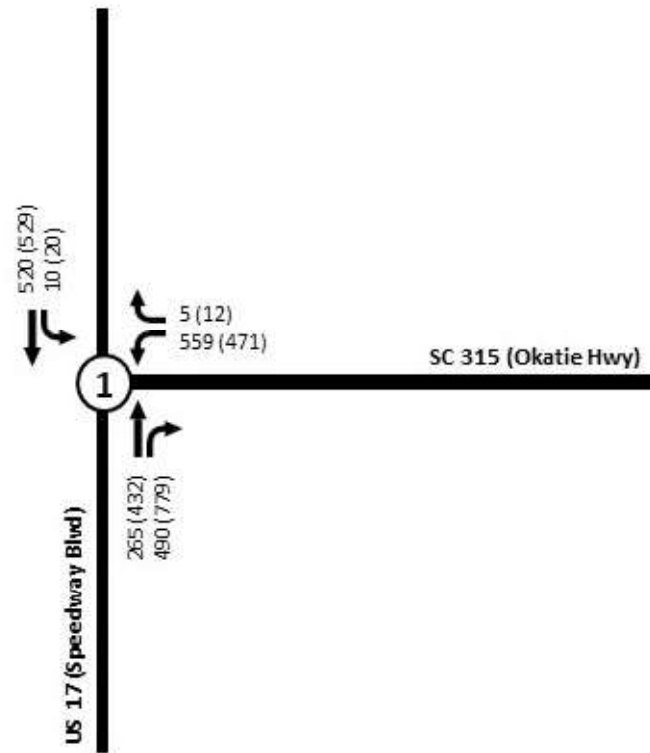


Figure 4: Existing (2023) Traffic Volumes

3.4 Existing Capacity Analysis

A capacity analysis for the study intersection was performed under existing (2023) conditions based on the Highway Capacity Manual 6th Edition (HCM 6) during the AM and PM peak hours using Synchro 11. Existing conditions represent the existing intersection geometrical layout, traffic control, and existing (2023) turning movement counts during the AM and PM peak hours. Capacity analysis results, including vehicular control delay, level of service (LOS) at the movement and intersection levels, and 95th percentile queue lengths, are summarized in **Table 1**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system as defined the HCM where A is the best, and F is the worst. Detailed capacity and queue analysis reports and under existing (2023) conditions can be found in **Appendix D**.

Table 1: Existing Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	TWSC	WBL	724.9	F	1,218	1209.1	F	1,225
			WBR	724.9	F	1,218	1209.1	F	1,225
			NBT	0.0	A	0	0.0	A	0
			NBR	0.0	A	0	0.0	A	0
			SBL	8.0	A	200	8.3	A	3
			SBT	8.0	A	200	0.0	A	0
			Intersection	221.2	F	--	260.4	F	--

As indicated in **Table 1**, the existing (2023) capacity analysis revealed the following results:

US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway)

- During the AM and PM peak hours, the westbound left and right turning movements currently operate inadequately at LOS F. The remaining turning movement operate at LOS A.
- The intersection operates inadequately at an overall LOS F during both peak hours.

3.5 Existing Alternative Capacity Analysis

Under existing (2023) conditions, the westbound approach of the intersection of US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway) currently operates at LOS F during both peak hours. Operational improvements, however, are programmed by SCDOT for the subject intersection. Programmed SCDOT improvements and capacity analysis will be discussed in detail in the subsequent sections.

4 Background Conditions

4.1 Background Lane Geometry and Traffic Control

Background lane geometry and traffic control will reflect the programmed SCDOT improvements (Project ID 0039168) to the study intersection and US 17 (Speedway Boulevard) corridor. Such improvements include widening of US 17 (Speedway Boulevard), in the vicinity of the proposed development, from a two-lane undivided roadway to a four-lane divided roadway. The US 17 widening project extends for approximately 4.2 miles from Georgia State Line to just north of SC 315 (S Okatie Highway). This improvement will also convert the existing three-legged stop-control intersection of US 17 (Speedway

Boulevard) and SC 315 (S Okatie Highway) into a three-legged signalized Continuous Green T-intersection. The ongoing SCDOT project was let for construction in August 2020 with an estimated completion date of January 2026. Rodway and signal design plans for SCDOT Project ID 0039168 can be found in **Appendix E**. The background lane geometry and traffic control for the study intersections are shown in **Figure 5**.

4.2 Background Traffic Growth

No planned improvements were identified in the study area. As previously discussed, therefore, a conservative estimated average annual growth rate of 5.40% was determined to account for traffic growth in the study area. An annual growth rate of 5.40% was applied to the existing (2023) traffic volumes to reflect the projected (2026) traffic volumes in the study area. Background (2026) AM and PM peak hour turning movement volumes are displayed in **Figure 6**.

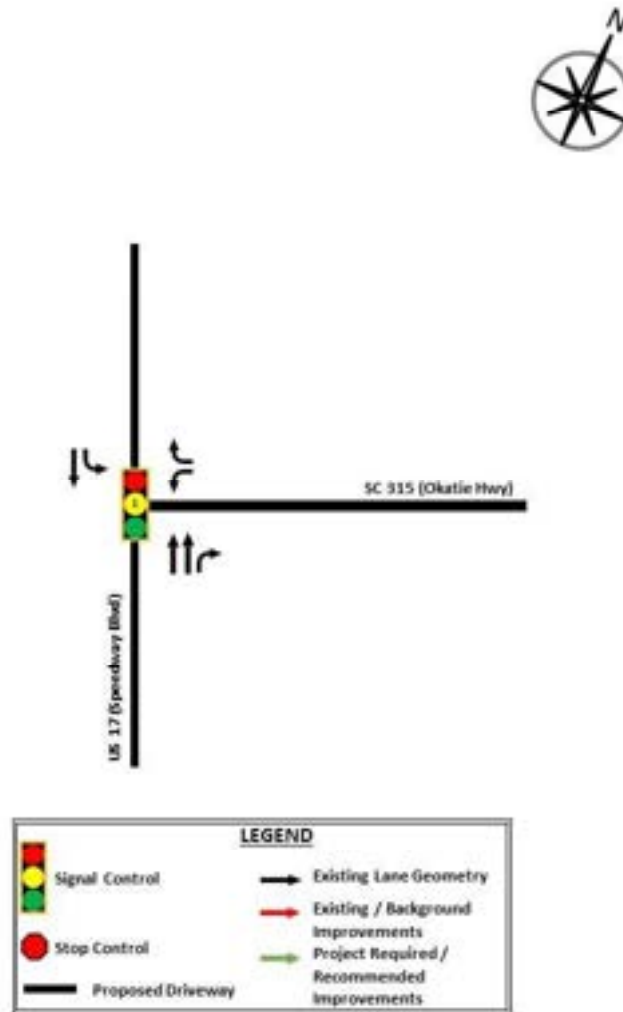


Figure 5: Background (2026) Lane Geometry and Traffic Control

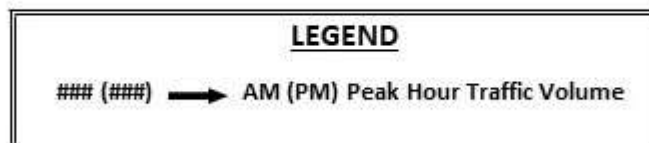
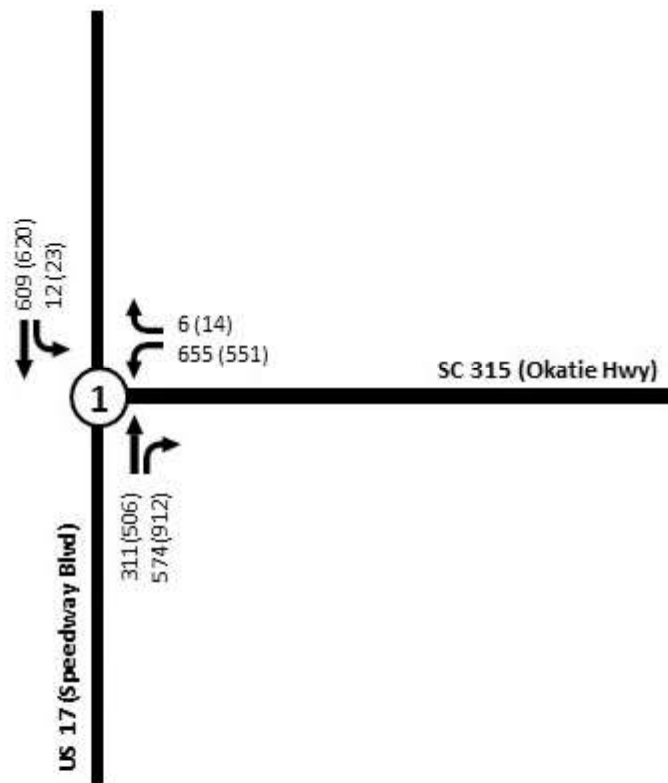


Figure 6: Background (2026) Traffic Volumes

4.3 Background Capacity Analysis

A capacity analysis for the study intersection was performed under background (2026) conditions based on HCM 6 during the AM and PM peak hours using Synchro 11. Background conditions represent the planned intersection geometrical layout, traffic control, and projected (2026) turning movement counts during the AM and PM peak hours. Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths, are summarized in **Table 2**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and the F is worst. Detailed capacity and queue analysis reports under background (2024) conditions can be found in **Appendix F**.

Table 2: Background Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	209.0	F	641	282.0	F	690
			WBR	8.5	A	7	10.9	B	14
			NBT	15.3	B	83	13.6	B	126
			NBR	5.4	A	63	5.6	A	62
			SBL	27.7	C	20	38.3	D	37
			SBT	0.7	A	0	0.6	A	0
			Intersection	67.2	E	--	64.2	E	--

As indicated in **Table 2**, the background (2026) conditions capacity analysis revealed the following results:

US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway)

- During the AM and PM peak hours, the westbound left turning movements is projected to operate inadequately at LOS F. The remaining turning movement will operate at LOS D or better.
- The intersection is projected to operate below the adopted LOS Standards (LOS E) during the AM and PM peak hours.

4.4 Background Alternative Capacity Analysis

To improve the failing LOS of the westbound left turn movement at the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway), a split optimization was performed to allow for optimum allocation of green times among the signal phases. The signal cycle length was kept unchanged. Capacity analysis results are summarized in **Table 3**. Detailed alternative capacity and queue analysis reports under background (2026) conditions can be found in **Appendix F**. As shown in **Table 3**, the westbound left turn movement will operate at LOS D during the AM and PM peak hours. Also, the intersection overall LOS will significantly improve from LOS E to LOS B during both peak hours.

Table 3: Background Conditions Alternative Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	35.0	D	574	47.8	D	534
			WBR	4.8	A	5	6.1	A	10
			NBT	27.1	C	131	23.8	C	179
			NBR	8.0	A	102	8.2	A	122
			SBL	39.5	D	26	42.1	D	39
			SBT	0.7	A	0	0.6	A	0
			Intersection	17.0	B	--	18.0	B	--

5 Build Conditions.

5.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix G**.

Table 4: Trip Generation Analysis

Land Use Information	Project Trips			Equation Used ¹	In / Out Distribution
	Total	Inbound	Outbound		
150 - Warehousing				336,200	S.F.
Daily	569	285	284	$T = 1.58(X) + 38.29$	50% / 50%
AM Peak Hour	64	49	15	$T = 0.12(X) + 23.62$	77% / 23%
PM Peak Hour	67	19	48	$T = 0.12(X) + 26.48$	28% / 72%
Net New External Vehicle Trips					
Daily	569	285	284		
AM Peak Hour	64	49	15		
PM Peak Hour	67	19	48		

¹ Where: T = Trips; X = Density by Variable

The proposed development is anticipated to generate 569 net new daily vehicle trips (285 inbound and 284 outbound). The AM peak hour is anticipated to generate 64 net new vehicle trips (49 inbound, and 15 outbound). The PM peak hour is anticipated to generate 67 net new vehicle trips (19 inbound and 48 outbound).

As shown in **Table 4**, the trip generation analysis was carried out based on the full buildout conditions when the two warehouse facilities are fully constructed. The initial phase is planned to be a truck parking lot with 568 parking spaces. By taking a conservative approach in which parking spaces were assumed to fully utilized during the peak hour and a k-factor of 10%, the estimated peak hour trip generation would be approximately 57 vehicles. This is very comparable to the trip generated estimated for the two warehouse buildings planned to be constructed during phase 2. Therefore, the full buildout year is a more conservative scenario, and thus the improvements recommended for phase 2 will accommodate the trips generated during phase 1.

5.2 Trip Distribution

A trip distribution pattern was estimated based on local knowledge of land-use densities in the study area, professional engineering judgement, existing traffic patterns, and the location of the proposed development with respect to study network to accurately reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The estimated project trip distribution on the study intersections is presented in **Figure 7**. Project trips were then assigned to the study intersections. AM and PM peak hour project trips are displayed in **Figure 8**.

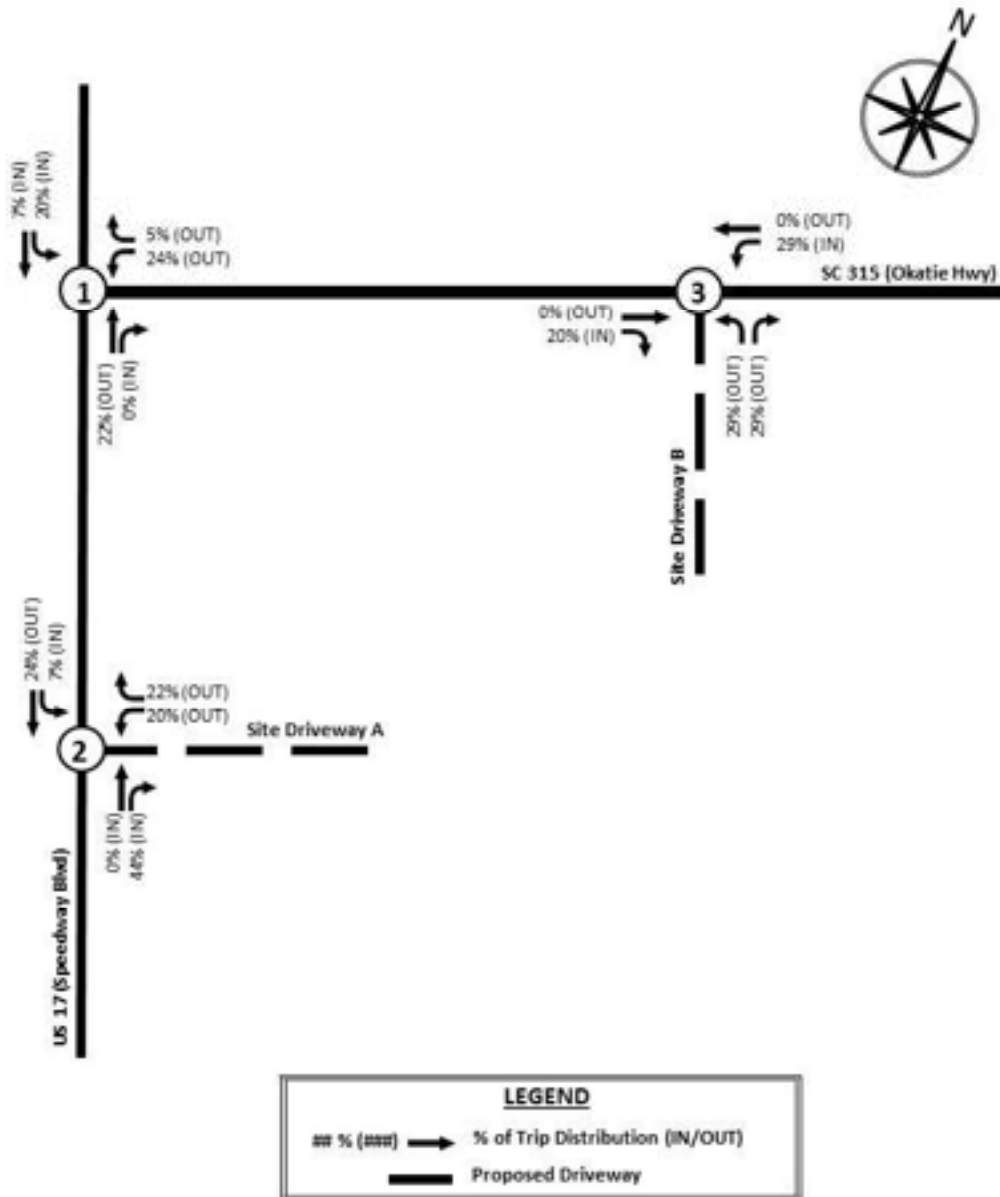


Figure 7: Project Trip Distribution

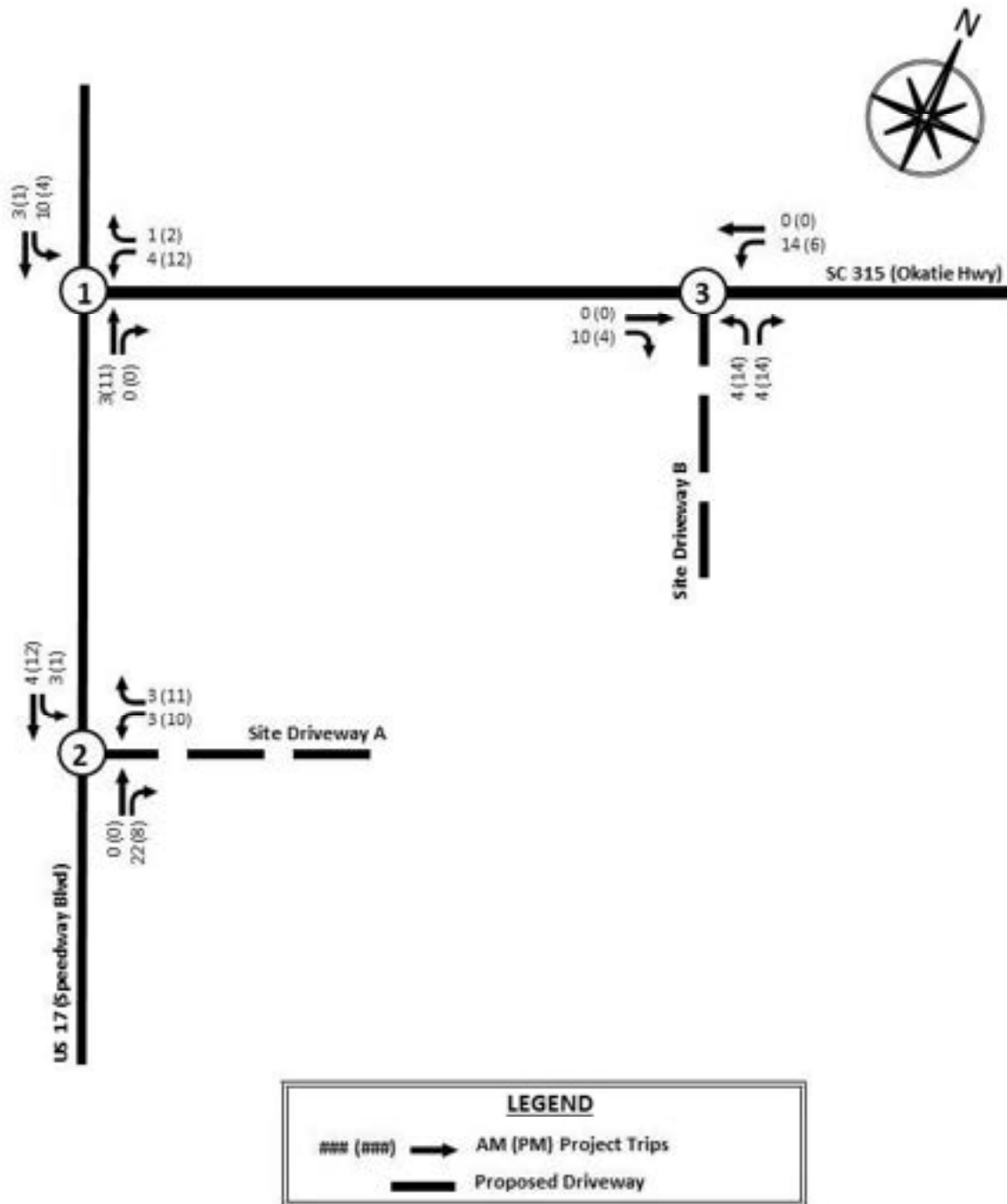


Figure 8: Assignment of Project Trips

5.3 Build Capacity Analysis

A capacity analysis for the study intersections was performed under build (2026) conditions based on HCM 6 during the AM and PM peak hours using Synchro 11. Build conditions represent the programmed intersection geometrical layout, traffic control, and projected (2024) intersection turning movement volumes during the AM and PM peak hours. Lane geometry and traffic control under build (2026) conditions are depicted in **Figure 9**. Projected intersection volumes were computed by applying the calculated annual growth rate to the existing (2023) turning movement volumes and then adding the project-generated directional trips. Projected build (2026) AM and PM peak hour volumes for the study intersections are presented in **Figure 10**.

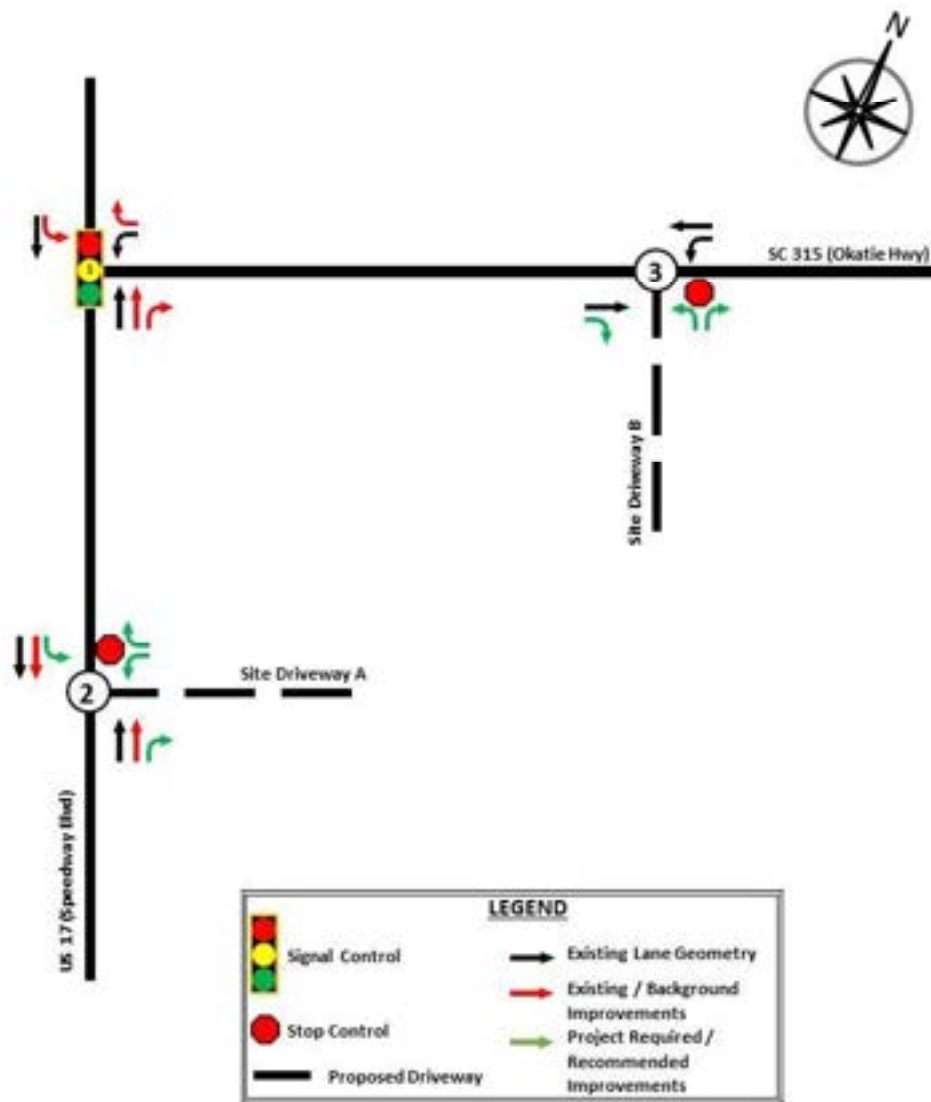


Figure 9: Build (2026) Lane Geometry and Traffic Control

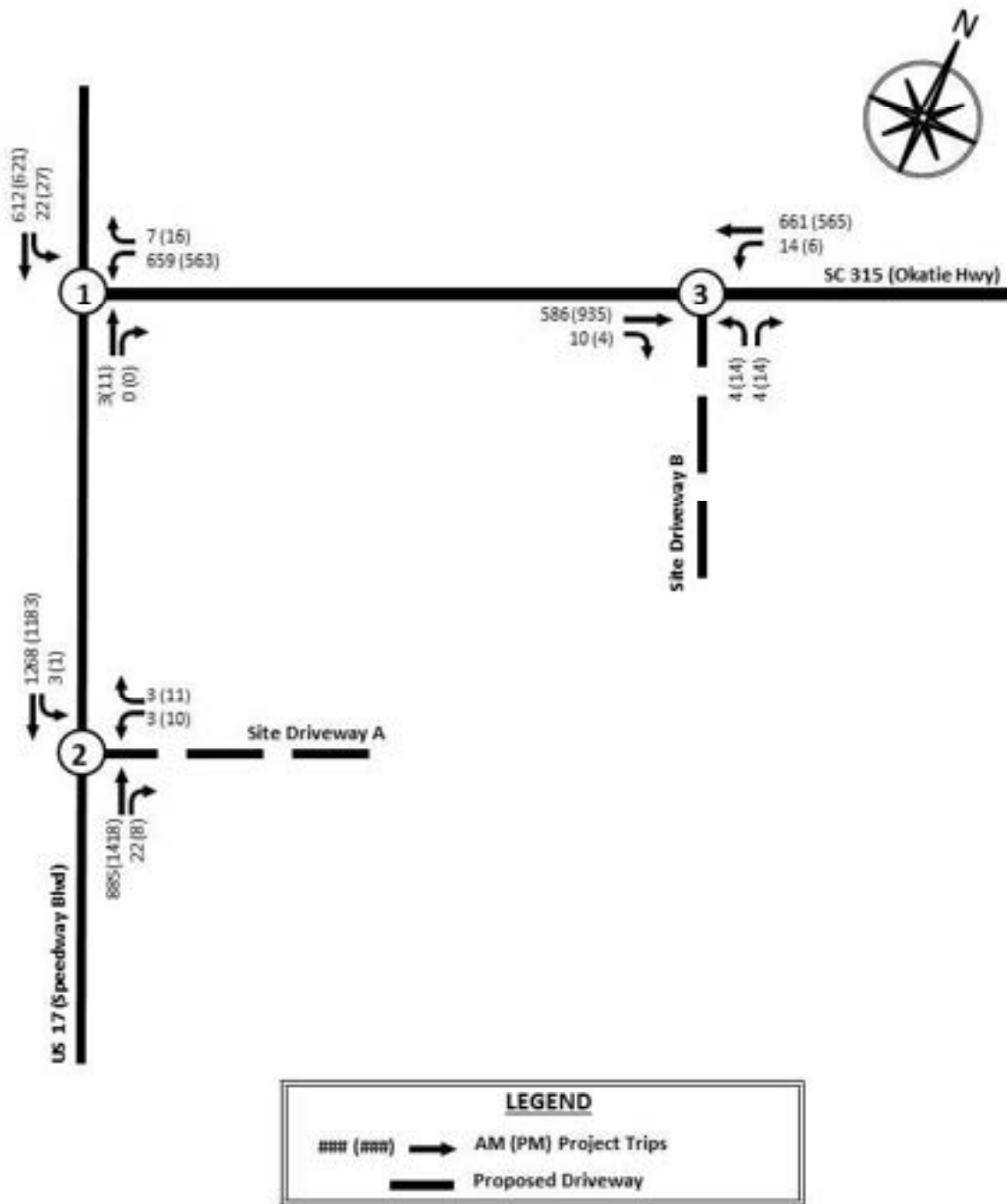


Figure 10: Build (2026) Traffic Volumes

Capacity analysis results, including vehicular control delay, LOS at the approach and intersection levels, and 95th percentile queue lengths, are summarized in **Table 5**. Average vehicular delays are shown in seconds per vehicle. LOS is a grading system defined by HCM where A is the best, and the F is worst. Detailed capacity and queue analysis reports under build (2026) conditions can be found in **Appendix F**.

Table 5: Build Conditions Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	215.9	F	649	297.1	F	708
			WBR	8.3	A	7	10.4	B	14
			NBT	15.2	B	83	13.7	B	131
			NBR	5.4	A	63	5.6	A	62
			SBL	28.1	C	29	38.4	D	40
			SBT	0.7	A	0	0.6	A	0
			Intersection	69.1	E	--	68.1	E	--
2	US 17 (Speedway Blvd) @ Site Driveway A	TWSC	WBL	46.0	E	3	125.7	F	23
			WBR	11.7	B	0	15.7	C	3
			NBT	0.0	A	0	0.0	A	0
			NBR	0.0	A	0	0.0	A	0
			SBL	10.1	B	0	13.3	B	0
			SBT	0.0	A	0	0.0	A	0
Intersection	0.1	--	--	0.6	A	--			
3	SC 315 (S Okatie Hwy) @ Site Driveway B	TWSC	EBT	0.0	A	0	0.0	A	0
			EBR	0.0	A	0	0.0	A	0
			WBL	8.9	A	0	10.3	B	0
			WBT	0.0	A	0	0.0	A	0
			NBL	28.6	D	3	42.9	E	13
			NBR	12.6	B	0	18.1	C	5
Intersection	0.2	--	--	0.6	A	--			

As indicated in **Table 5**, the build (2026) conditions capacity analysis revealed the following results:

US 17 (Speedway Boulevard) at SC 315 (S Okatie Highway)

- During the AM and PM peak hours, the westbound left turning movements is projected to operate inadequately at LOS F. The remaining turning movement will operate at LOS D or better.
- The intersection is projected to operate below the adopted LOS Standards (LOS E) during the AM and PM peak hours.

US 17 (Speedway Boulevard) at Site Driveway A

- The site ingress is projected to operate at LOS B or better during both peak hours.
- The site exiting westbound left turn movement is projected to operate inadequately at LOS E and F during the AM and PM peak hours, respectively. Although this movement shows unacceptable LOS, it should be noted that it is entirely contained within the site and will not have any negative impacts on the external transportation network. In addition, the volume to capacity ratio is projected to be significantly low with V/C = 0.036 and 0.272 during the AM and PM peak hours, respectively. The site

exiting westbound right turn movement is projected to operate adequately at LOS C or better during peak hours.

SC 315 (S Okatie Highway) at Site Driveway B

- The site ingress is projected to operate at LOS B or better during both peak hours.
- The site exiting northbound left turn movement is projected to operate inadequately at LOS E during the PM peak hour only. Although this movement shows unacceptable LOS, it should be noted that it is fully contained within the site and will not have any negative impacts on the external transportation network. The remaining site exiting turn movements are all projected to operate adequately at LOS D or better during peak hours.

5.4 Build Alternative Capacity Analysis

To improve the failing LOS of the westbound left turn movement at the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway), a split optimization was performed to allow for optimum allocation of green times among the signal phases. The signal cycle length was kept unchanged. Capacity analysis results are summarized in **Table 6**. Detailed alternative capacity and queue analysis reports under build (2026) conditions can be found in **Appendix F**. As presented in **Table 6** below, the westbound left turn movement will operate at LOS D during the AM and PM peak hours. Also, the intersection overall LOS will significantly improve from LOS E to LOS B during both peak hours.

Table 6: Build Conditions Alternative Capacity Analysis

ID	Intersection	Traffic Control	Movement	AM Peak Hour			PM Peak Hour		
				Delay (sec/veh)	LOS	95th %ile Queue (ft)	Delay (sec/veh)	LOS	95th %ile Queue (ft)
1	US 17 (Speedway Blvd) @ SC 315 (S Okatie Hwy)	Signal	WBL	37.6	D	579	47.9	D	551
			WBR	4.7	A	6	5.8	A	11
			NBT	29.8	C	132	24.2	C	184
			NBR	8.3	A	102	8.3	A	122
			SBL	42.1	D	38	42.6	D	43
			SBT	0.7	A	0	0.6	A	0
			Intersection	18.4	B	--	18.3	B	--

5.5 Weaving Analysis

Due to the southbound free-flow through movement as part of the proposed Continuous Green T-intersection at US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway), a simple weaving movement is expected to occur downstream the Continuous Green-T intersection. More specifically, a weaving segment is expected to occur where westbound left turning vehicles from SC 315 (S Okatie Highway) onto US 17 (Speedway Boulevard) and vehicles traveling southbound on US 17 (Speedway Boulevard) drive side by side until they cross. At this point, southbound through vehicles desiring to access the development downstream will have to cross one lane left to be able to make another left onto the auxiliary southbound left turn lane and access the proposed development via Site Driveway A. A weaving analysis for this weaving segment, therefore, was performed based on HCM 6 methodology using Highway Capacity Software (HCS) to determine if the weaving movement will operate adequately without undue congestion. A more conservative weaving volume of 25 vehicles per hour was considered in the analysis,

which is much greater than the anticipated traffic volumes based on the ITE Trip Generation Manual, 11th Edition. Weaving analysis results are summarized in **Table 7**.

Table 7: Build Conditions Weaving Analysis

ID	Weaving Segment	# of Lanes	Segment Type	Segment Length (ft)	Weaving Configuration	AM Peak Hour			PM Peak Hour		
						Average Speed (mph)	Density (pc/mi/ln)	LOS	Average Speed (mph)	Density (pc/mi/ln)	LOS
1	S of US 17 @ SC 315 & N of Us 17 @ Site Driveway A	2	Arterial	350	One-Sided	56.3	13.1	B	56.5	11.6	B

As presented in **Table 7**, the weaving movement is expected to operate at LOS B during both peak hours. According to Section 2.4.6.1 of the American Association of State Highway and Transportation Officials’ (AASHTO) Policy on Geometric Design of Highways and Streets, “*Weaving sections are designed, checked, and adjusted so that the level of service is consistent with the remaining highway*” and “*The weaving section should have a length and number of lanes based on the appropriate level of service, as given in Table 2-3*”. The proposed distance on US 17 (Speedway Boulevard) between the island striping at SC 315 (S Okatie Highway) and the beginning of the taper of the proposed southbound left turn lane into Site Driveway A is 350 feet. Per Table 2-3, based on the functional classification of US 17 (Arterial), Area and Terrain Type (Rural Level), and Design LOS B, it can be concluded that the projected LOS B for the weaving segment during both peak hours is considered sufficient.

5.6 Turn Lane Warrant Analysis

The development is proposed to be accessed via two (2) full access driveways on each of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway). US 17 (Speedway Boulevard) is currently a two-lane undivided roadway with estimated AADT of 9,000 and has a posted speed limit of 55 mph. SC 315 (S Okatie Highway) is a two-lane undivided roadway with estimated AADT of 9,300 and has a posted speed limit of 55 mph. A review of warrants for auxiliary turn lanes was conducted on the proposed access driveways in accordance with SCDOT Access and Roadside Management Standards (ARMS) to ensure smooth traffic flow and maintain capacity on US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway) during peak hours. If warranted, required total turn lane lengths will be calculated per Section 5D-4 of SCDOT ARMS. Right and left turn lane storage lengths were determined per Table 5-8 and Table 5-9 of SCDOT ARMS. Typical auxiliary lane taper lengths can be established using Figure 5-21 of SCDOT ARMS. The total length of an auxiliary lane is composed of a taper length and a storage length. A summary of turn lane warrant analysis for the proposed site driveways is presented in **Table 8**. An excerpt from SCDOT ARMS showing auxiliary turn lane length and design standards is provided in **Appendix H**.

Table 8: Turn Lane Warrant Analysis

Location	Warrant For	Control	Road Class	# of Lanes	AADT	Speed Limit (mph)	Free-Flowing Leg ?	To Major Industrial ?	Warrant Met ?
US 17 (Speedway Boulevard)	Right Turn Lane	TWSC	Rural	2	9,000	55 mph	Yes	--	Yes
	Left Turn Lane								Yes
SC 315 (S Okatie Highway)	Right Turn Lane	TWSC	Rural	2	9,300	55 mph	Yes	--	Yes
	Left Turn Lane								Yes

5.6.1 Auxiliary Right Turn Lanes

US 17 (Speedway Boulevard)

The warrant analysis result shows that a northbound right turn storage lane is warranted on US 17 (Speedway Boulevard) at the site access driveway (Site Driveway A). Based on a projected right turning peak hour volume of 22 vehicles per hour and design speed of 60 mph, therefore, a northbound right turn lane storage length of 100 feet with a 200-foot taper should be constructed on US 17 (Speedway Boulevard) at Site Driveway A.

SC 315 (S Okatie Highway)

The warrant analysis result shows that an eastbound right turn storage lane is warranted on SC 315 (S Okatie Highway) at the site access driveway (Site Driveway B). Based on a projected right turning peak hour volume of 10 vehicles per hour, therefore, an eastbound right turn lane storage length of 100 feet should be constructed on SC 315 (S Okatie Highway) at Site Driveway B. Based on design speed of 60 mph, a straight taper length of 200 feet is recommended. However, due to a combination of insufficient length for a 200-foot taper, low volume of project trips, and low speed, a taper length of 100 feet should suffice.

5.6.2 Auxiliary Left Turn Lanes

US 17 (Speedway Boulevard)

The warrant analysis result shows that a southbound left turn storage lane is warranted on US 17 (Speedway Boulevard) at the site access driveway (Site Driveway A). Based on a projected left turning peak hour volume of 3 vehicles per hour in rural areas and design speed of 60 mph, therefore, a southbound left turn lane storage length of 200 feet with a 200-foot taper should be constructed on US 17 (Speedway Boulevard) at Site Driveway A.

SC 315 (S Okatie Highway)

The warrant analysis result shows that a westbound left turn storage lane is warranted on SC 315 (S Okatie Highway) at the site access driveway (Site Driveway B). Based on a projected left turning peak hour volume of 14 vehicles per hour in rural areas and design speed of 60 mph, therefore, a westbound left turn lane storage length of 200 feet with a 200-foot taper should be constructed on SC 315 (S Okatie Highway) at Site Driveway B.

5.6.3 Auxiliary Turn Lanes Summary

US 17 (Speedway Boulevard) should be improved by installing a single northbound right turn storage lane of 100 feet and a single southbound left turn storage lane length of 200 feet with 200-foot tapers at Site Driveway A. SC 315 (S Okatie Highway) should be improved by installing a single eastbound right turn

storage lane of 100 feet with a 100-foot taper and a single westbound left turn storage lane length of 200 feet with a 200-foot taper at Site Driveway B.

6 Conclusions and Recommendations

This TIS was conducted to assess the impact of the proposed industrial development of Telfair Industrial. The proposed development is located on the southeast quadrant of the intersection of US 17 (Speedway Boulevard) and State Route 315 (S Okatie Highway), in Jasper County, SC. The proposed project is composed of a 568-truck yard and two warehouse buildings with a total built up area of 336,160 square feet. The project is planned to be constructed in two phases with an anticipated full buildout year of 2026.

The analysis evaluated the proposed development's impact on the adjacent study intersections within the project's influence area. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 569 net new daily vehicle trips, of which 64 trips occur during the AM peak hour and 67 trips occur during the PM peak hour.
- The intersection capacity analysis shows that the intersection of US 17 (Speedway Boulevard) and SC 315 (S Okatie Highway) currently operates at LOS F. Under background and projected (2026) conditions, however, the planned Continuous Green T-intersection is projected to operate adequately with proper optimization of signal timing.
- The intersection of US 17 (Speedway Boulevard) and Site Driveway A is projected to operate at an acceptable LOS at the project buildout, except for the exiting westbound left turn movement that is projected to operate at LOS E and F during the AM and PM peak hour, respectively. This movement shows unacceptable LOS; however, it is entirely contained within the site and will not have any negative impacts on the external transportation network. Also, the volume to capacity ratio is still projected to be significantly low during both peak hours ($V/C = 0.036$ and 0.272).
- The intersection of SC 315 (S Okatie Highway) and Site Driveway B is projected to operate at an acceptable LOS at the project buildout, except for the exiting northbound left turn movement that is projected to operate at LOS E during the PM peak hour. This movement shows unacceptable LOS; however, it is entirely contained within the site and will not have any negative impacts on the external transportation network.
- The weaving analysis indicated that the weaving segment on US 17 (Speedway Boulevard) between SC 315 (S Okatie Highway) and Site Driveway A will operate sufficiently at LOS B during both peak hours at the project buildout.
- US 17 (Speedway Boulevard) should be improved by installing a single northbound right turn storage lane of 100 feet and a single southbound left turn storage lane length of 200 feet with 200-foot tapers at Site Driveway A.
- SC 315 (S Okatie Highway) should be improved by installing a single eastbound right turn storage lane of 100 feet with a 100-foot taper and a single westbound left turn storage lane length of 200 feet with a 200-foot taper at Site Driveway B.

Appendix A: Preliminary Site Plan

Lot 3

209,902 sq. ft.

4.82 acres

128 spaces

229,446 sq. ft.

5.27 acres

124 spaces

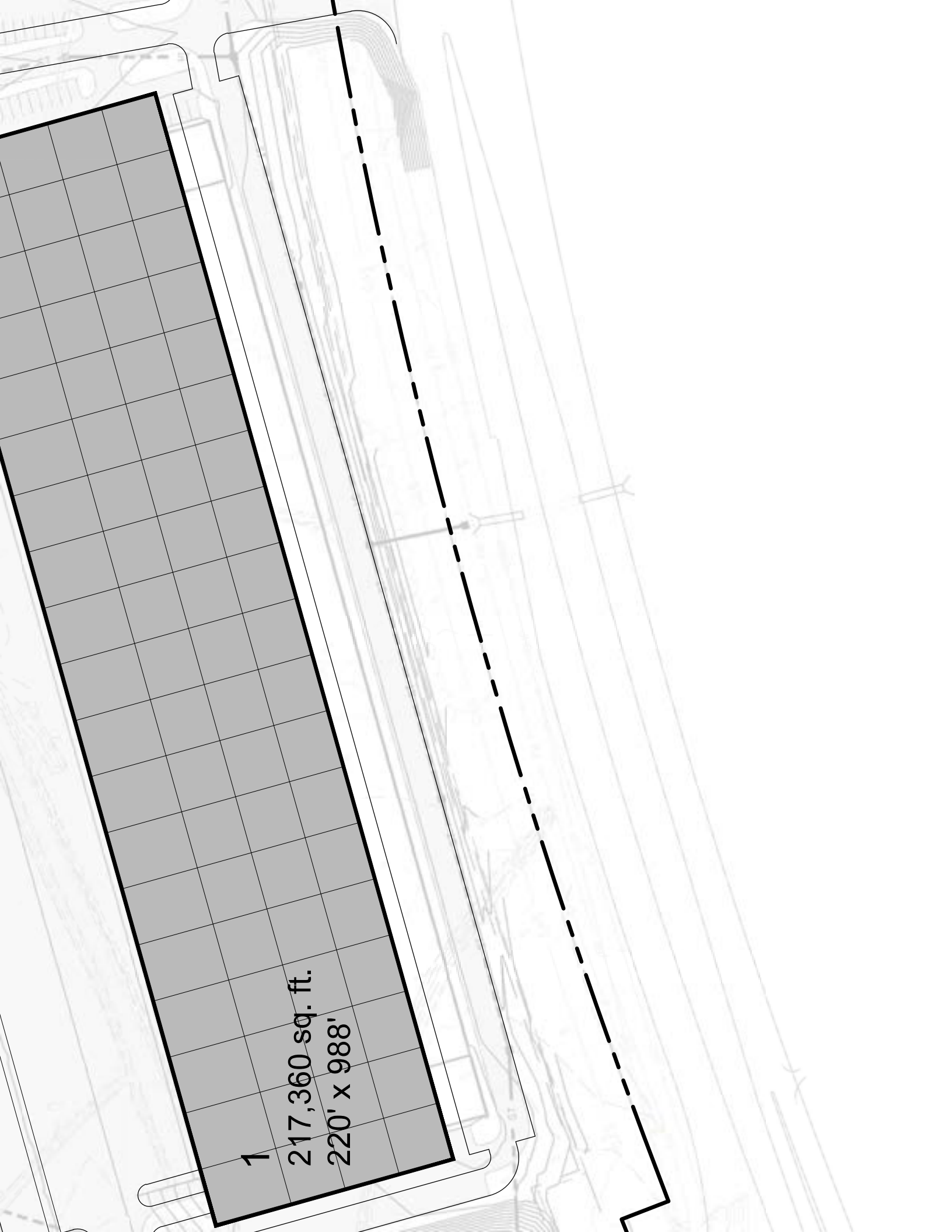
Lot 4

212,874 sq. ft.

4.89 acres

120 spaces





1

217,360 sq. ft.

220' x 988'

PROPOSED TURN LANE
200' TAPER
100' STORAGE

PROPOSED
FULL-ACCESS
DRIVEWAY

CELLULAR
TOWER
SITE

EXISTING
DRIVEWAY

PROPOSED TURN LANE
200' TAPER
100' STORAGE

TRACT "C"
TOTAL 217,941 SQ. FT.
TOTAL 5.00 ACRES

LOT "A"
TOTAL 275,591 SQ. FT.
TOTAL 6.33 ACRES

LOT "B"
TOTAL 84,8836 SQ. FT.
TOTAL 19.49 ACRES

PROPOSED
FULL-ACCESS
DRIVEWAY

PROPOSED TURN LANE
200' TAPER
200' STORAGE

PROPOSED TURN LANE
200' TAPER
100' STORAGE

350'

1046'

US HWY 17
(SPEEDWAY BLVD)

PROPOSED
MEDIAN BREAK

1185'

EXISTING
DRIVEWAY

Appendix B: Historical Traffic and Population Data

STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
101	SC 170	Ga. State TO U.S. 17	4400	2006	Jasper
102	US 17	SC 170 TO S-34	9500	2006	Jasper
103	US 17	S-34 TO I-95	11500	2006	Jasper
105	US 17	I-95 TO U.S. 321	11100	2006	Jasper
107	US 17	U.S. 321 TO S.C. 46	6800	2006	Jasper
109	US 17	S.C. 46 TO S-413	5500	2006	Jasper
111	US 17	S-413 TO US 278	7100	2006	Jasper
113	US 17	US 278 TO S-169/S-210	2400	2006	Jasper
115	US 17	S-169/S-210 TO Conn. TO S-13	2600	2006	Jasper
117	US 17	S-13 TO S-29	4100	2006	Jasper
119	US 17	S-29 TO S-32/124	4700	2006	Jasper
121	US 17	S-32/124 TO S.C. 336	6700	2006	Jasper
123	US 17	U.S. 278/S.C. 336 TO S-32	9400	2006	Jasper
125	US 17	S-32 TO I-95	3100	2006	Jasper
127	US 17	I-95 TO Beaufort County Line	10100	2006	Jasper
129	US 17	Ga. State TO S.C.170 Alt.	14600	2006	Jasper
131	US 17	S.C. 170 Alt. TO SC 170	6000	2006	Jasper
133	US 278	Hampton County Line TO S-87	1800	2006	Jasper
135	US 278	S-87 TO S.C. 462	2700	2006	Jasper
137	US 278	S.C. 462 TO S.C. 462	3900	2006	Jasper
139	US 278	S.C. 462 TO S.C. 652	2200	2006	Jasper
141	US 278	S.C. 652 TO S-32	6700	2006	Jasper
143	US 278	S-32 TO U.S. 17	6400	2006	Jasper
145	SC 336	U.S. 17 TO I-95	9500	2006	Jasper
147	SC 336	I-95 To S-13	6400	2006	Jasper
151	SC 336	S-13 TO S.C. 462	4400	2006	Jasper
153	SC 462	S.C. 336 TO S-54	8100	2006	Jasper
155	SC 462	S-54 TO S.C. 170/Beaufort Co.	6700	2006	Jasper
157	US 321	U.S. 17 TO S-31	4400	2006	Jasper
159	US 321	S-31 TO S-413	4400	2006	Jasper
161	US 321	S-413 TO S-169	4100	2006	Jasper
163	US 321	S-169 TO S.C. 336/S-119	3800	2006	Jasper
165	US 321	S.C. 336/S-119 TO U.S. 601	3400	2006	Jasper
167	US 321	U.S. 601 To Hampton County Line	2700	2006	Jasper
168	US 601	U.S. 321 TO S.C. 652	1150	2006	Jasper
169	SC 3	U.S. 278 TO Hampton Co. Line	750	2006	Jasper
170	US 601	S.C. 652 TO Hampton Co. Line	1700	2006	Jasper
171	SC 46	U.S. 321 TO U.S. 17	3900	2006	Jasper
173	SC 46	U.S. 17 TO S-153	4600	2006	Jasper
175	SC 46	S-153 TO S-176	4200	2006	Jasper
177	SC 46	S-176 TO S.C. 170	3200	2006	Jasper
179	SC 46	S.C. 170 TO Beaufort Co. Line	13400	2006	Jasper
181	SC 119	Ga. State Line TO Hampton Co.	1700	2006	Jasper
183	SC 170	U.S. 17 TO S.C. 46	2000	2006	Jasper
184	SC 170	Beaufort Co. To Beaufort Co.	17300	2006	Jasper
185	SC 170 ALT	U.S. 17 ALT TO S-34	9500	2006	Jasper
187	SC 170 ALT	S-34 TO S.C. 170	10400	2006	Jasper
189	SC 336	U.S. 321 TO S-29	1950	2006	Jasper
191	SC 336	S-29 TO S-116	1700	2006	Jasper
193	SC 336	S-116 TO S-32	2500	2006	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
195	SC 336	S-32 TO U.S. 17	5100	2006	Jasper
197	SC 462	U.S. 321 TO U.S. 601	750	2006	Jasper
199	SC 462	U.S. 601 TO S-87	900	2006	Jasper
201	SC 462	S-87 TO U.S. 278	550	2006	Jasper
203	SC 462	U.S. 278 TO S-39	2100	2006	Jasper
205	SC 462	S-39 TO I-95	2400	2006	Jasper
207	SC 462	I-95 TO S-13	2900	2006	Jasper
209	SC 462	S-13 TO S-19	2700	2006	Jasper
211	SC 462	S-19 TO SC 336	3400	2006	Jasper
213	SC 652	U.S. 601 TO S-58	700	2006	Jasper
215	SC 652	S-58 TO S-115	850	2006	Jasper
217	SC 652	S-115 TO U.S. 278	950	2006	Jasper
219	S- 119	S.C. 119 TO S-201	450	2006	Jasper
221	S- 119	U.S. 321 TO S-201	450	2006	Jasper
223	S- 34	U.S. 321 TO S-170	175	2006	Jasper
225	S- 34	S-170 TO S-169	550	2006	Jasper
227	S- 169	S-34 TO U.S. 321	100	2006	Jasper
229	S- 34	S-169 TO S-31	1000	2006	Jasper
231	S- 31	S-34 TO S-371	1150	2006	Jasper
233	S- 31	S-371 TO SC 46	3100	2006	Jasper
235	S- 141	U.S. 17 TO S-134	3800	2006	Jasper
237	S- 141	S-134 TO S-88	3700	2006	Jasper
239	US 278	I-95 To S-141	23800	2006	Jasper
240	US 278	S-141 to Beaufort County Line	20200	2006	Jasper
241	S- 13	S-77 TO S-19	2700	2006	Jasper
242	S- 29	S.C. 336 TO S-48	1500	2006	Jasper
243	S- 29	S-48 TO U.S. 17	2200	2006	Jasper
245	S- 29	U.S. 17 TO S-139	2100	2006	Jasper
247	S- 29	S-139 TO SC 336	1650	2006	Jasper
249	S- 13	U.S. 17 TO S-174	950	2006	Jasper
251	S- 13	S-174 TO S-29	1300	2006	Jasper
253	S- 13	S-29 TO S.C. 336	1300	2006	Jasper
255	S- 13	U.S. 278 TO S-77	3800	2006	Jasper
257	S- 39	S-175 TO U.S. 278	750	2006	Jasper
259	S- 19	I-95 TO S.C. 462	950	2006	Jasper
261	S- 13	S-19 TO S.C. 462	650	2006	Jasper
263	S- 87	Hampton County Line TO S-16	600	2006	Jasper
265	S- 87	S-16 TO U.S. 278	325	2006	Jasper
267	S- 87	U.S. 278 TO S.C. 462	100	2006	Jasper
269	S- 87	S.C. 462 TO S.C. 652	200	2006	Jasper
271	S- 16	S-87 TO U.S. 278	325	2006	Jasper
273	S- 37	U.S. 17 TO Hampton Co. Line	275	2006	Jasper
275	S- 33	U.S. 17 TO S-247	450	2006	Jasper
277	S- 34	U.S. 17 TO S.C. 170 ALT	1450	2006	Jasper
279	S- 25	S.C. 462 TO U.S. 601	225	2006	Jasper
281	S- 39	S.C. 462 TO S-175	225	2006	Jasper
283	S- 15	S.C. 462 TO S.C. 3	75	2006	Jasper
285	S- 17	S-363 TO S-213	150	2006	Jasper
287	S- 17	S-213 TO S-41	225	2006	Jasper
289	S- 17	S-41 TO S.C. 3	250	2006	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
291	S- 54	S.C.462 TO S.C. 170	3200	2006	Jasper
293	US 278	U.S. 17 TO I-95	6900	2006	Jasper
295	S- 88	S-141 To S-88 Spur	150	2006	Jasper
299	S- 108	U.S. 278 TO S-38	225	2006	Jasper
301	S- 108	S-38 TO S-87	300	2006	Jasper
303	S- 175	S-425 TO S-39	425	2006	Jasper
305	S- 102	S-29 To S-101	850	2006	Jasper
340	L- 282	S-423 To S-13	100	2006	Jasper
342	L- 421	S-102 To Dead End	175	2006	Jasper
2353	I- 95	Ga. State Line To U.S. 17/321	49100	2006	Jasper
2355	I- 95	U.S. 17/321 To U.S. 278	51300	2006	Jasper
2357	I- 95	U.S. 278 TO S-13	46500	2006	Jasper
2359	I- 95	S-13 TO SC 336	45000	2006	Jasper
2361	I- 95	SC 336 TO U.S. 17	43600	2006	Jasper
2363	I- 95	U.S. 17 TO S.C. 462	44400	2006	Jasper
2365	I- 95	S.C. 462 TO U.S. 17	46200	2006	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
101	SC 170	Ga. State TO U.S. 17	4500	2007	Jasper
102	US 17	SC 170 TO S-34	10900	2007	Jasper
103	US 17	S-34 TO I-95	10100	2007	Jasper
105	US 17	I-95 TO U.S. 321	11800	2007	Jasper
107	US 17	U.S. 321 TO S.C. 46	7200	2007	Jasper
109	US 17	S.C. 46 TO S-413	6500	2007	Jasper
111	US 17	S-413 TO US 278	5600	2007	Jasper
113	US 17	US 278 TO S-169/S-210	2600	2007	Jasper
115	US 17	S-169/S-210 TO Conn. TO S-13	2600	2007	Jasper
117	US 17	S-13 TO S-29	3600	2007	Jasper
119	US 17	S-29 TO S-32/124	4800	2007	Jasper
121	US 17	S-32/124 TO S.C. 336	6500	2007	Jasper
123	US 17	U.S. 278/S.C. 336 TO S-32	8900	2007	Jasper
125	US 17	S-32 TO I-95	3600	2007	Jasper
127	US 17	I-95 TO Beaufort County Line	9800	2007	Jasper
129	US 17	Ga. State TO S.C.170 Alt.	13700	2007	Jasper
131	US 17	S.C. 170 Alt. TO SC 170	5800	2007	Jasper
133	US 278	Hampton County Line TO S-87	1750	2007	Jasper
135	US 278	S-87 TO S.C. 462	2100	2007	Jasper
137	US 278	S.C. 462 TO S.C. 462	3600	2007	Jasper
139	US 278	S.C. 462 TO S.C. 652	2000	2007	Jasper
141	US 278	S.C. 652 TO S-32	6200	2007	Jasper
143	US 278	S-32 TO U.S. 17	5600	2007	Jasper
145	SC 336	U.S. 17 TO I-95	10000	2007	Jasper
147	SC 336	I-95 To S-13	6300	2007	Jasper
151	SC 336	S-13 TO S.C. 462	4400	2007	Jasper
153	SC 462	S.C. 336 TO S-54	8100	2007	Jasper
155	SC 462	S-54 TO S.C. 170/Beaufort Co.	6200	2007	Jasper
157	US 321	U.S. 17 TO S-31	4800	2007	Jasper
159	US 321	S-31 TO S-413	5200	2007	Jasper
161	US 321	S-413 TO S-169	4400	2007	Jasper
163	US 321	S-169 TO S.C. 336/S-119	4200	2007	Jasper
165	US 321	S.C. 336/S-119 TO U.S. 601	4000	2007	Jasper
167	US 321	U.S. 601 To Hampton County Line	2600	2007	Jasper
168	US 601	U.S. 321 TO S.C. 652	1050	2007	Jasper
169	SC 3	U.S. 278 TO Hampton Co. Line	800	2007	Jasper
170	US 601	S.C. 652 TO Hampton Co. Line	1650	2007	Jasper
171	SC 46	U.S. 321 TO U.S. 17	4800	2007	Jasper
173	SC 46	U.S. 17 TO S-153	4700	2007	Jasper
175	SC 46	S-153 TO S-176	4600	2007	Jasper
177	SC 46	S-176 TO S.C. 170	3300	2007	Jasper
179	SC 46	S.C. 170 TO Beaufort Co. Line	12600	2007	Jasper
181	SC 119	Ga. State Line TO Hampton Co.	1500	2007	Jasper
183	SC 170	U.S. 17 TO S.C. 46	2000	2007	Jasper
184	SC 170	Beaufort Co. To Beaufort Co.	19900	2007	Jasper
185	SC 170 ALT	U.S. 17 ALT TO S-34	8600	2007	Jasper
187	SC 170 ALT	S-34 TO S.C. 170	10600	2007	Jasper
189	SC 336	U.S. 321 TO S-29	1800	2007	Jasper
191	SC 336	S-29 TO S-116	1550	2007	Jasper
193	SC 336	S-116 TO S-32	2800	2007	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
195	SC 336	S-32 TO U.S. 17	4900	2007	Jasper
197	SC 462	U.S. 321 TO U.S. 601	600	2007	Jasper
199	SC 462	U.S. 601 TO S-87	700	2007	Jasper
201	SC 462	S-87 TO U.S. 278	550	2007	Jasper
203	SC 462	U.S. 278 TO S-39	2000	2007	Jasper
205	SC 462	S-39 TO I-95	2300	2007	Jasper
207	SC 462	I-95 TO S-13	2700	2007	Jasper
209	SC 462	S-13 TO S-19	2200	2007	Jasper
211	SC 462	S-19 TO SC 336	3300	2007	Jasper
213	SC 652	U.S. 601 TO S-58	650	2007	Jasper
215	SC 652	S-58 TO S-115	850	2007	Jasper
217	SC 652	S-115 TO U.S. 278	900	2007	Jasper
219	S- 119	S.C. 119 TO S-201	475	2007	Jasper
221	S- 119	U.S. 321 TO S-201	450	2007	Jasper
223	S- 34	U.S. 321 TO S-170	150	2007	Jasper
225	S- 34	S-170 TO S-169	400	2007	Jasper
227	S- 169	S-34 TO U.S. 321	100	2007	Jasper
229	S- 34	S-169 TO S-31	1050	2007	Jasper
231	S- 31	S-34 TO S-371	1050	2007	Jasper
233	S- 31	S-371 TO SC 46	3200	2007	Jasper
235	S- 141	U.S. 17 TO S-134	4000	2007	Jasper
237	S- 141	S-134 TO S-88	4100	2007	Jasper
239	US 278	I-95 To S-141	25300	2007	Jasper
240	US 278	S-141 to Beaufort County Line	22000	2007	Jasper
241	S- 13	S-77 TO S-19	2600	2007	Jasper
242	S- 29	S.C. 336 TO S-48	1150	2007	Jasper
243	S- 29	S-48 TO U.S. 17	2500	2007	Jasper
245	S- 29	U.S. 17 TO S-139	2300	2007	Jasper
247	S- 29	S-139 TO SC 336	1700	2007	Jasper
249	S- 13	U.S. 17 TO S-174	950	2007	Jasper
251	S- 13	S-174 TO S-29	1600	2007	Jasper
253	S- 13	S-29 TO S.C. 336	1400	2007	Jasper
255	S- 13	U.S. 278 TO S-77	3300	2007	Jasper
257	S- 39	S-175 TO U.S. 278	800	2007	Jasper
259	S- 19	I-95 TO S.C. 462	950	2007	Jasper
261	S- 13	S-19 TO S.C. 462	650	2007	Jasper
263	S- 87	Hampton County Line TO S-16	600	2007	Jasper
265	S- 87	S-16 TO U.S. 278	375	2007	Jasper
267	S- 87	U.S. 278 TO S.C. 462	125	2007	Jasper
269	S- 87	S.C. 462 TO S.C. 652	200	2007	Jasper
271	S- 16	S-87 TO U.S. 278	275	2007	Jasper
273	S- 37	U.S. 17 TO Hampton Co. Line	325	2007	Jasper
275	S- 33	U.S. 17 TO S-247	325	2007	Jasper
277	S- 34	U.S. 17 TO S.C. 170 ALT	1450	2007	Jasper
279	S- 25	S.C. 462 TO U.S. 601	200	2007	Jasper
281	S- 39	S.C. 462 TO S-175	175	2007	Jasper
283	S- 15	S.C. 462 TO S.C. 3	75	2007	Jasper
285	S- 17	S-363 TO S-213	125	2007	Jasper
287	S- 17	S-213 TO S-41	200	2007	Jasper
289	S- 17	S-41 TO S.C. 3	225	2007	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
291	S- 54	S.C.462 TO S.C. 170	2900	2007	Jasper
293	US 278	U.S. 17 TO I-95	6500	2007	Jasper
295	S- 88	S-141 To S-88 Spur	150	2007	Jasper
299	S- 108	U.S. 278 TO S-38	200	2007	Jasper
301	S- 108	S-38 TO S-87	300	2007	Jasper
303	S- 175	S-425 TO S-39	375	2007	Jasper
305	S- 102	S-29 To S-101	1000	2007	Jasper
340	L- 282	S-423 To S-13	125	2007	Jasper
342	L- 421	S-102 To Dead End	175	2007	Jasper
2353	I- 95	Ga. State Line To U.S. 17/321	49800	2007	Jasper
2355	I- 95	U.S. 17/321 To U.S. 278	52200	2007	Jasper
2357	I- 95	U.S. 278 TO S-13	46800	2007	Jasper
2359	I- 95	S-13 TO SC 336	45000	2007	Jasper
2361	I- 95	SC 336 TO U.S. 17	43100	2007	Jasper
2363	I- 95	U.S. 17 TO S.C. 462	43800	2007	Jasper
2365	I- 95	S.C. 462 TO U.S. 17	45600	2007	Jasper

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 information and data contained on this printout.

STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
101	SC 170	Ga. State TO U.S. 17	5200	2008	Jasper
102	US 17	SC 170 TO S-34	10800	2008	Jasper
103	US 17	S-34 TO I-95	12000	2008	Jasper
105	US 17	I-95 TO U.S. 321	10700	2008	Jasper
107	US 17	U.S. 321 TO S.C. 46	6500	2008	Jasper
109	US 17	S.C. 46 TO S-413	7900	2008	Jasper
111	US 17	S-413 TO US 278	4500	2008	Jasper
113	US 17	US 278 TO S-169/S-210	2200	2008	Jasper
115	US 17	S-169/S-210 TO Conn. TO S-13	2400	2008	Jasper
117	US 17	S-13 TO S-29	4000	2008	Jasper
119	US 17	S-29 TO S-32/124	4700	2008	Jasper
121	US 17	S-32/124 TO S.C. 336	6600	2008	Jasper
123	US 17	U.S. 278/S.C. 336 TO S-32	9400	2008	Jasper
125	US 17	S-32 TO I-95	3200	2008	Jasper
127	US 17	I-95 TO Beaufort County Line	10000	2008	Jasper
129	US 17	Ga. State TO S.C.170 Alt.	13600	2008	Jasper
131	US 17	S.C. 170 Alt. TO SC 170	6300	2008	Jasper
133	US 278	Hampton County Line TO S-87	1450	2008	Jasper
135	US 278	S-87 TO S.C. 462	2300	2008	Jasper
137	US 278	S.C. 462 TO S.C. 462	3600	2008	Jasper
139	US 278	S.C. 462 TO S.C. 652	1950	2008	Jasper
141	US 278	S.C. 652 TO S-32	7200	2008	Jasper
143	US 278	S-32 TO U.S. 17	6000	2008	Jasper
145	SC 336	U.S. 17 TO I-95	8400	2008	Jasper
147	SC 336	I-95 TO S-13	5600	2008	Jasper
151	SC 336	S-13 TO S.C. 462	3900	2008	Jasper
153	SC 462	S.C. 336 TO S-54	7500	2008	Jasper
155	SC 462	S-54 TO S.C. 170/Beaufort Co.	5600	2008	Jasper
157	US 321	U.S. 17 TO S-31	4400	2008	Jasper
159	US 321	S-31 TO S-413	4500	2008	Jasper
161	US 321	S-413 TO S-169	3900	2008	Jasper
163	US 321	S-169 TO S.C. 336/S-119	4300	2008	Jasper
165	US 321	S.C. 336/S-119 TO U.S. 601	4100	2008	Jasper
167	US 321	U.S. 601 To Hampton County Line	2800	2008	Jasper
168	US 601	U.S. 321 TO S.C. 652	1050	2008	Jasper
169	SC 3	U.S. 278 TO Hampton Co. Line	800	2008	Jasper
170	US 601	S.C. 652 TO Hampton Co. Line	1650	2008	Jasper
171	SC 46	U.S. 321 TO U.S. 17	3600	2008	Jasper
173	SC 46	U.S. 17 TO S-153	4200	2008	Jasper
175	SC 46	S-153 TO S-176	3500	2008	Jasper
177	SC 46	S-176 TO S.C. 170	2900	2008	Jasper
179	SC 46	S.C. 170 TO Beaufort Co. Line	11900	2008	Jasper
181	SC 119	Ga. State Line TO Hampton Co.	1400	2008	Jasper
183	SC 170	U.S. 17 TO S.C. 46	2100	2008	Jasper
184	SC 170	Beaufort Co. To Beaufort Co.	20300	2008	Jasper
185	SC 170 ALT	U.S. 17 ALT TO S-34	8200	2008	Jasper
187	SC 170 ALT	S-34 TO S.C. 170	8700	2008	Jasper
189	SC 336	U.S. 321 TO S-29	2200	2008	Jasper
191	SC 336	S-29 TO S-116	1900	2008	Jasper
193	SC 336	S-116 TO S-32	2900	2008	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
195	SC 336	S-32 TO U.S. 17	4800	2008	Jasper
197	SC 462	U.S. 321 TO U.S. 601	650	2008	Jasper
199	SC 462	U.S. 601 TO S-87	650	2008	Jasper
201	SC 462	S-87 TO U.S. 278	600	2008	Jasper
203	SC 462	U.S. 278 TO S-39	1850	2008	Jasper
205	SC 462	S-39 TO I-95	2200	2008	Jasper
207	SC 462	I-95 TO S-13	2800	2008	Jasper
209	SC 462	S-13 TO S-19	2700	2008	Jasper
211	SC 462	S-19 TO SC 336	3300	2008	Jasper
213	SC 652	U.S. 601 TO S-58	700	2008	Jasper
215	SC 652	S-58 TO S-115	900	2008	Jasper
217	SC 652	S-115 TO U.S. 278	900	2008	Jasper
219	S- 119	S.C. 119 TO S-201	300	2008	Jasper
221	S- 119	U.S. 321 TO S-201	425	2008	Jasper
223	S- 34	U.S. 321 TO S-170	150	2008	Jasper
225	S- 34	S-170 TO S-169	300	2008	Jasper
227	S- 169	S-34 TO U.S. 321	75	2008	Jasper
229	S- 34	S-169 TO S-31	800	2008	Jasper
231	S- 31	S-34 TO S-371	1000	2008	Jasper
233	S- 31	S-371 TO SC 46	2400	2008	Jasper
235	S- 141	U.S. 17 TO S-134	3700	2008	Jasper
237	S- 141	S-134 TO S-88	3700	2008	Jasper
239	US 278	I-95 To S-442	23700	2008	Jasper
240	US 278	S-442 to Beaufort County Line	22900	2008	Jasper
241	S- 13	S-77 TO S-19	2600	2008	Jasper
242	S- 29	S.C. 336 TO S-48	1150	2008	Jasper
243	S- 29	S-48 TO U.S. 17	2200	2008	Jasper
245	S- 29	U.S. 17 TO S-139	1900	2008	Jasper
247	S- 29	S-139 TO SC 336	1400	2008	Jasper
249	S- 13	U.S. 17 TO S-174	650	2008	Jasper
251	S- 13	S-174 TO S-29	1150	2008	Jasper
253	S- 13	S-29 TO S.C. 336	1150	2008	Jasper
255	S- 13	U.S. 278 TO S-77	2600	2008	Jasper
257	S- 39	S-175 TO U.S. 278	600	2008	Jasper
259	S- 19	I-95 TO S.C. 462	800	2008	Jasper
261	S- 13	S-19 TO S.C. 462	650	2008	Jasper
263	S- 87	Hampton County Line TO S-16	450	2008	Jasper
265	S- 87	S-16 TO U.S. 278	300	2008	Jasper
267	S- 87	U.S. 278 TO S.C. 462	175	2008	Jasper
269	S- 87	S.C. 462 TO S.C. 652	275	2008	Jasper
271	S- 16	S-87 TO U.S. 278	250	2008	Jasper
273	S- 37	U.S. 17 TO Hampton Co. Line	275	2008	Jasper
275	S- 33	U.S. 17 TO S-247	275	2008	Jasper
277	S- 34	U.S. 17 TO S.C. 170 ALT	1250	2008	Jasper
279	S- 25	S.C. 462 TO U.S. 601	225	2008	Jasper
281	S- 39	S.C. 462 TO S-175	200	2008	Jasper
283	S- 15	S.C. 462 TO S.C. 3	75	2008	Jasper
285	S- 17	S-409 TO Hampton County Line	125	2008	Jasper
287	S- 17	S-41 TO S-409	200	2008	Jasper
289	S- 17	S.C. 3 TO S-41	225	2008	Jasper

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STAT	ROUT NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
291	S- 54	S.C.462 TO S.C. 170	3000	2008	Jasper
293	US 278	U.S. 17 TO I-95	6500	2008	Jasper
295	S- 88	S-141 To US-278	150	2008	Jasper
299	S- 108	U.S. 278 TO S-38	175	2008	Jasper
301	S- 108	S-38 TO S-87	250	2008	Jasper
303	S- 175	S-425 TO S-39	375	2008	Jasper
305	S- 102	S-29 To S-101	650	2008	Jasper
340	L- 282	S-423 To S-13	100	2008	Jasper
342	L- 421	S-102 To Dead End	175	2008	Jasper
2353	I- 95	Ga. State Line To U.S. 17/321	46900	2008	Jasper
2355	I- 95	U.S. 17/321 To U.S. 278	49300	2008	Jasper
2357	I- 95	U.S. 278 TO S-13	44500	2008	Jasper
2359	I- 95	S-13 TO SC 336	42800	2008	Jasper
2361	I- 95	SC 336 TO U.S. 17	40600	2008	Jasper
2363	I- 95	U.S. 17 TO S.C. 462	41200	2008	Jasper
2365	I- 95	S.C. 462 TO U.S. 17	42400	2008	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
** County No. 27- Jasper					
101	SC 170	Ga. State TO U.S. 17	4900	2009	Jasper
102	US 17	SC 170 TO S-34	11200	2009	Jasper
103	US 17	S-34 TO I-95	11000	2009	Jasper
105	US 17	I-95 TO U.S. 321	9900	2009	Jasper
107	US 17	U.S. 321 TO S.C. 46	6500	2009	Jasper
109	US 17	S.C. 46 TO S-413	7800	2009	Jasper
111	US 17	S-413 TO US 278	4400	2009	Jasper
113	US 17	US 278 TO S-169/S-210	2200	2009	Jasper
115	US 17	S-169/S-210 TO Conn. TO S-13	2200	2009	Jasper
117	US 17	S-13 TO S-29	3700	2009	Jasper
119	US 17	S-29 TO S-32/124	4300	2009	Jasper
121	US 17	S-32/124 TO S.C. 336	5600	2009	Jasper
123	US 17	U.S. 278/S.C. 336 TO S-32	8100	2009	Jasper
125	US 17	S-32 TO I-95	2800	2009	Jasper
127	US 17	I-95 TO Beaufort County Line	9500	2009	Jasper
129	US 17	Ga. State to SC-315	14700	2009	Jasper
131	US 17	SC-315 to SC-170	6300	2009	Jasper
133	US 278	Hampton County Line TO S-87	1450	2009	Jasper
135	US 278	S-87 TO S.C. 462	2000	2009	Jasper
137	US 278	S.C. 462 TO S.C. 462	3100	2009	Jasper
139	US 278	S.C. 462 TO S.C. 652	1700	2009	Jasper
141	US 278	S.C. 652 TO S-32	6600	2009	Jasper
143	US 278	S-32 TO U.S. 17	5700	2009	Jasper
145	SC 336	U.S. 17 TO I-95	7800	2009	Jasper
147	SC 336	I-95 TO S-13	5200	2009	Jasper
151	SC 336	S-13 TO S.C. 462	3700	2009	Jasper
153	SC 462	S.C. 336 TO S-54	7400	2009	Jasper
155	SC 462	S-54 TO S.C. 170/Beaufort Co.	5700	2009	Jasper
157	US 321	U.S. 17 TO S-31	4000	2009	Jasper
159	US 321	S-31 TO S-413	4200	2009	Jasper
161	US 321	S-413 TO S-169	3800	2009	Jasper
163	US 321	S-169 TO S.C. 336/S-119	3600	2009	Jasper
165	US 321	S.C. 336/S-119 TO U.S. 601	4000	2009	Jasper
167	US 321	U.S. 601 TO Hampton County Line	3100	2009	Jasper
168	US 601	U.S. 321 TO S.C. 652	950	2009	Jasper
169	SC 3	U.S. 278 TO Hampton Co. Line	800	2009	Jasper
170	US 601	S.C. 652 TO Hampton Co. Line	1600	2009	Jasper
171	SC 46	U.S. 321 TO U.S. 17	3600	2009	Jasper
173	SC 46	U.S. 17 TO S-153	4200	2009	Jasper
175	SC 46	S-153 TO S-176	3400	2009	Jasper
177	SC 46	S-176 TO S.C. 170	2700	2009	Jasper
179	SC 46	S.C. 170 TO Beaufort Co. Line	11800	2009	Jasper
181	SC 119	Ga. State Line TO Hampton Co.	1600	2009	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
183	SC 170	U.S. 17 TO S.C. 46	2000	2009	Jasper
184	SC 170	Beaufort Co. To Beaufort Co.	20900	2009	Jasper
185	SC 315	US-17 to S-34	8600	2009	Jasper
187	SC 315	S-34 to SC-170	9200	2009	Jasper
189	SC 336	U.S. 321 TO S-29	2400	2009	Jasper
191	SC 336	S-29 TO S-116	2000	2009	Jasper
193	SC 336	S-116 TO S-32	2800	2009	Jasper
195	SC 336	S-32 TO U.S. 17	4500	2009	Jasper
197	SC 462	U.S. 321 TO U.S. 601	750	2009	Jasper
199	SC 462	U.S. 601 TO S-87	850	2009	Jasper
201	SC 462	S-87 TO U.S. 278	450	2009	Jasper
203	SC 462	U.S. 278 TO S-39	1550	2009	Jasper
205	SC 462	S-39 TO I-95	2000	2009	Jasper
207	SC 462	I-95 TO S-13	2600	2009	Jasper
209	SC 462	S-13 TO S-19	2500	2009	Jasper
211	SC 462	S-19 TO SC 336	3300	2009	Jasper
213	SC 652	U.S. 601 TO S-58	750	2009	Jasper
215	SC 652	S-58 TO S-115	850	2009	Jasper
217	SC 652	S-115 TO U.S. 278	950	2009	Jasper
219	S- 119	S.C. 119 TO S-201	300	2009	Jasper
221	S- 119	U.S. 321 TO S-201	550	2009	Jasper
223	S- 34	U.S. 321 TO S-170	150	2009	Jasper
225	S- 34	S-170 TO S-169	300	2009	Jasper
227	S- 169	S-34 TO U.S. 321	325	2009	Jasper
229	S- 34	S-169 TO S-31	1000	2009	Jasper
231	S- 31	S-34 TO S-371	1000	2009	Jasper
233	S- 31	S-371 TO SC 46	2100	2009	Jasper
235	S- 141	U.S. 17 TO S-134	3800	2009	Jasper
237	S- 141	S-134 TO S-88	3700	2009	Jasper
239	US 278	I-95 To S-442	22400	2009	Jasper
240	US 278	S-442 to Beaufort County Line	22100	2009	Jasper
241	S- 13	S-77 TO S-19	2300	2009	Jasper
242	S- 29	S.C. 336 TO S-48	1150	2009	Jasper
243	S- 29	S-48 TO U.S. 17	2200	2009	Jasper
245	S- 29	U.S. 17 TO S-139	1950	2009	Jasper
247	S- 29	S-139 TO SC 336	1400	2009	Jasper
249	S- 13	U.S. 17 TO S-174	550	2009	Jasper
251	S- 13	S-174 TO S-29	1150	2009	Jasper
253	S- 13	S-29 TO S.C. 336	1150	2009	Jasper
255	S- 13	U.S. 278 TO S-77	3000	2009	Jasper
257	S- 39	S-175 TO U.S. 278	750	2009	Jasper
259	S- 19	I-95 TO S.C. 462	750	2009	Jasper
261	S- 13	S-19 TO S.C. 462	600	2009	Jasper
263	S- 87	Hampton County Line TO S-16	500	2009	Jasper
265	S- 87	S-16 TO U.S. 278	300	2009	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
267	S- 87	U.S. 278 TO S.C. 462	100	2009	Jasper
269	S- 87	S.C. 462 TO S.C. 652	175	2009	Jasper
271	S- 16	S-87 TO U.S. 278	300	2009	Jasper
273	S- 37	U.S. 17 TO Hampton Co. Line	325	2009	Jasper
275	S- 33	U.S. 17 TO S-247	250	2009	Jasper
277	S- 34	US-17 to SC-315	1200	2009	Jasper
279	S- 25	S.C. 462 TO U.S. 601	250	2009	Jasper
281	S- 39	S.C. 462 TO S-175	175	2009	Jasper
283	S- 15	S.C. 462 TO S.C. 3	100	2009	Jasper
285	S- 17	S-409 TO Hampton County Line	75	2009	Jasper
287	S- 17	S-41 TO S-409	175	2009	Jasper
289	S- 17	S.C. 3 TO S-41	200	2009	Jasper
291	S- 54	S.C.462 TO S.C. 170	2800	2009	Jasper
293	US 278	U.S. 17 TO I-95	5200	2009	Jasper
295	S- 88	S-141 To US-278	475	2009	Jasper
299	S- 108	U.S. 278 TO S-38	150	2009	Jasper
301	S- 108	S-38 TO S-87	275	2009	Jasper
303	S- 175	S-425 TO S-39	450	2009	Jasper
305	S- 102	S-29 To S-101	450	2009	Jasper
340	L- 282	S-423 To S-13	50	2009	Jasper
342	L- 421	S-102 To Dead End	200	2009	Jasper
2353	I- 95	Ga. State Line To U.S. 17/321	47700	2009	Jasper
2355	I- 95	U.S. 17/321 To U.S. 278	50000	2009	Jasper
2357	I- 95	U.S. 278 TO S-13	45700	2009	Jasper
2359	I- 95	S-13 TO SC 336	44000	2009	Jasper
2361	I- 95	SC 336 TO U.S. 17	42100	2009	Jasper
2363	I- 95	U.S. 17 TO S.C. 462	42700	2009	Jasper
2365	I- 95	S.C. 462 TO U.S. 17	44000	2009	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
** County No. 27- Jasper					
101	SC 170	Ga. State TO U.S. 17	4000	2010	Jasper
102	US 17	SC 170 TO S-34	9600	2010	Jasper
103	US 17	S-34 TO I-95	9300	2010	Jasper
105	US 17	I-95 TO U.S. 321	10200	2010	Jasper
107	US 17	U.S. 321 TO S.C. 46	6400	2010	Jasper
109	US 17	S.C. 46 TO S-413	8200	2010	Jasper
111	US 17	S-413 TO US 278	4700	2010	Jasper
113	US 17	US 278 TO S-169/S-210	2200	2010	Jasper
115	US 17	S-169/S-210 TO S-13	2400	2010	Jasper
117	US 17	S-13 TO S-29	3600	2010	Jasper
119	US 17	S-29 TO S-32/124	5200	2010	Jasper
121	US 17	S-32/124 TO S.C. 336	6800	2010	Jasper
123	US 17	SC-336 TO S-32	9200	2010	Jasper
125	US 17	S-32 TO I-95	3200	2010	Jasper
127	US 17	I-95 TO Beaufort County Line	8000	2010	Jasper
129	US 17	Ga. State to SC-315	13100	2010	Jasper
131	US 17	SC-315 to SC-170	5800	2010	Jasper
133	US 278	Hampton County Line TO S-87	1300	2010	Jasper
135	US 278	S-87 TO S.C. 462	2000	2010	Jasper
137	US 278	S.C. 462 TO S.C. 462	2900	2010	Jasper
139	US 278	S.C. 462 TO S.C. 652	1600	2010	Jasper
141	US 278	S.C. 652 TO S-32	7700	2010	Jasper
143	US 278	S-32 TO U.S. 17	6700	2010	Jasper
145	SC 336	U.S. 17 TO I-95	8800	2010	Jasper
147	SC 336	I-95 To S-13	5600	2010	Jasper
151	SC 336	S-13 TO S.C. 462	4100	2010	Jasper
153	SC 462	S.C. 336 TO S-54	7700	2010	Jasper
155	SC 462	S-54 TO S.C. 170/Beaufort Co.	5700	2010	Jasper
157	US 321	U.S. 17 TO S-31	4100	2010	Jasper
159	US 321	S-31 TO S-413	3900	2010	Jasper
161	US 321	S-413 TO S-169	3900	2010	Jasper
163	US 321	S-169 TO S.C. 336/S-119	3700	2010	Jasper
165	US 321	S.C. 336/S-119 TO U.S. 601	4000	2010	Jasper
167	US 321	U.S. 601 To Hampton County Line	2800	2010	Jasper
168	US 601	U.S. 321 TO S.C. 652	900	2010	Jasper
169	SC 3	U.S. 278 TO Hampton Co. Line	700	2010	Jasper
170	US 601	S.C. 652 TO Hampton Co. Line	1750	2010	Jasper
171	SC 46	U.S. 321 TO U.S. 17	3200	2010	Jasper
173	SC 46	U.S. 17 TO S-153	4700	2010	Jasper
175	SC 46	S-153 TO S-176	3400	2010	Jasper
177	SC 46	S-176 TO S.C. 170	2700	2010	Jasper
179	SC 46	S.C. 170 TO Beaufort Co. Line	11000	2010	Jasper
181	SC 119	Ga. State Line TO Hampton Co.	1600	2010	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
183	SC 170	U. S. 17 TO S. C. 46	1700	2010	Jasper
184	SC 170	Beaufort Co. To Beaufort Co.	22200	2010	Jasper
185	SC 315	US-17 to S-34	7500	2010	Jasper
187	SC 315	S-34 to SC-170	8000	2010	Jasper
189	SC 336	U. S. 321 TO S-29	2000	2010	Jasper
191	SC 336	S-29 TO S-116	1900	2010	Jasper
193	SC 336	S-116 TO S-32	3100	2010	Jasper
195	SC 336	S-32 TO U. S. 17	5100	2010	Jasper
197	SC 462	U. S. 321 TO U. S. 601	750	2010	Jasper
199	SC 462	U. S. 601 TO S-87	650	2010	Jasper
201	SC 462	S-87 TO U. S. 278	425	2010	Jasper
203	SC 462	U. S. 278 TO S-39	1600	2010	Jasper
205	SC 462	S-39 TO I-95	1950	2010	Jasper
207	SC 462	I-95 TO S-13	2600	2010	Jasper
209	SC 462	S-13 TO S-19	2400	2010	Jasper
211	SC 462	S-19 TO SC 336	3000	2010	Jasper
213	SC 652	U. S. 601 TO S-58	1000	2010	Jasper
215	SC 652	S-58 TO S-115	850	2010	Jasper
217	SC 652	S-115 to US-278	1000	2010	Jasper
219	S- 119	S. C. 119 TO S-201	375	2010	Jasper
221	S- 119	U. S. 321 TO S-201	475	2010	Jasper
223	S- 34	U. S. 321 TO S-170	175	2010	Jasper
225	S- 34	S-170 TO S-169	500	2010	Jasper
227	S- 169	S-34 TO U. S. 321	200	2010	Jasper
229	S- 34	S-169 TO S-31	700	2010	Jasper
231	S- 31	S-34 TO S-371	850	2010	Jasper
233	S- 31	S-371 TO SC 46	2000	2010	Jasper
235	S- 141	U. S. 17 TO S-134	3800	2010	Jasper
237	S- 141	S-134 TO S-88	3800	2010	Jasper
239	US 278	I-95 To S-442	22400	2010	Jasper
240	US 278	S-442 to Beaufort County Line	20600	2010	Jasper
241	S- 13	S-77 TO S-19	2500	2010	Jasper
242	S- 29	S. C. 336 TO S-48	1100	2010	Jasper
243	S- 29	S-48 TO U. S. 17	1850	2010	Jasper
245	S- 29	U. S. 17 TO S-139	1600	2010	Jasper
247	S- 29	S-139 TO SC 336	1450	2010	Jasper
249	S- 13	U. S. 17 TO S-174	600	2010	Jasper
251	S- 13	S-174 TO S-29	1000	2010	Jasper
253	S- 13	S-29 TO S. C. 336	1200	2010	Jasper
255	S- 13	SC-336 TO S-77	2600	2010	Jasper
257	S- 39	S-175 TO U. S. 278	550	2010	Jasper
259	S- 19	S-426 TO S. C. 462	750	2010	Jasper
261	S- 13	S-19 TO S. C. 462	550	2010	Jasper
263	S- 87	Hampton County Line TO S-16	500	2010	Jasper
265	S- 87	S-16 TO U. S. 278	350	2010	Jasper

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STAT	ROUTE NO.	ROUTE LOCATION	EST. AADT	AADT YEAR	COUNTY
267	S- 87	U. S. 278 TO S.C. 462	150	2010	Jasper
269	S- 87	S.C. 462 TO S.C. 652	200	2010	Jasper
271	S- 16	S-87 TO U.S. 278	275	2010	Jasper
273	S- 37	U.S. 17 TO Hampton Co. Line	50	2010	Jasper
275	S- 33	U.S. 17 TO S-247	150	2010	Jasper
277	S- 34	US-17 to SC-315	1050	2010	Jasper
279	S- 25	S.C. 462 TO U.S. 601	200	2010	Jasper
281	S- 39	S.C. 462 TO S-175	150	2010	Jasper
283	S- 15	S.C. 462 TO S.C. 3	125	2010	Jasper
285	S- 17	S-409 TO Hampton County Line	100	2010	Jasper
287	S- 17	S-41 TO S-409	100	2010	Jasper
289	S- 17	S.C. 3 TO S-41	225	2010	Jasper
291	S- 54	SC-62 to Beaufort County Line	2800	2010	Jasper
293	US 278	U.S. 17 TO I-95	4400	2010	Jasper
295	S- 88	S-141 To US-278	550	2010	Jasper
299	S- 108	U.S. 278 TO S-38	200	2010	Jasper
301	S- 108	S-38 TO S-87	300	2010	Jasper
303	S- 175	S-425 TO S-39	325	2010	Jasper
305	S- 102	S-29 To S-101	550	2010	Jasper
340	L- 282	S-423 To S-13	75	2010	Jasper
342	L- 421	S-102 To Dead End	175	2010	Jasper
2353	I- 95	Ga. State Line To U.S. 17/321	48400	2010	Jasper
2355	I- 95	U.S. 17/321 To U.S. 278	50900	2010	Jasper
2357	I- 95	U.S. 278 TO S-13	46400	2010	Jasper
2359	I- 95	S-13 TO SC 336	44300	2010	Jasper
2361	I- 95	SC 336 TO U.S. 17	42500	2010	Jasper
2363	I- 95	U.S. 17 TO S.C. 462	43000	2010	Jasper
2365	I- 95	S.C. 462 TO U.S. 17	44600	2010	Jasper

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17	3800	2011
JASPER	102	US 17	SC 170 TO S- 34	9100	2011
JASPER	103	US 17	S- 34 TO I- 95	8500	2011
JASPER	105	US 17	I- 95 TO US 321	9500	2011
JASPER	107	US 17	US 321 TO SC 46	5900	2011
JASPER	109	US 17	SC 46 TO S- 413	7800	2011
JASPER	111	US 17	S- 413 TO US 278	4000	2011
JASPER	113	US 17	US 278 TO S- 210	2200	2011
JASPER	115	US 17	S- 210 TO S- 13	2300	2011
JASPER	117	US 17	S- 13 TO S- 29	4200	2011
JASPER	119	US 17	S- 29 TO S- 32	5900	2011
JASPER	121	US 17	S- 32 TO SC 336	6600	2011
JASPER	123	US 17	SC 336 TO S- 32	9200	2011
JASPER	125	US 17	S- 32 TO I- 95	3300	2011
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	8400	2011
JASPER	129	US 17	State Line - GEORGIA TO SC 315	12100	2011
JASPER	131	US 17	SC 315 TO SC 170	5400	2011
JASPER	133	US 278	County Line - HAMPTON TO S- 87	1350	2011
JASPER	135	US 278	S- 87 TO SC 462	2200	2011
JASPER	137	US 278	SC 462 TO SC 462	3000	2011
JASPER	139	US 278	SC 462 TO SC 652	1700	2011
JASPER	141	US 278	SC 652 TO S- 32	7400	2011
JASPER	143	US 278	S- 32 TO US 17	6700	2011
JASPER	145	SC 336	US 17 TO I- 95	8800	2011
JASPER	147	SC 336	I- 95 TO S- 13	6500	2011
JASPER	151	SC 336	S- 13 TO SC 462	3800	2011
JASPER	153	SC 462	SC 336 TO S- 54	7700	2011
JASPER	155	SC 462	S- 54 TO SC 170 (BEAUFORT)	5900	2011
JASPER	157	US 321	US 17 TO S- 31	3400	2011
JASPER	159	US 321	S- 31 TO S- 413	4200	2011
JASPER	161	US 321	S- 413 TO S- 169, L- 169	3500	2011
JASPER	163	US 321	S- 169, L- 169 TO SC 336, S- 119	3600	2011
JASPER	165	US 321	SC 336, S- 119 TO US 601	3800	2011
JASPER	167	US 321	US 601 TO County Line - HAMPTON	2600	2011
JASPER	168	US 601	US 321 TO SC 652	900	2011
JASPER	169	SC 3	US 278, S- 16 TO County Line - HAMPTON	700	2011
JASPER	170	US 601	SC 652 TO County Line - HAMPTON	1600	2011

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	171	SC 46	US 321 TO US 17	3200	2011
JASPER	173	SC 46	US 17 TO S- 153	4300	2011
JASPER	175	SC 46	S- 153 TO S- 176	3300	2011
JASPER	177	SC 46	S- 176 TO SC 170	2700	2011
JASPER	179	SC 46	SC 170 TO County Line - BEAUFORT	10300	2011
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1350	2011
JASPER	183	SC 170	US 17 TO SC 46	1650	2011
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	21200	2011
JASPER	185	SC 315	US 17 TO S- 34	7200	2011
JASPER	187	SC 315	S- 34 TO SC 170	7700	2011
JASPER	189	SC 336	US 321, S- 119 TO S- 29	1900	2011
JASPER	191	SC 336	S- 29 TO S- 116	1900	2011
JASPER	193	SC 336	S- 116 TO S- 32	3800	2011
JASPER	195	SC 336	S- 32 TO US 17	4200	2011
JASPER	197	SC 462	County Line - JASPER TO US 601	750	2011
JASPER	199	SC 462	US 601 TO S- 87	650	2011
JASPER	201	SC 462	S- 87 TO US 278	450	2011
JASPER	203	SC 462	US 278 TO S- 39	1650	2011
JASPER	205	SC 462	S- 39 TO I- 95	2000	2011
JASPER	207	SC 462	I- 95 TO S- 13	2900	2011
JASPER	209	SC 462	S- 13 TO S- 19	2500	2011
JASPER	211	SC 462	S- 19 TO SC 336	3200	2011
JASPER	213	SC 652	US 601 TO S- 58	1100	2011
JASPER	215	SC 652	S- 58 TO S- 115	850	2011
JASPER	217	SC 652	S- 115 TO US 278	1050	2011
JASPER	219	S- 119	S- 201 TO SC 119	250	2011
JASPER	221	S- 119	US 321, SC 336 TO S- 201	450	2011
JASPER	223	S- 34	US 321 TO S- 170, L- 170	150	2011
JASPER	225	S- 34	S- 170, L- 170 TO S- 169	500	2011
JASPER	227	S- 169	S- 34 TO US 321	325	2011
JASPER	229	S- 34	S- 169 TO S- 31	700	2011
JASPER	231	S- 31	S- 34 TO S- 371	850	2011
JASPER	233	S- 31	S- 371 TO SC 46	1800	2011
JASPER	235	S- 141	US 17 TO S- 134	3500	2011
JASPER	237	S- 141	S- 134 TO S- 88	4000	2011
JASPER	239	US 278	I- 95 TO S- 442	23000	2011
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	19000	2011

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	241	S- 13	S- 77 TO S- 19	2900	2011
JASPER	242	S- 29	SC 336 TO S- 48, L- 48	1100	2011
JASPER	243	S- 29	S- 48, L- 48 TO US 17	1700	2011
JASPER	245	S- 29	US 17 TO S- 139	1750	2011
JASPER	247	S- 29	S- 139 TO SC 336	1450	2011
JASPER	249	S- 13	US 17 TO S- 174	700	2011
JASPER	251	S- 13	S- 174 TO S- 29	1150	2011
JASPER	253	S- 13	S- 29 TO SC 336	1250	2011
JASPER	255	S- 13	SC 336 TO S- 77	2500	2011
JASPER	257	S- 39	S- 175 TO US 278	550	2011
JASPER	259	S- 19	S- 426, L- 426 TO SC 462	650	2011
JASPER	261	S- 13	S- 19 TO SC 462	500	2011
JASPER	263	S- 87	County Line - HAMPTON TO S- 16	550	2011
JASPER	265	S- 87	S- 16 TO US 278	375	2011
JASPER	267	S- 87	US 278 TO SC 462	175	2011
JASPER	269	S- 87	SC 462 TO SC 652	200	2011
JASPER	271	S- 16	S- 87 TO US 278, SC 3	275	2011
JASPER	273	S- 37	US 17 TO County Line - HAMPTON	75	2011
JASPER	275	S- 33	US 17 TO S- 247	150	2011
JASPER	277	S- 34	US 17 TO SC 315	1050	2011
JASPER	279	S- 25	SC 462 TO US 601	150	2011
JASPER	281	S- 39	SC 462 TO S- 175	175	2011
JASPER	283	S- 15	SC 462 TO SC 3	50	2011
JASPER	285	S- 17	S- 213, S- 409 TO County Line - HAMPTON	75	2011
JASPER	287	S- 17	S- 41 TO S- 213, S- 409	75	2011
JASPER	289	S- 17	SC 3 TO S- 41	200	2011
JASPER	291	S- 54	SC 462 TO County Line - BEAUFORT	2900	2011
JASPER	293	US 278	US 17 TO I- 95	4200	2011
JASPER	295	S- 88	S- 141 TO US 278	400	2011
JASPER	299	S- 108	US 278 TO S- 38	175	2011
JASPER	301	S- 108	S- 38 TO S- 87	275	2011
JASPER	303	S- 175	S- 425 TO S- 39	325	2011
JASPER	305	S- 102	S- 29, L- 522 TO S- 101	650	2011
JASPER	340	L- 282	S- 13 TO S- 423	75	2011
JASPER	2353	I- 95	State Line - GEORGIA TO US 17	47500	2011
JASPER	2355	I- 95	US 17 TO US 278	48900	2011
JASPER	2357	I- 95	US 278 TO S- 13	43300	2011

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	2359	I- 95	S- 13 TO SC 336	41900	2011
JASPER	2361	I- 95	SC 336 TO US 17	40300	2011
JASPER	2363	I- 95	US 17 TO SC 462	41200	2011
JASPER	2365	I- 95	SC 462 TO US 17	43000	2011
HAMPTON	2367	I- 95	US 17 (JASPER) TO SC 68	37800	2011

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17	4000	2012
JASPER	102	US 17	SC 170 TO S- 34	8200	2012
JASPER	103	US 17	S- 34 TO I- 95	9000	2012
JASPER	105	US 17	I- 95 TO US 321	9700	2012
JASPER	107	US 17	US 321 TO SC 46	6500	2012
JASPER	109	US 17	SC 46 TO S- 413	8500	2012
JASPER	111	US 17	S- 413 TO US 278	4300	2012
JASPER	113	US 17	US 278 TO S- 210	1950	2012
JASPER	115	US 17	S- 210 TO S- 13	2100	2012
JASPER	117	US 17	S- 13 TO S- 29	4300	2012
JASPER	119	US 17	S- 29 TO S- 32	4800	2012
JASPER	121	US 17	S- 32 TO SC 336	6300	2012
JASPER	123	US 17	SC 336 TO S- 32	8700	2012
JASPER	125	US 17	S- 32 TO I- 95	3300	2012
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	8400	2012
JASPER	129	US 17	State Line - GEORGIA TO SC 315	13000	2012
JASPER	131	US 17	SC 315 TO SC 170	5700	2012
JASPER	133	US 278	County Line - HAMPTON TO S- 87	1300	2012
JASPER	135	US 278	S- 87 TO SC 462	2200	2012
JASPER	137	US 278	SC 462 TO SC 462	2800	2012
JASPER	139	US 278	SC 462 TO SC 652	1600	2012
JASPER	141	US 278	SC 652 TO S- 32	8000	2012
JASPER	143	US 278	S- 32 TO US 17	6700	2012
JASPER	145	SC 336	US 17 TO I- 95	9000	2012
JASPER	147	SC 336	I- 95 TO S- 13	6500	2012
JASPER	151	SC 336	S- 13 TO SC 462	3700	2012
JASPER	153	SC 462	SC 336 TO S- 54	6900	2012
JASPER	155	SC 462	S- 54 TO SC 170 (BEAUFORT)	5900	2012
JASPER	157	US 321	US 17 TO SC 46, S- 31	3500	2012
JASPER	159	US 321	SC 46, S- 31 TO S- 413	4100	2012
JASPER	161	US 321	S- 413 TO S- 169, L- 169	3500	2012
JASPER	163	US 321	S- 169, L- 169 TO SC 336, S- 119	3000	2012
JASPER	165	US 321	SC 336, S- 119 TO US 601	3200	2012
JASPER	167	US 321	US 601 TO County Line - HAMPTON	2600	2012
JASPER	168	US 601	US 321 TO SC 652	850	2012
JASPER	169	SC 3	US 278, S- 16 TO County Line - HAMPTON	650	2012
JASPER	170	US 601	SC 652 TO County Line - HAMPTON	1650	2012

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	171	SC 46	US 321 TO US 17	3200	2012
JASPER	173	SC 46	US 17 TO S- 153	4500	2012
JASPER	175	SC 46	S- 153 TO S- 176	3000	2012
JASPER	177	SC 46	S- 176 TO SC 170	2600	2012
JASPER	179	SC 46	SC 170 TO County Line - BEAUFORT	11000	2012
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1150	2012
JASPER	183	SC 170	US 17 TO SC 46	1600	2012
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	18500	2012
JASPER	185	SC 315	US 17 TO S- 34	7700	2012
JASPER	187	SC 315	S- 34 TO SC 170	8300	2012
JASPER	189	SC 336	US 321, S- 119 TO S- 29	2100	2012
JASPER	191	SC 336	S- 29 TO S- 116	1950	2012
JASPER	193	SC 336	S- 116 TO S- 32	3700	2012
JASPER	195	SC 336	S- 32 TO US 17	4000	2012
JASPER	197	SC 462	County Line - JASPER TO US 601	800	2012
JASPER	199	SC 462	US 601 TO S- 87	700	2012
JASPER	201	SC 462	S- 87 TO US 278	400	2012
JASPER	203	SC 462	US 278 TO S- 39	1800	2012
JASPER	205	SC 462	S- 39 TO I- 95	2000	2012
JASPER	207	SC 462	I- 95 TO S- 13	2900	2012
JASPER	209	SC 462	S- 13 TO S- 19	2500	2012
JASPER	211	SC 462	S- 19 TO SC 336	3700	2012
JASPER	213	SC 652	US 601 TO S- 58	1100	2012
JASPER	215	SC 652	S- 58 TO S- 115	700	2012
JASPER	217	SC 652	S- 115 TO US 278	1050	2012
JASPER	219	S- 119	S- 201 TO SC 119	325	2012
JASPER	221	S- 119	US 321, SC 336 TO S- 201	550	2012
JASPER	223	S- 34	US 321 TO S- 170, L- 170	150	2012
JASPER	225	S- 34	S- 170, L- 170 TO S- 169	475	2012
JASPER	227	S- 169	S- 34 TO US 321	300	2012
JASPER	229	S- 34	S- 169 TO S- 31	850	2012
JASPER	231	S- 31	S- 34 TO S- 371	900	2012
JASPER	233	S- 31	S- 371 TO US 321	2000	2012
JASPER	235	S- 141	US 17 TO S- 134	3800	2012
JASPER	237	S- 141	S- 134 TO S- 88	4300	2012
JASPER	239	US 278	I- 95 TO S- 442	23400	2012
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	17400	2012

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	241	S- 13	S- 77 TO S- 19	2900	2012
JASPER	242	S- 29	SC 336 TO S- 48, L- 48	950	2012
JASPER	243	S- 29	S- 48, L- 48 TO US 17	1850	2012
JASPER	245	S- 29	US 17 TO S- 139	1500	2012
JASPER	247	S- 29	S- 139 TO SC 336	1300	2012
JASPER	249	S- 13	US 17 TO S- 174	650	2012
JASPER	251	S- 13	S- 174 TO S- 29	1300	2012
JASPER	253	S- 13	S- 29 TO SC 336	1200	2012
JASPER	255	S- 13	SC 336 TO S- 77	3100	2012
JASPER	257	S- 39	S- 175 TO US 278	550	2012
JASPER	259	S- 19	S- 426, L- 426 TO SC 462	700	2012
JASPER	261	S- 13	S- 19 TO SC 462	600	2012
JASPER	263	S- 87	County Line - HAMPTON TO S- 16	550	2012
JASPER	265	S- 87	S- 16 TO US 278	375	2012
JASPER	267	S- 87	US 278 TO SC 462	175	2012
JASPER	269	S- 87	SC 462 TO SC 652	200	2012
JASPER	271	S- 16	S- 87 TO US 278, SC 3	300	2012
JASPER	273	S- 37	US 17 TO County Line - HAMPTON	75	2012
JASPER	275	S- 33	US 17 TO S- 247	175	2012
JASPER	277	S- 34	US 17 TO SC 315	1200	2012
JASPER	279	S- 25	SC 462 TO US 601	175	2012
JASPER	281	S- 39	SC 462 TO S- 175	175	2012
JASPER	283	S- 15	SC 462 TO SC 3	50	2012
JASPER	285	S- 17	S- 213, S- 409 TO County Line - HAMPTON	100	2012
JASPER	287	S- 17	S- 41 TO S- 213, S- 409	75	2012
JASPER	289	S- 17	SC 3 TO S- 41	300	2012
JASPER	291	S- 54	SC 462 TO County Line - BEAUFORT	2900	2012
JASPER	293	US 278	US 17 TO I- 95	4400	2012
JASPER	295	S- 88	S- 141 TO US 278	450	2012
JASPER	299	S- 108	US 278 TO S- 38	175	2012
JASPER	301	S- 108	S- 38 TO S- 87	250	2012
JASPER	303	S- 175	S- 425 TO S- 39	350	2012
JASPER	305	S- 102	S- 29, L- 522 TO S- 101	500	2012
JASPER	340	L- 282	S- 13 TO S- 423	75	2012
JASPER	2353	I- 95	State Line - GEORGIA TO US 17	47700	2012
JASPER	2355	I- 95	US 17 TO US 278	49600	2012
JASPER	2357	I- 95	US 278 TO S- 13	45000	2012

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	2359	I- 95	S- 13 TO SC 336	43300	2012
JASPER	2361	I- 95	SC 336 TO US 17	41500	2012
JASPER	2363	I- 95	US 17 TO SC 462	42100	2012
JASPER	2365	I- 95	SC 462 TO US 17	43300	2012
HAMPTON	2367	I- 95	US 17 (JASPER) TO SC 68	38200	2012

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17	4700	2013
JASPER	102	US 17	SC 170 TO S- 34	10600	2013
JASPER	103	US 17	S- 34 TO I- 95	12300	2013
JASPER	105	US 17	I- 95 TO US 321	10200	2013
JASPER	107	US 17	US 321 TO SC 46	6100	2013
JASPER	109	US 17	SC 46 TO S- 413	8000	2013
JASPER	111	US 17	S- 413 TO US 278	4400	2013
JASPER	113	US 17	US 278 TO S- 210	2500	2013
JASPER	115	US 17	S- 210 TO S- 13	2500	2013
JASPER	117	US 17	S- 13 TO S- 29	3800	2013
JASPER	119	US 17	S- 29 TO S- 32	4300	2013
JASPER	121	US 17	S- 32 TO SC 336	5900	2013
JASPER	123	US 17	SC 336 TO S- 32	8800	2013
JASPER	125	US 17	S- 32 TO I- 95	3000	2013
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	9200	2013
JASPER	129	US 17	State Line - GEORGIA TO SC 315	13000	2013
JASPER	131	US 17	SC 315 TO SC 170	6900	2013
JASPER	133	US 278	County Line - HAMPTON TO S- 87	1550	2013
JASPER	135	US 278	S- 87 TO SC 462	2400	2013
JASPER	137	US 278	SC 462 TO SC 462	3300	2013
JASPER	139	US 278	SC 462 TO SC 652	2000	2013
JASPER	141	US 278	SC 652 TO S- 32	7200	2013
JASPER	143	US 278	S- 32 TO US 17	6100	2013
JASPER	145	SC 336	US 17 TO I- 95	8500	2013
JASPER	147	SC 336	I- 95 TO S- 13	5100	2013
JASPER	151	SC 336	S- 13 TO SC 462	3700	2013
JASPER	153	SC 462	SC 336 TO S- 54	7500	2013
JASPER	155	SC 462	S- 54 TO SC 170 (BEAUFORT)	5600	2013
JASPER	157	US 321	US 17 TO SC 46, S- 31	4100	2013
JASPER	159	US 321	SC 46, S- 31 TO S- 413	4100	2013
JASPER	161	US 321	S- 413 TO S- 169, L- 169	4100	2013
JASPER	163	US 321	S- 169, L- 169 TO SC 336, S- 119	3700	2013
JASPER	165	US 321	SC 336, S- 119 TO US 601	3700	2013
JASPER	167	US 321	US 601 TO County Line - HAMPTON	2500	2013
JASPER	168	US 601	US 321 TO SC 652	900	2013
JASPER	169	SC 3	US 278, S- 16 TO County Line - HAMPTON	750	2013
JASPER	170	US 601	SC 652 TO County Line - HAMPTON	1650	2013
JASPER	171	SC 46	US 321 TO US 17	3800	2013
JASPER	173	SC 46	US 17 TO S- 153	4100	2013
JASPER	175	SC 46	S- 153 TO S- 176	3700	2013
JASPER	177	SC 46	S- 176 TO SC 170	2800	2013
JASPER	179	SC 46	SC 170 TO County Line - BEAUFORT	13400	2013
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1450	2013

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	183	SC 170	US 17 TO SC 46	2300	2013
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	20700	2013
JASPER	185	SC 315	US 17 TO S- 34	8700	2013
JASPER	187	SC 315	S- 34 TO SC 170	9700	2013
JASPER	189	SC 336	US 321, S- 119 TO S- 29	1950	2013
JASPER	191	SC 336	S- 29 TO S- 116	1800	2013
JASPER	193	SC 336	S- 116 TO S- 32	3000	2013
JASPER	195	SC 336	S- 32 TO US 17	4400	2013
JASPER	197	SC 462	County Line - JASPER TO US 601	700	2013
JASPER	199	SC 462	US 601 TO S- 87	700	2013
JASPER	201	SC 462	S- 87 TO US 278	450	2013
JASPER	203	SC 462	US 278 TO S- 39	1750	2013
JASPER	205	SC 462	S- 39 TO I- 95	2000	2013
JASPER	207	SC 462	I- 95 TO S- 13	2800	2013
JASPER	209	SC 462	S- 13 TO S- 19	2900	2013
JASPER	211	SC 462	S- 19 TO SC 336	3400	2013
JASPER	213	SC 652	US 601 TO S- 58	650	2013
JASPER	215	SC 652	S- 58 TO S- 115	900	2013
JASPER	217	SC 652	S- 115 TO US 278	950	2013
JASPER	219	S- 119	S- 201 TO SC 119	400	2013
JASPER	221	S- 119	US 321, SC 336 TO S- 201	475	2013
JASPER	223	S- 34	US 321 TO S- 170, L- 170	125	2013
JASPER	225	S- 34	S- 170, L- 170 TO S- 169	650	2013
JASPER	227	S- 169	S- 34 TO US 321	300	2013
JASPER	229	S- 34	S- 169 TO S- 31	900	2013
JASPER	231	S- 31	S- 34 TO S- 371	1050	2013
JASPER	233	S- 31	S- 371 TO US 321	2800	2013
JASPER	235	S- 141	US 17 TO S- 134	4300	2013
JASPER	237	S- 141	S- 134 TO S- 88	4300	2013
JASPER	239	US 278	I- 95 TO S- 442	24000	2013
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	23400	2013
JASPER	241	S- 13	S- 77 TO S- 19	2600	2013
JASPER	242	S- 29	SC 336 TO S- 48, L- 48	1100	2013
JASPER	243	S- 29	S- 48, L- 48 TO US 17	2200	2013
JASPER	245	S- 29	US 17 TO S- 139	1900	2013
JASPER	247	S- 29	S- 139 TO SC 336	1250	2013
JASPER	249	S- 13	US 17 TO S- 174	550	2013
JASPER	251	S- 13	S- 174 TO S- 29	950	2013
JASPER	253	S- 13	S- 29 TO SC 336	1100	2013
JASPER	255	S- 13	SC 336 TO S- 77	2900	2013
JASPER	257	S- 39	S- 175 TO US 278	600	2013
JASPER	259	S- 19	S- 426, L- 426 TO SC 462	700	2013
JASPER	261	S- 13	S- 19 TO SC 462	600	2013

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	263	S- 87	County Line - HAMPTON TO S- 16	500	2013
JASPER	265	S- 87	S- 16 TO US 278	350	2013
JASPER	267	S- 87	US 278 TO SC 462	125	2013
JASPER	269	S- 87	SC 462 TO SC 652	150	2013
JASPER	271	S- 16	S- 87 TO US 278, SC 3	200	2013
JASPER	273	S- 37	US 17 TO County Line - HAMPTON	475	2013
JASPER	275	S- 33	US 17 TO S- 247	100	2013
JASPER	277	S- 34	US 17 TO SC 315	1200	2013
JASPER	279	S- 25	SC 462 TO US 601	175	2013
JASPER	281	S- 39	SC 462 TO S- 175	225	2013
JASPER	283	S- 15	SC 462 TO SC 3	50	2013
JASPER	285	S- 17	S- 213, S- 409 TO County Line - HAMPTON	75	2013
JASPER	287	S- 17	S- 41 TO S- 213, S- 409	200	2013
JASPER	289	S- 17	SC 3 TO S- 41	225	2013
JASPER	291	S- 54	SC 462 TO County Line - BEAUFORT	2700	2013
JASPER	293	US 278	US 17 TO I- 95	4500	2013
JASPER	295	S- 88	S- 141 TO US 278	425	2013
JASPER	299	S- 108	US 278 TO S- 38	225	2013
JASPER	301	S- 108	S- 38 TO S- 87	250	2013
JASPER	303	S- 175	S- 425 TO S- 39	325	2013
JASPER	305	S- 102	S- 29, L- 522 TO S- 101	450	2013
JASPER	340	L- 282	S- 13 TO S- 423	75	2013
JASPER	2353	I- 95	State Line - GEORGIA TO US 17	47800	2013
JASPER	2355	I- 95	US 17 TO US 278	49800	2013
JASPER	2357	I- 95	US 278 TO S- 13	44600	2013
JASPER	2359	I- 95	S- 13 TO SC 336	43100	2013
JASPER	2361	I- 95	SC 336 TO US 17	41600	2013
JASPER	2363	I- 95	US 17 TO SC 462	42400	2013
JASPER	2365	I- 95	SC 462 TO US 17	44000	2013
JASPER	2367	I- 95	US 17 (JASPER) TO SC 68*	38500	2013

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17	5200	2014
JASPER	102	US 17	SC 170 TO S- 34	11000	2014
JASPER	103	US 17	S- 34 TO I- 95	12000	2014
JASPER	105	US 17	I- 95 TO US 321	10600	2014
JASPER	107	US 17	US 321 TO SC 46	6600	2014
JASPER	109	US 17	SC 46 TO S- 413	8600	2014
JASPER	111	US 17	S- 413 TO US 278	4300	2014
JASPER	113	US 17	US 278 TO S- 210	2500	2014
JASPER	115	US 17	S- 210 TO S- 13	2600	2014
JASPER	117	US 17	S- 13 TO S- 29	4400	2014
JASPER	119	US 17	S- 29 TO S- 32	4900	2014
JASPER	121	US 17	S- 32 TO SC 336	6400	2014
JASPER	123	US 17	SC 336 TO S- 32	9900	2014
JASPER	125	US 17	S- 32 TO I- 95	3100	2014
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	8700	2014
JASPER	129	US 17	State Line - GEORGIA TO SC 315	16300	2014
JASPER	131	US 17	SC 315 TO SC 170	7000	2014
JASPER	133	US 278	County Line - HAMPTON TO S- 87	1600	2014
JASPER	135	US 278	S- 87 TO SC 462	2700	2014
JASPER	137	US 278	SC 462 TO SC 462	3800	2014
JASPER	139	US 278	SC 462 TO SC 652	2100	2014
JASPER	141	US 278	SC 652 TO S- 32	6700	2014
JASPER	143	US 278	S- 32 TO US 17	6500	2014
JASPER	145	SC 336	US 17 TO I- 95	8400	2014
JASPER	147	SC 336	I- 95 TO S- 13	5200	2014
JASPER	151	SC 336	S- 13 TO SC 462	4300	2014
JASPER	153	SC 462	SC 336 TO S- 54	8500	2014
JASPER	155	SC 462	S- 54 TO SC 170 (BEAUFORT)	6300	2014
JASPER	157	US 321	US 17 TO SC 46, S- 31	4500	2014
JASPER	159	US 321	SC 46, S- 31 TO S- 413	4700	2014
JASPER	161	US 321	S- 413 TO S- 169, L- 169	4500	2014
JASPER	163	US 321	S- 169, L- 169 TO SC 336, S- 119	3900	2014
JASPER	165	US 321	SC 336, S- 119 TO US 601	4000	2014
JASPER	167	US 321	US 601 TO County Line - HAMPTON	3000	2014
JASPER	168	US 601	US 321 TO SC 652	950	2014
JASPER	169	SC 3	US 278, S- 16 TO County Line - HAMPTON	750	2014
JASPER	170	US 601	SC 652 TO County Line - HAMPTON	1600	2014
JASPER	171	SC 46	US 321 TO US 17	3900	2014
JASPER	173	SC 46	US 17 TO S- 153	4400	2014
JASPER	175	SC 46	S- 153 TO S- 176	4100	2014
JASPER	177	SC 46	S- 176 TO SC 170	3000	2014
JASPER	179	SC 46	SC 170 TO County Line - BEAUFORT	14500	2014
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1700	2014

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	183	SC 170	US 17 TO SC 46	2400	2014
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	23100	2014
JASPER	185	SC 315	US 17 TO S- 34	9500	2014
JASPER	187	SC 315	S- 34 TO SC 170	10400	2014
JASPER	189	SC 336	US 321, S- 119 TO S- 29	2300	2014
JASPER	191	SC 336	S- 29 TO S- 116	1900	2014
JASPER	193	SC 336	S- 116 TO S- 32	3200	2014
JASPER	195	SC 336	S- 32 TO US 17	4800	2014
JASPER	197	SC 462	County Line - JASPER TO US 601	700	2014
JASPER	199	SC 462	US 601 TO S- 87	650	2014
JASPER	201	SC 462	S- 87 TO US 278	500	2014
JASPER	203	SC 462	US 278 TO S- 39	1900	2014
JASPER	205	SC 462	S- 39 TO I- 95	2200	2014
JASPER	207	SC 462	I- 95 TO S- 13	3400	2014
JASPER	209	SC 462	S- 13 TO S- 19	3200	2014
JASPER	211	SC 462	S- 19 TO SC 336	3500	2014
JASPER	213	SC 652	US 601 TO S- 58	700	2014
JASPER	215	SC 652	S- 58 TO S- 115	850	2014
JASPER	217	SC 652	S- 115 TO US 278	1000	2014
JASPER	219	S- 119	S- 201 TO SC 119	450	2014
JASPER	221	S- 119	US 321, SC 336 TO S- 201	600	2014
JASPER	223	S- 34	US 321 TO S- 170, L- 170	175	2014
JASPER	225	S- 34	S- 170, L- 170 TO S- 169	475	2014
JASPER	227	S- 169	S- 34 TO US 321	300	2014
JASPER	229	S- 34	S- 169 TO S- 31	950	2014
JASPER	231	S- 31	S- 34 TO S- 371	1050	2014
JASPER	233	S- 31	S- 371 TO US 321	2900	2014
JASPER	235	S- 141	US 17 TO S- 134	4500	2014
JASPER	237	S- 141	S- 134 TO S- 88	4500	2014
JASPER	239	US 278	I- 95 TO S- 442	25000	2014
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	26300	2014
JASPER	241	S- 13	S- 77 TO S- 19	2400	2014
JASPER	242	S- 29	SC 336 TO S- 48, L- 48	1050	2014
JASPER	243	S- 29	S- 48, L- 48 TO US 17	2200	2014
JASPER	245	S- 29	US 17 TO S- 139	2100	2014
JASPER	247	S- 29	S- 139 TO SC 336	1550	2014
JASPER	249	S- 13	US 17 TO S- 174	600	2014
JASPER	251	S- 13	S- 174 TO S- 29	1100	2014
JASPER	253	S- 13	S- 29 TO SC 336	1350	2014
JASPER	255	S- 13	SC 336 TO S- 77	2500	2014
JASPER	257	S- 39	S- 175 TO US 278	550	2014
JASPER	259	S- 19	S- 426, L- 426 TO SC 462	700	2014
JASPER	261	S- 13	S- 19 TO SC 462	500	2014

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	263	S- 87	County Line - HAMPTON TO S- 16	500	2014
JASPER	265	S- 87	S- 16 TO US 278	300	2014
JASPER	267	S- 87	US 278 TO SC 462	125	2014
JASPER	269	S- 87	SC 462 TO SC 652	175	2014
JASPER	271	S- 16	S- 87 TO US 278, SC 3	325	2014
JASPER	273	S- 37	US 17 TO County Line - HAMPTON	300	2014
JASPER	275	S- 33	US 17 TO S- 247	100	2014
JASPER	277	S- 34	US 17 TO SC 315	1450	2014
JASPER	279	S- 25	SC 462 TO US 601	250	2014
JASPER	281	S- 39	SC 462 TO S- 175	225	2014
JASPER	283	S- 15	SC 462 TO SC 3	75	2014
JASPER	285	S- 17	S- 213, S- 409 TO County Line - HAMPTON	100	2014
JASPER	287	S- 17	S- 41 TO S- 213, S- 409	175	2014
JASPER	289	S- 17	SC 3 TO S- 41	250	2014
JASPER	291	S- 54	SC 462 TO County Line - BEAUFORT	2900	2014
JASPER	293	US 278	US 17 TO I- 95	4800	2014
JASPER	295	S- 88	S- 141 TO US 278	475	2014
JASPER	299	S- 108	US 278 TO S- 38	200	2014
JASPER	301	S- 108	S- 38 TO S- 87	275	2014
JASPER	303	S- 175	S- 425 TO S- 39	325	2014
JASPER	305	S- 102	S- 29, L- 522 TO S- 101	425	2014
JASPER	2353	I- 95	State Line - GEORGIA TO US 17	50700	2014
JASPER	2355	I- 95	US 17 TO US 278	52400	2014
JASPER	2357	I- 95	US 278 TO S- 13	46800	2014
JASPER	2359	I- 95	S- 13 TO SC 336	45100	2014
JASPER	2361	I- 95	SC 336 TO US 17	43500	2014
JASPER	2363	I- 95	US 17 TO SC 462	44200	2014
JASPER	2365	I- 95	SC 462 TO US 17	45800	2014
JASPER	2367	I- 95	US 17 (JASPER) TO SC 68*	40000	2014

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County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	6000	2015
JASPER	102	US 17	SC 170 TO S- 34 (LIME HOUSE RD)	10600	2015
JASPER	103	US 17	S- 34 (LIME HOUSE RD) TO I- 95 (JASPER HWY)	11600	2015
JASPER	105	US 17	I- 95 (JASPER HWY) TO US 321 (DEERFIELD RD)	10900	2015
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (E MAIN ST)	6800	2015
JASPER	109	US 17	SC 46 (E MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	8700	2015
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (INDEPENDENCE BLVD)	4800	2015
JASPER	113	US 17	US 278 (INDEPENDENCE BLVD) TO S- 210 (CROWFIELD RD)	2800	2015
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13	2800	2015
JASPER	117	US 17	S- 13 TO S- 29 (SMITHS XING)	4400	2015
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (N GREEN ST)	4800	2015
JASPER	121	US 17	S- 32 (N GREEN ST) TO SC 336 (E MAIN ST)	6500	2015
JASPER	123	US 17	SC 336 (E MAIN ST) TO S- 32	10100	2015
JASPER	125	US 17	S- 32 TO I- 95 (JASPER HWY)	2900	2015
JASPER	127	US 17	I- 95 (JASPER HWY) TO County Line - BEAUFORT	8600	2015
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (S OKATIE HWY)	17700	2015
JASPER	131	US 17	SC 315 (S OKATIE HWY) TO SC 170	8100	2015
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (FIRETOWER RD)	1850	2015
JASPER	135	US 278	S- 87 (FIRETOWER RD) TO SC 462	2900	2015
JASPER	137	US 278	SC 462 TO SC 462 (MORGANDOLLAR RD)	3900	2015
JASPER	139	US 278	SC 462 (MORGANDOLLAR RD) TO SC 652	2700	2015
JASPER	141	US 278	SC 652 TO S- 32 (N GREEN ST)	6000	2015
JASPER	143	US 278	S- 32 (N GREEN ST) TO US 17 (N JACOB SMART BLVD)	6900	2015
JASPER	145	SC 336	US 17 (N JACOB SMART BLVD) TO I- 95 (JASPER HWY)	9300	2015
JASPER	147	SC 336	I- 95 (JASPER HWY) TO S- 13 (BEES CREEK RD)	7000	2015
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (LOWCOUNTRY DR)	3500	2015
JASPER	153	SC 462	SC 336 TO S- 54 (SNAKE RD)	8000	2015
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	6800	2015
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46, S- 31	4600	2015
JASPER	159	US 321	SC 46, S- 31 TO S- 413	4800	2015
JASPER	161	US 321	S- 413 TO S- 169, L- 169	4800	2015
JASPER	163	US 321	S- 169, L- 169 TO SC 336 (TILLMAN RD)	3500	2015
JASPER	165	US 321	SC 336 (TILLMAN RD) TO US 601 (CYPRESS BRANCH RD)	4800	2015
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	3400	2015
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1050	2015
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	900	2015
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1850	2015
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	4000	2015
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	4400	2015
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (COLEMAN LOOP)	4000	2015

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JASPER	177	SC 46	S- 176 (COLEMAN LOOP) TO SC 170 (S OKATIE HWY)	3300	2015
JASPER	179	SC 46	SC 170 (S OKATIE HWY) TO County Line - BEAUFORT	15600	2015
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1550	2015
JASPER	183	SC 170	US 17 TO SC 46 (S OKATIE HWY)	3100	2015
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	22200	2015
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34	10400	2015
JASPER	187	SC 315	S- 34 TO SC 170 (S OKATIE HWY)	11400	2015
JASPER	189	SC 336	US 321 (COTTON HILL RD), S- 119 TO S- 29 (SMITHS XING)	2300	2015
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP RD)	1950	2015
JASPER	193	SC 336	S- 116 (GREAT SWAMP RD) TO S- 32 (S GREEN ST)	3300	2015
JASPER	195	SC 336	S- 32 (S GREEN ST) TO US 17 (N JACOB SMART BLVD)	4700	2015
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	650	2015
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	550	2015
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	475	2015
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	1800	2015
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95 (JASPER HWY)	2200	2015
JASPER	207	SC 462	I- 95 (JASPER HWY) TO S- 13	3400	2015
JASPER	209	SC 462	S- 13 TO S- 19 (COOSAW SCENIC DR)	3200	2015
JASPER	211	SC 462	S- 19 (COOSAW SCENIC DR) TO SC 336	3500	2015
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	800	2015
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2015
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1300	2015
JASPER	219	S- 119	S- 201 (B & C LANDING RD) TO SC 119 (CLYO RD)	225	2015
JASPER	221	S- 119	SC 336 (TILLMAN RD) TO S- 201 (B & C LANDING RD)	600	2015
JASPER	223	S- 34	US 321 (DEEFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	200	2015
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	375	2015
JASPER	227	S- 169	S- 34 (PURRYSBURG RD) TO US 321 (DEEFIELD RD)	175	2015
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	950	2015
JASPER	231	S- 31	S- 34 (PURRYSBURG RD) TO S- 371 (W HARDEEVILLE ELEMENTARY DR)	1000	2015
JASPER	233	S- 31	S- 371 (W HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	3100	2015
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5000	2015
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	4900	2015
JASPER	239	US 278	I- 95 (JASPER HWY) TO S- 442 (ARGENT BLVD)	27000	2015
JASPER	240	US 278	S- 442 (ARGENT BLVD) TO County Line - BEAUFORT	26700	2015
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	2600	2015
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO S- 48 (S CARTERS MILL RD), L- 48	1150	2015
JASPER	243	S- 29	S- 48 (S CARTERS MILL RD), L- 48 TO US 17 (S JACOB SMART BLVD)	2300	2015
JASPER	245	S- 29	US 17 (S JACOB SMART BLVD) TO S- 139	2200	2015
JASPER	247	S- 29	S- 139 TO SC 336 (OLD HOUSE RD)	1450	2015
JASPER	249	S- 13	US 17 (S JACOB SMART BLVD) TO S- 174 (GLOVER RD)	600	2015

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (OLD HOUSE RD)	1150	2015
JASPER	253	S- 13	S- 29 (OLD HOUSE RD) TO SC 336 (BEES CREEK RD)	1300	2015
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2800	2015
JASPER	257	S- 39	S- 175 TO US 278 (GRAYS HWY)	600	2015
JASPER	259	S- 19	S- 426, L- 426 TO SC 462 (COOSAW SCENIC DR)	900	2015
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	425	2015
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD)	550	2015
JASPER	265	S- 87	S- 16 (MILL POND RD) TO US 278 (GRAYS HWY)	400	2015
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2015
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	150	2015
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD) TO US 278 (GRAYS HWY), SC 3	225	2015
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	200	2015
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	125	2015
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (S OKATIE HWY)	1350	2015
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	125	2015
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175	225	2015
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	100	2015
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	100	2015
JASPER	287	S- 17	S- 41 TO S- 213 (RIVERS HILL RD), S- 409	200	2015
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41	225	2015
JASPER	291	S- 54	SC 462 (LOWCOUNTRY RD) TO County Line - BEAUFORT	3000	2015
JASPER	293	US 278	US 17 (KATO BAY RD) TO I- 95 (JASPER HWY)	5500	2015
JASPER	295	S- 88	S- 141 TO US 278 (INDEPENDENCE BLVD)	450	2015
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	125	2015
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2015
JASPER	303	S- 175	S- 425 (W FRONTAGE RD) TO S- 39 (LOG HALL RD)	350	2015
JASPER	305	S- 102	S- 29 (SMITHS XING), L- 522 TO S- 101 (MANGO DR)	600	2015
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	53700	2015
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	54700	2015
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13	49600	2015
JASPER	2359	I- 95	S- 13 TO SC 336 (E MAIN ST)	47400	2015
JASPER	2361	I- 95	SC 336 (E MAIN ST) TO US 17	46200	2015
JASPER	2363	I- 95	US 17 TO SC 462 (COOSAW SCENIC DR)	47200	2015
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	48800	2015
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY)*	42500	2015

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	6200	2016
JASPER	102	US 17	SC 170 TO S- 34 (OKATIE HWY)	10900	2016
JASPER	103	US 17	S- 34 (OKATIE HWY) TO I- 95	11900	2016
JASPER	105	US 17	I- 95 TO US 321 (DEERFIELD RD)	11200	2016
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	6900	2016
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	8900	2016
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (INDEPENDENCE BLVD)	4900	2016
JASPER	113	US 17	US 278 (INDEPENDENCE BLVD) TO S- 210 (CROWFIELD RD)	2900	2016
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (UNAMED ROAD)	2900	2016
JASPER	117	US 17	S- 13 (UNAMED ROAD) TO S- 29 (SMITHS XING)	4500	2016
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	4900	2016
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (MAIN ST)	6600	2016
JASPER	123	US 17	SC 336 (MAIN ST) TO S- 32	10300	2016
JASPER	125	US 17	S- 32 TO I- 95	3000	2016
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	8900	2016
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	18200	2016
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170	8300	2016
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (FIRETOWER RD)	1900	2016
JASPER	135	US 278	S- 87 (FIRETOWER RD) TO SC 462	3000	2016
JASPER	137	US 278	SC 462 TO SC 462 (MORGANDOLLAR RD)	4000	2016
JASPER	139	US 278	SC 462 (MORGANDOLLAR RD) TO SC 652	2800	2016
JASPER	141	US 278	SC 652 TO S- 32 (GREEN ST)	6100	2016
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	7000	2016
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95	9500	2016
JASPER	147	SC 336	I- 95 TO S- 13 (BEES CREEK RD)	7100	2016
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (LOWCOUNTRY DR)	3600	2016
JASPER	153	SC 462	SC 336 TO S- 54 (SNAKE RD)	8200	2016
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	7000	2016
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	4700	2016
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413	4900	2016
JASPER	161	US 321	S- 413 TO S- 169, L- 169	4900	2016
JASPER	163	US 321	S- 169, L- 169 TO SC 336 (TILLMAN RD)	3600	2016
JASPER	165	US 321	SC 336 (TILLMAN RD) TO US 601 (CYPRESS BRANCH RD)	4900	2016
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	3500	2016
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1050	2016
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	900	2016
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1900	2016
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	4100	2016
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	4500	2016
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (COLEMAN LOOP)	4100	2016

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	177	SC 46	S- 176 (COLEMAN LOOP) TO SC 170 (OKATIE HWY), L- 898	3600	2016
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	16000	2016
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1600	2016
JASPER	183	SC 170	US 17 TO SC 46 (OKATIE HWY), L- 898	3200	2016
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	22900	2016
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34	10600	2016
JASPER	187	SC 315	S- 34 TO SC 170 (OKATIE HWY)	11600	2016
JASPER	189	SC 336	US 321 (COTTON HILL RD), S- 119 TO S- 29 (SMITHS XING)	2300	2016
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP RD)	2000	2016
JASPER	193	SC 336	S- 116 (GREAT SWAMP RD) TO S- 32 (GREEN ST)	3400	2016
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	4800	2016
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	650	2016
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	550	2016
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	475	2016
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	1850	2016
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95	2200	2016
JASPER	207	SC 462	I- 95 TO S- 13	3500	2016
JASPER	209	SC 462	S- 13 TO S- 19 (COOSAW SCENIC DR)	3300	2016
JASPER	211	SC 462	S- 19 (COOSAW SCENIC DR) TO SC 336	3600	2016
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	800	2016
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2016
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1350	2016
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	225	2016
JASPER	221	S- 119	SC 336 (TILLMAN RD) TO S- 201 (B AND C LANDING RD)	600	2016
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	200	2016
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	375	2016
JASPER	227	S- 169	S- 34 (OKATIE HWY), L- 274 TO US 321 (DEERFIELD RD)	175	2016
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	950	2016
JASPER	231	S- 31	S- 34 (OKATIE HWY) TO S- 371 (HARDEEVILLE ELEMENTARY DR)	1000	2016
JASPER	233	S- 31	S- 371 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	3200	2016
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5100	2016
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	5000	2016
JASPER	239	US 278	I- 95 TO S- 442 (ARGENT BLVD)	29800	2016
JASPER	240	US 278	S- 442 (ARGENT BLVD) TO County Line - BEAUFORT	27500	2016
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	2600	2016
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO L- 48	1150	2016
JASPER	243	S- 29	L- 48 TO US 17 (SMITH XING)	2300	2016
JASPER	245	S- 29	US 17 (SMITH XING) TO S- 139, L- 139	2200	2016
JASPER	247	S- 29	S- 139, L- 139 TO SC 336 (OLD HOUSE RD)	1500	2016
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	600	2016

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County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (OLD HOUSE RD)	1150	2016
JASPER	253	S- 13	S- 29 (OLD HOUSE RD) TO SC 336 (BEES CREEK RD)	1300	2016
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2800	2016
JASPER	257	S- 39	S- 175 TO US 278 (GRAYS HWY)	600	2016
JASPER	259	S- 19	S- 426, L- 426 TO SC 462 (COOSAW SCENIC DR)	900	2016
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	425	2016
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	550	2016
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	400	2016
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2016
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	150	2016
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	225	2016
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	200	2016
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	125	2016
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1400	2016
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	125	2016
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175	225	2016
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	100	2016
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	100	2016
JASPER	287	S- 17	S- 41 TO S- 213 (RIVERS HILL RD), S- 409	200	2016
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41	225	2016
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3100	2016
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95	5600	2016
JASPER	295	S- 88	S- 141 TO US 278 (INDEPENDENCE BLVD)	450	2016
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	125	2016
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2016
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	350	2016
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	600	2016
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	56700	2016
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	57200	2016
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (UNAMED ROAD)	51900	2016
JASPER	2359	I- 95	S- 13 (UNAMED ROAD) TO SC 336 (MAIN ST)	49400	2016
JASPER	2361	I- 95	SC 336 (MAIN ST) TO US 17	47800	2016
JASPER	2363	I- 95	US 17 TO SC 462 (COOSAW SCENIC DR)	48500	2016
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	50200	2016
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY)*	43300	2016

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County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	6400	2017
JASPER	102	US 17	SC 170 TO S- 34 (OKATIE HWY)	11200	2017
JASPER	103	US 17	S- 34 (OKATIE HWY) TO I- 95	12300	2017
JASPER	105	US 17	I- 95 TO US 321 (DEERFIELD RD)	11500	2017
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	7000	2017
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	9100	2017
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (INDEPENDENCE BLVD)	5000	2017
JASPER	113	US 17	US 278 (INDEPENDENCE BLVD) TO S- 210 (CROWFIELD RD)	3000	2017
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (UNAMED ROAD)	3000	2017
JASPER	117	US 17	S- 13 (UNAMED ROAD) TO S- 29 (SMITHS XING)	4600	2017
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	5000	2017
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (MAIN ST)	6700	2017
JASPER	123	US 17	SC 336 (MAIN ST) TO S- 32	10500	2017
JASPER	125	US 17	S- 32 TO I- 95	3100	2017
JASPER	127	US 17	I- 95 TO County Line - BEAUFORT	9200	2017
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	18700	2017
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170	8500	2017
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (FIRETOWER RD)	1950	2017
JASPER	135	US 278	S- 87 (FIRETOWER RD) TO SC 462	3100	2017
JASPER	137	US 278	SC 462 TO SC 462 (MORGANDOLLAR RD)	4100	2017
JASPER	139	US 278	SC 462 (MORGANDOLLAR RD) TO SC 652	2900	2017
JASPER	141	US 278	SC 652 TO S- 32 (GREEN ST)	6200	2017
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	7100	2017
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95	9700	2017
JASPER	147	SC 336	I- 95 TO S- 13 (BEES CREEK RD)	7200	2017
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (LOWCOUNTRY DR)	3700	2017
JASPER	153	SC 462	SC 336 TO S- 54 (SNAKE RD)	8400	2017
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	7200	2017
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	4800	2017
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413	5000	2017
JASPER	161	US 321	S- 413 TO S- 169, L- 169	5000	2017
JASPER	163	US 321	S- 169, L- 169 TO SC 336 (TILLMAN RD)	3700	2017
JASPER	165	US 321	SC 336 (TILLMAN RD) TO US 601 (CYPRESS BRANCH RD)	5000	2017
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	3600	2017
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1050	2017
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	900	2017
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1950	2017
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	4200	2017
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	4600	2017
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (COLEMAN LOOP)	4200	2017

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County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	177	SC 46	S- 176 (COLEMAN LOOP) TO SC 170 (OKATIE HWY), L- 898	3500	2017
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	16400	2017
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1650	2017
JASPER	183	SC 170	US 17 TO SC 46 (OKATIE HWY), L- 898	3300	2017
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	23600	2017
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34	10800	2017
JASPER	187	SC 315	S- 34 TO SC 170 (OKATIE HWY)	11800	2017
JASPER	189	SC 336	US 321 (COTTON HILL RD), S- 119 TO S- 29 (SMITHS XING)	2300	2017
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP RD)	2000	2017
JASPER	193	SC 336	S- 116 (GREAT SWAMP RD) TO S- 32 (GREEN ST)	3500	2017
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	4900	2017
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	650	2017
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	550	2017
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	475	2017
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	1900	2017
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95	2200	2017
JASPER	207	SC 462	I- 95 TO S- 13	3600	2017
JASPER	209	SC 462	S- 13 TO S- 19 (COOSAW SCENIC DR)	3400	2017
JASPER	211	SC 462	S- 19 (COOSAW SCENIC DR) TO SC 336	3700	2017
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	800	2017
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2017
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1400	2017
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	225	2017
JASPER	221	S- 119	SC 336 (TILLMAN RD) TO S- 201 (B AND C LANDING RD)	600	2017
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	200	2017
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	375	2017
JASPER	227	S- 169	S- 34 (OKATIE HWY), L- 274 TO US 321 (DEERFIELD RD)	175	2017
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	950	2017
JASPER	231	S- 31	S- 34 (OKATIE HWY) TO S- 371 (HARDEEVILLE ELEMENTARY DR)	1000	2017
JASPER	233	S- 31	S- 371 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	3300	2017
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5200	2017
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	5100	2017
JASPER	239	US 278	I- 95 TO S- 442 (UNAMED ROAD)	29800	2017
JASPER	240	US 278	S- 442 (UNAMED ROAD) TO County Line - BEAUFORT	28300	2017
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	2600	2017
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO L- 48	1150	2017
JASPER	243	S- 29	L- 48 TO US 17 (SMITH XING)	2300	2017
JASPER	245	S- 29	US 17 (SMITH XING) TO S- 139, L- 139	2200	2017
JASPER	247	S- 29	S- 139, L- 139 TO SC 336 (OLD HOUSE RD)	1550	2017
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	600	2017

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Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (OLD HOUSE RD)	1150	2017
JASPER	253	S- 13	S- 29 (OLD HOUSE RD) TO SC 336 (BEES CREEK RD)	1300	2017
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2800	2017
JASPER	257	S- 39	S- 175 TO US 278 (GRAYS HWY)	600	2017
JASPER	259	S- 19	S- 426, L- 426 TO SC 462 (COOSAW SCENIC DR)	900	2017
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	425	2017
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	550	2017
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	400	2017
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2017
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	150	2017
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	225	2017
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	200	2017
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	125	2017
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1450	2017
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	125	2017
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175	225	2017
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	100	2017
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	100	2017
JASPER	287	S- 17	S- 41 TO S- 213 (RIVERS HILL RD), S- 409	200	2017
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41	225	2017
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3200	2017
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95	5700	2017
JASPER	295	S- 88	S- 141 TO US 278 (INDEPENDENCE BLVD)	450	2017
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	125	2017
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2017
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	350	2017
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	600	2017
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	55300	2017
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	58300	2017
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (UNAMED ROAD)	51500	2017
JASPER	2359	I- 95	S- 13 (UNAMED ROAD) TO SC 336 (MAIN ST)	49500	2017
JASPER	2361	I- 95	SC 336 (MAIN ST) TO US 17	48600	2017
JASPER	2363	I- 95	US 17 TO SC 462 (COOSAW SCENIC DR)	49300	2017
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	51800	2017
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY)*	44300	2017

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2018 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	6900	2018
JASPER	102	US 17	SC 170 (ALLIGATOR ALY) TO S- 34 (PURRYSBURG RD)	12100	2018
JASPER	103	US 17	S- 34 (PURRYSBURG RD) TO I- 95 (INTERSTATE 95)	13300	2018
JASPER	105	US 17	I- 95 (INTERSTATE 95) TO US 321 (DEERFIELD RD)	12400	2018
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	7700	2018
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	10000	2018
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (WHYTE HARDEE BLVD)	5500	2018
JASPER	113	US 17	US 278 (WHYTE HARDEE BLVD) TO S- 210 (CROWFIELD RD)	3300	2018
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (SR 13)	3300	2018
JASPER	117	US 17	S- 13 (SR 13) TO S- 29 (SMITHS XING)	4600	2018
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	5000	2018
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (E MAIN ST)	6700	2018
JASPER	123	US 17	SC 336 (E MAIN ST) TO S- 32 (GREEN ST)	10600	2018
JASPER	125	US 17	S- 32 (GREEN ST) TO I- 95 (INTERSTATE 95)	3100	2018
JASPER	127	US 17	I- 95 (INTERSTATE 95) TO County Line - BEAUFORT	9900	2018
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	20200	2018
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170 (ALLIGATOR ALY)	9200	2018
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (POSSUM CORNER RD)	2100	2018
JASPER	135	US 278	S- 87 (POSSUM CORNER RD) TO SC 462 (GILLISON BRANCH RD)	3300	2018
JASPER	137	US 278	SC 462 (GILLISON BRANCH RD) TO SC 462 (GRAYS HWY)	4400	2018
JASPER	139	US 278	SC 462 (GRAYS HWY) TO SC 652 (CALF PEN BAY RD)	3100	2018
JASPER	141	US 278	SC 652 (CALF PEN BAY RD) TO S- 32 (GREEN ST)	6500	2018
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	7400	2018
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95 (INTERSTATE 95)	10200	2018
JASPER	147	SC 336	I- 95 (INTERSTATE 95) TO S- 13 (BEES CREEK RD)	7600	2018
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (COOSAW SCENIC DR)	3900	2018
JASPER	153	SC 462	SC 336 (OLD HOUSE RD) TO S- 54 (SNAKE RD)	9100	2018
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	7800	2018
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	5200	2018
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	5400	2018
JASPER	161	US 321	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO S- 169 (OLD CHARLESTON HWY), L- 169	5400	2018
JASPER	163	US 321	S- 169 (OLD CHARLESTON HWY), L- 169 TO SC 336 (TILLMAN RD), S- 119	4000	2018
JASPER	165	US 321	SC 336 (TILLMAN RD), S- 119 TO US 601 (CYPRESS BRANCH RD)	5400	2018
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	3900	2018
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1150	2018
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	1000	2018
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	2100	2018
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	4600	2018
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	5000	2018

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2018 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (JENKINS AVE)	4600	2018
JASPER	177	SC 46	S- 176 (JENKINS AVE) TO SC 170 (OKATIE HWY), L- 898	3600	2018
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	17700	2018
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1800	2018
JASPER	183	SC 170	US 17 TO SC 46 (PLANTATION DR), L- 898	3600	2018
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	25500	2018
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34 (LEVY RD)	11800	2018
JASPER	187	SC 315	S- 34 (LEVY RD) TO SC 170 (FREEDOM PKWY)	12900	2018
JASPER	189	SC 336	US 321 (DEERFIELD RD), S- 119, L- 490 TO S- 29 (SMITHS XING)	2500	2018
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)	2000	2018
JASPER	193	SC 336	S- 116 (GREAT SWAMP ST) TO S- 32 (GREEN ST)	3500	2018
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	4900	2018
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	700	2018
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	600	2018
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	500	2018
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	2100	2018
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95 (INTERSTATE 95)	2400	2018
JASPER	207	SC 462	I- 95 (INTERSTATE 95) TO S- 13	3900	2018
JASPER	209	SC 462	S- 13 TO S- 19 (RICE SHIRE RD)	3700	2018
JASPER	211	SC 462	S- 19 (RICE SHIRE RD) TO SC 336 (OLD HOUSE RD)	3700	2018
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	900	2018
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1100	2018
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1550	2018
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	250	2018
JASPER	221	S- 119	US 321 (DEERFIELD RD), SC 336 TO S- 201 (B AND C LANDING RD)	650	2018
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	225	2018
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	400	2018
JASPER	227	S- 169	S- 34 (PURRYSBURG RD), L- 274 TO US 321 (DEERFIELD RD)	175	2018
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	1050	2018
JASPER	231	S- 31	S- 34 (PURRYSBURG RD) TO S- 371 (HARDEEVILLE ELEMENTARY DR)	1100	2018
JASPER	233	S- 31	S- 371 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	3600	2018
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5700	2018
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	5600	2018
JASPER	239	US 278	I- 95 (INTERSTATE 95) TO S- 442	29700	2018
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	30500	2018
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	2600	2018
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48	1150	2018
JASPER	243	S- 29	S- 48 (CARTERS MILL RD), L- 48 TO US 17 (JACOB SMART BLVD)	2300	2018
JASPER	245	S- 29	US 17 (JACOB SMART BLVD) TO S- 139 (ELLIS HODGES RD), L- 139	2200	2018

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2018 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	247	S- 29	S- 139 (ELLIS HODGES RD), L- 139 TO SC 336 (SWEET WILLIAM RD)	1550	2018
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	600	2018
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (SMITHS XING)	1150	2018
JASPER	253	S- 13	S- 29 (SMITHS XING) TO SC 336 (GRAHAMVILLE RD)	1300	2018
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2800	2018
JASPER	257	S- 39	S- 175 (TAYLOR MILL RD) TO US 278 (GRAYS HWY)	600	2018
JASPER	259	S- 19	S- 426 (FRONTAGE RD), L- 426 TO SC 462 (COOSAW SCENIC DR)	950	2018
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	475	2018
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	600	2018
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	450	2018
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2018
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	175	2018
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	250	2018
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	200	2018
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	125	2018
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1600	2018
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	125	2018
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175 (TAYLOR MILL RD)	250	2018
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	100	2018
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	100	2018
JASPER	287	S- 17	S- 41 (BEAVER DAM RD) TO S- 213 (RIVERS HILL RD), S- 409	225	2018
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41 (BEAVER DAM RD)	250	2018
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3500	2018
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95 (INTERSTATE 95)	6200	2018
JASPER	295	S- 88	S- 141 (JOHN SMITH RD) TO US 278 (INDEPENDENCE BLVD)	500	2018
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	125	2018
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	300	2018
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	350	2018
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	650	2018
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	57000	2018
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	60200	2018
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (SR 13)	53300	2018
JASPER	2359	I- 95	S- 13 (SR 13) TO SC 336 (E MAIN ST)	51000	2018
JASPER	2361	I- 95	SC 336 (E MAIN ST) TO US 17 (JACOB SMART BLVD)	49900	2018
JASPER	2363	I- 95	US 17 (JACOB SMART BLVD) TO SC 462 (COOSAW SCENIC DR)	50700	2018
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	53300	2018
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY)*	45300	2018

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2019 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	3700	2019
JASPER	102	US 17	SC 170 (ALLIGATOR ALY) TO S- 34 (PURRYSBURG RD)	11900	2019
JASPER	103	US 17	S- 34 (PURRYSBURG RD) TO I- 95 (INTERSTATE 95)	12200	2019
JASPER	105	US 17	I- 95 (INTERSTATE 95) TO US 321 (DEERFIELD RD)	10100	2019
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	7600	2019
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	8100	2019
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (WHYTE HARDEE BLVD)	4200	2019
JASPER	113	US 17	US 278 (WHYTE HARDEE BLVD) TO S- 210 (CROWFIELD RD)	2600	2019
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (SR 13)	2800	2019
JASPER	117	US 17	S- 13 (SR 13) TO S- 29 (SMITHS XING)	4500	2019
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	5200	2019
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (E MAIN ST)	5500	2019
JASPER	123	US 17	SC 336 (E MAIN ST) TO S- 32 (GREEN ST)	9000	2019
JASPER	125	US 17	S- 32 (GREEN ST) TO I- 95 (INTERSTATE 95)	3100	2019
JASPER	127	US 17	I- 95 (INTERSTATE 95) TO County Line - BEAUFORT	10100	2019
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	17900	2019
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170 (ALLIGATOR ALY)	8800	2019
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (POSSUM CORNER RD)	2100	2019
JASPER	135	US 278	S- 87 (POSSUM CORNER RD) TO SC 462 (GILLISON BRANCH RD)	2700	2019
JASPER	137	US 278	SC 462 (GILLISON BRANCH RD) TO SC 462 (GRAYS HWY)	3900	2019
JASPER	139	US 278	SC 462 (GRAYS HWY) TO SC 652 (CALF PEN BAY RD)	2200	2019
JASPER	141	US 278	SC 652 (CALF PEN BAY RD) TO S- 32 (GREEN ST)	6800	2019
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	6300	2019
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95 (INTERSTATE 95)	8800	2019
JASPER	147	SC 336	I- 95 (INTERSTATE 95) TO S- 13 (BEES CREEK RD)	5500	2019
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (COOSAW SCENIC DR)	4900	2019
JASPER	153	SC 462	SC 336 (OLD HOUSE RD) TO S- 54 (SNAKE RD)	9500	2019
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	7900	2019
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	4100	2019
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	4500	2019
JASPER	161	US 321	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO S- 169 (OLD CHARLESTON HWY), L- 169	4000	2019
JASPER	163	US 321	S- 169 (OLD CHARLESTON HWY), L- 169 TO SC 336 (TILLMAN RD), S- 119	3900	2019
JASPER	165	US 321	SC 336 (TILLMAN RD), S- 119 TO US 601 (CYPRESS BRANCH RD)	4100	2019
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	2400	2019
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1050	2019
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	950	2019
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1700	2019
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	3500	2019
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	3900	2019

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2019 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (JENKINS AVE)	4600	2019
JASPER	177	SC 46	S- 176 (JENKINS AVE) TO SC 170 (OKATIE HWY), L- 898	3800	2019
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	18900	2019
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1350	2019
JASPER	183	SC 170	US 17 TO SC 46 (PLANTATION DR), L- 898	3600	2019
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	28300	2019
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34 (LEVY RD)	11000	2019
JASPER	187	SC 315	S- 34 (LEVY RD) TO SC 170 (FREEDOM PKWY)	12700	2019
JASPER	189	SC 336	US 321 (DEERFIELD RD), S- 119, L- 490 TO S- 29 (SMITHS XING)	2800	2019
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)	2200	2019
JASPER	193	SC 336	S- 116 (GREAT SWAMP ST) TO S- 32 (GREEN ST)	4400	2019
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	3700	2019
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	550	2019
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	700	2019
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	850	2019
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	2100	2019
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95 (INTERSTATE 95)	2500	2019
JASPER	207	SC 462	I- 95 (INTERSTATE 95) TO S- 13	4500	2019
JASPER	209	SC 462	S- 13 TO S- 19 (RICE SHIRE RD)	4000	2019
JASPER	211	SC 462	S- 19 (RICE SHIRE RD) TO SC 336 (OLD HOUSE RD)	4600	2019
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	800	2019
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2019
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1000	2019
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	550	2019
JASPER	221	S- 119	US 321 (DEERFIELD RD), SC 336 TO S- 201 (B AND C LANDING RD)	600	2019
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	125	2019
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	325	2019
JASPER	227	S- 169	S- 34 (PURRYSBURG RD), L- 274 TO US 321 (DEERFIELD RD)	125	2019
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	750	2019
JASPER	231	S- 31	S- 34 (PURRYSBURG RD) TO S- 371 (HARDEEVILLE ELEMENTARY DR)	950	2019
JASPER	233	S- 31	S- 371 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	2200	2019
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5700	2019
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	5700	2019
JASPER	239	US 278	I- 95 (INTERSTATE 95) TO S- 442	30000	2019
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	31900	2019
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	1350	2019
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48	1900	2019
JASPER	243	S- 29	S- 48 (CARTERS MILL RD), L- 48 TO US 17 (JACOB SMART BLVD)	2100	2019
JASPER	245	S- 29	US 17 (JACOB SMART BLVD) TO S- 139 (ELLIS HODGES RD), L- 139	2100	2019

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2019 Average Daily Traffic For Jasper County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	247	S- 29	S- 139 (ELLIS HODGES RD), L- 139 TO SC 336 (SWEET WILLIAM RD)	1400	2019
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	650	2019
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (SMITHS XING)	1600	2019
JASPER	253	S- 13	S- 29 (SMITHS XING) TO SC 336 (GRAHAMVILLE RD)	1100	2019
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2800	2019
JASPER	257	S- 39	S- 175 (TAYLOR MILL RD) TO US 278 (GRAYS HWY)	450	2019
JASPER	259	S- 19	S- 426 (FRONTAGE RD), L- 426 TO SC 462 (COOSAW SCENIC DR)	650	2019
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	550	2019
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	425	2019
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	350	2019
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2019
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	225	2019
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	250	2019
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	325	2019
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	475	2019
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1700	2019
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	175	2019
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175 (TAYLOR MILL RD)	200	2019
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	125	2019
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	125	2019
JASPER	287	S- 17	S- 41 (BEAVER DAM RD) TO S- 213 (RIVERS HILL RD), S- 409	225	2019
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41 (BEAVER DAM RD)	250	2019
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3300	2019
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95 (INTERSTATE 95)	4100	2019
JASPER	295	S- 88	S- 141 (JOHN SMITH RD) TO US 278 (INDEPENDENCE BLVD)	350	2019
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	150	2019
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2019
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	275	2019
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	800	2019
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	59100	2019
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	62700	2019
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (SR 13)	56300	2019
JASPER	2359	I- 95	S- 13 (SR 13) TO SC 336 (E MAIN ST)	54000	2019
JASPER	2361	I- 95	SC 336 (E MAIN ST) TO US 17 (JACOB SMART BLVD)	53100	2019
JASPER	2363	I- 95	US 17 (JACOB SMART BLVD) TO SC 462 (COOSAW SCENIC DR)	53900	2019
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	56600	2019
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY)*	49900	2019

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	3600	2020
JASPER	102	US 17	SC 170 (ALLIGATOR ALY) TO S- 34 (PURRYSBURG RD)	11600	2020
JASPER	103	US 17	S- 34 (PURRYSBURG RD) TO I- 95 (INTERSTATE 95)	11900	2020
JASPER	105	US 17	I- 95 (INTERSTATE 95) TO US 321 (DEERFIELD RD)	9800	2020
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	7700	2020
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	8200	2020
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (WHYTE HARDEE BLVD)	4300	2020
JASPER	113	US 17	US 278 (WHYTE HARDEE BLVD) TO S- 210 (CROWFIELD RD)	2600	2020
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (SR 13)	2800	2020
JASPER	117	US 17	S- 13 (SR 13) TO S- 29 (SMITHS XING)	4100	2020
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	4800	2020
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (E MAIN ST)	5000	2020
JASPER	123	US 17	SC 336 (E MAIN ST) TO S- 32 (GREEN ST)	8300	2020
JASPER	125	US 17	S- 32 (GREEN ST) TO I- 95 (INTERSTATE 95)	2800	2020
JASPER	127	US 17	I- 95 (INTERSTATE 95) TO County Line - BEAUFORT	9800	2020
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	17400	2020
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170 (ALLIGATOR ALY)	8600	2020
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (POSSUM CORNER RD)	2000	2020
JASPER	135	US 278	S- 87 (POSSUM CORNER RD) TO SC 462 (GILLISON BRANCH RD)	2600	2020
JASPER	137	US 278	SC 462 (GILLISON BRANCH RD) TO SC 462 (GRAYS HWY)	3800	2020
JASPER	139	US 278	SC 462 (GRAYS HWY) TO SC 652 (CALF PEN BAY RD)	2100	2020
JASPER	141	US 278	SC 652 (CALF PEN BAY RD) TO S- 32 (GREEN ST)	6300	2020
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	5900	2020
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95 (INTERSTATE 95)	8200	2020
JASPER	147	SC 336	I- 95 (INTERSTATE 95) TO S- 13 (BEES CREEK RD)	5100	2020
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (COOSAW SCENIC DR)	4600	2020
JASPER	153	SC 462	SC 336 (OLD HOUSE RD) TO S- 54 (SNAKE RD)	9300	2020
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	7700	2020
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	4000	2020
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	4400	2020
JASPER	161	US 321	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO S- 169 (OLD CHARLESTON HWY), L- 169	3900	2020
JASPER	163	US 321	S- 169 (OLD CHARLESTON HWY), L- 169 TO SC 336 (TILLMAN RD), S- 119	3800	2020
JASPER	165	US 321	SC 336 (TILLMAN RD), S- 119 TO US 601 (CYPRESS BRANCH RD)	4000	2020

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	2300	2020
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1050	2020
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	950	2020
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1750	2020
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	3600	2020
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	4000	2020
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (JENKINS AVE)	4700	2020
JASPER	177	SC 46	S- 176 (JENKINS AVE) TO SC 170 (OKATIE HWY), L- 898	3700	2020
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	18400	2020
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	1300	2020
JASPER	183	SC 170	US 17 TO SC 46 (PLANTATION DR), L- 898	3500	2020
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	27600	2020
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34 (LEVY RD)	11200	2020
JASPER	187	SC 315	S- 34 (LEVY RD) TO SC 170 (FREEDOM PKWY)	12900	2020
JASPER	189	SC 336	US 321 (DEERFIELD RD), S- 119, L- 490 TO S- 29 (SMITHS XING)	2800	2020
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)	2000	2020
JASPER	193	SC 336	S- 116 (GREAT SWAMP ST) TO S- 32 (GREEN ST)	4000	2020
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	3400	2020
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	550	2020
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	700	2020
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	850	2020
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	2100	2020
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95 (INTERSTATE 95)	2500	2020
JASPER	207	SC 462	I- 95 (INTERSTATE 95) TO S- 13	4600	2020
JASPER	209	SC 462	S- 13 TO S- 19 (RICE SHIRE RD)	4100	2020
JASPER	211	SC 462	S- 19 (RICE SHIRE RD) TO SC 336 (OLD HOUSE RD)	4200	2020
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	800	2020
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2020
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1000	2020
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	550	2020
JASPER	221	S- 119	US 321 (DEERFIELD RD), SC 336 TO S- 201 (B AND C LANDING RD)	600	2020
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	125	2020
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	325	2020
JASPER	227	S- 169	S- 34 (PURRYSBURG RD), L- 274 TO US 321 (DEERFIELD RD)	125	2020

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	750	2020
JASPER	231	S- 31	S- 34 (PURRYSBURG RD) TO S- 371 (HARDEEVILLE ELEMENTARY DR)	950	2020
JASPER	233	S- 31	S- 371 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	2200	2020
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	5800	2020
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	5800	2020
JASPER	239	US 278	I- 95 (INTERSTATE 95) TO S- 442	27000	2020
JASPER	240	US 278	S- 442 TO County Line - BEAUFORT	31100	2020
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	1250	2020
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48	1750	2020
JASPER	243	S- 29	S- 48 (CARTERS MILL RD), L- 48 TO US 17 (JACOB SMART BLVD)	1950	2020
JASPER	245	S- 29	US 17 (JACOB SMART BLVD) TO S- 139 (ELLIS HODGES RD), L- 139	1950	2020
JASPER	247	S- 29	S- 139 (ELLIS HODGES RD), L- 139 TO SC 336 (SWEET WILLIAM RD)	1300	2020
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	600	2020
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (SMITHS XING)	1450	2020
JASPER	253	S- 13	S- 29 (SMITHS XING) TO SC 336 (GRAHAMVILLE RD)	1000	2020
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	2600	2020
JASPER	257	S- 39	S- 175 (TAYLOR MILL RD) TO US 278 (GRAYS HWY)	425	2020
JASPER	259	S- 19	S- 426 (FRONTAGE RD), L- 426 TO SC 462 (COOSAW SCENIC DR)	650	2020
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	550	2020
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	425	2020
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	350	2020
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2020
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	225	2020
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	250	2020
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	325	2020
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	475	2020
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1750	2020
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	175	2020
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175 (TAYLOR MILL RD)	200	2020
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	125	2020
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	125	2020
JASPER	287	S- 17	S- 41 (BEAVER DAM RD) TO S- 213 (RIVERS HILL RD), S- 409	225	2020
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41 (BEAVER DAM RD)	250	2020
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3400	2020

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95 (INTERSTATE 95)	4000	2020
JASPER	295	S- 88	S- 141 (JOHN SMITH RD) TO US 278 (INDEPENDENCE BLVD)	350	2020
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	150	2020
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2020
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	250	2020
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	800	2020
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	52200	2020
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	58100	2020
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (SR 13)	49000	2020
JASPER	2359	I- 95	S- 13 (SR 13) TO SC 336 (E MAIN ST)	45900	2020
JASPER	2361	I- 95	SC 336 (E MAIN ST) TO US 17 (JACOB SMART BLVD)	44000	2020
JASPER	2363	I- 95	US 17 (JACOB SMART BLVD) TO SC 462 (COOSAW SCENIC DR)	44700	2020
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	48400	2020
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY) *	42700	2020

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	101	SC 170	State Line - GEORGIA TO US 17 (SPEEDWAY BLVD)	3800	2021
JASPER	102	US 17	SC 170 (ALLIGATOR ALY) TO S- 34 (PURRYSBURG RD)	12300	2021
JASPER	103	US 17	S- 34 (PURRYSBURG RD) TO I- 95 (INTERSTATE 95)	13700	2021
JASPER	105	US 17	I- 95 (INTERSTATE 95) TO US 321 (DEERFIELD RD)	10300	2021
JASPER	107	US 17	US 321 (DEERFIELD RD) TO SC 46 (MAIN ST)	7700	2021
JASPER	109	US 17	SC 46 (MAIN ST) TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	8200	2021
JASPER	111	US 17	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO US 278 (WHYTE HARDEE BLVD)	5800	2021
JASPER	113	US 17	US 278 (WHYTE HARDEE BLVD) TO S- 210 (CROWFIELD RD)	3100	2021
JASPER	115	US 17	S- 210 (CROWFIELD RD) TO S- 13 (SR 13)	3400	2021
JASPER	117	US 17	S- 13 (SR 13) TO S- 29 (SMITHS XING)	4400	2021
JASPER	119	US 17	S- 29 (SMITHS XING) TO S- 32 (GREEN ST)	5100	2021
JASPER	121	US 17	S- 32 (GREEN ST) TO SC 336 (W MAIN ST)	7200	2021
JASPER	123	US 17	SC 336 (W MAIN ST) TO S- 32 (GREEN ST)	6100	2021
JASPER	125	US 17	S- 32 (GREEN ST) TO I- 95 (INTERSTATE 95)	3300	2021
JASPER	127	US 17	I- 95 (INTERSTATE 95) TO County Line - BEAUFORT	10700	2021
JASPER	129	US 17	State Line - GEORGIA TO SC 315 (OKATIE HWY)	18300	2021
JASPER	131	US 17	SC 315 (OKATIE HWY) TO SC 170 (ALLIGATOR ALY)	9000	2021
JASPER	133	US 278	County Line - HAMPTON TO S- 87 (POSSUM CORNER RD)	1650	2021
JASPER	135	US 278	S- 87 (POSSUM CORNER RD) TO SC 462 (GILLISON BRANCH RD)	2900	2021
JASPER	137	US 278	SC 462 (GILLISON BRANCH RD) TO SC 462 (GRAYS HWY)	4300	2021
JASPER	139	US 278	SC 462 (GRAYS HWY) TO SC 652 (CALF PEN BAY RD)	2400	2021
JASPER	141	US 278	SC 652 (CALF PEN BAY RD) TO S- 32 (GREEN ST)	6700	2021
JASPER	143	US 278	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	8200	2021
JASPER	145	SC 336	US 17 (JACOB SMART BLVD) TO I- 95 (INTERSTATE 95)	10400	2021
JASPER	147	SC 336	I- 95 (INTERSTATE 95) TO S- 13 (BEES CREEK RD)	6900	2021
JASPER	151	SC 336	S- 13 (BEES CREEK RD) TO SC 462 (COOSAW SCENIC DR)	4900	2021
JASPER	153	SC 462	SC 336 (OLD HOUSE RD) TO S- 54 (SNAKE RD)	9800	2021
JASPER	155	SC 462	S- 54 (SNAKE RD) TO SC 170 (OKATIE HWY) (BEAUFORT)	8900	2021
JASPER	157	US 321	US 17 (WHYTE HARDEE BLVD) TO SC 46 (CHURCH RD), S- 31	5100	2021
JASPER	159	US 321	SC 46 (CHURCH RD), S- 31 TO S- 413 (HARDEEVILLE INDUSTRIAL PARK RD)	5200	2021
JASPER	161	US 321	S- 413 (HARDEEVILLE INDUSTRIAL PARK RD) TO S- 169 (OLD CHARLESTON HWY), L- 169	5700	2021
JASPER	163	US 321	S- 169 (OLD CHARLESTON HWY), L- 169 TO SC 336 (TILLMAN RD), S- 119	4800	2021
JASPER	165	US 321	SC 336 (TILLMAN RD), S- 119 TO US 601 (CYPRESS BRANCH RD)	4200	2021

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	167	US 321	US 601 (CYPRESS BRANCH RD) TO County Line - HAMPTON	2800	2021
JASPER	168	US 601	US 321 (COTTON HILL RD) TO SC 652 (CALF PEN BAY RD)	1150	2021
JASPER	169	SC 3	US 278 (GRAYS HWY), S- 16 TO County Line - HAMPTON	950	2021
JASPER	170	US 601	SC 652 (CALF PEN BAY RD) TO County Line - HAMPTON	1750	2021
JASPER	171	SC 46	US 321 (DEERFIELD RD) TO US 17 (WHYTE HARDEE BLVD)	4000	2021
JASPER	173	SC 46	US 17 (WHYTE HARDEE BLVD) TO S- 153 (MOORER AVE)	4600	2021
JASPER	175	SC 46	S- 153 (MOORER AVE) TO S- 176 (JENKINS AVE)	5200	2021
JASPER	177	SC 46	S- 176 (JENKINS AVE) TO SC 170 (OKATIE HWY), L- 898	4200	2021
JASPER	179	SC 46	SC 170 (OKATIE HWY), L- 898 TO County Line - BEAUFORT	17500	2021
JASPER	181	SC 119	State Line - GEORGIA TO County Line - HAMPTON	2000	2021
JASPER	183	SC 170	US 17 (SPEEDWAY BLVD) TO SC 46 (PLANTATION DR), L- 898	3700	2021
JASPER	184	SC 170	County Line - BEAUFORT TO County Line - BEAUFORT	28700	2021
JASPER	185	SC 315	US 17 (SPEEDWAY BLVD) TO S- 34 (LEVY RD)	9300	2021
JASPER	187	SC 315	S- 34 (LEVY RD) TO SC 170 (FREEDOM PKWY)	11000	2021
JASPER	189	SC 336	US 321 (DEERFIELD RD), S- 119, L- 490 TO S- 29 (SMITHS XING)	2600	2021
JASPER	191	SC 336	S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)	2000	2021
JASPER	193	SC 336	S- 116 (GREAT SWAMP ST) TO S- 32 (GREEN ST)	3500	2021
JASPER	195	SC 336	S- 32 (GREEN ST) TO US 17 (JACOB SMART BLVD)	3600	2021
JASPER	197	SC 462	County Line - JASPER TO US 601 (CYPRESS BRANCH RD)	650	2021
JASPER	199	SC 462	US 601 (CYPRESS BRANCH RD) TO S- 87 (FIRETOWER RD)	650	2021
JASPER	201	SC 462	S- 87 (FIRETOWER RD) TO US 278 (GRAYS HWY)	550	2021
JASPER	203	SC 462	US 278 (GRAYS HWY) TO S- 39 (LOG HALL RD)	2400	2021
JASPER	205	SC 462	S- 39 (LOG HALL RD) TO I- 95 (INTERSTATE 95)	2600	2021
JASPER	207	SC 462	I- 95 (INTERSTATE 95) TO S- 13 (BEES CREEK RD)	4600	2021
JASPER	209	SC 462	S- 13 (BEES CREEK RD) TO S- 19 (RICE SHIRE RD)	4500	2021
JASPER	211	SC 462	S- 19 (RICE SHIRE RD) TO SC 336 (OLD HOUSE RD)	4600	2021
JASPER	213	SC 652	US 601 (CYPRESS BRANCH RD) TO S- 58 (COHEN RD)	700	2021
JASPER	215	SC 652	S- 58 (COHEN RD) TO S- 115 (BAILEY MILL RD)	1000	2021
JASPER	217	SC 652	S- 115 (BAILEY MILL RD) TO US 278 (GRAYS HWY)	1100	2021
JASPER	219	S- 119	S- 201 (B AND C LANDING RD) TO SC 119 (CLYO RD)	750	2021
JASPER	221	S- 119	US 321 (DEERFIELD RD), SC 336 TO S- 201 (B AND C LANDING RD)	600	2021
JASPER	223	S- 34	US 321 (DEERFIELD RD) TO S- 170 (BECKS FERRY RD), L- 170	175	2021
JASPER	225	S- 34	S- 170 (BECKS FERRY RD), L- 170 TO S- 169 (OLD CHARLESTON HWY)	325	2021
JASPER	227	S- 169	S- 34 (PURRYSBURG RD), L- 274 TO US 321 (DEERFIELD RD)	200	2021

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	229	S- 34	S- 169 (OLD CHARLESTON HWY) TO S- 31 (CHURCH RD)	1050	2021
JASPER	231	S- 31	S- 34 (PURRYSBURG RD) TO S- 371 SD1 (HARDEEVILLE ELEMENTARY DR)	1250	2021
JASPER	233	S- 31	S- 371 SD1 (HARDEEVILLE ELEMENTARY DR) TO US 321 (DEERFIELD RD)	2500	2021
JASPER	235	S- 141	US 17 (WHYTE HARDEE BLVD) TO S- 134 (MCTEER ST)	6600	2021
JASPER	237	S- 141	S- 134 (MCTEER ST) TO S- 88 (BRICKYARD RD)	6300	2021
JASPER	239	US 278	I- 95 (INTERSTATE 95) TO S- 442 (NO NAME)	30500	2021
JASPER	240	US 278	S- 442 (NO NAME) TO County Line - BEAUFORT	31600	2021
JASPER	241	S- 13	S- 77 (CAPTAIN BILL RD) TO S- 19 (RICE SHIRE RD)	2700	2021
JASPER	242	S- 29	SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48	1250	2021
JASPER	243	S- 29	S- 48 (CARTERS MILL RD), L- 48 TO US 17 (JACOB SMART BLVD)	2600	2021
JASPER	245	S- 29	US 17 (JACOB SMART BLVD) TO S- 139 (ELLIS HODGES RD), L- 139	2300	2021
JASPER	247	S- 29	S- 139 (ELLIS HODGES RD), L- 139 TO SC 336 (SWEET WILLIAM RD)	1750	2021
JASPER	249	S- 13	US 17 (JACOB SMART BLVD) TO S- 174 (GLOVER RD)	850	2021
JASPER	251	S- 13	S- 174 (GLOVER RD) TO S- 29 (SMITHS XING)	1400	2021
JASPER	253	S- 13	S- 29 (SMITHS XING) TO SC 336 (GRAHAMVILLE RD)	1350	2021
JASPER	255	S- 13	SC 336 (BEES CREEK RD) TO S- 77 (CAPTAIN BILL RD)	3300	2021
JASPER	257	S- 39	S- 175 (TAYLOR MILL RD) TO US 278 (GRAYS HWY)	550	2021
JASPER	259	S- 19	S- 426 (FRONTAGE RD), L- 426 TO SC 462 (COOSAW SCENIC DR)	750	2021
JASPER	261	S- 13	S- 19 (RICE SHIRE RD) TO SC 462 (COOSAW SCENIC DR)	500	2021
JASPER	263	S- 87	County Line - HAMPTON TO S- 16 (MILL POND RD), L- 1033	550	2021
JASPER	265	S- 87	S- 16 (MILL POND RD), L- 1033 TO US 278 (GRAYS HWY)	425	2021
JASPER	267	S- 87	US 278 (GRAYS HWY) TO SC 462 (GILLISON BRANCH RD)	125	2021
JASPER	269	S- 87	SC 462 (GILLISON BRANCH RD) TO SC 652 (CALF PEN BAY RD)	200	2021
JASPER	271	S- 16	S- 87 (POSSUM CORNER RD), L- 1033 TO US 278 (GRAYS HWY), SC 3	225	2021
JASPER	273	S- 37	US 17 (KINGS HWY) TO County Line - HAMPTON	250	2021
JASPER	275	S- 33	US 17 (KINGS HWY) TO S- 247 (SUGAR LOAF RD)	125	2021
JASPER	277	S- 34	US 17 (SPEEDWAY BLVD) TO SC 315 (OKATIE HWY)	1850	2021
JASPER	279	S- 25	SC 462 (GILLISON BRANCH RD) TO US 601 (CYPRESS BRANCH RD)	175	2021
JASPER	281	S- 39	SC 462 (MORGANDOLLAR RD) TO S- 175 (TAYLOR MILL RD)	225	2021
JASPER	283	S- 15	SC 462 (GILLISON BRANCH RD) TO SC 3 (HERITAGE RD)	75	2021
JASPER	285	S- 17	S- 213 (RIVERS HILL RD), S- 409 TO County Line - HAMPTON	100	2021
JASPER	287	S- 17	S- 41 (BEAVER DAM RD) TO S- 213 (RIVERS HILL RD), S- 409	175	2021
JASPER	289	S- 17	SC 3 (HERITAGE RD) TO S- 41 (BEAVER DAM RD)	250	2021
JASPER	291	S- 54	SC 462 (LOWCOUNTRY DR) TO County Line - BEAUFORT	3700	2021

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Average Daily Traffic For JASPER County

County	Station	Route	Route Location	Est. AADT	AADT Year
JASPER	293	US 278	US 17 (WHYTE HARDEE BLVD) TO I- 95 (INTERSTATE 95)	4200	2021
JASPER	295	S- 88	S- 141 (JOHN SMITH RD) TO US 278 (INDEPENDENCE BLVD)	350	2021
JASPER	299	S- 108	US 278 (GRAYS HWY) TO S- 38 (PINELEVEL CHURCH RD)	150	2021
JASPER	301	S- 108	S- 38 (PINELEVEL CHURCH RD) TO S- 87 (POSSUM CORNER RD)	275	2021
JASPER	303	S- 175	S- 425 (NUNA ROCK RD) TO S- 39 (LOG HALL RD)	375	2021
JASPER	305	S- 102	S- 29 (SMITHS XING) TO S- 101 (MANGO DR)	700	2021
JASPER	2353	I- 95	State Line - GEORGIA TO US 17 (WHYTE HARDEE BLVD)	61300	2021
JASPER	2355	I- 95	US 17 (WHYTE HARDEE BLVD) TO US 278 (INDEPENDENCE BLVD)	64100	2021
JASPER	2357	I- 95	US 278 (INDEPENDENCE BLVD) TO S- 13 (SR 13)	57200	2021
JASPER	2359	I- 95	S- 13 (SR 13) TO SC 336 (E MAIN ST)	54500	2021
JASPER	2361	I- 95	SC 336 (E MAIN ST) TO US 17 (JACOB SMART BLVD)	52900	2021
JASPER	2363	I- 95	US 17 (JACOB SMART BLVD) TO SC 462 (COOSAW SCENIC DR)	53700	2021
JASPER	2365	I- 95	SC 462 (COOSAW SCENIC DR) TO US 17 (KINGS HWY)	57700	2021
JASPER	2367	I- 95	US 17 (KINGS HWY) (JASPER) TO SC 68 (YEMASSEE HWY) *	51300	2021

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[CensusViewer maps, data and statistics pages for all states, counties and cities.](#)

Hardeeville, South Carolina - Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentages
Total Population						
Total Population	2,952	100.00%	2,886	100.00%	66	2.29%
Population by Race						
American Indian and Alaska native alone	23	0.78%	20	0.69%	3	15.00%
Asian alone	58	1.96%	22	0.76%	36	163.64%
Black or African American alone	1,024	34.69%	1,256	43.52%	-232	-18.47%
Native Hawaiian and Other Pacific native alone		0%	6	0.21%	0	0%
Some other race alone	475	16.09%	244	8.45%	231	94.67%
Two or more races	81	2.74%	33	1.14%	48	145.45%
White alone	1,291	43.73%	1,305	45.22%	-14	-1.07%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	2,113	71.58%	2,448	84.82%	-335	-13.68%
Persons of Hispanic or Latino Origin	839	28.42%	438	15.18%	401	91.55%
Population by Gender						
Female	1,425	48.27%	1,390	48.16%	35	2.52%
Male	1,527	51.73%	1,496	51.84%	31	2.07%
Population by Age						
Persons 0 to 4 years	253	8.57%	261	9.04%	-8	-3.07%
Persons 5 to 17 years	498	16.87%	655	22.70%	-157	-23.97%
Persons 18 to 64 years	1,969	66.70%	1,685	58.39%	284	16.85%
Persons 65 years and over	232	7.86%	285	9.88%	-53	-18.60%

[Hardeeville, South Carolina Registered Voters - Overview Statistics and Quick Facts](#)

[CensusViewer - Graphs & Tables: Race by Age](#)

[CensusViewer - Graphs & Tables: Hispanic/Latino Origin](#)

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Download Reports for Hardeeville, South Carolina

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Jasper County, South Carolina - Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentages
Total Population						
Total Population	24,777	100.00%	20,678	100.00%	4,099	19.82%
Population by Race						
American Indian and Alaska native alone	122	0.49%	76	0.37%	46	60.53%
Asian alone	176	0.71%	92	0.44%	84	91.30%
Black or African American alone	11,406	46.03%	10,895	52.69%	511	4.69%
Native Hawaiian and Other Pacific native alone	13	0.05%	10	0.05%	3	30.00%
Some other race alone	2,050	8.27%	700	3.39%	1,350	192.86%
Two or more races	352	1.42%	139	0.67%	213	153.24%
White alone	10,658	43.02%	8,766	42.39%	1,892	21.58%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	21,025	84.86%	19,488	94.25%	1,537	7.89%
Persons of Hispanic or Latino Origin	3,752	15.14%	1,190	5.75%	2,562	215.29%
Population by Gender						
Female	11,872	47.92%	9,800	47.39%	2,072	21.14%
Male	12,905	52.08%	10,878	52.61%	2,027	18.63%
Population by Age						
Persons 0 to 4 years	1,859	7.50%	1,499	7.25%	360	24.02%
Persons 5 to 17 years	4,282	17.28%	4,042	19.55%	240	5.94%
Persons 18 to 64 years	15,867	64.04%	12,868	62.23%	2,999	23.31%
Persons 65 years and over	2,769	11.18%	2,269	10.97%	500	22.04%

[**Jasper County, South Carolina Registered Voters - Overview Statistics and Quick Facts**](#)

[**CensusViewer - Graphs & Tables: Race by Age**](#)

[**CensusViewer - Graphs & Tables: Hispanic/Latino Origin**](#)

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Download Reports for Jasper County, South Carolina

QuickFacts

Jasper County, South Carolina; Hardeeville city, South Carolina

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

Table

All Topics	Jasper County, South Carolina	Hardeeville city, South Carolina
Population estimates, July 1, 2017, (V2017)	28,458	5,967
 PEOPLE		
Population		
Population estimates, July 1, 2017, (V2017)	28,458	5,967
Population estimates base, April 1, 2010, (V2017)	24,779	3,007
Population, percent change - April 1, 2010 (estimates base) to July 1, 2017, (V2017)	14.8%	98.4%
Population, Census, April 1, 2010	24,777	2,952
Age and Sex		
Persons under 5 years, percent	▲ 5.8%	▲ 5.1%
Persons under 18 years, percent	▲ 20.6%	▲ 20.1%
Persons 65 years and over, percent	▲ 18.3%	▲ 19.3%
Female persons, percent	▲ 49.3%	▲ 46.9%
Race and Hispanic Origin		
White alone, percent (a)	▲ 53.8%	▲ 64.5%
Black or African American alone, percent (a)	▲ 42.9%	▲ 24.7%
American Indian and Alaska Native alone, percent (a)	▲ 0.9%	▲ 0.0%
Asian alone, percent (a)	▲ 0.9%	▲ 3.2%
Native Hawaiian and Other Pacific Islander alone, percent (a)	▲ 0.1%	▲ 0.0%
Two or More Races, percent	▲ 1.5%	▲ 3.0%
Hispanic or Latino, percent (b)	▲ 13.2%	▲ 15.6%
White alone, not Hispanic or Latino, percent	▲ 42.6%	▲ 53.6%
Population Characteristics		
Veterans, 2012-2016	2,233	400
Foreign born persons, percent, 2012-2016	8.7%	10.7%
Housing		
Housing units, July 1, 2017, (V2017)	11,816	X
Owner-occupied housing unit rate, 2012-2016	69.0%	53.2%
Median value of owner-occupied housing units, 2012-2016	\$112,100	\$290,500
Median selected monthly owner costs -with a mortgage, 2012-2016	\$1,051	\$1,414
Median selected monthly owner costs -without a mortgage, 2012-2016	\$360	\$485
Median gross rent, 2012-2016	\$816	\$1,010
Building permits, 2017	255	X
Families & Living Arrangements		
Households, 2012-2016	9,298	1,799
Persons per household, 2012-2016	2.87	2.66
Living in same house 1 year ago, percent of persons age 1 year+, 2012-2016	87.5%	81.2%
Language other than English spoken at home, percent of persons age 5 years+, 2012-2016	12.9%	18.5%
Education		
High school graduate or higher, percent of persons age 25 years+, 2012-2016	78.4%	85.4%
Bachelor's degree or higher, percent of persons age 25 years+, 2012-2016	14.5%	33.8%
Health		
With a disability, under age 65 years, percent, 2012-2016	12.2%	8.6%
Persons without health insurance, under age 65 years, percent	▲ 18.1%	▲ 18.9%
Economy		
In civilian labor force, total, percent of population age 16 years+, 2012-2016	61.7%	59.4%
In civilian labor force, female, percent of population age 16 years+, 2012-2016	54.3%	53.6%
Total accommodation and food services sales, 2012 (\$1,000) (c)	32,320	13,359
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	89,844	D
Total manufacturers shipments, 2012 (\$1,000) (c)	46,243	
Total merchant wholesaler sales, 2012 (\$1,000) (c)	146,790	

Total retail sales, 2012 (\$1,000) (c)	574,808	217,747
Total retail sales per capita, 2012 (c)	\$22,251	\$57,727

Transportation

Mean travel time to work (minutes), workers age 16 years+, 2012-2016	29.8	25.6
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Income & Poverty

Median household income (in 2016 dollars), 2012-2016	\$38,991	\$44,682
Per capita income in past 12 months (in 2016 dollars), 2012-2016	\$18,921	\$25,141
Persons in poverty, percent	▲ 20.7%	▲ 21.9%

BUSINESSES

Businesses

Total employer establishments, 2016	615	X
Total employment, 2016	7,512	X
Total annual payroll, 2016 (\$1,000)	297,298	X
Total employment, percent change, 2015-2016	2.4%	X
Total nonemployer establishments, 2016	1,676	X
All firms, 2012	1,929	497
Men-owned firms, 2012	1,009	212
Women-owned firms, 2012	699	201
Minority-owned firms, 2012	756	162
Nonminority-owned firms, 2012	1,075	287
Veteran-owned firms, 2012	174	F
Nonveteran-owned firms, 2012	1,603	421

GEOGRAPHY

Geography

Population per square mile, 2010	37.8	65.4
Land area in square miles, 2010	655.32	45.16
FIPS Code	45053	4532245

Appendix C: Raw (2018) Traffic Data

Project ID: 18-09599-001
 Location: Speedway Blvd/US-17 & S Okatie Hwy/SC-315
 City: Hardeeville

Day: Thursday
 Date: 10/25/2018

Start Time	Speedway Blvd/US-17												Speedway Blvd/US-17												S Okatie Hwy/SC-315												S Okatie Hwy/SC-315											
	Northbound						Southbound						Eastbound						Westbound						Eastbound						Westbound																	
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total												
7:00 AM	0	41	74	0	0	115	6	6	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	93	0	0	0	0	0	0												
7:15 AM	0	60	110	0	0	170	18	7	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	101	0	0	0	0	0	0												
7:30 AM	0	47	97	0	0	144	4	86	0	0	0	90	0	0	0	0	0	0	112	0	0	0	0	114	0	0	0	0	0	114	0	0	0	0	0	0												
7:45 AM	0	55	91	0	0	146	1	133	0	0	0	134	0	0	0	0	0	0	91	0	0	0	0	92	0	0	0	0	0	92	0	0	0	0	0	0												
Total	0	203	372	0	0	575	29	232	0	0	0	261	0	0	0	0	0	0	393	0	0	0	0	400	0	0	0	0	0	400	0	0	0	0	0	0												
8:00 AM	0	43	98	0	0	141	2	93	0	0	0	95	0	0	0	0	0	0	115	0	0	0	0	115	0	0	0	0	0	115	0	0	0	0	0	0												
8:15 AM	0	59	91	0	0	150	1	88	0	0	0	89	0	0	0	0	0	0	112	0	0	0	0	113	0	0	0	0	0	113	0	0	0	0	0	0												
8:30 AM	0	58	69	0	0	127	1	90	0	0	0	91	0	0	0	0	0	0	95	0	0	0	0	98	0	0	0	0	0	98	0	0	0	0	0	0												
8:45 AM	0	46	69	0	0	115	2	70	0	0	0	72	0	0	0	0	0	0	119	0	0	0	0	120	0	0	0	0	0	120	0	0	0	0	0	0												
Total	0	206	327	0	0	533	6	341	0	0	0	347	0	0	0	0	0	0	441	0	0	0	0	446	0	0	0	0	0	446	0	0	0	0	0	0												
BREAK																																																
4:00 PM	0	69	119	0	0	188	1	97	0	0	0	98	0	0	0	0	0	0	66	0	0	0	0	66	0	0	0	0	0	66	0	0	0	0	0	0												
4:15 PM	0	70	139	0	0	209	3	93	0	0	0	96	0	0	0	0	0	0	71	0	0	0	0	74	0	0	0	0	0	74	0	0	0	0	0	0												
4:30 PM	0	72	135	0	0	207	1	93	0	0	0	94	0	0	0	0	0	0	75	0	0	0	0	75	0	0	0	0	0	75	0	0	0	0	0	0												
4:45 PM	0	88	153	0	0	241	4	106	0	0	0	110	0	0	0	0	0	0	94	0	0	0	0	97	0	0	0	0	0	97	0	0	0	0	0	0												
Total	0	299	546	0	0	845	9	389	0	0	0	398	0	0	0	0	0	0	306	0	0	0	0	312	0	0	0	0	0	312	0	0	0	0	0	0												
5:00 PM	0	80	164	0	0	244	7	89	0	0	0	96	0	0	0	0	0	0	94	0	0	0	0	94	0	0	0	0	0	94	0	0	0	0	0	0												
5:15 PM	0	87	152	0	0	239	2	89	0	0	0	91	0	0	0	0	0	0	93	0	0	0	0	93	0	0	0	0	0	93	0	0	0	0	0	0												
5:30 PM	0	77	130	0	0	207	2	123	0	0	0	125	0	0	0	0	0	0	81	0	0	0	0	87	0	0	0	0	0	87	0	0	0	0	0	0												
5:45 PM	0	98	158	0	0	256	4	71	0	1	0	76	0	0	0	0	0	0	97	0	0	0	0	99	0	0	0	0	0	99	0	0	0	0	0	0												
Total	0	342	604	0	0	946	15	372	0	1	0	388	0	0	0	0	0	0	365	0	0	0	0	373	0	0	0	0	0	373	0	0	0	0	0	0												
Grand Total	0	1050	1849	0	0	2899	59	1334	0	1	0	1394	0	0	0	0	0	0	1505	0	0	0	0	1531	0	0	0	0	0	1531	0	0	0	0	0	0												
Approach %	0.0	36.2	63.8	0.0	0.0		4.2	95.7	0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0	0.0	98.3	0.0	1.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0													
Total %	0.0	18.0	31.7	0.0	0.0	49.8	1.0	22.9	0.0	0.0	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.4	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	26.3												
Cars, PU, Vans	0	932	1776	0	0	2708	56	1198	0	0	0	1255	0	0	0	0	0	0	1447	0	24	0	0	1471	0	0	0	0	0	1471	0	0	0	0	0	0												
% Cars, PU, Vans	0.0	88.8	96.1	0.0	0.0	93.4	94.9	89.8	0.0	0.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	96.1	0.0	92.3	0.0	0.0	96.1	0.0	0.0	0.0	0.0	0.0	96.1	0.0	0.0	0.0	0.0	0.0	96.1												
Heavy Trucks	0	118	73	0	0	191	3	136	0	0	0	139	0	0	0	0	0	0	58	0	2	0	0	60	0	0	0	0	0	60	0	0	0	0	0	60												
% Heavy Trucks	0.0	11.2	3.9	0.0	0.0	6.6	5.1	10.2	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	7.7	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	3.9												

Project ID: 18-09599-001

Location: Speedway Blvd/US-17 & S Okatie Hwy/SC-315

City: Hardeeville

Day: Thursday

Date: 10/25/2018

PEAK HOURS

AM

Start Time	Speedway Blvd/US-17 Northbound				Speedway Blvd/US-17 Southbound				S Okatie Hwy/SC-315 Eastbound				S Okatie Hwy/SC-315 Westbound							
	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total

Peak Hour Analysis from 07:00 AM to 09:00 AM

Peak Hour for Entire Intersection Begins at 07:30 AM

7:30 AM	0	47	97	0	144	4	86	0	0	90	0	0	0	0	0	112	0	2	0	114	348			
7:45 AM	0	55	91	0	146	1	133	0	0	134	0	0	0	0	0	91	0	1	0	92	372			
8:00 AM	0	43	98	0	141	2	93	0	0	95	0	0	0	0	0	115	0	0	0	115	351			
8:15 AM	0	59	91	0	150	1	88	0	0	89	0	0	0	0	0	112	0	1	0	113	352			
Total Volume	0	204	377	0	581	8	400	0	0	408	0	0	0	0	0	430	0	4	0	434	1423			
% App. Total	0.0	35.1	64.9	0.0	100	2.0	98.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	99.1	0.0	0.9	0.0	100	100			
PHF					0.968					0.761									0.943					0.956
Cars, PU, Vans	0	162	354	0	516	7	334	0	0	341	0	0	0	0	0	416	0	4	0	420	1277			
% Cars, PU, Vans	0.0	79.4	93.9	0.0	88.8	87.5	83.5	0.0	0.0	83.6	0.0	0.0	0.0	0.0	0.0	96.7	0.0	100.0	0.0	96.8	89.7			
Heavy Trucks	0	42	23	0	65	1	66	0	0	67	0	0	0	0	0	14	0	0	0	14	146			
% Heavy Trucks	0.0	20.6	6.1	0.0	11.2	12.5	16.5	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	3.2	10.3			

PM

Start Time	Speedway Blvd/US-17 Northbound				Speedway Blvd/US-17 Southbound				S Okatie Hwy/SC-315 Eastbound				S Okatie Hwy/SC-315 Westbound							
	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total	Left	Thru	Rgt	Uturm	App. Total

Peak Hour Analysis from 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at 04:45 PM

4:45 PM	0	88	153	0	241	4	106	0	0	110	0	0	0	0	0	94	0	3	0	97	448			
5:00 PM	0	80	164	0	244	7	89	0	0	96	0	0	0	0	0	94	0	0	0	94	434			
5:15 PM	0	87	152	0	239	2	89	0	0	91	0	0	0	0	0	93	0	0	0	93	423			
5:30 PM	0	77	130	0	207	2	123	0	0	125	0	0	0	0	0	81	0	6	0	87	419			
Total Volume	0	332	599	0	931	15	407	0	0	422	0	0	0	0	0	362	0	9	0	371	1724			
% App. Total	0.0	35.7	64.3	0.0	100	3.6	96.4	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	97.6	0.0	2.4	0.0	100	100			
PHF					0.954					0.844									0.956					0.962
Cars, PU, Vans	0	312	592	0	904	15	387	0	0	402	0	0	0	0	0	353	0	7	0	360	1666			
% Cars, PU, Vans	0.0	94.0	98.8	0.0	97.1	100.0	95.1	0.0	0.0	95.3	0.0	0.0	0.0	0.0	0.0	97.5	0.0	77.8	0.0	97.0	96.6			
Heavy Trucks	0	20	7	0	27	0	20	0	0	20	0	0	0	0	0	9	0	2	0	11	58			
% Heavy Trucks	0.0	6.0	1.2	0.0	2.9	0.0	4.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	2.5	0.0	22.2	0.0	3.0	3.4			

SPEED

Speedway Blvd/US-17 S/O S Okatie Hwy/SC-315

Day: Thursday

Date: 10/25/2018

City: Hardeeville

Project #: SC18_9600_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	3	5	15	18	15	4	2	1	63
01:00	0	0	0	0	1	0	5	16	12	5	2	0	1	42
02:00	0	0	1	0	0	0	6	13	2	17	2	2	0	43
03:00	0	0	0	0	0	0	2	6	5	7	3	0	0	23
04:00	0	0	0	0	0	0	7	13	31	14	10	2	1	78
05:00	0	0	0	0	0	0	3	16	62	75	61	29	9	255
06:00	0	0	0	0	0	0	11	34	102	185	107	27	5	471
07:00	0	0	0	0	5	7	23	111	224	200	56	8	0	634
08:00	0	0	0	0	1	10	31	130	292	230	85	12	0	791
09:00	0	0	0	0	0	8	42	136	240	183	82	5	0	696
10:00	0	0	0	0	0	5	32	160	274	157	44	6	0	678
11:00	0	0	0	0	0	4	41	115	230	157	57	5	3	612
12:00 PM	0	0	0	0	1	8	45	110	198	141	40	7	0	550
13:00	0	0	0	0	5	6	61	155	261	161	54	5	2	710
14:00	0	0	0	0	0	10	26	159	240	196	42	5	1	679
15:00	0	0	0	1	4	6	38	134	216	189	61	4	0	653
16:00	0	0	0	0	0	4	22	123	229	227	82	13	1	701
17:00	0	0	0	0	8	7	27	140	272	211	72	5	0	742
18:00	1	0	0	0	0	7	38	169	257	174	62	3	2	713
19:00	0	0	0	0	1	1	18	81	142	95	47	12	4	401
20:00	0	0	0	0	0	6	11	47	79	61	33	2	2	241
21:00	0	0	0	0	0	3	26	61	49	42	10	1	0	192
22:00	0	0	0	0	0	2	16	38	51	27	4	1	1	140
23:00	0	0	0	0	1	1	11	25	29	24	4	0	0	95
Totals	1	1	1	1	27	98	547	2007	3515	2793	1024	156	33	10203
% of Totals	0%	0%	0%	0%	0%	1%	5%	20%	34%	27%	10%	2%	0%	100%

Directional Peak Periods	All Speeds		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
AM Volumes	0	0%	1	0%	37	208	765	1492	98	4386
% AM					0%	2%	7%	15%	1%	43%
AM Peak Hour			02:00	07:00	08:00	09:00	10:00	08:00	05:00	08:00
Volume			1	5	10	42	160	292	29	791
PM Volumes	1	0	1	20	61	339	1242	2023	58	5817
% PM	0%	0%	0%	1%	1%	3%	12%	20%	1%	57%
PM Peak Hour	18:00	15:00	17:00	14:00	18:00	13:00	18:00	17:00	16:00	17:00
Volume	1	1	8	10	10	61	169	272	13	742
Directional Peak Periods	All Speeds	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes					
	Volume	1425	Volume	1260	Volume	1443	Volume	6075		
	%	14%	%	12%	%	14%	%			

Percentiles			
Street Name	Direction	Average	ADT
Speedway Blvd/US-17	North Bound	56	10181
Speedway Blvd/US-17	South Bound	53	10203

VOLUME

S Okatie Hwy/SC-315 E/O Far End Rd

Day: Thursday
Date: 10/25/2018

City: Hardeeville
Project #: SC18_9600_002

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	6,033	5,390	11,423			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			13	12	25	12:00			76	74	150	
00:15			8	10	18	12:15			86	71	157	
00:30			10	7	17	12:30			46	56	102	
00:45			8	39	3	32	12:45		42	250	63	264
01:00			5	6	11	71	13:00		107	114	221	
01:15			8	5	13	45	13:15		85	92	177	
01:30			10	4	14	13:30		69	73	142		
01:45			6	29	1	16	13:45		95	356	81	360
02:00			2	4	6	45	14:00		106	79	185	
02:15			7	1	8	8	14:15		116	80	196	
02:30			4	0	4	4	14:30		122	88	210	
02:45			1	14	3	8	14:45		121	465	93	340
03:00			3	4	7	33	15:00		106	70	176	
03:15			6	3	9	33	15:15		118	72	190	
03:30			4	5	9	33	15:30		102	95	197	
03:45			1	14	7	19	15:45		119	445	65	302
04:00			2	1	3	92	16:00		122	66	188	
04:15			10	13	23	92	16:15		148	73	221	
04:30			6	22	28	92	16:30		132	79	211	
04:45			8	26	30	66	16:45		160	562	100	318
05:00			10	32	42	235	17:00		173	88	261	
05:15			15	46	61	235	17:15		155	94	249	
05:30			15	42	57	235	17:30		140	84	224	
05:45			37	77	38	158	17:45		165	633	91	357
06:00			33	49	82	534	18:00		115	93	208	
06:15			60	69	129	534	18:15		103	88	191	
06:30			64	77	141	534	18:30		69	89	158	
06:45			89	246	93	288	18:45		78	365	77	347
07:00			85	91	176	826	19:00		59	69	128	
07:15			130	117	247	826	19:15		89	42	131	
07:30			103	106	209	826	19:30		72	49	121	
07:45			95	413	99	413	19:45		69	289	56	216
08:00			104	105	209	761	20:00		41	34	75	
08:15			99	102	201	761	20:15		47	35	82	
08:30			66	97	163	761	20:30		48	30	78	
08:45			75	344	113	417	20:45		45	181	22	121
09:00			74	97	171	699	21:00		56	31	87	
09:15			61	109	170	699	21:15		81	20	101	
09:30			67	115	182	699	21:30		37	27	64	
09:45			103	305	73	394	21:45		31	205	23	101
10:00			86	117	203	699	22:00		38	20	58	
10:15			76	93	169	699	22:15		16	12	28	
10:30			65	102	167	699	22:30		25	18	43	
10:45			70	297	90	402	22:45		15	94	15	65
11:00			104	96	200	677	23:00		12	11	23	
11:15			72	105	177	677	23:15		14	15	29	
11:30			70	89	159	677	23:30		9	9	18	
11:45			92	338	49	339	23:45		11	46	12	47
TOTALS			2142	2552	4694	6729	TOTALS		3891	2838	6729	
SPLIT %			45.6%	54.4%	41.1%	58.9%	SPLIT %		57.8%	42.2%	58.9%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	6,033	5,390	11,423		
AM Peak Hour			07:15	08:45	07:15	PM Peak Hour			17:00	16:45	16:45
AM Pk Volume			432	434	859	PM Pk Volume			633	366	994
Pk Hr Factor			0.831	0.943	0.869	Pk Hr Factor			0.915	0.915	0.952
7 - 9 Volume	0	0	757	830	1587	4 - 6 Volume	0	0	1195	675	1870
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	432	427	859	4 - 6 Pk Volume	0	0	633	366	994
Pk Hr Factor	0.000	0.000	0.831	0.912	0.869	Pk Hr Factor	0.000	0.000	0.915	0.915	0.952

Appendix D: Existing Conditions Analysis

Intersection

Int Delay, s/veh 221.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	559	5	265	490	10	520
Future Vol, veh/h	559	5	265	490	10	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	0	21	6	13	17
Mvmt Flow	582	5	276	510	10	542

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	1093	531	0	0	276
Stage 1	531	-	-	-	-
Stage 2	562	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.23
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.317
Pot Cap-1 Maneuver	~ 236	552	-	-	1226
Stage 1	588	-	-	-	-
Stage 2	~ 569	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	~ 233	552	-	-	1226
Mov Cap-2 Maneuver	~ 233	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	~ 562	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, \$	724.9	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	234	1226
HCM Lane V/C Ratio	-	-	2.511	0.008
HCM Control Delay (s)	-	-	\$ 724.9	8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	48.7	0

Notes

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

Intersection

Int Delay, s/veh 260.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	471	12	432	779	20	529
Future Vol, veh/h	471	12	432	779	20	529
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	22	6	1	0	5
Mvmt Flow	491	13	450	811	21	551

Major/Minor

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1449	856	0
Stage 1	856	-	-
Stage 2	593	-	-
Critical Hdwy	6.43	6.42	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.498	-
Pot Cap-1 Maneuver	~ 144	329	-
Stage 1	~ 415	-	-
Stage 2	550	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 140	329	-
Mov Cap-2 Maneuver	~ 140	-	-
Stage 1	~ 415	-	-
Stage 2	535	-	-

Approach

Approach	WB	NB	SB
HCM Control Delay \$/s	1209.1	0	0.3
HCM LOS	F		

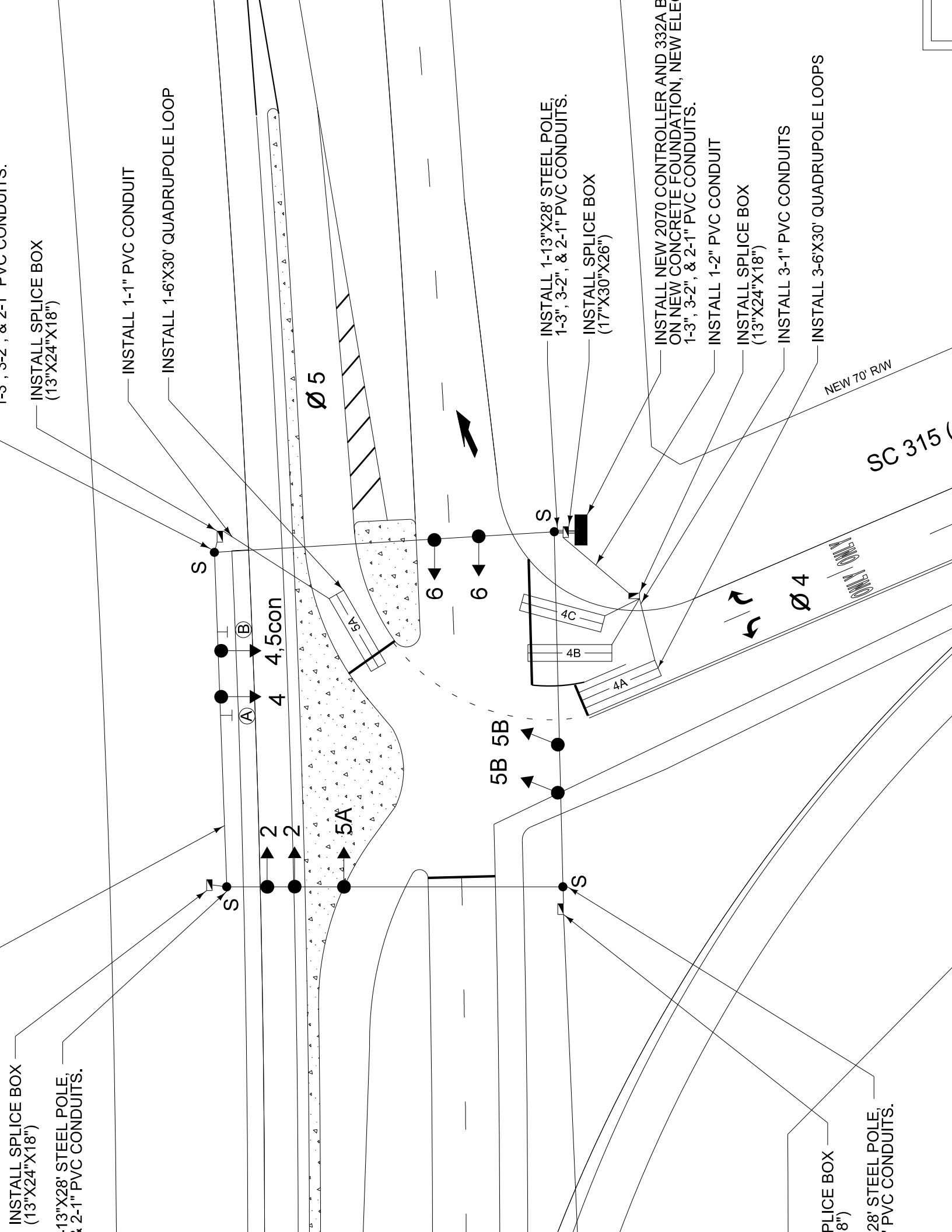
Minor Lane/Major Mvmt

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	142	1121	-
HCM Lane V/C Ratio	-	-	3.543	0.019	-
HCM Control Delay (s)	-	-	\$ 1209.1	8.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	49	0.1	-

Notes

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

Appendix E: Programmed SCDOT Improvements



1-3", 3-2", & 2-1" PVC CONDUITS.

INSTALL SPLICE BOX
(13"X24"X18")

INSTALL 1-1" PVC CONDUIT

INSTALL 1-6'X30' QUADRUPOLE LOOP

Ø5

INSTALL 1-13"X28' STEEL POLE,
1-3", 3-2", & 2-1" PVC CONDUITS.

INSTALL SPLICE BOX
(17"X30"X26")

INSTALL NEW 2070 CONTROLLER AND 332A B
ON NEW CONCRETE FOUNDATION, NEW ELE

INSTALL 1-2" PVC CONDUIT

INSTALL SPLICE BOX
(13"X24"X18")

INSTALL 3-1" PVC CONDUITS

INSTALL 3-6'X30' QUADRUPOLE LOOPS

NEW 70' RW

SC 315 (

Ø4

NEW 70' RW

INSTALL SPLICE BOX
(13"X24"X18")

INSTALL 1-13"X28' STEEL POLE,
& 2-1" PVC CONDUITS.

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5B 5B

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4C

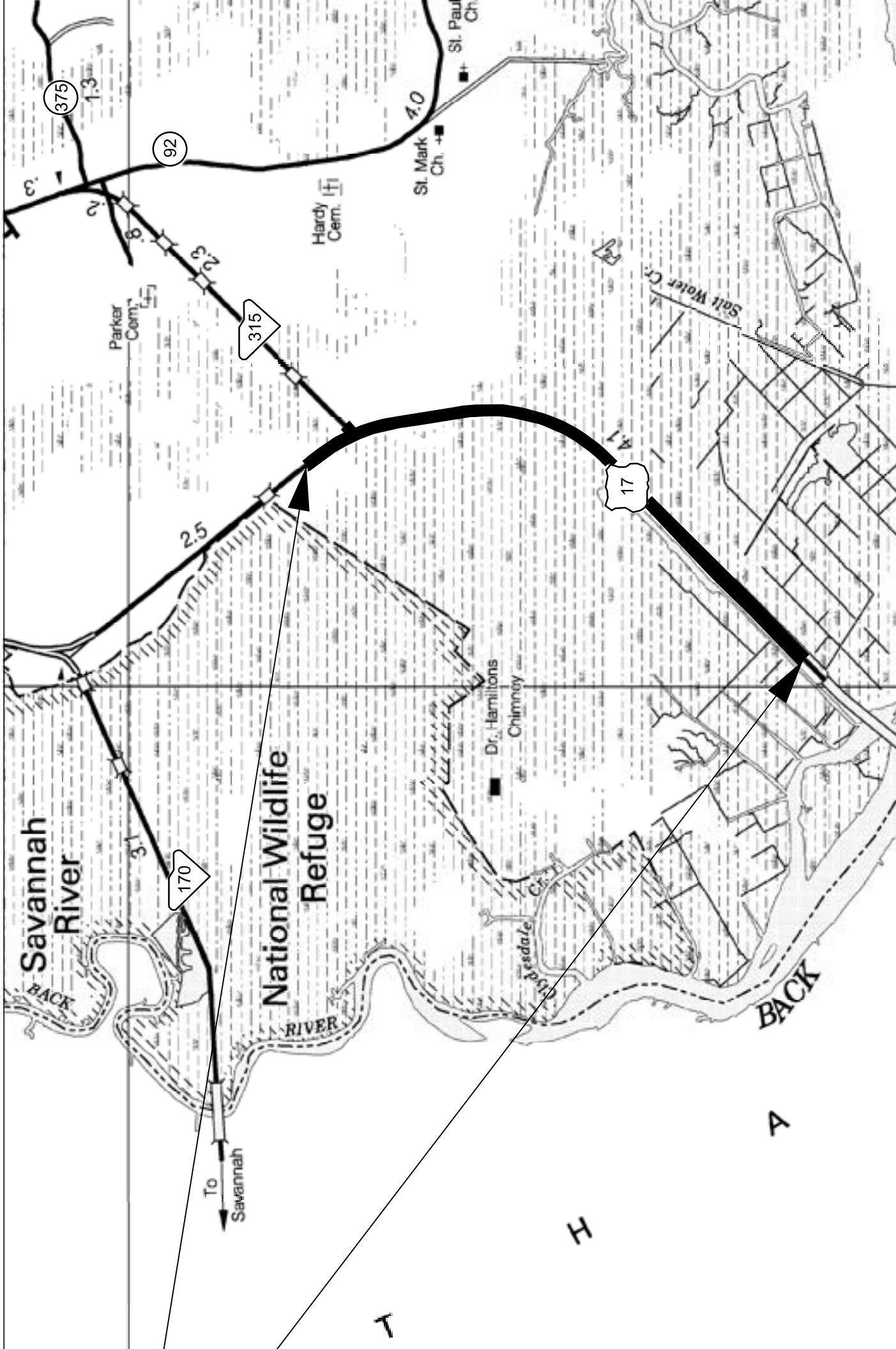
4B

4A

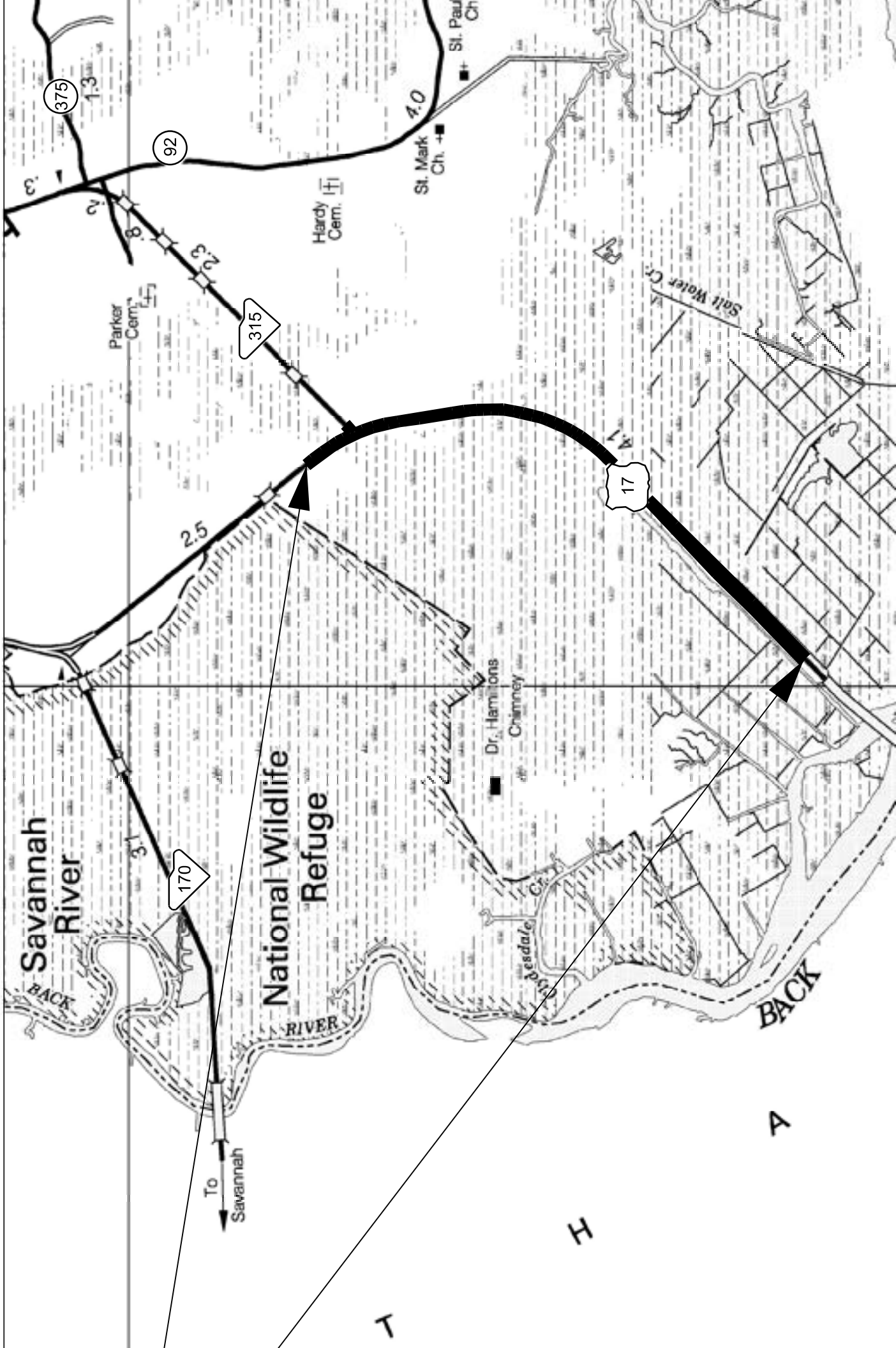
SPLICE BOX
(13"X24"X18")

INSTALL 1-13"X28' STEEL POLE,
& 2-1" PVC CONDUITS.

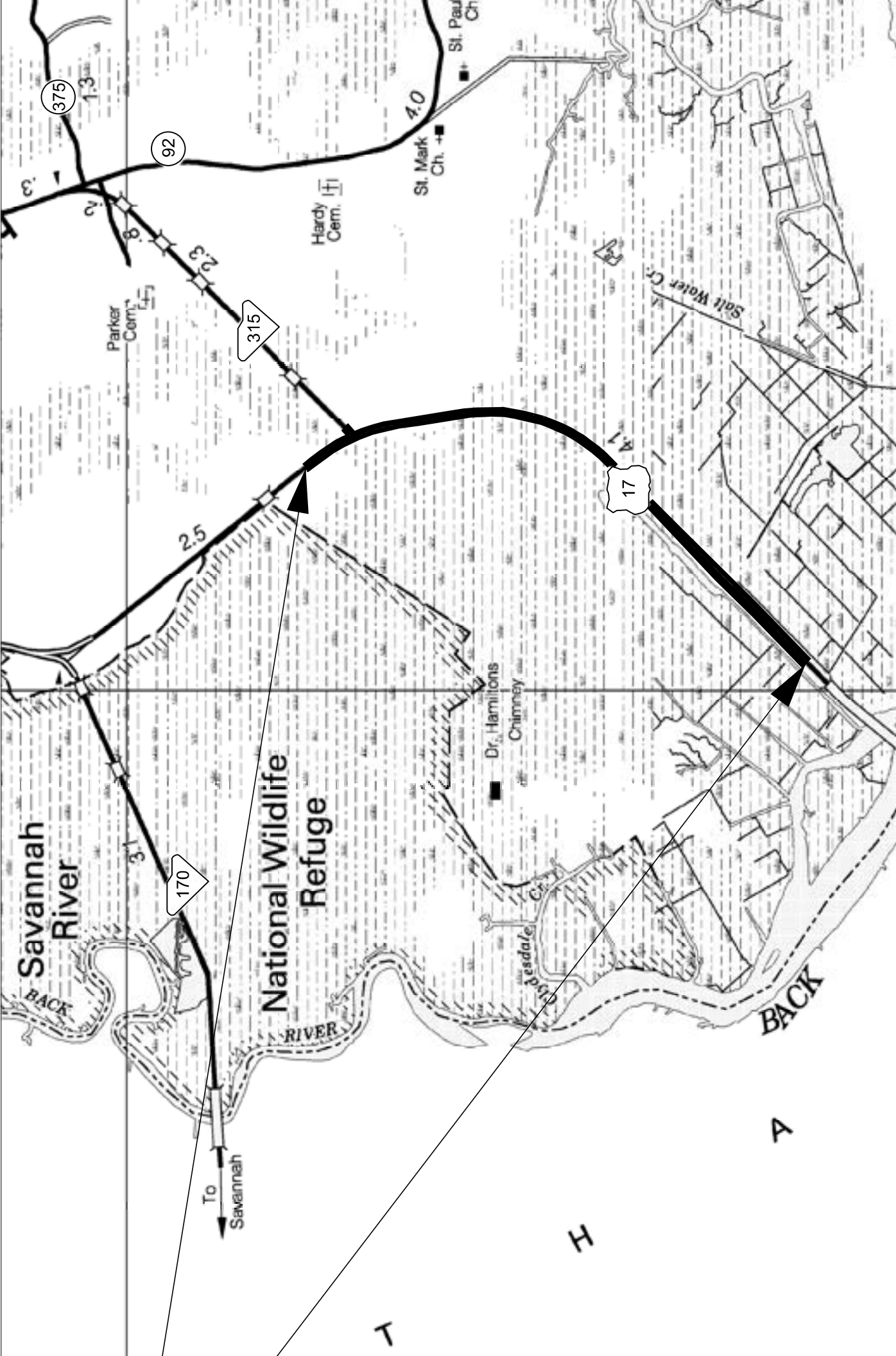
WIDENING OF US 17 FROM: GEORGIA STATE LINE TO: SC 3

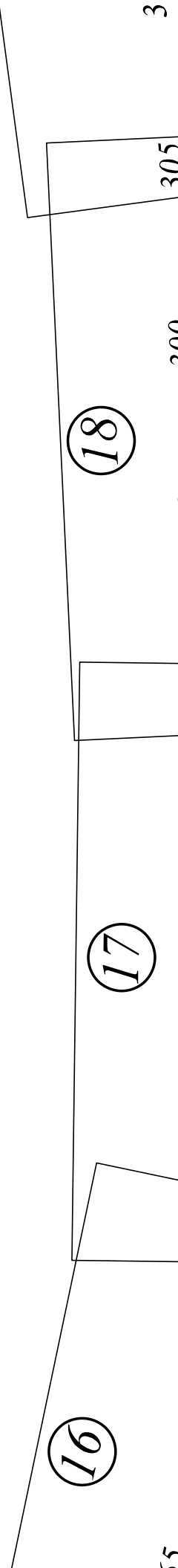
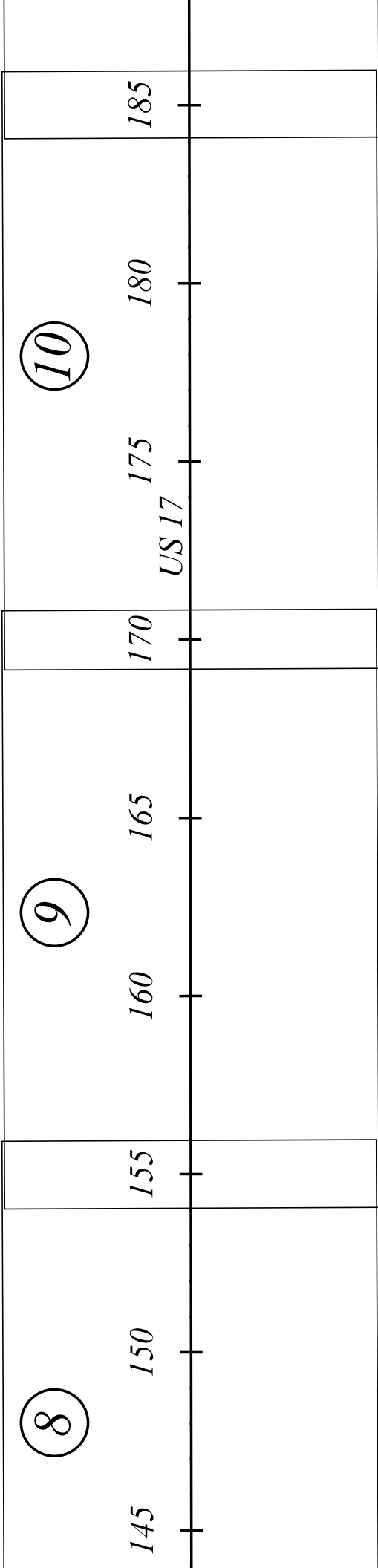


WIDENING OF US 17 FROM: GEORGIA STATE LINE TO: SC 3



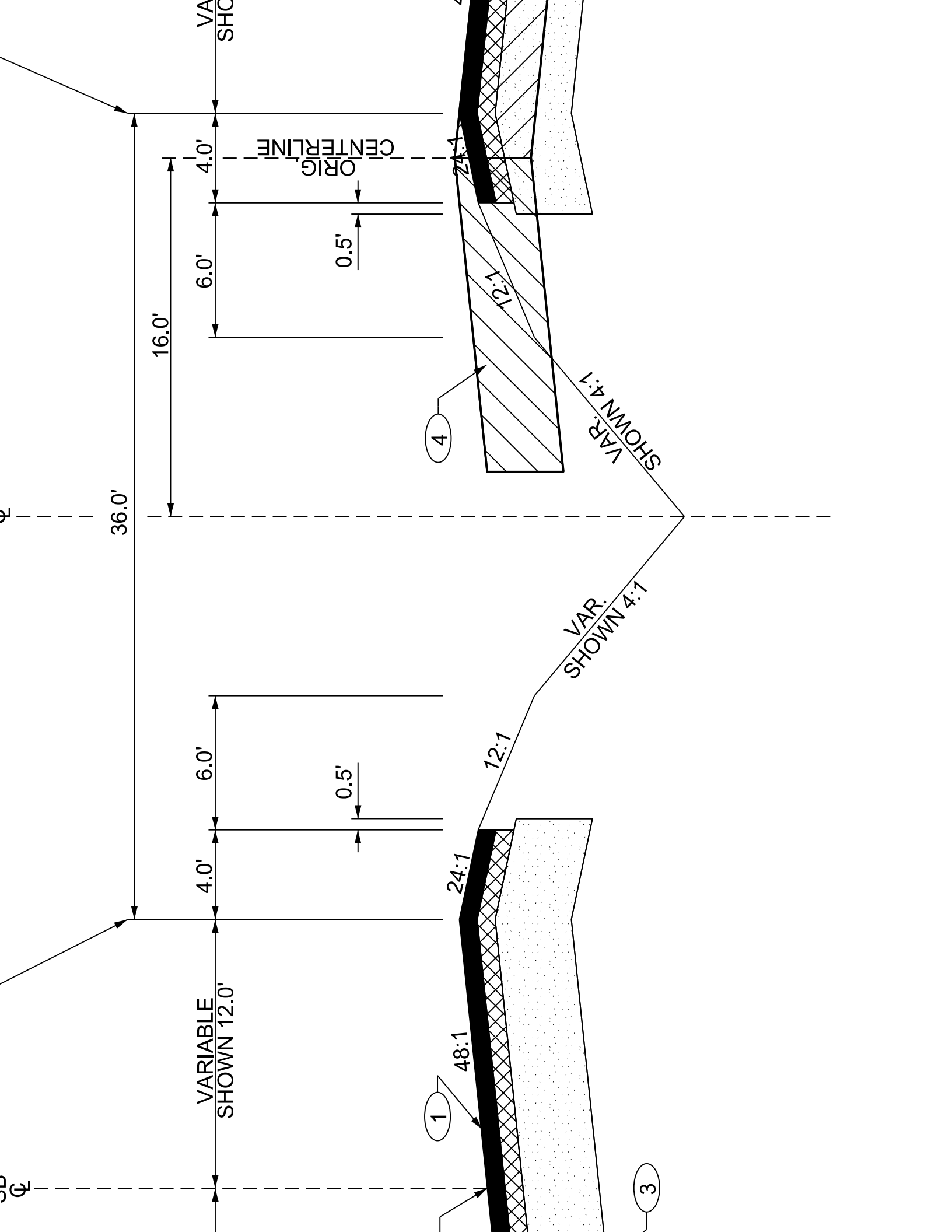
WIDENING OF US 17 FROM: GEORGIA STATE LINE TO: SC 3

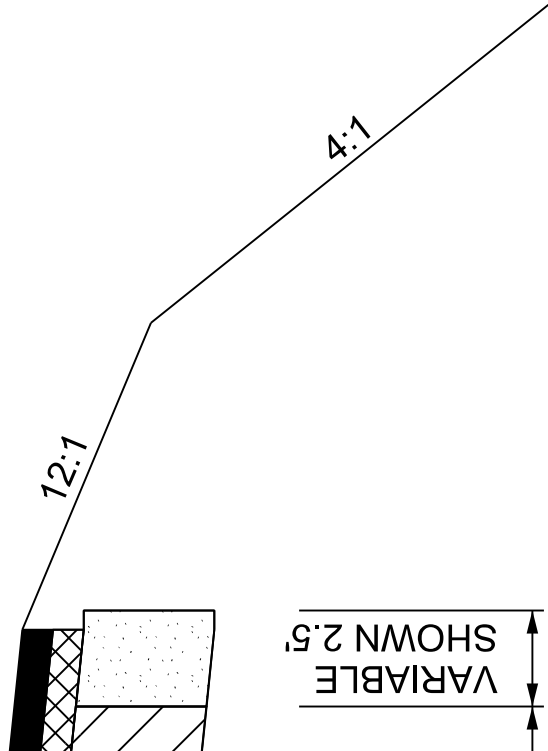
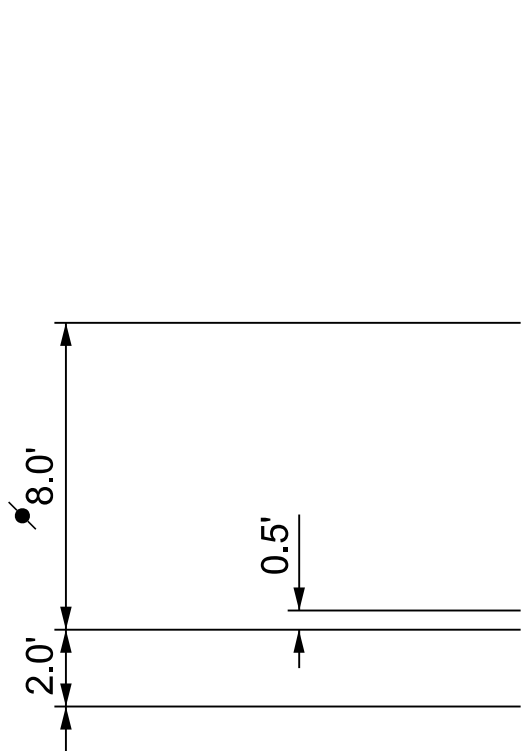
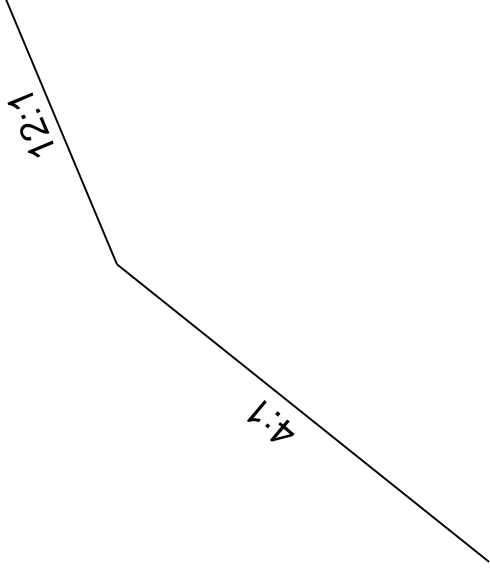
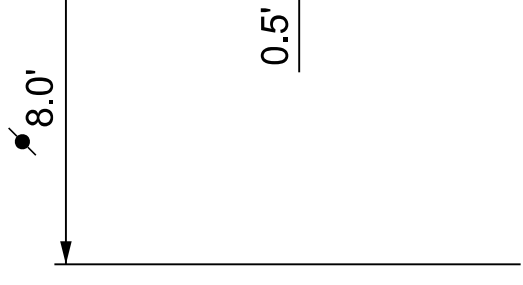




7011402	CONC. FOR STRUCTURES - CLASS 4000
7031100	REINF. STEEL FOR STRUCTURES (ROAD
7143618	18" SMOOTH WALL PIPE
7143624	24" SMOOTH WALL PIPE
7143636	36" SMOOTH WALL PIPE
7149962	18" ELASTOMER/FABRIC BACKFLOW CHH
7149963	24" ELASTOMER/FABRIC BACKFLOW CHH
7149965	36" ELASTOMER/FABRIC BACKFLOW CHH
7191005	CATCH BASIN -TYPE 1 CB - TYPE 1
7192040	DROP INLET TYPE 112
7199100	BEVELLING OF PIPE END
7203210	CONCRETE CURB AND GUTTER(2'-0") \
7206000	CONCRETE MEDIAN
7222029	5'X 5' P.C. BOX CULVERT {AASHTO N
8011400	AGGREGATE UNDERDRAIN (AGGR.NO. 5'
8012300	PREFABRICATED VERTICAL DRAIN WITH
8041020	RIP-RAP (CLASS B)
8041030	RIP-RAP (CLASS C)
8048205	GEOTEXTILE FOR EROSION CONTROL UN
8048210	GEOTEXTILE FOR EROSION CONTROL UN
8051151	MT3 LEADING END TREATMENT TL3
8051710	MB TRAILING END TREATMENT
8052100	MGS3 GR STANDARD SHOULDER
8068301	TEMPORARY BARRIER FENCE
8091010	RIGHT OF WAY MARKER(REBAR AND CAH
8091050	RIGHT OF WAY PLAT
8100100	PERMANENT COVER
8100200	TEMPORARY COVER
8104005	FERTILIZER (NITROGEN)
8104010	FERTILIZER (PHOSPHORIC ACID)
8104015	FERTILIZER (POTASH)
8105005	AGRICULTURAL GRANULAR LIME
8109050	SELECTIVE WATERING
8109901	MOWING
8151110	TEMPORARY EROSION CONTROL BLANKET

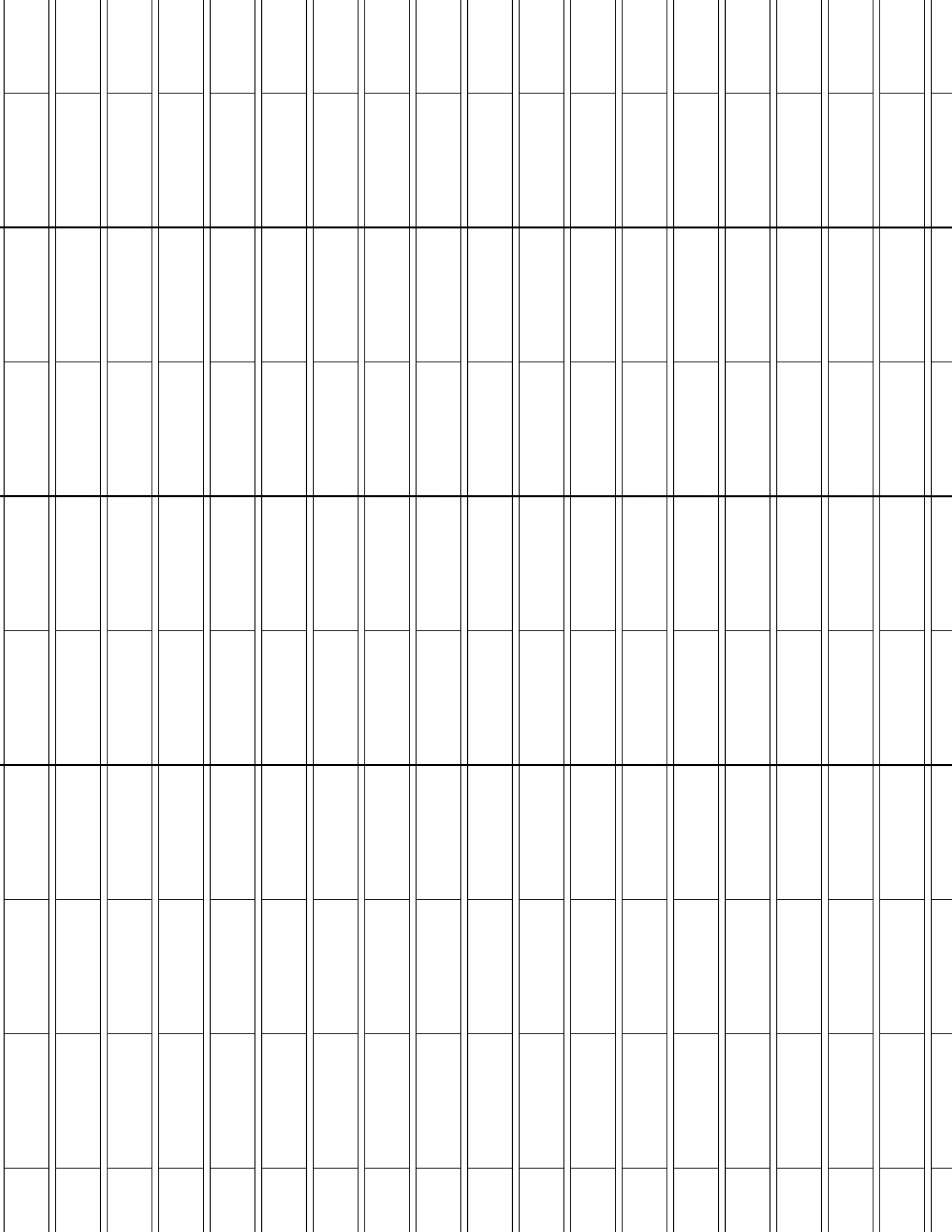
60.000	EA
21.000	EA
21.000	EA
290.000	CY
6.000	EA
400.000	LF
140607.000	CY
181740.000	SY
361.000	CY
50.000	TON
170060.000	SY
3656.000	TON
1737.000	TON
250.000	SY
15.810	MI
17898.000	TON
17625.000	TON
200.000	TON
400.000	SF
28.000	EA
18.000	EA
22300.000	LF
15750.000	LF
50.000	LF
620000.000	LF
582500.000	LF
900.000	LF
5200.000	LF
125.000	LF
225.000	LF
41600.000	LF
100.000	LF
76.000	EA
44.000	EA
610.000	EA


















VARIABLE
SHOWN 2.5'

+90.41



Appendix F: Projected Conditions Analysis

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			
Traffic Volume (vph)	655	6	311	574	12	609
Future Volume (vph)	655	6	311	574	12	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1615	2983	1524	1597	1624
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1615	2983	1524	1597	1624
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		5		598		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	21%	6%	13%	17%
Adj. Flow (vph)	682	6	324	598	13	634
Shared Lane Traffic (%)						
Lane Group Flow (vph)	682	6	324	598	13	634
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	25.0		50.0	50.0	20.0	
Total Split (%)	26.3%		52.6%	52.6%	21.1%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	16.4	30.1	20.7	20.7	8.3	58.3
Actuated g/C Ratio	0.28	0.52	0.36	0.36	0.14	1.00
v/c Ratio	1.38	0.01	0.31	0.65	0.06	0.39
Control Delay	209.0	8.5	15.3	5.4	27.7	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	209.0	8.5	15.3	5.4	27.7	0.7
LOS	F	A	B	A	C	A
Approach Delay	207.2		8.9			1.2
Approach LOS	F		A			A
Queue Length 50th (ft)	~285	0	34	0	4	0
Queue Length 95th (ft)	#641	7	83	63	20	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	493	1028	2261	1299	415	1624
















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.01	0.14	0.46	0.03	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 58.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 67.2
 Intersection LOS: E
 Intersection Capacity Utilization 79.3%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			
Traffic Volume (vph)	551	14	506	912	23	620
Future Volume (vph)	551	14	506	912	23	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1324	3406	1599	1805	1810
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1324	3406	1599	1805	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		14		950		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	22%	6%	1%	0%	5%
Adj. Flow (vph)	574	15	527	950	24	646
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	15	527	950	24	646
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	25.0		50.0	50.0	20.0	
Total Split (%)	26.3%		52.6%	52.6%	21.1%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	16.5	30.4	36.9	36.9	8.4	77.4
Actuated g/C Ratio	0.21	0.39	0.48	0.48	0.11	1.00
v/c Ratio	1.54	0.03	0.32	0.75	0.12	0.36
Control Delay	282.0	10.9	13.6	5.6	38.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	282.0	10.9	13.6	5.6	38.3	0.6
LOS	F	B	B	A	D	A
Approach Delay	275.1		8.4			1.9
Approach LOS	F		A			A
Queue Length 50th (ft)	~488	0	90	0	13	0
Queue Length 95th (ft)	#690	14	126	62	37	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	373	644	1954	1322	356	1810



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.54	0.02	0.27	0.72	0.07	0.36

Intersection Summary

- Area Type: Other
- Cycle Length: 95
- Actuated Cycle Length: 77.4
- Natural Cycle: 90
- Control Type: Actuated-Uncoordinated
- Maximum v/c Ratio: 1.54
- Intersection Signal Delay: 64.2
- Intersection LOS: E
- Intersection Capacity Utilization 74.1%
- ICU Level of Service D
- Analysis Period (min) 15
- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	655	6	311	574	12	609
Future Volume (vph)	655	6	311	574	12	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1615	2983	1524	1597	1624
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1615	2983	1524	1597	1624
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		6		598		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	21%	6%	13%	17%
Adj. Flow (vph)	682	6	324	598	13	634
Shared Lane Traffic (%)						
Lane Group Flow (vph)	682	6	324	598	13	634
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	52.2		29.5	29.5	13.3	
Total Split (%)	54.9%		31.1%	31.1%	14.0%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	33.3	47.4	20.6	20.6	8.5	75.4
Actuated g/C Ratio	0.44	0.63	0.27	0.27	0.11	1.00
v/c Ratio	0.88	0.01	0.40	0.70	0.07	0.39
Control Delay	35.0	4.8	27.1	8.0	39.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	4.8	27.1	8.0	39.5	0.7
LOS	C	A	C	A	D	A
Approach Delay	34.7		14.7			1.5
Approach LOS	C		B			A
Queue Length 50th (ft)	253	0	58	0	5	0
Queue Length 95th (ft)	#574	5	131	102	26	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	1059	1086	933	887	179	1624

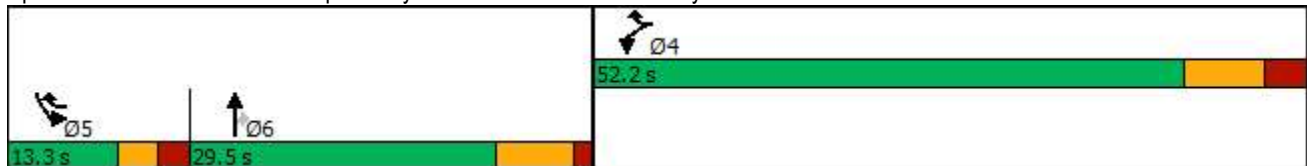















Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.01	0.35	0.67	0.07	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 75.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 79.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			
Traffic Volume (vph)	551	14	506	912	23	620
Future Volume (vph)	551	14	506	912	23	620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1324	3406	1599	1805	1810
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1324	3406	1599	1805	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		15		950		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	22%	6%	1%	0%	5%
Adj. Flow (vph)	574	15	527	950	24	646
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	15	527	950	24	646
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	43.0		38.7	38.7	13.3	
Total Split (%)	45.3%		40.7%	40.7%	14.0%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	30.7	44.4	30.5	30.5	8.2	85.1
Actuated g/C Ratio	0.36	0.52	0.36	0.36	0.10	1.00
v/c Ratio	0.91	0.02	0.43	0.80	0.14	0.36
Control Delay	47.8	6.1	23.8	8.2	42.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	6.1	23.8	8.2	42.1	0.6
LOS	D	A	C	A	D	A
Approach Delay	46.7		13.7			2.0
Approach LOS	D		B			A
Queue Length 50th (ft)	327	0	131	0	14	0
Queue Length 95th (ft)	#534	10	179	122	39	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	716	681	1294	1196	174	1810

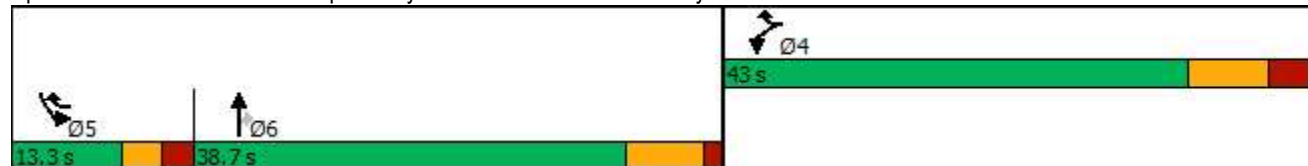














Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.02	0.41	0.79	0.14	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 85.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 18.0 Intersection LOS: B
 Intersection Capacity Utilization 74.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	659	7	314	574	22	612
Future Volume (vph)	659	7	314	574	22	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1615	2983	1524	1597	1624
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1615	2983	1524	1597	1624
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		6		598		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	21%	6%	13%	17%
Adj. Flow (vph)	686	7	327	598	23	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	686	7	327	598	23	638
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	25.0		50.0	50.0	20.0	
Total Split (%)	26.3%		52.6%	52.6%	21.1%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	16.4	30.1	21.0	21.0	8.3	58.6
Actuated g/C Ratio	0.28	0.51	0.36	0.36	0.14	1.00
v/c Ratio	1.40	0.01	0.31	0.64	0.10	0.39
Control Delay	215.9	8.3	15.2	5.4	28.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	215.9	8.3	15.2	5.4	28.1	0.7
LOS	F	A	B	A	C	A
Approach Delay	213.8		8.9			1.7
Approach LOS	F		A			A
Queue Length 50th (ft)	~287	0	35	0	6	0
Queue Length 95th (ft)	#649	7	83	63	29	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	490	1022	2247	1295	413	1624



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.40	0.01	0.15	0.46	0.06	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 58.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 69.1 Intersection LOS: E
 Intersection Capacity Utilization 79.6% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↗	↗	↕↕	↗	↗	↕↕
Traffic Vol, veh/h	3	3	885	22	3	1268
Future Vol, veh/h	3	3	885	22	3	1268
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	0	-	100	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	3	962	24	3	1378

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	1657	481	0	0	986
Stage 1	962	-	-	-	-
Stage 2	695	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	91	537	-	-	709
Stage 1	336	-	-	-	-
Stage 2	462	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	91	537	-	-	709
Mov Cap-2 Maneuver	91	-	-	-	-
Stage 1	336	-	-	-	-
Stage 2	460	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	28.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	91	537	709	-
HCM Lane V/C Ratio	-	-	0.036	0.006	0.005	-
HCM Control Delay (s)	-	-	46	11.7	10.1	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-














Intersection

Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	586	10	14	661	4	4
Future Vol, veh/h	586	10	14	661	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	637	11	15	718	4	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	648
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	947
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	947
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	481	-	-	947	-
HCM Lane V/C Ratio	0.028	0.009	-	-	0.016	-
HCM Control Delay (s)	28.6	12.6	-	-	8.9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			
Traffic Volume (vph)	563	16	517	912	27	621
Future Volume (vph)	563	16	517	912	27	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1324	3406	1599	1805	1810
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1324	3406	1599	1805	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16		950		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	22%	6%	1%	0%	5%
Adj. Flow (vph)	586	17	539	950	28	647
Shared Lane Traffic (%)						
Lane Group Flow (vph)	586	17	539	950	28	647
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	25.0		50.0	50.0	20.0	
Total Split (%)	26.3%		52.6%	52.6%	21.1%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	16.5	30.4	37.0	37.0	8.4	77.5
Actuated g/C Ratio	0.21	0.39	0.48	0.48	0.11	1.00
v/c Ratio	1.57	0.03	0.33	0.75	0.14	0.36
Control Delay	297.1	10.4	13.7	5.6	38.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	297.1	10.4	13.7	5.6	38.4	0.6
LOS	F	B	B	A	D	A
Approach Delay	289.0		8.5			2.1
Approach LOS	F		A			A
Queue Length 50th (ft)	~502	0	92	0	15	0
Queue Length 95th (ft)	#708	14	131	62	40	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	373	644	1952	1321	355	1810



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.57	0.03	0.28	0.72	0.08	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 77.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 68.1
 Intersection LOS: E
 Intersection Capacity Utilization 74.8%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑↑	↘	↘	↑↑
Traffic Vol, veh/h	10	11	1418	8	1	1183
Future Vol, veh/h	10	11	1418	8	1	1183
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	0	-	100	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	12	1541	9	1	1286

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	2186	771	0	0	1550
Stage 1	1541	-	-	-	-
Stage 2	645	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	40	347	-	-	433
Stage 1	166	-	-	-	-
Stage 2	490	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	40	347	-	-	433
Mov Cap-2 Maneuver	40	-	-	-	-
Stage 1	166	-	-	-	-
Stage 2	489	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	68.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	40	347	433	-
HCM Lane V/C Ratio	-	-	0.272	0.034	0.003	-
HCM Control Delay (s)	-	-	125.7	15.7	13.3	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	0	-

Intersection

Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	935	4	6	565	14	14
Future Vol, veh/h	935	4	6	565	14	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1016	4	7	614	15	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1020
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	688
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	688
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	30.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	291	-	-	688	-
HCM Lane V/C Ratio	0.138	0.052	-	-	0.009	-
HCM Control Delay (s)	42.9	18.1	-	-	10.3	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	659	7	314	574	22	612
Future Volume (vph)	659	7	314	574	22	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1615	2983	1524	1597	1624
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1615	2983	1524	1597	1624
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		7		598		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	21%	6%	13%	17%
Adj. Flow (vph)	686	7	327	598	23	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	686	7	327	598	23	638
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	52.3		29.4	29.4	13.3	
Total Split (%)	55.1%		30.9%	30.9%	14.0%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	35.2	49.3	20.8	20.8	8.5	80.1
Actuated g/C Ratio	0.44	0.62	0.26	0.26	0.11	1.00
v/c Ratio	0.89	0.01	0.42	0.71	0.14	0.39
Control Delay	37.6	4.7	29.8	8.3	42.1	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	4.7	29.8	8.3	42.1	0.7
LOS	D	A	C	A	D	A
Approach Delay	37.3		15.9			2.2
Approach LOS	D		B			A
Queue Length 50th (ft)	359	0	88	0	13	0
Queue Length 95th (ft)	#579	6	132	102	38	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	1006	1035	880	871	169	1624

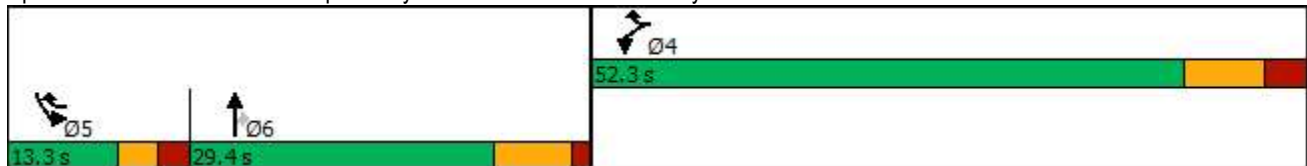


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.01	0.37	0.69	0.14	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 80.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 18.4 Intersection LOS: B
 Intersection Capacity Utilization 79.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	563	16	517	912	27	621
Future Volume (vph)	563	16	517	912	27	621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		400	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1324	3406	1599	1805	1810
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	1324	3406	1599	1805	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		17		950		
Link Speed (mph)	55		55			55
Link Distance (ft)	612		675			1520
Travel Time (s)	7.6		8.4			18.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	22%	6%	1%	0%	5%
Adj. Flow (vph)	586	17	539	950	28	647
Shared Lane Traffic (%)						
Lane Group Flow (vph)	586	17	539	950	28	647
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	4!	4 5	6		5	Free!
Permitted Phases				6		
Detector Phase	4	4 5	6	6	5	
Switch Phase						
Minimum Initial (s)	8.0		15.0	15.0	8.0	
Minimum Split (s)	17.1		22.2	22.2	13.3	
Total Split (s)	43.0		38.7	38.7	13.3	
Total Split (%)	45.3%		40.7%	40.7%	14.0%	
Yellow Time (s)	5.9		5.7	5.7	3.0	
All-Red Time (s)	3.2		1.5	1.5	2.3	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	9.1		7.2	7.2	5.3	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	31.6	45.2	30.5	30.5	8.2	86.0
Actuated g/C Ratio	0.37	0.53	0.35	0.35	0.10	1.00
v/c Ratio	0.91	0.02	0.45	0.81	0.16	0.36
Control Delay	47.9	5.8	24.2	8.3	42.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	5.8	24.2	8.3	42.6	0.6
LOS	D	A	C	A	D	A
Approach Delay	46.7		14.0			2.3
Approach LOS	D		B			A
Queue Length 50th (ft)	337	0	134	0	16	0
Queue Length 95th (ft)	#551	11	184	122	43	0
Internal Link Dist (ft)	532		595			1440
Turn Bay Length (ft)		200		400	400	
Base Capacity (vph)	705	681	1274	1192	171	1810

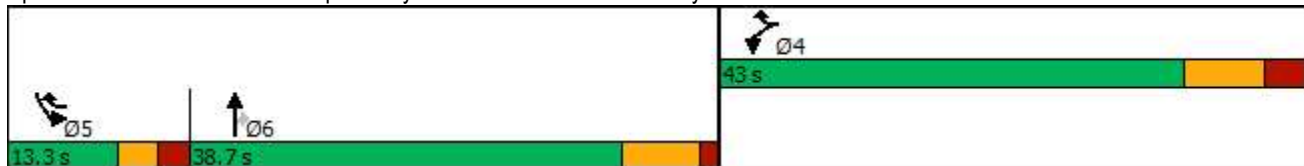


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.02	0.42	0.80	0.16	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 86
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 18.3
 Intersection LOS: B
 Intersection Capacity Utilization 74.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 1: US 17/Speedway Blvd & SC-315/S Okatie Hwy



Appendix G: ITE Trip Generation Sheets

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

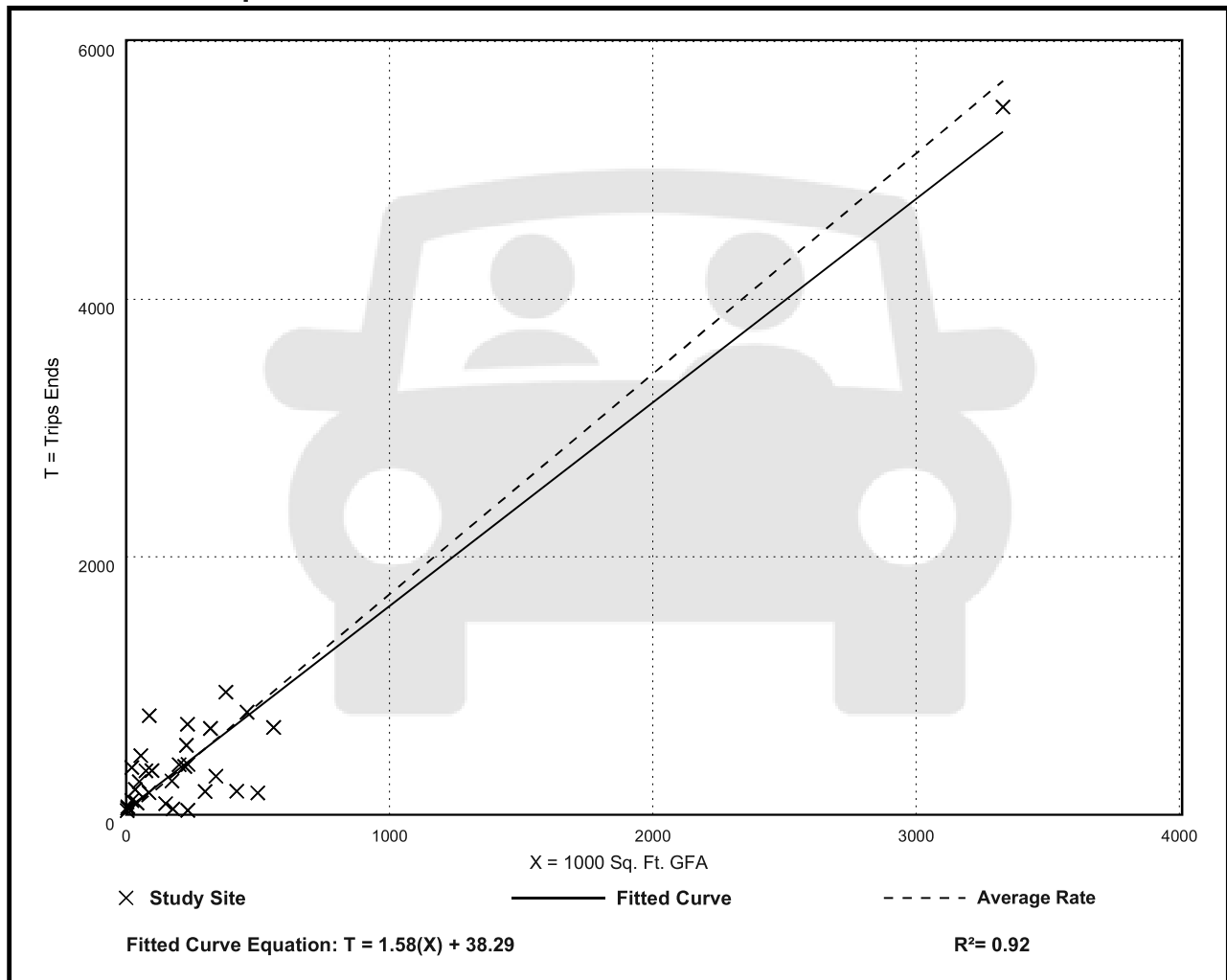
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

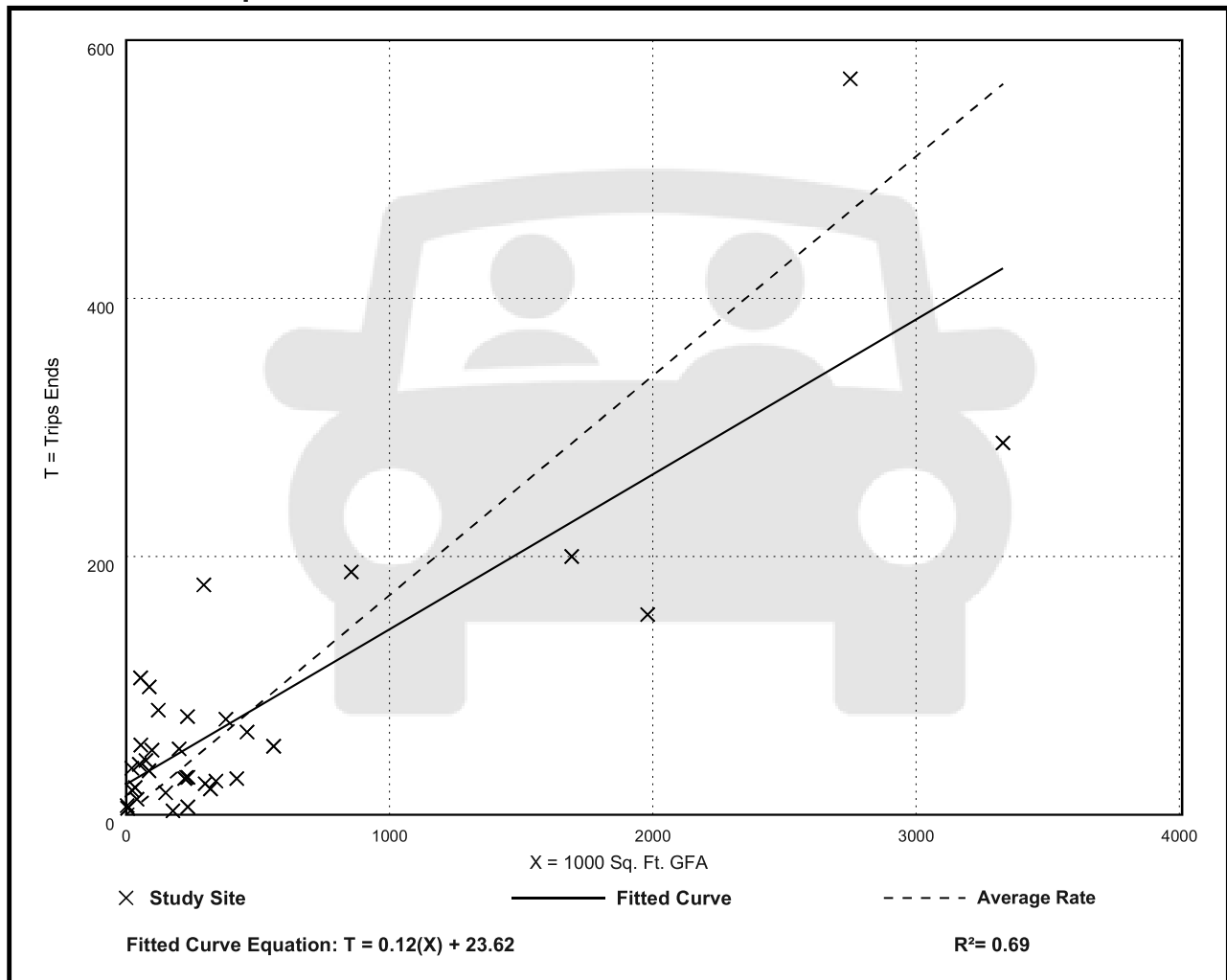
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

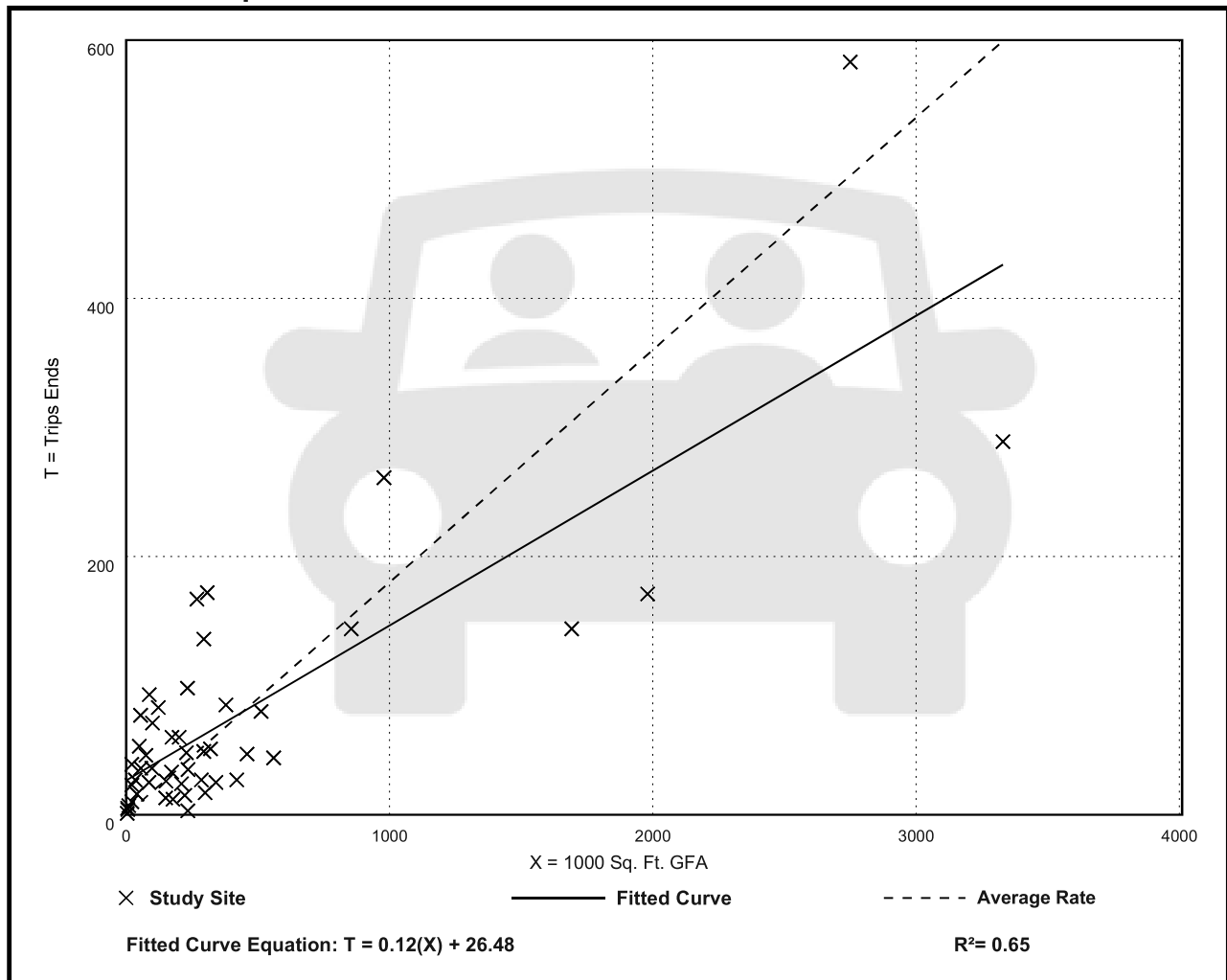
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Appendix H: Section 5D-4 Auxiliary Lane Design - SCDOT ARMS

- Based on the capacity analysis, the necessary time for a protected left-turn phase becomes unattainable to meet the level-of-service criteria (average delay per vehicle); and/or
- There is insufficient space to provide the calculated length of a single-turn lane because of site restrictions (e.g., closely spaced intersections).

Dual right-turn lanes do not work as well as dual left-turn lanes because of the more restrictive space available for two-abreast right turns. If practical, the designer should find an alternative means to accommodate the high number of right-turning vehicles.

Triple left-turn lanes require more specific justification and detail in the design than dual left-turn lanes. Because triple left-turn lanes are not common in South Carolina, early coordination with the Traffic Engineering division is recommended.

5D-4 Auxiliary Lane Design

The length of a right-turn and left-turn lane at an intersection should allow for both safe vehicular deceleration and storage of turning vehicles outside of the through lanes. The length of auxiliary lanes will be determined by a combination of its taper length (Figure 5-21) and storage length (Table 5-8 and Table 5-9). When widening is necessary to accommodate a turn lane, the methods presented in Figure A-8 should be used.

Table 5-8: Right-Turn Lane Storage Lengths

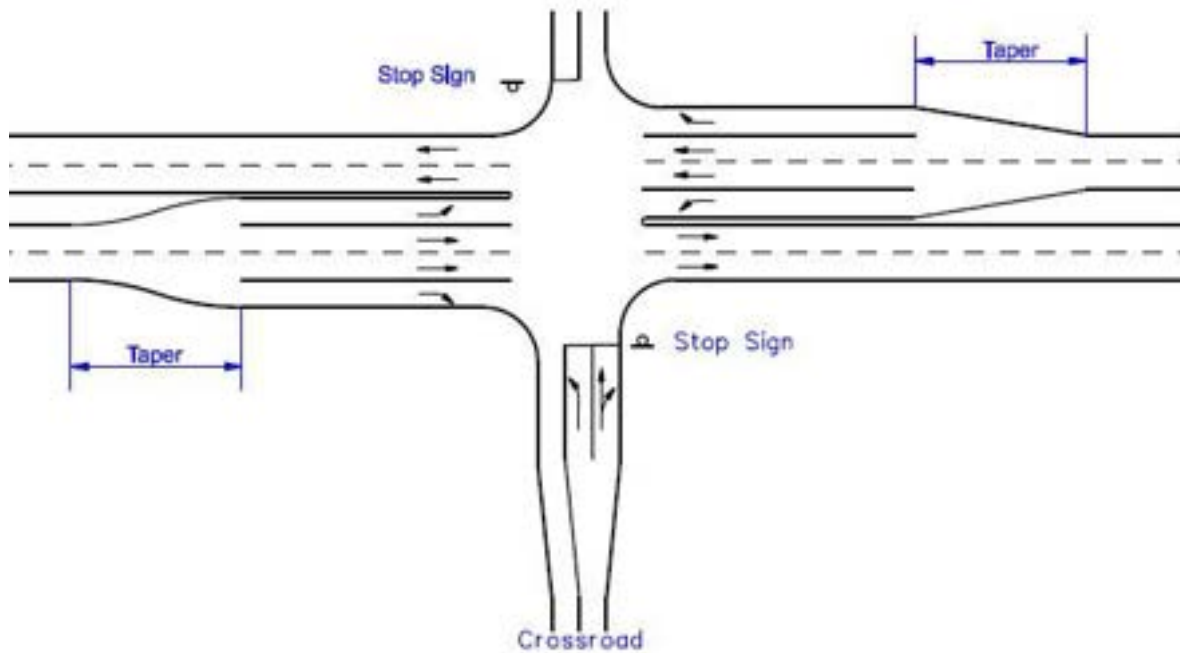
Turning Volume (vph)	Percent of Trucks in Turning Volume				
	0% to 10%	20%	40%	60%	100%
50	Minimum length of 100 ft				
100					
150		125 ft	175 ft	175 ft	175 ft
200	150 ft	175 ft	225 ft	225 ft	250 ft
250	200 ft	225 ft	275 ft	275 ft	325 ft
300	250 ft	275 ft	325 ft	350 ft	400 ft
350	300 ft	325 ft	375 ft	425 ft	475 ft
400	350 ft	375 ft	425 ft	500 ft	550 ft

Table 5-9: Left-Turn Lane Storage Lengths

Turning Volume (vph)	Percent of Trucks in Turning Volume				
	0% to 10%	20%	40%	60%	100%
50	Minimum length of 150 ft. in Urban Areas Minimum length of 200 ft. in Rural Areas				
100					
150			175 ft	175 ft	175 ft
200		175 ft	225 ft	225 ft	250 ft
250	200 ft	225 ft	275 ft	275 ft	325 ft
300	250 ft	275 ft	325 ft	350 ft	400 ft
350	300 ft	325 ft	375 ft	425 ft	475 ft
400	350 ft	375 ft	425 ft	500 ft	550 ft

NOTES: 1) SCDOT Traffic Engineering should review the design to determine if longer turn lane lengths are required. 2) Consider providing dual turn lanes if volumes are greater than 300 vph.

Figure 5-21: Typical Auxiliary Lane Taper Lengths



REVERSE CURVE TAPER				STRAIGHT TAPER		
Design Speed (mph)	Radius (ft)	Auxiliary Lane Widths		Design Speed (mph)	Auxiliary Lane Widths	
		W=11 ft	W=12 ft		W=11 ft	W=12 ft
$V \leq 30$	300	115	120	$V \leq 30$	115	120
31 - 40	480	145	152	31 - 40	145	150
41 - 50	670	171	179	41 - 50	170	180
$51 \leq V$	840	192	201	$51 \leq V$	200	200

Notes:

- 1) Create taper equivalent reverse curves.
- 2) Taper distance is approximately based on tangent alignment
- 3) W=width of turning lane
- 4) Where through road is on a curve, develop a uniform offset taper from the curved mainline.

In-depth design criteria for auxiliary lanes can be found in Section 15.5 of the SCHDM.

EXHIBIT I

Jasper County Zoning Ordinance And Land Development Regulations

