



ANDERSON COUNTY

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Council Members:

Tommy Dunn
Chairman
District 5

Ken Waters
Vice-Chairman
District 6

Francis M. Crowder, Sr.
District 1

Gracie S. Floyd
District 2

J. Mitchell Cole
District 3

Thomas E. Allen
District 4

M. Cindy Wilson
District 7

Kimberly Poulin
Clerk to Council
kapoulin@andersoncountysc.org

Rusty Burns
County Administrator

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Anderson, SC 29622
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AGENDA ANDERSON COUNTY COUNCIL Presentation Meeting – May 19, 2015 – 6:00 p.m. Historic Courthouse – Council Chambers – Second Floor Chairman Tommy Dunn, Presiding

1. **CALL TO ORDER:** Chairman Tommy Dunn
2. **RESOLUTION:**
 - a. **#R2015-025:** A resolution recognizing Palmetto High School Air Force Junior Reserve Officer Training Corps for receiving the 2014 – 2015 Distinguished Unit Award; and other matters related thereto. Ms. M. Cindy Wilson (allotted 5 minutes)

3. **ADJOURNMENT:**

AGENDA ANDERSON COUNTY COUNCIL Regular Meeting – May 19, 2015 – 6:30 p.m. Historic Courthouse – Council Chambers – Second Floor Chairman Tommy Dunn, Presiding

1. **CALL TO ORDER:** Chairman Tommy Dunn
2. **INVOCATION AND PLEDGE OF ALLEGIANCE:** Ms. M. Cindy Wilson
3. **APPROVAL OF MINUTES:** May 5, 2015 meeting
4. **CITIZEN COMMENTS:** Agenda Matters
5. **CONCERNS AND COMMENTS REGARDING THE FY15-16 BUDGET:**
Ms. Gracie S. Floyd (allotted 15 minutes)
6. **ORDINANCE – SECOND READING:**
 - a. **2015-014:** an ordinance requesting to rezone ~10.68 acres (091-00-08-001), located at 2825 Lebanon Road, in Council District #4 from PD (Planned Development) to R-A (Residential - Agricultural). Mr. Michael Forman (allotted 5 minutes)
 - b. **2015-015:** an ordinance for adoption of the Highway 81 Overlay District Comprehensive Plan Amendment, to include all zoned properties or portions of properties that are within 500 feet of the centerline of Highway 81, and directly access Highway 81; bounded to the northwest by the centerline of Scotts Bridge Road, to the northeast by the centerline of Long Road, and to the south by the centerline of Reed Road, and matters related thereto. Mr. Michael Forman (allotted 10 minutes)
7. **ORDINANCE – FIRST READING:**
 - a. **2015-008:** : Request for major amendments to 2007 approved Kowalski's PD Statement of Intent on +/- 72.12 acres of parcels 147-00-04-005, 147-00-04-007 and 147-00-04-009, located on Crestview Road and Harriett Circle in Council District #1 along with request to add +/- 32.55 acres of parcel 146-00-07-001, located on Vandiver Road to the proposed renamed Village at Bailey Creek's PD. **(TITLE ONLY) PUBLIC HEARING – NO TIME LIMIT.** Mr. Michael Forman (allotted 5 minutes)

8. **RESOLUTION:**

- a. **#R2015-025:** in support of the issuance by the South Carolina Jobs-Economic Development Authority of its Economic Development Revenue Bonds (Watson Engineering, Inc. Project) series 2015, pursuant to the provisions of title 41, chapter 43, of the Code of Laws of South Carolina, 1976, as amended, in the aggregate principal amount of not exceeding \$8,750,000. **PUBLIC HEARING – NO TIME LIMITS**
Chairman Tommy Dunn (allotted 5 minutes)
- b. **#R2015-029:** a resolution to approve certain Mutual Aid Agreements and/or other Inter-jurisdictional Agreements entered into by the Anderson County Sheriff's Office; and other matters related thereto. Chairman Tommy Dunn (allotted 5 minutes)

9. **EXECUTIVE SESSION EMS/CONTRACTUAL MATTERS**

RESOLUTIONS CONTINUED:

- c. **#R2015-030:** a resolution authorizing the County Administrator to enter into interim contracts to ensure that all citizens of Anderson County have access to emergency medical services; and other matters related thereto. Mr. Rusty Burns (allotted 5 minutes)

10. **BOARDS/COMMISSIONS:**

11. **REQUESTS BY COUNCIL MEMBERS:** All Districts (allotted 14 minutes)

12. **ADMINISTRATOR'S REPORT:** Mr. Rusty Burns (allotted 2 minutes)

- a. Letters of Appreciation:
 - 1. To: Registration and Elections From: Jack Ferguson
 - 2. To: Michael Miller From: Chief Clamp, Belton PD
 - 3. To: Matthew Littleton and James Culbertson From: Brian Richardson
- b. Reports
 - 1. Building & Codes Monthly Report
 - 2. Recreation Fund Report
- c. Budget Transfers

13. **CITIZEN COMMENTS:** Other Matters

14. **REMARKS FROM COUNCIL MEMBERS:**

15. **ADJOURNMENT:**

2.
a.

#R2015-026

A Resolution recognizing Palmetto High School Air Force Junior Reserve Officer Training Corps for receiving the 2014 – 2015 Distinguished Unit Award; and other matters related thereto:

WHEREAS, The Air Force Junior Reserve Officer Training Corps, Unit South Carolina – 942, (AFJROTC) of Palmetto High School has for nine consecutive years received the Distinguished Unit Award (DUA), and

WHEREAS, this award recognizes JROTC units that have performed above and beyond normal expectations, and have distinguished themselves through outstanding service to their school and community while meeting the AFJROTC mission of producing better citizens for the United States of America, and

WHEREAS, the cadets exceptional character, citizenship and self-discipline emulate the qualities sought by the rigorous requirements of the program, and

WHEREAS, all cadets are trained in the fundamentals of Air and Space Technology and must continually maintain a physically fit appearance and undergo weekly personnel inspections to ensure proper maintenance of all uniforms, and

NOW, THEREFORE, it is hereby resolved by the Anderson County Council:

The Anderson County Council commends and congratulates the Palmetto High School Junior Reserve Officer Training Corps for receiving the 2014-2015 Distinguished Unit Award; and,

This resolution shall take effect and be in force immediately upon enactment.

RESOLVED in meeting duly assembled this 21st day of May, 2015.

For Anderson County:

Tommy Dunn, Chairman
District Five

M. Cindy Wilson
District Seven

Attest:

Rusty Burns
County Administrator

Kimberly A. Poulin
Clerk to Council

State of South Carolina)
County of Anderson)

ANDERSON COUNTY COUNCIL
SPECIAL PRESENTATION MEETING
MAY 5, 2015

IN ATTENDANCE:
KEN WATERS, VICE CHAIRMAN
FRANCIS M. CROWDER
J. MICHAEL COLE
TOM ALLEN
M. CINDY WILSON

ALSO PRESENT:
RUSTY BURNS
KIM POULIN

1 KEN WATERS: At this time we'd like to
2 call the Anderson County Proclamation and Awards
3 ceremony to order. And at this time I would like to
4 recognize Ms. Cindy Wilson and Mr. Mitchell Cole for
5 the first resolution -- proclamation.

6 CINDY WILSON: Thank you, Mr. Chairman.
7 This is over pretty serious matter that strikes a lot
8 of folks. This is Women's Lung Health Week May 10th
9 through 16th, and this is a Proclamation.

10 WHEREAS, every five minutes a woman in the
11 United States is told she has lung cancer; and

12 WHEREAS, lung cancer is the number one
13 cancer killer of women in the United States; and

14 WHEREAS, the lung cancer death rate in women
15 has almost doubled over the past 37 years; and

16 WHEREAS, advocacy and increased awareness
17 will result in more and better treatment for women
18 with lung cancer and other lung diseases and will
19 ultimately save lives; and

20 WHEREAS, LUNG FORCE is the national movement
21 led by the American Lung Association, with the
22 mission of making lung cancer history. Our
23 determination to unite women to stand together with a
24 collective strength and purpose to lead the fight
25 against lung cancer and for lung health is only
26 surpassed by our educational goals to the public as a
27 whole.

28 BE IT DECLARED that Anderson County Council
29 hereby designates the second full week in May as
30 Women's Lung Health Week throughout the County, and
31 encourages all residents of Anderson County to learn
32 more about the detection and treatment of lung
33 cancer.

34 And, Mr. Chairman, may we have Mrs.
35 Elizabeth Kelly-Pope to come forward. Is she here?

36 FRANCIS CROWDER: We need a motion and a
37 second.

38 CINDY WILSON: May we have -- may I put
39 this in the form of a motion?

40 MITCHELL COLE: Second.

41 KEN WATERS: All right. Have a form of
42 a motion and a second. All those in favor raise your
43 right hand. All right. Make that -- that passed
44 unanimously.

45 All right. And she's not here, so we'll
46 move on to the second one. And that would be, Mr.
47 Cole, I believe that proclamation is yours.

48 MITCHELL COLE: This is a proclamation
49 declaring the Month of May as Mental Health Month.

50 KEN WATERS: Okay. All right.

1 CINDY WILSON: Step down and ---

2 KEN WATERS: Would you like all of us
3 to meet ---

4 **(PRESENTATION OF PROCLAMATION)**

5 KEN WATERS: All right. And we'll
6 continue, Mr. Cole.

7 MITCHELL COLE: Okay. This is a
8 proclamation making May Mental Health Month.

9 WHEREAS, the mental health of our citizens
10 is essential to the continued well-being and vitality
11 of our families, businesses and communities; and

12 WHEREAS, mental health issues affect
13 parents, sisters, brothers and co-workers--all of the
14 people in our lives; and

15 WHEREAS, people with mental illnesses
16 recover if given the necessary services and supports
17 in their communities; and

18 WHEREAS, only one out of two people with a
19 serious form of mental illness seeks treatment; and

20 WHEREAS, stigma and fear of discrimination
21 keep many who would benefit from mental health
22 services from seeking help; and

23 WHEREAS, greater public awareness about
24 mental illnesses can change negative attitudes and
25 behaviors toward people with mental illnesses; and

26 WHEREAS, the 2015 observance of Mental
27 Health Month will help raise awareness of the
28 importance of mental health and the stigma people
29 with mental illness face, while delivering the
30 message that, with proper treatment, recovery is
31 possible.

32 NOW, THEREFOR, WE, members of Anderson
33 County Council, on behalf of Anderson County, do
34 hereby proclaim the month of May 2015 as MENTAL
35 HEALTH MONTH.

36 As Council members, we also call upon all
37 Anderson County citizens, government agencies, public
38 and private institutions, businesses, and schools to
39 recommit our community to increasing awareness and
40 understanding of mental illnesses, reducing stigma
41 and discrimination, and promoting appropriate and
42 accessible services for all people with mental
43 illnesses.

44 I present this in the form of a motion.

45 FRANCIS CROWDER: Second.

46 KEN WATERS: All right. We have a
47 motion and we have a second. All in favor of those
48 notify by raising your right hand. All right. And
49 let that be known that it passed unanimously.

50 All right. Do we have anyone we need to

1 present that to? Okay.

2 **(PRESENTATION OF PROCLAMATION)**

3 KEN WATERS: All right. We have one
4 more proclamation and that ...

5 CINDY WILSON: Thank you, Mr. Chairman.
6 This is a proclamation designating May 15 as Peace
7 Officers Memorial Day and the week of May 10-16 as
8 Police Week and To Reverently Honor Law Enforcement
9 Officers who have become disabled or have Fallen in
10 the Line of Duty. And I would like to read a list of
11 those that we honor specifically tonight as well as
12 those that we honor in the proclamation.

13 1920 Arthur Hughes, Honea Path PD. 1924
14 William Gibson, Anderson City PD. 1926 James R.
15 Wilson, Anderson County Sheriff Officer. 1928 Luther
16 A. Martin, Anderson County Sheriff's office. 1947
17 Willis Ed Sander, Sr., Anderson City PD. 1956
18 William L. Acker, Anderson City PD. 1957 James
19 Tillotson, Anderson County Sheriff's office. 1965
20 Levis T. Sexton, Anderson County Sheriff's office.
21 1967 Earl Dean Compton, Iva PD. 1969 A.C. Campbell,
22 South Carolina Wildlife Department. 1972 Barry
23 Creamer, Anderson County Sheriff's office. 1973
24 Edgar Cooley, Honea Path PD. 1975 Charles G.
25 Sheppard, Anderson City PD. 1992 Chris Taylor,
26 Anderson County Sheriff's office. 1994 Randall
27 Hester, South Carolina Highway Patrol. 2005 James
28 Alex Burdette, Anderson County Sheriff's office.

29 WHEREAS, from the beginning of our Great
30 Nation, law enforcement officers have played an
31 essential role in safeguarding the rights and
32 freedoms which are guaranteed by the Constitution and
33 in protecting the lives and property of our citizens;
34 and,

35 WHEREAS, by a joint resolution approved
36 October 1, 1962, the U.S. Congress requested the
37 President to designate May 15 of each year as Peace
38 Officers Memorial Day and the calendar week during
39 which such May 15 occurs, as Police Week; and,

40 WHEREAS, it is important that residents
41 acknowledge the men and women who do difficult,
42 dangerous and often thankless work, recognizing the
43 problems, duties and responsibilities of law
44 enforcement officers as well as the necessity of
45 cooperating with them in order to maintain law and
46 order; and

47 WHEREAS, it is fitting and proper that we
48 express our gratitude for the dedicated service and
49 courageous deeds of law enforcement officers and for
50 the contributions they make daily toward the security

1 and well-being of all people; and,

2 NOW, THEREFORE, the Anderson County Council
3 designates May 15, 2015, as Peace Officers Memorial
4 Day and hereby directs all flags on County buildings
5 be flown at half-staff in memory of those peace
6 officers who, through their courageous deeds, have
7 made the ultimate sacrifice in service to our
8 community or have become disabled in the performance
9 of duty.

10 Further, Council designates May 10 - May 16,
11 2015 as Police week, in recognition of the service
12 given by the men and women presently serving
13 throughout Anderson County, who, night and day,
14 protect us through enforcement of our laws.

15 County Council invites local jurisdictions,
16 patriotic, civic, educational organizations, and all
17 residents to observe Peace Officers Memorial Day and
18 Police Week with appropriate activities and
19 ceremonies that commemorate law enforcement officers,
20 past and present, who by their faithful and loyal
21 devotion to their responsibilities, have rendered
22 service to our community, and, in so doing, have
23 established for themselves an enviable and enduring
24 reputation for preserving the rights and security of
25 all citizens.

26 As we remember and mourn the fallen, let us
27 also remember how they lived. With unflinching
28 commitment, they defended our schools and businesses.
29 They guarded our prisons; patrolled our borders; and
30 kept us safe on the road as we went about our daily
31 lives. To their families, we owe an unpayable debt.
32 And to the men and women who carry their mission
33 forward, we owe our unyielding support. Just as
34 police officers never let down their guard, we must
35 never let down our gratitude, extending our heartfelt
36 thanks not only in times of tragedy, but for every
37 tragedy averted -- every accident avoided because an
38 officer took a drunk driver off the streets, every
39 child was made safer because a criminal was brought
40 to justice, every life saved because officers raced
41 to the scene.

42 This resolution shall take effect and be in
43 force immediately upon enactment.

44 RESOLVED in meeting duly assembled this 5th
45 day of May 2015.

46 And may I put that in the form of a motion,
47 please.

48 FRANCIS CROWDER: Second.

49 KEN WATERS: We have a motion and we
50 have a second. All in favor of the motion signify by

1 raising your right hand. All right. Let the record
2 show that that was unanimous.

3 CINDY WILSON: May I have my fellow
4 council members come down. And all of our law
5 enforcement people, if you will come down I'd like to
6 make this presentation.

7 MITCHELL COLE: Let's give them a hand
8 while they're coming down.

9 **(PRESENTATION OF PROCLAMATION)**

10 KEN WATERS: All right. At this time
11 that concludes the presentations at this time, and so
12 we'll adjourn until the regular Council meeting at
13 six thirty.

14
15 **(SPECIAL PRESENTATION MEETING ADJOURNED AT 6:16 P.M.)**

State of South Carolina)
County of Anderson)

ANDERSON COUNTY COUNCIL
COUNTY COUNCIL MEETING
MAY 5, 2015

IN ATTENDANCE:
KEN WATERS, VICE CHAIRMAN
FRANCIS M. CROWDER
GRACIE FLOYD
J. MICHAEL COLE
TOM ALLEN
M. CINDY WILSON

ALSO PRESENT:
RUSTY BURNS
KIM POULIN
LEON HARMON

1 KEN WATERS: At this time we want to
2 call the Anderson County Council meeting, May 5th,
3 2015 to order. And at this time I'd like to ask the
4 Honorable Tom Allen to lead us in the Invocation and
5 Pledge of Allegiance.

6 **(INVOCATION AND PLEDGE OF ALLEGIANCE BY TOM ALLEN)**

7 KEN WATERS: Okay. At this time we
8 will discuss the approval of the minutes of the last
9 meeting, April the 21st. Does anyone have any
10 changes that they would like to make?

11 CINDY WILSON: Yes, sir.

12 KEN WATERS: All right.

13 CINDY WILSON: On page 12, line 15, I
14 believe Ms. Floyd said underlings, but it's written
15 as underlines. And on page 32, line 35, it refers to
16 Brownfields, but it's actually one word and it's
17 capitalized. And those are the only ones I noted.
18 Thank you.

19 KEN WATERS: All right. Do I have a
20 second one?

21 FRANCIS CROWDER: Yeah.

22 KEN WATERS: Yes, sir.

23 FRANCIS CROWDER: All right. On page 16,
24 line 40, the word that's blank is council. And on
25 page 24, line 45 the word -- the name Don Acevedo is
26 incorrectly spelled. You'll have to look on the ...
27 That's it, Chairman. Thank you.

28 KEN WATERS: Is that all we have?
29 Okay. All in favor, signify by raising your right
30 hand. Let the record show that all were in favor of
31 that. Okay.

32 At this time we will have the citizens
33 comments. This is citizens comments. This is not a
34 town hall meeting. You will direct the Chairman and
35 we'd like for you to hold it down out in the
36 audience. This is a Council meeting and not a Town
37 Hall meeting, so I want to make that clear.

38 All right. Mr. Harmon, who do we have up?

39 LEON HARMON: Mr. Chairman, we have
40 several citizens signed up tonight. First name on
41 the list is Rodney Lowe.

42 KEN WATERS: All right. Mr. Lowe.

43 RODNEY LOWE: Thank you, Mr. Chairman.
44 I'm Rodney Lowe with Ebenezer Fire Department. Been
45 a member there for thirty-two years. I'm here
46 tonight to oppose the proposal of George Brock Road.
47 We feel during -- this proposal in closing will
48 prohibit our efficiency to provide fire protection
49 for the citizens of this community. Also, it will
50 also add time and mileage to responding to the

1 citizens in this community which will increase their
2 insurance premiums being over five miles. So we feel
3 -- and we are strongly against ... this road.

4 KEN WATERS: All right.

5 RODNEY LOWE: And, also, we do want to
6 thank the Council for supporting our QRV that y'all
7 have placed at our fire department. It's been a
8 great asset to our community. And also, you know,
9 it's going to cut down on response time from the QRV
10 that we'll be responding to the citizens of this
11 community.

12 KEN WATERS: Okay. Glad we could help
13 you out. And also, I notice there's some new people
14 doing this tonight. What you do is you have three
15 minutes to get up and you can talk about anything on
16 the agenda for three minutes. And so, if anybody
17 else new, just so you'll know that, you've got three
18 minutes to do that. Appreciate you coming tonight.

19 RODNEY LOWE: Thank you.

20 KEN WATERS: All right. Mr. Harmon.

21 LEON HARMON: Next person signed up, Mr.
22 Chairman, is Heidi Truell.

23 KEN WATERS: How are you, ma'am?

24 HEIDI TRUELL: How are y'all?

25 KEN WATERS: Good.

26 HEIDI TRUELL: I agree with Rodney. We
27 would like the road not to be closed. My feeling is
28 if we start closing every road that has too much
29 traffic and trash on it, we'd have to close every
30 road in Anderson County. We'd like it to stay open
31 and enjoy the driving around.

32 KEN WATERS: All right. Thank you,
33 ma'am.

34 LEON HARMON: Next person is Drew
35 Martin.

36 KEN WATERS: Drew Martin? All right.

37 DREW MARTIN: Thank you for giving me
38 the opportunity to speak. My name is Drew Martin and
39 I've lived on Troy Murdock Road for twenty years.
40 Love it there. I raised my family; my wife and I
41 did. One of the guys that wants the road closed --
42 and I am definitely against it closing. One of the
43 guys that wants it closed is a new man. Haven't even
44 met him. He's moved from a different area. He's not
45 part of the community yet; though we will welcome
46 him.

47 When I bought my land I picked a spot where
48 there would be knoll three hundred feet from the road
49 so I could build my house and my children could play
50 safely. From what I understand this man has built --

1 has bought this land and the knoll for his land is
2 ten feet from the road. I think personal
3 responsibility plays a big part. If he's not wise
4 enough to buy the correct land, I shouldn't pay for
5 that. I travel that road daily, as does my wife, my
6 two children and my son-in-law. So I am definitely
7 against it. Thank you very much.

8 KEN WATERS: Thank you, sir.

9 LEON HARMON: Mr. Norman Craft.

10 KEN WATERS: Mr. Craft.

11 NORMAN CRAFT: Last meeting I was here I
12 asked for air rights and the six things that --
13 Freedom of Information. The attorney mailed them
14 back to me, but he didn't mail all of it. And here's
15 the one that he mailed back. It says the property
16 owner hereby releases Anderson County from any and
17 all claims, liability or causes of action against
18 Anderson County that the property owner now has or
19 may in the future on account of the right of flight
20 upon the property which now or hereafter be incident
21 to the non-election of operation of aircraft landing
22 on or taking off from or maneuvering about the
23 airport. The property owner further releases
24 Anderson County from any claims for damages if any
25 against Anderson County, its successors or assigns,
26 arising out of the easement agreement including any
27 claims for damage to or replacement of any building,
28 structure, vegetation encroachment or other
29 obstruction. And then also the right -- this is what
30 he didn't send me -- the right of the flight at any
31 altitude above required services. That means he can
32 come as low as he wants to about the house. He says
33 right to cause noise, vibrations, fumes, dust, fuel
34 particles, and then prevent erection of anything
35 else.

36 Then I asked for a list of the people that
37 had already signed for easement. And I went to some
38 of them. They said they talked about the trees, they
39 talked about the structures, but then they didn't
40 talk about any of these other things that were asked
41 about. They didn't talk about the claims as far as
42 suit against the County Council or the airport. They
43 didn't talk about the noise or the fumes or the
44 vibrations; none of that.

45 Do you feel good about this, people? I mean
46 you voted for this. And then you passed it. But
47 then the people have to suffer that -- one man, he's
48 going to -- he's having to go to a lawyer Thursday.
49 One man's already signed up, but he's going back to a
50 lawyer to see if he can do something about it. Do

1 you feel good about it, since you proposed this on
2 the people and they're scamming people. And you're a
3 part of it. You're the reason for it. And you're
4 just as guilty as these people are that surveyed my
5 property. And also, I found out, there's four more
6 trees on my property they didn't include. Trying to
7 scam me. So you see, it's all been a lie from the
8 beginning. This man right here is responsible for
9 all of it. Every bit of it. So I'll be back the
10 next time.

11 And would you please tell me why I can't get
12 any more than three minutes. Mr. Dunn tells me that,
13 and even in the last meeting he told me what I could
14 talk about. Where's my first amendment rights?
15 Right? You people need to realize you don't own us.
16 You work for us. Amen? I'll be back.

17 KEN WATERS: Thank you, sir. And we
18 did receive your request for the Information for the
19 aerodynamic team. And we'll get that to you. Thank
20 you, sir.

21 NORMAN CRAFT: All right. But I just
22 want -- the people want a cost of all that's going on
23 at the airport as far as the air show.

24 KEN WATERS: Appreciate that.

25 NORMAN CRAFT: Also, too, Monday morning
26 at two o'clock in the morning, plane came right over
27 my house, one of the big planes. And at five o'clock
28 another one came over.

29 KEN WATERS: Thank you, sir.
30 Appreciate that.

31 LEON HARMON: Mr. Chairman, Allen
32 Ashley.

33 KEN WATERS: All right. How are you,
34 Mr. Ashley?

35 ALLEN ASHLEY: Mr. Chairman, Councilmen,
36 I just want to say that I'm opposed to the closing of
37 the road. I've been living in that community for
38 sixty-nine years. Bought one of the owners that
39 lived on his -- grandfather owned the property and he
40 fought to get a road paved down through there. And
41 this other man moved in -- he -- because his wife is
42 afraid her dog will get run over, he wants to close
43 it. So if every dog that run across -- I thought we
44 had an ordinance where you had to keep your dog on a
45 chain. Not that.

46 So it's not really suitable to close it
47 because many of us use that road every day. I don't
48 use it every day, but I use it occasionally. They've
49 done a good job. If it's supposed to be taken up,
50 closed, get the big tractor, put a subsoil disc on it

1 and plow it up and get it out; see how he likes it
2 that way. Thank you and appreciate y'all's time.

3 KEN WATERS: Yes, sir. Thank you, sir.
4 Mr. Harmon, do we have another one?

5 LEON HARMON: Yes, Mr. Chairman,
6 Elizabeth Fant.

7 KEN WATERS: Ms. Fant.

8 ELIZABETH FANT: Elizabeth Fant. Can you
9 hear me okay? Elizabeth Fant. I'm going to switch
10 gears. I'm going to talk about Item 6, 7, 9(c), 10
11 and 11. And I have it prepared so that I can go
12 quickly.

13 Truly you all have heard about the recent
14 day meetings concerning the 2016 county budget. The
15 issue of county business, specifically the annual
16 budget, involves two issues. Number one, the
17 process; and number two, communication. Put aside
18 for a moment the insistence of special privilege and
19 lack of social graces by a County Council member. At
20 least she is raising valid questions. And realize
21 every day that your right to know is being
22 threatened. Remember when the Obamacare bill came
23 up? Let's pass it and find out what's in it later.
24 Are we doing the same thing locally with the budget?
25 Why has the Chairman not called for any budget
26 meetings? Why are sections of the new budget being
27 screened by just three members; the Finance
28 Committee? This has not been a stated role of the
29 Finance Committee and never have we done this in the
30 past. Why are these meetings in the middle of the
31 day when working people cannot attend? Tonight, why
32 is the Council voting on first reading of the budget
33 without public view, discussion, or input?

34 Despite the fact of transparency being a
35 buzz word, sometimes the opposite seems true.
36 Citizens, don't allow the process of governing be a
37 distraction in what decisions are made that affect
38 your pocketbook, your lifestyle, and your right to
39 know. The budget should be shown on the movie screen
40 during Council proceedings for all to see. Easy to
41 do since all the Council people have it on their
42 tablets. And it should be on the county web site.
43 And copies of such should be available in every
44 branch library. We insist on transparency. Ask
45 questions. Get involved. Voice your concerns. It
46 will be too late after the budget is decided and your
47 taxes are raised.

48 KEN WATERS: Mr. Harmon, do we have
49 anybody else?

50 LEON HARMON: Mr. Chairman, one

1 additional person. Lea Ann Madison.

2 KEN WATERS: All right. Ms. Madison.
3 Do we have any more after that? That's it. Thank
4 you, sir.

5 LEA ANN MADISON: I'm Lea Ann Madison and I,
6 too, am against the closing of the road. I live on
7 Troy Murdock Road, my family and I. And as Council
8 men and women, I couldn't live with the fact if I had
9 the road closed, and it meant somebody -- think of
10 y'all, if it was your family member's life, thirty
11 seconds, five seconds, that means a lot when it comes
12 to somebody's life or death. And that's, you know,
13 my main thing to think about if you're thinking of
14 closing. Thank you.

15 KEN WATERS: Thank you, ma'am.

16 All right. So that's all for our citizens
17 comments.

18 Okay. Moving on. Brent Murdock. Did he
19 speak during the three minutes? Okay. I'm sorry.
20 He requests to speak before Council concerning
21 closure of George Brock Road.

22 BRENT MURDOCK: Yes, thank you for giving
23 me ten minutes to speak. I'll try to keep it to
24 that. If I don't, just shut me down.

25 KEN WATERS: We got you timed. Can you
26 work on that microphone there. Is that working?

27 BRENT MURDOCK: Get closer to it. Will
28 that help?

29 KEN WATERS: That's good. Go right
30 ahead.

31 BRENT MURDOCK: I would like to address
32 some of the concerns of my neighbors who have spoken
33 on the issue. I was born in Anderson Hospital in
34 '58. I've lived here much of my life. I graduated
35 from T.L. Hanna in 1977. I graduated from Clemson
36 University in 1993 with a Ph.D. in genetics. I
37 worked at several universities and colleges around
38 the world. I ended back up at Clemson in '96. And
39 the farm was going to be sold and I decided to quit
40 Clemson and I moved back home. Two hundred and fifty
41 acres, but I didn't have any machinery or anything.
42 I had a greenhouse and I started my -- I kept my
43 genetic research going there and I tried to build up
44 a farm business. But I'm a geneticist and a plant
45 breeder, not just a farmer.

46 I have -- my father was the administrator
47 for the Anderson Health Department for several --
48 three decades. You know, he was instrumental in the
49 building of the building out there. His name is on
50 the plaque. So I do have roots in this community.

1 Since I've been doing this work out there,
2 half of the land that I'm allowed to use by my family
3 is transected by George Brock Road. Now I knew
4 George Brock. I remember when he died. So I've
5 established -- I have roots here. And I came back
6 here to raise my family. I've got five kids under
7 fourteen. And we're all over that place.

8 But there is a terrible security issue there
9 for me. I probably lost at least ten thousand
10 dollars worth of equipment over the past ten years.
11 You are familiar with Ricky Pighead Clark. I've got
12 into several chasing matches with him over the years.
13 The first photo there is one case -- the only case --
14 where anything -- where any of the perpetual -- we
15 call them perks -- the vandals, the thieves, that
16 anyone was every caught. One morning there were two
17 dump -- there were two loads -- this is one of the
18 loads in the first picture, top left, of building
19 lace where a barn was being demolished by a sawzall.
20 And there's another load like that. We found it in
21 the morning. I called 9-1-1, Sandy Hayes. Litter
22 officer came out there, saw it. Well, he moved it
23 from the field enough to the road where the county
24 would come pick it up. That afternoon there was
25 another load being thrown out there. Called 9-1-1
26 and said they're back and we can catch them, can you
27 send the deputy out here because they're demolishing
28 a barn about a mile down the road. The 9-1-1
29 operator said all the deputies that handle litter are
30 off duty. No one can come. And I said, this is
31 harassment. I mean it's just not criminal activity
32 that's hitting me, it's harassment.

33 And I was able to contact Sandy through his
34 grandmother, looked on the internet and found his
35 grandmother, grandmother gave me his number, he got
36 dressed again and came back out there and arrested
37 them. And he gave them twenty-four hours to clean up
38 the mess. And these are photos of one victory out of
39 over a hundred incidents with us. This is -- the
40 page here that's got a listing of calls from our
41 house -- a partial listing of calls that came from
42 our address over the past couple of years. Now these
43 are just the ones that I bothered to call. I've had
44 things stolen that the 9-1-1 operator told me, you
45 know, she just wanted to take the information over
46 the phone and not even send anyone out there. I've
47 had to insist at times that people come out there and
48 take pictures. I've had graffiti written upon doors.
49 I've had fences cut. The last several years I've
50 spent at least six thousand dollars on bulldozer work

1 having to close roads up, even digging a trench with
2 a big giant bulldozer, having them turn the blade and
3 putting a trench around the field to keep four-
4 wheelers out of it.

5 The last incident down there at the bottom
6 that just happened several weeks ago on April 25th,
7 that was a bunch of individuals on a four-wheeler,
8 three or four couldn't tell, riding around ingressing
9 our property, whooping and hollering. I called 9-1-
10 1. The deputies, the law enforcement's always been
11 polite, professional with me, but the man called me
12 back and said, I'm in Pelzer, it'll be thirty minutes
13 before I can get there. All these things are
14 documentable by the Sheriff's Department providing me
15 with this.

16 About a year and a half ago, I got a call
17 from the other owner of George Brock Road, a man that
18 I learned his name was Alston Woods. He called me
19 and wanted to know what was with all the beer cans
20 down there on my side of the property. I'm talking
21 about people not just going down there and partying,
22 but you know, someone evidently coming in and party
23 -- I mean it was forty, fifty beer cans at a time.
24 Like they're doing it somewhere else and they just go
25 and dumping them out on me. And he wanted -- he
26 thought I was doing it, you know. And I said, man,
27 you got to talk to the litter officer. And Mr. Hayes
28 filled him in on this whole deal. And then sometime
29 after that he called and asked me would I be
30 interested in shutting the road down. That would be
31 an answer -- I said, that's an answer to prayer, man.
32 My family would be all for it if you can shut the
33 road down.

34 So we signed off for the shutting of the
35 road down there as far as our property concerns were.
36 And then last Wednesday I called him to ask him,
37 well, what's happening with the shutting of the road,
38 you know. Because I'm preparing land over there. I
39 have -- right now, I shut down the accesses to my
40 fields on George Brock Road and I went way down Trail
41 Road towards Level Land and spent two days worth of
42 bulldozer work putting in another access and a road
43 into the field where it would be right in front of my
44 cousin's house where the gate wouldn't be broken or
45 stolen, because it's right in front of his house and
46 you know nobody -- George Brock Road is a perfect
47 place for people to park and do bad things. I found
48 pornography down there. I could tell you stuff, I
49 don't have time to do it. But I'll get back to the
50 closure of the road.

1 I found out last Wednesday that some people
2 had objected to the closure of the road. People had
3 called in the number and said don't close the road.
4 So I had to -- I called Council members and they were
5 nice enough to say, well, you can come have your say.
6 So I'm trying to have it now. I went to the --
7 yesterday my wife and I got in the car and started
8 running alternate routes for people that said closing
9 George Brock Road was a bad idea. We found -- in all
10 the cases that we investigated -- I couldn't
11 investigate, you know, fourteen people that called,
12 but in every one of them we found an alternate route
13 that was shorter and quicker if they wanted to take
14 it.

15 Now one neighbor told me last night that he
16 didn't want to go a certain way, there's a meth house
17 there. And it was a dangerous turn. He'd like to
18 stay away from that road. Well, that's, you know,
19 that's another issue. And in investigating it last
20 week, the -- I forgot which Council person sent this
21 to me, but on the next page you can see this letter
22 that was addressed to Roads and Bridges from Jimmy
23 Sutherland. Mr. Sutherland, where I highlighted, he
24 says, on behalf of Anderson County Fire Department,
25 this closure will impact our emergency vehicle
26 response time to the citizens in this area. George
27 Brock Road is a short cut and we oppose the road
28 closure. Now, I remember when Rodney Lowe was
29 brought home, I believe from Columbia, as a baby. So
30 -- and I thank Rodney, the dozen or so times that ---

31 KEN WATERS: Mr. Murdock, your time's
32 up.

33 BRENT MURDOCK: I'm sorry.

34 KEN WATERS: Appreciate that. It's not
35 a problem. Thank you for coming.

36 BRENT MURDOCK: Can I ask to complete it
37 next week? Just give me five more minutes to
38 summarize it?

39 GRACIE FLOYD: Mr. Chairman, I move ---

40 KEN WATERS: Okay. We have a motion on
41 the floor to extend it five minutes.

42 TOM ALLEN: Second.

43 KEN WATERS: All right. We have a
44 second. All in favor ---

45 CINDY WILSON: May I real quick? If we
46 extend time for him, do we not have to extend time
47 for the other folks who took their three minutes? I
48 don't know if ---

49 KEN WATERS: This was on the ---

50 TOM ALLEN: That was the three minutes

1 thing.
2 KEN WATERS: --- for ten minutes.
3 TOM ALLEN: His is separate.
4 CINDY WILSON: I don't mind extending it,
5 but if we're going to extend it for him, in a spirit
6 of fairness wouldn't we have to extend for other
7 folks, too?
8 TOM ALLEN: No.
9 KEN WATERS: None of those had it on
10 the agenda. They spoke during the three minutes,
11 during citizens -- this is a different ---
12 TOM ALLEN: Three minute time frame.
13 BRENT MURDOCK: I can summarize it real
14 quick.
15 KEN WATERS: Do I have a motion on the
16 floor to extend time. All in favor show by raising
17 your right hand. Let the record show that that's
18 unanimous. Mr. Murdock.
19 BRENT MURDOCK: I went to Jimmy Sutherland
20 yesterday and asked him what's with this? We did
21 some mileage things and they're not what you're
22 saying they are. So he was kind and he told me to go
23 to his chief, Chief Hanks, and ask him. I went to
24 Chief Hanks and he said, that's a road we got to keep
25 open. But Mr. Sutherland came out to our farm, I met
26 him at Ebenezer Fire Department this morning. And if
27 you could turn to this page. My wife and I got in
28 the back seat of his car, he had him and his
29 assistant. He started running and measuring
30 different routes from Ebenezer Fire Department ---
31 KEN WATERS: Okay. Hold it down. Mr.
32 Murdock has the floor.
33 BRENT MURDOCK: --- to the end of George
34 Brock Road. If you look at this sheet that we've
35 made, this is a map we got from the county, the red
36 line is the route that the fire department says they
37 have to take to get there at four point -- they have
38 to get there the quickest. This one here. If you
39 look at the -- and Mr. Sutherland ran that and got it
40 in four point four miles. I suggested he run the
41 yellow line route. He ran that route and measured it
42 -- it was four point four miles. Exactly the same.
43 Also, the blue line at the top is a route to
44 get to the end of George Brock Road that is quicker.
45 It's a four lane road with a white -- with a line in
46 the middle of it all the way there. It's -- and he
47 measured it twenty seconds quicker. It was five
48 point two miles, but it was twenty seconds quicker to
49 get there. While we were discussing -- while he was
50 making all these calculations, you can see my summary

1 of it here, just exactly what I said.

2 If you look at the third paragraph from the
3 bottom, the route that Chief Hanks says is a short
4 cut and is essential to fire protection below the
5 George Brock-Troy Murdock intersection, was measured
6 at four point four miles. An alternate route that
7 totally avoids George Brock Road was also measured at
8 four point four miles. And then I spoke about the
9 quicker route.

10 Turn to the next page, please. And there's
11 a fourth route that will get there, too. You go to
12 the third paragraph on the last page there, my wife
13 and I spent an hour and eighteen minutes with Chief
14 Sutherland this morning. Because of my declining
15 memory, I put it on our iPhone and I'm going to read
16 the transcript. This is from my iPhone that I
17 transcribed for -- at the end of the thing. Brent, I
18 don't think by what we've learned now, and we are in
19 there and we saw it, the closing of George Brock Road
20 has no respect either upon insurance rates that
21 identical distances for insurance tabulation purposes
22 nor response time. I just don't see how that
23 assertion could be defended. And Judy says, would we
24 be accurate in assuming that? Judy's my wife. And
25 then I say, I mean with all this information you had,
26 would that be an accurate assertion? You know, both
27 ways is four point four miles and we even got
28 multiple ways to get there. So if there's trees --
29 and Chief Hanks was saying there's trees over the
30 road; I can't make it. We got to have this one way
31 to go. But go to the last page, please and I'll
32 summarize. I'll finish it up.

33 Mr. Sutherland says just -- I got this on
34 tape -- just what I've got here is giving me two
35 different ways to go with the same amount of miles,
36 it's what it's doing, you know, if you understand
37 what I'm saying. I mean if it's on this end, they
38 wouldn't want to go all the way down to Alewine Road
39 and come in that way. And then I say, well, the
40 fire, you coming out at the same spot that you would
41 go if you were going down George Brock Road. But
42 it's irrelevant where the fire would be if you're
43 going to get to that spot. And his last comment that
44 I transcribed here, well, that's just, ah, ah, I
45 guess it's just an opinion now, you know. I'm still
46 going to do some research and I'll get with Jamie and
47 talk with him and see what he says. He admitted it's
48 just down to the point of opinion. Not a fact. It's
49 multiple ways to get to the same spot. He should
50 rescind this letter that he wrote to Roads and

1 Bridges because it's non-factual. It's not true.
2 And that would be my plea that the Council would ask
3 him to investigate.

4 KEN WATERS: Thank you, Mr. Murdock.
5 Appreciate you coming.

6 BRENT MURDOCK: Thank you.

7 KEN WATERS: All right. Item number 6.
8 That'll be Ms. Floyd informative decision relaying
9 District 2's recreational appropriations and plans
10 for upcoming months benefitting the constituents and
11 residents of District 2. Ms. Floyd.

12 GRACIE FLOYD: That's decision, not
13 discussion.

14 KEN WATERS: I'm sorry. I got my
15 bifocals on tonight and I was looking high instead of
16 low.

17 GRACIE FLOYD: Well, that's fine, but I
18 want to make sure that it's not a decision. It's
19 more of a discussion.

20 I felt the need to do this because certain
21 things have been done in County Council District 2
22 that is not being relayed to the public and I want to
23 make sure that the people of District 2 knew what was
24 going on as far as their recreational money and the
25 plans for it for the summer months.

26 Okay. I am one of the watchers of the city
27 channel that puts all the ads up and you can read it,
28 you know, all the things that's going on in Anderson.
29 And I have been looking for it but I have not found
30 it on there. But this summer, this summer, District
31 2 is allocating funds from their -- District 2's rec
32 account to the YMCA. This is for camping activities.
33 Any parent who would like to send their child to the
34 YMCA camp for the summer, needs to go there --
35 tonight is Tuesday; okay -- go there and register the
36 kids. Now we only have a limited amount of
37 scholarships that we're going to provide. So it's
38 going to have to be the first come the first served.

39 But there are some guidelines that you must
40 follow. For example, we're looking for parents who
41 are working and parents who will need to -- parents
42 who are receiving some type of assistance. But the
43 camp is absolutely wonderful. My own kids went
44 there. Well, I had one child who was camp crazy.
45 And he actually grew up in that YMCA camp and he went
46 on to this camp, and that camp and he became one of
47 the camp counselors for the Clemson whatever camp it
48 was. But it's a wonderful experience for a child.
49 So if you have a -- someone like that that needs some
50 opportunities for the summer, please go to the Y and

1 see if you can get a scholarship. Now this is only
2 -- only, let me reiterate that -- this is only for
3 students in the District 2 area.

4 Okay. Another thing is that the Anderson
5 recreation received money from the Anderson District
6 2 rec fund as well. They have funds there to provide
7 scholarships for health programs. If we have -- I'm
8 -- we're mainly looking at our seniors, mostly. You
9 can go, if you want to. Good. Good. But anyway,
10 you have to have guidelines there, too. But any
11 senior who needs a recreational program, who lives in
12 District 2, can go to the recreation center and apply
13 for one of the scholarships there.

14 Also, for the summer, District 2 has
15 provided scholarships for children who want, for
16 children who want to participate in the sports
17 program. That's baseball, soccer and something else.
18 We don't do football. But there -- you need to get
19 your child down there and sign him or her up as soon
20 as possible because that -- that money has been there
21 for a while and I don't know how fast it's going, but
22 these are summer opportunities for our children in
23 District 2.

24 Homeland Park, the Anderson Rec Center has
25 been given funds for the park in Homeland Park. And
26 for the life of me I cannot think of the name of it.
27 anybody know that name? Whitworth?

28 KEN WATERS: Mr. Dunn, if he were here
29 he might, but I don't know.

30 GRACIE FLOYD: Wellington, thank you.
31 Wellington, Wellington Park. Thank you. The
32 Wellington Park. It's in a shambles down there, but
33 we're trying to get it fixed up so we can start a --
34 little boys play baseball, don't they -- to start a
35 baseball program in the Homeland Park area for those
36 children. So the Homeland Park -- I mean the
37 Anderson Rec will provide the shirt, and the hat for
38 the child who would like to sign up. And I think
39 maybe some equipment. But that's something only for
40 the children in Homeland Park that we need to get
41 them out there.

42 Haney Park. District 2 recreation funds
43 will be distributed to the Haney Park area and we
44 have a little something we want to do there. I'm
45 reluctant to announce it yet because I wanted a
46 chance to talk to the Homeland Park -- not Homeland
47 Park -- Broadway Lake board to let them know what's
48 going to happen. But I think that you're going to
49 like Haney Park. Haney Park will be for anyone. The
50 goings on down there will be for anyone who would

1 like to attend. But this is something that's needed
2 in Anderson County, as well, for our children. We
3 have planned a very, very active summer for our kids
4 in District 2 and we're hoping that they're going to
5 be pleased with the way we are spending the
6 recreational funds that we get from the county.

7 If anyone has any questions, I'm always
8 available. If you cannot reach me at my home, you
9 please feel free to call the Council office, 260-
10 1048. 260-1048. And the Clerk there will be able to
11 give me messages and get in touch with me. But I'm
12 hoping that you'll take advantage of these
13 opportunities for summer recreational.

14 And I thank you.

15 KEN WATERS: Yes, ma'am. All right.
16 And I think you have the next, number 7,
17 communication of the budgetary consideration relating
18 to fiscal year '15-'16 proposed budget concerns and
19 issues that may result in additional information or
20 actions from County staff prior to the final reading
21 of the budget. Ms. Gracie Floyd.

22 GRACIE FLOYD: Okay. Okay. This -- the
23 budget this year really depresses me. I'm just so
24 overwrought about the entire thing. Some of you may
25 know this, others of you may not. I am the longest
26 member of County Council; sitting member of County
27 Council. I've been here sixteen years. And I've
28 done a budget all of the sixteen years. Never, never
29 have we started our budget year off with it going
30 into a committee rather than full Council. Council
31 members were not asked how we want to do the budget.
32 Usually we do a workshop for everybody and we start
33 early enough. But we were not given a choice this
34 year. Our chairman decided that it would go into the
35 Finance Committee and the Finance Committee's
36 responsibility says that they are to deal with budget
37 matters and then make suggestions or make
38 recommendations to the full Council. This cannot be
39 done on a budget.

40 I think it's hard for three people to get
41 together to make recommendations to five, six -- how
42 many people -- four, five, six, seven, four other
43 people without us looking through that budget
44 ourselves. What I did was, I hosted a budget
45 workshop myself. No one attended but me, when
46 everybody on Council had the opportunity to be there,
47 to learn for themselves.

48 We spent two days going through this entire
49 budget. Not the entire because some I didn't get
50 through the elected officials, but the ones that

1 we're concerned with, I spent two days going through
2 there, talking to every department head, going
3 through their budgets piece by piece, learning what
4 they wanted and what they needed. I learned some
5 things that the entire sixteen years that I did not
6 know. I learned some things that was in the budget
7 that the Finance Committee didn't even know.

8 And another thing, I did not see not one
9 Council member going to the Finance Committee to see
10 what was going on. Our Code of Ordinance says that
11 any Council member can attend any meeting alone -- I
12 mean, can attend any meeting including the Finance
13 Committee. We can take part, we can make
14 suggestions, we can ask questions. But we cannot
15 vote. But I didn't see one County Council other --
16 Council member there except me. I was treated -- I
17 was ridden hard and put up wet. I think I was poorly
18 treated there, but I'm glad I went. That
19 disappointed me not to see other Council members
20 there. How can we learn, how can we know what's
21 going on in the Departments if we don't talk to the
22 Department heads? Not one Department head was there
23 to explain, defend or ask the Finance Committee what
24 they thought. Finance Committee made decisions.
25 They made a decision to recommend that we cut some
26 stuff, but we didn't have -- we don't know why. We
27 don't know why things had to be cut. I sat down with
28 the Finance Department -- the entire Finance
29 Department, the three people involved, and we went
30 over that budget piece by piece. They answered
31 questions for me. Everybody that came in, answered
32 the question. My question were -- some of them were
33 just really stupid. But after teaching for thirty
34 years, I've taught my kids there are no stupid
35 questions. If you want to know what's going on then
36 come and find out. We only had one citizen, or two,
37 maybe three citizens that attended to find out what
38 was going on in the budget. There was some eye-
39 opening information. I always thought that our class
40 salary -- we're in classes, you know, like eight,
41 nine, ten, eleven, twelfth, the levels -- I thought
42 eight was the lowest. But it's not. Four. Four is
43 the lowest. Did you know that? Four is the lowest.
44 I learned why certain things was really needed in the
45 Council.

46 What we did not discuss was pay raises. I
47 read a wonderful article today that was given to me
48 from the Anderson Observer. If you have not seen the
49 article, you need to see it. You really do need to
50 read it. How can we afford to keep strong people on

1 our payroll if we don't give them the raises? Time
2 is by -- time is gone for us to go to the back of the
3 room, in the back room to give raises out to some
4 people. The time is past. The Finance Committee has
5 said that they were going to give no pay raises, but
6 they were going to give people on the lower end a pay
7 raise. If you've got somebody who's making fourteen
8 or fifteen thousand dollars, and you give them a two
9 percent pay raise, I'm not a mathematician, but
10 doesn't that come somewhere around three hundred
11 dollars? And when you get -- when they get the three
12 hundred, don't you have to take the taxes out of it,
13 and what are they left with? Milk has gone up. No
14 thought is being given to what's coming out and what
15 we're doing and what we know.

16 We cannot go along on our own understanding.
17 Even the Bible tells us not to lean unto our own
18 understanding, but we need to talk to each other. We
19 need to talk to our Department heads. We need to
20 talk with our Administrator and ask him, well, why is
21 this and why is that? We need to know the budget;
22 not this year -- but we need to know the budget, not
23 only for this year but for the years to come. Every
24 Council member should sit down by themselves and go
25 over that budget with the Department heads. Yes, the
26 Department heads will lose a little time working, but
27 that's the way it needs to be done. I think my ten
28 minutes is about up. Is it? Oh, hot dog. My only
29 regret -- I have one regret.

30 KEN WATERS: We got to teach him how to
31 count. No, I'm joking. I'm joking.

32 GRACIE FLOYD: I only have one regret.
33 Council members, I only have one regret. You didn't
34 join me. That's my only regret. You're willing to
35 sit here and you're willing to listen to people tell
36 you what they recommend we ought to do or you ought
37 to do. And nobody can do that. All right. For
38 example, in the budget was a clean-up crew, three
39 additional members for a clean-up crew. How many
40 times have we heard about how dirty Anderson is? But
41 there was three clean-up crew in that. All right.
42 Maybe we could not have done all three, but we could
43 at least given them addition of one because they have
44 all of Anderson. Finance Committee, cut it out. Cut
45 it out. And they said, well, the Roads and Bridges
46 people can get out there and do it. What's the
47 fairness in that? What's the rightness in that?
48 Now, why not talk to somebody first? Roads and
49 Bridges can barely take care of their own. Do they
50 have the time to get out there and clean it up? Why

1 not let's get the Administrator and his office to get
2 out there and clean it up? No thought was given to
3 that. We need to know what we are voting on.

4 Now, we have not even discussed raises yet.
5 We haven't even talked about it. But yet tonight
6 we're getting ready to vote on the budget. How can
7 you vote even one vote. Yeah, they'll say we've got
8 three times -- but how can you make even one vote
9 without discussing the entire budget? There is
10 fourteen point -- there is a building in the budget
11 for fourteen point five million dollars. Did you
12 know that? There is a building that's in the budget
13 for fourteen point five million dollars. This
14 building is supposed to be for County offices. All
15 right? There is a park in there for two hundred and
16 thirty-six thousand dollars. Now that hurts me worse
17 than anything in this world. For us to put this on
18 the backs of the people of Anderson County -- that
19 two hundred thirty-six thousand dollars -- when we
20 could have had the money for the park, as much money
21 as we needed, not only for one park, but for all of
22 them, if we had just implemented the hospitality tax.
23 But the person who needs the park said that two
24 hundred of his people, out of twenty-six thousand
25 people, two hundred told him not to vote on the
26 hospitality tax. But yet, the two hundred and
27 thirty-six thousand is being put on the backs of the
28 people. Where's the fairness?

29 We have people that need things in their
30 department that's been cut out. Do we know that? Do
31 we know why they need it?

32 I'm not trying to make waves. I'm not
33 trying to make waves, but I am a person. I can't sit
34 back and just accept it. I can't just go along with
35 folks just to get along with them. I'm tired and I'm
36 through. And I thank you.

37 KEN WATERS: Thank you, ma'am. All
38 right. Appreciate that.

39 Next Item will be Ordinance third reading.
40 Ordinance #2015-013, An ordinance to amend an
41 agreement for the development of a joint county
42 industrial and business park (2010 park) of Anderson
43 and Greenville Counties so as to enlarge the park.

44 And this is a public hearing. We need to
45 bring it up for a motion first, don't we then?

46 LEON HARMON: Yes, Mr. Chairman. You
47 need to do the public hearing first.

48 KEN WATERS: First? Okay. All right.
49 At this time the floor's open for public hearing on
50 that. Do we have anyone that would like to speak to

1 that matter? All right. At this time public hearing
2 is closed. And do I have anyone that will bring that
3 for a motion to vote on? Is that correct?
4 FRANCIS CROWDER: Motion.
5 KEN WATERS: All right. We have a
6 motion. We have a second?
7 CINDY WILSON: Second.
8 KEN WATERS: Do we have any discussion?
9 All right. Hearing no discussion, we'll vote on
10 that. All in favor of Ordinance 2015-013, show favor
11 by raising your right hand. All right. And those
12 opposed like sign. Want a break? Okay. All right.
13 This will be a good time. Let the record show that
14 that record, the vote was unanimous and also, Mr.
15 Dunn, the Chairman, is sick tonight, so that's the
16 reason he's not here. I apologize for not saying
17 that at the beginning. And at this time we'll take a
18 five minute rest, or break.
19 GRACIE FLOYD: Mr. Chairman, it takes
20 longer than that for women.
21 KEN WATERS: All right. Seven.
22 **(RECESS FROM 7:20 PM TO 7:32 PM)**
23 KEN WATERS: All right. At this time
24 we'll call the Anderson County Council meeting of May
25 5th, 2015 back into session.
26 All right. Ordinance #9 First reading.
27 Ordinance #2015-014, an Ordinance requesting to
28 rezone 10.68 acres, located at 2825 Lebanon Road, in
29 Council District #4 from Planned Development to R-A
30 (Residential-Agricultural). Public Hearing. All
31 right. We'll go into Public Hearing at this time and
32 no limit. Do we have anybody wanting to speak on
33 this matter? All right. Public hearing will be
34 closed now. And does anyone want -- need to bring
35 this in the form of a motion?
36 CINDY WILSON: So moved.
37 KEN WATERS: We have a second?
38 FRANCIS CROWDER: Second.
39 KEN WATERS: All right. Okay. At this
40 time we will discuss -- does anyone have any
41 discussion about Ordinance #2015-014. Mr. Forman,
42 anything you'd like to tell us about it?
43 MICHAEL FORMAN: Yes, sir. Just real
44 quick. This property is currently zoned PD. The
45 request is for a single family residence. Gentleman
46 came in to purchase the property, came in to build a
47 single family home, at which time he discovered that
48 his house, or his property is zoned PD, so in the
49 essence of getting his permit, the quickest way to do
50 that would be to rezone it back to its original

1 zoning of RA.

2 KEN WATERS: Okay.

3 MICHAEL FORMAN: And that's really it.

4 Zoning advisory group recommended approval by a vote
5 of three to zero. And Planning Commission

6 recommended approval by a vote of six to zero.

7 KEN WATERS: All right. Okay. We have
8 a motion and we have a second. All in favor of that
9 motion, signify by raising your right hand. All
10 right. Let the record show that that's unanimous,
11 with Mr. Dunn not being here.

12 Okay. Ordinance #2015-015, an Ordinance for
13 adoption of the Highway 81 Overlay District
14 Comprehensive Plan Amendment, to include all zoned
15 properties or portions of properties that are within
16 500 feet of the centerline of Highway 81, and
17 directly access Highway 81; bounded to the northwest
18 by the centerline of Scotts Bridge Road, to the
19 northeast by the centerline of Long Road, and to the
20 south by the centerline of Reed Road, and matters
21 related thereto. Okay. Need to open that up in a
22 Public Hearing. I think you were wanting to speak on
23 the overlay?

24 ELIZABETH FANT: I get the packet. I see
25 what's in it and a lot of people don't see what's in
26 it. But I just want to tell you, and I don't want it
27 to go to your head, Michael, but this is the most
28 complete overlay that I've seen in a long time. And
29 conscious effort to really look out for our 81 area
30 so it doesn't become a Woodruff Road, which a lot of
31 the comments that are in here are people that are
32 worried about that happening. We do need to realize
33 that 81 and Clemson Boulevard are our busiest spots.
34 And in Greenville a lot of the business developments
35 do a whole lot of landscaping and make the entries
36 where it's not just an in and out kind of thing. And
37 it seems to be more like residential than it is
38 business development. But I just want to applaud Mr.
39 Forman for his job on this because it's excellently
40 done.

41 KEN WATERS: All right. Anyone else?

42 ART KALDAS: My name is Art, District
43 1. I really wish we did that for Clemson Boulevard.
44 Imagine how much greater Anderson would have been if
45 the Council took charge before that place became what
46 it has become.

47 First, I want to use this opportunity to
48 thank you about what you did with the East-West
49 Parkway. It is one of the most beautiful places
50 anyone can see anywhere. I travel around the country

1 and this part is one of the most beautiful sections
2 of all places. Okay? Can you hear me now? All
3 right.

4 So I read and viewed the plan that you have
5 for this overlay. I know there is so much work that
6 went into it, much more than most people do realize,
7 and for that I am very, very thankful.

8 KEN WATERS: Thank you, sir. All
9 right. No one else? Let it show the Public Hearing
10 is now closed on Ordinance 2015-015.

11 And Mr. Forman, do you have something you'd
12 like to show us on this?

13 MICHAEL FORMAN: Yes, sir. Thank you, Mr.
14 Chair. Just real quick. Just wanted to go over
15 where we're at to this point. How we got here.

16 As you all know, and this is all in your
17 packet. As you know, this was developed as a tool
18 for promotion of Anderson County. County Council
19 recognized back in January that the Highway 81
20 corridor was a very public corridor and was able to
21 be seen by a lot of folks coming in and out of the
22 area. So this gives us the opportunity to show --
23 put our best foot forward and show what Anderson
24 County can look like with some consistent and
25 efficient development patterns in place.

26 So going into a little bit further as I
27 mentioned, this is a tool for the community's vision.
28 In doing so, we went ahead and had two public
29 meetings and we were really, really happy with the
30 folks that came out. We had about sixty folks come
31 out to the first meeting, so it was very well
32 attended. A lot of folks had some great things to
33 say. And we had some good discussions from those
34 meetings. We had developed a survey that we gave to
35 folks; we also made available online, and we received
36 fifty-six of those surveys back. And with some of
37 those results we were able to come up with -- to use
38 those to come up with what you have before you, this
39 draft ordinance that we have before you.

40 So as you can see the time line, we had the
41 kick-off meeting back in March, moving forward, here
42 we are County Council public hearing first reading on
43 May 5th. So if -- at this point we're looking at
44 June 2nd for adoption if there are no hiccups.

45 Just real quick. This is a -- we had a
46 portion of the survey at the end of the survey where
47 folks could -- had the ability to write in additional
48 thoughts or concerns or questions. And Ms. Celia
49 Boyd, one of our planners who's instrumental in
50 putting this together, she has this web site she

1 found where we could basically put all that -- all
2 the written words into this web site and they'd spit
3 us back out what you see before you. The words that
4 are larger and darker were the words that showed up
5 more or the most on the survey results. So you can
6 see some of the concerns were sidewalks, curb cuts,
7 development, traffic. These are the things that
8 folks really wanted us to focus on. So we tailored
9 our results in this draft ordinance based upon what
10 we saw in part on this, what you see here, this word
11 survey.

12 So what we've done, we've broken down the
13 overlay into four chapters. The first chapter just
14 the introduction, the project overview. Chapter two
15 is existing conditions, which includes all the maps,
16 the zoning maps, current zoning maps, future land use
17 maps, current land use maps. Chapter three is the
18 community input and those survey results, the
19 aforementioned survey results we discussed before.
20 And then chapter four is the actual meat of it, the
21 regulations and design standards that you see before
22 you.

23 So real quick, I'm not going to go into all
24 of these, but just to give you an idea of what we're
25 talking about as far as the design standards are
26 concerned, we're recommending building materials that
27 convey a sense of permanence, that provide a sense of
28 place. And you see some examples there; brick,
29 stone, wood, etcetera. We want to make sure also
30 that outdoor equipment is not visible. That was a
31 concern that was raised to us in the course of the
32 meetings.

33 And moving forward, as you can see, signage,
34 we're requiring monument signage only, so you see the
35 lower signage there, basically monument signage.
36 Nothing else. With certain maximum height
37 requirements depending on whether or not it's single
38 tenant or multi-tenant. But no electric signs, no
39 blinking signs, that sort of thing. And then
40 lightening as you can see, the little example there.
41 We're requiring shielded lights so the -- what you
42 see on the left there, so it reduces the light glare
43 off of the site, and that makes a big difference when
44 you have some of the larger commercial properties
45 butting up against some of the non -- butting up
46 against some of the residential uses.

47 Moving forward, some buffer yard
48 requirements. We're requiring a type six buffer
49 yard, which is our most stringent that we have
50 currently in the zoning ordinance. And as you can

1 see, this is just an example of what a typical type
2 six buffer yard would look like. And then we also --
3 we recognized that there's also an access and
4 connectivity issue that's a major focus of what we're
5 looking at as well. However, this being a state
6 road, we're going to need more input from the DOT so
7 we ask for patience on that side of things. We
8 understand there's a lot more to be done on that end.
9 And we're going to -- we plan to have further
10 meetings that will be open to the public and we want
11 to solicit further input, but we need some input from
12 DOT first. So what you have before you is the design
13 standards element and the connectivity issue will be
14 addressed at a later time.

15 And that concludes our staff report.

16 GRACIE FLOYD: Mr. Chair?

17 KEN WATERS: Yes, ma'am. Ms. Floyd.

18 You have the floor.

19 GRACIE FLOYD: Question.

20 KEN WATERS: Yes, ma'am. Go right

21 ahead.

22 GRACIE FLOYD: Would you please go back
23 to the third -- the third, the last one you showed.
24 That one. Okay. The picture at the top. This is
25 not Anderson County; right?

26 MICHAEL FORMAN: No, ma'am, I believe
27 that's Woodruff Road.

28 GRACIE FLOYD: Okay. But this is what it
29 could look like; right?

30 MICHAEL FORMAN: Yes, ma'am.

31 GRACIE FLOYD: All right. Mr. Forman,
32 I'm just a little confused on one thing. All right.
33 Now, up to where the Walmart is, the new Walmart
34 grocery store, where is this -- what area would this
35 81 overlay affect?

36 MICHAEL FORMAN: This will be from Reed
37 Road on 81, from Reed Road north. So Walmart would
38 be included. Reed Road north to Long Road on the
39 east side and Scotts Bridge Road on the west side.

40 GRACIE FLOYD: Okay. But starting from
41 Reed Road up, it's too late for those places; right?

42 MICHAEL FORMAN: Yes, ma'am. There are
43 certain -- the majority of the southern lots are
44 already built out.

45 GRACIE FLOYD: Yeah. Okay. Now also,
46 I'm saying it's too late for the Reed Road going up
47 because you got your Walmart, your Burger King, your
48 chicken place -- what's the name of that place?
49 Bojangles. You got your Bojangles, you got the dry
50 cleaners, the offices, so you're going to start right

1 above that maybe at the East-West Connector and going
2 up? That's where we're going?
3 MICHAEL FORMAN: Yes, well, technically it
4 starts on Reed Road, but yes, the undeveloped
5 portion, the majority of those will be north of the
6 East-West Connector. Yes, ma'am.
7 GRACIE FLOYD: Okay. Now tell me about
8 the -- please, tell me about the Veterans Hospital.
9 I still don't have a -- I can't fathom where that is
10 going. I know it's going up there somewhere, but I
11 just can't figure out where.
12 MICHAEL FORMAN: That is directly north of
13 the high school.
14 GRACIE FLOYD: North of ---
15 KEN WATERS: They already have -- Hanna
16 High School -- they already have the shell of the
17 building built.
18 GRACIE FLOYD: The what now?
19 KEN WATERS: The shell of the building,
20 the outer part of it, it's built now.
21 GRACIE FLOYD: It's going to be near
22 Hanna High School?
23 KEN WATERS: Just past it on the right,
24 yes, ma'am.
25 GRACIE FLOYD: Lord, have mercy. So,
26 we're going to have all those grocery stores down
27 there. They're going to have the Veterans Hospital.
28 They're going to have Hanna High School. We're going
29 to have the Wal-Mart -- I said that already. Hanna
30 High School. All right. And what are we going to do
31 about traffic lights? We going to have overhead
32 bridges so we can get around over there?
33 MICHAEL FORMAN: We don't address that with
34 this overlay.
35 GRACIE FLOYD: I didn't hear you.
36 MICHAEL FORMAN: We were not going to be
37 addressing that issue with this overlay.
38 GRACIE FLOYD: So what you're addressing
39 is really beautification, is that it?
40 MICHAEL FORMAN: Yes, ma'am.
41 GRACIE FLOYD: Okay. All right.
42 KEN WATERS: That -- excuse me, ma'am.
43 GRACIE FLOYD: Yeah.
44 KEN WATERS: That being a Highway 81,
45 that would be a state issue, wouldn't it, about as
46 far as traffic flow?
47 MICHAEL FORMAN: Yes, sir.
48 KEN WATERS: Okay. So that'd be a
49 state issue that they would ---
50 GRACIE FLOYD: We need to call the state

1 now, because already, already around certain times
2 it's a mess. It's a mess. Okay. And there's one
3 other question I wanted to ask you about that
4 overlay. All right. All right. It's gone.
5 Mr. Chairman, thank you.
6 FRANCIS CROWDER: There are other lots, but
7 ...
8 MALE VOICE: Microphone, please.
9 FRANCIS CROWDER: Can you hear that?
10 MALE VOICE: I can.
11 FRANCIS CROWDER: Thank you. I'm sorry, I
12 have got it on, right up to my mouth. The new
13 Walmart, though this is not in place, actually, we
14 worked with them; right, very closely, and we got
15 them pretty much up to this.
16 MICHAEL FORMAN: Yes, sir.
17 FRANCIS CROWDER: Right?
18 MICHAEL FORMAN: Yes, sir.
19 FRANCIS CROWDER: So they actually are a
20 model. If you go right out there, you will see an
21 abundance of landscape, grass, barriers at the wall,
22 like this category six; okay, with the lightening
23 that you want. Those are in place; right?
24 MICHAEL FORMAN: Yes, sir.
25 FRANCIS CROWDER: So I want to join others
26 in thanking you and your staff for meeting with the
27 ---- -- I reckon the battery is dying or something --
28 coming up with this document. And with that I'd like
29 to make a motion to approve this, please, sir.
30 CINDY WILSON: Second.
31 KEN WATERS: All right. All right. At
32 this time we will take a vote on it. All in favor of
33 Ordinance 2015-015 show by raising your right hand.
34 All right. Let the record show Mr. Allen, Mr.
35 Waters, Mr. Cole, Mr. Crowder and Ms. Wilson in
36 favor. And Ms. Floyd?
37 GRACIE FLOYD: You didn't call for the
38 ---
39 KEN WATERS: Oppose?
40 GRACIE FLOYD: You didn't call for ---
41 KEN WATERS: Okay. I'm sorry.
42 Abstain?
43 GRACIE FLOYD: Yeah, Mr. Chair, I'm going
44 to abstain because I don't know what I'm voting on.
45 KEN WATERS: Okay. That's quite all
46 right.
47 GRACIE FLOYD: My constituents hate it
48 when I do that.
49 KEN WATERS: Let the record show that
50 Ms. Floyd abstains.

1 All right. Moving on to page two. Anderson
2 County Council meeting May 5, 2015, Ordinance #2015-
3 016, an Ordinance to adopt the Operating and Capital
4 Budgets of Anderson County for the Fiscal Year
5 beginning July 1, 2015, and ending June 30, 2016, and
6 to make appropriations for such Anderson County
7 budgets for county ordinary purposes and for other
8 county purposes for which the county may levy a tax
9 other than for Tri-County Technical College purposes;
10 to provide for the levy of taxes on all taxable
11 personal and real estate properties in Anderson
12 County for such county ordinary purposes, including
13 sufficient tax to pay the principal and interest on
14 outstanding indebtedness of Anderson County maturing
15 during said fiscal year; to adopt the Operating and
16 Capital Budgets of Anderson County for the Fiscal
17 Year beginning July 1, 2015 and ending June 30, 2016,
18 and to make appropriations for such Anderson County
19 budgets, for Tri-County Technical College purposes;
20 to provide for the levy of taxes on all personal and
21 real properties in Anderson County on which school
22 taxes may be levied for such Tri-County Technical
23 College purposes; to provide for the levy assessment
24 and collection of certain other taxes and fees; to
25 provide for the expenditure of said taxes and other
26 revenues coming to the county during said fiscal
27 year; and to provide for other matters relating to
28 Anderson County.

29 Mr. Rusty Burns. And need to put this up
30 for the motion, don't I?

31 MITCHELL COLE: So moved.

32 KEN WATERS: And got a second? Mr.
33 Burns, to discuss the budget.

34 RUSTY BURNS: Mr. Chairman, you have
35 before you a copy of the budget prepared by myself
36 and the people who work for Anderson County. It's up
37 tonight for first reading. We have had a chance to
38 discuss with each member of Council extensively
39 details of matters that are in this budget. And we
40 will continue to be working with Council, as we have
41 been even this afternoon on finding out the will of
42 Council.

43 But at this time, with the Council's
44 pleasure, we will let Ms. Rita Davis give a brief
45 overview of the big parts of the budget.

46 KEN WATERS: All right. Ms. Davis. We
47 apologize for waking you up back there.

48 RITA DAVIS: No, sir, I was hunkered
49 down because it's so cold. I was trying to stay
50 warm. Yes, sir.

1 The budget before you right now has several
2 items that the Administrator is placing before you
3 for consideration. He truly, you know, wants
4 Council's dialogue and input, as always, but
5 particularly this year. Okay? Because contained
6 within that budget you have a two mil increase. I
7 think that's been reported on, with one mil going for
8 -- into the General Fund. One mil for debt service
9 payment. Okay? And one of the reasons the debt
10 service payment is -- would increase is if Council
11 adopted a General Obligation Bond. It's currently
12 slated at about fifteen million dollars, that's
13 already been stated, as well. So you've got the mil
14 increase, the General Obligation Bond. Also, there's
15 a five point three million dollar capital lease
16 contained in the budget. We'll be asking Council's
17 consideration to borrow some money as we have in the
18 past, to purchase vehicles and heavy equipment for
19 the departments, based upon a prepared list that
20 Council would review, adjust as needed and approve,
21 hopefully. And so, by doing that, you will have
22 provided for a reoccurring millage for your capital
23 which is critical, of course, for the departments to
24 perform their job.

25 Also contained within the budget before you
26 for consideration tonight is six hundred and forty
27 thousand in the general fund, seven hundred six
28 thousand for all funds, employee raises. That can be
29 distributed however Council decides. You have two
30 point five million usage of your general fund balance
31 that is for road paving, district paving money. In
32 addition to that, you have the million dollars that
33 was approved during the supplemental budget for the
34 fiscal year we're in now. So Council would have
35 three point five million for district paving.

36 That's the highlights. We'll be glad to
37 answer any questions that you might have regarding
38 the budget. But that sums it up in a nutshell.

39 KEN WATERS: Ms. Floyd?

40 GRACIE FLOYD: Sorry. I apologize. The
41 -- you mentioned employee raises just then. You said
42 there was six hundred and forty thousand -- that's
43 what -- six hundred and forty thousand dollars in the
44 general fund for the employee raises?

45 RITA DAVIS: Yes, ma'am.

46 GRACIE FLOYD: Okay. Now I don't know if
47 this is the proper time to bring this up or not, but
48 we did a study. We paid eight thousand dollars for a
49 study to be done on our employee raises in Anderson
50 County.

1 RITA DAVIS: Correct.
2 GRACIE FLOYD: And we were given -- was
3 it three options that this study gave us for
4 increasing our employee raises?
5 RITA DAVIS: There was some suggestions
6 by the consultant basically to -- he established new
7 pay grades and he recommended that Council consider
8 raising the employees to the minimum of that new pay
9 grade. Plus a two percent raise on top of that was
10 basically his recommendation.
11 GRACIE FLOYD: Okay. All right. And
12 then the other one was -- there were three. What was
13 the other one? He recommended three things. He
14 recommended that we bring everybody up to the minimum
15 pay raise. I mean to the minimum. And then add two
16 percent on there. And add two percent on there.
17 Then he said that the six hundred and forty thousand
18 dollars. And then, what was the third one? There
19 were three.
20 RITA DAVIS: I just remember the two,
21 but I think he had selected departments that he
22 identified. He said, you know, in my analysis you
23 might want to take a look at these eight distinct
24 departments that appear to need pay raises, that a
25 lot of the people -- existing employees appear to be
26 below the minimum.
27 GRACIE FLOYD: Okay. All right.
28 RITA DAVIS: And then, ma'am, if you
29 don't mind, we took that and just did different
30 analysis, based on that. He said you could look at
31 years of service. He had as a copy ratio. I think
32 that's the third one you're talking about.
33 GRACIE FLOYD: Yeah, yeah, it was three.
34 RITA DAVIS: Copy ratio.
35 GRACIE FLOYD: I knew it was three.
36 Okay. Now we haven't settled on one yet.
37 RITA DAVIS: No, ma'am.
38 GRACIE FLOYD: Okay. Now the newspaper
39 -- the newspaper stated that the Finance Committee
40 was looking at just funding the lower payment -- I
41 mean the lower level employees at only two percent.
42 Am I correct?
43 RITA DAVIS: I think they considered
44 those select departments the consultant identified,
45 raising them to the minimum of their new pay grade.
46 GRACIE FLOYD: Okay. All right. Okay.
47 But no decision has been made on that at all yet?
48 RITA DAVIS: No, ma'am. Not at all.
49 GRACIE FLOYD: But we're going to vote
50 tonight. Okay. Go back to the -- may I continue?

1 KEN WATERS: Yes, ma'am. Go ahead.

2 GRACIE FLOYD: Thank you. Let's go back
3 to the one mil for the debt service. First of all,
4 tell the folks how much is a mil, what a mil is
5 worth.

6 RITA DAVIS: The mil, once you consider
7 a vehicle tax, real estate, fee-in-lieu, it's
8 probably about six hundred and seventy thousand. Now
9 that's all -- but the value of just the millage
10 itself is about six hundred and fifteen.

11 GRACIE FLOYD: Okay. All right. So
12 we're looking at raising -- now that came out in the
13 newspaper, too. The first time it said that the
14 public was told that they need to consider raising
15 taxes because it was a new road and when you're
16 having -- going down a new road you need new money
17 and all that other kind of stuff. And that was two
18 mils. The second time the newspaper article came out
19 nobody claimed the fact that we were going to do it
20 -- we're going to raise taxes two mils. But do you
21 feel like there is a necessary need to raise taxes?
22 What could keep us from raising the taxes?

23 RITA DAVIS: What's to keep from
24 raising taxes?

25 GRACIE FLOYD: No, what could help us --
26 like the folks that could get over without raising
27 taxes.

28 RITA DAVIS: The majority of Council,
29 ma'am, could always, of course, decide to not do
30 things that's contained within the budget.

31 GRACIE FLOYD: Okay. Are we talking
32 about the fourteen point five new building?

33 RITA DAVIS: Well, any and everything,
34 ma'am. You know, basically that, the capital lease,
35 the raises, any departmental budgets, the employees,
36 you know, it's all on the table for Council's
37 consideration and deliberation.

38 GRACIE FLOYD: Okay. All right. Mr.
39 Chairman, I thank you.

40 KEN WATERS: Yes, ma'am. All right.
41 Does anyone else have anything?

42 CINDY WILSON: May I, Mr. Chairman?

43 KEN WATERS: Yes, ma'am.

44 CINDY WILSON: Thank you. This is
45 definitely a work in progress and it's going to take
46 a lot of time to go through all of this and work
47 through all the different line items to come up with
48 a total that will work for the county.

49 For a quick clarification, the fifteen
50 million dollar general obligation bond that's being

1 proposed, that includes not only a building, but
2 capital lease, also? Is that correct, or is that
3 separate?

4 RITA DAVIS: Capital lease would be
5 separate, yes, ma'am.

6 CINDY WILSON: Okay. So we're looking at
7 fifteen million for some of those improvements in the
8 new building. I went through the budget ordinance
9 this afternoon and I did find one thing that we may
10 need to bring up to speed. On page nineteen, the
11 applicable juror reimbursement rates, we're still
12 only paying twenty-five cents per mile reimbursement
13 for jurors coming and going. So what do we do to at
14 least make that -- is that coming out of the state
15 funds?

16 RITA DAVIS: No, ma'am. That's coming
17 out of our general fund. I did touch base with Judge
18 Devine and Richard Shirley and they stated that next
19 year they definitely wanted to address that and
20 increase that. And that would mean that the juror
21 fees in those two respective departments, that amount
22 would need to be increased. Don't know how much yet,
23 but ---

24 CINDY WILSON: Are you talking about
25 juror fees plus reimbursable miles? Because I was
26 just ---

27 RITA DAVIS: It all comes out of juror
28 fees. That one line item in those two departments.

29 CINDY WILSON: Okay. That was something
30 that struck me as needing to be updated. I think the
31 state reimbursement is fifty-seven point five cents
32 per mile.

33 RITA DAVIS: Yes, ma'am. Fifty-six.

34 CINDY WILSON: I do want to spend a great
35 deal of time looking at bringing the airport from an
36 enterprise fund status into special source revenue
37 status. That requires a lot of work. I've made some
38 notes and I've made an appointment. It's been very
39 difficult to work through our Finance Committee
40 meeting because it's hard to get questions and
41 answers with a lot of other things going on. But I
42 do have a list of things and I will come in about one
43 tomorrow. And even though I have serious
44 reservations on some of the items being considered
45 and some things that I think need to be adjusted, I
46 will go ahead and vote for this first reading until
47 we can get a handle on the rest. Thank you.

48 KEN WATERS: Okay. Does anyone else
49 have anything?

50 GRACIE FLOYD: Mr. Chairman, may I?

1 KEN WATERS: Yes, ma'am.
2 GRACIE FLOYD: Okay. I don't mean to say
3 that, I meant to say Mr. Chairman. But the thing
4 about it is this. How are we going to do this
5 tonight? What is the plan? Now we're going to ---
6 KEN WATERS: We'll bring it for a
7 motion and people can vote on it.
8 GRACIE FLOYD: We're going to vote on it.
9 KEN WATERS: And if you don't want to
10 vote on it, you don't have to vote on it.
11 GRACIE FLOYD: Well, I know that.
12 KEN WATERS: Okay.
13 GRACIE FLOYD: I'm fully familiar with
14 that.
15 KEN WATERS: Okay.
16 GRACIE FLOYD: But that's what we're
17 getting ready to do tonight? Also, it has in our
18 agenda -- I don't have the agenda available -- it
19 says in our agenda that the Finance Committee was
20 going to come and do some -- what ---
21 KEN WATERS: That'll be the regular
22 Finance Committee meeting.
23 GRACIE FLOYD: And they're going to talk
24 about the budget as well?
25 KEN WATERS: Yes, ma'am. The normal
26 budget meeting stuff.
27 GRACIE FLOYD: But doesn't it seem like
28 we need to listen to the Finance Committee first and
29 then vote?
30 KEN WATERS: I think the order is,
31 we'll just stick to the agenda like it is.
32 GRACIE FLOYD: Okay. All right.
33 KEN WATERS: Thank you, ma'am.
34 GRACIE FLOYD: Well, may I go on, please?
35 KEN WATERS: Yes, ma'am, go right
36 ahead.
37 GRACIE FLOYD: I thank you.
38 On building and codes, they're getting ready
39 to have to purchase a new technical information --
40 all of the technical things that they have been
41 dealing with for years have changed now. So that
42 means all those old technical books, you know what
43 I'm talking about, are going to have to be discarded
44 and we're going to have to get some new ones. And
45 for that, they're going to need four thousand five
46 hundred dollars. Now this is a thing that they have
47 to have in that budget. Okay. Also they're
48 requesting new personnel because their department is
49 growing. You've heard that we are getting --
50 Anderson is having a boom in building for permits and

1 stuff, but it seems like they need more people to
2 kind of like help out with that. I'm wondering if
3 that's going to be considered for them.
4 Bridges and codes they lost twenty
5 positions. Twenty positions. And they have sixteen
6 miles -- sixteen thousand miles to maintain. They're
7 asking for new personnel as well. Have we discussed
8 that -- I mean, has that been discussed on whether or
9 not they'll be getting that? They need three
10 laborers. One crew and one equipment person. Do we
11 know, is that in the budget for them?
12 RITA DAVIS: The Roads and Bridges
13 laborers, no, ma'am. Oh, you talking about litter
14 crew or the Roads and Bridges?
15 GRACIE FLOYD: Three laborers for Bridges
16 and Codes?
17 RITA DAVIS: Oh, Roads and Bridges?
18 No, ma'am. That is not recommended by the
19 Administrator at this time.
20 GRACIE FLOYD: Okay. Wastewater.
21 Wastewater also needs new position. Wastewater is a
22 department that we have to have, but they have
23 technical people that they need to help out. Like I
24 just can't go up there and apply for a job because
25 the work is so technical. And they have requested
26 some folks -- some new people, too. Anything going
27 on that one?
28 RITA DAVIS: Administrator's
29 recommending a right-of-way technician in wastewater
30 management, yes, ma'am.
31 GRACIE FLOYD: Okay. Storm water. Now
32 our storm water manager says that he needs -- he
33 wanted two people. But he said that he would settle
34 on the one.
35 RITA DAVIS: Right.
36 GRACIE FLOYD: He wanted a -- he wanted
37 an inspector and he wanted an administrative
38 assistant.
39 RITA DAVIS: Administrative assistant
40 from part time to full time, yes, ma'am.
41 GRACIE FLOYD: Yeah. So we agree -- the
42 Administrator said only one.
43 RITA DAVIS: Yes, ma'am.
44 GRACIE FLOYD: Okay. But -- all right.
45 KEN WATERS: You done? Oh, I'm sorry.
46 I thought you were done there.
47 GRACIE FLOYD: No, I'm sorry. I gave you
48 ---
49 KEN WATERS: You took a break, so I was
50 ---

1 GRACIE FLOYD: No, I threw you a curve.
2 Okay. I want to talk about fleet services. All
3 right. Now this is what I learned. Fleet services
4 have what they call a bone yard. A bone yard is
5 nothing more than a glorified name for junk yard.
6 They have all of their cars -- old cars -- sitting
7 out there. The man that I talked with who is over
8 there, had the idea that we need to move this stuff
9 out and take the money and put it back into the
10 general fund as some kind of income. He thinks that
11 we need to do an auction and -- we need to do an
12 auction and sell off these junk cars. Put the money
13 back into maybe his account so he could use it for
14 more parts and whatever he needs on that. That is a
15 new idea, but -- was that included in the budget?
16 Please excuse me. Was that included in the budget?
17 RITA DAVIS: No, ma'am, we haven't
18 budgeted for any potential sales proceeds, but we are
19 asking for this capital fund. That's why -- one
20 point five mils, more mils is going into that fund,
21 hopefully, so that we will have a replacement fund.
22 And those proceeds would go back into that for
23 purchase of replacement property.
24 KEN WATERS: We're still looking at
25 that. That's something that's being talked about.
26 GRACIE FLOYD: Okay. So I was just about
27 to ask. We have not actually voted on that.
28 KEN WATERS: No, ma'am.
29 GRACIE FLOYD: That's an idea -- that's a
30 visionary idea, yeah, that we may need to look at to
31 generate funds; right? Also, new personnel. This
32 pay grade -- excuse me ---
33 KEN WATERS: Go right ahead.
34 GRACIE FLOYD: Are you getting tired?
35 KEN WATERS: No, ma'am. I'm just
36 listening.
37 GRACIE FLOYD: Pay grade. Our lowest pay
38 grade is an eight, as I was told. But it's really a
39 four. It's really a four. I did not know that. I
40 thought that the lowest pay grade that Anderson
41 County had was an eight. But it's a four. He has
42 ten people working with him and he has -- the lowest
43 pay grade he has is a nine. I don't know what that
44 -- how much is a nine, to start? The minimum on a
45 nine?
46 RITA DAVIS: Probably low twenties,
47 ma'am. I don't have that grade sheet with me, it's
48 back over there.
49 GRACIE FLOYD: Okay. All right. It goes
50 on and on and on. Building and grounds. Lost one of

1 our key members through death some time ago. And
2 that has never -- that position has never been
3 replaced. And he was looking -- he was trying to do
4 that now. They did some creative things with that
5 one. They took two of the employees -- help me get
6 it straight, Ms. Davis -- two employees from the
7 airport and put it down to his department, which is
8 the maintenance -- building and grounds, yeah.

9 RITA DAVIS: Yes, ma'am. To help with
10 the grass and things like that, right.

11 GRACIE FLOYD: Yeah. There are open
12 positions all over our Council -- county, that folks
13 say they don't have the money to fill. They don't
14 have the income to fill it and the money for the
15 thing to fill these things. And it goes on and on
16 and on and on. We need to let's take a really good
17 look at what's needed before we sit down and say
18 what's not needed here. The budget doesn't have
19 anything, as I've said twice before, it doesn't have
20 anything in there about payroll, about payroll and
21 raises and a lot of other stuff. It does not give
22 clear things about the fifteen -- fourteen point five
23 million dollars that's in there. The thing that the
24 fourteen point five is supposed to do is the
25 building, the park and one other thing that I can't
26 think what the third thing was, but it's only ---

27 RITA DAVIS: Issuance cost of the GO
28 bond itself.

29 GRACIE FLOYD: Yeah, yeah. In order to
30 get the fifteen -- the fourteen point five -- I keep
31 saying fourteen five and you say fifteen. What's the
32 difference?

33 RITA DAVIS: Fourteen point five was
34 the amount just for the building itself.

35 GRACIE FLOYD: But we're going to have to
36 borrow fifteen; right?

37 RITA DAVIS: Yes, ma'am.

38 GRACIE FLOYD: Okay. And we're going to
39 have to borrow this from a bond.

40 RITA DAVIS: Yes, ma'am.

41 GRACIE FLOYD: Which is going to increase
42 a millage.

43 RITA DAVIS: Yes, ma'am.

44 GRACIE FLOYD: Which is going to cost a
45 pay raise for this. I think that we aren't ready for
46 a fourteen point five million dollar business --
47 building right now. I think that time and money and
48 attention should be placed elsewhere. With all these
49 people needing so much, with so much, they need
50 people and everything, I think that we ought to delay

1 that building ---
2 KEN WATERS: All right. We need to
3 vote on more time or either -- you getting ready to
4 wrap up? I didn't know. I apologize, but our time's
5 up.
6 GRACIE FLOYD: For what?
7 KEN WATERS: The time's up for the
8 budget.
9 GRACIE FLOYD: Oh, I thought we ---
10 KEN WATERS: Twenty minutes. So ---
11 GRACIE FLOYD: Twenty minutes to discuss
12 the budget?
13 KEN WATERS: Yes, ma'am.
14 GRACIE FLOYD: Let me apologize to my
15 fellow colleague. I didn't intent to take up the
16 whole time. But ---
17 KEN WATERS: Do we need to vote on more
18 time? Does anybody have any more questions? If
19 you're getting ready to wrap up, we'll just finish up
20 and move on.
21 GRACIE FLOYD: Nobody has any questions
22 about this budget? Nobody? I'll just hush.
23 KEN WATERS: All right. All right. At
24 this time we will vote on the first reading. I'd
25 like to go ahead and mention that this thing will
26 change quite a bit in the next couple of weeks
27 because there's a lot of things that we're still
28 going over, as you just heard.
29 All right. At this time we'll go ahead, and
30 all in favor of Ordinance #2015-016 signify by
31 raising your right hand. And all those that oppose
32 or abstain -- or oppose. Okay. Show that Ms. Floyd
33 opposes. Show that Mr. Allen, Mr. Waters, Mr. Cole,
34 Mr. Crowder and Ms. Wilson voted for the first
35 reading of the budget.
36 All right. Report from the Finance
37 Committee. At this time, Mr. Crowder, I'll turn it
38 over to you.
39 FRANCIS CROWDER: All right. Thank you,
40 Chairman. The Finance Committee has met on several
41 occasions, on the 24th and 28th of the month. At the
42 24th meeting, we actually had the Administrator and
43 Ms. Davis and her staff there to go over the budget.
44 In fact, in preparation for that meeting I actually
45 prepared a pamphlet, cheat sheet, or whatever you
46 want to call it, which is included in your agenda
47 packet tonight. It is about sixty pages long that
48 actually looks at the budget the following ways.
49 Number 1, like any good business, you always
50 want to know how much money you've got in the bank.

1 That's called a fund balance. And how did we get
2 there and at what spending rate are we spending out
3 of the fund balance. The second thing that we looked
4 at was the revenue streams. Where do we anticipate
5 revenue versus this year over last year. And if
6 you'll notice, there is a slight increase in revenue,
7 especially for the general fund. All of our
8 discussion was in generalities so that we could get
9 some feel for that massive book that you have, so
10 that we could then deal with the details. The third
11 thing that we actually did was looked at the concept
12 that personnel made up about sixty percent, roughly,
13 of the budget. A lot of government agencies can
14 range as high as seventy, if you take a look at them.
15 That includes fringe benefits. And so, of course,
16 the question came up, relative to what options could
17 we consider.

18 The Finance Committee did look at the study
19 that was done by the consultant. We looked at the
20 different options that were available that ranged
21 everywhere from giving across the two -- board two
22 percent to everybody to the option that says raise
23 everybody to the new minimum of the pay grade for the
24 new pay grade and other options in between. And you
25 will see a big sheet in your packet tonight that
26 looks at all the different options and actually their
27 cost. We made no decision, we just digested
28 information.

29 We then looked at the personnel cost,
30 because personnel cost is a big part of the budget.
31 So keeping in mind that personnel cost is a
32 significant portion of the budget, and it is driven
33 not by us but by the state. They set the state
34 employee retirement rate. They set the police
35 retirement rate. They set the insurance rate. You
36 will also notice in your packet, cheat sheet for the
37 lack of a better word, a survey that Finance did at
38 my request, because we're always asking -- or other
39 members of Council always asking how do we compare
40 with our fringe benefits relative to other counties
41 that are similar in size.

42 And so Ms. Davis was kind enough to call all
43 those counties and you will see that several of the
44 other counties actually do not even take part in the
45 state retirement plan, but actually contract direct
46 with Blue Cross Blue Shield for their pro choice
47 plan. Some of the counties that take part in the
48 state retirement plan actually pass on part of the
49 cost of the insurance to employees semi-monthly on
50 their pay roll, whereas Anderson County currently

1 pays all of the cost of the individual. We just
2 looked at that as detail so we can get some feel.

3 Fourthly, we looked at the operating costs
4 that were contained in the budget and the summary
5 pages, not the detail budget, and so we looked at
6 things like what other items are we funding. And so
7 we went through a very detailed procedure looking at
8 all these items. And at that point we asked that
9 prior to the meeting on the 28th -- which I'll now
10 talk about -- that Ms. Davis would have some cost
11 data available for us that would outline, if we
12 wanted to only address the third -- one of the
13 options that the consultant had -- and only give
14 raises to those people that are in those eight, I
15 think, or nine job categories that are poorly paid,
16 what would it cost to implement that. And she came
17 up with that figure. So on the 28th meeting we
18 looked at that. We began to look at more detail
19 about the budget by going through all of this, making
20 no decision whatsoever other than to talk internally
21 about as a first brush whether we thought that was a
22 good idea and sort of voting whether or not that
23 might need to be considered. But we're not prepared
24 at any point to make any recommendation of the
25 budget.

26 On the 28th -- well, on the 1st, I believe
27 it was, on the 1st, we actually had another meeting
28 of the Finance Committee. And at that time we, at
29 that time we took the first part of the meeting to do
30 the normal work of the Finance Committee. We looked
31 at -- if you'll look at your item in the budget. The
32 first item was a bid for a tractor with a boom mower
33 attachment. And you'll notice that there was only
34 one bid for a hundred and two thousand one hundred
35 twenty-seven dollars and twenty-two cents. So Mr.
36 Chairman, I make the motion that the Finance
37 Committee moves to you for consideration the approval
38 of the bid for the tractor with boom mower in the
39 amount of one hundred and two thousand one hundred
40 and twenty-seven dollars and twenty-two cents.
41 That's in your packet.

42 KEN WATERS: All right. Coming from
43 the Finance Committee, it needs no second. So all in
44 favor of purchasing that tractor, signify by raising
45 your right hand. Let the record show that that was
46 voted on unanimous with Mr. Dunn not being here.

47 All right, Mr. Crowder.

48 FRANCIS CROWDER: Thank you, sir. The
49 second item that was contained in the packet was
50 procurement of a back-up pump station. What the

1 back-up pump station does is we have a lot of pumps
2 out there that pump sewer to plants and they break,
3 or lightening strikes them or what-have-you. So this
4 is a unit that could be used to back-up on a
5 temporary basis a pump that has gone out. So bids
6 went out. There was only one bid that came back in
7 in the amount of fifty-six thousand nine hundred
8 sixty-six dollars and eighty-nine cents. Now at this
9 point the Committee did raise the question, why are
10 we getting such a small number of bids from vendors?
11 And there was a little discussion on that, but there
12 was no conclusion as to why. So the Finance
13 Committee recommends the awarding of the bid for
14 fifty-six thousand nine hundred sixty-six dollars and
15 eighty-nine cents.

16 KEN WATERS: All right. Coming from
17 the Finance Committee it needs no second. All in
18 favor of purchasing the wastewater pump, signify by
19 raising your right hand. All those -- let the record
20 show that it was unanimous with Mr. Dunn not being
21 here.

22 All right, Mr. Crowder.

23 FRANCIS CROWDER: Okay, Mr. Chairman. The
24 next item was a request by -- to conduct online
25 auctions to get rid of these items that are
26 accumulating in the bone yard. The presentation was
27 made that there were two firms that do online bids,
28 one called Government Deals and another one called
29 whatever. And there was some discussion about that.
30 Several of the Finance Committee members, and I was
31 included in that, worried about the fact that these
32 were going to be online bids, auctions that the
33 average citizen here -- well, citizens here in
34 Anderson County might not take advantage of. Or may
35 not even know about because they don't know of these
36 two web sites. And so we felt like there needed to
37 be some mechanism by which the citizens of Anderson
38 County could participate in that. And so we
39 temporarily took no action on that and will study it
40 and bring it back at another day. We do agree that
41 we would like to sell this stuff. We'd like to get
42 rid of it and put the money back in so that it would
43 shrink any cost that we would have to in the future
44 pass on to the taxpayers. So we have no opinion on
45 that.

46 KEN WATERS: You might say some of this
47 stuff's well broke in as much as we've used it,
48 wouldn't you say?

49 FRANCIS CROWDER: That's right. Well, let's
50 see. Then we had -- all of a sudden my laptop just

1 quit. Then we had a request from the city of Belton.
2 We have an old gym floor and some basketball
3 equipment that they would like for Anderson County to
4 transfer to the city of Belton and they gave us a
5 form letter to Mr. Burns requesting that. The
6 Finance Company [verbatim] thought it was a good
7 idea. And we submit that to the Council tonight for
8 their consideration.

9 KEN WATERS: All right. Does anyone
10 have any questions?

11 GRACIE FLOYD: I do.

12 KEN WATERS: All right.

13 GRACIE FLOYD: I don't understand -- I
14 didn't understand what he said first of all, and
15 could you please explain that, Mr. Chairman?

16 KEN WATERS: Yes, ma'am. The first one
17 ---

18 GRACIE FLOYD: The gym floor thing.

19 KEN WATERS: The first ones we voted on
20 already. The second one was -- the third one was
21 just for information. And then there's a letter
22 where Belton has requested some equipment in your
23 package. And so that's what we're voting on now.

24 GRACIE FLOYD: Belton has requested some
25 equipment in our packet. And they have requested the
26 type of equipment was a gym floor and what else?

27 KEN WATERS: Some ---

28 GRACIE FLOYD: Basketballs.

29 KEN WATERS: Multi-purpose, yeah,
30 recreational -- to use for the recreational -- we are
31 currently getting ready to -- they're wanting a
32 donation of the flooring and equipment that would
33 allow them to start a basketball facility down at the
34 old National Guard armory, I believe; isn't it?

35 GRACIE FLOYD: Okay. But Mr. -- is that
36 something that Anderson County has done? Isn't that
37 a recreational item out of that particular council's
38 recreational fund?

39 KEN WATERS: I guess it could be, but
40 probably if we've got something sitting around that
41 nobody's using, I don't see a problem with giving it
42 to them.

43 GRACIE FLOYD: They say that this is for
44 -- they want old stuff?

45 KEN WATERS: That's what it looks like.

46 GRACIE FLOYD: Old basketball flooring.

47 KEN WATERS: What it looks like to me.

48 Some of the equipment.

49 GRACIE FLOYD: We do have an old
50 basketball ---

1 MITCHELL COLE: That is excessive
2 equipment from the Civic Center. Several years ago
3 there was a tournament out there and we had a floor
4 ---

5 RUSTY BURNS: I'll be happy to speak to
6 that. A long time ago the Anderson County Civic
7 Center hosted the Big South basketball tournament.
8 And at that time we purchased a gym floor. This was
9 way a long time ago. Now the only thing we're doing
10 with that gym floor is storing it. It's taking up
11 valuable space out there. The city of Belton is
12 taken possession of the old armory building and
13 they're trying to turn that into a recreation center
14 for the town. And they made the request that we
15 donate that old gym floor to them.

16 GRACIE FLOYD: Okay. I applaud them in
17 doing that armory that way. But don't we have a same
18 situation over at the McCants building where we have
19 a gym floor that we're hoping to refurbish and we
20 could use that equipment for that?

21 RUSTY BURNS: There is a gym floor over
22 there. This is a portable floor, Ms. Floyd, an
23 overlay that you put over the cement. The floor at
24 McCants is part of the building, so that whole floor
25 would have to be rebuilt. Not put this overlay ---

26 GRACIE FLOYD: Okay. Well, the word
27 overlay floor was never used.

28 RUSTY BURNS: No, ma'am.

29 GRACIE FLOYD: Yeah. So, yeah. But the
30 -- wouldn't equipment be -- been sitting there for a
31 while, would it still be useable?

32 RUSTY BURNS: Yes, ma'am. And basically
33 it's goals. Basically goals. And they have
34 inspected the equipment, the floor, which is the
35 primary part of this. And they've looked at it and
36 they still -- they would like to have it.

37 GRACIE FLOYD: Well, I'm asking questions
38 about it because that's never been done before. This
39 is a newbie for us in Anderson County to do this kind
40 of thing. But we're setting a precedent.

41 RUSTY BURNS: Well, in a way we've set a
42 precedent because I think at last Council meeting we
43 gave cars -- older cars. So our ordinance ---

44 GRACIE FLOYD: We've done that before,
45 though. We've done the older cars. But I'm talking
46 about floor equipment -- recreational equipment that
47 could be used throughout this county. Not just one
48 particular area.

49 RUSTY BURNS: But this has to be inside
50 an enclosed building. Because if it doesn't -- it

1 has to be in a temperature controlled environment,
2 too, because of the floor ---
3 GRACIE FLOYD: I understand that.
4 RUSTY BURNS: --- it's not very thick.
5 But this would be the only time that Anderson County
6 will ever be requested to give away a basketball
7 floor.
8 GRACIE FLOYD: I don't know about that,
9 Mr. Administrator.
10 RUSTY BURNS: We don't have any more.
11 GRACIE FLOYD: You got some other stuff.
12 RUSTY BURNS: We have other stuff, yes,
13 that ---
14 GRACIE FLOYD: That we can ---
15 KEN WATERS: We've given away some
16 computers, too, I believe.
17 GRACIE FLOYD: We have done that before.
18 RUSTY BURNS: Done that.
19 GRACIE FLOYD: We've done that for years.
20 And the cars we've done. But -- watch out, Mr.
21 Administrator, here I come. Thank you, Mr. Chair.
22 KEN WATERS: All right. We'll see what
23 we can find for you.
24 GRACIE FLOYD: I'll see what I can find.
25 I can do a better job.
26 KEN WATERS: All right. At this time
27 we need to -- with Finance Committee it needs no
28 second. So all in favor of this recommendation
29 signify by raising your right hand. All right. Let
30 the record show that that was unanimous, with Mr.
31 Dunn not being here.
32 Mr. Crowder.
33 FRANCIS CROWDER: All right. The next item
34 is a request for the use of -- is it one or two
35 interns?
36 KEN WATERS: I think it's two.
37 FRANCIS CROWDER: Two interns. If you'll
38 look on page -- just one intern. That would be from
39 Anderson School District 1 and 2 Career Center.
40 These would be an intern that would work in the
41 summer and all next year in the IT Department as part
42 of career development and building a bridge between
43 the career center and Anderson County for student
44 learning. And so, keep in mind, now, if you approve
45 this, you are in actuality approving that it be
46 included in fiscal year '16's budget.
47 KEN WATERS: Okay.
48 FRANCIS CROWDER: So, I don't want somebody
49 to think -- so the Finance Company -- Finance
50 Committee recommended to pass this on to Council for

1 their approval.
2 KEN WATERS: Okay. All right. Any
3 questions?
4 GRACIE FLOYD: I have a question.
5 KEN WATERS: Yes, ma'am.
6 GRACIE FLOYD: Okay. Interns. How would
7 that fit into the budget? If they're interns, they
8 are going to be paid interns?
9 KEN WATERS: Yes, ma'am.
10 GRACIE FLOYD: All right. How much are
11 we paying them?
12 KEN WATERS: Mr. Burns, do you have it?
13 RUSTY BURNS: Eleven thousand dollars
14 will be for a whole year. I don't know exactly how
15 much that would be.
16 KEN WATERS: Just one would be -- that
17 was for two; wasn't it?
18 FRANCIS CROWDER: It's fifteen dollars an
19 hour; isn't it?
20 RITA DAVIS: We have ten dollars
21 actually budgeted an hourly rate for the intern.
22 GRACIE FLOYD: Ten dollars an hour?
23 RITA DAVIS: That's what ---
24 FRANCIS CROWDER: Ten dollars an hour.
25 RITA DAVIS: --- with the transfer,
26 that's before you in a little bit, in next year's
27 budget.
28 KEN WATERS: The -- one of the things
29 -- one of the positive about this, there would not be
30 any benefits paid for this. So it would just be a
31 part time student.
32 GRACIE FLOYD: You know, we have
33 employees making less than ten dollars an hour. Are
34 those the two people that I met, Mr. ---
35 RUSTY BURNS: No, ma'am. Those are
36 other interns who are currently not paid. What we
37 have been trying to do -- and Mr. Hopkins has been
38 involved in this, Mr. Waters, Ms. Wilson have been
39 involved in this -- is reaching out to the Career
40 Centers and in other fields. This concerns School
41 District 1 and 2, their Career Center. We have
42 photographers from School District 5 who are
43 assisting us and all kinds of different things. This
44 one would be paid, this one would be in the IT
45 Department. And so, it's just something that we're
46 trying to grow. It's a good source of bringing in
47 new blood and making people aware of what we have in
48 the county.
49 GRACIE FLOYD: Okay. So we have two
50 people -- how many interns do we have?

1 RUSTY BURNS: If Council approves this
2 one, you'll have two paid interns at this point in
3 time.
4 GRACIE FLOYD: Three, would we not, with
5 the one that we have for your office?
6 RUSTY BURNS: We have Justice, as one
7 that I'm counting.
8 GRACIE FLOYD: I didn't hear you.
9 RUSTY BURNS: Justice is one. This
10 would be two.
11 GRACIE FLOYD: Paid interns.
12 RUSTY BURNS: Yes, ma'am.
13 GRACIE FLOYD: You know, Mr. Burns and
14 Mr. Chairman.
15 KEN WATERS: Yes, ma'am.
16 GRACIE FLOYD: I'm not trying to delay,
17 but I just don't understand. Now let me ask you.
18 RUSTY BURNS: Sure.
19 GRACIE FLOYD: We have two paid interns.
20 One will go into the IT Department and one is in your
21 department.
22 RUSTY BURNS: Correct.
23 GRACIE FLOYD: Okay. So we're not
24 getting two interns, we're getting one intern.
25 RUSTY BURNS: Right.
26 GRACIE FLOYD: Okay. All right. The
27 ones that were taking the pictures the other day, I
28 understand they are interns.
29 RUSTY BURNS: Yeah, but they're not
30 receiving pay.
31 GRACIE FLOYD: Okay. Well, why is this
32 one receiving pay? The one in that department?
33 RUSTY BURNS: Well, the other ones
34 haven't requested pay at this point.
35 GRACIE FLOYD: Well, don't say that too
36 loud, okay?
37 KEN WATERS: One of the students over
38 there is pretty good. Has helped me with my computer
39 here, so I think we'll be getting a pretty good bang
40 for our buck here because these kids will be helping
41 us and they'll actually be doing a job and instead of
42 working somewhere else, we'll open the door here for
43 the county so that we can get -- maybe offer them a
44 job in the future.
45 GRACIE FLOYD: Well, listen, is there
46 going to be some diversity in this?
47 RUSTY BURNS: Yes, ma'am. These are the
48 people that are recommended by the Career Centers.
49 We're also looking to do this in our automotive shop,
50 for example, because they train auto mechanics in

1 that area. And if we can work out a program where we
2 have a feeder system, where they come in to our
3 employ, that if they want to serve as interns, which
4 we would bring back before Council, but we just think
5 it's a good idea to maybe train young, and keep some
6 fresh new talent.

7 GRACIE FLOYD: That sounds good, but what
8 I'm mostly interested in, is this going to be an
9 equal opportunity situation?

10 RUSTY BURNS: Yes, ma'am. Absolutely.

11 GRACIE FLOYD: For the IT Department?

12 RUSTY BURNS: Yes, ma'am.

13 GRACIE FLOYD: And -- okay. All right.

14 I thank you.

15 KEN WATERS: Yes, ma'am. All right.
16 And we bring this in the form of a motion, needing no
17 second, from the Finance Committee. All in favor of
18 the motion signify by raising your right hand. And
19 let that be shown as unanimous with Mr. Dunn not
20 being here. Mr. Chairman.

21 FRANCIS CROWDER: Mr. Chairman, can we take
22 a seven minute restroom break?

23 KEN WATERS: Yes sir, we can take a
24 seven minute break.

25 **(RECESS FROM 8:33 PM TO 8:37 PM)**

26 KEN WATERS: At this time, the Anderson
27 County Council meeting is back in session.

28 Mr. Crowder, the budget transfers, can we
29 look at them?

30 FRANCIS CROWDER: Yes, sir, that's where
31 we're going to go. Mr. Chairman, the Finance
32 Committee reviewed the budget transfers that are
33 contained in your packet and we recommend them to
34 Council for approval. If you have any questions,
35 we'll be glad to entertain them.

36 KEN WATERS: Okay. Everybody take a
37 look at that and then we'll -- can we vote on it -- we
38 can vote on it in one package, can't we?

39 FRANCIS CROWDER: Yes, sir.

40 KEN WATERS: Anyone have any questions?
41 Okay. Everybody ready or need more time? All right,
42 at this time, the Finance Committee brings the
43 transfers that we just looked at to County Council in
44 the form of a motion, needing no second. All in favor
45 of what you just looked at signify by raising your
46 right hand. Let the record show that all Council
47 members here and Mr. Dunn -- are in favor and Mr.
48 Dunn's not here. Okay. And then do we have any more
49 discussion about the ---

50 FRANCIS CROWDER: Well, at the conclusion of

1 this portion of the Finance Committee to be prepared
2 to make these recommendations tonight, the Finance
3 Committee then continued the discussion of the
4 Administrator's fiscal year '16 budget, looking --
5 beginning to look cost center by cost center. I
6 apologize that we were not able to complete that task.
7 We hope that very shortly we will be able to have
8 another Finance Committee meeting and be able to
9 finish the third walk-through.

10 The Finance Committee to some degree has a
11 different approach because we've been basically tasked
12 with doing this function. We did not self-appoint
13 ourselves to do this. But keeping in mind that the
14 process, as I understand it for the last five years
15 from being on Council, or four and a half, whatever it
16 is, is each cost center manager makes their
17 recommendation to the County Administrator. The
18 county Administrator, then, in his wisdom, gleans
19 through all the items that staff have requested and
20 then complies them in this thing that we just passed
21 tonight, called the Administrator's recommended draft
22 proposal. And so, consequently, in a prior life
23 before I came on Council, I was in government for
24 sixteen years, I've never seen a cost center manager
25 ask seldom for less money. They always want more
26 money. We are tasked, secondly, with the fact that in
27 general citizens would prefer not to have a two
28 percent raise -- I mean two percent -- a two mil tax
29 increase. So we will be gleaming the budget very
30 carefully to see how we can accommodate what the
31 Administrator wants and what we can do to control the
32 increase in millage.

33 Obviously the recommendation from the Finance
34 Committee, as always, is subject to approval of full
35 Council. As always. So these are just for the lack
36 of a better word, a little better than warm
37 suggestions because we will have gone through and
38 debated to some degree the items.

39 So Mr. Chairman, I thank you and this
40 concludes the Finance Committee's report. Thank you
41 for your patience.

42 KEN WATERS: All right. Thank you, sir.
43 And the next on the agenda is Resolution R 2015-022, a
44 Resolution expressing county consent to continue
45 maintenance of George Brock Road designated C-17-0051
46 and other matters related thereto.

47 Holt, where'd you go? Appreciate you being
48 there.

49 HOLT HOPKINS: Mr. Chairman, I have a
50 presentation if I need it, but I just have the map and

1 stuff like that, but you've seen a lot of information
2 tonight. And you have everything in the packet that
3 we have. I do need to clear up something. Somebody
4 had to go on vacation last week and we wasn't able to
5 put the final touches on the resolution. You were
6 handed, I think, tonight, the resolution that you'll
7 be voting on. Just so I'm clear on some of the
8 changes we made, if you vote yes, then you are voting
9 in favor of closing the road. If you vote no, you are
10 voting in favor of keeping it open. Okay?

11 KEN WATERS: Can I get things in order?
12 I think I need to bring this up as a motion. And it
13 needs to be seconded, didn't it? Is that correct?
14 Okay. Do I have a motion?

15 CINDY WILSON: So moved.

16 KEN WATERS: Do I have a second? Well,
17 doesn't look like you need to even come up and
18 explain. Okay. Showing that there was not a second,
19 then that was not even brought up ---

20 GRACIE FLOYD: Wait a minute. I thought
21 he had a resolution. It says a resolution expressing
22 county consent.

23 KEN WATERS: But it was brought up as a
24 motion and -- but there wasn't a second, so we don't
25 even ---

26 GRACIE FLOYD: We never even heard the
27 resolution.

28 KEN WATERS: I read it to you. I read
29 the -- it was brought up as a motion, but then it
30 never -- is that correct? Am I correct?

31 GRACIE FLOYD: I never heard ---

32 LEON HARMON: I did not hear a second to
33 the motion, Mr. Chairman.

34 KEN WATERS: I didn't hear a second
35 either, so we don't talk about it. Is that correct?

36 LEON HARMON: That is correct.

37 KEN WATERS: So would you explain that,
38 how that works?

39 GRACIE FLOYD: I asked -- may I have a do-
40 over on this thing, please, because I don't know -- I
41 didn't know you were calling for the vote. It says
42 here ---

43 KEN WATERS: There never was a vote.

44 GRACIE FLOYD: Okay. You -- says here, a
45 resolution expressing county consent. All right.
46 What was the resolution you read? You read it just
47 then?

48 KEN WATERS: Yes, ma'am. And then there
49 was a motion made, but it never was second. So it
50 doesn't even come to Council. You have to second it

1 before you even talk about it.
2 GRACIE FLOYD: Well, I know that, now.
3 But anyway, I'd like to go back, because now that I
4 understand I want to second it.
5 KEN WATERS: Okay.
6 CINDY WILSON: Mr. Chairman, may I
7 withdraw my motion, please.
8 KEN WATERS: So there never was a
9 motion.
10 GRACIE FLOYD: There never was a
11 resolution.
12 KEN WATERS: So now that there's never
13 been a motion, there's nothing to second; is that
14 correct?
15 LEON HARMON: There would be nothing on
16 the floor to second. That is correct, Mr. Chairman.
17 But you can entertain another motion.
18 KEN WATERS: Can we go back and start
19 over? Okay. Resolution # R 2015-022, a Resolution
20 expressing county consent to continue maintenance of
21 George Brock Road designated C-17-0051 and other
22 matters related thereto.
23 GRACIE FLOYD: Okay. That's the
24 resolution. We don't have a resolution he can read to
25 us or nothing like that. This is the resolution.
26 KEN WATERS: No, ma'am. That's it.
27 GRACIE FLOYD: Okay. Now. We're going to
28 ---
29 KEN WATERS: Somebody has to make a
30 motion before we can even talk about it.
31 GRACIE FLOYD: Somebody has to make a
32 motion.
33 TOM ALLEN: Let's make a motion and
34 I'll explain it, if nothing else, if I can get a
35 second.
36 GRACIE FLOYD: And I'll second it.
37 KEN WATERS: Okay.
38 TOM ALLEN: Okay.
39 KEN WATERS: We have a motion and it has
40 been seconded. So now, are there any questions?
41 MITCHELL COLE: Mr. Chairman, I'd like to
42 amend this resolution to the County being neutral and
43 county and County Council remain neutral on this and
44 let the courts decide which way to go.
45 FRANCIS CROWDER: Second.
46 KEN WATERS: We have a second. We have
47 an amendment. We have a second. So we need to vote
48 on the amendment now.
49 CINDY WILSON: Mr. Chairman. May I?
50 KEN WATERS: Yes, ma'am.

1 CINDY WILSON: The resolution that's in my
2 packet says a resolution expressing county consent to
3 continue maintenance. I was handed another resolution
4 that says a resolution expressing county consent to
5 judicial abandonment. So which was the real
6 resolution?

7 GRACIE FLOYD: Mr. Chairman.

8 KEN WATERS: Yes, ma'am.

9 GRACIE FLOYD: That's what I was talking
10 about. This is the resolution that was not read. Now
11 ---

12 KEN WATERS: Now we got the resolution.

13 GRACIE FLOYD: Now we have the resolution.

14 KEN WATERS: Okay. Now we have an
15 amendment to the resolution.

16 GRACIE FLOYD: Okay. But the resolution
17 has to be read ---

18 KEN WATERS: We can do that.

19 GRACIE FLOYD: --- for the record. Yeah.

20 KEN WATERS: We can do that for the
21 record, yes, ma'am. All right. A resolution
22 expressing County consent to judicial abandonment of
23 George Brock Road designated C-17-0051 and other
24 matter related thereto.

25 **Whereas**, George Brock Road, designated C-17-
26 0051, (the Road) is currently a paved Anderson County
27 public road.

28 **Whereas**, the Road in question is shown on the
29 map prepared by Anderson County Roads and Bridges
30 Engineering Department on April 1, 2015 attached
31 hereby as Exhibit A and incorporated herein by
32 reference.

33 **Whereas**, the adjoining landowners have
34 requested that Anderson County abandon the Road in
35 order to deter unsolicited traffic. The Petition is
36 attached hereto as Exhibit B and incorporated herein
37 by reference;

38 **Whereas**, Anderson County Fire Protection
39 Commission has expressed that closure of the Road will
40 impact emergency vehicle response to the citizens in
41 the area and therefore oppose the closure of the Road.
42 The letter is attached hereto as Exhibit C and
43 incorporated herein by reference;

44 **Whereas**, with respect to the Road, Anderson
45 County has complied with its ordinances and
46 regulations pertaining to abandonment and closure of
47 Anderson County public road;

48 **Whereas**, Anderson County Fire Protection
49 Commission has shown a need for the Road to remain
50 public and Anderson County staff has opposed to the

1 requested abandonment;

2 **Whereas** Anderson County, South Carolina, a
3 body politic and corporate and a political subdivision
4 of the State of South Carolina, acting by and through
5 its County Council desires to express its intent to
6 continue maintenance of the Road;

7 NOW, THEREFORE, be it resolved by Anderson
8 County Council in meeting duly assembled that:

9 1. Anderson County, acting by and through its
10 County Council, hereby states that Anderson County
11 Council consents to the closure and judicial
12 abandonment of George Brock Road designated as C-17-
13 0051.

14 2. All orders and resolutions in conflict
15 herewith are, to the extent of such conflict only,
16 repealed and rescinded.

17 GRACIE FLOYD: Mr. Chairman?

18 KEN WATERS: Yes, ma'am.

19 GRACIE FLOYD: My resolution reads
20 Anderson County acting by and through County Council
21 hereby states that Anderson County consents to
22 continue maintenance of George Brock Road, designated
23 as C-17- and that's what it says in the agenda as
24 well. The one you just read says close and I didn't
25 get that one. I don't have one.

26 CINDY WILSON: Mr. Chairman, may I?
27 Because there's confusion here, and what's in our
28 packet appears to be totally different from what
29 you've just read, that was at my seat, I'm very
30 concerned that we may possibly be in violation of FOIA
31 and notification of the press, because it clearly
32 stated consent to continue maintenance. And we've had
33 so much dissent. We've had very strong arguments to
34 both close the road and to keep the road open. I
35 would like to make the motion that we table this until
36 we get what we're actually voting on. And I want to
37 go out there. I've driven down the road, but years
38 ago. I didn't realize that there was such an issue.
39 I'd like to make a motion to table, please.

40 KEN WATERS: Okay. We've got to go back
41 to the amendment; is that correct?

42 LEON HARMON: No, you can take up the
43 motion to table at this point.

44 KEN WATERS: Okay. And so we don't have
45 to do anything else; is that correct? Okay. So we
46 have a motion on the floor now to table this
47 resolution. Do I have a second?

48 LEON HARMON: Okay. The motion to table
49 fails for lack of a second.

50 KEN WATERS: Okay.

1 LEON HARMON: Now you go back to Mr.
2 Cole's amendment, proposed amendment, to the
3 resolution.

4 MITCHELL COLE: Mr. Chairman, the issue
5 here is we've got two different resolution on the
6 table. One saying the county discontinue maintenance
7 and one saying continue.

8 HOLT HOPKINS: Mr. Chairman, I accept
9 responsibility for that. We tried to make some last
10 minute changes and we shouldn't. But the one that you
11 read is sufficient, as long as you understand how
12 you're voting.

13 KEN WATERS: How we're voting, that's
14 correct.

15 HOLT HOPKINS: The one you read was the
16 one that was actually publicized. So you could still
17 go with that version. It was just marked draft in the
18 packet. But you can go with that version if you're
19 okay with it, especially with the amendment to it.

20 KEN WATERS: Now, the amendment is that
21 the County takes a neutral stand on this issue; is
22 that correct?

23 LEON HARMON: Yes. The amendment as I
24 heard Mr. Cole state it was that the county remain
25 neutral and allow the court to decide whether to close
26 the road.

27 KEN WATERS: Okay.

28 CINDY WILSON: Mr. Chairman.

29 KEN WATERS: Ms. Wilson.

30 CINDY WILSON: We have been down this
31 road, pardon the pun, several times before and it is
32 extraordinarily nerve wracking because, for example,
33 Lewis Drive. That road was closed without going
34 through judicial abandonment. Children were left on
35 the side of the road, buses couldn't get down that
36 road. It was closed down at 7 AM. We had all the EMS
37 and fire people, all the public safety people saying
38 don't close it. We've had to go to court. It's a
39 total nightmare.

40 Then we had another road that initially
41 hearing the complaints from the landowners indicated
42 that it would be a wise thing to close it. But then
43 we had a community meeting, we heard the rest of the
44 story and it was not pretty. We had just spent
45 thirty-two, thirty-five thousand dollars replacing a
46 culvert on that road. It did go to judicial
47 abandonment and it was closed.

48 I think we need to totally rework our road
49 closing process and requirements because if you're
50 going to -- if we're going to look out for the

1 taxpayers and the public safety issues in our county,
2 don't you think we should have a very clear,
3 methodical process so that we don't have these
4 questions and, you know, wonder if we're making the
5 correct decision. Because some of these roads have
6 cost the county a lot of money over the years to build
7 and maintain and repave.

8 I think we also need, when we come up with a
9 proper process, we need to have requirements in there.
10 A whole list of requirements of what we require to
11 consider closing the road and included in that would
12 be the cost, the depreciated value, of that road. I'm
13 just very uncomfortable doing anything right now one
14 way or the other on this particular one and I think
15 both sides made compelling points.

16 It's just a very difficult situation. And
17 I'm hoping maybe Mr. Harmon will have time in the next
18 few weeks to come up with a better way to do this. We
19 don't want to throw the baby out with the bath water,
20 do we? Thank you.

21 KEN WATERS: I understand. All right.
22 Does anyone have anything else?

23 GRACIE FLOYD: I've got a ---

24 KEN WATERS: Okay. Ms. Floyd.

25 GRACIE FLOYD: We've always closed roads
26 on Anderson County. Roads have been coming to us for
27 years, to the possibility of closing them. This is
28 nothing new. I only heard one person tonight speak
29 against it. The phone calls I've been getting and
30 everything else have been for it. People are here
31 tonight because they want a decision. To say leave it
32 to the courts, that's not the way we work. This is a
33 county road. We have to make the decision whether or
34 not we're going to leave it open or we're going to
35 close it. It still goes to the court, however, but
36 that decision belongs to us. We can't run away from a
37 decision like that.

38 Now, I know that we've got people that we
39 want to please on both sides, but you can't please
40 everybody. And each of us were elected to make the
41 hard decisions. You have gotten all the information,
42 you have heard from different people. I mean, it's
43 time now to let's go ahead and vote and let's lay this
44 thing to rest. This doesn't need to go on ---

45 KEN WATERS: Time.

46 GRACIE FLOYD: This doesn't need to go on
47 and on and on like the last one we had. That was --
48 the last one was the first time we ever had that much
49 trouble closing a road. Roads have been closed in my
50 district.

1 Mr. Hopkins, don't we have guidelines and
2 requirements and instructions for closing roads
3 already?

4 HOLT HOPKINS: ???

5 GRACIE FLOYD: Okay. All right. So we
6 already have those guidelines and ordinances in place;
7 right? I think we need to take a stand. Are we going
8 to close it? Yes. Are we not going to close it? No.
9 If we vote on this one, we have to vote no. Right?

10 KEN WATERS: No, ma'am. We have to vote
11 on the amendment we have on the floor.

12 GRACIE FLOYD: No, no, no. I'm talking
13 about what he just told us about yes and no and all
14 that.

15 KEN WATERS: Is that correct, we have to
16 vote on the amendment?

17 LEON HARMON: Yes. You will have to take
18 up the amendment first. There is an amendment and a
19 second.

20 KEN WATERS: And then we go back and
21 vote on that.

22 GRACIE FLOYD: Yeah, if the amendment
23 doesn't pass.

24 KEN WATERS: Okay. Okay. At this time,
25 all in favor for Mr. Cole's amendment, signify by
26 raising your right hand. Okay. All those opposed.
27 And those abstain. And the motion passes. Mr. Allen,
28 Mr. Waters, Mr. Cole and Mr. Crowder; showing that Ms.
29 Wilson abstained, and Ms. Floyd was opposed.

30 GRACIE FLOYD: We have shucked our duty.

31 KEN WATERS: All right. Thank you.

32 All right. And the next thing -- do we need
33 to go into executive ---

34 RUSTY BURNS: We do not.

35 LEON HARMON: You need to vote on the ---

36 KEN WATERS: We need to vote on the --
37 I'm sorry, you're right.

38 LEON HARMON: You're going to have to now
39 go back and vote on the motion with the amendment as
40 the amendment was passed.

41 KEN WATERS: Okay. So now we -- now
42 we'll be voting on the resolution with the amendment
43 that the county takes no stand for or against. Is
44 that correct?

45 LEON HARMON: That's correct. The
46 motion, with the amendment that Mr. Cole proposed.

47 KEN WATERS: Okay.

48 FRANCIS CROWDER: Make a motion.

49 KEN WATERS: Do we have a second?

50 GRACIE FLOYD: I don't understand what I'm

1 voting on.
2 KEN WATERS: Okay. All right. What
3 we're voting on is the amendment, both of them, the
4 county is taking no stand either way to close it or
5 not close it. We're going to let the courts make the
6 decision on it.
7 GRACIE FLOYD: For us.
8 KEN WATERS: That's correct.
9 GRACIE FLOYD: Okay. So now what are we
10 voting for now though.
11 LEON HARMON: Ms. Floyd, what you're
12 voting on now is the resolution with the amendment
13 that was passed, so the resolution will be redrafted
14 to reflect Mr. Cole's amendment which was that the
15 county take a neutral position on the closure of the
16 road and allow the court to decide whether or not to
17 close the road.
18 GRACIE FLOYD: I thought we just voted
19 that we were not going to -- we were going to allow
20 the courts to do it. We wasn't going to vote on it
21 ourselves.
22 KEN WATERS: That was the amendment.
23 LEON HARMON: That was the amendment.
24 But now you have to go back and vote on the original
25 motion that was placed on the floor and seconded prior
26 to the time the amendment was made.
27 GRACIE FLOYD: Okay. Now listen, let me
28 just go ahead and say it; okay, so you can help me
29 determine just how -- am I voting yes or no here,
30 okay. I think that we ought to go ahead and vote for
31 it. District 2 was prepared to go ahead and leave
32 that road open. Now, how do I vote on this, yes or
33 no?
34 LEON HARMON: What you will be voting on
35 if you vote yes would be for this resolution to read
36 that the county take a neutral position and allow the
37 court to decide whether or not to close the road. If
38 you vote no, then you vote against the resolution with
39 that amendment in it. So the question is, on the
40 floor, is whether or not to pass the resolution with
41 the amendment in the resolution. That's what you will
42 be voting on now.
43 GRACIE FLOYD: Okay.
44 TOM ALLEN: Mr. Chair.
45 CINDY WILSON: Mr. Chairman?
46 KEN WATERS: Ms. Wilson.
47 CINDY WILSON: May I make a clarification.
48 In our packet there were -- there was a list with
49 seventeen people opposed. There were five who stood
50 up tonight and opposed it. There was one person who

1 spoke very compellingly for closing it. There were
2 other backup materials, so you had quite a few people
3 who said no and one who said yes. So that does need
4 to be factored in.

5 KEN WATERS: Okay. Now to get back to
6 the original resolution with the amendment -- are we
7 ready?

8 TOM ALLEN: Just a real quick comment,
9 so everybody understands. We can take a vote on it
10 and according to the people that spoke tonight, the
11 majority of folks want it kept open. But to
12 officially close it, it has to be done by the court.
13 Okay. It doesn't really matter what we say. We might
14 have some influence a little bit on the court, but the
15 court's the one that's got to have the final say-so.
16 We can say yes; the court can say no. Or visa versa.
17 Just so that's clear. It has to be done by a court.
18 Thank you.

19 KEN WATERS: All right. Do we have any
20 more questions? Okay. So at this time we'll be
21 taking on a vote for the resolution with Mr. Cole's
22 amendment that the county takes a neutral stand on the
23 resolution 2015-02. All in favor of that resolution
24 with the amendment signify by raising your right hand.
25 All opposed signify by raising your hand. All right.
26 And abstaining. Okay. Let the record show that Mr.
27 Allen, Mr. Waters, Mr. Cole, and Mr. Crowder voted in
28 favor of the resolution with the amendment. Ms. Floyd
29 was opposed to that. And -- all right. Quiet down
30 back there. We're still in a meeting. And show that
31 Ms. Wilson abstained. All right.

32 Moving on to the next -- do we need to have a
33 economic development? Okay. And then requests by
34 Council. Mr. Allen, do you have any requests at this
35 time?

36 TOM ALLEN: None at this time. I'm
37 basically broke right now.

38 KEN WATERS: I understand. And Ms.
39 Floyd, do you have any?

40 GRACIE FLOYD: Yes, I do. I have some
41 allocations to make from District 2's recreational
42 fund. Okay. This concerns the programs that I talked
43 with you about earlier. On the YMCA, I -- District 2
44 would like to allocate two thousand five hundred
45 dollars for the camping scholarship. May I do it all
46 at one time?

47 KEN WATERS: Yes, ma'am.

48 GRACIE FLOYD: The next one's for New
49 Foundation. I'm sure all of us know what New
50 Foundation is. They are seeking money also for the

1 summer and recreational programs for their children.
2 Okay. District 2 allocates a thousand dollars. Men
3 at Work. You have that at your desk; I passed that to
4 you. Men at Work would like an allocation of one
5 thousand dollars from the District 2 rec fund to take
6 their children -- to take their little kids to the
7 Black Cowboy rodeo. This is something they've gone to
8 every year and the kids -- the little kids really
9 enjoy that. That's a total of four thousand five
10 hundred dollars from District 2's recreational fund.
11 I put that in the form of a motion.

12 MITCHELL COLE: Second.

13 KEN WATERS: All in favor of the motion
14 signify by raising your right hand. Everyone here,
15 including Mr. Dunn, who is not here, in favor of that.
16 And Mr. Cole, do you have any?

17 MITCHELL COLE: Not this time, Mr.
18 Chairman.

19 KEN WATERS: All right. Mr. Crowder do
20 you have any?

21 FRANCIS CROWDER: No, sir, not at this time.
22 Thank you, Chairman.

23 KEN WATERS: Ms. Wilson? You got that
24 pitiful look.

25 CINDY WILSON: Seven.

26 KEN WATERS: District 6, I'd like to
27 appropriate five thousand dollars to the Powdersville
28 Youth Association and I bring that in the form of a
29 motion. All in favor signify by raising your right
30 hand. All those -- let the record show that everyone
31 here voted in favor of that and Mr. Dunn is not here.

32 Okay. And the next thing, the

33 Administrator's report.

34 RUSTY BURNS: Nothing at this time, Mr.
35 Chairman.

36 KEN WATERS: Okay. Citizens comments.

37 LEON HARMON: Mr. Chairman, one citizen
38 is signed up. Elizabeth Fant.

39 KEN WATERS: All right.

40 ELIZABETH FANT: Too much to talk on
41 tonight. I do want to know under the Administrator's
42 report, (b), records retention. I think that needs to
43 be talked about, whatever that means. Are we
44 destroying records or are we keeping them or what. So
45 Mr. Burns, I'll ask that afterwards.

46 I get a little brochure, The Insider, from
47 the South Carolina Policy Council. And very briefly
48 I'm going to try to read some excerpts here. It's
49 talking about what's wrong with South Carolina. I'm
50 willing to say that the Policy Council is one of the

1 most important forces for good in South Carolina. The
2 simple reason is that none of our opinions about the
3 education, health care, conservation, or economic
4 development matter as long as our government is
5 riddled with corruption. South Carolina is
6 unsurpassed in the iron grip that a few politicians
7 have on everything from road building to hospital
8 beds. Challenging the power structure in South
9 Carolina can be the equivalent of political suicide.
10 Anyone who has spent much time in Columbia can tell
11 you how afraid representatives and senators are of
12 breaking out of the pack. The fear of retaliation is
13 completely justified.

14 One of the things that Policy Council did
15 that was very good was insist on roll call voting.
16 It was the beginning of a revolution and it was
17 bitterly opposed by the power brokers. Legislature
18 may pass an anti-corruption bill that actually
19 protects citizens from insider dealings shrouded in
20 secrecy. The truth is that the processes of
21 government are vitally important to every South
22 Carolinian. They are where the rubber hits the road
23 and in the case of transportation, where the actual
24 rubber hits the actual road. South Carolina's
25 transportation funding agenda is a farce.
26 Conventional wisdom says that the reason for these
27 deficiencies is that our gas tax is too low. But
28 conventional wisdom doesn't understand the way that
29 transportation decisions are made in South Carolina.
30 We have not one but two transportation commissions.
31 The one most people are familiar with is the South
32 Carolina DOT, Department of Transportation. But the
33 one with the real money -- billions of dollars -- is
34 called the South Carolina State Transportation
35 Infrastructure Bank. Concentration of the power
36 plaguing the state, the majority of that money is
37 appointed by two people. One is the Senator President
38 Pro Tem, Hugh Leatherman. The other a member of the
39 House, the Speaker Bobby Harrell. Collectively they
40 represent less than three percent of the voters in the
41 state, but they control the state's entire road
42 funding system.

43 Folks, are you understanding that? Last
44 month the DOT released a report asserting that the
45 state faces a forty-two billion shortfall in
46 transportation funding over the coming ---

47 LEON HARMON: Time.

48 KEN WATERS: Thank you. Time.

49 ELIZABETH FANT: Thank you.

50 KEN WATERS: All right. At this time

1 we'll have remarks from Council. Ms. Wilson, are you
2 ready?
3 CINDY WILSON: Caught me off guard. There
4 is so much more that has to be done to bring our
5 budget into balance and we have a lot of work and a
6 lot of answers and questions and balancing things out
7 to do. And I'm very serious about the road situation.
8 I hope we can come up with a better method that makes
9 sense and it's not so hard to follow. Thank you.
10 KEN WATERS: Mr. Crowder?
11 FRANCIS CROWDER: Mr. Chairman, none. Thank
12 you.
13 KEN WATERS: Mr. Cole?
14 MITCHELL COLE: Nothing at this time.
15 KEN WATERS: Ms. Floyd, do you have
16 anything?
17 GRACIE FLOYD: Yes, I do. I received
18 tonight at my desk a job advertisement for wastewater
19 management. Now I know that position was in the
20 budget for next year. Is this the same position, Mr.
21 Burns?
22 RUSTY BURNS: ???
23 GRACIE FLOYD: Okay. Because if -- I know
24 that this department asked for a technician and a
25 manager, wastewater manager in the budget.
26 RUSTY BURNS: ???
27 GRACIE FLOYD: So he's going to have two
28 wastewater managers?
29 RUSTY BURNS: ???
30 GRACIE FLOYD: All right. Okay. Well,
31 I'd like to know that because I know that wastewater
32 did ask for a wastewater manager and a technician in
33 the budget. And here he is asking for another one,
34 the same thing. I want to know if this is not -- how
35 can this be advertised if we haven't even finished the
36 budget yet? That's what I want to know. Okay. Thank
37 you. I want to ask now about the budget workshop.
38 I'm ---
39 KEN WATERS: I have that when we get
40 done.
41 GRACIE FLOYD: We going ---
42 KEN WATERS: Yes, ma'am.
43 GRACIE FLOYD: We'll talk about that. I
44 want to say that I think that the Council should have
45 been asked from the beginning if they wanted the
46 budget to go into the Finance Committee. The
47 chairman's position is a ceremonial position. Other
48 words, he's supposed to direct the meeting stuff. He
49 does not issue orders or telling folks what to do
50 without going through the Council first. And that

1 wasn't done. So you know, I have met with attorneys,
2 with the attorney, and I'm waiting on a decision
3 whether or not that was the right thing to do.

4 A lot of the times, I found that we don't
5 read the ordinance book. If you read the ordinances
6 in the book, you would understand different things
7 that gives us guidelines on what to do. But that one
8 -- there were several things I met with the attorney
9 about, but I sure would like to hear from the attorney
10 about it, you know, which way we're going.

11 Also, there are some of you that when I had
12 the meeting I missed you. I just knew that some of
13 you minded citizens would be there, because you have
14 shown interest in the past. But it really
15 disappointed me that you didn't show up because it was
16 telling me that what I was doing wasn't interesting
17 enough or wasn't worthwhile enough, that you'd rather
18 sit there and go through a long finance thing where
19 you didn't have a right to say anything. In my
20 meeting you could have spoken. You could have asked
21 questions in the meeting that I had.

22 And that's all I have and I sure do thank
23 you.

24 KEN WATERS: Yes, ma'am. Mr. Allen?
25 TOM ALLEN: Yeah, just very briefly. I
26 guess you're going to talk about the upcoming budget
27 workshop, but I know it was mentioned tonight in the
28 budget that the County Administrator's presented it,
29 it would require a two mil increase in order to make
30 that budget happen. I would not vote for that. I
31 don't think that will pass and that's why this thing's
32 going to be pared down quite a bit. So, that was all
33 I had to say about it.

34 KEN WATERS: All right. Thank you, sir.
35 All right. Just to go ahead and touch on the --
36 Friday, this Friday at two o'clock there'll be a
37 budget workshop. And then a separate meeting at three
38 thirty, special called meeting Friday at three thirty.
39 And so those are two points of information.

40 GRACIE FLOYD: Okay. Do that again.
41 Friday at what?

42 KEN WATERS: Friday, a budget workshop
43 at two o'clock.

44 GRACIE FLOYD: That's on a Friday at two
45 o'clock.

46 KEN WATERS: Yes, ma'am. What's that
47 date? That would be the 8th? That'll be the 8th.
48 Okay.

49 GRACIE FLOYD: And the special called
50 meeting concerns what?

1 KEN WATERS: And the special called
2 meeting will be at three thirty.
3 GRACIE FLOYD: Concerning?
4 KEN WATERS: Economic development.
5 GRACIE FLOYD: Okay. At ---
6 KEN WATERS: Three thirty on Friday
7 afternoon.
8 GRACIE FLOYD: That's a short meeting.
9 From two o'clock to three thirty.
10 KEN WATERS: Yep. All right. And I'd
11 just like to reiterate everything that we do here, it
12 goes through Council and we do that and this has been,
13 just as Ms. Floyd said, she had some meetings, so if
14 anybody wants to come to these things, we don't try to
15 hide anything. The budget's out there. Everybody can
16 see it.
17 As Mr. Allen says -- he hasn't fell out over
18 there, has he? Okay. As he had said, this budget did
19 show that, but I agree with him, there probably won't
20 be anybody vote for that. We've got a lot of work to
21 do. There's a lot of work in action right now. And
22 appreciate everyone putting the hard work in. The
23 Finance Committee's put a lot of long hours in this.
24 And I think everybody has.
25 At this time, the -- I'd like to adjourn the
26 meeting for May the 4th [verbatim], 2015. Thank you.
27
28 **(MEETING ADJOURNED AT 9:17 P.M.)**

May 19, 2015

County Council Agenda

Honorable Gracie Floyd, District 2

Back-Up for Agenda Item:

FY 15-16 Budget – 15 minutes

- Employee raises
- Sheriff Budget

Ordinance #2015-014

An Ordinance amending Ordinance #99-004, the Anderson County Zoning Ordinance, as adopted July 20, 1999, by amending the Anderson County Official Zoning Map to rezone from PD (Planned Development) to R-A (Residential - Agricultural) a +/- 10.68 acre parcel of land, identified at 2825 Lebanon Road, Pendleton, SC 29670, and further identified as TMS #091-00-08-011-000. The property is located in the Five Forks Precinct shown in Deed Book 5587 page 00146, recorded on 12/02/2003.

Whereas, Anderson County, a body politic and corporate and a political subdivision of the State of South Carolina (the "County"), acting by and through its County Council (the "County Council") has previously adopted Anderson County Ordinance #99-004, the Anderson County Zoning Ordinance (the "Ordinance"), which Ordinance contains the Anderson County Official Zoning Map (the "Map"); and,

Whereas, the Ordinance contains provisions providing for the amendment of the Map; and,

Whereas, County Council desires to amend the Map by adopting a zoning map amendment from PD to R-A for a +/- 10.68 acre parcel, TMS #091-00-08-011-000, described above; and,

Whereas, the Anderson County Planning Commission has held a duly advertised Public Hearing on April 14, 2015, during which it reviewed the proposed rezoning from PD to R-A for a +/- 10.68 acre parcel, TMS #091-00-08-011-000, as described above and found it in compliance with the Anderson County Comprehensive Plan, and recommended it to County Council as an amendment to the Anderson County Official Zoning Map; and,

Whereas, the Anderson County Council has duly advertised and held a Public Hearing on May 5, 2015, regarding said amendment of the Anderson County Official Zoning Map:

NOW, THEREFORE, be it ordained by Anderson County Council, in meeting duly assembled, that:

1. The Anderson County Council hereby finds that this proposed rezoning is consistent with the Anderson County Comprehensive Plan and in accord with requirements of the South Carolina Code of Laws Title 6, Chapter 29, Article 5.
2. The Anderson County Council hereby amends the Anderson County Official Zoning Map as previously adopted July 20, 1999, by Anderson County Ordinance #99-004 to rezone from PD to R-A a +/- 10.68 acre parcel, TMS #091-00-08-011-000, described above.

3. Should any portion of this Ordinance be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such determination shall not affect the remaining terms and provisions of this ordinance, all of which are hereby deemed separable.
4. All orders, resolutions, and enactments of Anderson County Council inconsistent herewith are, to the extent of such inconsistency only, hereby repealed, revoked, and rescinded.
5. This ordinance shall take effect and be in full force and effect from and after third reading and enactment by Anderson County Council.

REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK

ATTEST:

Rusty Burns
Anderson County Administrator

Tommy Dunn, Chairman

Kim Poulin
Clerk to Council

APPROVED AS TO FORM:

Leon Harmon
Anderson County Attorney

1st Reading: May 5, 2015

2nd Reading: May 19, 2015

3rd Reading:

Public Hearing: May 5, 2015

**Anderson County Planning Commission
Staff Report
May 2015**

Applicant: Peter C. Solari and Cynthia A. Solari
Current Owner: Peter C. Solari
Property Address: 2825 Lebanon Road, Pendleton, SC 29670
Precinct: Five Forks
Council District: Four
TMS #(s): 091-00-08-011
Acreage: +/- 10.68
Current Zoning: PD
Requested Zoning: R-A
Surrounding Zoning: North: R-A
South: Right of way for Lebanon Road, then R-20
East: R-A
West: R-A

Evaluation: This request is to rezone the parcel of property as shown above from the current zoning of PD (Planned Development) to R-A (Residential Agricultural). The applicant stated his desire to build a single family residence on the parcel.

Staff Recommendation: Approval. The requested zoning classification is in line with the County Comprehensive Plan.

District 4 Zoning Advisory Group Recommendation: The District 4 Zoning Advisory Group met on April 1, 2015; and recommended **APPROVAL** of a request to rezone from PD to R-A. The vote was **3** in favor, **0** opposed, and **2** absent.

Planning Commission Recommendation: The Anderson County Planning Commission met on April 14, 2015, and after a duly noted public hearing recommended **APPROVAL** of a request to rezone from PD to R-A. The vote was **6** in favor, **0** opposed, and **0** absent.



Rezoning Request Recommendation

April 14, 2015
Date of Planning Commission Meeting

Recommendation (Approval or Denial)

Project Information

Name of Applicant: Peter C. Solari, Cynthia A. Solari
Property Location: 2825 Lebanon Rd. Portleton, SC 29670
County Council District: #4 School District: #4
Total Acreage: ~10.68 Current Land Use: Farm
Current Zoning: PD Requested Zoning: R-A
Purpose of Rezoning: Construction of single-family residence.

Recommendation

Recommendation Rendered: Approval

Reason(s) for Denial, if applicable:

- | | |
|---|--|
| <input type="checkbox"/> Compatibility with Future Land Use Map | <input type="checkbox"/> Availability of Infrastructure Support |
| <input type="checkbox"/> Compatibility with Traffic Levels | <input type="checkbox"/> Compatibility with Surrounding Properties |
| <input type="checkbox"/> Compatibility with Density Levels | <input type="checkbox"/> Use and Value of Surrounding Properties |
| <input type="checkbox"/> Other (please elaborate): _____ | |

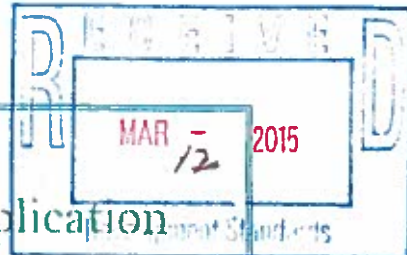
Explanation of Reasons: _____

Planning Commission Presiding Chairman: DAVID CONTRAN
Signature: [Signature] Date: April 14, 2015

Page 1 of 1

For Office Use Only:

Scheduled Advisory Public Hearing Date: 4/1/15 Citizens' Advisory Recommendation: Approval (3-0)
Scheduled Commission Public Hearing Date: 4/14/15 Planning Commission Recommendation: _____
Scheduled Council Public Hearing Date: _____ County Council Decision: _____



Rezoning Application

Date of Application Completion

Application Status (Approved or Denied)

Applicant's Information

Name: PETER C SOLARI - CYNTHIA A. SOLARI
Mailing Address: 122 SHADOW CREEK LANE 29621
Telephone and Fax: 864-328-9172 E-Mail: PCSOLARI@OUTLOOK.COM

Owner's Information

(If Different from Applicant)

Name: SAME
Mailing Address: _____
Telephone and Fax: _____ E-Mail: _____

Designation of Agent: (Complete only if owner is not the applicant)

I (We) hereby appoint the person named the Applicant as my (our) agent to represent me (us) in this request for rezoning.

Peter C Solari
Owner's Signature

3/12/2015
Date

Project Information

Property Location: 2825 Lebanon Rd Pendleton, S.C. 29670
Parcel Number(s)/TMS: 91-00-08-011
County Council District: _____ School District: _____
Total Acreage: 10.68± Current Land Use: FARM
Current Zoning: PD Requested Zoning: R-A
Purpose of Rezoning: _____

Private Covenants or Deed Restrictions on the Property: Yes _____ No ✓
If you indicated no, your signature is required

Peter CSP
Applicant's Signature

3/12/2015
Date

If you indicated yes, please provide a copy of your covenants and deed restrictions with this application - pursuant to State Law (Section 6-29-1145, July 1, 2007) - determining existence of restrictive covenants. Copies may be obtained at the Register of Deeds Office. It is the applicant's responsibility for checking any subdivision covenants or private covenants pertaining to the property.

Comments: _____

Please attach an accurate plat (survey) of the property to this application

- A zoning map amendment may be initiated by the property owner(s), Planning Commission, Zoning Administrator or County Council. •

Please refer to the Anderson County Planning Division - Development Standards' Fee Schedule for amount due.

As the applicant, I hereby confirm that the required information and materials for this application are authentic and have been submitted to the Anderson County Planning Division - Development Standards

Peter CSP
Applicant's Signature

3/12/2015
Date

Page 2 of 2

For Office Use Only:

Application Received By: JP/MF Date Complete Application Received: 3/12/15

Application Fee Amount Paid: \$250.00 Check Number: #131

Scheduled Advisory Public Hearing Date: _____ Citizens' Advisory Recommendation: _____

Scheduled Commission Public Hearing Date: _____ Planning Commission Recommendation: _____

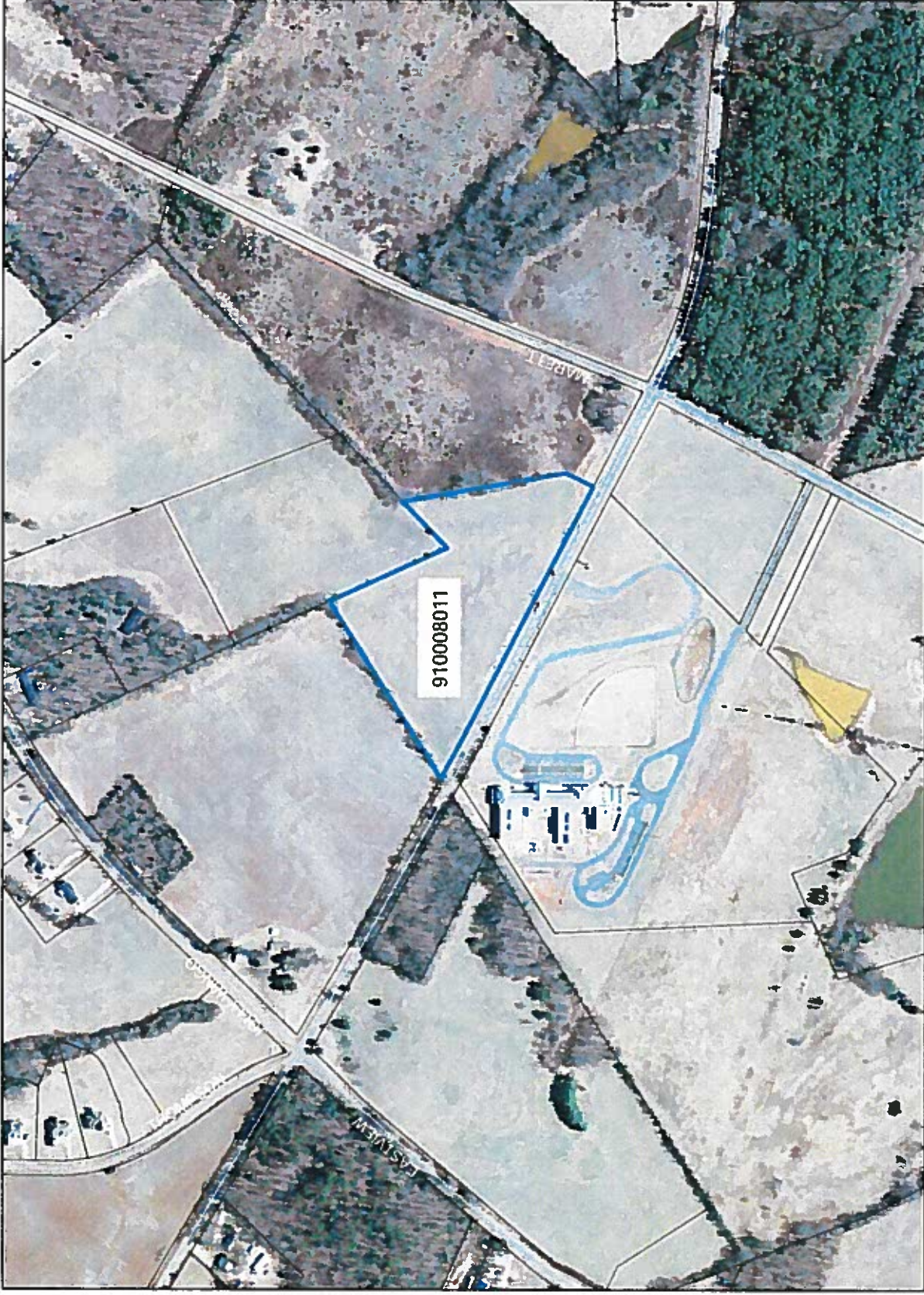
Scheduled Council Public Hearing Date: _____ County Council Decision: _____



Lebanon Road Planned Development Rezoning Request, March 13, 2015



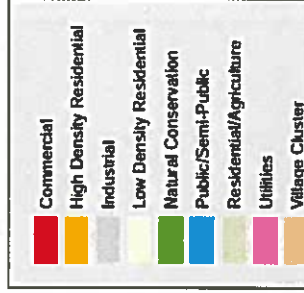
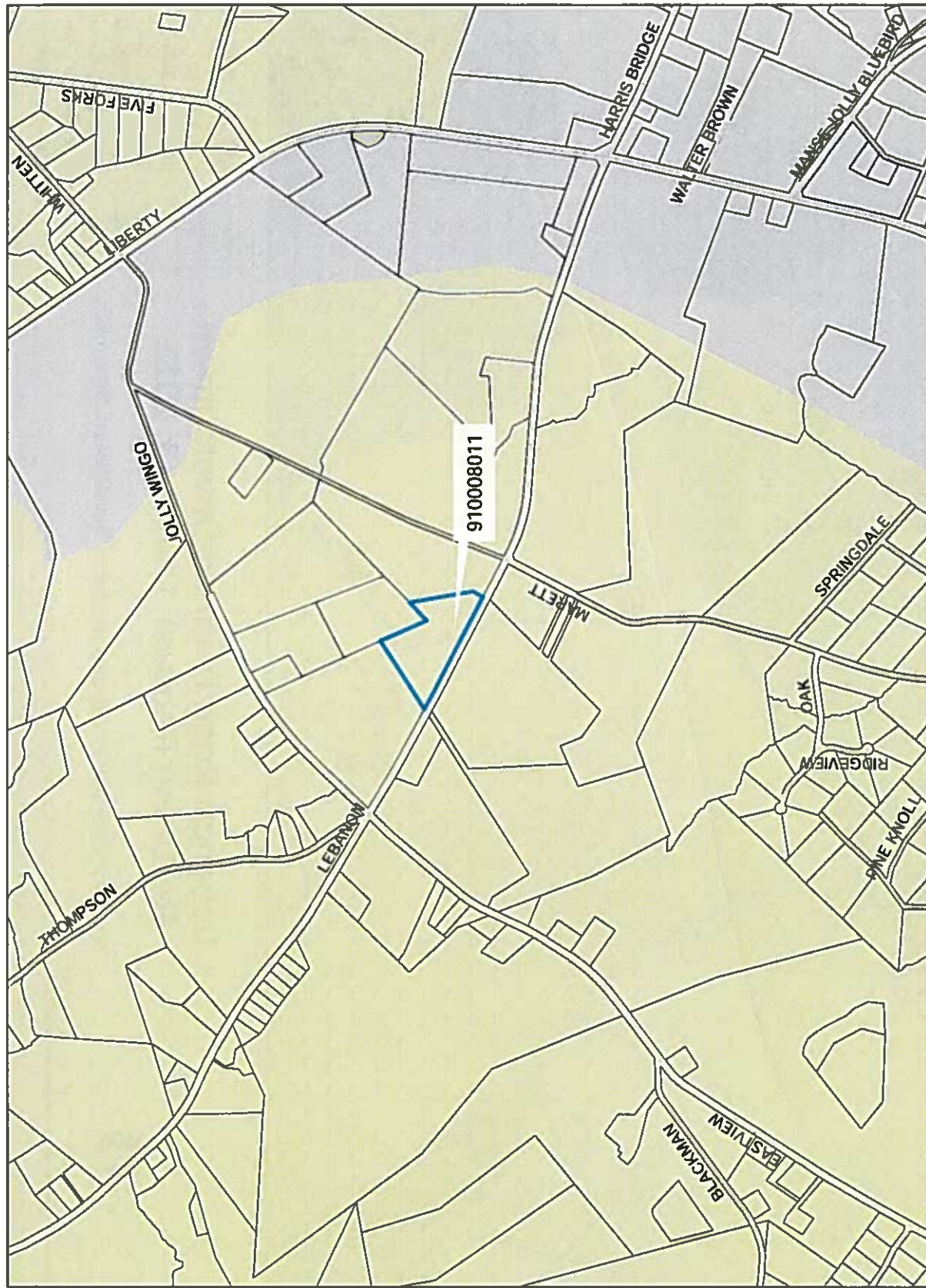
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Lebanon Road Planned Development Rezoning Request, March 13, 2015



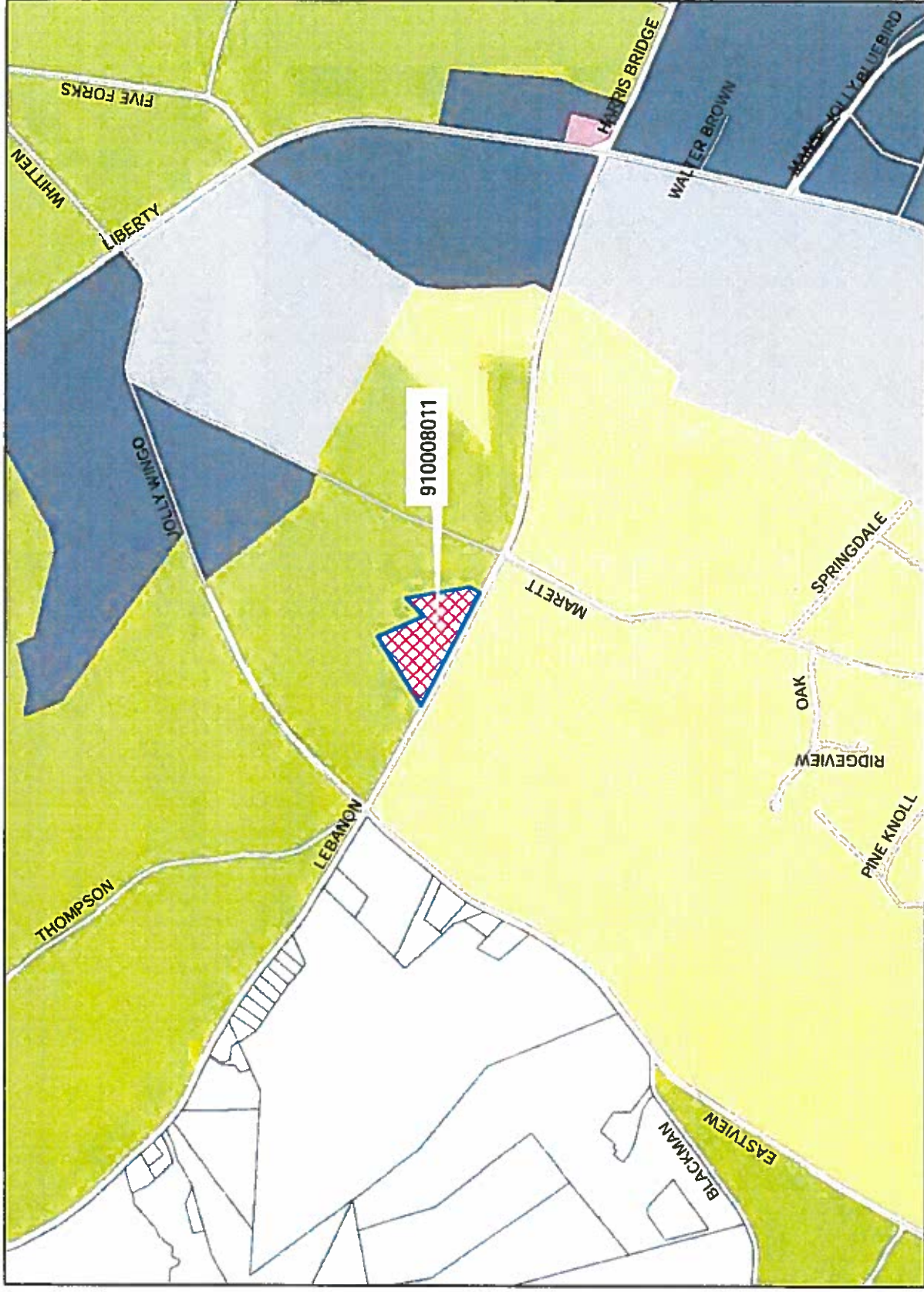
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Lebanon Road Planned Development Rezoning Request, March 13, 2015

Anderson County Planning and Community Development Department

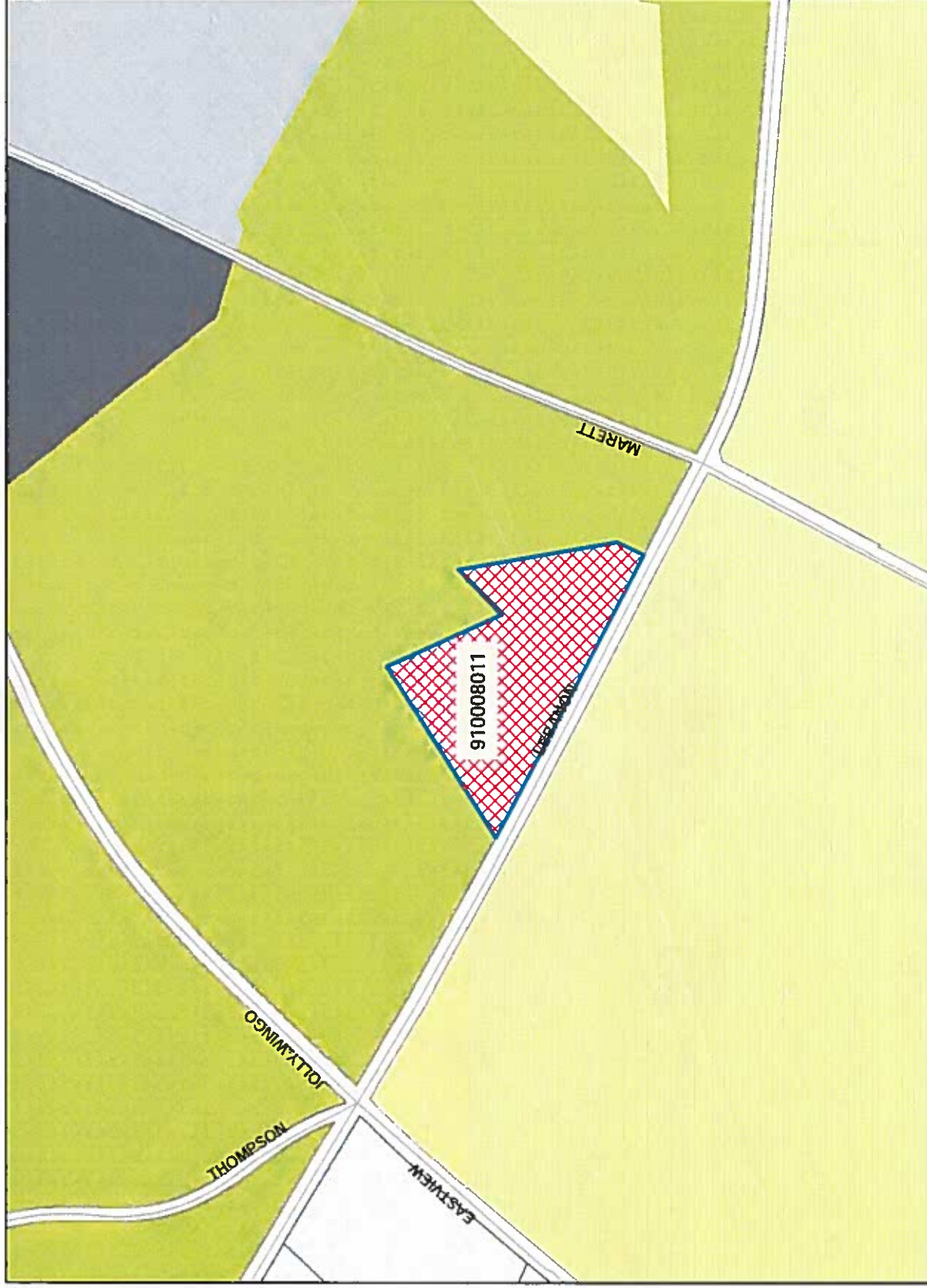




Lebanon Road Planned Development Rezoning Request, March 13, 2015

Anderson County Planning and Community Development Department





R-A	R-M1	C-1N	PD
R-40	R-M2	C-1R	AP
R-20	R-M7	C-1	RRD
R-15	R-M	C-2	Multi
R-12	R-MA	C-3	
R-10	R-MHP	S-1	
R-8	O-D	I-1	
R-D	POD	I-2	

Lebanon Road Planned Development Rezoning Request, March 13, 2015

Anderson County Planning and Community Development Department



0 0.1 0.2 Miles



REZONING TO BE
HEARD NOV 11
864-268-1720

REZONING TO BE
HEARD NOV 11
864-268-1720





ORDINANCE No. 2015-015

AN ORDINANCE FOR ADOPTION OF THE HIGHWAY 81 OVERLAY DISTRICT COMPREHENSIVE PLAN AMENDMENT, TO INCLUDE ALL ZONED PROPERTIES OR PORTIONS OF PROPERTIES THAT ARE WITHIN 500 FEET OF THE CENTERLINE OF HIGHWAY 81, AND DIRECTLY ACCESS HIGHWAY 81; BOUNDED TO THE NORTHWEST BY THE CENTERLINE OF SCOTTS BRIDGE ROAD, TO THE NORTHEAST BY THE CENTERLINE OF LONG ROAD, AND TO THE SOUTH BY THE CENTERLINE OF REED ROAD, AND MATTERS RELATED THERETO.

WHEREAS, Anderson County Council is aware of the impact of the Highway 81 Corridor as a tool for promotion of Anderson County; and

WHEREAS, Anderson County Council desires to promote a positive visual appearance along Highway 81; and

WHEREAS, County Council, by way of Resolution No. 2015-005 instructed the Anderson County Administrator to direct County staff to create a Highway 81 Overlay District; and

WHEREAS, County staff prepared the Highway 81 Overlay District Comprehensive Plan amendment which recommended, among other things, adoption of regulations for properties located within the aforementioned Overlay District, a copy of which is attached as "Exhibit A"; and

WHEREAS, the Anderson County Planning Commission held a duly advertised Public Hearing and recommended adoption of the aforementioned Overlay District and regulations; and

WHEREAS, County Council wishes to approve and adopt the Overlay District and regulations.

NOW, THEREFORE BE IT RESOLVED, in meeting duly assembled by the Anderson County Council as follows:

1. The Highway 81 Overlay District and Regulations are hereby approved and adopted by County Council.
2. Should any portion of this Ordinance be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such determination shall not affect the remaining terms and provisions of this ordinance, all of which are hereby deemed separable.

Ordinance No. 2015-015

3. All orders, resolutions, and enactments of Anderson County Council inconsistent herewith are, to the extent of such inconsistency only, hereby repealed, revoked, and rescinded.
4. This ordinance shall take effect and be in full force and effect from and after third reading and enactment by Anderson County Council.

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RESOLVED in meeting duly assembled this ____ day of _____, 2015.

ATTEST:

FOR ANDERSON COUNTY:

Rusty Burns
Anderson County Administrator

County Council Chairman

Kim A. Poulin
Clerk to Council

Leon Harmon
County Attorney
APPROVED AS TO FORM

First Reading: May 5, 2015

Second Reading: May 19, 2015

Third Reading:

Public Hearing: *May 5, 2015*



Rezoning Request Recommendation

2/10/15 and 3/10/15
Date of Planning Commission Meeting

No recommendation - forward as approval
Recommendation (Approval or Denial)

Project Information

Name of Applicant: mark III Properties
Property Location: Vandiver Rd, Crestview Rd, Midway Rd + Harriet Circle
County Council District: One School District: Five
Total Acreage: up to ~103.1 acres Current Land Use: PD/Vacant
Current Zoning: PD Requested Zoning: PD amendment
Purpose of Rezoning: major amendments to PD - increase acreage ~32 acres, increase ingress/egress points by 3, increase lots by ~123 lots, etc...

Recommendation

Recommendation Rendered: Makes no official recommendation

Reason(s) for Denial, if applicable:

- | | |
|---|--|
| <input type="checkbox"/> Compatibility with Future Land Use Map | <input type="checkbox"/> Availability of Infrastructure Support |
| <input type="checkbox"/> Compatibility with Traffic Levels | <input type="checkbox"/> Compatibility with Surrounding Properties |
| <input type="checkbox"/> Compatibility with Density Levels | <input type="checkbox"/> Use and Value of Surrounding Properties |
| <input type="checkbox"/> Other (please elaborate): _____ | |

Explanation of Reasons: _____

Planning Commission Presiding Chairman: David Coltran

Signature: [Signature] Date: 3/10/15

Page 1 of 1

For Office Use Only:

Scheduled Advisory Public Hearing Date: 2/14/15 Citizens' Advisory Recommendation: denial 2-1
Scheduled Commission Public Hearing Date: 3/10/15 Planning Commission Recommendation: no recommendation
Scheduled Council Public Hearing Date: _____ County Council Decision: _____

further info



Rezoning Application

Date of Application Completion

Application Status (Approved or Denied)

Applicant's Information

Name: Mark III Properties / John Beeson
Mailing Address: 1322 Pinetree Road, Greenville, SC 29607
Telephone and Fax: 864-270-1031 E-Mail: craig@grayengineering.com
Address: 170 Camelot Drive, Spartanburg, SC 29301
Phone: 864-595-1735

Owner's Information

(If Different from Applicant)

Name: Katherine S. Crosson
Mailing Address: 164 Buckhead Dr., Townville, SC 29689
Telephone and Fax: 864 617-0057 E-Mail: _____

Designation of Agent: (Complete only if owner is not the applicant)

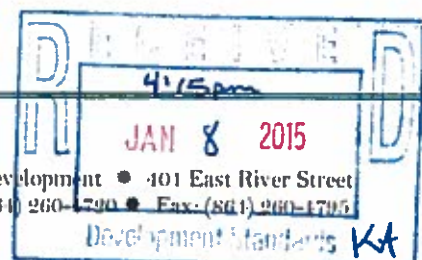
I (We) hereby appoint the person named the Applicant as my (our) agent to represent me (us) in this request for rezoning.

Katherine Crosson
Owner's Signature

1/8/15
Date

Project Information

Property Location: 1241 Harriett Circle, Anderson SC 29621
Parcel Number(s)/TMS: 147-00-04-007
County Council District: 1 School District: 5
Total Acreage: 2.00 Current Land Use: single family
Current Zoning: PD Requested Zoning: P.D.
Purpose of Rezoning: Change parameters of PD



Private Covenants or Deed Restrictions on the Property: Yes _____ No ✓
If you indicated no, your signature is required.


Applicant's Signature

JANUARY 08, 2015
Date

If you indicated yes, please provide a copy of your covenants and deed restrictions with this application - pursuant to State Law (Section 6-29-1145: July 1, 2007) - determining existence of restrictive covenants. Copies may be obtained at the Register of Deeds Office. It is the applicant's responsibility for checking any subdivision covenants or private covenants pertaining to the property.

Comments: _____

Please attach an accurate plat (survey) of the property to this application.

• A zoning map amendment may be initiated by the property owner(s), Planning Commission, Zoning Administrator or County Council. •

Please refer to the Anderson County Planning & Community Development Fee Schedule for amount due.

As the applicant, I hereby confirm that the required information and materials for this application are authentic and have been submitted to the Anderson County Public Works Division - Planning & Community Development.


Applicant's Signature

JANUARY 08, 2015
Date

Page 2 of 2

For Office Use Only:

Application Received By: _____ Date Complete Application Received: _____
Application Fee Amount Paid: _____ Check Number: _____
Scheduled Advisory Public Hearing Date: _____ Citizens' Advisory Recommendation: _____
Scheduled Commission Public Hearing Date: _____ Planning Commission Recommendation: _____
Scheduled Council Public Hearing Date: _____ County Council Decision: _____



Rezoning Application

Date of Application Completion

Application Status (Approved or Denied)

Applicant's Information

Name: Mike Ascare / Mark III Properties / John Beeson

Mailing Address: 1327 Pilgrimage Road, Greenville, SC 29607

Telephone and Fax: 864 274-1034 E-Mail: craig.r@grayengineering.com

Address: 170 Camelot Drive, Spartanburg, SC 29301

Phone: 864-595-1735

Owner's Information

(If Different from Applicant)

Name: Larry M. Kowalski (et al)

Mailing Address: 336 Vandiver Rd. Anderson, SC 29621

Telephone and Fax: 864 226-4752 E-Mail: mike @ up.statecommercialgroup.com

Designation of Agent: (Complete only if owner is not the applicant)

I (We) hereby appoint the person named the Applicant as my (our) agent to represent me (us) in this request for rezoning.

Larry M. Kowalski
Owner's Signature

1/5/15
Date

Project Information

Property Location: Crestview Rd and Harriett Circle

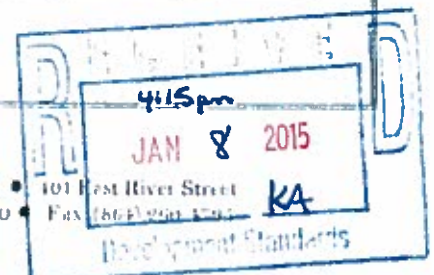
Parcel Number(s)/TMS: 147-00-04-005/1/9

County Council District: 1 School District: 5

Total Acreage: 69.54 +/- Current Land Use: agriculture

Current Zoning: PD Requested Zoning: PD

Purpose of Rezoning: Change the parameters of the PD



Private Covenants or Deed Restrictions on the Property: Yes _____ No ✓

If you indicated no, your signature is required.


Applicant's Signature

JANUARY 08, 2015
Date

If you indicated yes, please provide a copy of your covenants and deed restrictions with this application - pursuant to State Law (Section 6-29-1145: July 1, 2007) - determining existence of restrictive covenants. Copies may be obtained at the Register of Deeds Office. It is the applicant's responsibility for checking any subdivision covenants or private covenants pertaining to the property.

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Please refer to the Anderson County Planning & Community Development Fee Schedule for amount due.

As the applicant, I hereby confirm that the required information and materials for this application are authentic and have been submitted to the Anderson County Public Works Division - Planning & Community Development.


Applicant's Signature

JANUARY 08, 2015
Date

Page 2 of 2

For Office Use Only:

Application Received By: _____ Date Complete Application Received: _____

Application Fee Amount Paid: _____ Check Number: _____

Scheduled Advisory Public Hearing Date: _____ Citizens' Advisory Recommendation: _____

Scheduled Commission Public Hearing Date: _____ Planning Commission Recommendation: _____

Scheduled Council Public Hearing Date: _____ County Council Decision: _____

Revision
March 2012

Anderson County Public Works Division - Planning and Community Development • 401 East River Street
Post Office Box 8002 • Anderson, South Carolina 29602 • Phone (864) 260-4720 • Fax (864) 260-4725



Rezoning Application

Date of Application Completion

Application Status (Approved or Denied)

Applicant's Information

Name: ~~Mark III Properties~~ / Mark III Properties / John Beason
Mailing Address: ~~1322 Pagan Road, Rockville, MD 20850~~
Telephone and Fax: ~~301-770-1031~~ E-Mail: craigr@grayengineering.com
Address: 170 Camelot Drive Spartanburg, SC 29301
Phone: 864-595-1735

Owner's Information

(If Different from Applicant)

Name: Energy Conversion Corp.
Mailing Address: 521 N. McDuffie St, Anderson, SC 29621
Telephone and Fax: 864 933-8500 E-Mail: eddie.kinsey@hotmail.com

Designation of Agent: (Complete only if owner is not the applicant)

I (We) hereby appoint the person named the Applicant as my (our) agent to represent me (us) in this request for rezoning.


Owner's Signature

1/8/2015
Date

Project Information

Property Location: 122 Vandiver Rd, Anderson, SC 29621
Parcel Number(s)/TMS: 146-00-07-001
County Council District: 1 School District: 5
Total Acreage: 32.55 Current Land Use: agriculture
Current Zoning: R-20 Requested Zoning: PD
Purpose of Rezoning: Subdivision - Single Family Homes and Commercial Outparcel



Private Covenants or Deed Restrictions on the Property: Yes _____ No ✓

If you indicated no, your signature is required.

[Signature]
Applicant's Signature

JANUARY 08, 2015
Date

If you indicated yes, please provide a copy of your covenants and deed restrictions with this application - pursuant to State Law (Section 6-29-1145: July 1, 2007) - determining existence of restrictive covenants. Copies may be obtained at the Register of Deeds Office. It is the applicant's responsibility for checking any subdivision covenants or private covenants pertaining to the property.

Comments: _____

Please attach an accurate plat (survey) of the property to this application.

● A zoning map amendment may be initiated by the property owner(s), Planning Commission, Zoning Administrator or County Council. ●

Please refer to the Anderson County Planning & Community Development Fee Schedule for amount due.

As the applicant, I hereby confirm that the required information and materials for this application are authentic and have been submitted to the Anderson County Public Works Division - Planning & Community Development.

[Signature]
Applicant's Signature

JANUARY 08, 2015
Date

Page 2 of 2

For Office Use Only:

Application Received By: _____ Date Complete Application Received: _____

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Scheduled Advisory Public Hearing Date: _____ Citizens' Advisory Recommendation: _____

Scheduled Commission Public Hearing Date: _____ Planning Commission Recommendation: _____

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The Village at Bailey Creek

+/-103.1 Acre Planned Development
Vandiver Road and Crestview Road, Anderson, SC

Statement of Intent

Submitted January 6, 2015

Revised April 13, 2015

Planned Community. The development planned for this +/-103.1-acre tract at the corner of Crestview Road, Harriett Circle and Vandiver Road will utilize the Planned Development (PD) zoning format and existing terrain and features of the property in a planned community that includes roughly 21 acres of common area, +/-20%. The common areas will include creek and natural areas, walking trails, amenities, and detention areas. This development will be comprised of single family homes with a minimum of 2 car garages, as well as a 1.7 acre neighborhood office/commercial component at the corner of Crestview Road and Harriett Circle. The single family sections will be on dedicated public roads; there will be no private roads in this development. Development may proceed in multiple sections simultaneously and full build-out of the site is expected within 5-7 years.

Single Family Residential Section. The residential area will consist of three sections:

Section 'A' - This residential section will consist of single-family detached lots with a minimum width of 50' and a minimum lot area of 6,250 S.F. The houses will have a range of sizes from 1,800-2,800 S.F. *The houses in this section will have 3-6 bedrooms with 2 car garages and will have HardiPlank siding with concrete slab foundations and option for masonry front accents.*

Section 'B' - This residential section will consist single-family detached lots with a minimum width of 60' and a minimum lot area of 7,500 S.F. The houses will have a range of sizes from 1,950-2,950 S.F. *The houses in this section will have 3-5 bedrooms with 2 car garages and will have HardiPlank siding with brick, stone, or shake front accents and concrete slab foundations.*

Section 'C' - This residential section will consist single-family detached lots with a minimum width of 65'-and a minimum lot area of 8,125 S.F. The houses will have a range of sizes from 2,100-3,200 S.F. *The houses in this section will have 3-6 bedrooms with 2 or 3 car garages and will have HardiPlank siding with brick, Stone, or HardiPlank front accents and concrete slab foundations.*

To minimize the effect on local traffic, there will be four entrances into the single-family portion of this development. One entrance will be off Crestview Road, one off of Harriet Circle, and two off of Vandiver Road. The maximum number of single-family residential units will not exceed 301 lots or 2.92 units per acre over the entire 103.1 acres, whichever is less. Sidewalks will be provided on one side of all new public roads within the development. A sidewalk will also be provided connecting the neighborhood commercial section to the single family section, as well as from the entrance on Harriett Circle to the property line directly adjacent to Midway Elementary School. Section 'B' and Section 'C' will be connected by a creek crossing. Also, to help minimize any impact to the existing wetlands and creeks on the property, all road crossings will be accomplished with the use of arch culverts.

Neighborhood Office/Commercial Section. A commercial area of about 1.7 acres is proposed at the corner of Harriett Circle and Crestview Road and space is provided in the development to allow pedestrian access to the commercial area. All of the buildings shall have no less than 9/12 pitched roofs with windows and doors of a residential style and appearance. The signs in this area shall be of the hanging variety. No neon or plastic signs shall be allowed. No other signs are permitted for advertising separate from the building. Landscaping and buffering shall be extensive. Exteriors shall be brick, hardy board, or stone. Uses shall be those permitted by the Developer as listed. No business shall be open to the public after 10 p.m. The number of free standing buildings allowed shall be limited to three and the total ground floor space cannot exceed 8,000 square feet. Some second floor use will be permitted. A separate set of deed restrictions shall provide a complete guideline as to the architectural approval and uses. The Developer and/or his assigns can only make changes to the commercial area uses if 75% of the homeowners in this PD agree to the changes.

Permitted uses in the commercial area:

- I. Personal Services- Uses including but not limited to: A barber or beauty shop (Having no more than three stations), florist, wine shop, movie rental, photo or artist studio, butcher shop, frame shop, hardware store, travel agency, ticket office, and tack shop.
- II. Medical Office - Not more than two physicians or dentist per office.
- III. Professional or Business office - Uses including but not limited to: Accountants, attorneys, brokerages, engineers, financial planners, insurance, Realtors, and surveyors.
- IV. Deli- Not more than seating for 25 people.
- V. Garden Shop
- VI. Government Office
- VII. Community Store - Providing groceries, related retail items, butcher's market, and limited hardware items.
- VIII. Fuel pumps-No more than two pumps.

Common Area, Open Space, Landscaping and Setbacks. As stated above, this proposed development will include approximately 21 acres (20%) of common area that will consist of creek and natural areas, walking trails, and detention areas. Common areas may also include an amenity area, which would consist of a community pool and cabana with the required parking associated with this type of development. Common area is area useable by all residents in the development.

There will be a landscape buffer between the single family and the neighborhood commercial section where they backup to each other, consisting of some combination of berms, fencing and landscaping, which will be maintained by the HOA. There will also be a landscape buffer within the single family section along the existing road frontages of Crestview Road, Vandiver Road, and Harriett Circle, again consisting of some combination of berms, fencing and landscaping, and maintained by the HOA.

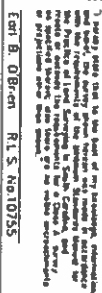
Any required detention ponds will be dry ponds with 6' high safety fences. The access points for maintaining these ponds will be dedicated pathways controlled by the HOA.

Setbacks. All the proposed setbacks for this project are as follows: A 25' setback from the entire exterior development property line will be provided. *Single-family area:* a 15-foot front setback and 5' rear and side setbacks will be provided where the 25' exterior property line setback is not already in place. *Neighborhood Commercial area:* Setbacks will be provided as currently required for the specific use that is built there.

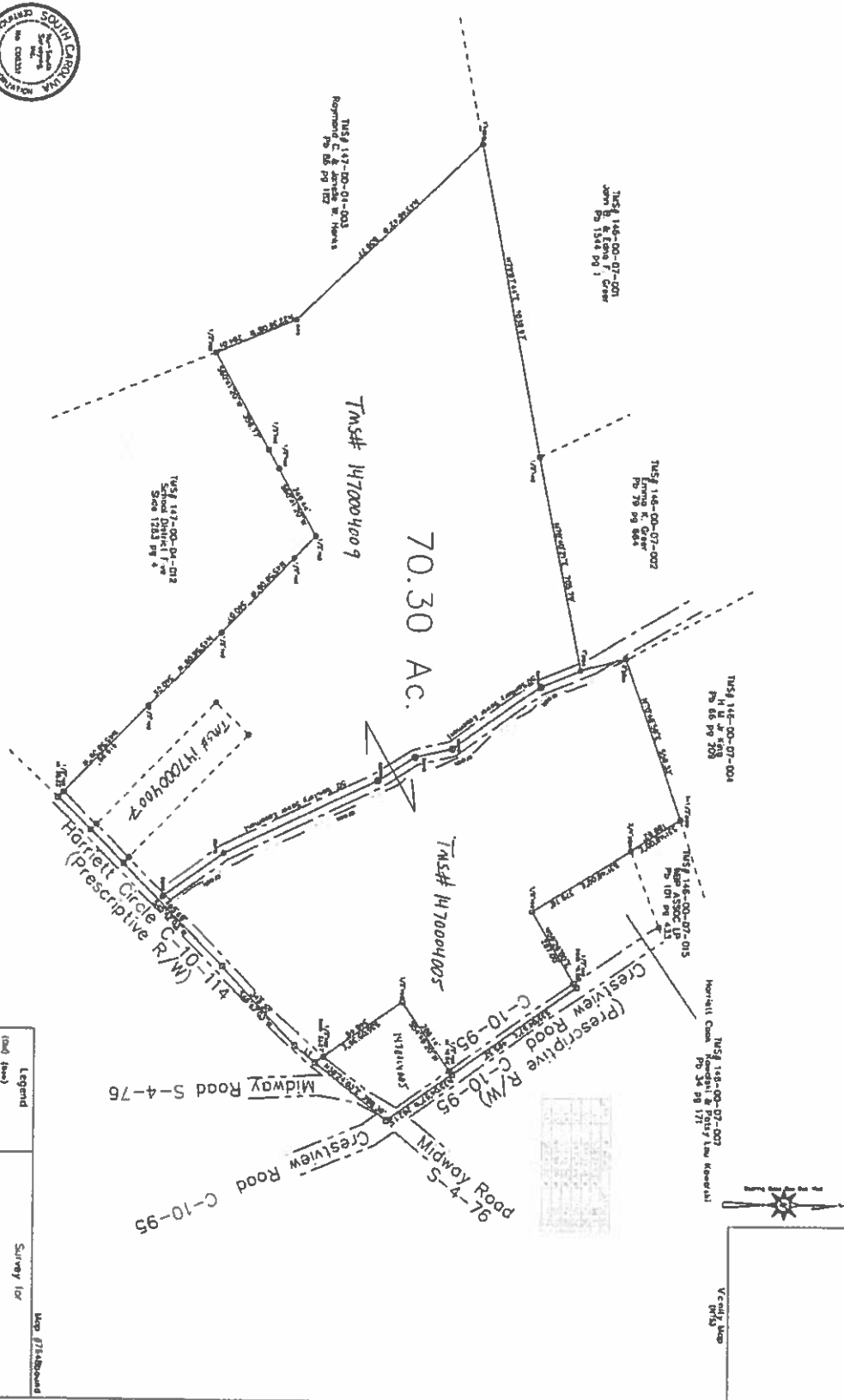
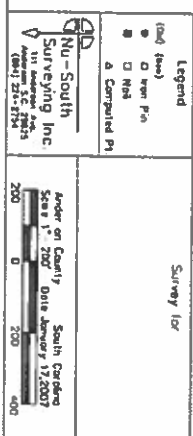
Group Development Association. Prior to the first sale of a residence or occupancy of any dwelling or office/commercial unit, an incorporated, non-profit association of the neighborhood office/commercial owners and single family residents (group development association or home owners association (GDA/HOA)) will be established. All common areas or common amenities and facilities within the communities shall be permanently protected by recorded covenants and restrictions and shall be conveyed by the developer to the GDA/HOA.

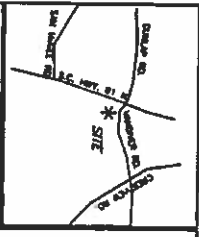
The GDA/HOA shall be responsible for the continuing upkeep and proper maintenance of the common areas of the community, including any required stormwater detention/retention. This ownership and maintenance shall also apply to any other common facilities that may be constructed in the future.

Other Public Improvements and Facility Impact. All roads and utilities will be constructed to meet applicable design standards. An engineer has determined that an adequate storm water management system can be designed and permitted according to the specifications of the appropriate regulatory authority. The community as designed should have no adverse impact on public utilities (see attached utility will-serve letters). All construction will be in accordance with applicable building codes, zoning ordinances, and all other state and local laws and ordinances. Utilities are provided by the City of Anderson Sewer via a 12" sewer line within the site, Duke Energy, Piedmont Natural Gas, AT&T, and Hammond Water Company.



For B. O'Brien R.L.S. No.10755

[illegible]



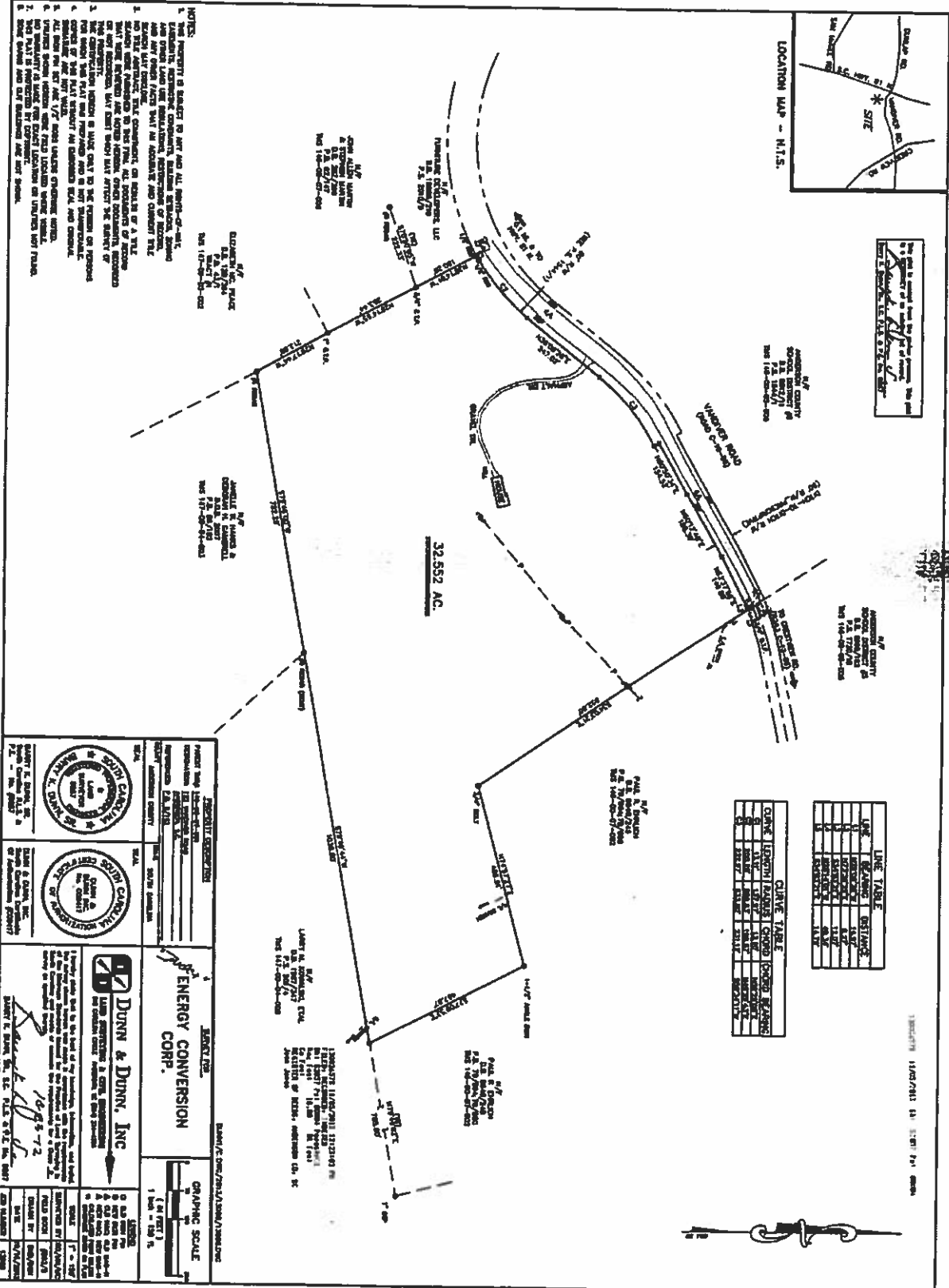
For use in connection with the proposed project, this map is not to be used for any other purpose without the written consent of the Surveyor General of the State of North Carolina.

ADJACENT COUNTY
SOUTH OF SITE
P.L. 1774/48
N.E. 1/4
100-00-00-000

ADJACENT COUNTY
SOUTH OF SITE
P.L. 1774/48
N.E. 1/4
100-00-00-000

LINE	BEARING	DISTANCE
1	N 89° 15' 00" E	1.00
2	S 89° 15' 00" E	1.00
3	S 89° 15' 00" E	1.00
4	S 89° 15' 00" E	1.00
5	S 89° 15' 00" E	1.00

LINE	BEARING	DISTANCE
1	N 89° 15' 00" E	1.00
2	S 89° 15' 00" E	1.00
3	S 89° 15' 00" E	1.00
4	S 89° 15' 00" E	1.00
5	S 89° 15' 00" E	1.00



- NOTES:
1. THIS PROPERTY IS SUBJECT TO ANY AND ALL RIGHTS OF WAY, EASEMENTS, AND ENCUMBRANCES, AND ANY OTHER FACTS THAT MAY AFFECT THE TITLE, AND ANY OTHER FACTS THAT MAY AFFECT THE TITLE, AND ANY OTHER FACTS THAT MAY AFFECT THE TITLE.
 2. NO PART OF THIS PROPERTY IS TO BE USED FOR ANY PURPOSE OTHER THAN THAT SPECIFIED IN THE DEEDS AND DOCUMENTS, AND NO PART OF THIS PROPERTY IS TO BE USED FOR ANY PURPOSE OTHER THAN THAT SPECIFIED IN THE DEEDS AND DOCUMENTS.
 3. THE CONVEYANCE HEREIN IS MADE ONLY TO THE PERSON OR PERSONS NAMED HEREIN, AND NO PART OF THIS PROPERTY IS TO BE USED FOR ANY PURPOSE OTHER THAN THAT SPECIFIED IN THE DEEDS AND DOCUMENTS.
 4. ALL PARTS OF THIS PROPERTY ARE TO BE USED FOR THE PURPOSES SPECIFIED IN THE DEEDS AND DOCUMENTS, AND NO PART OF THIS PROPERTY IS TO BE USED FOR ANY PURPOSE OTHER THAN THAT SPECIFIED IN THE DEEDS AND DOCUMENTS.
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STATE OF NORTH CAROLINA

DEPARTMENT OF REVENUE

RECEIVED

STATE OF NORTH CAROLINA

DEPARTMENT OF REVENUE

RECEIVED

DUNN & DUNN, INC.

1685-72

1685-72

ENERGY CONVERSION CORP.

1685-72

1685-72



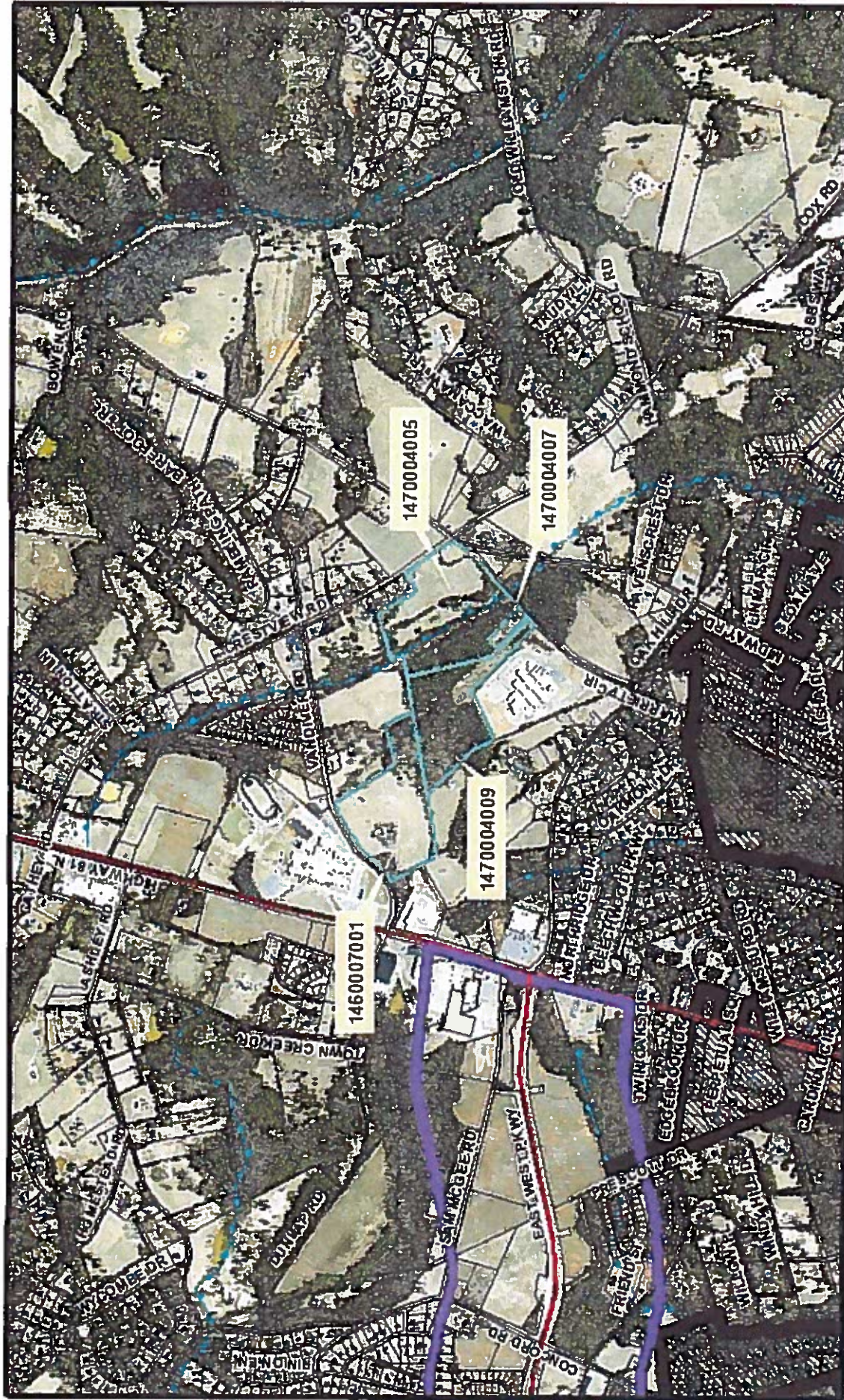
SITE DATA: 100 AC
 NEW LOTS: 54 (100 AC INCLUDING COMMON AREA)
 OFFICE/COMMERCIAL AREA: 17 ACRES
 SECTION 1 (64' WIDE LOTS) 1/4
 SECTION 5 (64' WIDE LOTS) 1/4
 REMAINDER (64' WIDE LOTS) 64
 ALL NEW ROADS TO BE PUBLIC
 COMMON AREA: 31 ACP
 COMMON AREA INCLUDES ALL COMMONITY ACCESS AREAS INCLUDING RETENTION AND INFRASTRUCTURE



The Village at Bailey Creek

PRELIMINARY LAYOUT

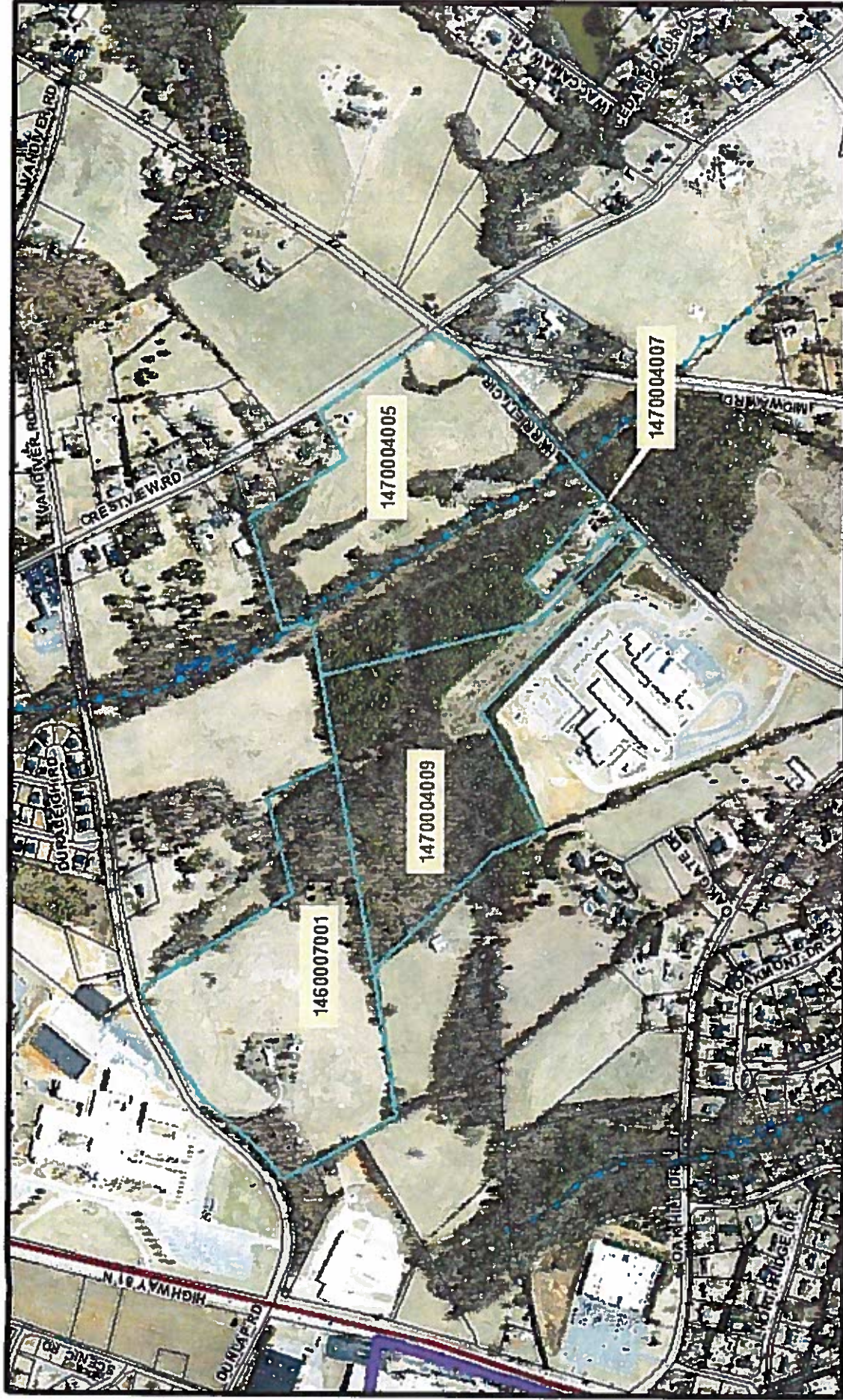




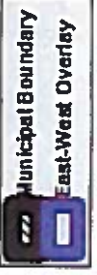
0 0.3 0.6 Miles

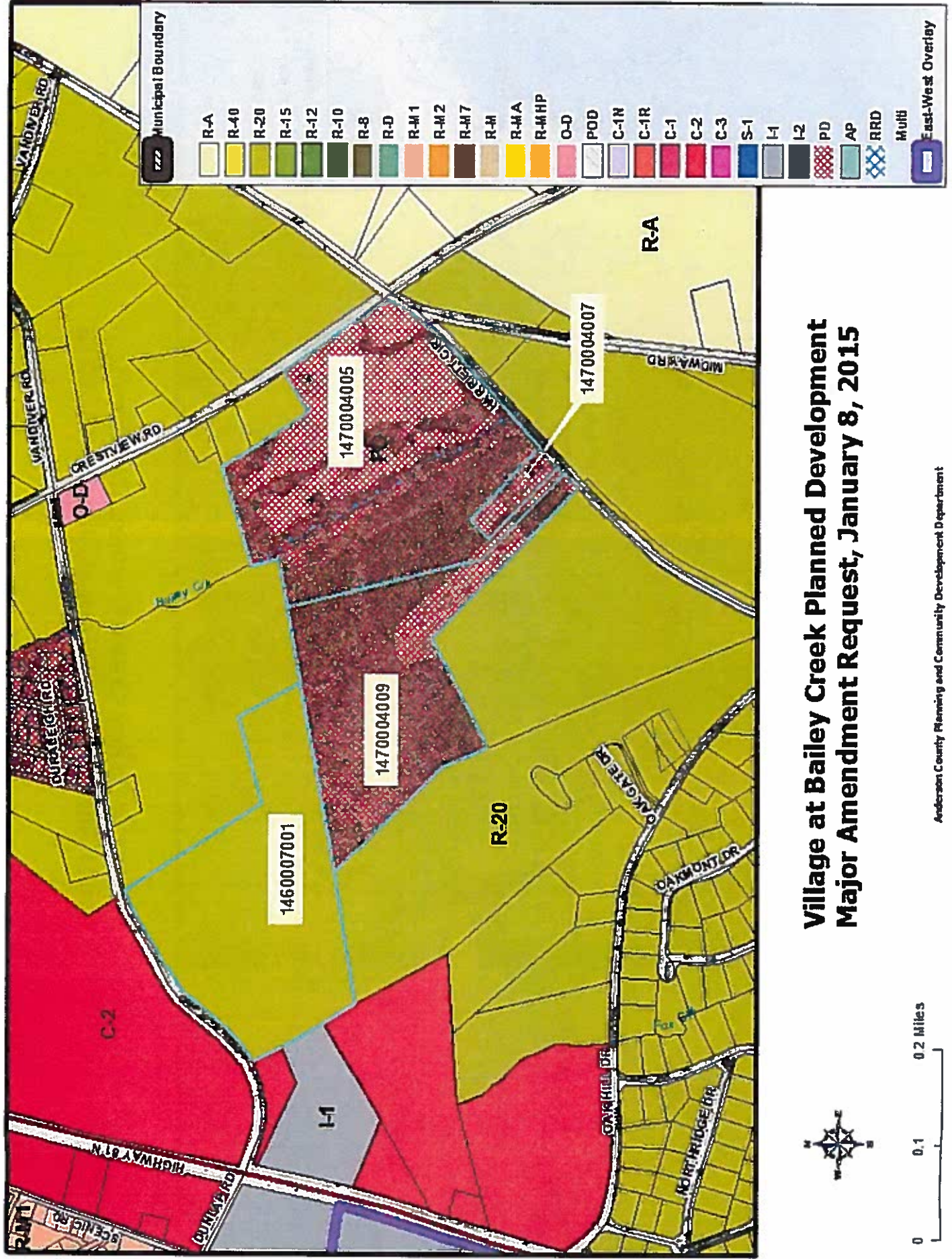
Village at Bailey Creek Planned Development Major Amendment Request, January 8, 2015





Village at Bailey Creek Planned Development Major Amendment Request, January 8, 2015



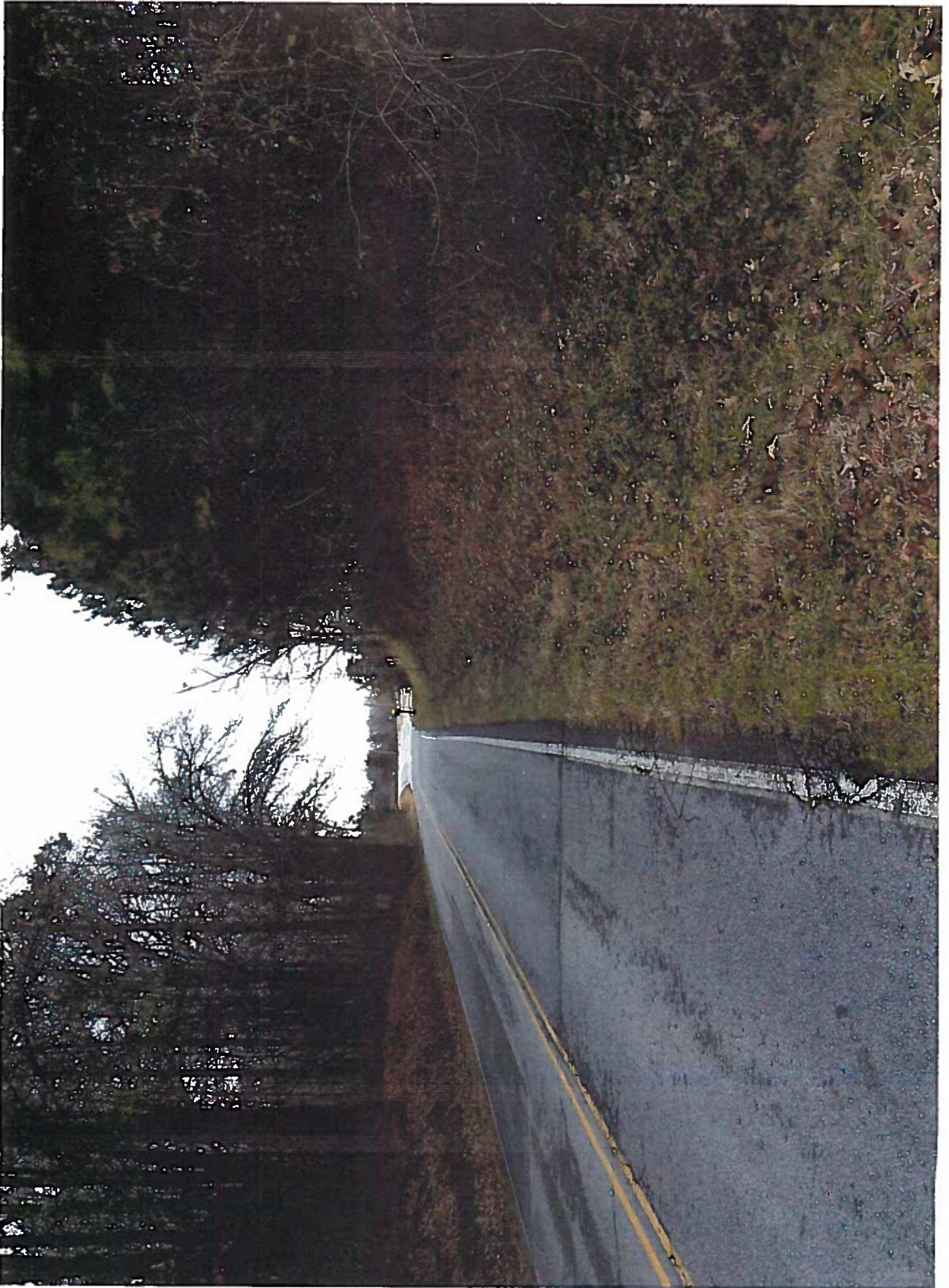


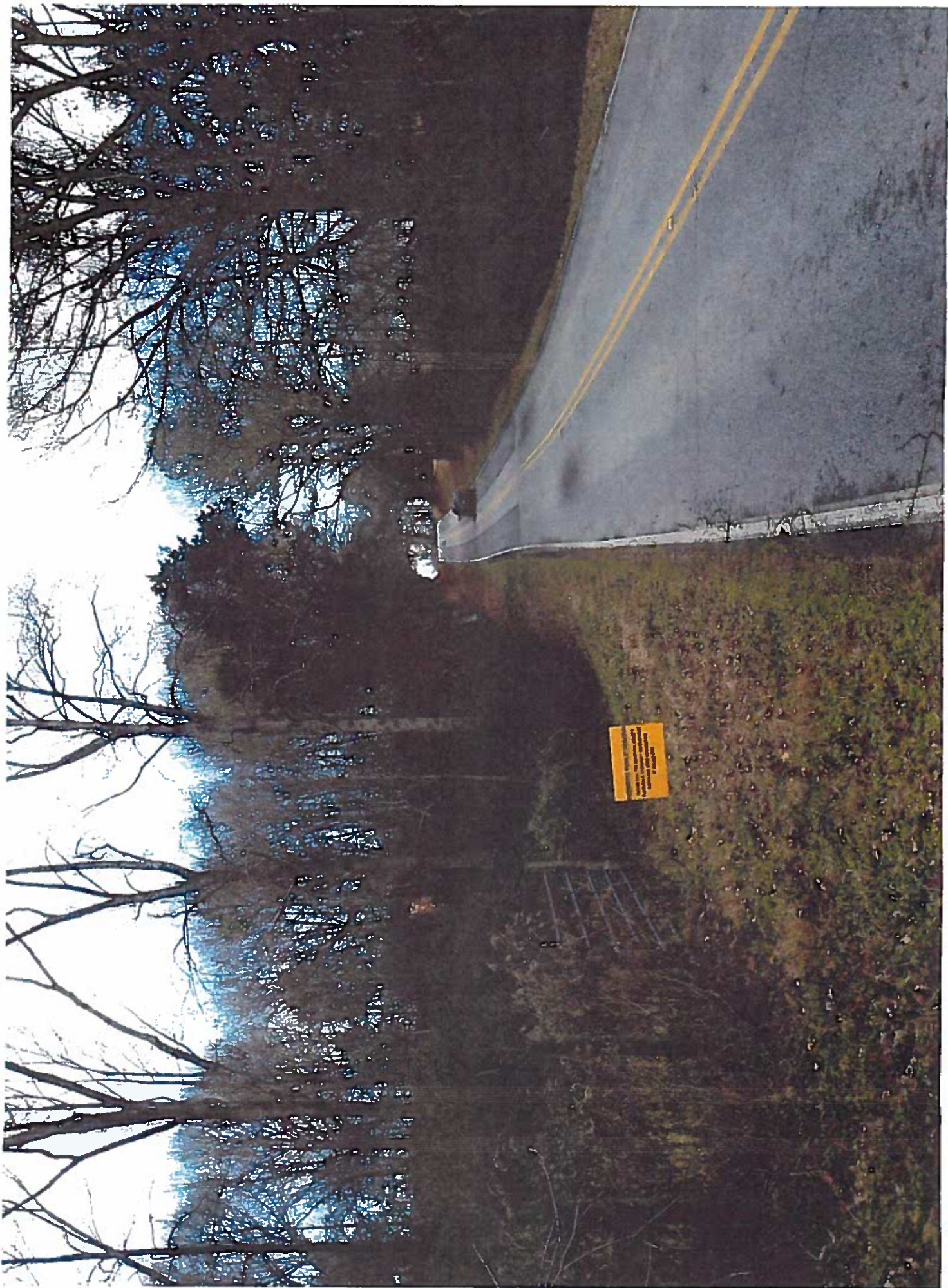
Village at Bailey Creek Planned Development Major Amendment Request, January 8, 2015



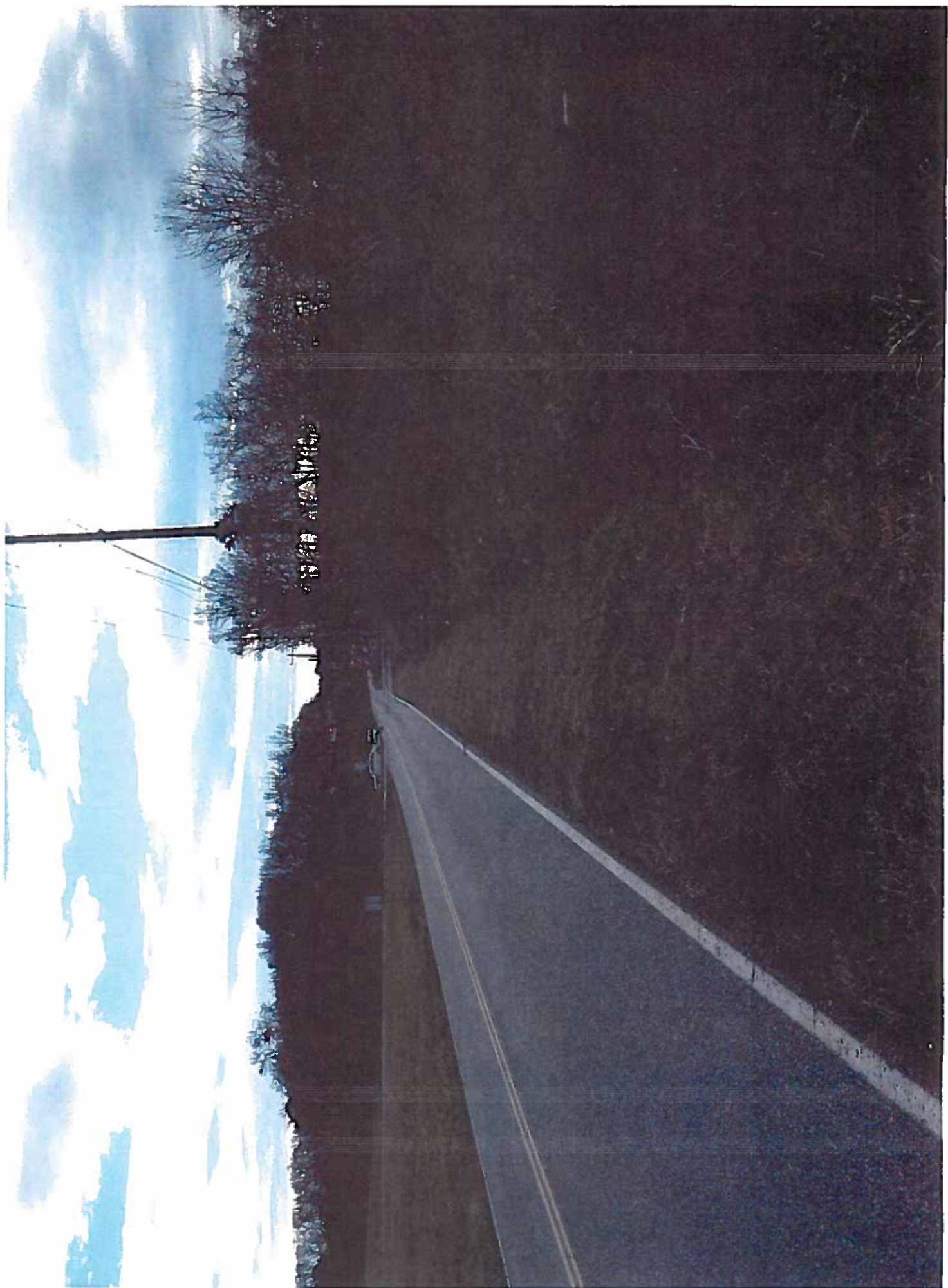


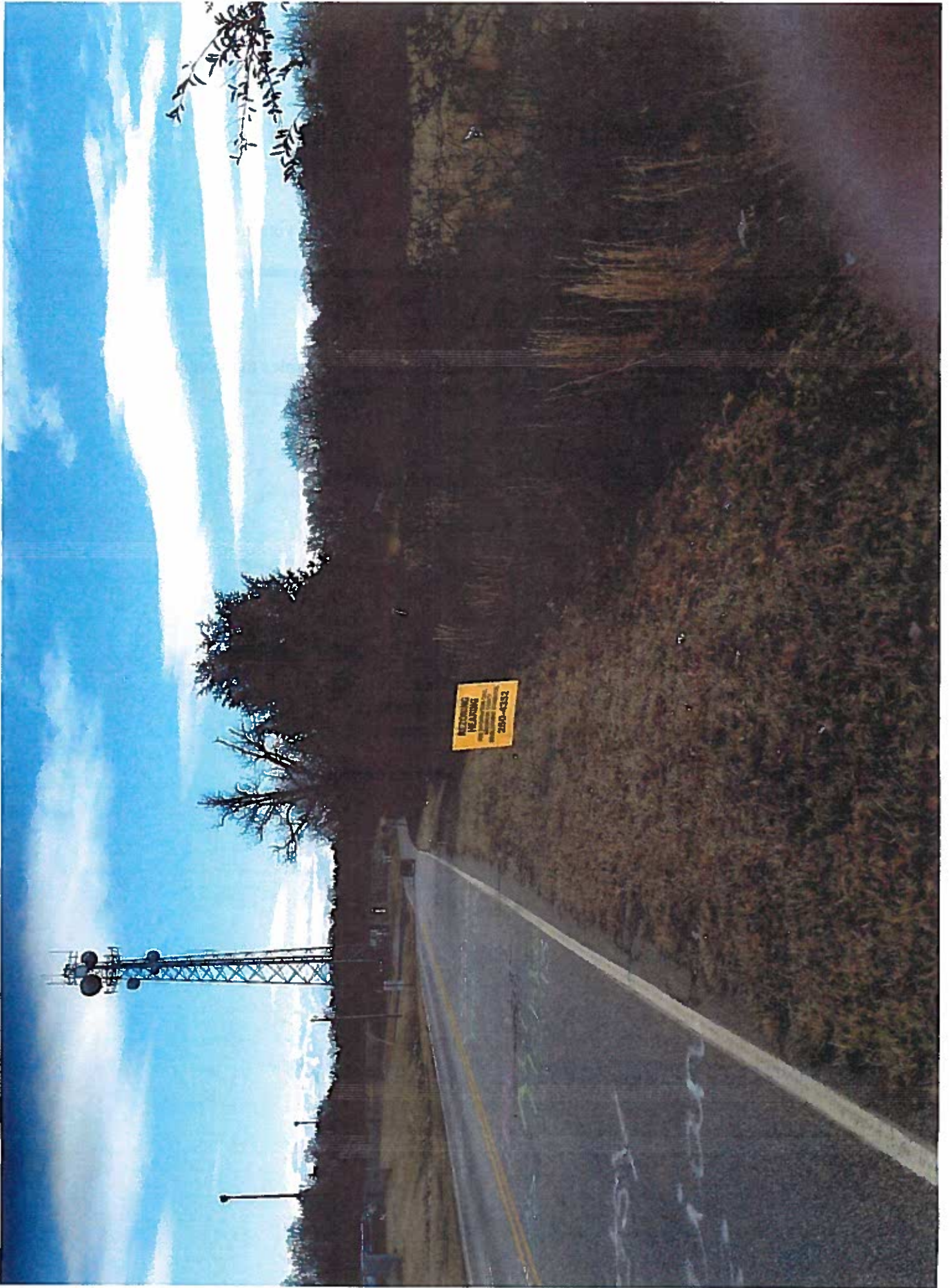












Anderson County Planning Commission
Staff Report
May 2015

Applicant: Mark III Properties
Current Owner: Katherine S. Crosson, Larry M. Kowalski, Energy Conversion Corp.
Property Location: Vandiver Road, Crestview Road, Midway Road, and Harriet Circle
Precinct: Hammond School
Council District: One
TMS #(s): 146-00-07-001, 147-00-04-005, 147-00-04-007, 147-00-04-009
Acreage: ~103.1 acres total
Current Zoning: PD (Kowalski PD) and R-20
Surrounding Zoning: North: C-2 and R-20
South: R-20
East: R-20
West: R-20, C-2, I-1

Evaluation: This request is for major changes to the approved Statement of Intent (Ordinance #2007-017) for the Planned Development currently known as Kowalski PD. Including but not limited to the changes requested would be to add +/- 32 acres of property to the north, to increase the number of ingress/egress points from one to four, to remove vehicular connectivity between the east and west sections, to incorporate a wider range of home sizes, and to increase the overall lot size of the development by 123 lots (178 lots existing and 301 lots requested). These changes have been determined by the Zoning Administrator to be considered Major Changes as per section 5.22.8.A of the County Code of Ordinances.

Pros and Cons of the requested Statement of Intent (SOI) versus the existing/approved SOI from June 2007:

- Pros:
- 1) Opportunity for interconnectivity with school system
 - 2) Increased open space
 - 3) Access to existing utilities
 - 4) Requested density in line with neighboring developments
- Cons:
- 1) Section C is isolated from remainder of PD
 - 2) Negative potential traffic pattern on roads

3) Original SOI required crawl space or basement for residential structures; no such requirements in newly proposed SOI

Staff Recommendation: Denial. Due to the scope of this development and its potential effect on the surrounding areas, a complete traffic study is recommended by staff, which according to the developer is forthcoming but not available at the time of this recommendation. Furthermore, it is staff's opinion that complete interconnectivity is a fundamental tenet of Planned Developments, and the lack of vehicular connectivity from east to west in this proposal is not in line with that core principle.

District 1 Zoning Advisory Group Recommendation: The District 1 Zoning Advisory Group met on February 4, 2014; and recommended **DENIAL** of a request of this PD Major Change request. The vote was 2 in favor, 1 opposed, and 1 absent.

Planning Commission Recommendation: The Anderson County Planning Commission met on February 10, 2014 and March 10, 2014, and after a duly noted public hearing made no recommendation of this PD Major Change request.



RAMEY KEMP & ASSOCIATES, INC.
621 Jonestown Road, Suite 221
Winston-Salem, NC 27103
Phone: 336-725-5470 Fax: 336-725-5442
www.rameykemp.com

March 5, 2015

Ms. Judy Shelato, P.E.
Anderson County
735 Michelin Boulevard
Anderson, South Carolina 29626

**Subject: Traffic Impact Assessment for Proposed Village at Bailey Creek
Anderson County, South Carolina**

Dear Ms. Shelato:

This letter summarizes the findings of the Traffic Impact Assessment (TIA) that was performed by Ramey Kemp & Associates, Inc. for The Village at Bailey Creek development that is being proposed west of Crestview Road between Vandiver Road and Harriett Circle in Anderson County, South Carolina. The purpose of this study is to determine the potential impact at the existing study intersections, as well as the proposed site access locations, created by the additional traffic generated by the proposed development that is anticipated to be built out by the year 2022. In order to accomplish this objective, this study analyzed existing (2015) traffic conditions and future (2022) 'no-build' and 'build' traffic conditions for the weekday AM, Midway Elementary School afternoon dismissal, and PM peak hours.

Also as part of this study, analysis was performed to determine what, if any, traffic signal warrants are met at the existing four-way stop-controlled intersection of Crestview Road and Midway Road under all traffic conditions. A roundabout analysis was also performed at the Crestview Road/Midway Road intersection under future conditions. This letter summarizes the results and findings of our analysis.

Background

The site is currently undeveloped, and is located west of Crestview Road between Vandiver Road and Harriett Circle. Access to the residential property is to be provided via four (4) new driveway connections, two (2) located on Vandiver Road, one (1) located on Crestview Road, and one (1) located on Harriett Circle, while access to the commercial tract is proposed via one (1) driveway connection on Crestview Road north of Midway Road (assumed to be located to the south of the proposed residential access on Crestview Road). Each of the site access locations are assumed to consist of one ingress and one egress lane.

Vandiver Road and Harriett Circle are both two-lane facilities that are maintained by Anderson County. Crestview Road and Midway Road are both two-lane facilities that are maintained by the South Carolina Department of Transportation (SCDOT). Crestview Road, Harriett Circle, and Vandiver Road have posted speed limits of 35 miles per hour (mph) within the vicinity of the site, while Midway Road has a posted speed limit of 40 mph within the vicinity of the site. Refer to the attached appendix for the site location map, site plan, and an illustration of the existing lane configurations at the study intersections.

Traffic Analysis Procedure

Traffic analysis was performed using Synchro 7. Synchro 7 is a comprehensive software package developed by Trafficware that allows the user to determine delay and level of service. Synchro 7 is based on the 2000 Highway Capacity Manual (HCM). In addition, Synchro allows unsignalized analyses to be performed utilizing methodologies in the 2000 HCM. The software package Sidra Intersection 5.1 was utilized for all roundabout analysis.

Analysis results for signalized intersections and roundabouts provide level of service calculations for all approaches and an overall resulting level of service. The capacity analysis for an unsignalized intersection does not provide an overall level of service for the intersection, but rather a level of service for movements and/or approaches that have a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions”. Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers”. Level of service varies from Level “A” representing free flow, to Level “F” where greater vehicle delays are evident. Refer to Table 1 for HCM levels of service and related average control delay per vehicle for unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. As shown in Table 1, an average control delay of 30 seconds at an unsignalized intersection results in level of service D operation at the intersection.

TABLE 1
HIGHWAY CAPACITY MANUAL LEVELS OF SERVICE AND DELAY

UNSIGNALIZED INTERSECTION/ROUNDABOUT		SIGNALIZED INTERSECTION	
Level Of Service	Average Control Delay Per Vehicle (Seconds)	Level Of Service	Average Control Delay Per Vehicle (Seconds)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

Existing Traffic Conditions

Existing traffic volumes were obtained from turning movement counts that were conducted at the study intersections during the AM (7:00 to 9:00) and PM (2:00 to 6:00) peak periods. Also, 12-hour traffic data was collected at the intersection of Crestview Road and Midway Road (7:00 AM to 7:00 PM) in order to perform a traffic signal warrant analysis. Refer to the attached appendix for an illustration of the existing (2015) peak hour traffic volumes as well as a copy of the raw traffic count data.

Future 'No Build' Traffic Conditions

In order to account for the growth of traffic and subsequent traffic conditions at a future year, background traffic projections are needed. Background traffic is that component of traffic due to growth of the community and surrounding area that is anticipated to occur regardless of whether the proposed site is developed. Per Anderson County, a compounded annual growth rate of 2% was applied to the existing traffic volumes to project background traffic volumes for the horizon year 2022. Refer to the attached appendix for an illustration of the future (2022) 'no-build' peak hour traffic volumes.

Per discussions with the County, it is understood that there are no adjacent developments that are expected to impact the study area.

Trip Generation

Based on discussions with the development team and provided information, it is understood that the Village at Bailey Creek development could consist of up to 301 single family homes, and will include a 1.7-acre tract that is proposed for commercial/office use. The ground floor space for the proposed commercial use would be limited to 8,000 square feet. For the purpose of this study, it was assumed that 8,000 square feet of retail space would be provided on the proposed commercial tract. The average weekday daily, as well as the AM and PM peak hour site trips for this assessment were calculated utilizing the 9th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation* Manual. The Midway School afternoon dismissal peak hour trips for each land use were calculated using the average between the AM and PM peak hour entering and exiting trips. Refer to Table 2 for a detailed breakdown of the anticipated trip generation results.

TABLE 2
SITE TRIP GENERATION

ITE Land USE (Code)	Independent Variable	Average Daily Traffic (vpd)	AM Peak Hour (vph)		Midway School Afternoon Dismissal Peak Hour (vph)		PM Peak Hour (vph)	
			Enter	Exit	Enter	Exit	Enter	Exit
Single-Family Detached Housing (210)	301 Dwelling Units	2,894	55	165	117	135	178	105
Shopping Center (820)	8 Thousand Sq. Ft.	342	5	3	10	10	14	16
Total Trips		3,236	60	168	127	145	192	121

It is estimated that the proposed development could generate up to 3,236 total daily trips with 228 trips (60 entering and 168 exiting) generated during the AM peak hour, 272 trips (127 entering and 145 exiting) during the Midway School afternoon dismissal peak hour, and 313 trips (192 entering and 121 exiting) during the PM peak hour.

Future 'Build' Traffic Conditions

For this study, primary distributions were developed based on existing traffic patterns and engineering judgment. An illustration of the site trip distributions for the different land uses during the peak hours

can be found in the attached appendix, in addition to the trip assignment of the individual land uses in tabular format. In order to estimate traffic conditions with the Village at Bailey Creek development fully built out, the site-generated traffic was combined with the future (2022) 'no-build' peak hour traffic volumes. Refer to the attached appendix for illustrations of the future (2022) 'build' peak hour traffic volumes.

Capacity Analysis

Vandiver Road and T.L. Hanna Bus Access/Site Drive 1

Under existing and future 'no-build' traffic conditions, capacity analysis indicates that the unsignalized left turn movement on Vandiver Road is expected to experience minor delays (of less than 8.0 seconds per vehicle) and operate at LOS A during the peak hours. The stop-controlled approach of the T.L. Hanna High School bus access is expected to experience minimal to moderate delays (of less than 11.0 seconds per vehicle) and operate at LOS B or better.

Under future 'build' conditions with the proposed development built out, capacity analysis indicates that the unsignalized left turn movements on Vandiver Road are expected to experience minor delays (of approximately 8.0 seconds per vehicle or less) and operate at LOS A during peak hours. The stop-controlled approaches of Site Drive 1 and the bus access are expected to experience minimal to moderate delays (of less than 13.5 seconds per vehicle) and operate at LOS B or better.

Utilizing Figures 15.5A and 15.5G obtained from Chapter 15 of the SCDOT Highway Design Manual, right turn and left turn lane warrants were evaluated for the AM, Midway School afternoon dismissal, and PM peak hours on Vandiver Road at Site Drive 1 based on a design speed of 40 mph. The warrants were evaluated based on the traffic generation for the proposed development. Based on an evaluation of the anticipated traffic conditions and SCDOT left turn warrants, the construction of the proposed development does not warrant turn lanes on Vandiver Road at Site Drive 1. Copies of the turn lane warrants are provided in the attached appendix.

Refer to Table 3 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 3
ANALYSIS RESULTS FOR VANDIVER ROAD AND T.L. HANNA BUS ACCESS/SITE DRIVE 1

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS								
Vandiver Road & T.L. Hanna Bus Access	EB	1 LT, 1 TH	A	7.8	A	7.3	A	7.5
	WB ¹	1 TH-RT	A	0.0	A	0.0	A	0.0
	SB ²	1 LT-RT	B	10.6	A	0.0	A	9.5
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS								
Vandiver Road & T.L. Hanna Bus Access	EB	1 LT, 1 TH	A	7.9	A	7.4	A	7.6
	WB ¹	1 TH-RT	A	0.0	A	0.0	A	0.0
	SB ²	1 LT-RT	B	10.9	A	0.0	A	9.7
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Vandiver Road & T.L. Hanna Bus Access/ Site Drive 1	EB ¹	1 LT, 1 TH-RT	A	8.0	A	7.4	A	7.6
	WB ¹	1 LT-TH-RT	A	0.1	A	0.7	A	0.6
	NB ²	1 LT-TH-RT	B	13.2	A	9.9	B	10.9
	SB ²	1 LT-TH-RT	B	11.6	A	0.0	B	10.2

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Crestview Road and Vandiver Road

Under existing traffic conditions, capacity analysis indicates that each of the stop-controlled approaches of the four-way stop-controlled intersection experience minor delays (of less than 10.0 seconds per vehicle) and operate at LOS A during the peak hours, with the one exception being the northbound approach of Crestview Road during the AM peak hour. The northbound approach experiences moderate delays (of less than 13.5 seconds per vehicle) and operates at LOS B.

Under future (2022) 'no-build' traffic conditions, capacity analysis indicates that each of the stop-controlled approaches of the four-way stop-controlled intersection are expected to experience minor delays (of less than 10.0 seconds per vehicle) and operate at LOS A during the peak hours, with the exception of the northbound and southbound approaches of Crestview Road during the AM peak hour. The northbound and southbound approaches are expected to experience moderate delays (of less than 16.5 seconds per vehicle) and operate at LOS C or better during the AM peak hour.

Under future 'build' conditions with the proposed development built out, capacity analysis indicates that each of the stop-controlled approaches are expected to experience minor to moderate delays (of less than 19.0 seconds per vehicle) and operate at LOS C or better during the peak hours.

Refer to Table 4 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 4
ANALYSIS RESULTS FOR CRESTVIEW ROAD AND VANDIVER ROAD

INTERSECTION	APPROACH	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS								
Crestview Road & Vandiver Road	NB ²	1 LT-TH-RT	B	13.2	A	8.2	A	9.0
	SB ²	1 LT-TH-RT	A	9.6	A	7.9	A	8.7
	EB ²	1 LT-TH-RT	A	8.9	A	7.5	A	8.1
	WB	1 LT-TH-RT	A	9.3	A	7.6	A	8.1
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS								
Crestview Road & Vandiver Road	NB ²	1 LT-TH-RT	C	16.2	A	8.4	A	9.5
	SB ²	1 LT-TH-RT	B	10.5	A	8.1	A	9.1
	EB ²	1 LT-TH-RT	A	9.5	A	7.7	A	8.4
	WB ²	1 LT-TH-RT	A	9.9	A	7.7	A	8.3
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Crestview Road & Vandiver Road	NB ²	1 LT-TH-RT	C	18.9	A	8.9	B	10.5
	SB ²	1 LT-TH-RT	B	11.2	A	8.4	A	9.7
	EB ²	1 LT-TH-RT	B	10.5	A	8.2	A	9.0
	WB ²	1 LT-TH-RT	B	10.2	A	7.9	A	8.6

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Crestview Road and Midway Road

Under existing traffic conditions, capacity analysis indicates that each of the stop-controlled approaches of the four-way stop-controlled intersection experience minor to moderate delays (of approximately 24.5 seconds per vehicle or less) and operate at LOS C or better during the peak hours with the exception of the northbound approach of Crestview Road and the eastbound approach of Midway Road during the AM peak hour. The northbound and eastbound approaches experience heavier traffic volumes than the southbound and westbound approaches, therefore experience greater delays and operate at poorer levels.

Under future (2022) 'no-build' traffic conditions, capacity analysis indicates that each of the stop-controlled approaches of the four-way stop-controlled intersection are expected to experience moderate delays (of less than 30.0 seconds per vehicle) and operate at LOS D or better during the Midway School afternoon dismissal and PM peak hours. With the addition of background traffic, the southbound and westbound approaches are also expected to experience greater delays and operate at LOS D and LOS E, respectively during the AM peak hour; while the northbound and southbound approaches are expected to experience even greater delays and operate at LOS F.

Under future 'build' conditions with the proposed development built out, capacity analysis indicates that the stop-controlled approaches are expected to experience moderate to greater delays (of approximately 46.0 seconds per vehicle or less) and operate at LOS E or better during the Midway School afternoon

dismissal and PM peak hours. All approaches are expected to experience greater delays and operate at LOS E or F during the AM peak hour.

The greater delays during the AM peak hour are a result of the amount of elementary school traffic utilizing this intersection, and the levels are expected to continue to deteriorate whether the proposed site is developed or not.

Refer to Table 5A for analysis results at this existing unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 5A
ANALYSIS RESULTS FOR CRESTVIEW ROAD AND MIDWAY ROAD
EXISTING TRAFFIC CONTROL

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS								
Crestview Road & Midway Road	NB	1 LT-TH-RT	F	54.0	B	10.8	14.3	B
	SB	1 LT-TH-RT	C	20.8	A	9.4	11.9	B
	EB	1 LT-TH-RT	E	41.0	B	11.3	16.7	C
	WB	1 LT-TH-RT	C	24.5	A	9.5	10.8	B
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS								
Crestview Road & Midway Road	NB	1 LT-TH-RT	F	132.3	B	12.0	C	18.8
	SB	1 LT-TH-RT	D	30.0	B	10.2	B	14.4
	EB	1 LT-TH-RT	F	92.3	B	13.2	D	25.8
	WB	1 LT-TH-RT	E	38.2	B	10.2	B	12.4
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Crestview Road & Midway Road	NB	1 LT-TH-RT	F	169.7	B	13.9	D	32.0
	SB	1 LT-TH-RT	E	42.7	B	11.6	C	20.1
	EB	1 LT-TH-RT	F	134.8	C	16.0	E	46.0
	WB	1 LT-TH-RT	E	44.3	B	11.1	B	14.8

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

It is understood that the County and SCDOT are considering the installation of a traffic signal or roundabout at this intersection to alleviate congestion; therefore, the Crestview Road/Midway Road intersection was also analyzed as a signalized intersection and a roundabout under future 'no-build' and future 'build' conditions. A traffic signal warrant was performed for this intersection, and it was determined that a signal is warranted. This analysis will be discussed in greater detail later in this study.

Based the projected left turn volumes at the intersection, it was determined that exclusive left turn lanes would be needed when signalizing the intersection. Left turn lanes including 150 feet (length assumed based on the SCDOT ARMS Manual) of storage, and appropriate tapers were utilized, as well as

permitted left turns on all approaches. For the purpose of this analysis, right turns on red (RTOR) were also allowed considering the existing stop-controlled condition of each of the approaches operates similarly to allowing right turns on red at a signalized intersection.

Capacity analysis indicates that under future 'no-build' and future 'build' the signalized intersection is expected to operate at an acceptable overall level of service, while each of its approaches are expected to experience minor to moderate delays (of approximately 14.5 seconds or less per vehicle) and operate at LOS B or better.

As for the roundabout, analysis indicates that the intersection is expected to operate at an acceptable overall level of service, while each of its approaches are expected to experience minor to moderate delays (of approximately 19.0 seconds per vehicle or less) and operate at LOS C or better.

Refer to Table 5B for the alternative analysis results at this intersection, and the attached appendix for copies of the printed analysis reports.

TABLE 5B
ANALYSIS RESULTS FOR CRESTVIEW ROAD AND MIDWAY ROAD
ALTERNATIVE TRAFFIC CONTROL

INTERSECTION	APPROACH	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS - SIGNALIZED								
Crestview Road & Midway Road	NB	1 LT, 1 TH-RT	B	13.8	A	9.5	B	12.3
	SB	1 LT, 1 TH-RT	A	8.8	A	6.0	A	8.6
	EB	1 LT, 1 TH-RT	B	10.8	A	6.8	B	10.0
	WB	1 LT, 1 TH-RT	B	12.7	A	8.2	A	8.6
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS - SIGNALIZED								
Crestview Road & Midway Road	NB	1 LT, 1 TH-RT	B	14.5	A	9.9	B	12.4
	SB	1 LT, 1 TH-RT	A	9.4	A	6.4	A	8.9
	EB	1 LT, 1 TH-RT	B	11.8	A	7.5	B	11.5
	WB	1 LT, 1 TH-RT	B	13.7	A	8.6	A	9.5
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS – ROUNDABOUT ANALYSIS								
Crestview Road & Midway Road	NB	1 RT	B	13.7	A	6.6	A	9.1
	SB	1 RT	B	12.1	A	6.1	A	7.8
	EB	1 RT	B	11.1	A	7.8	B	10.3
	WB	1 RT	C	17.8	A	6.1	A	6.9
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS – ROUNDABOUT ANALYSIS								
Crestview Road & Midway Road	NB	1 RT	B	14.7	A	7.4	B	10.9
	SB	1 RT	B	14.1	A	6.9	A	8.9
	EB	1 RT	B	12.7	A	8.6	B	11.6
	WB	1 RT	C	19.0	A	6.6	A	7.9

Midway Road and Harriett Circle

Under existing and all future traffic conditions, capacity analysis indicates that the unsignalized left turn movement on Midway Road is expected to experience minimal delays (of less than 1.5 seconds per vehicle) and operate at LOS A during the peak hours. The stop-controlled approach of Harriett Circle is expected to experience moderate delays (of less than 31.0 seconds per vehicle) and operate at LOS D or better.

Refer to Table 6 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 6
ANALYSIS RESULTS FOR MIDWAY ROAD AND HARRIETT CIRCLE

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
EXISTING TRAFFIC CONDITIONS								
Midway Road & Harriett Circle	NB ¹	1 LT-TH	A	0.4	A	0.4	A	0.1
	SB	1 TH-RT	A	0.0	A	0.0	A	0.0
	EB ²	1 LT-RT	C	18.5	B	12.4	B	14.8
FUTURE (2022) 'NO-BUILD' TRAFFIC CONDITIONS								
Midway Road & Harriett Circle	NB ¹	1 LT-TH	A	0.4	A	0.4	A	0.1
	SB	1 TH-RT	A	0.0	A	0.0	A	0.0
	EB ²	1 LT-RT	C	24.4	B	13.7	C	17.5
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Midway Road & Harriett Circle	NB ¹	1 LT-TH	A	0.6	A	1.0	A	1.1
	SB	1 TH-RT	A	0.0	A	0.0	A	0.0
	EB ²	1 LT-RT	D	30.6	C	15.5	C	22.9

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Vandiver Road and Site Drive 2

Utilizing Figures 15.5A and 15.5G obtained from Chapter 15 of the SCDOT Highway Design Manual, right turn and left turn lane warrants were evaluated for the AM, Midway School afternoon dismissal, and PM peak hours on Vandiver Road at Site Drive 2 based on a design speed of 40 mph. The warrants were evaluated based on the traffic generation for the proposed development. Based on an evaluation of the anticipated traffic conditions and SCDOT left turn warrants, the construction of the proposed development does not warrant turn lanes on Vandiver Road at Site Drive 2. Copies of the turn lane warrants are provided in the attached appendix.

Capacity analysis indicates that the unsignalized left turn movement on Vandiver Road is expected to experience minimal delays (of less than 2.0 seconds per vehicle) and operate at LOS A during the peak

hours with the proposed development built out. In addition, the stop-controlled approach of Site Drive 2 is expected to experience minor to moderate delays (of less than 10.5 seconds per vehicle) and operate at LOS B or better.

Refer to Table 7 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 7
ANALYSIS RESULTS FOR VANDIVER ROAD AND SITE DRIVE 2

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Vandiver Road & Site Drive 2	EB	1 TH-RT	A	0.0	A	0.0	A	0.0
	WB ¹	1 LT-TH	A	0.3	A	1.7	A	1.6
	NB ²	1 LT-RT	B	10.3	A	9.2	A	9.6

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Crestview Road and Site Drive 3

Utilizing Figures 15.5A and 15.5G obtained from Chapter 15 of the SCDOT Highway Design Manual, right turn and left turn lane warrants were evaluated for the AM, Midway School afternoon dismissal, and PM peak hours on Crestview Road at Site Drive 3 based on a design speed of 40 mph. The warrants were evaluated based on the traffic generation for the proposed development. Based on an evaluation of the anticipated traffic conditions and SCDOT left turn warrants, the construction of the proposed development does not warrant turn lanes on Crestview Road at Site Drive 3. Copies of the turn lane warrants are provided in the attached appendix.

Capacity analysis indicates that the unsignalized left turn movement on Crestview Road is expected to experience minimal delays (of less than 1.0 second per vehicle) and operate at LOS A during the peak hours with the proposed development built out. In addition, the stop-controlled approach of Site Drive 3 is expected to experience minor to moderate delays (of less than 12.5 seconds per vehicle) and operate at LOS B or better.

Refer to Table 8 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 8
ANALYSIS RESULTS FOR CRESTVIEW ROAD AND SITE DRIVE 3

INTERSECTION	APPROACH	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Crestview Road & Site Drive 3	NB ¹	1 LT-TH	A	0.2	A	0.8	A	0.9
	SB	1 TH-RT	A	0.0	A	0.0	A	0.0
	EB ²	1 LT-RT	B	12.4	A	9.9	B	10.8

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Harriett Circle and Site Drive 4

Utilizing Figures 15.5A and 15.5G obtained from Chapter 15 of the SCDOT Highway Design Manual, right turn and left turn lane warrants were evaluated for the AM, Midway School afternoon dismissal, and PM peak hours on Harriett Circle at Site Drive 4 based on a design speed of 40 mph. The warrants were evaluated based on the traffic generation for the proposed development. Based on an evaluation of the anticipated traffic conditions and SCDOT left turn warrants, the construction of the proposed development does not warrant turn lanes on Harriett Circle at Site Drive 4. Copies of the turn lane warrants are provided in the attached appendix.

Capacity analysis indicates that the unsignalized left turn movement on Harriett Circle is expected to experience minimal delays (of 0.5 second per vehicle or less) and operate at LOS A during the peak hours with the proposed development built out. In addition, the stop-controlled approach of Site Drive 4 is expected to experience minor to moderate delays (of less than 14.0 seconds per vehicle) and operate at LOS B or better.

Refer to Table 9 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 9
ANALYSIS RESULTS FOR HARRIETT CIRCLE AND SITE DRIVE 4

INTERSECTION	A P P R O A C H	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Harriett Circle & Site Drive 4	EB ¹	1 LT-TH	A	0.3	A	0.5	A	0.5
	WB	1 TH-RT	A	0.0	A	0.0	A	0.0
	SB ²	1 LT-RT	B	13.8	B	11.6	B	12.2

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Crestview Road and Commercial Access

Although the location of the access to the commercial tract is currently unknown, through review of the site plan and field observations, it was assumed that the access would be located on Crestview Road between Midway Road and Site Drive 3. Further analysis may be needed when a more detailed plan is submitted.

Utilizing Figures 15.5A and 15.5G obtained from Chapter 15 of the SCDOT Highway Design Manual, right turn and left turn lane warrants were evaluated for the AM, Midway School afternoon dismissal, and PM peak hours on Crestview Road at the proposed commercial access based on a design speed of 40 mph. The warrants were evaluated based on the traffic generation for the proposed development. Based on an evaluation of the anticipated traffic conditions and SCDOT left turn warrants, the construction of the proposed development does not warrant turn lanes on Crestview Road at the commercial access. Copies of the turn lane warrants are provided in the attached appendix.

Capacity analysis indicates that the unsignalized left turn movement on Crestview Road is expected to experience minimal delays (of less than 0.5 seconds per vehicle) and operate at LOS A during the peak hours with the proposed development built out. In addition, the stop-controlled approach of the commercial access is expected to experience minor to moderate delays (of less than 12.0 seconds per vehicle) and operate at LOS B or better.

Refer to Table 10 for analysis results at this unsignalized intersection, and the attached appendix for copies of the Synchro analysis reports.

TABLE 10
ANALYSIS RESULTS FOR CRESTVIEW ROAD AND COMMERCIAL ACCESS

INTERSECTION	APPROACH	LANE CONFIGURATION	AM PEAK HOUR LEVEL OF SERVICE (DELAY)		MIDWAY SCHOOL AFTERNOON DISMISSAL PEAK HOUR LEVEL OF SERVICE (DELAY)		PM PEAK HOUR LEVEL OF SERVICE (DELAY)	
			LOS	Delay	LOS	Delay	LOS	Delay
FUTURE (2022) 'BUILD' TRAFFIC CONDITIONS								
Crestview Road & Commercial Access	NB ¹	1 LT-TH	A	0.1	A	0.4	A	0.4
	SB	1 TH-RT	A	0.0	A	0.0	A	0.0
	EB ²	1 LT-RT	B	11.9	A	9.6	B	10.5

1. Major street left-turn movement for unsignalized intersection.
2. Stop controlled approach for unsignalized intersection.

Traffic Signal Warrant Analysis

Summary

For the purpose of this study, the intersection of Midway Road and Crestview Road was analyzed to determine if a traffic signal would be warranted. The intersection was analyzed with hourly traffic volumes obtained from a 12-hour turning movement count that was conducted. In addition, traffic volumes obtained from an automated 24-hour tube count conducted at an existing residential development were used to estimate the 24-hour entering and exiting trips at the proposed study intersection. A copy of the traffic data can be found in the appendix.

Analysis

A traffic signal should be warranted prior to its installation and operation. The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) has nationally standardized criteria for determining the warrants for traffic signals. Some warrants are based on actual historical data such as accident history, pedestrian activity or minor street delay. Other warrants compare the major street and minor street volumes to volume thresholds for various lengths of time for an average weekday.

Signal warrants criteria are based primarily on traffic volumes. These criteria vary based on the number of travel lanes on both the major and minor streets and the travel speed on the major street. The posted speed limits on Midway Road and Crestview Road are 40 mph and 35 mph, respectively.

The existing configuration of the Midway Road and Crestview Road intersection include one shared left-through-right lane on all four approaches. Therefore, all approaches of the intersection were analyzed as one lane approaches, with Crestview Road assumed to be the major approach.

As previously indicated, a 12-hour turning movement count was conducted at the intersection of Midway Road and Crestview Road. The existing hourly traffic volumes are presented in Table 11. A copy of the traffic count data can be found in the attached appendix.

TABLE 11
EXISTING (2015) HOURLY TRAFFIC VOLUMES

Time Period	Crestview Road						Midway Road					
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7 AM to 8 AM	158	159	6	2	112	75	95	61	142	21	202	2
8 AM to 9 AM	85	153	9	0	70	32	93	50	46	6	107	3
9 AM to 10 AM	69	48	3	1	26	15	22	37	45	6	86	1
10 AM to 11 AM	74	50	6	1	27	13	21	41	44	4	58	2
11 AM to 12 PM	50	41	8	1	41	19	15	71	59	8	65	0
12 PM to 1 PM	66	43	6	2	45	17	20	58	78	4	60	2
1 PM to 2 PM	76	48	5	2	38	21	27	54	87	6	51	5
2 PM to 3 PM	100	73	11	3	66	48	35	78	126	11	96	2
3 PM to 4 PM	102	150	25	5	148	71	70	92	161	24	69	0
4 PM to 5 PM	98	88	12	0	126	57	41	107	137	9	77	2
5 PM to 6 PM	125	122	14	3	122	68	63	146	156	10	93	4
6 PM to 7 PM	82	83	11	0	73	25	34	96	129	12	60	3

The growth factor of 2% (per Anderson County) was applied to the existing volumes to the project the background traffic to the year 2022. The future (2022) 'no-build' hourly traffic volumes are presented in Table 12.

TABLE 12
FUTURE (2022) 'NO-BUILD' HOURLY TRAFFIC VOLUMES

Time Period	Crestview Road						Midway Road					
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7 AM to 8 AM	181	183	7	2	129	86	109	70	163	24	232	2
8 AM to 9 AM	98	176	10	0	80	37	107	57	53	7	123	3
9 AM to 10 AM	79	55	3	1	30	17	25	43	52	7	99	1
10 AM to 11 AM	85	57	7	1	31	15	24	47	51	5	67	2
11 AM to 12 PM	57	47	9	1	47	22	17	82	68	9	75	0
12 PM to 1 PM	76	49	7	2	52	20	23	67	90	5	69	2
1 PM to 2 PM	87	55	6	2	44	24	31	62	100	7	59	6
2 PM to 3 PM	115	84	13	3	76	55	40	90	145	13	110	2
3 PM to 4 PM	117	172	29	6	170	82	80	106	185	28	79	0
4 PM to 5 PM	113	101	14	0	145	65	47	123	157	10	88	2
5 PM to 6 PM	144	140	16	3	140	78	72	168	179	11	107	5
6 PM to 7 PM	94	95	13	0	84	29	39	110	148	14	69	3

Utilizing the future (2022) 'no-build' hourly traffic volumes, the intersection was analyzed to determine what, if any, signal warrants are met. Based on the results of the traffic signal warrant analysis, Warrants 2 and 3 are met. The results of the traffic signal warrant analysis are presented in Table 13. Refer to the attached appendix for more detailed information pertaining to the signal warrant analysis.

TABLE 13
SIGNAL WARRANT ANALYSIS RESULTS

Time Period	Vehicle Count		WARRANTS			
	MAJOR	MINOR	1A	1B	2	3
7 AM to 8 AM	588	342	Y	N	Y	N
8 AM to 9 AM	401	217	N	N	N	N
9 AM to 10 AM	185	120	N	N	N	N
10 AM to 11 AM	196	122	N	N	N	N
11 AM to 12 PM	183	167	N	N	N	N
12 PM to 1 PM	206	180	N	N	N	N
1 PM to 2 PM	218	193	N	N	N	N
2 PM to 3 PM	346	275	N	N	N	N
3 PM to 4 PM	576	371	Y	N	Y	N
4 PM to 5 PM	438	327	N	N	Y	N
5 PM to 6 PM	521	419	Y	N	Y	Y
6 PM to 7 PM	315	297	N	N	N	N
Number of Periods Met			3	0	4	1
Number of Periods Required			8	8	4	1
WARRANTS MET			NO	NO	YES	YES

As noted previously, a 24-hour tube count conducted at an existing subdivision was used in order to estimate the number of hourly trips entering and exiting the proposed residential development via the Midway Road/Crestview Road intersection for the time period (7 AM to 7 PM). These percentages were then applied to the total daily volume calculated to determine the hourly volumes (site trips) entering and exiting the proposed development.

The hourly variations for shopping center traffic contained within the ITE Trip Generation manual was used to estimate the number of hourly trips entering and exiting the proposed commercial development via the Midway Road/Crestview Road intersection. The percentages were then applied to the total daily volume calculated to determine the hourly volumes (site trips) entering and exiting the proposed development.

For this analysis the site trip distribution percentages for each land use were developed based on existing traffic patterns and engineering judgment. The hourly traffic volumes for the development are presented in Table 14.

TABLE 14
HOURLY TRAFFIC VOLUMES FOR THE DEVELOPMENT

Time Period	Crestview Road						Midway Road					
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7 AM to 8 AM	12	18	0	9	44	21	9	6	29	0	2	3
8 AM to 9 AM	2	8	0	6	27	4	3	2	9	0	1	2
9 AM to 10 AM	5	16	0	4	20	4	6	2	7	0	1	3
10 AM to 11 AM	5	17	0	5	21	5	7	2	7	0	1	4
11 AM to 12 PM	2	10	0	5	16	6	6	1	5	0	1	3
12 PM to 1 PM	5	18	0	5	17	7	9	1	5	0	1	4
1 PM to 2 PM	7	23	0	5	18	7	9	1	5	0	2	5
2 PM to 3 PM	9	17	0	4	14	9	10	1	6	0	2	5
3 PM to 4 PM	9	30	0	6	24	8	10	2	7	0	2	5
4 PM to 5 PM	14	42	0	6	24	8	14	2	7	0	3	7
5 PM to 6 PM	14	42	0	8	31	9	14	2	9	0	3	7
6 PM to 7 PM	12	36	0	6	23	8	12	2	7	0	3	6

The hourly traffic volumes for the development were then added to the future (2022) 'no-build' hourly traffic volumes to determine the combined hourly traffic volumes with the development fully built out. The future (2022) 'build' hourly traffic volumes are presented in Table 15.

TABLE 15
FUTURE (2022) 'BUILD' HOURLY TRAFFIC VOLUMES

Time Period	Crestview Road						Midway Road					
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7 AM to 8 AM	193	201	7	11	173	107	118	76	192	24	234	5
8 AM to 9 AM	100	184	10	6	107	41	110	59	62	7	124	5
9 AM to 10 AM	84	71	3	5	50	21	31	45	59	7	100	4
10 AM to 11 AM	90	74	7	6	52	20	31	49	58	5	68	6
11 AM to 12 PM	59	57	9	6	63	28	23	83	73	9	76	3
12 PM to 1 PM	81	67	7	7	69	27	32	68	95	5	70	6
1 PM to 2 PM	94	78	6	7	62	31	40	63	105	7	61	11
2 PM to 3 PM	124	101	13	7	90	64	50	91	151	13	112	7
3 PM to 4 PM	126	202	29	12	194	90	90	108	192	28	81	5
4 PM to 5 PM	127	143	14	6	169	73	61	125	164	10	91	9
5 PM to 6 PM	158	182	16	11	171	87	86	170	188	11	110	12
6 PM to 7 PM	106	131	13	6	107	37	51	112	155	14	72	9

Utilizing the future (2022) 'build' hourly traffic volumes, the intersection was analyzed to determine what, if any, signal warrants are met. Based on the results of the traffic signal warrant analysis, Warrants 2 and 3 are met. The results of the traffic signal warrant analysis are presented in Table 16. Refer to the attached appendix for more detailed information pertaining to the signal warrant analysis.

TABLE 16
SIGNAL WARRANT ANALYSIS RESULTS

Time Period	Vehicle Count		WARRANTS			
	MAJOR	MINOR	1A	1B	2	3
7 AM to 8 AM	692	386	Y	N	Y	Y
8 AM to 9 AM	448	231	N	N	N	N
9 AM to 10 AM	234	135	N	N	N	N
10 AM to 11 AM	249	138	N	N	N	N
11 AM to 12 PM	222	179	N	N	N	N
12 PM to 1 PM	258	195	N	N	N	N
1 PM to 2 PM	278	208	N	N	N	N
2 PM to 3 PM	399	292	N	N	N	N
3 PM to 4 PM	653	390	Y	N	Y	Y
4 PM to 5 PM	532	350	Y	N	Y	N
5 PM to 6 PM	625	444	Y	N	Y	Y
6 PM to 7 PM	400	318	N	N	Y	N
Number of Periods Met			4	0	5	3
Number of Periods Required			8	8	4	1
WARRANTS MET			NO	NO	YES	YES

Conclusions

In conclusion, our analysis results indicate that the additional traffic generated by the proposed Village at Bailey Creek development is not expected to have a significant impact on the study area. Upon review of the turn lane warrant charts, it was determined that no turn lanes are warranted at any of the proposed site drive locations. Each of the stop-controlled approaches of the study intersections are expected to operate at acceptable levels of service with the only exceptions being at the intersection of Crestview Road and Midway Road. Although this intersection is expected to perform at undesirable levels under future (2022) 'build' traffic conditions, it currently operates undesirable levels during the AM peak hour when traffic accessing the Midway Elementary School is the heaviest, and is expected to continue deteriorating as traffic increases whether or not the proposed site is developed or not. Through observations in the field, and review of the analysis, it was determined that the combination of commuter traffic and elementary school traffic travelling through this intersection contributes to the undesirable delays and levels of service during the AM peak hour. While the addition of development traffic is expected to increase delays at the intersections, the impact is compounded by the effect of the projected background growth in the study area. With the alternative traffic control measures that the County and SCDOT are considering for the intersection of Crestview Road and Midway Road, the impacts of background traffic growth and development traffic would be mitigated. Therefore, no improvements are recommended as part of the proposed development.

Based on the results of the signal warrant analysis, it appears that the installation of a traffic signal is warranted at the intersection of Crestview Road/Midway Road considering that Warrants 2 and 3 are met under future 'no-build' and 'build' conditions. With a traffic signal installed and left turn lanes provided on all approaches, the intersection is expected to operate at acceptable levels. When compared to the 'no-build' conditions, the impact of development traffic is expected to be minimal.

Ms. Judy Shelato, P.E.

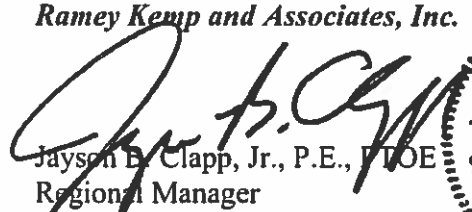
March 5, 2015

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As an alternative to a traffic signal at the Crestview Road/Midway Road intersection, a roundabout was also considered. With a roundabout constructed, the intersection is expected to operate at acceptable levels and the impact of development traffic is expected to be minimal when compared to 'no-build' conditions.

Sincerely,

Ramey Kemp and Associates, Inc.


Jayson B. Clapp, Jr., P.E., P.T.O.E.
Regional Manager

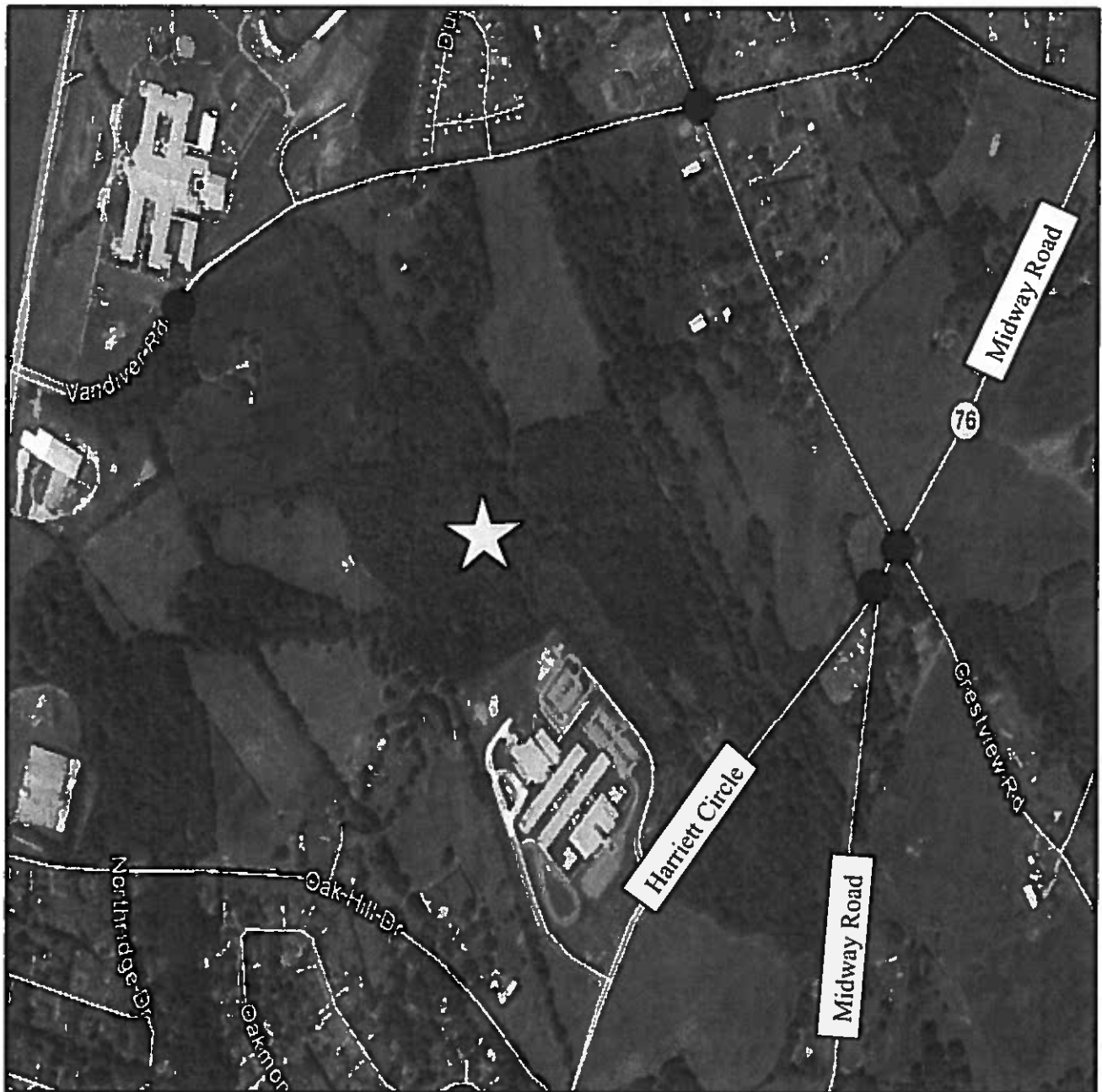


3-5-15

Attachment

APPENDIX

FIGURES (INCLUDING SITE PLAN)



LEGEND



Site Location and Boundary



Existing Study Intersection



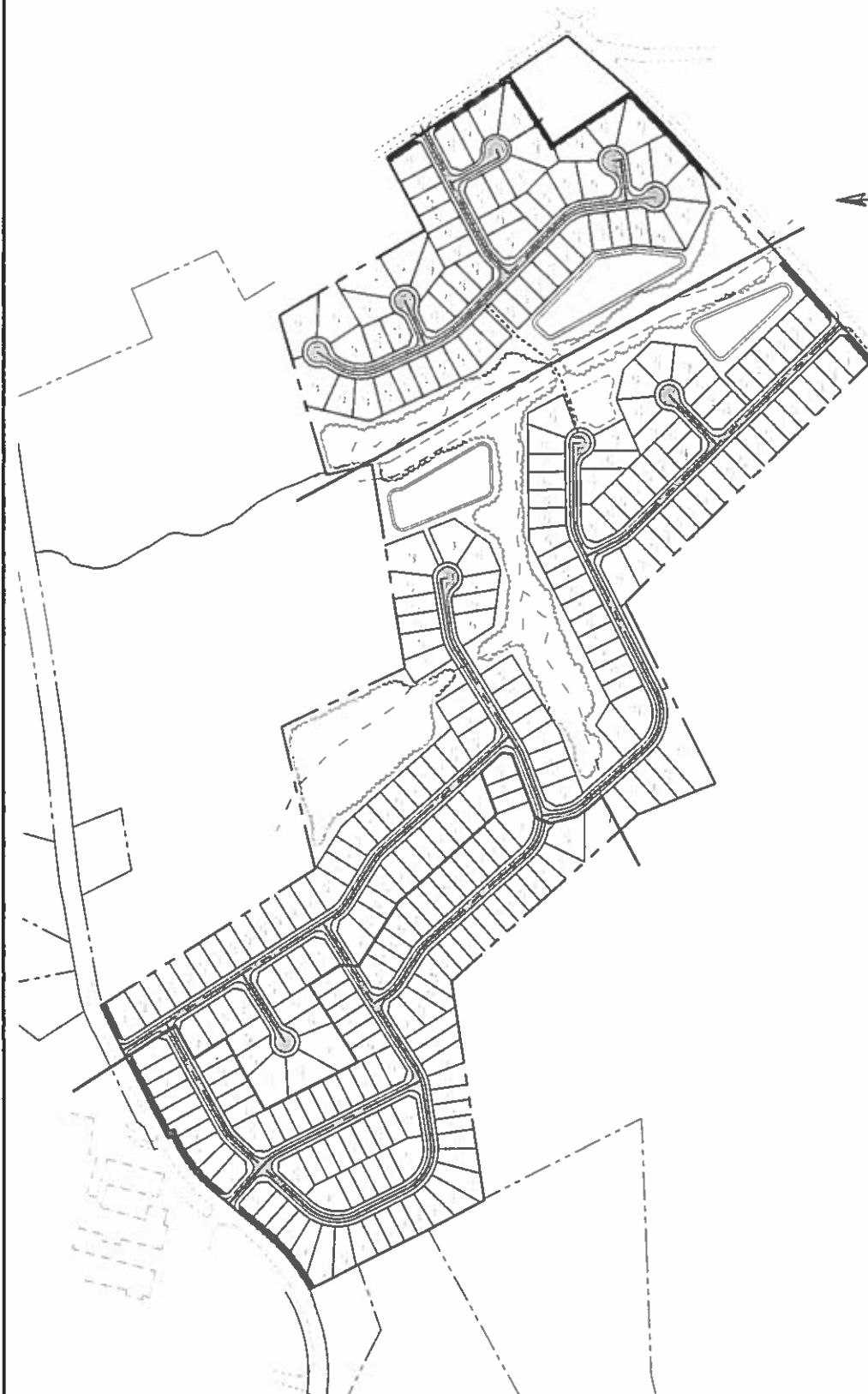
**RAMEY KEMP
&
ASSOCIATES**
TRANSPORTATION ENGINEERS

The Village at Bailey Creek
Anderson, South Carolina

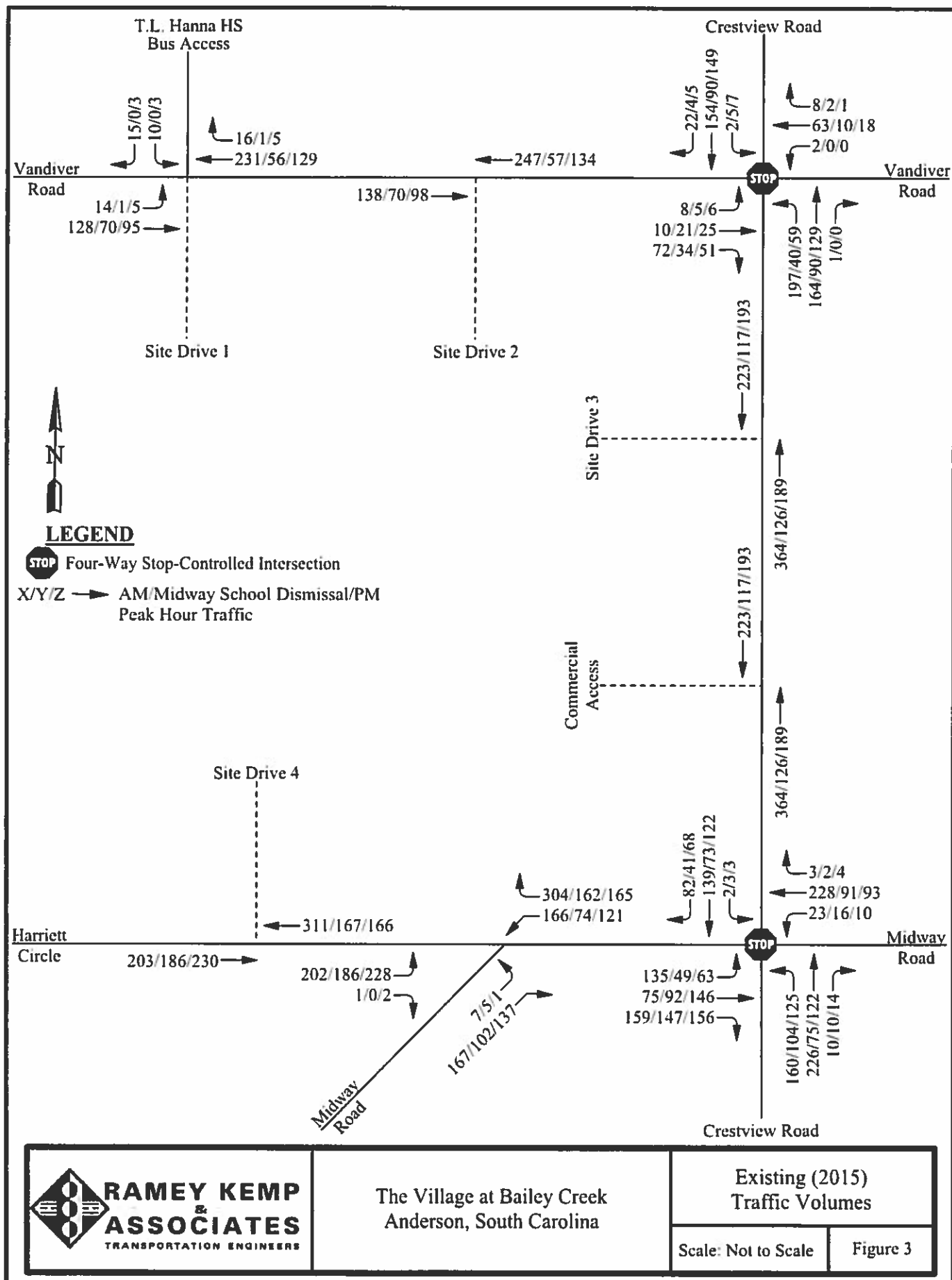
Vicinity Map

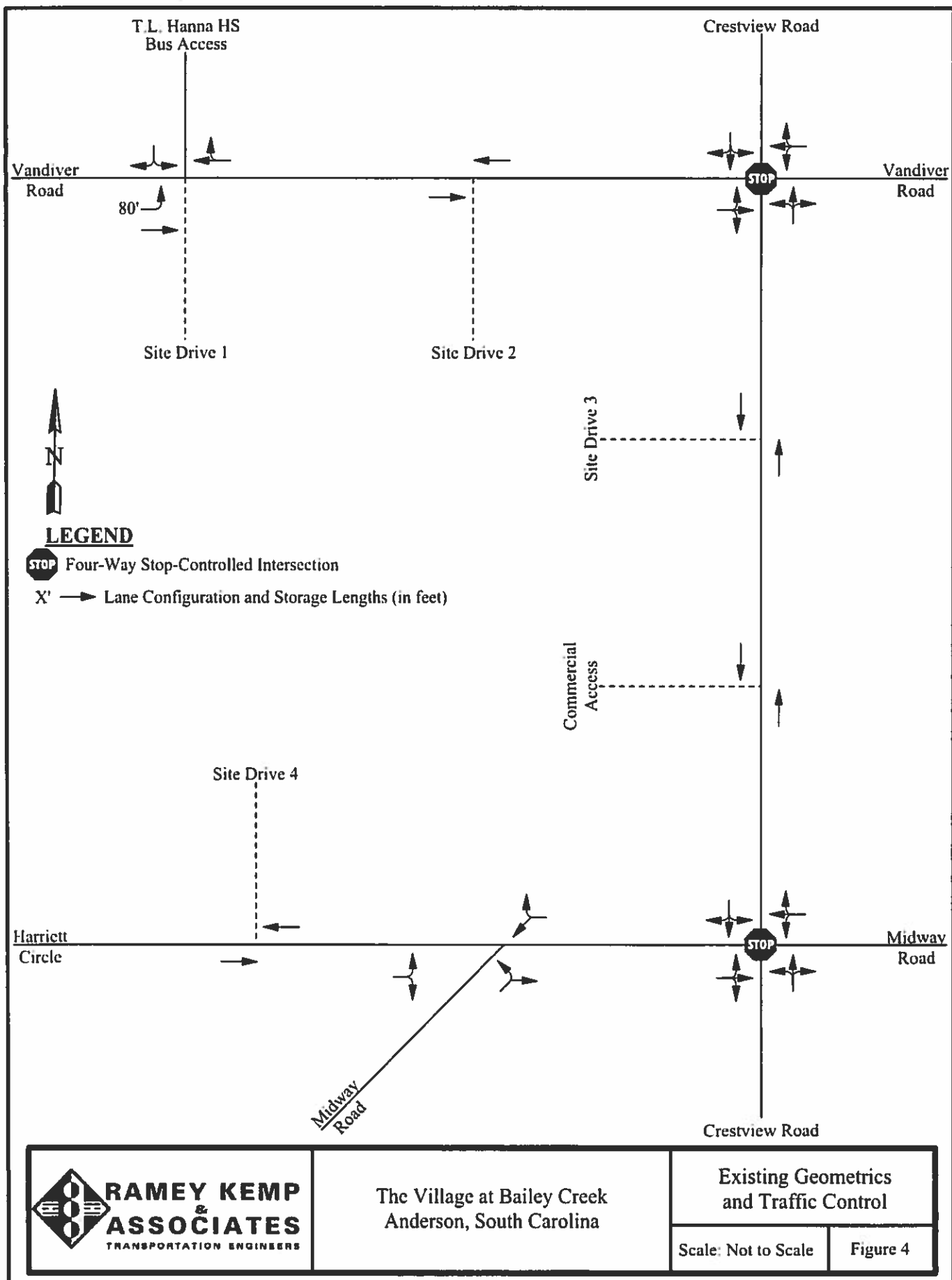
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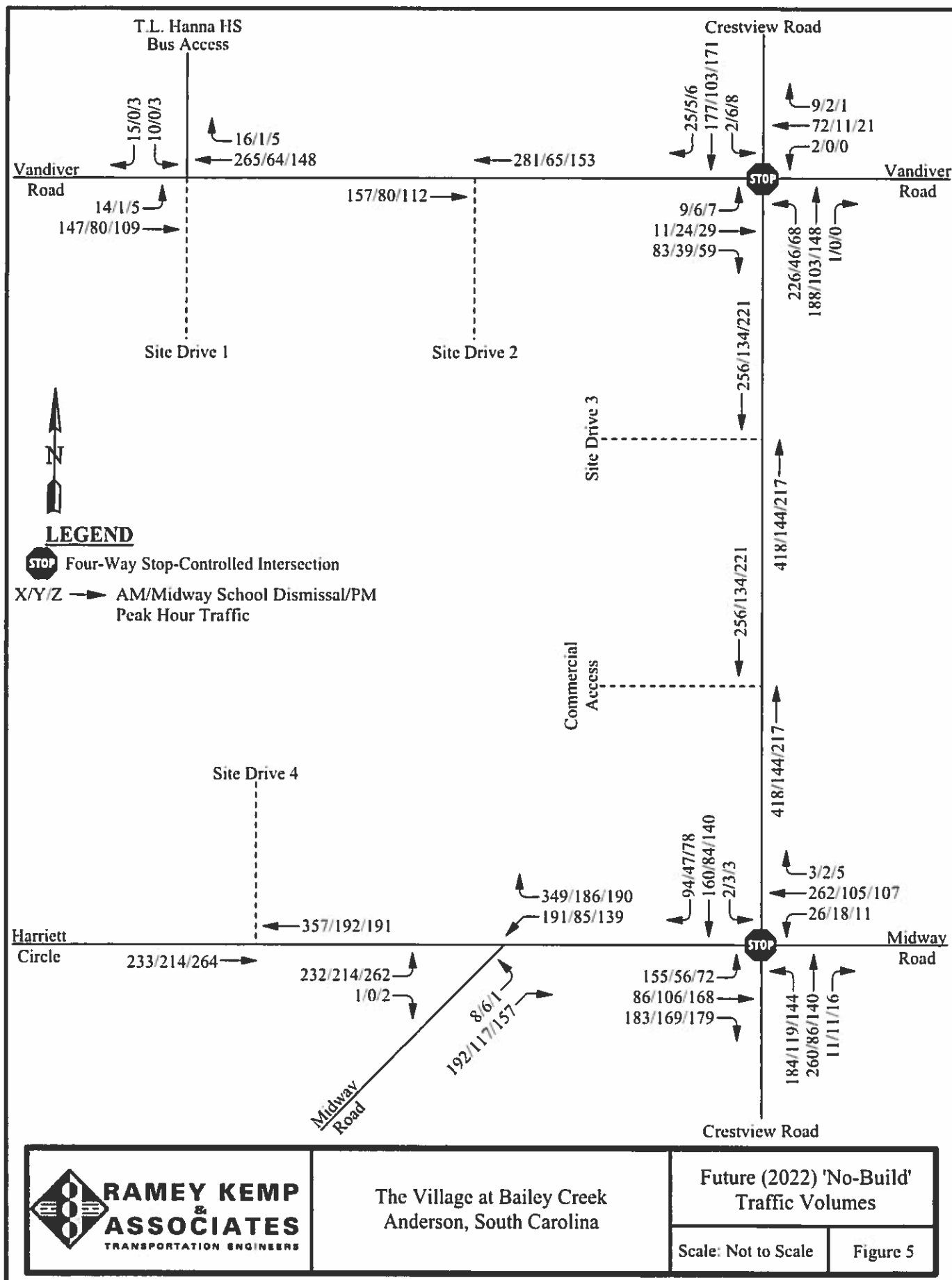
Figure 1

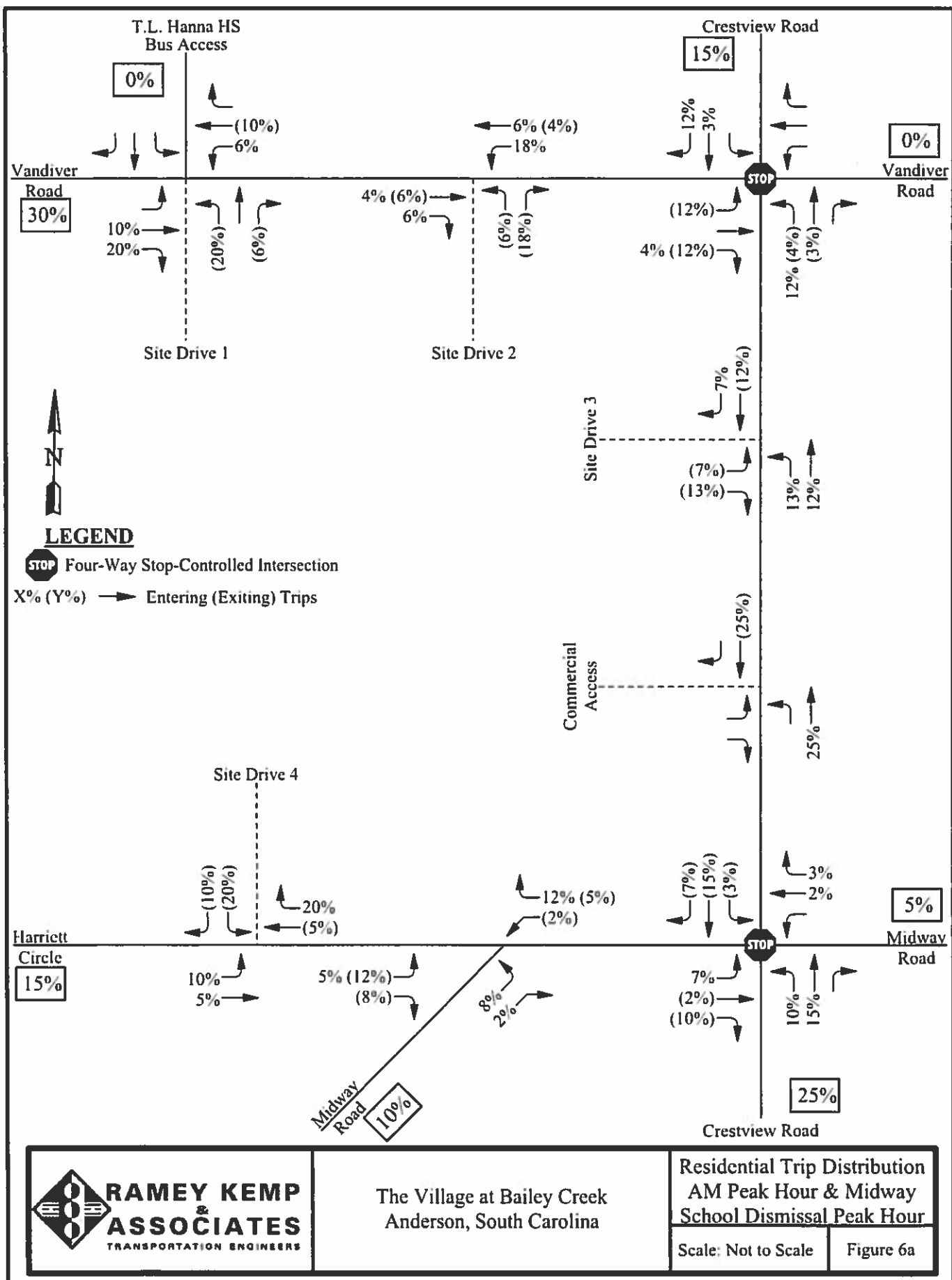


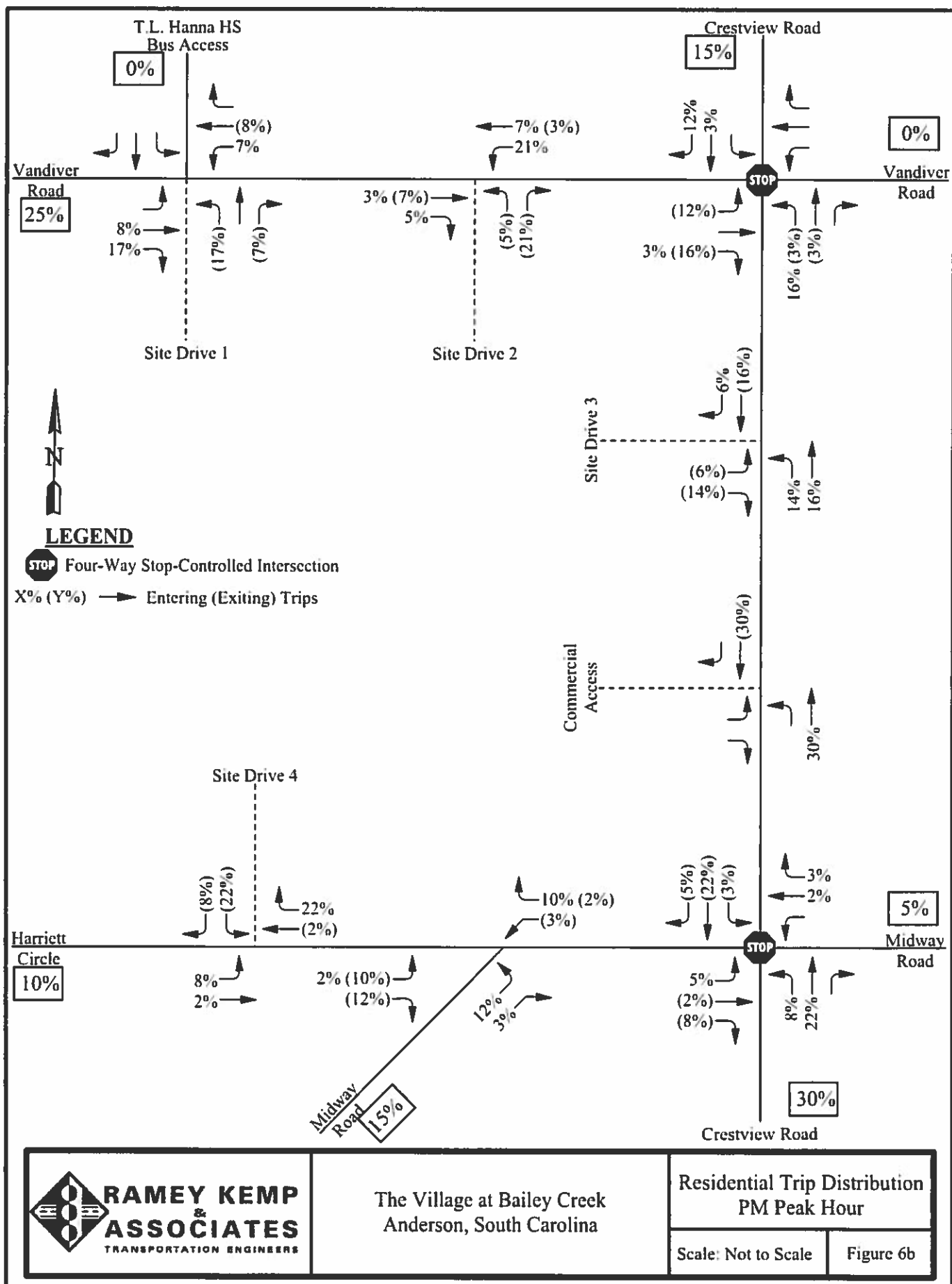
 RAMEY KEMP ASSOCIATES TRANSPORTATION ENGINEERS	The Village at Bailey Creek Anderson, South Carolina		Site Plan
			Scale: Not to Scale Figure 2

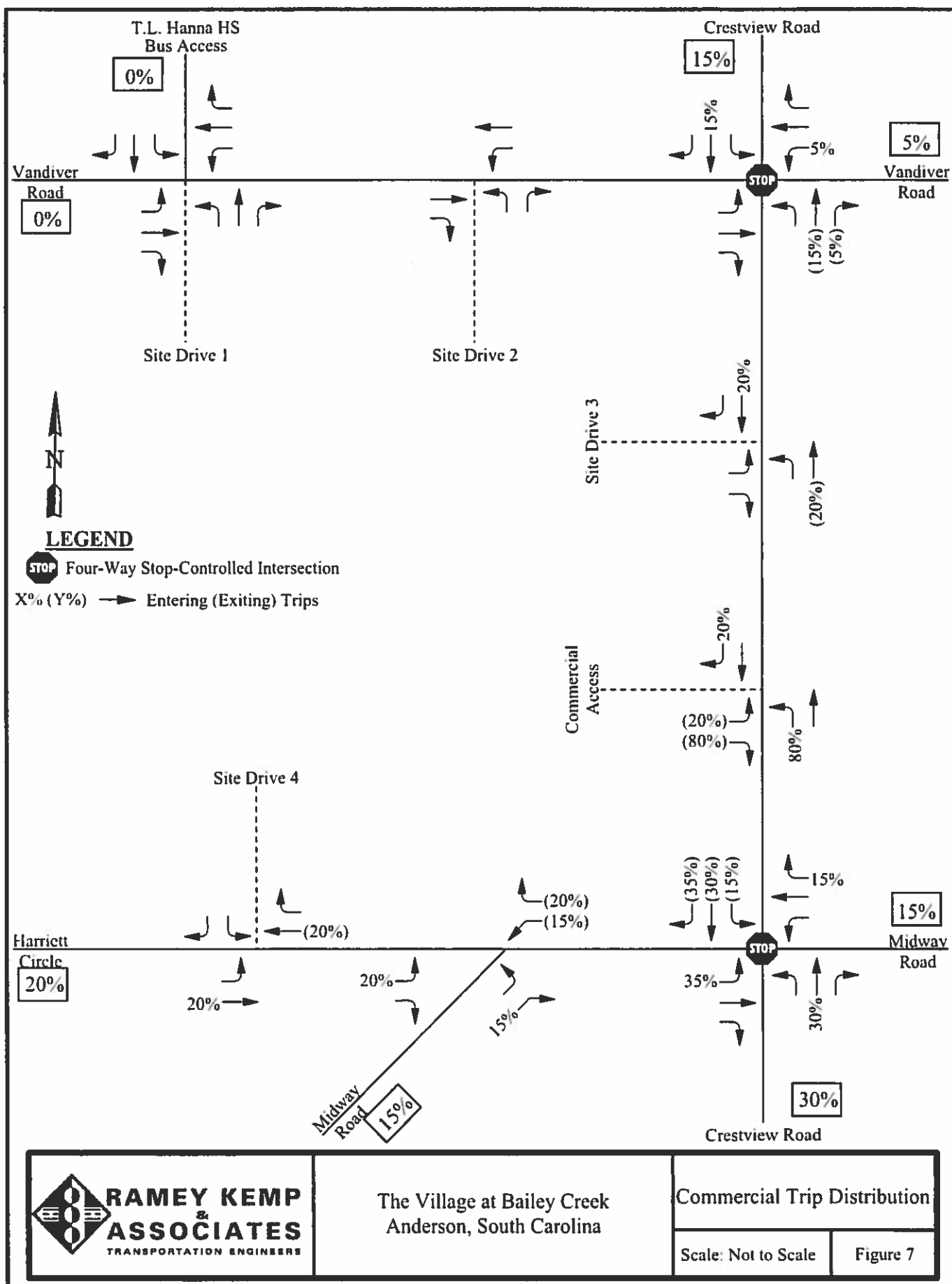


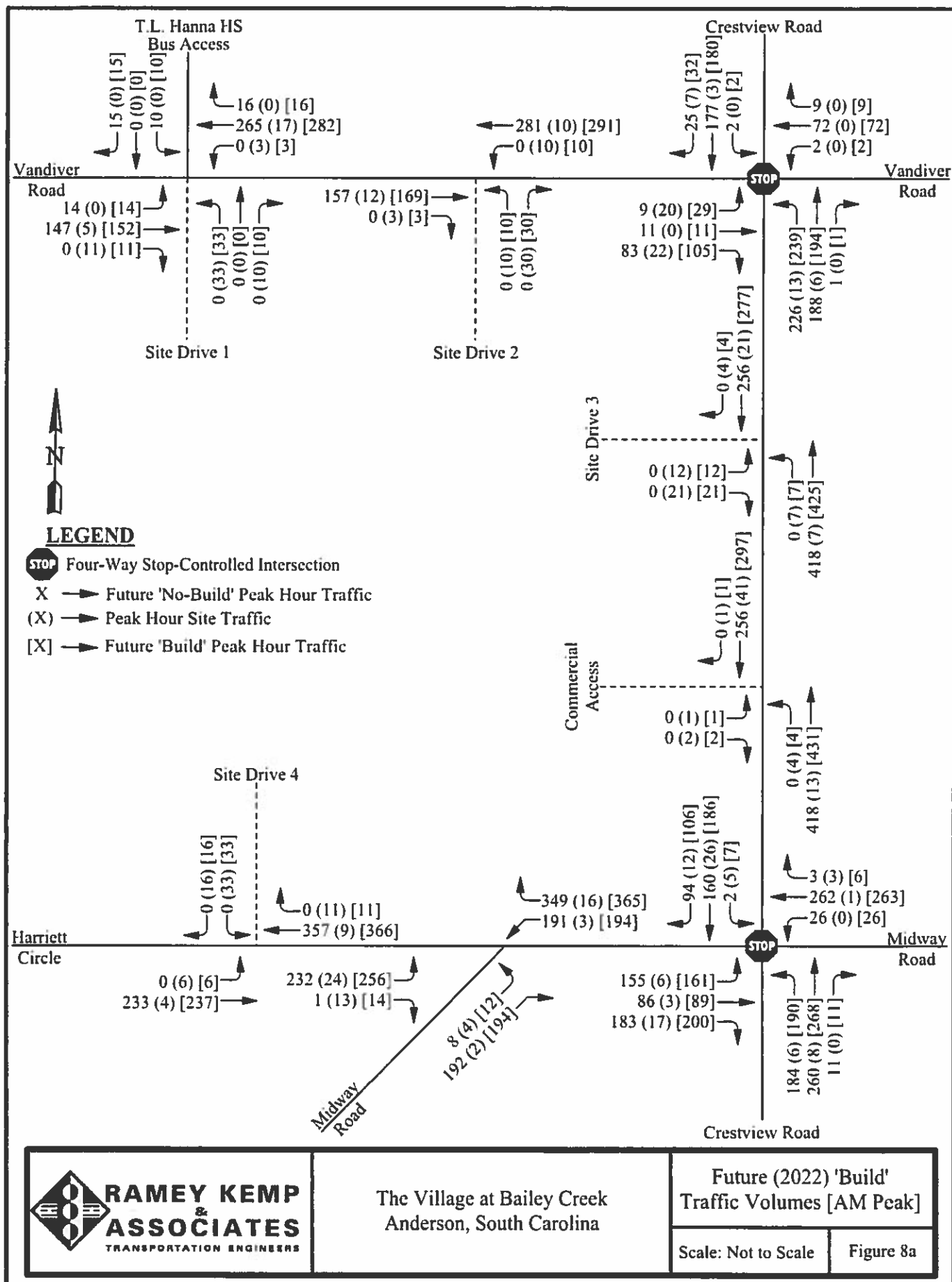


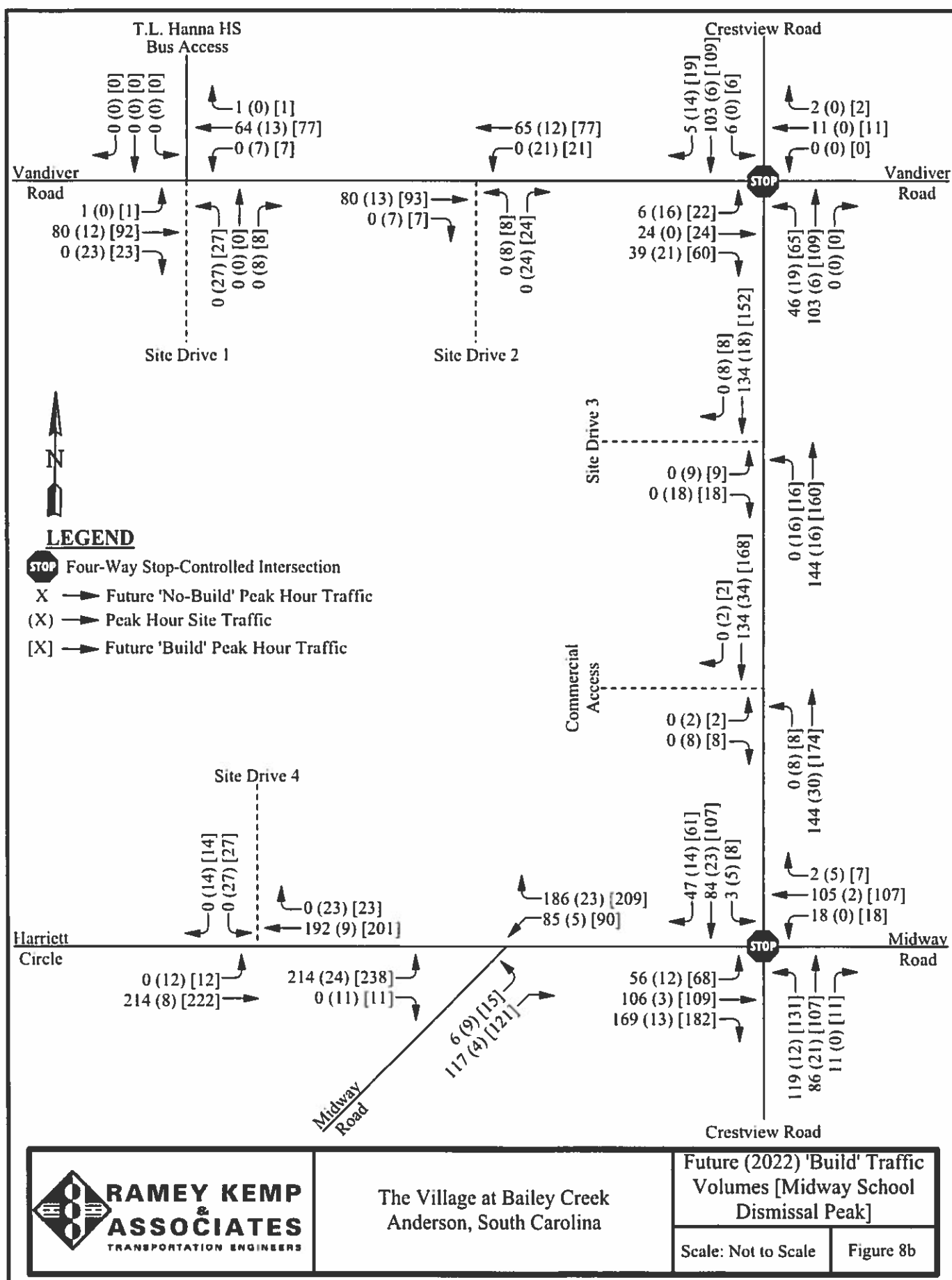


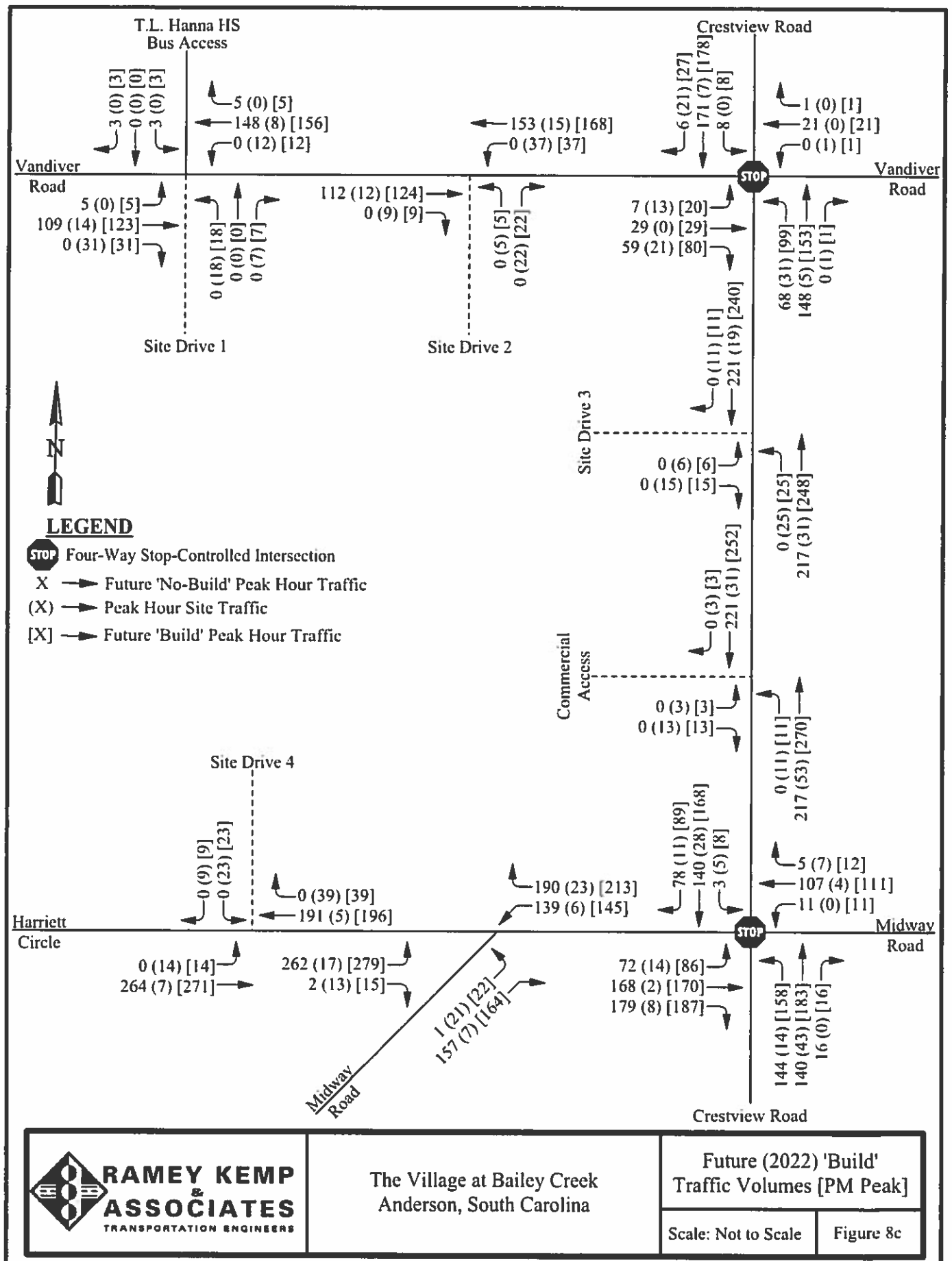












TRAFFIC COUNT DATA

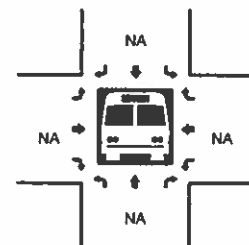
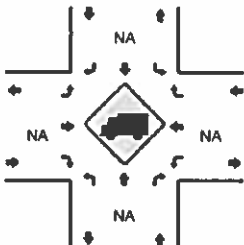
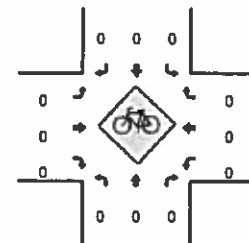
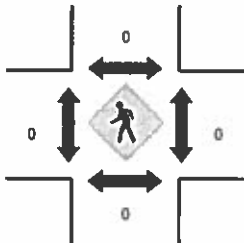
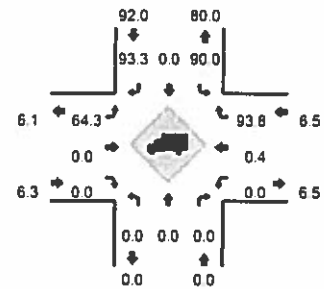
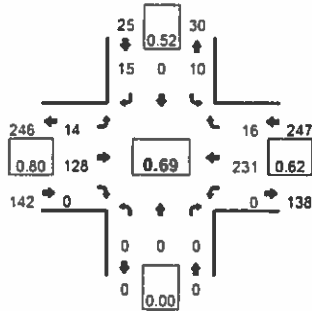
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

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CITY/STATE: Anderson, SC

QC JOB #: 13188701

DATE: Wed, Jan 28 2015

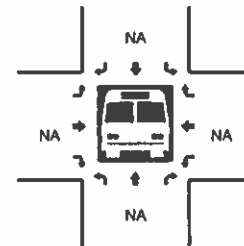
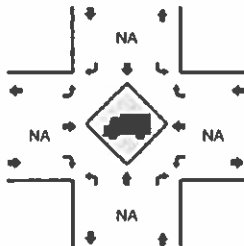
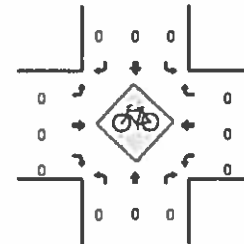
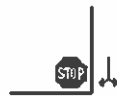
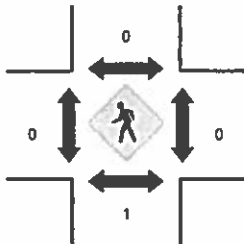
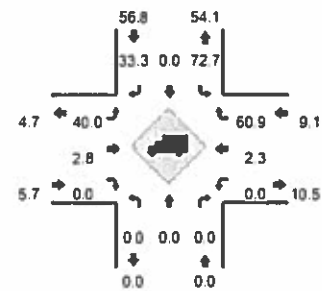
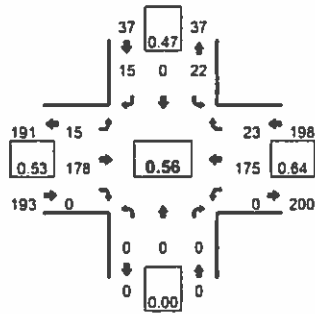
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Peak 15-Min: 8:00 AM – 8:15 AM

15-Min Count Period Beginning At	Hanna HS Bus Access (Northbound)				Hanna HS Bus Access (Southbound)				Vandiver Rd (Eastbound)				Vandiver Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	1	0	2	9	0	0	0	8	1	0	21	
7:15 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	20	0	1	43	
7:30 AM	0	0	0	0	1	0	3	0	7	27	0	0	0	39	5	0	82	
7:45 AM	0	0	0	0	8	0	4	0	5	40	0	0	0	65	7	0	129	275
8:00 AM	0	0	0	0	0	0	5	0	0	46	0	0	0	98	1	0	150	404
8:15 AM	0	0	0	0	1	0	3	0	2	15	0	0	0	29	3	0	53	414
8:30 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	8	0	0	16	348
8:45 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	7	0	0	14	233
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	20	0	0	184	0	0	0	392	4	0	600	
Heavy Trucks	0	0	0	0	0	0	20	0	0	0	0	0	0	0	4	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Hanna HS Bus Access -- Vandiver Rd
CITY/STATE: Anderson, SCQC JOB #: 13188702
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Peak 15-Min: 3:45 PM -- 4:00 PM

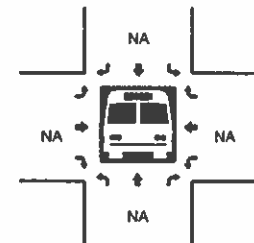
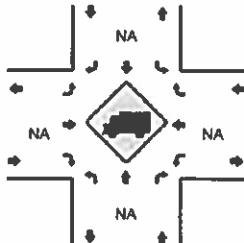
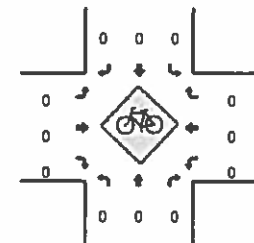
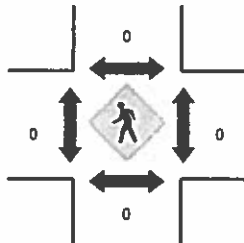
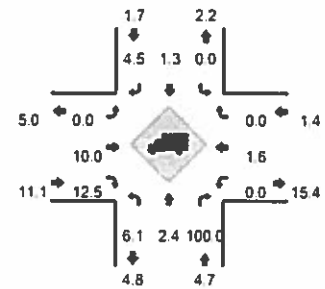
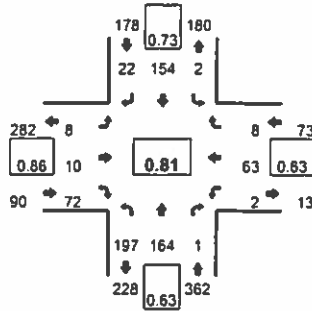
15-Min Count Period Beginning At	Hanna HS Bus Access (Northbound)				Hanna HS Bus Access (Southbound)				Vandiver Rd (Eastbound)				Vandiver Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	1	0	1	15	0	0	0	10	0	0	27	105
2:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	12	0	0	22	
2:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	8	0	0	25	
2:45 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31	
3:00 PM	0	0	0	0	0	0	0	0	1	25	0	0	0	23	1	0	50	
3:15 PM	0	0	0	0	1	0	2	0	1	25	0	0	0	17	2	0	48	154
3:30 PM	0	0	0	0	2	0	2	0	3	24	0	1	0	54	5	0	91	220
3:45 PM	0	0	0	0	18	0	7	0	8	85	0	0	0	64	13	0	181	380
4:00 PM	0	0	0	0	3	0	4	0	4	44	0	0	0	40	3	0	98	428
4:15 PM	0	0	0	0	4	0	5	0	4	16	0	0	0	14	1	0	44	424
4:30 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	27	0	0	43	376
4:45 PM	0	0	0	0	3	0	0	0	0	24	0	0	0	20	2	0	49	234
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5:30 PM	0	0	0	0	1	0	0	0	1	19	0	0	0	28	1	0	50	230
5:45 PM	0	0	0	0	0	0	0	0	4	22	0	0	0	32	1	0	59	240

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	64	0	28	0	24	340	0	0	0	256	52	0	764
Heavy Trucks	0	0	0	0	48	0	16	0	20	0	0	0	0	8	32	0	124
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Comments

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

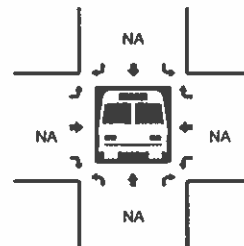
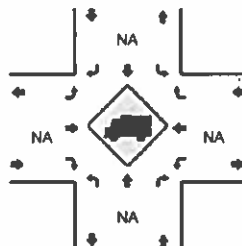
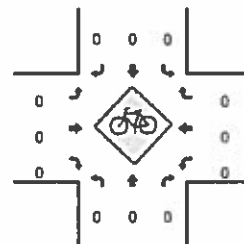
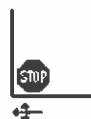
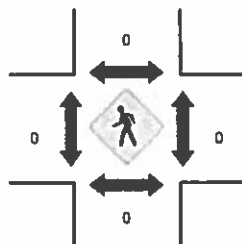
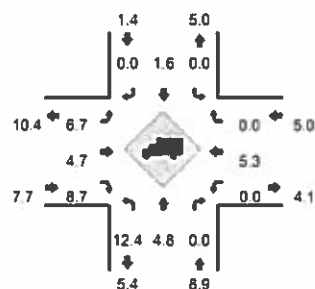
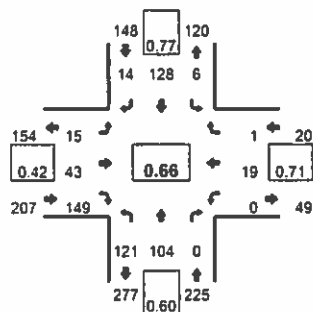
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CITY/STATE: Anderson, SCQC JOB #: 13188703
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Peak 15-Min: 8:00 AM -- 8:15 AM

15-Min Count Period Beginning At	Crestview Rd (Northbound)				Crestview Rd (Southbound)				Vandiver Rd (Eastbound)				Vandiver Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	32	0	0	0	8	1	0	1	2	2	0	0	2	3	0	54	
7:15 AM	15	30	1	0	0	42	2	0	3	3	10	0	0	7	0	0	113	
7:30 AM	33	49	0	0	0	41	6	0	4	4	15	0	0	12	2	0	166	
7:45 AM	56	35	0	0	1	50	10	0	0	2	22	0	1	27	2	0	206	538
8:00 AM	93	50	0	0	1	21	4	0	1	1	25	0	1	17	4	0	218	703
8:15 AM	12	20	0	0	0	19	0	0	2	3	14	0	0	10	0	0	80	670
8:30 AM	4	35	0	0	0	12	1	0	1	3	3	0	0	0	1	0	60	564
8:45 AM	4	34	0	0	2	9	0	0	0	4	2	0	0	2	0	0	57	415
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	372	200	0	0	4	84	16	0	4	4	100	0	4	68	16	0	872	
Heavy Trucks	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Crestview Rd -- Vandiver Rd
CITY/STATE: Anderson, SCQC JOB #: 13188704
DATE: Wed, Jan 28 2015Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

15-Min Count Beginning At	Crestview Rd (Northbound)				Crestview Rd (Southbound)				Vandiver Rd (Eastbound)				Vandiver Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	16	1	0	0	18	1	0	0	3	10	0	1	3	0	0	54	
2:15 PM	7	19	0	0	1	12	0	0	1	4	6	0	0	4	1	0	55	
2:30 PM	5	30	0	0	2	22	0	0	1	6	6	0	0	1	0	0	73	
2:45 PM	13	22	0	0	2	33	1	0	1	2	9	0	0	2	1	0	86	268
3:00 PM	15	19	0	0	0	23	3	0	2	9	13	0	0	3	0	0	87	301
3:15 PM	20	15	0	0	1	30	3	0	0	6	9	0	0	5	1	0	90	336
3:30 PM	51	43	0	0	0	25	3	0	0	5	8	0	0	7	0	0	142	405
3:45 PM	32	24	0	0	3	30	7	0	12	20	86	0	0	3	0	0	227	546
4:00 PM	18	22	0	0	2	43	1	0	3	12	36	0	0	4	0	0	141	600
4:15 PM	16	14	0	0	2	20	1	0	4	3	9	0	0	2	0	0	71	581
4:30 PM	14	21	0	0	0	28	1	0	1	7	11	0	0	3	0	0	86	525
4:45 PM	9	21	1	0	2	17	1	0	1	6	10	0	0	4	0	0	72	370
5:00 PM	14	32	0	0	2	32	0	0	1	7	9	0	0	4	0	0	101	330
5:15 PM	14	23	0	0	2	47	3	0	4	5	26	0	0	1	0	0	125	384
5:30 PM	14	39	0	0	1	31	1	0	1	10	6	0	0	4	1	0	108	406
5:45 PM	17	35	0	0	2	39	1	0	0	3	10	0	0	9	0	0	116	450
Peak 15-Min Flowrates																		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Total	
All Vehicles	128	96	0	0	12	120	28	0	48	80	384	0	0	12	0	0	908	
Heavy Trucks	28	8	0	0	0	0	0	0	4	0	44	0	0	0	0	0	84	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments

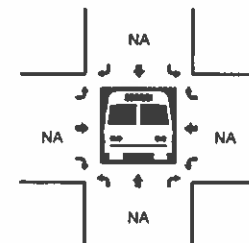
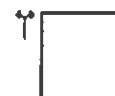
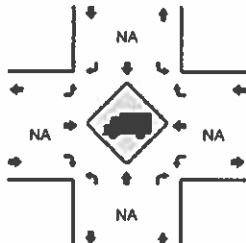
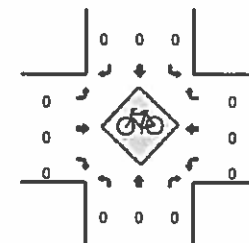
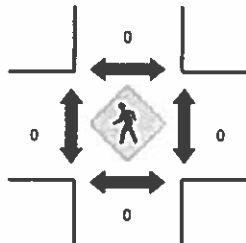
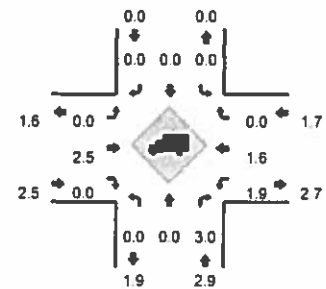
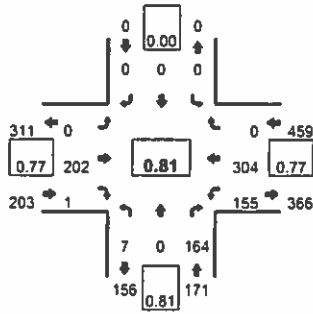
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Harriett Cir
CITY/STATE: Anderson, SC

QC JOB #: 13188705

DATE: Wed, Jan 28 2015

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

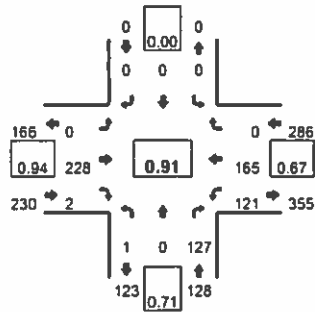
15-Min Count Period Beginning At	Midway Rd (Northbound)				Midway Rd (Southbound)				Harriett Cir (Eastbound)				Harriett Cir (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	17	0	0	0	0	0	0	10	0	0	18	26	0	0	71	
7:15 AM	1	0	22	0	0	0	0	0	0	43	0	0	22	81	0	0	169	
7:30 AM	3	0	40	0	0	0	0	0	0	68	0	0	38	111	0	0	258	
7:45 AM	2	0	51	0	0	0	0	0	0	57	0	0	58	77	0	0	245	743
8:00 AM	1	0	51	0	0	0	0	0	0	36	1	0	37	35	0	0	161	833
8:15 AM	0	0	19	0	0	0	0	0	0	12	0	0	26	46	0	0	103	767
8:30 AM	1	0	23	0	0	0	0	0	0	15	0	0	16	18	0	0	73	582
8:45 AM	2	0	18	0	0	0	0	0	0	4	1	0	12	31	0	0	68	405
Peak 15-Min Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Total	
All Vehicles	12	0	160	0	0	0	0	0	0	264	0	0	152	444	0	0	1032	
Heavy Trucks	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

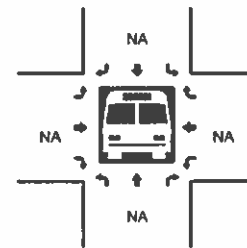
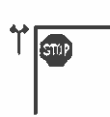
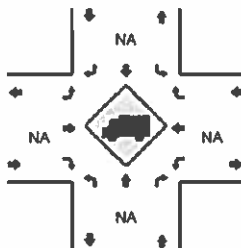
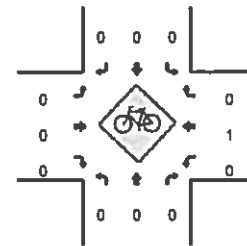
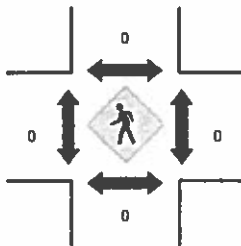
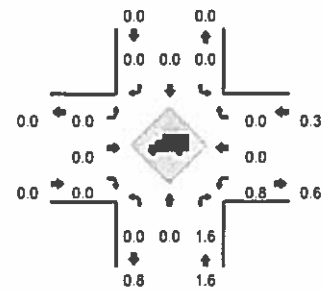
Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Harriett Cir
CITY/STATE: Anderson, SC

QC JOB #: 13188706
DATE: Wed, Jan 28 2015



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

[illegible]

Comments

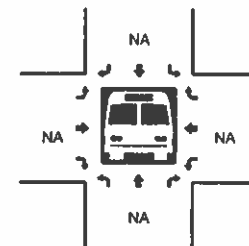
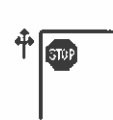
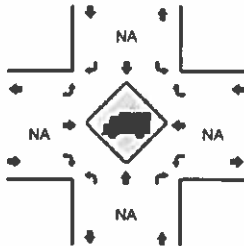
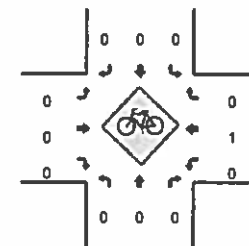
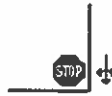
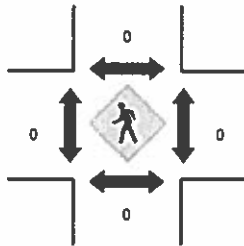
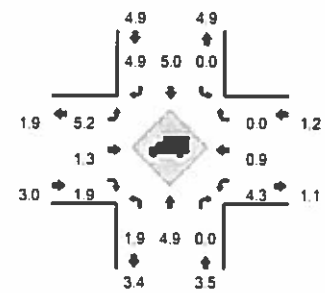
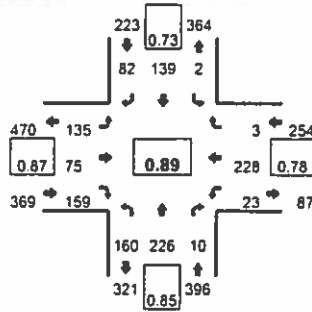
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Crestview Rd
CITY/STATE: Anderson, SC

QC JOB #: 13188707

DATE: Wed, Jan 28 2015

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

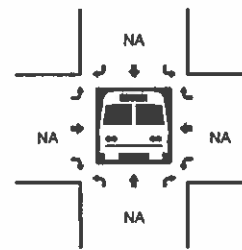
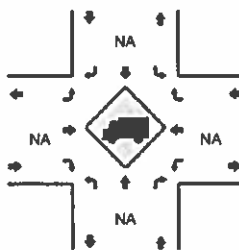
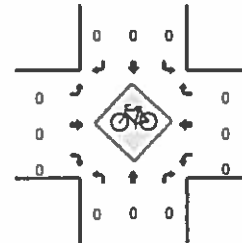
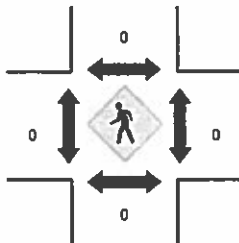
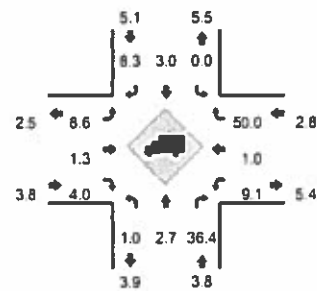
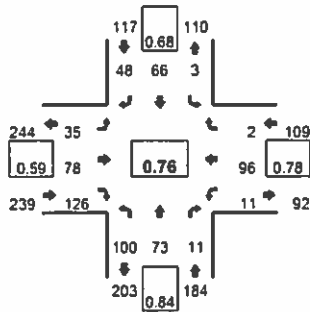
15-Min Count Period Beginning At	Midway Rd (Northbound)				Midway Rd (Southbound)				Crestview Rd (Eastbound)				Crestview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	20	23	0	0	0	4	6	0	11	9	7	0	2	18	1	0	101	
7:15 AM	54	29	2	0	0	35	16	0	20	7	35	0	6	37	0	0	241	
7:30 AM	52	51	1	0	1	27	24	0	30	22	54	0	7	73	1	0	343	
7:45 AM	32	58	3	0	1	46	29	0	34	23	46	0	8	74	0	0	350	1035
8:00 AM	22	90	4	0	0	31	13	0	51	23	24	0	4	44	2	0	308	1242
8:15 AM	31	19	1	0	0	22	9	0	11	11	9	0	1	29	1	0	144	1145
8:30 AM	14	17	2	0	0	13	5	0	17	11	10	0	1	14	0	0	104	906
8:45 AM	18	27	2	0	0	4	5	0	14	5	3	0	0	20	0	0	98	654
9:00 AM	22	5	1	0	0	6	6	0	7	9	14	0	4	25	0	0	99	445
9:15 AM	17	13	1	0	1	8	3	0	7	9	12	0	0	26	0	0	97	398
9:30 AM	14	15	0	0	0	3	1	0	3	14	14	0	1	8	0	0	73	367
9:45 AM	16	15	1	0	0	9	5	0	5	5	5	0	1	27	1	0	90	359
10:00 AM	20	12	1	0	1	6	6	0	7	14	8	0	0	9	0	0	84	344
10:15 AM	12	12	4	0	0	7	2	0	5	6	12	0	1	18	1	0	80	327
10:30 AM	24	13	0	0	0	9	1	0	3	7	15	0	2	16	0	0	90	344
10:45 AM	18	13	1	0	0	5	4	0	6	14	9	0	1	15	1	0	87	341

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	128	224	12	0	4	184	116	0	136	92	184	0	24	296	0	0	1400
Heavy Trucks	8	12	0	0	0	20	16	0	4	4	0	0	0	4	0	0	68
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd – Crestview Rd
CITY/STATE: Anderson, SCQC JOB #: 13188708
DATE: Wed, Jan 28 2015Peak-Hour: 2:00 PM – 3:00 PM
Peak 15-Min: 2:45 PM – 3:00 PM

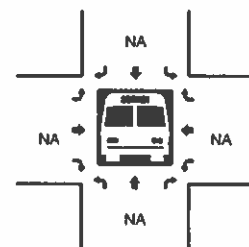
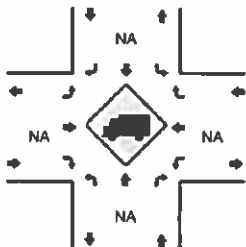
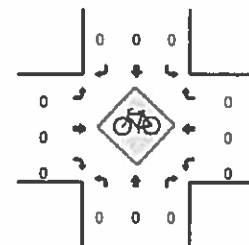
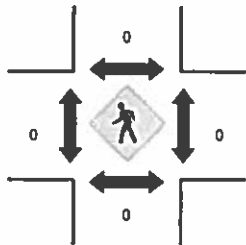
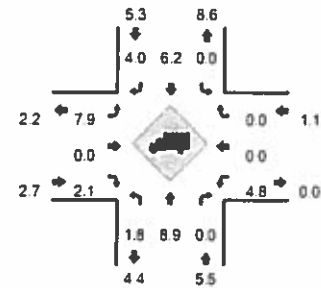
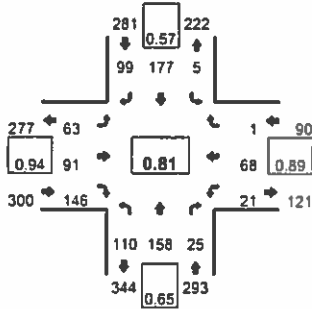
15-Min Count Period Beginning At	Midway Rd (Northbound)				Midway Rd (Southbound)				Crestview Rd (Eastbound)				Crestview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	13	3	2	0	0	8	4	0	4	9	11	0	2	15	0	0	71	
11:15 AM	10	8	1	0	0	9	2	0	4	19	19	0	1	19	0	0	92	
11:30 AM	13	16	3	0	1	12	3	0	2	21	12	0	3	13	0	0	99	
11:45 AM	14	14	2	0	0	12	10	0	5	22	17	0	2	18	0	0	116	378
12:00 PM	13	3	1	0	0	15	5	0	6	16	25	0	2	15	1	0	102	409
12:15 PM	13	11	2	0	2	12	3	0	3	18	13	0	0	15	0	0	92	409
12:30 PM	18	13	2	0	0	10	1	0	4	9	17	0	1	19	1	0	95	405
12:45 PM	22	16	1	0	0	8	8	0	7	15	23	0	1	11	0	0	112	401
1:00 PM	16	11	0	0	1	5	6	0	8	15	21	0	1	7	1	0	92	391
1:15 PM	22	14	1	0	0	9	5	0	4	12	25	0	3	20	1	0	116	415
1:30 PM	23	10	1	0	1	12	5	0	6	14	19	0	2	7	2	0	102	422
1:45 PM	15	13	3	0	0	12	5	0	9	13	22	0	0	17	1	0	110	420
2:00 PM	19	14	3	0	0	18	10	0	4	15	21	0	1	26	0	0	131	459
2:15 PM	27	19	2	0	1	10	6	0	7	14	24	0	3	30	2	0	145	488
2:30 PM	26	26	3	0	1	18	10	0	10	20	22	0	2	22	0	0	160	546
2:45 PM	28	14	3	0	1	20	22	0	14	29	50	0	5	18	0	0	213	649

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	56	12	0	4	80	88	0	56	116	236	0	20	72	0	0	852
Heavy Trucks	0	4	4		0	0	0		4	0	0		4	0	0		16
Pedestrians																	0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Crestview Rd
CITY/STATE: Anderson, SCQC JOB #: 13188709
DATE: Wed, Jan 28 2015Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

15-Min Count Period Beginning At	Midway Rd (Northbound)				Midway Rd (Southbound)				Crestview Rd (Eastbound)				Crestview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	23	16	2	0	0	25	3	0	18	28	42	0	6	20	0	0	183	
3:15 PM	14	22	5	0	1	34	8	0	13	23	37	0	9	13	0	0	179	
3:30 PM	29	72	13	0	1	21	8	0	22	19	50	0	6	17	0	0	258	
3:45 PM	36	40	5	0	3	68	52	0	17	22	32	0	3	19	0	0	297	917
4:00 PM	31	24	2	0	0	54	31	0	11	27	27	0	3	19	1	0	230	964
4:15 PM	21	20	4	0	0	24	8	0	9	29	24	0	2	18	0	0	159	944
4:30 PM	27	27	5	0	0	26	13	0	10	23	43	0	2	18	0	0	194	880
4:45 PM	19	17	1	0	0	22	5	0	11	28	43	0	2	22	1	0	171	754
5:00 PM	26	27	2	0	0	27	11	0	16	34	33	0	2	19	1	0	198	722
5:15 PM	28	25	6	0	0	53	21	0	15	37	44	0	3	25	0	0	257	820
5:30 PM	36	31	4	0	0	22	16	0	18	38	41	0	4	26	1	0	237	863
5:45 PM	35	39	2	0	3	20	20	0	14	37	38	0	1	23	2	0	234	926
6:00 PM	21	26	3	0	0	28	8	0	14	19	28	0	3	20	2	0	172	900
6:15 PM	31	23	1	0	0	20	6	0	9	29	32	0	2	13	1	0	167	810
6:30 PM	16	20	4	0	0	16	8	0	7	27	35	0	6	14	0	0	153	726
6:45 PM	14	14	3	0	0	9	3	0	4	21	34	0	1	13	0	0	116	608
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	144	160	20	0	12	272	208	0	68	88	128	0	12	78	0	0	1188	
Heavy Trucks	4	24	0	0	0	16	8	0	4	0	4	0	4	0	0	0	64	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		
Comments																		

DEVELOPMENT TRIP DISTRIBUTION DATA

Residential Trip Distribution

Distribution (AM & School Dismissal)		PM Peak		AM Peak		Midway School Dismissal Peak		PM Peak		Total		
Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	Midway School Dismissal	PM
				55	185	117	135	178	105			

Intersection 1: Vandiver Road & T.L. Hanna Bus Access/Site Drive 1

[illegible]

Intersection 2: Vandiver Road & Crestview Road

SBR	12%		12%	7		14	21		7	14	21
SBT	8%		8%	2		4	5		2	4	5
SBL											
WBR											
WBT											
WBL											
NBR											
NBT		3%		3%	5		4	3	5	4	3
NBL	12%	4%	16%	3%	6	7	14	5	28	3	13
EBR	6%	12%	8%	16%	2	20	5	16	5	16	22
EBT											
EBL		12%		12%	20		16	13	20	16	13

Intersection 3: Crestview Road & Midway Road

SBR	7%	5%	11	10	5	11	10	5
SBR	15%	22%	25	20	23	28	20	23
SBL	3%	3%	5	4	3	5	4	3
WBR	3%	3%	2	4	5	2	4	5
WBR	2%	2%	1	2	4	1	2	4
WBL								
NBR								
NBR	15%	22%	7	18	39	7	18	39
NBL	10%	8%	6	12	14	6	12	14
EBR	10%	8%	17	13	6	17	13	6
EBT	2%	2%	3	3	2	3	3	2
EBL	7%	5%	4	8	9	4	8	9

Intersection 4: Midway Road & Hartnett Circle

SBR	12%	5%	10%	2%	7	8	14	7	18	2	15	21	20
SBT		2%		3%		3		3		3		3	8
SBL													
WBR													
WBT													
WBL													
NBR													
NBT	2%		3%		1		2		5		1	2	5
NBL	8%		12%		4		9		21		4	9	21
EBR		8%		12%		13		11		13		13	13
EBT													
EBL	5%	12%	2%	10%	3	20	6	16	4	10	23	22	14

Intersection S: Vandiver Road & Site Drive 2

[illegible]

Intersection 6: Crestview Road & Site Drive

SBR	7%	6%	4	8	11	4	8	11
SBT	12%	16%	20	16	16	20	16	16
SBL								
WBR								
WBT								
WBL								
NBR								
NBT	12%	16%	6	14	28	6	14	28
NBL	13%	14%	7	16	25	7	16	25
EBR		14%	14%	21	18	19	21	18
EBT								
EBL	7%	6%	12	9	6	12	9	6

Intersection 7: Harriott Circle & Site Drive 4

SBR		10%		8%		16		14		9		16		14		9
SBT																
SBL		20%		21%		33		27		23		33		27		23
WBR		20%		22%	11		23		39		11		23		39	
WBT		5%		2%		8		7		2		8		7		2
WBL																
NBR																
NBT																
NBL																
EBR																
EBT		5%		2%		3		6		4		3		6		4
EBL		10%		8%		6		12		14		6		12		14

Intersection B: Crestview Road & Commercial Access

[illegible]

Commercial Trip Distribution

Distribution		AM Peak		Midway School Dismissal Peak		PM Peak		Total		
Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	AM	Midway School Dismissal	PM
		5	3	10	10	14	18			

Intersection 1: Vandiver Road & T. L. Hanna Bus Access/ Site Drive 1

SBR										
SBT										
SBL										
WBR										
WBT										
WBL										
NBR										
NBT										
NBL										
EBR										
EBT										
EBL										

Intersection 2: Vandiver Road & Crestview Road

SBR										
SBT	15%	1		2		2		1	2	2
SBL										
WBR										
WBT										
WBL	5%					1				1
NBR		5%					1			1
NBT		15%		1		2		1	2	2
NBL										
EBR										
EBT										
EBL										

Intersection 3: Crestview Road & Midway Road

SBR		35%		1		4		1		6
SBT		30%		1		3		5		5
SBL		15%				1		2		2
WBR			15%	1		1	2	1	1	2
WBT										
WBL										
NBR										
NBT			30%	2		3		4	2	4
NBL										
EBR										
EBT										
EBL		25%		1		4		5		5

Intersection 4: Midway Road & Harriett Circle

SBR		20%		1		2		3		3
SBT		15%				2		3		3
SBL										
WBR										
WBT										
WBL										
NBR										
NBT			15%		2		2		2	2
NBL										
EBR										
EBT										
EBL		20%		1		2		3		3

Intersection 5: Vandiver Road & Site Drive 2

SBR										
SBT										
SBL										
WBR										
WBT										
WBL										
NBR										
NBT										
NBL										
EBR										
EBT										
EBL										

Intersection 6: Crestview Road & Site Drive 3

SBR										
SBT	20%	1		2		3		1	2	3
SBL										
WBR										
WBT										
WBL										
NBR										
NBT		20%		1		2		3		3
NBL										
EBR										
EBT										
EBL										

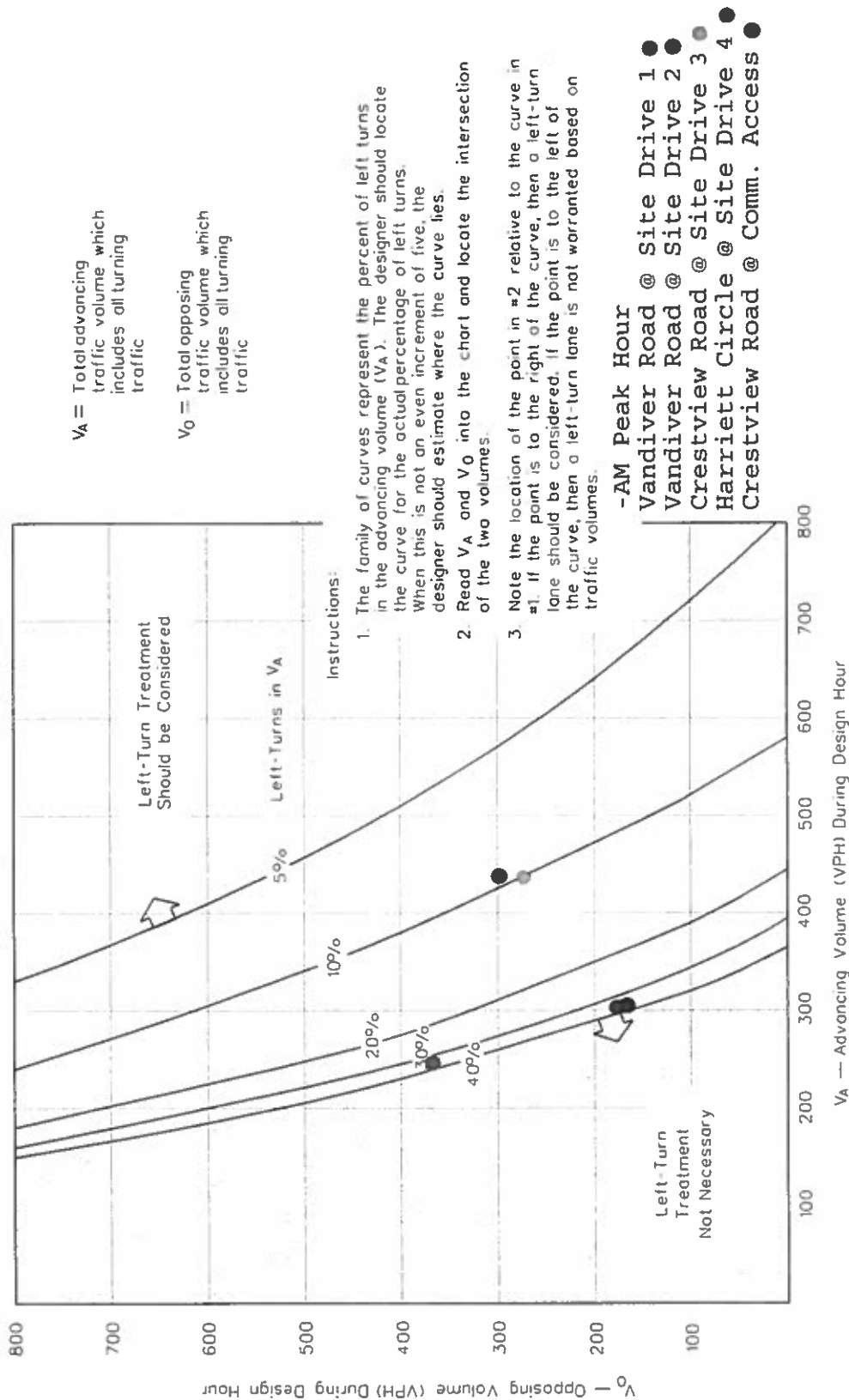
Intersection 7: Harriett Circle & Site Drive 4

SBR										
SBT										
SBL										
WBR										
WBT	20%	1		2		3		1	2	3
WBL										
NBR										
NBT										
NBL										
EBR	20%	1		2		3		1	2	3
EBT										
EBL										

Intersection 8: Crestview Road & Commercial Access

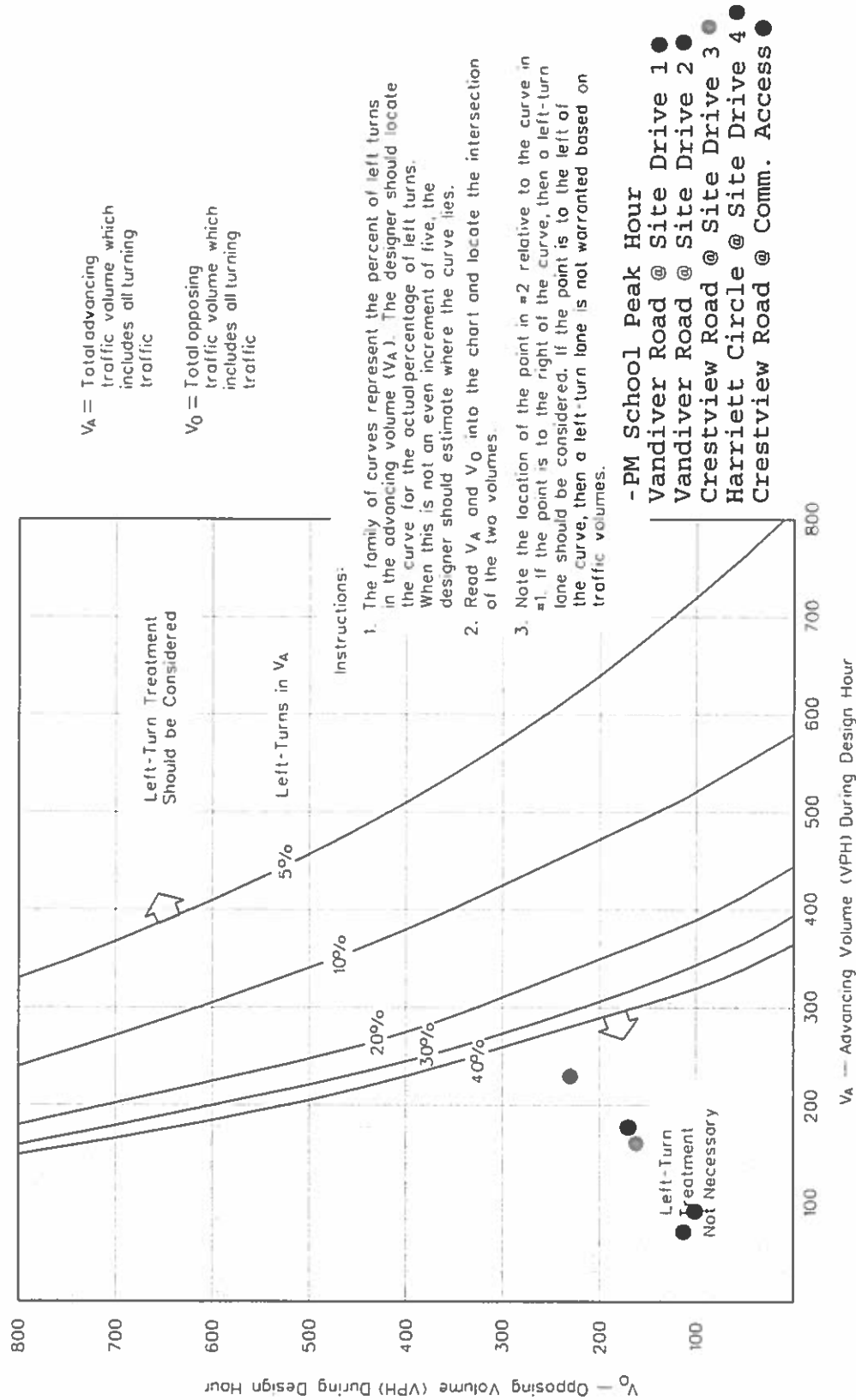
SBR	20%	1		2		3		1	2	3
SBT										
SBL										
WBR										
WBT										
WBL										
NBR										
NBT										
NBL	80%	4		8		11		4	8	11
EBR	80%	2		4		8		2	4	8
EBT										
EBL	20%	1		2		3		1	2	3

SCDOT TURN LANE WARRANTS



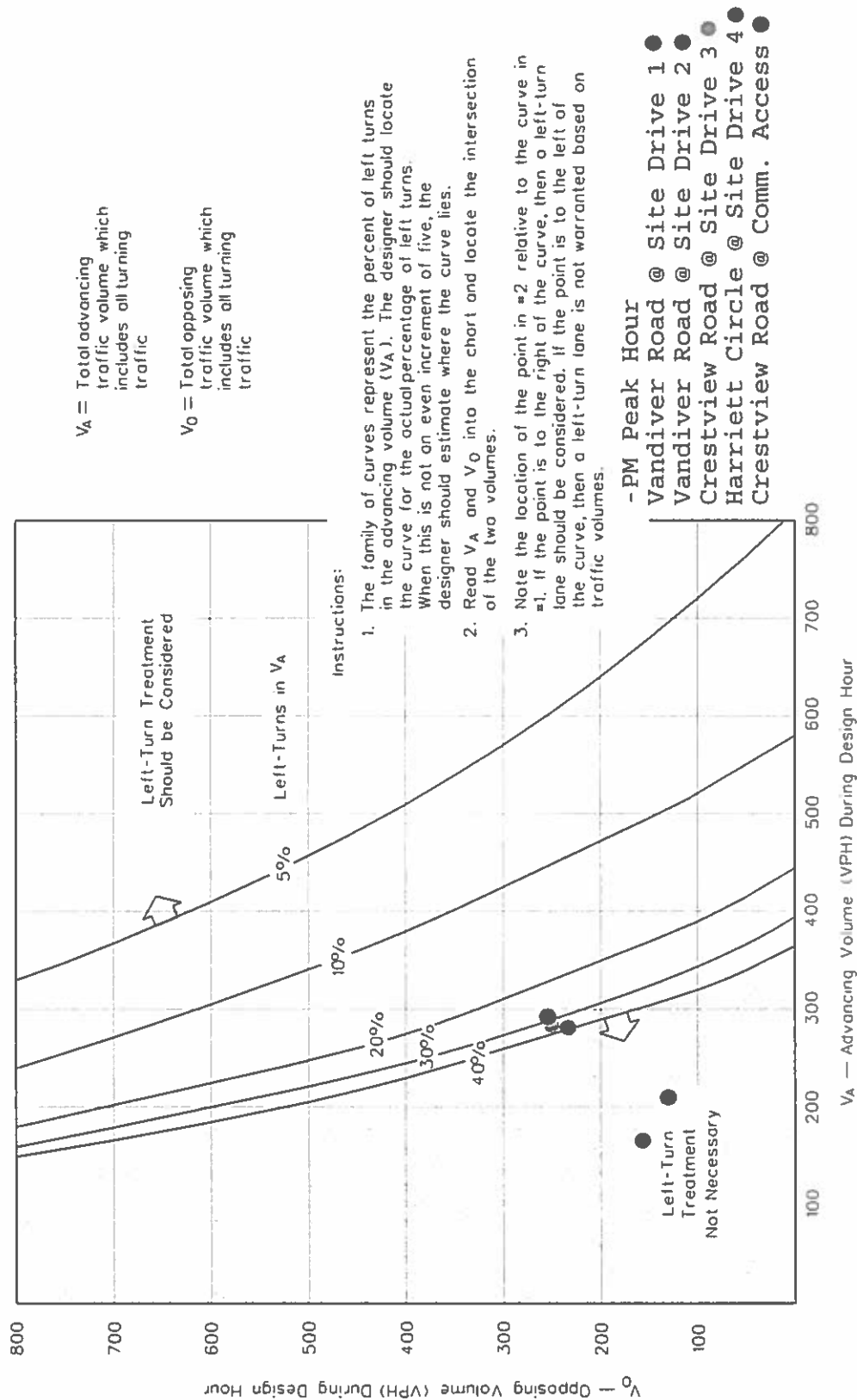
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 MPH)

Figure 15.5G



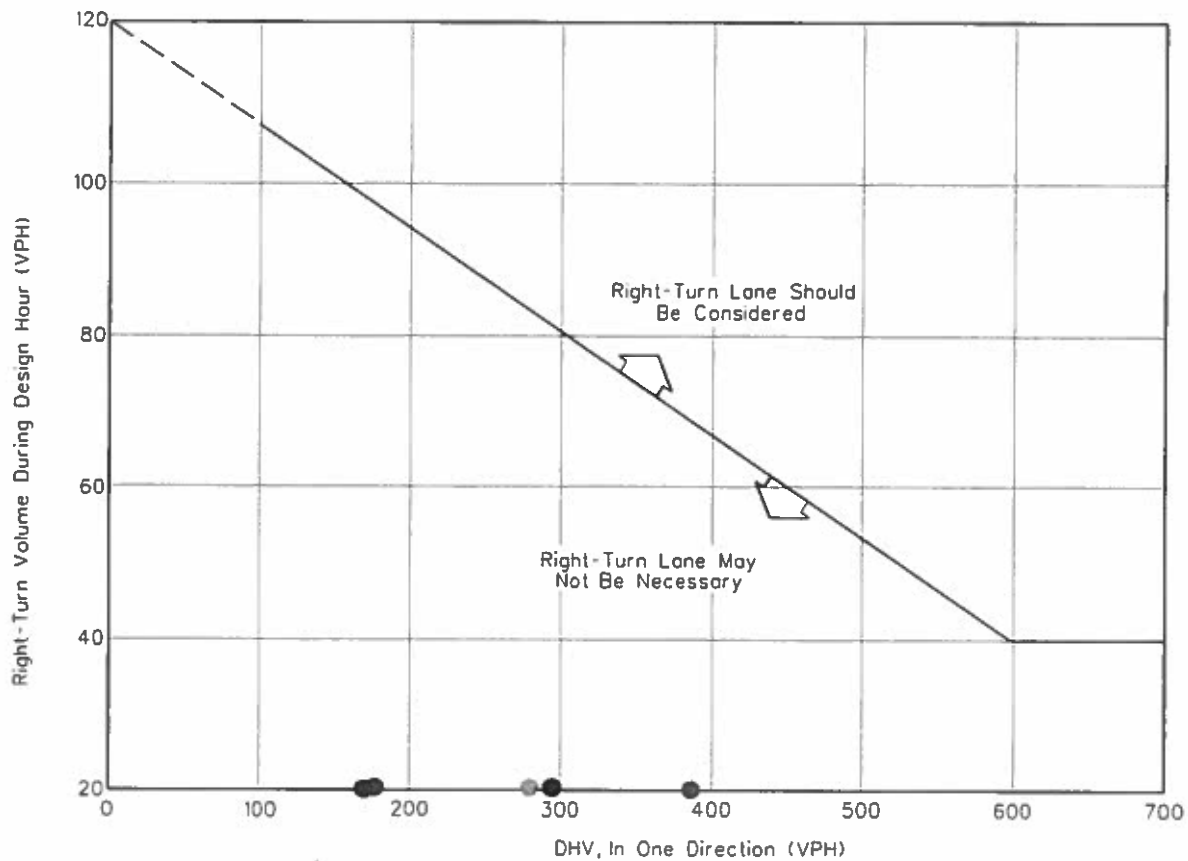
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 MPH)

Figure 15.5G



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

Figure 15.5G



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

- AM Peak Hour
- Vandiver Road @ Site Drive 1 ●
- Vandiver Road @ Site Drive 2 ●
- Crestview Road @ Site Drive 3 ●
- Harriett Circle @ Site Drive 4 ●
- Crestview Road @ Comm. Access ●

Example

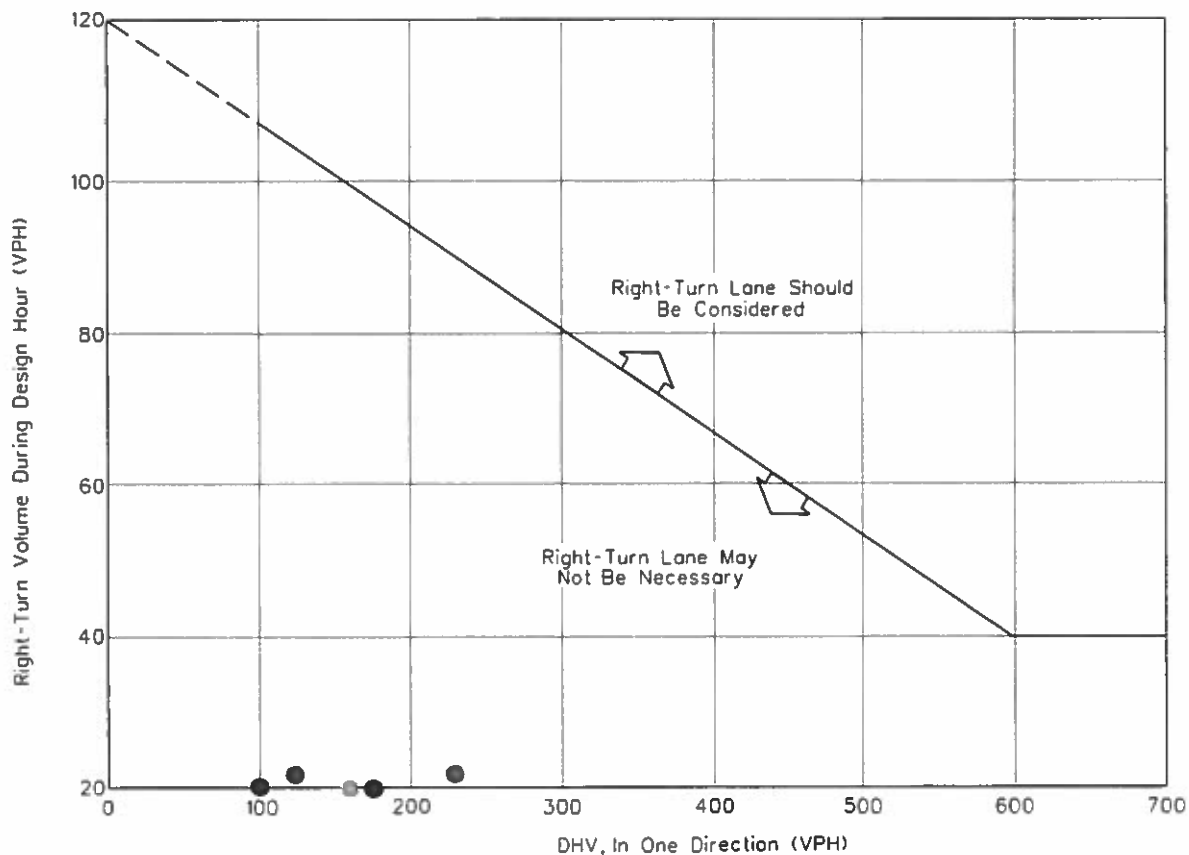
Given: Design Speed = 35 miles per hour (mph)
 DHV = 250 vehicles per hour (vph)
 Right Turns = 100 vehicles per hour (vph)

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

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

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

Figure 15.5A



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

-PM School Peak Hour
 Vandiver Road @ Site Drive 1 ●
 Vandiver Road @ Site Drive 2 ●
 Crestview Road @ Site Drive 3 ●
 Harriett Circle @ Site Drive 4 ●
 Crestview Road @ Comm. Access ●

Example

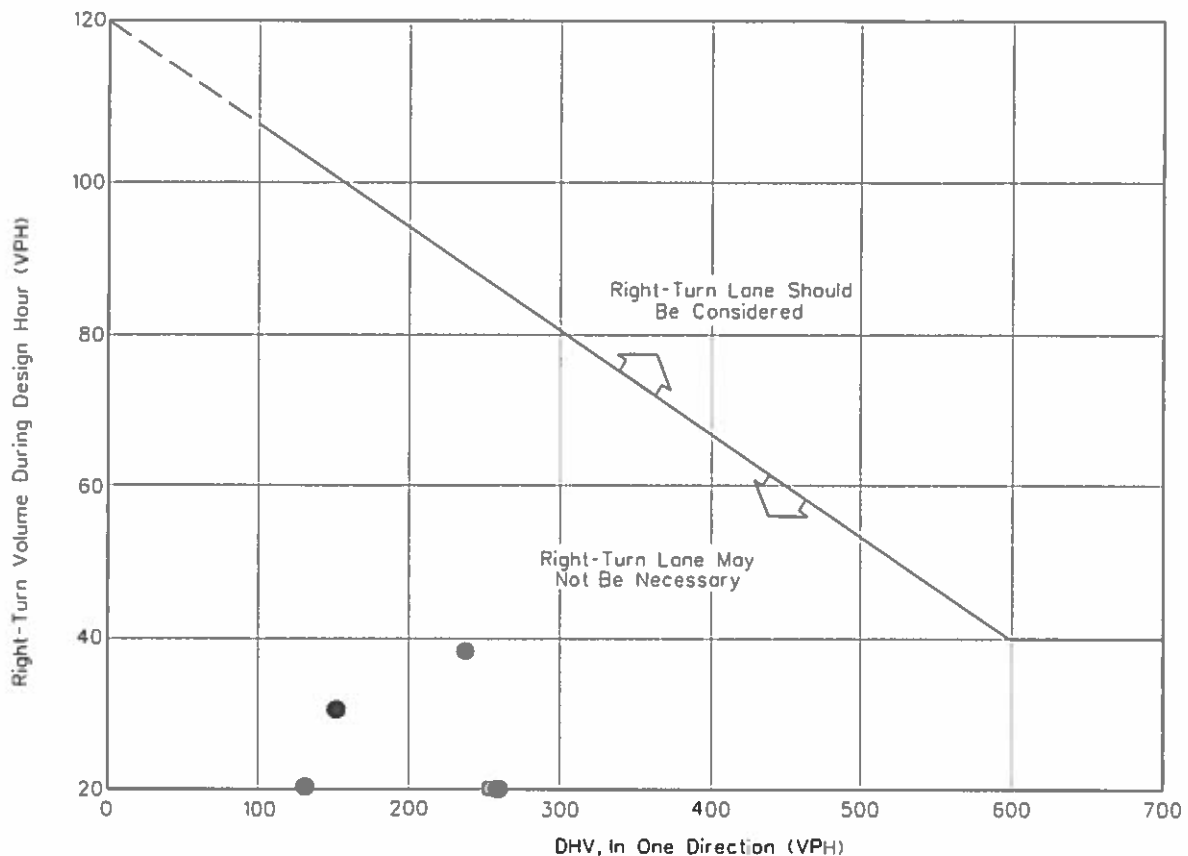
Given: Design Speed = 35 miles per hour (mph)
 DHV = 250 vehicles per hour (vph)
 Right Turns = 100 vehicles per hour (vph)

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

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

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

Figure 15.5A



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

-PM Peak Hour

Vandiver Road @ Site Drive 1 ●

Vandiver Road @ Site Drive 2 ●

Crestview Road @ Site Drive 3 ●

Harriett Circle @ Site Drive 4 ●

Crestview Road @ Comm. Access ●

Example

Given: Design Speed = 35 miles per hour (mph)
 DHV = 250 vehicles per hour (vph)
 Right Turns = 100 vehicles per hour (vph)

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

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

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

Figure 15.5A












CAPACITY ANALYSIS

(EXISTING CONDITIONS)

EXISTING VOLUMES

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Existing (2015)
Timing Plan: AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	128	231	16	10	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	142	257	18	11	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	274				439	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	274				439	266
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1289				568	773
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	16	142	274	28		
Volume Left	16	0	0	11		
Volume Right	0	0	18	17		
cSH	1289	1700	1700	676		
Volume to Capacity	0.01	0.08	0.16	0.04		
Queue Length 95th (ft)	1	0	0	3		
Control Delay (s)	7.8	0.0	0.0	10.6		
Lane LOS	A			B		
Approach Delay (s)	0.8		0.0	10.6		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Existing (2015)
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	10	72	2	63	8	197	164	1	2	154	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	11	80	2	70	9	219	182	1	2	171	24
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	100	81	402	198								
Volume Left (vph)	9	2	219	2								
Volume Right (vph)	80	9	1	24								
Hadj (s)	-0.43	-0.03	0.14	-0.04								
Departure Headway (s)	5.1	5.5	4.8	4.9								
Degree Utilization, x	0.14	0.12	0.53	0.27								
Capacity (veh/h)	624	574	729	697								
Control Delay (s)	8.9	9.3	13.2	9.6								
Approach Delay (s)	8.9	9.3	13.2	9.6								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay			11.3									
HCM Level of Service			B									
Intersection Capacity Utilization			48.4%		ICU Level of Service				A			
Analysis Period (min)			15									

The Village at Bailey Creek
3: Midway Road & Crestview Road

Existing (2015)
Timing Plan: AM Peak










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	135	75	159	23	228	3	160	226	10	2	139	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	150	83	177	26	253	3	178	251	11	2	154	91
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	410	282	440	248								
Volume Left (vph)	150	26	178	2								
Volume Right (vph)	177	3	11	91								
Hadj (s)	-0.15	0.05	0.10	-0.18								
Departure Headway (s)	7.5	8.2	7.6	8.1								
Degree Utilization, x	0.86	0.64	0.93	0.56								
Capacity (veh/h)	410	408	464	408								
Control Delay (s)	41.0	24.5	54.0	20.8								
Approach Delay (s)	41.0	24.5	54.0	20.8								
Approach LOS	E	C	F	C								

Intersection Summary

Delay	38.1		
HCM Level of Service	E		
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		











The Village at Bailey Creek
4: Harriett Circle & Midway Road

Existing (2015)
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	202	1	7	167	166	304
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	224	1	8	186	184	338
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	554	353	522			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	554	353	522			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	100	99			
cM capacity (veh/h)	489	690	1044			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	226	193	522			
Volume Left	224	8	0			
Volume Right	1	0	338			
cSH	490	1044	1700			
Volume to Capacity	0.46	0.01	0.31			
Queue Length 95th (ft)	60	1	0			
Control Delay (s)	18.5	0.4	0.0			
Lane LOS	C	A				
Approach Delay (s)	18.5	0.4	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			45.3%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Existing (2015)
Timing Plan: PM School Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	70	56	1	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	78	62	1	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	63				143	63
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	63				143	63
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1539				849	1002
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	78	63	0		
Volume Left	1	0	0	0		
Volume Right	0	0	1	0		
cSH	1539	1700	1700	1700		
Volume to Capacity	0.00	0.05	0.04	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	7.3	0.0	0.0	0.0		
Lane LOS	A			A		
Approach Delay (s)	0.1		0.0	0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			7.0%		ICU Level of Service	A
Analysis Period (min)			15			













The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Existing (2015)
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	21	34	0	10	2	40	90	0	5	90	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	23	38	0	11	2	44	100	0	6	100	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	67	13	144	110								
Volume Left (vph)	6	0	44	6								
Volume Right (vph)	38	2	0	4								
Hadj (s)	-0.29	-0.07	0.10	0.02								
Departure Headway (s)	4.2	4.5	4.3	4.3								
Degree Utilization, x	0.08	0.02	0.17	0.13								
Capacity (veh/h)	807	744	814	825								
Control Delay (s)	7.5	7.6	8.2	7.9								
Approach Delay (s)	7.5	7.6	8.2	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.9									
HCM Level of Service			A									
Intersection Capacity Utilization			28.0%	ICU Level of Service		A						
Analysis Period (min)			15									










The Village at Bailey Creek
3: Midway Road & Crestview Road

Existing (2015)
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	49	92	147	16	91	2	104	75	10	3	73	41
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	54	102	163	18	101	2	116	83	11	3	81	46
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	320	121	210	130								
Volume Left (vph)	54	18	116	3								
Volume Right (vph)	163	2	11	46								
Hadj (s)	-0.24	0.05	0.11	-0.17								
Departure Headway (s)	4.8	5.3	5.3	5.2								
Degree Utilization, x	0.43	0.18	0.31	0.19								
Capacity (veh/h)	709	612	614	622								
Control Delay (s)	11.3	9.5	10.8	9.4								
Approach Delay (s)	11.3	9.5	10.8	9.4								
Approach LOS	B	A	B	A								
Intersection Summary												
Delay			10.6									
HCM Level of Service			B									
Intersection Capacity Utilization			46.9%		ICU Level of Service					A		
Analysis Period (min)			15									











The Village at Bailey Creek
4: Harriett Circle & Midway Road

Existing (2015)
Timing Plan: PM School Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	186	0	5	102	74	162
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	207	0	6	113	82	180
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	297	172	262			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	172	262			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	70	100	100			
cM capacity (veh/h)	692	871	1302			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	207	119	262			
Volume Left	207	6	0			
Volume Right	0	0	180			
cSH	692	1302	1700			
Volume to Capacity	0.30	0.00	0.15			
Queue Length 95th (ft)	31	0	0			
Control Delay (s)	12.4	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.4	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization		30.8%		ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Existing (2015)
Timing Plan: PM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	95	129	5	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	106	143	6	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149				263	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149				263	146
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1433				723	901
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	6	106	149	7		
Volume Left	6	0	0	3		
Volume Right	0	0	6	3		
cSH	1433	1700	1700	802		
Volume to Capacity	0.00	0.06	0.09	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	7.5	0.0	0.0	9.5		
Lane LOS	A			A		
Approach Delay (s)	0.4		0.0	9.5		
Approach LOS				A		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			17.1%		ICU Level of Service	A
Analysis Period (min)			15			

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Existing (2015)
Timing Plan: PM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	6	25	51	0	18	1	59	129	0	7	149	5								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	7	28	57	0	20	1	66	143	0	8	166	6								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	91	21	209	179																
Volume Left (vph)	7	0	66	8																
Volume Right (vph)	57	1	0	6																
Hadj (s)	-0.32	0.00	0.10	0.02																
Departure Headway (s)	4.5	4.9	4.5	4.4																
Degree Utilization, x	0.11	0.03	0.26	0.22																
Capacity (veh/h)	732	661	778	778																
Control Delay (s)	8.1	8.1	9.0	8.7																
Approach Delay (s)	8.1	8.1	9.0	8.7																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			8.7																	
HCM Level of Service			A																	
Intersection Capacity Utilization			38.5%	ICU Level of Service		A														
Analysis Period (min)			15																	










The Village at Bailey Creek
3: Midway Road & Crestview Road

Existing (2015)
Timing Plan: PM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	63	146	156	10	93	4	125	122	14	3	122	68								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	70	162	173	11	103	4	139	136	16	3	136	76								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	406	119	290	214																
Volume Left (vph)	70	11	139	3																
Volume Right (vph)	173	4	16	76																
Hadj (s)	-0.19	0.03	0.10	-0.17																
Departure Headway (s)	5.5	6.2	5.9	5.8																
Degree Utilization, x	0.61	0.21	0.48	0.35																
Capacity (veh/h)	624	491	557	553																
Control Delay (s)	16.7	10.8	14.3	11.9																
Approach Delay (s)	16.7	10.8	14.3	11.9																
Approach LOS	C	B	B	B																
Intersection Summary																				
Delay			14.3																	
HCM Level of Service			B																	
Intersection Capacity Utilization			62.3%	ICU Level of Service		B														
Analysis Period (min)			15																	

The Village at Bailey Creek
4: Harriett Circle & Midway Road












Existing (2015)
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	228	2	1	137	121	165
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	253	2	1	152	134	183
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	381	226	318			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	226	318			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	59	100	100			
cM capacity (veh/h)	621	813	1242			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	256	153	318			
Volume Left	253	1	0			
Volume Right	2	0	183			
cSH	622	1242	1700			
Volume to Capacity	0.41	0.00	0.19			
Queue Length 95th (ft)	50	0	0			
Control Delay (s)	14.8	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.8	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			35.9%	ICU Level of Service		A
Analysis Period (min)			15			

FUTURE (2022) ‘NO-BUILD’ VOLUMES













The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Future (2022) 'No-Build'
Timing Plan: AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	147	265	16	10	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	163	294	18	11	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	312				498	303
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	312				498	303
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1248				525	736
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	16	163	312	28		
Volume Left	16	0	0	11		
Volume Right	0	0	18	17		
cSH	1248	1700	1700	634		
Volume to Capacity	0.01	0.10	0.18	0.04		
Queue Length 95th (ft)	1	0	0	3		
Control Delay (s)	7.9	0.0	0.0	10.9		
Lane LOS	A			B		
Approach Delay (s)	0.7		0.0	10.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			24.9%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	11	83	2	72	9	226	188	1	2	177	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	12	92	2	80	10	251	209	1	2	197	28
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	114	92	461	227								
Volume Left (vph)	10	2	251	2								
Volume Right (vph)	92	10	1	28								
Hadj (s)	-0.43	-0.03	0.14	-0.04								
Departure Headway (s)	5.4	5.8	5.0	5.1								
Degree Utilization, x	0.17	0.15	0.64	0.32								
Capacity (veh/h)	581	536	700	665								
Control Delay (s)	9.5	9.9	16.2	10.5								
Approach Delay (s)	9.5	9.9	16.2	10.5								
Approach LOS	A	A	C	B								
Intersection Summary												
Delay			13.2									
HCM Level of Service			B									
Intersection Capacity Utilization			54.1%	ICU Level of Service					A			
Analysis Period (min)			15									










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: AM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	155	86	183	26	262	3	184	260	11	2	160	94								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	172	96	203	29	291	3	204	289	12	2	178	104								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	471	323	506	284																
Volume Left (vph)	172	29	204	2																
Volume Right (vph)	203	3	12	104																
Hadj (s)	-0.15	0.05	0.10	-0.18																
Departure Headway (s)	8.2	8.8	8.4	8.8																
Degree Utilization, x	1.07	0.79	1.19	0.70																
Capacity (veh/h)	436	400	432	395																
Control Delay (s)	92.3	38.2	132.3	30.0																
Approach Delay (s)	92.3	38.2	132.3	30.0																
Approach LOS	F	E	F	D																
Intersection Summary																				
Delay			82.8																	
HCM Level of Service			F																	
Intersection Capacity Utilization			91.8%	ICU Level of Service		F														
Analysis Period (min)			15																	











The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'No-Build'
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	232	1	8	192	191	349
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	258	1	9	213	212	388
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	637	406	600			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	637	406	600			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	41	100	99			
cM capacity (veh/h)	437	645	977			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	259	222	600			
Volume Left	258	9	0			
Volume Right	1	0	388			
cSH	438	977	1700			
Volume to Capacity	0.59	0.01	0.35			
Queue Length 95th (ft)	93	1	0			
Control Delay (s)	24.4	0.4	0.0			
Lane LOS	C	A				
Approach Delay (s)	24.4	0.4	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			51.1%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Future (2022) 'No-Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	80	64	1	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	89	71	1	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	72				163	72
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	72				163	72
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1528				827	991
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	89	72	0		
Volume Left	1	0	0	0		
Volume Right	0	0	1	0		
cSH	1528	1700	1700	1700		
Volume to Capacity	0.00	0.05	0.04	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	7.4	0.0	0.0	0.0		
Lane LOS	A			A		
Approach Delay (s)	0.1		0.0	0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			7.5%		ICU Level of Service	A
Analysis Period (min)			15			

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	24	39	0	11	2	46	103	0	6	103	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	27	43	0	12	2	51	114	0	7	114	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	77	14	166	127								
Volume Left (vph)	7	0	51	7								
Volume Right (vph)	43	2	0	6								
Hadj (s)	-0.29	-0.06	0.10	0.02								
Departure Headway (s)	4.3	4.6	4.3	4.3								
Degree Utilization, x	0.09	0.02	0.20	0.15								
Capacity (veh/h)	776	720	804	802								
Control Delay (s)	7.7	7.7	8.4	8.1								
Approach Delay (s)	7.7	7.7	8.4	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
HCM Level of Service			A									
Intersection Capacity Utilization			30.4%	ICU Level of Service		A						
Analysis Period (min)			15									










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	56	106	169	18	105	2	119	86	11	3	84	47
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	62	118	188	20	117	2	132	96	12	3	93	52
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	368	139	240	149								
Volume Left (vph)	62	20	132	3								
Volume Right (vph)	188	2	12	52								
Hadj (s)	-0.24	0.05	0.11	-0.17								
Departure Headway (s)	5.0	5.7	5.6	5.5								
Degree Utilization, x	0.51	0.22	0.38	0.23								
Capacity (veh/h)	676	570	584	578								
Control Delay (s)	13.2	10.2	12.0	10.2								
Approach Delay (s)	13.2	10.2	12.0	10.2								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			11.9									
HCM Level of Service			B									
Intersection Capacity Utilization			54.9%		ICU Level of Service					A		
Analysis Period (min)			15									











The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'No-Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	214	0	6	117	85	186
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	238	0	7	130	94	207
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	341	198	301			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	341	198	301			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	100	99			
cM capacity (veh/h)	651	843	1260			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	238	137	301			
Volume Left	238	7	0			
Volume Right	0	0	207			
cSH	651	1260	1700			
Volume to Capacity	0.36	0.01	0.18			
Queue Length 95th (ft)	42	0	0			
Control Delay (s)	13.7	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.7	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			34.4%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Future (2022) 'No-Build'
Timing Plan: PM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	109	148	5	3	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	121	164	6	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	170				299	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	170				299	167
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1407				689	877
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	6	121	170	7		
Volume Left	6	0	0	3		
Volume Right	0	0	6	3		
cSH	1407	1700	1700	772		
Volume to Capacity	0.00	0.07	0.10	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	7.6	0.0	0.0	9.7		
Lane LOS	A			A		
Approach Delay (s)	0.3		0.0	9.7		
Approach LOS				A		
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			18.1%		ICU Level of Service	A
Analysis Period (min)			15			

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	29	59	0	21	1	68	148	0	8	171	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	32	66	0	23	1	76	164	0	9	190	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	106	24	240	206								
Volume Left (vph)	8	0	76	9								
Volume Right (vph)	66	1	0	7								
Hadj (s)	-0.32	0.01	0.10	0.02								
Departure Headway (s)	4.6	5.1	4.6	4.5								
Degree Utilization, x	0.14	0.03	0.30	0.26								
Capacity (veh/h)	703	630	762	760								
Control Delay (s)	8.4	8.3	9.5	9.1								
Approach Delay (s)	8.4	8.3	9.5	9.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.1									
HCM Level of Service			A									
Intersection Capacity Utilization			42.8%		ICU Level of Service					A		
Analysis Period (min)			15									










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build'
Timing Plan: PM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	72	168	179	11	107	5	144	140	16	3	140	78								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	80	187	199	12	119	6	160	156	18	3	156	87								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	466	137	333	246																
Volume Left (vph)	80	12	160	3																
Volume Right (vph)	199	6	18	87																
Hadj (s)	-0.19	0.03	0.10	-0.18																
Departure Headway (s)	5.9	6.9	6.5	6.5																
Degree Utilization, x	0.77	0.26	0.60	0.44																
Capacity (veh/h)	574	441	516	492																
Control Delay (s)	25.8	12.4	18.8	14.4																
Approach Delay (s)	25.8	12.4	18.8	14.4																
Approach LOS	D	B	C	B																
Intersection Summary																				
Delay			19.9																	
HCM Level of Service			C																	
Intersection Capacity Utilization			69.0%	ICU Level of Service		C														
Analysis Period (min)			15																	

The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'No-Build'
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	262	2	1	157	139	190
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	291	2	1	174	154	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	437	260	366			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	437	260	366			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	50	100	100			
cM capacity (veh/h)	576	779	1193			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	293	176	366			
Volume Left	291	1	0			
Volume Right	2	0	211			
cSH	578	1193	1700			
Volume to Capacity	0.51	0.00	0.22			
Queue Length 95th (ft)	72	0	0			
Control Delay (s)	17.5	0.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.5	0.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			40.3%	ICU Level of Service	A	
Analysis Period (min)			15			


















FUTURE (2022) ‘BUILD’ VOLUMES

The Village at Bailey Creek

1: Vandiver Road & T.L. Hanna HS Bus Access

















Future (2022) 'Build'

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	152	11	3	282	16	33	0	10	10	0	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	169	12	3	313	18	37	0	11	11	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	331			181			552	544	175	540	541	322
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	331			181			552	544	175	540	541	322
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			91	100	99	97	100	98
cM capacity (veh/h)	1228			1394			429	440	868	442	441	719
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	16	181	334	48	28							
Volume Left	16	0	3	37	11							
Volume Right	0	12	18	11	17							
cSH	1228	1700	1394	487	575							
Volume to Capacity	0.01	0.11	0.00	0.10	0.05							
Queue Length 95th (ft)	1	0	0	8	4							
Control Delay (s)	8.0	0.0	0.1	13.2	11.6							
Lane LOS	A		A	B	B							
Approach Delay (s)	0.6		0.1	13.2	11.6							
Approach LOS				B	B							
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			29.3%		ICU Level of Service				A			
Analysis Period (min)			15									

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'Build'
Timing Plan: AM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	29	11	105	2	72	9	239	194	1	2	180	32								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	32	12	117	2	80	10	266	216	1	2	200	36								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	161	92	482	238																
Volume Left (vph)	32	2	266	2																
Volume Right (vph)	117	10	1	36																
Hadj (s)	-0.36	-0.03	0.14	-0.05																
Departure Headway (s)	5.6	6.1	5.2	5.3																
Degree Utilization, x	0.25	0.16	0.69	0.35																
Capacity (veh/h)	563	501	674	632																
Control Delay (s)	10.5	10.2	18.9	11.2																
Approach Delay (s)	10.5	10.2	18.9	11.2																
Approach LOS	B	B	C	B																
Intersection Summary																				
Delay			14.8																	
HCM Level of Service			B																	
Intersection Capacity Utilization			60.3%	ICU Level of Service		B														
Analysis Period (min)			15																	










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build'
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	161	89	200	26	263	6	190	268	11	7	186	106
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	179	99	222	29	292	7	211	298	12	8	207	118
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	500	328	521	332								
Volume Left (vph)	179	29	211	8								
Volume Right (vph)	222	7	12	118								
Hadj (s)	-0.16	0.04	0.10	-0.17								
Departure Headway (s)	8.6	9.2	8.8	9.0								
Degree Utilization, x	1.19	0.83	1.28	0.83								
Capacity (veh/h)	423	377	415	395								
Control Delay (s)	134.8	44.3	169.7	42.7								
Approach Delay (s)	134.8	44.3	169.7	42.7								
Approach LOS	F	E	F	E								
Intersection Summary												
Delay			109.8									
HCM Level of Service			F									
Intersection Capacity Utilization			96.7%		ICU Level of Service				F			
Analysis Period (min)			15									










The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'Build'
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	256	14	12	193	194	365
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	284	16	13	214	216	406
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	659	418	621			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	659	418	621			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	33	98	99			
cM capacity (veh/h)	422	635	960			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	300	228	621			
Volume Left	284	13	0			
Volume Right	16	0	406			
cSH	430	960	1700			
Volume to Capacity	0.70	0.01	0.37			
Queue Length 95th (ft)	131	1	0			
Control Delay (s)	30.6	0.6	0.0			
Lane LOS	D	A				
Approach Delay (s)	30.6	0.6	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			54.3%	ICU Level of Service		A
Analysis Period (min)			15			










The Village at Bailey Creek
5: Vandiver Road & Site Drive 2

Future (2022) 'Build'
Timing Plan: AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	169	3	10	291	10	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	188	3	11	323	11	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			191		535	189
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			191		535	189
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	96
cM capacity (veh/h)			1383		502	852
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	191	334	44			
Volume Left	0	11	11			
Volume Right	3	0	33			
cSH	1700	1383	726			
Volume to Capacity	0.11	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	0.3	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			33.4%	ICU Level of Service	A	
Analysis Period (min)			15			










The Village at Bailey Creek
6: Site Drive 3 & Crestview Road

Future (2022) 'Build'
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	12	21	7	425	277	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	23	8	472	308	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	798	310	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	798	310	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	99			
cM capacity (veh/h)	353	730	1248			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	480	312			
Volume Left	13	8	0			
Volume Right	23	0	4			
cSH	526	1248	1700			
Volume to Capacity	0.07	0.01	0.18			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.4	0.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.4	0.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			38.0%	ICU Level of Service		A
Analysis Period (min)			15			










The Village at Bailey Creek
7: Harriett Circle & Site Drive 4

Future (2022) 'Build'
Timing Plan: AM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	237	366	11	33	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	263	407	12	37	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	419				689	413
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	419				689	413
IC, single (s)	4.1				6.4	6.2
IC, 2 stage (s)						
IF (s)	2.2				3.5	3.3
p0 queue free %	99				91	97
cM capacity (veh/h)	1140				409	639
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	270	419	54			
Volume Left	7	0	37			
Volume Right	0	12	18			
cSH	1140	1700	463			
Volume to Capacity	0.01	0.25	0.12			
Queue Length 95th (ft)	0	0	10			
Control Delay (s)	0.3	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			29.9%	ICU Level of Service	A	
Analysis Period (min)			15			


















The Village at Bailey Creek
8: Commercial Access & Crestview Road

Future (2022) 'Build'
Timing Plan: AM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	4	431	297	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	2	4	479	330	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	818	331	331			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	818	331	331			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	344	711	1228			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	483	331			
Volume Left	1	4	0			
Volume Right	2	0	1			
cSH	525	1228	1700			
Volume to Capacity	0.01	0.00	0.19			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.9	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.9	0.1	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			35.9%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Future (2022) 'Build'
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	92	23	7	77	1	27	0	8	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	102	26	8	86	1	30	0	9	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	87			128			219	219	115	215	232	86
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	87			128			219	219	115	215	232	86
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	99	100	100	100
cM capacity (veh/h)	1509			1458			734	675	937	731	664	973
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	1	128	94	39	0							
Volume Left	1	0	8	30	0							
Volume Right	0	26	1	9	0							
cSH	1509	1700	1458	772	1700							
Volume to Capacity	0.00	0.08	0.01	0.05	0.00							
Queue Length 95th (ft)	0	0	0	4	0							
Control Delay (s)	7.4	0.0	0.7	9.9	0.0							
Lane LOS	A		A	A	A							
Approach Delay (s)	0.1		0.7	9.9	0.0							
Approach LOS				A	A							
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			19.9%		ICU Level of Service				A			
Analysis Period (min)			15									

















The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'Build'
Timing Plan: PM School Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	24	60	0	11	2	65	109	0	6	109	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	24	27	67	0	12	2	72	121	0	7	121	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	118	14	193	149								
Volume Left (vph)	24	0	72	7								
Volume Right (vph)	67	2	0	21								
Hadj (s)	-0.26	-0.06	0.11	-0.04								
Departure Headway (s)	4.4	4.8	4.5	4.4								
Degree Utilization, x	0.15	0.02	0.24	0.18								
Capacity (veh/h)	748	684	772	781								
Control Delay (s)	8.2	7.9	8.9	8.4								
Approach Delay (s)	8.2	7.9	8.9	8.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
HCM Level of Service			A									
Intersection Capacity Utilization			39.4%		ICU Level of Service					A		
Analysis Period (min)			15									










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build'
Timing Plan: PM School Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	68	109	182	18	107	7	131	107	11	8	107	61								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	76	121	202	20	119	8	146	119	12	9	119	68								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	399	147	277	196																
Volume Left (vph)	76	20	146	9																
Volume Right (vph)	202	8	12	68																
Hadj (s)	-0.23	0.03	0.11	-0.16																
Departure Headway (s)	5.4	6.1	6.0	5.9																
Degree Utilization, x	0.60	0.25	0.46	0.32																
Capacity (veh/h)	632	509	552	545																
Control Delay (s)	16.0	11.1	13.9	11.6																
Approach Delay (s)	16.0	11.1	13.9	11.6																
Approach LOS	C	B	B	B																
Intersection Summary																				
Delay			13.9																	
HCM Level of Service			B																	
Intersection Capacity Utilization			60.7%	ICU Level of Service		B														
Analysis Period (min)			15																	










The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	238	11	15	121	90	209
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	264	12	17	134	100	232
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	384	216	332			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	216	332			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	57	99	99			
cM capacity (veh/h)	610	824	1227			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	277	151	332			
Volume Left	264	17	0			
Volume Right	12	0	232			
cSH	618	1227	1700			
Volume to Capacity	0.45	0.01	0.20			
Queue Length 95th (ft)	58	1	0			
Control Delay (s)	15.5	1.0	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.5	1.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			39.5%	ICU Level of Service		A
Analysis Period (min)			15			










The Village at Bailey Creek
5: Vandiver Road & Site Drive 2

Future (2022) 'Build'
Timing Plan: PM School Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	93	7	21	77	8	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	103	8	23	86	9	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			111		239	107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			111		239	107
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		99	97
cM capacity (veh/h)			1479		737	947
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	111	109	36			
Volume Left	0	23	9			
Volume Right	8	0	27			
cSH	1700	1479	884			
Volume to Capacity	0.07	0.02	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	1.7	9.2			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.7	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			21.9%	ICU Level of Service		A
Analysis Period (min)			15			







The Village at Bailey Creek
6: Site Drive 3 & Crestview Road

Future (2022) 'Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	18	16	160	152	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	20	18	178	169	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	387	173	178			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	387	173	178			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	609	870	1398			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	196	178			
Volume Left	10	18	0			
Volume Right	20	0	9			
cSH	761	1398	1700			
Volume to Capacity	0.04	0.01	0.10			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	9.9	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			31.1%	ICU Level of Service	A	
Analysis Period (min)			15			










The Village at Bailey Creek
7: Harriett Circle & Site Drive 4

Future (2022) 'Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		←	→		←	→
Volume (veh/h)	12	222	201	23	27	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	247	223	26	30	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	249				509	236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249				509	236
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	98
cM capacity (veh/h)	1317				518	803
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	260	249	46			
Volume Left	13	0	30			
Volume Right	0	26	16			
cSH	1317	1700	590			
Volume to Capacity	0.01	0.15	0.08			
Queue Length 95th (ft)	1	0	6			
Control Delay (s)	0.5	0.0	11.6			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	11.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			31.5%	ICU Level of Service		A
Analysis Period (min)			15			


















The Village at Bailey Creek
8: Commercial Access & Crestview Road

Future (2022) 'Build'
Timing Plan: PM School Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	8	8	174	168	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	9	9	193	187	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	399	188	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	399	188	189			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	603	854	1385			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	11	202	189			
Volume Left	2	9	0			
Volume Right	9	0	2			
cSH	788	1385	1700			
Volume to Capacity	0.01	0.01	0.11			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.6	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

















The Village at Bailey Creek
1: Vandiver Road & T.L. Hanna HS Bus Access

Future (2022) 'Build'
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	123	31	12	156	5	18	0	7	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	137	34	13	173	6	20	0	8	3	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	179			171			371	371	154	358	385	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	179			171			371	371	154	358	385	176
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	100	99	99	100	100
cM capacity (veh/h)	1397			1406			577	552	892	586	541	867
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	6	171	192	28	7							
Volume Left	6	0	13	20	3							
Volume Right	0	34	6	8	3							
cSH	1397	1700	1406	641	699							
Volume to Capacity	0.00	0.10	0.01	0.04	0.01							
Queue Length 95th (ft)	0	0	1	3	1							
Control Delay (s)	7.6	0.0	0.6	10.9	10.2							
Lane LOS	A		A	B	B							
Approach Delay (s)	0.2		0.6	10.9	10.2							
Approach LOS				B	B							
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			28.4%		ICU Level of Service				A			
Analysis Period (min)			15									













The Village at Bailey Creek
2: Vandiver Road & Crestview Road

Future (2022) 'Build'
Timing Plan: PM Peak

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Volume (vph)	20	29	80	1	21	1	99	153	1	8	178	27								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90								
Hourly flow rate (vph)	22	32	89	1	23	1	110	170	1	9	198	30								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	143	26	281	237																
Volume Left (vph)	22	1	110	9																
Volume Right (vph)	89	1	1	30																
Hadj (s)	-0.31	0.02	0.11	-0.03																
Departure Headway (s)	4.9	5.4	4.7	4.6																
Degree Utilization, x	0.19	0.04	0.37	0.31																
Capacity (veh/h)	670	586	731	737																
Control Delay (s)	9.0	8.6	10.5	9.7																
Approach Delay (s)	9.0	8.6	10.5	9.7																
Approach LOS	A	A	B	A																
Intersection Summary																				
Delay			9.8																	
HCM Level of Service			A																	
Intersection Capacity Utilization			49.2%	ICU Level of Service		A														
Analysis Period (min)			15																	










The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build'
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	86	170	187	11	111	12	158	183	16	8	168	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	96	189	208	12	123	13	176	203	18	9	187	99
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	492	149	397	294								
Volume Left (vph)	96	12	176	9								
Volume Right (vph)	208	13	18	99								
Hadj (s)	-0.18	0.00	0.10	-0.16								
Departure Headway (s)	6.7	8.0	7.2	7.2								
Degree Utilization, x	0.91	0.33	0.79	0.59								
Capacity (veh/h)	526	398	476	462								
Control Delay (s)	46.0	14.8	32.0	20.1								
Approach Delay (s)	46.0	14.8	32.0	20.1								
Approach LOS	E	B	D	C								
Intersection Summary												
Delay			32.6									
HCM Level of Service			D									
Intersection Capacity Utilization			79.7%		ICU Level of Service					D		
Analysis Period (min)			15									










The Village at Bailey Creek
4: Harriett Circle & Midway Road

Future (2022) 'Build'
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	279	15	22	164	145	213
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	310	17	24	182	161	237
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	511	279	398			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	279	398			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	98	98			
cM capacity (veh/h)	512	759	1161			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	327	207	398			
Volume Left	310	24	0			
Volume Right	17	0	237			
cSH	521	1161	1700			
Volume to Capacity	0.63	0.02	0.23			
Queue Length 95th (ft)	107	2	0			
Control Delay (s)	22.9	1.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	22.9	1.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			50.2%	ICU Level of Service	A	
Analysis Period (min)			15			










The Village at Bailey Creek
5: Vandiver Road & Site Drive 2

Future (2022) 'Build'
Timing Plan: PM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	124	9	37	168	5	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	138	10	41	187	6	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			148		412	143
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			148		412	143
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	97
cM capacity (veh/h)			1434		579	905
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	148	228	30			
Volume Left	0	41	6			
Volume Right	10	0	24			
cSH	1700	1434	820			
Volume to Capacity	0.09	0.03	0.04			
Queue Length 95th (ft)	0	2	3			
Control Delay (s)	0.0	1.6	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.6	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			31.3%	ICU Level of Service		A
Analysis Period (min)			15			










The Village at Bailey Creek
6: Site Drive 3 & Crestview Road

Future (2022) 'Build'
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	6	15	25	248	240	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	17	28	276	267	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	604	273	279			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	273	279			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	452	766	1284			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	303	279			
Volume Left	7	28	0			
Volume Right	17	0	12			
cSH	639	1284	1700			
Volume to Capacity	0.04	0.02	0.16			
Queue Length 95th (ft)	3	2	0			
Control Delay (s)	10.8	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.8	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			41.1%	ICU Level of Service	A	
Analysis Period (min)			15			










The Village at Bailey Creek
7: Harriett Circle & Site Drive 4

Future (2022) 'Build'
Timing Plan: PM Peak

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	271	196	39	23	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	301	218	43	26	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	261				572	239
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	261				572	239
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	99
cM capacity (veh/h)	1303				476	799
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	317	261	36			
Volume Left	16	0	26			
Volume Right	0	43	10			
cSH	1303	1700	537			
Volume to Capacity	0.01	0.15	0.07			
Queue Length 95th (ft)	1	0	5			
Control Delay (s)	0.5	0.0	12.2			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	12.2			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			35.7%	ICU Level of Service		A
Analysis Period (min)			15			

The Village at Bailey Creek
8: Commercial Access & Crestview Road

Future (2022) 'Build'
Timing Plan: PM Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	13	11	270	252	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	14	12	300	280	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	606	282	283			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	606	282	283			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	456	757	1279			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	18	312	283			
Volume Left	3	12	0			
Volume Right	14	0	3			
cSH	674	1279	1700			
Volume to Capacity	0.03	0.01	0.17			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	10.5	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.5	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			33.1%	ICU Level of Service		A
Analysis Period (min)			15			





















CAPACITY ANALYSIS

(SIGNALIZED)

FUTURE (2022) ‘NO-BUILD’ VOLUMES













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	86	183	26	262	3	184	260	11	2	160	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.898			0.998			0.994			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1617	0	1652	1735	0	1711	1790	0	1711	1702	0
Flt Permitted	0.542			0.535			0.572			0.549		
Satd. Flow (perm)	976	1617	0	930	1735	0	1030	1790	0	989	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		203			1			5			64	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			1901	
Travel Time (s)		3.2			19.7			19.4			37.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	172	96	203	29	291	3	204	289	12	2	178	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	299	0	29	294	0	204	301	0	2	282	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	13.5	15.6		13.5	15.6		15.0	17.2		15.0	17.2	
Actuated g/C Ratio	0.33	0.38		0.33	0.38		0.36	0.42		0.36	0.42	
v/c Ratio	0.54	0.41		0.10	0.45		0.55	0.40		0.01	0.38	
Control Delay	19.5	5.7		11.7	12.8		17.8	11.0		10.0	8.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	5.7		11.7	12.8		17.8	11.0		10.0	8.8	
LOS	B	A		B	B		B	B		A	A	
Approach Delay		10.8			12.7			13.8			8.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	28	12		4	42		33	40		0	29	
Queue Length 95th (ft)	96	64		21	126		105	118		4	94	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: AM Peak





												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			1821	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	582	1120		555	1126		668	1256		642	1211	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.27		0.05	0.26		0.31	0.24		0.00	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 41.4
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 11.8
Intersection Capacity Utilization 63.6%
Analysis Period (min) 15





















Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
31 s	29 s
 ø6	 ø8
31 s	29 s













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: PM School Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	106	169	18	105	2	119	86	11	3	84	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.908			0.997			0.983			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1635	0	1652	1733	0	1711	1770	0	1711	1703	0
Flt Permitted	0.681			0.559			0.665			0.687		
Satd. Flow (perm)	1226	1635	0	972	1733	0	1197	1770	0	1237	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		169			2			12			52	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			1901	
Travel Time (s)		3.2			19.7			19.4			37.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	62	118	188	20	117	2	132	96	12	3	93	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	306	0	20	119	0	132	108	0	3	145	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)	9.1	11.1		9.1	11.1		10.7	12.8		10.7	12.8	
Actuated g/C Ratio	0.28	0.35		0.28	0.35		0.33	0.40		0.33	0.40	
v/c Ratio	0.18	0.45		0.07	0.20		0.33	0.15		0.01	0.20	
Control Delay	9.9	6.2		8.9	8.1		11.5	7.0		8.3	5.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.9	6.2		8.9	8.1		11.5	7.0		8.3	5.9	
LOS	A	A		A	A		B	A		A	A	
Approach Delay		6.8			8.2			9.5			6.0	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	7	15		2	12		14	9		0	8	
Queue Length 95th (ft)	26	55		12	37		52	34		4	37	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: PM School Peak





												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			1821	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	982	1417		778	1475		959	1508		991	1457	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.22		0.03	0.08		0.14	0.07		0.00	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 32
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 7.6
Intersection Capacity Utilization 42.6%
Analysis Period (min) 15





















Intersection LOS: A
ICU Level of Service A

Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
30 s	60 s
 ø6	 ø8
30 s	60 s













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	168	179	11	107	5	144	140	16	3	140	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.993			0.984			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1662	0	1652	1726	0	1711	1772	0	1711	1703	0
Flt Permitted	0.677			0.438			0.608			0.647		
Satd. Flow (perm)	1219	1662	0	761	1726	0	1095	1772	0	1165	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		109			5			13			61	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			1901	
Travel Time (s)		3.2			19.7			19.4			37.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	187	199	12	119	6	160	156	18	3	156	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	386	0	12	125	0	160	174	0	3	243	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	12.5	14.6		12.5	14.6		12.8	14.9		12.8	14.9	
Actuated g/C Ratio	0.33	0.38		0.33	0.38		0.34	0.39		0.34	0.39	
v/c Ratio	0.20	0.55		0.05	0.19		0.43	0.25		0.01	0.34	
Control Delay	10.7	9.9		9.6	8.5		15.4	9.4		10.3	8.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.7	9.9		9.6	8.5		15.4	9.4		10.3	8.6	
LOS	B	A		A	A		B	A		B	A	
Approach Delay		10.0			8.6			12.3			8.6	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	10	34		1	13		22	19		0	22	
Queue Length 95th (ft)	39	118		10	48		81	67		5	81	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'No-Build' - Signalized
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			1821	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	829	1230		518	1247		802	1377		854	1334	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.31		0.02	0.10		0.20	0.13		0.00	0.18	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 38

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 10.2





Intersection Capacity Utilization 50.3%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A





















Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
31 s	29 s
 ø6	 ø8
31 s	29 s

FUTURE (2022) ‘BUILD’ VOLUMES













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	89	200	26	263	6	190	268	11	7	186	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.996			0.994			0.946	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1613	0	1652	1732	0	1711	1790	0	1711	1703	0
Flt Permitted	0.526			0.496			0.520			0.537		
Satd. Flow (perm)	947	1613	0	862	1732	0	936	1790	0	967	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		222			2			5			64	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			532	
Travel Time (s)		3.2			19.7			19.4			10.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	179	99	222	29	292	7	211	298	12	8	207	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	321	0	29	299	0	211	310	0	8	325	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	32.0	32.0	0.0	32.0	32.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	14.0	16.1		14.0	16.1		16.4	18.6		16.4	18.6	
Actuated g/C Ratio	0.32	0.37		0.32	0.37		0.38	0.43		0.38	0.43	
v/c Ratio	0.58	0.43		0.10	0.46		0.59	0.40		0.02	0.42	
Control Delay	22.1	6.1		12.7	13.8		19.7	10.9		9.7	9.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.1	6.1		12.7	13.8		19.7	10.9		9.7	9.4	
LOS	C	A		B	B		B	B		A	A	
Approach Delay		11.8			13.7			14.5			9.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	33	15		5	49		37	45		1	38	
Queue Length 95th (ft)	104	69		22	133		112	117		8	108	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: AM Peak





												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			452	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	517	1051		471	1033		604	1246		625	1204	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.31		0.06	0.29		0.35	0.25		0.01	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 43.3
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.5
Intersection Capacity Utilization 66.6%
Analysis Period (min) 15





















Intersection LOS: B
ICU Level of Service C

Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
32 s	28 s
 ø6	 ø8
32 s	28 s













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: PM School Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	109	182	18	107	7	131	107	11	8	107	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.906			0.991			0.986			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1631	0	1652	1723	0	1711	1775	0	1711	1702	0
Flt Permitted	0.676			0.526			0.640			0.673		
Satd. Flow (perm)	1217	1631	0	914	1723	0	1152	1775	0	1212	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		177			7			11			61	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			532	
Travel Time (s)		3.2			19.7			19.4			10.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	76	121	202	20	119	8	146	119	12	9	119	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	323	0	20	127	0	146	131	0	9	187	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	9.5	11.5		9.5	11.5		11.3	13.4		11.3	13.4	
Actuated g/C Ratio	0.29	0.35		0.29	0.35		0.34	0.40		0.34	0.40	
v/c Ratio	0.22	0.47		0.08	0.21		0.37	0.18		0.02	0.26	
Control Delay	10.9	6.7		9.6	8.4		12.2	7.4		8.5	6.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.9	6.7		9.6	8.4		12.2	7.4		8.5	6.3	
LOS	B	A		A	A		B	A		A	A	
Approach Delay		7.5			8.6			9.9			6.4	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	9	16		2	13		17	11		1	12	
Queue Length 95th (ft)	33	63		13	43		60	42		8	48	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: PM School Peak





												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			452	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	904	1347		679	1388		856	1431		901	1382	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.24		0.03	0.09		0.17	0.09		0.01	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 33.1
Natural Cycle: 40
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.1
Intersection Capacity Utilization 44.6%
Analysis Period (min) 15





















Intersection LOS: A
ICU Level of Service A

Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
30 s	30 s
 ø6	 ø8
30 s	30 s













The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	170	187	11	111	12	158	183	16	8	168	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	10	10	11	11	11	11	11	11
Storage Length (ft)	150		0	150		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	150		25	150		25	150		25	150		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.986			0.988			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1658	0	1652	1714	0	1711	1779	0	1711	1707	0
Flt Permitted	0.670			0.412			0.572			0.620		
Satd. Flow (perm)	1206	1658	0	716	1714	0	1030	1779	0	1116	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		107			10			10			61	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		186			1156			997			532	
Travel Time (s)		3.2			19.7			19.4			10.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	96	189	208	12	123	13	176	203	18	9	187	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	397	0	12	136	0	176	221	0	9	286	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		16.0	16.0		16.0	16.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0	0.0	-2.0	0.0
Total Lost Time (s)	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	12.7	14.8		12.7	14.8		14.0	16.1		14.0	16.1	
Actuated g/C Ratio	0.32	0.38		0.32	0.38		0.36	0.41		0.36	0.41	
v/c Ratio	0.25	0.58		0.05	0.21		0.48	0.30		0.02	0.39	
Control Delay	12.4	11.3		10.9	9.4		16.0	9.6		9.6	8.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	11.3		10.9	9.4		16.0	9.6		9.6	8.8	
LOS	B	B		B	A		B	A		A	A	
Approach Delay		11.5			9.5			12.4			8.9	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	13	39		2	15		26	26		1	29	
Queue Length 95th (ft)	49	135		11	55		86	80		9	91	

The Village at Bailey Creek
3: Midway Road & Crestview Road

Future (2022) 'Build' - Signalized
Timing Plan: PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		106			1076			917			452	
Turn Bay Length (ft)	150			150			150			150		
Base Capacity (vph)	681	1066		404	1064		748	1390		810	1345	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.37		0.03	0.13		0.24	0.16		0.01	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 39.4

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 11.0





Intersection Capacity Utilization 65.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 3: Midway Road & Crestview Road

 ø2	 ø4
33 s	27 s
 ø6	 ø8
33 s	27 s

CAPACITY ANALYSIS

(ROUNDAABOUT)

FUTURE (2022) ‘NO-BUILD’ VOLUMES

LANE SUMMARY

Site: AM-Crestview Road & Midway Road
Road

AM - Crestview Road and Midway Road
Roundabout

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue	Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	ft	ft		%	%
South: Crestview Road																
Lane 1	206	289	12	507	2.0	838	0.604	100	13.7	LOS B	4.1	105.1	1000	-	0.0	0.0
Approach	206	289	12	507	2.0		0.604		13.7	LOS B	4.1	105.1				
East: Midway Road																
Lane 1	30	291	3	324	2.0	560	0.579	100	17.8	LOS C	3.1	79.5	250	-	0.0	0.0
Approach	30	291	3	324	2.0		0.579		17.8	LOS C	3.1	79.5				
North: Crestview Road																
Lane 1	3	178	104	286	2.0	647	0.441	100	12.1	LOS B	2.1	52.5	1000	-	0.0	0.0
Approach	3	178	104	286	2.0		0.441		12.1	LOS B	2.1	52.5				
West: Midway Road																
Lane 1	173	96	203	472	2.0	892	0.529	100	11.1	LOS B	3.0	76.6	1000	-	0.0	0.0
Approach	173	96	203	472	2.0		0.529		11.1	LOS B	3.0	76.6				
Intersection				1589	2.0		0.604		13.5	LOS B	4.1	105.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

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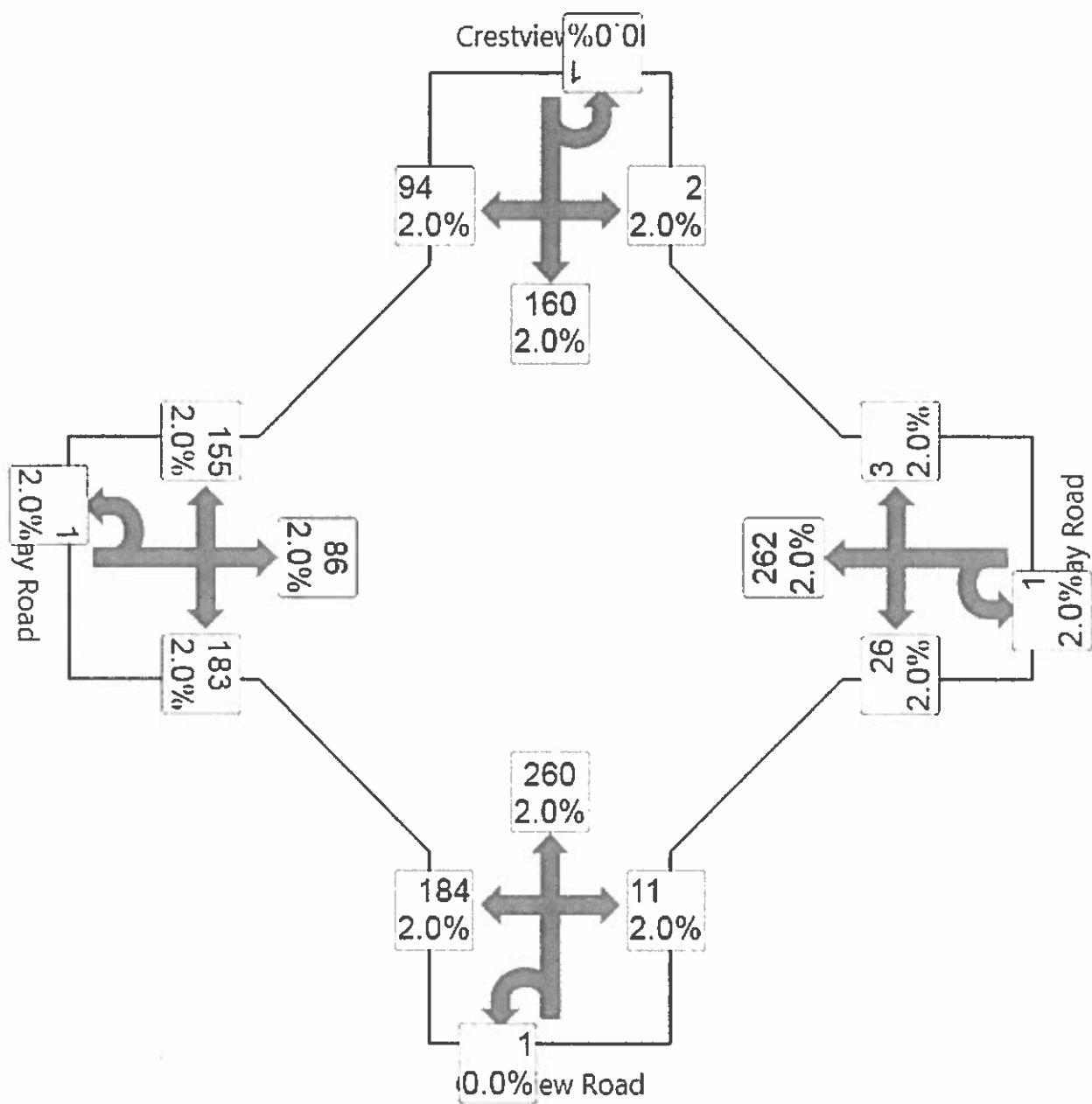
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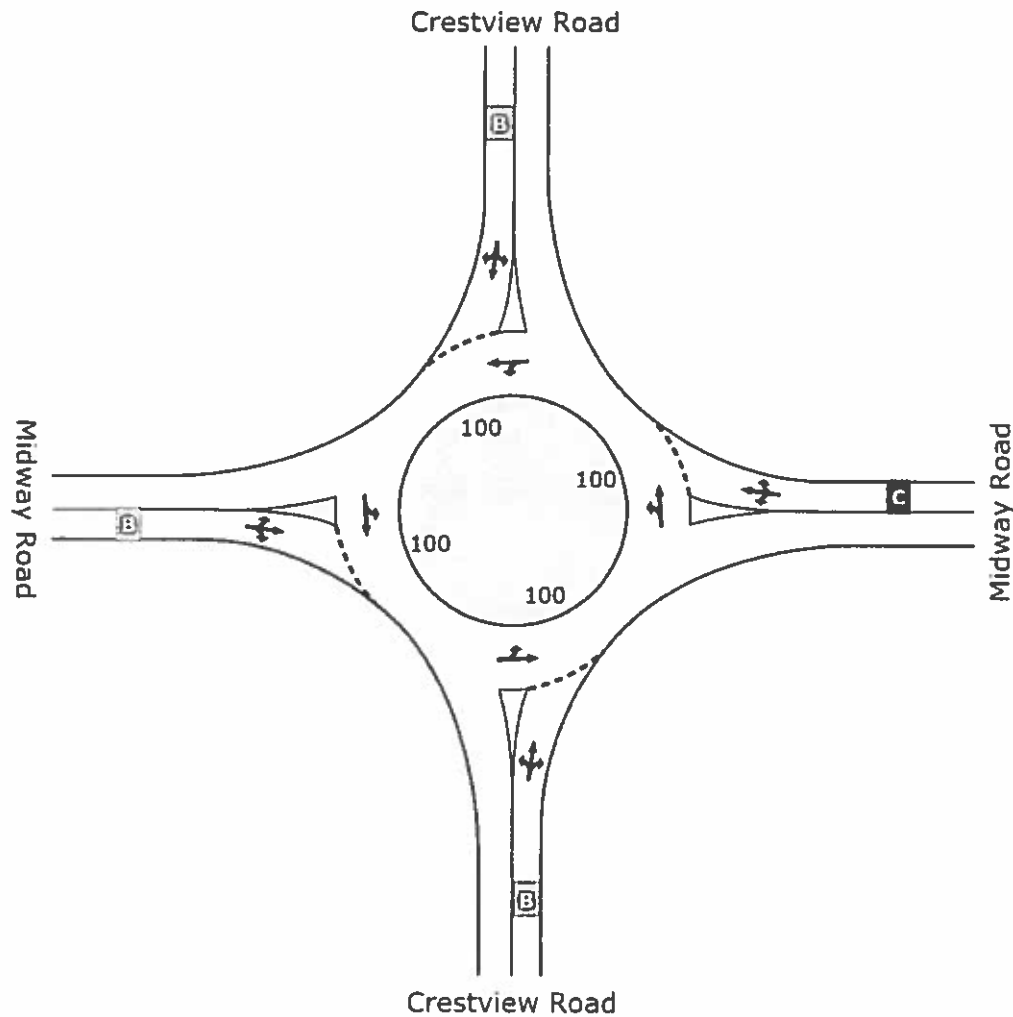
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INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: AM-Crestview Road & Midway Road
Road

AM - Crestview Road and Midway Road
Roundabout



LOS	South	East	North	West	Intersection
	B	C	B	B	B

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

LANE SUMMARY

Site: PM School Dismissal-
Crestview Road & Midway Road

PM School Peak - Crestview Road and Midway Road
Roundabout

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back	of Queue	Lane	SL	Cap.	Prob.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	Satn	Util.	Delay	Service	Vehicles	Distance	Length	Type	Adj.	Block.
							v/c	%	sec		veh	ft	ft		%	%
South: Crestview Road																
Lane 1	133	96	12	241	2.0	916	0.263	100	6.6	LOS A	1.1	27.7	1000	-	0.0	0.0
Approach	133	96	12	241	2.0		0.263		6.6	LOS A	1.1	27.7				
East: Midway Road																
Lane 1	21	117	2	140	2.0	822	0.170	100	6.1	LOS A	0.6	16.0	250	-	0.0	0.0
Approach	21	117	2	140	2.0		0.170		6.1	LOS A	0.6	16.0				
North: Crestview Road																
Lane 1	4	93	52	150	2.0	840	0.179	100	6.1	LOS A	0.7	17.0	1000	-	0.0	0.0
Approach	4	93	52	150	2.0		0.179		6.1	LOS A	0.7	17.0				
West: Midway Road																
Lane 1	63	118	188	369	2.0	980	0.376	100	7.8	LOS A	1.8	46.5	1000	-	0.0	0.0
Approach	63	118	188	369	2.0		0.376		7.8	LOS A	1.8	46.5				
Intersection				900	2.0		0.376		6.9	LOS A	1.8	46.5				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

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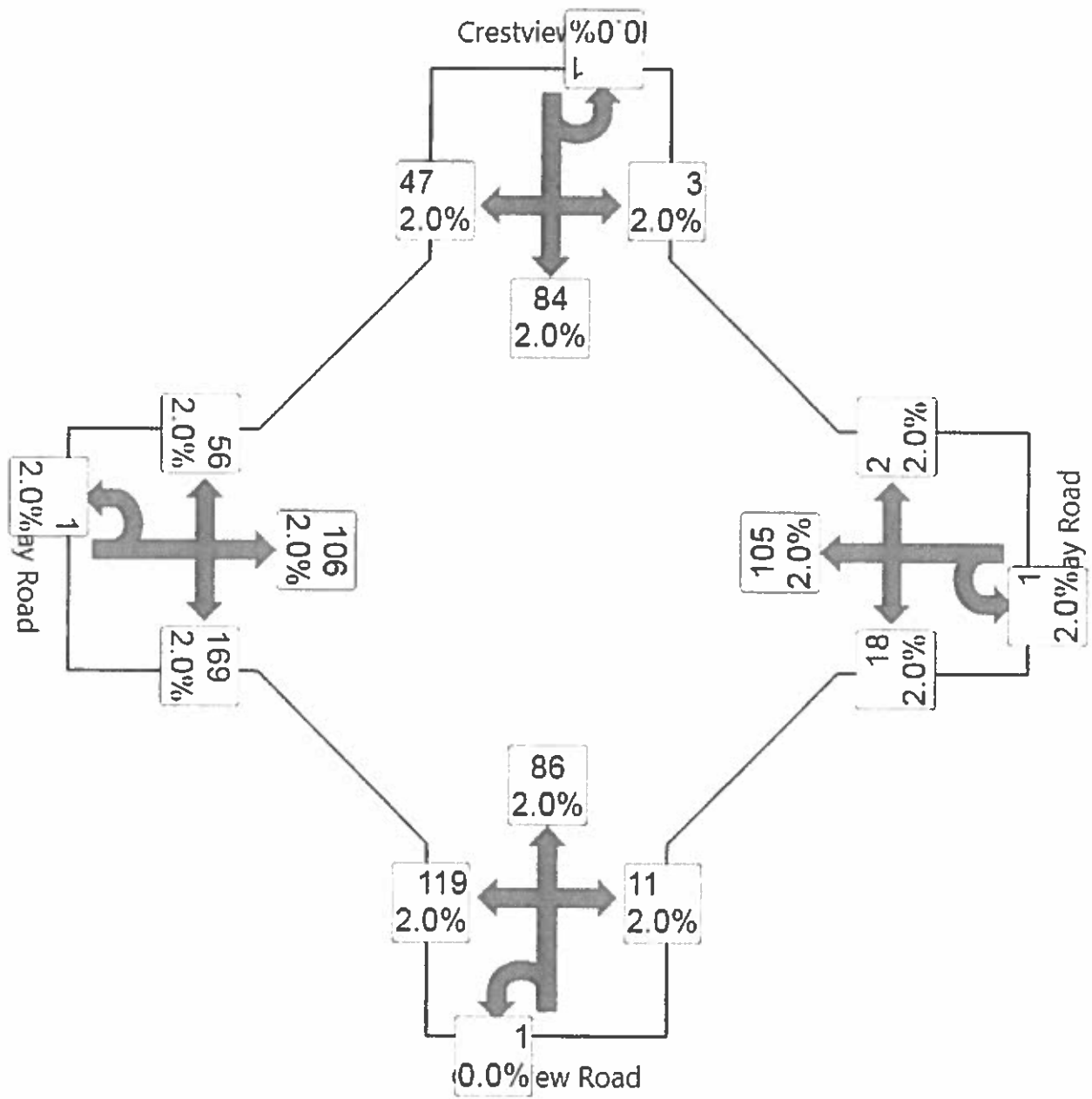
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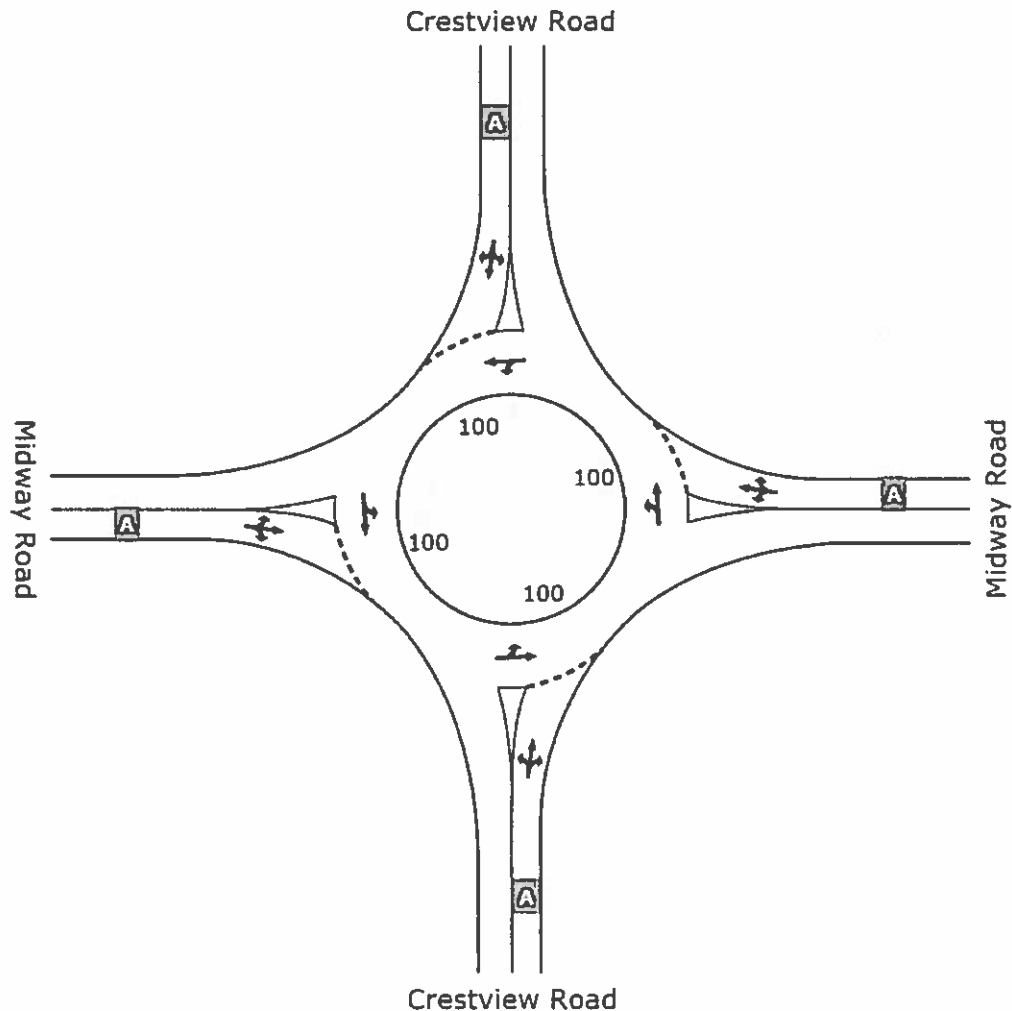
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INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: PM School Dismissal-
Crestview Road & Midway Road

PM School Peak - Crestview Road and Midway Road
Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

LANE SUMMARY

Site: PM-Crestview Road & Midway Road

PM - Crestview Road and Midway Road Roundabout

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
South: Crestview Road																
Lane 1	161	156	18	334	2.0	838	0.399	100	9.1	LOS A	1.8	46.6	1000	—	0.0	0.0
Approach	161	156	18	334	2.0		0.399		9.1	LOS A	1.8	46.6				
East: Midway Road																
Lane 1	13	119	6	138	2.0	738	0.187	100	6.9	LOS A	0.7	17.3	250	—	0.0	0.0
Approach	13	119	6	138	2.0		0.187		6.9	LOS A	0.7	17.3				
North: Crestview Road																
Lane 1	4	156	87	247	2.0	821	0.301	100	7.8	LOS A	1.2	31.6	1000	—	0.0	0.0
Approach	4	156	87	247	2.0		0.301		7.8	LOS A	1.2	31.6				
West: Midway Road																
Lane 1	81	187	199	467	2.0	927	0.503	100	10.3	LOS B	2.8	71.1	1000	—	0.0	0.0
Approach	81	187	199	467	2.0		0.503		10.3	LOS B	2.8	71.1				
Intersection				1186	2.0		0.503		9.0	LOS A	2.8	71.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

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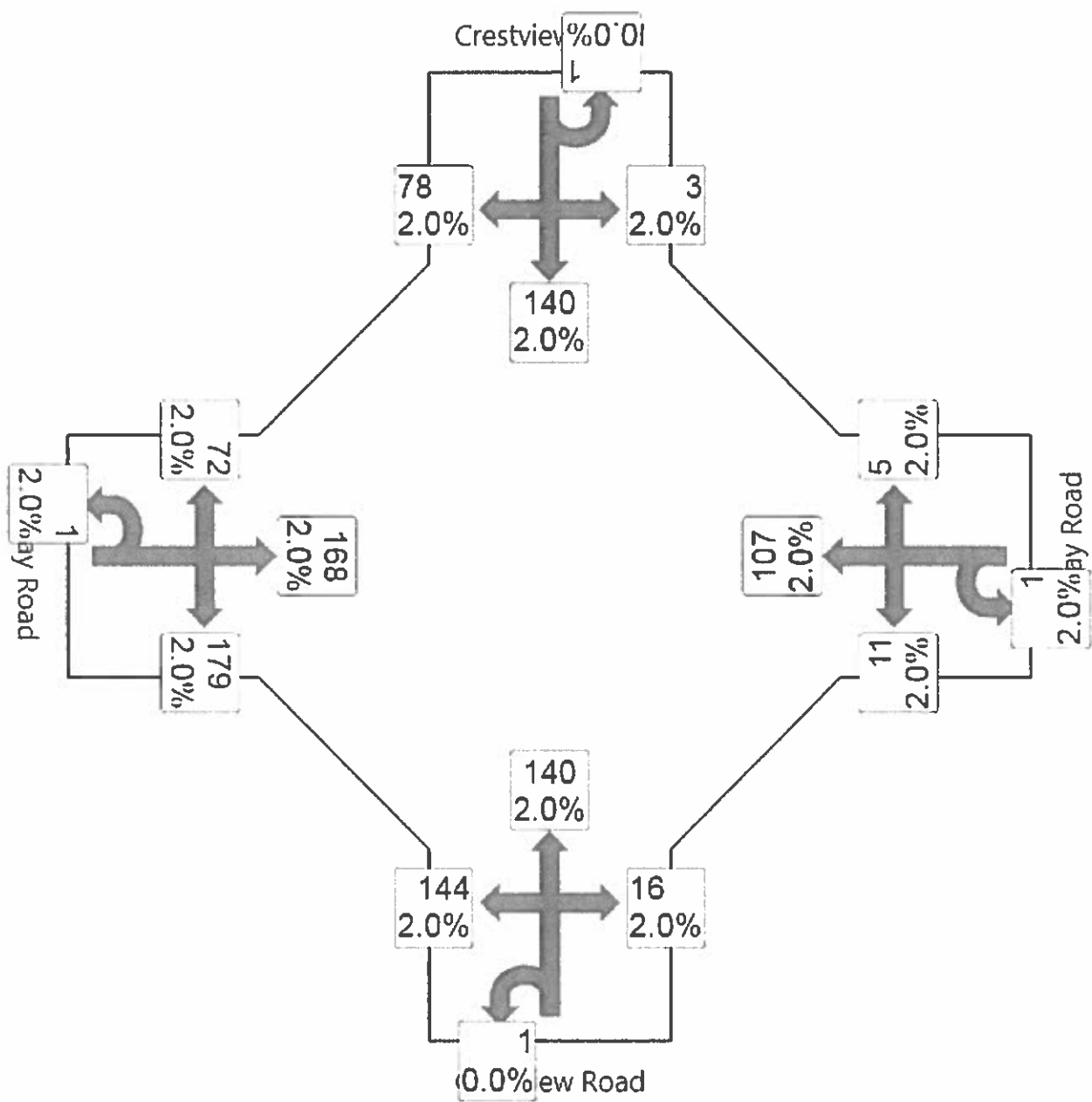
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Project: W:\2015 Projects\15020 The Village at Bailey Creek - Anderson, SC\IRKA Traffic\TIA\Analysis\15020 (no-build PM).sip

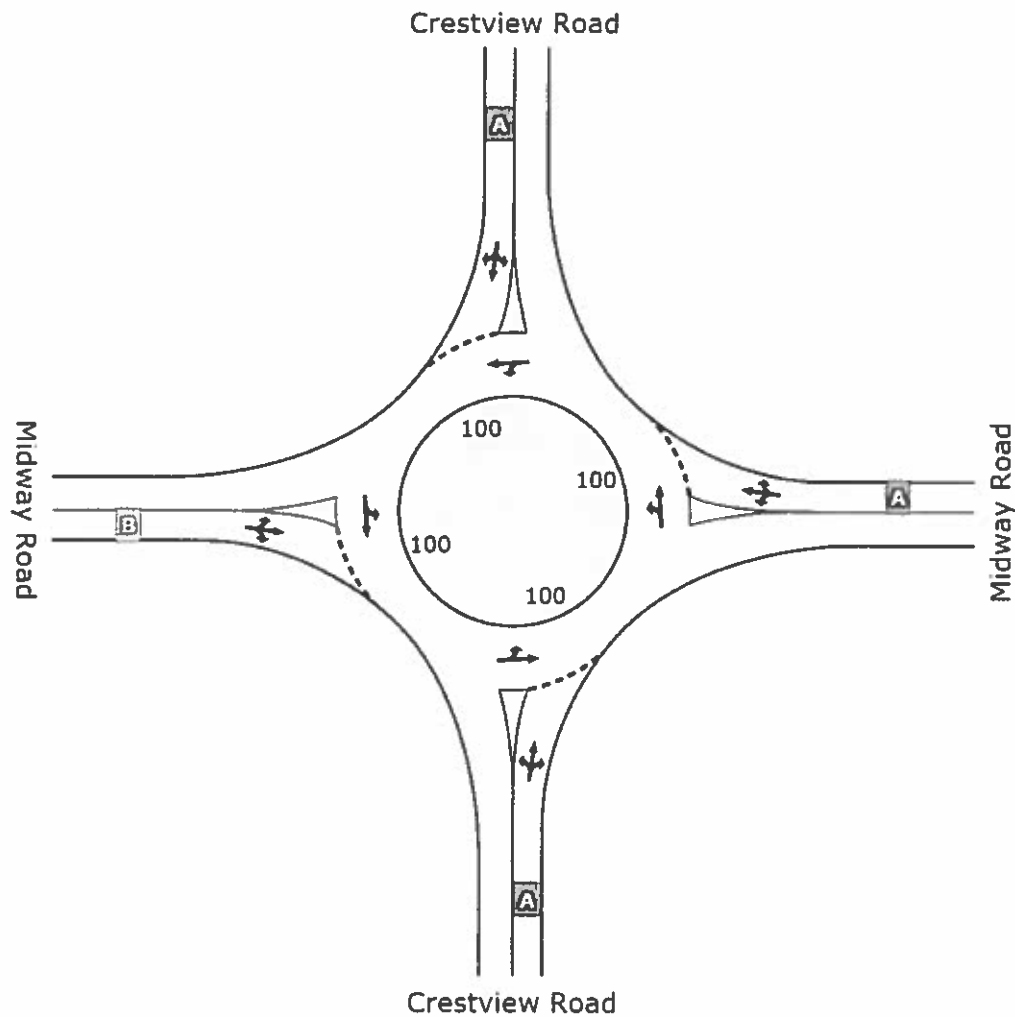
SIDRA
INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: PM-Crestview Road & Midway Road
Road

PM - Crestview Road and Midway Road
Roundabout



LOS	South	East	North	West	Intersection
	A	A	A	B	A

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1.0 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

FUTURE (2022) ‘BUILD’ VOLUMES

LANE SUMMARY

Site: AM-Crestview Road & Midway Road

AM - Crestview Road and Midway Road Roundabout

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue	Vehicles Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	L	T	R													
South: Crestview Road																
Lane 1	212	298	12	522	2.0	825	0.633	100	14.7	LOS B	4.6	116.8	1000	—	0.0	0.0
Approach	212	298	12	522	2.0		0.633		14.7	LOS B	4.6	116.8				
East: Midway Road																
Lane 1	30	292	7	329	2.0	547	0.601	100	19.0	LOS C	3.3	84.1	250	—	0.0	0.0
Approach	30	292	7	329	2.0		0.601		19.0	LOS C	3.3	84.1				
North: Crestview Road																
Lane 1	9	207	118	333	2.0	642	0.520	100	14.1	LOS B	2.7	69.4	1000	—	0.0	0.0
Approach	9	207	118	333	2.0		0.520		14.1	LOS B	2.7	69.4				
West: Midway Road																
Lane 1	180	99	222	501	2.0	861	0.582	100	12.7	LOS B	3.8	96.4	1000	—	0.0	0.0
Approach	180	99	222	501	2.0		0.582		12.7	LOS B	3.8	96.4				
Intersection				1686	2.0		0.633		14.8	LOS B	4.6	116.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

Processed: Thursday, March 05, 2015 8:24:57 AM

SIDRA INTERSECTION 5.1.13.2093

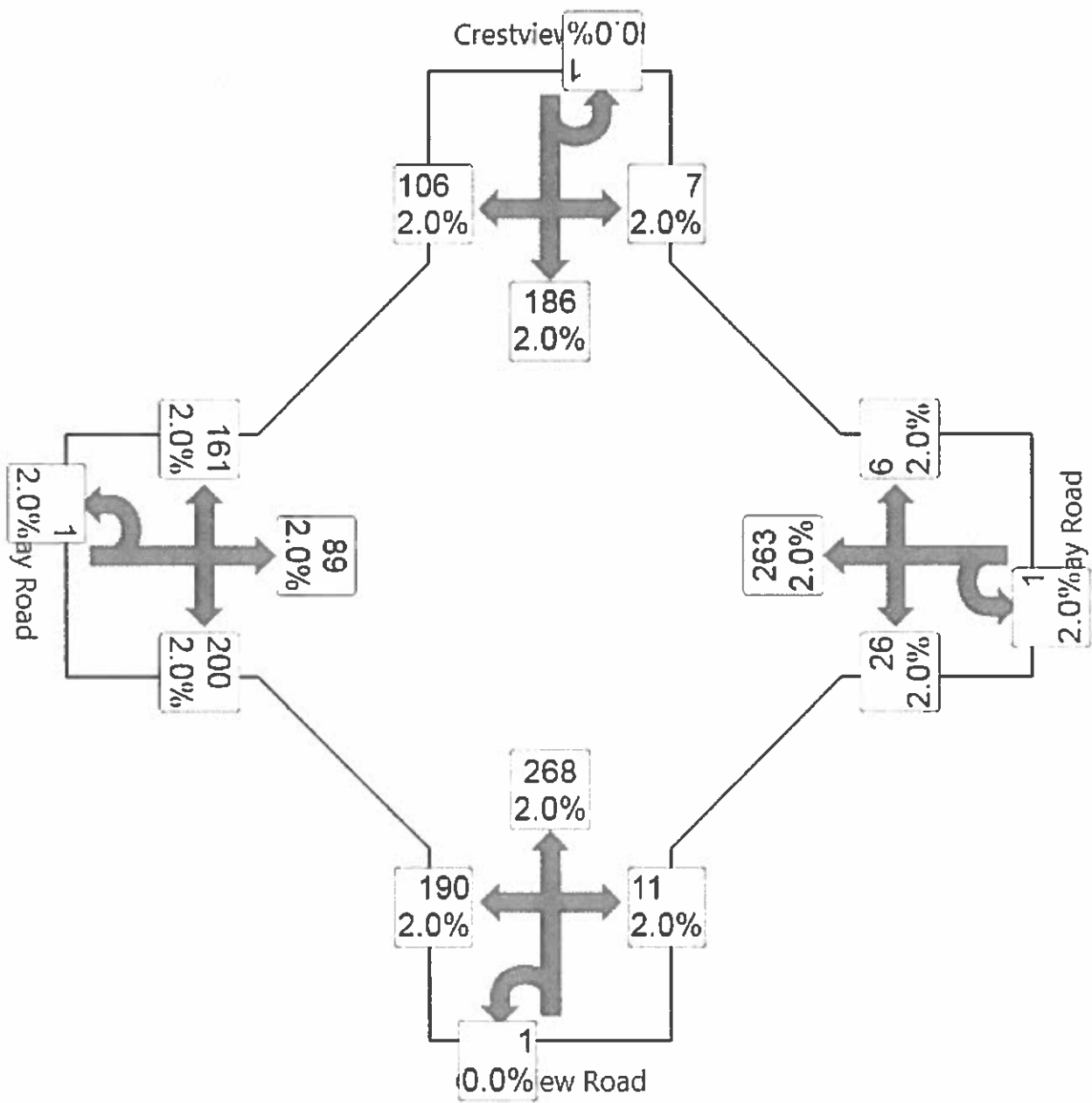
Project: W:\2015 Projects\15020 The Village at Bailey Creek - Anderson, SC\RKA Traffic\TIA\Analysis\15020 (build AM) sip

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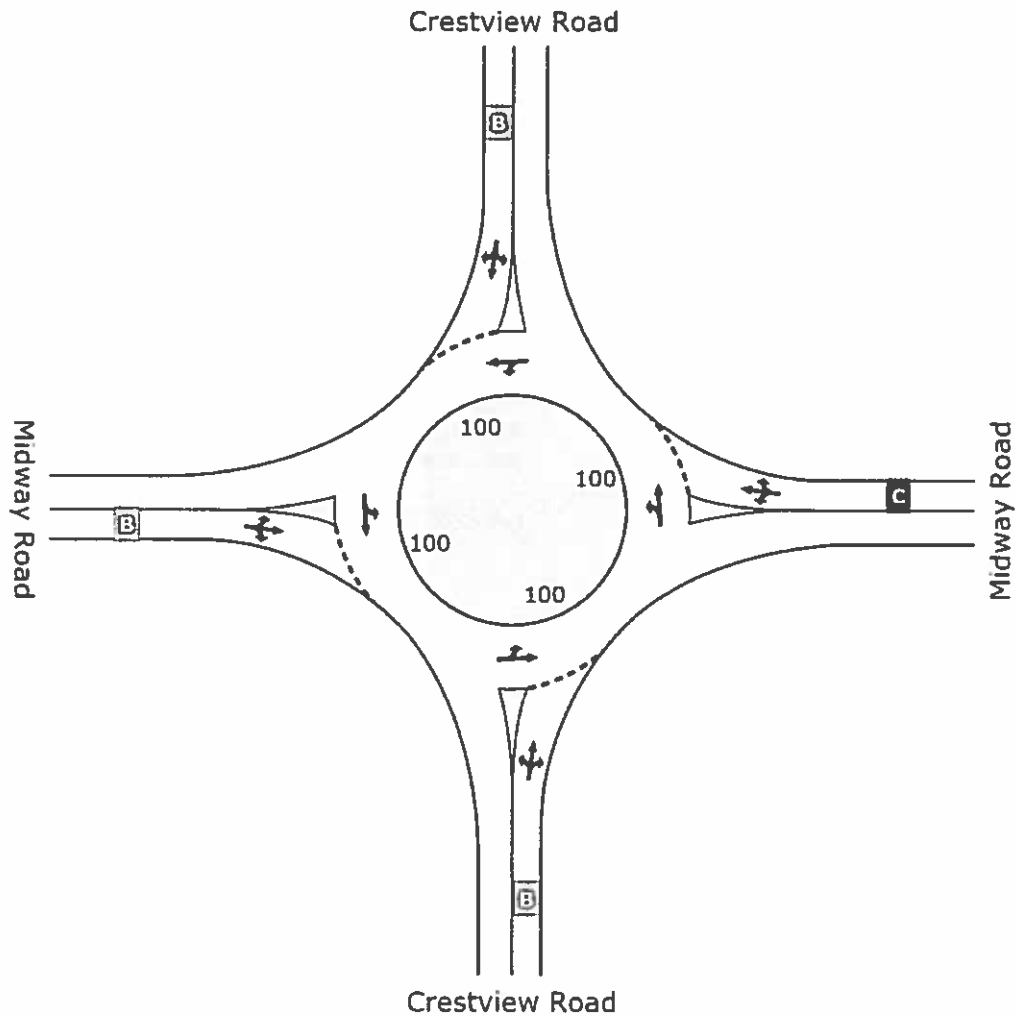
SIDRA
INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: AM-Crestview Road & Midway Road
Roundabout

AM - Crestview Road and Midway Road
Roundabout



LOS	South	East	North	West	Intersection
	B	C	B	B	B

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

LANE SUMMARY

Site: PM School Dismissal-
Crestview Road & Midway Road

PM School Peak
- Crestview Road and Midway Road
Roundabout

Lane Use and Performance																
	Demand Flows			Total	HV	Cap.	Deg.	Lane	Average	Level of	95% Back of Queue	SL	Cap.	Prob.		
	L	T	R												Satn	Util.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	ft	ft		%	%
South: Crestview Road																
Lane 1	147	119	12	278	2.0	895	0.310	100	7.4	LOS A	1.3	34.0	1000	-	0.0	0.0
Approach	147	119	12	278	2.0		0.310		7.4	LOS A	1.3	34.0				
East: Midway Road																
Lane 1	21	119	8	148	2.0	781	0.189	100	6.6	LOS A	0.7	17.8	250	-	0.0	0.0
Approach	21	119	8	148	2.0		0.189		6.6	LOS A	0.7	17.8				
North: Crestview Road																
Lane 1	10	119	68	197	2.0	826	0.238	100	6.9	LOS A	0.9	23.7	1000	-	0.0	0.0
Approach	10	119	68	197	2.0		0.238		6.9	LOS A	0.9	23.7				
West: Midway Road																
Lane 1	77	121	202	400	2.0	950	0.421	100	8.6	LOS A	2.1	54.2	1000	-	0.0	0.0
Approach	77	121	202	400	2.0		0.421		8.6	LOS A	2.1	54.2				
Intersection				1022	2.0		0.421		7.7	LOS A	2.1	54.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

Processed: Tuesday, March 03, 2015 2:05:32 PM

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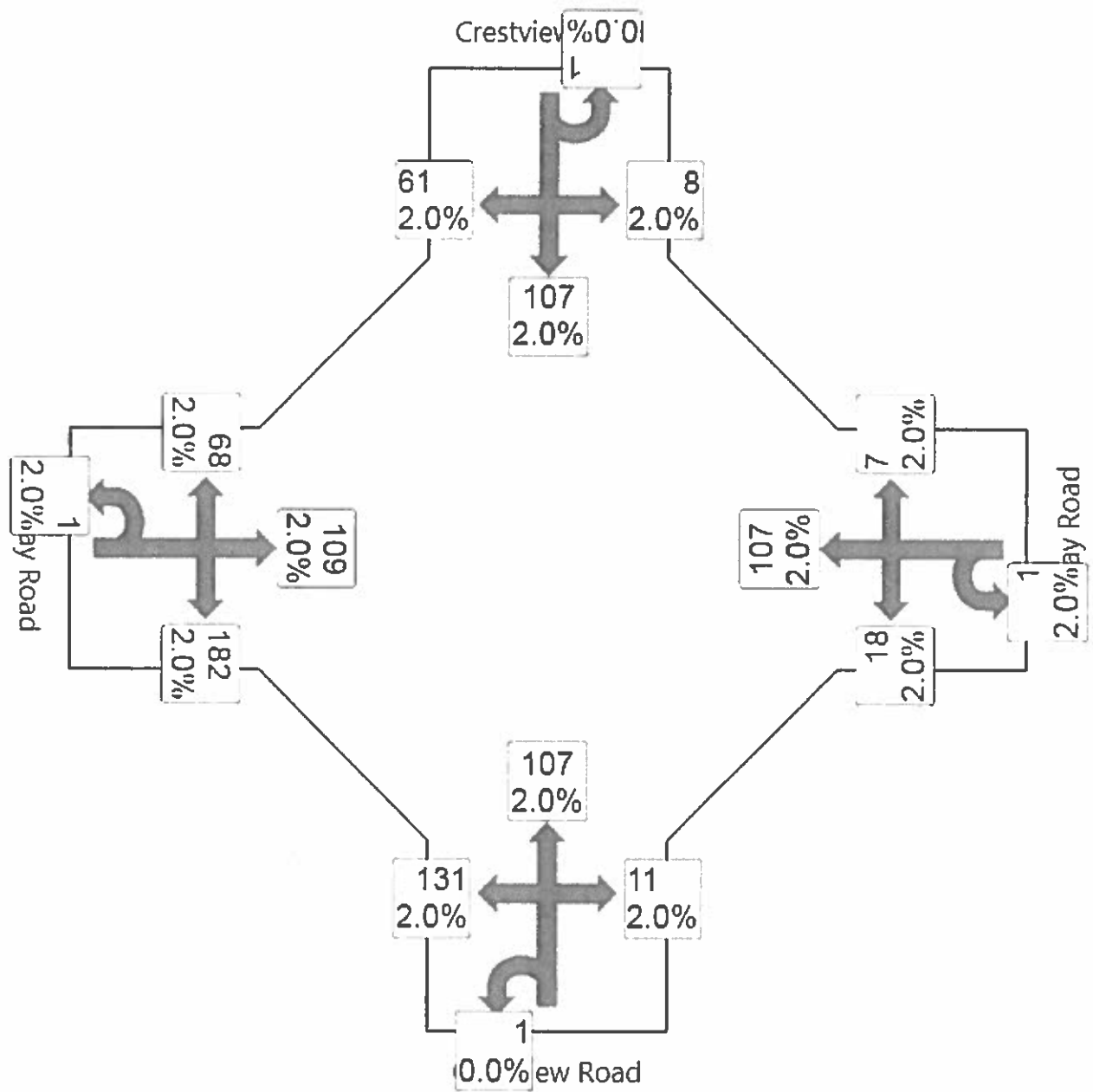
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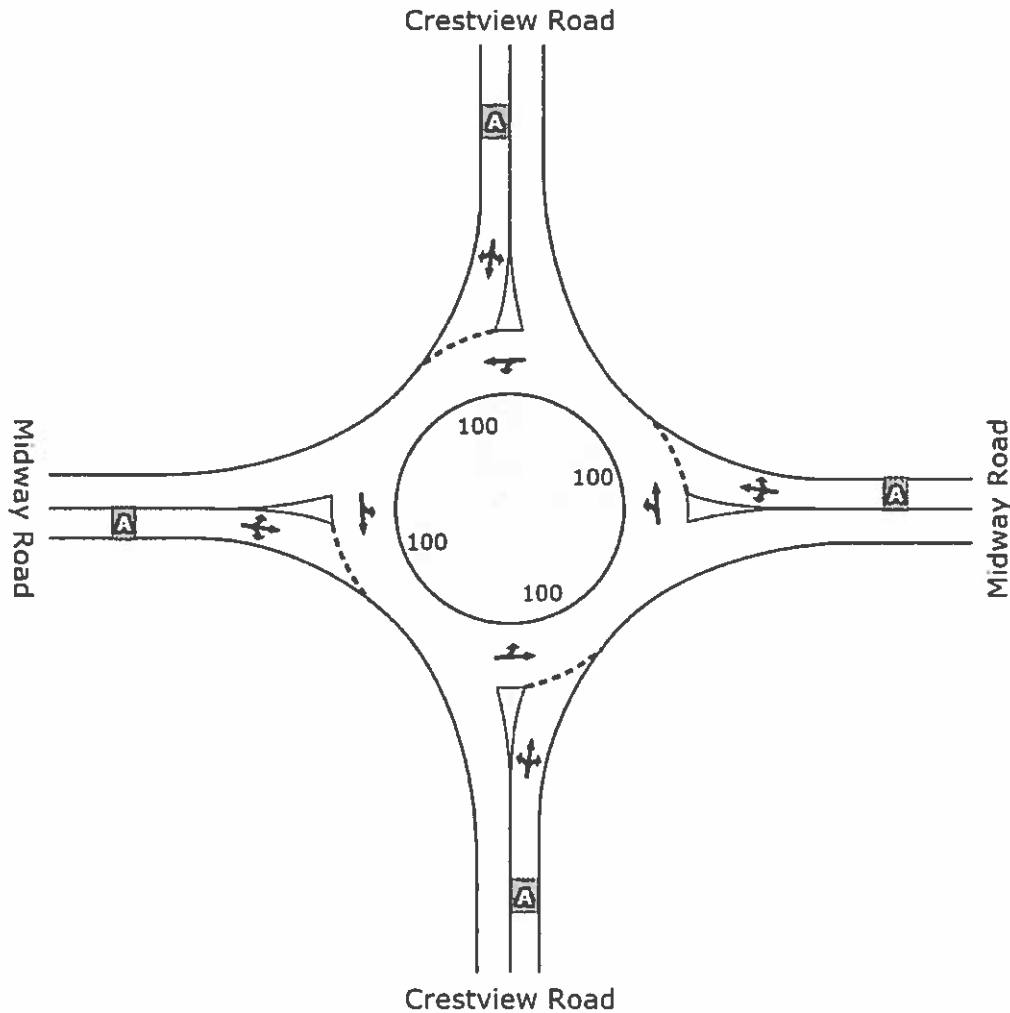
SIDRA
INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: PM School Dismissal-
Crestview Road & Midway Road

PM School Peak
- Crestview Road and Midway Road
Roundabout



	South	East	North	West	Intersection
LOS	A	A	A	A	A

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

LANE SUMMARY

Site: PM-Crestview Road & Midway Road

PM - Crestview Road and Midway Road Roundabout

Lane Use and Performance																
	Demand Flows															
	L	T	R	Total	HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Lane Length	SL Type	Cap. Adj.	Prob. Block.
	veh/h	veh/h	veh/h	veh/h	%	veh/h	v/c	%	sec		veh	ft	ft		%	%
South: Crestview Road																
Lane 1	177	203	18	398	2.0	819	0.486	100	10.9	LOS B	2.6	65.3	1000	-	0.0	0.0
Approach	177	203	18	398	2.0		0.486		10.9	LOS B	2.6	65.3				
East: Midway Road																
Lane 1	13	123	13	150	2.0	681	0.220	100	7.9	LOS A	0.8	20.5	250	-	0.0	0.0
Approach	13	123	13	150	2.0		0.220		7.9	LOS A	0.8	20.5				
North: Crestview Road																
Lane 1	10	187	99	296	2.0	804	0.368	100	8.9	LOS A	1.6	40.8	1000	-	0.0	0.0
Approach	10	187	99	296	2.0		0.368		8.9	LOS A	1.6	40.8				
West: Midway Road																
Lane 1	97	189	208	493	2.0	893	0.552	100	11.6	LOS B	3.3	84.6	1000	-	0.0	0.0
Approach	97	189	208	493	2.0		0.552		11.6	LOS B	3.3	84.6				
Intersection				1337	2.0		0.552		10.4	LOS B	3.3	84.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

Processed: Tuesday, March 03, 2015 2:07:15 PM

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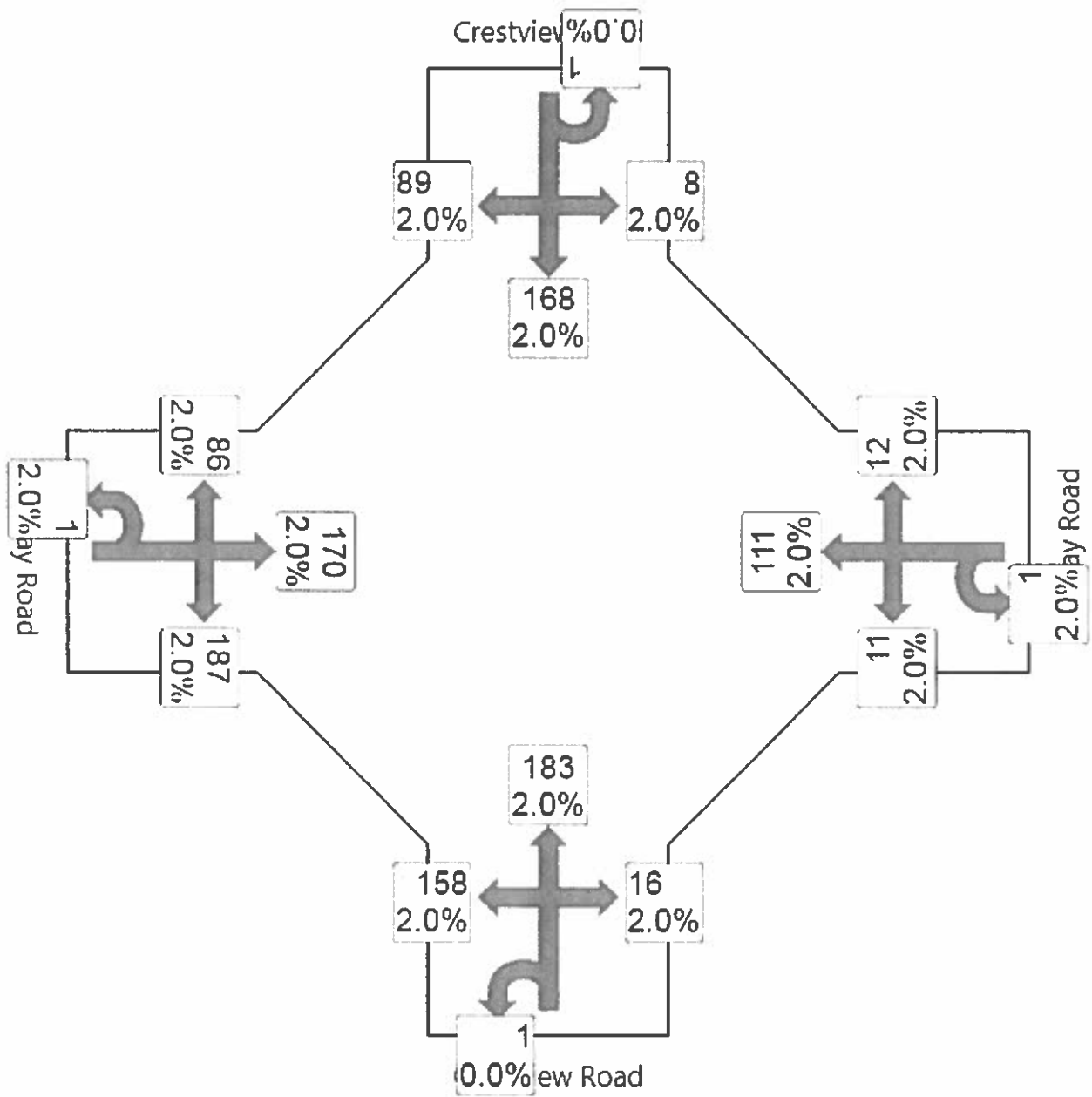
Project: W:\2015 Projects\15020 The Village at Bailey Creek - Anderson, SC\IRKA Traffic\TIA\Analysis\15020 (build PM).sip

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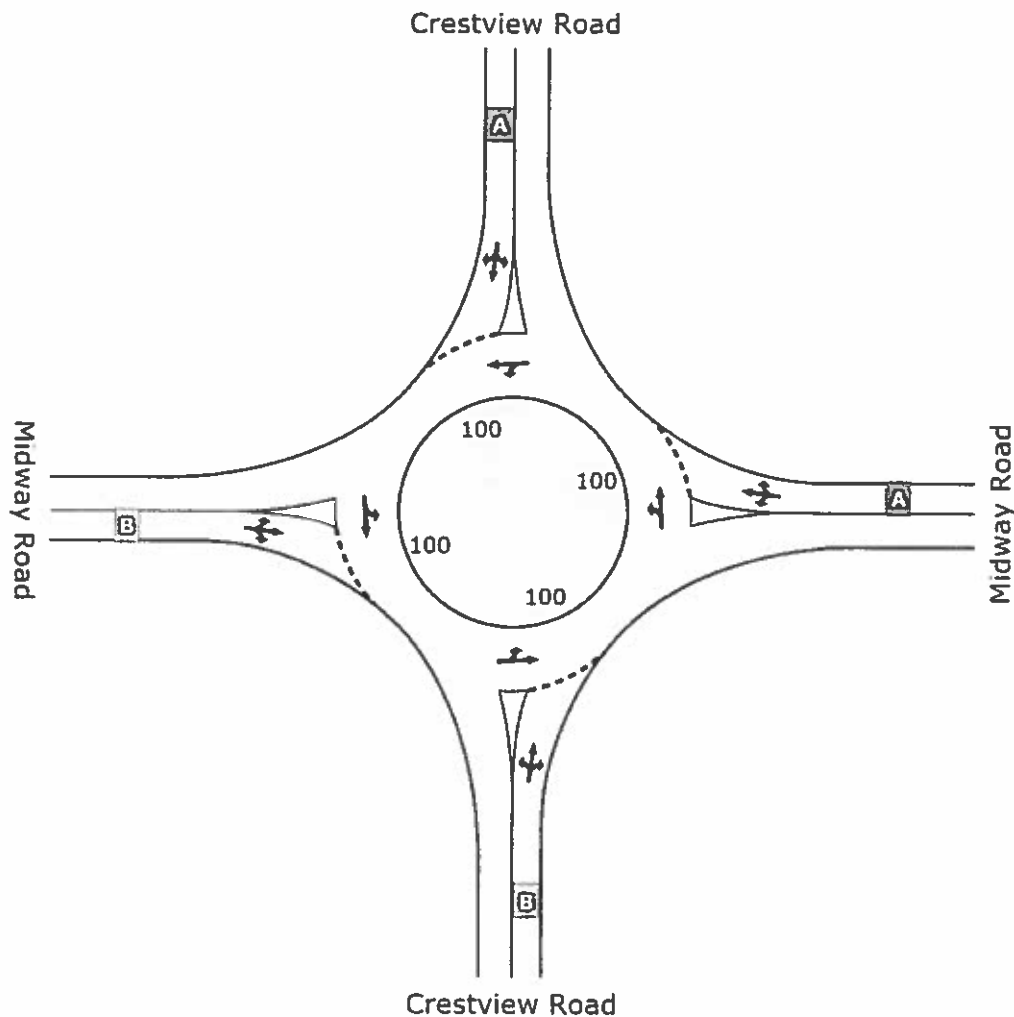
SIDRA
INTERSECTION



LEVEL OF SERVICE SUMMARY

Site: PM-Crestview Road & Midway Road
Road

PM - Crestview Road and Midway Road
Roundabout



	South	East	North	West	Intersection
LOS	B	A	A	B	B

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

HCM Delay Model used. Geometric Delay not included.

TRAFFIC SIGNAL WARRANT ANALYSIS

TRAFFIC CALCULATIONS

Existing Reidville Crossing Subdivision Traffic Data

Existing Counts (Reidville Crossing Subdivision)					
Time	Entering	Hourly Total	Fraction of Daily Volume	Exiting	Hourly Total
12:00 AM	0	2		0	2
12:15 AM	0	0		0	0
12:30 AM	2	0	0.001874	0	2
12:45 AM	0	0		0	0
1:00 AM	0	0		0	0
1:15 AM	1	1		0	1
1:30 AM	0	0		0	0
1:45 AM	0	0	0.000937	0	0
2:00 AM	0	0		0	0
2:15 AM	0	0		0	0
2:30 AM	1	1		0	1
2:45 AM	0	0	0.000937	0	0
3:00 AM	0	0		0	0
3:15 AM	0	0		0	0
3:30 AM	0	0		0	0
3:45 AM	1	1	0.000937	0	1
4:00 AM	0	0		0	0
4:15 AM	0	0		0	0
4:30 AM	0	0		0	0
4:45 AM	0	0	0	0	0
5:00 AM	2	2	0	2	5
5:15 AM	0	0		0	0
5:30 AM	0	0		0	0
5:45 AM	2	4	0.003749	3	7
6:00 AM	0	0		5	0.00656
6:15 AM	2	2		10	
6:30 AM	2	2		10	
6:45 AM	2	2		10	0.026242
7:00 AM	10	42		38	
7:15 AM	8	38		18	
7:30 AM	18	42		5	0.096532
7:45 AM	7	43	0.0403	103	
8:00 AM	9	9		8	
8:15 AM	3	18		6	
8:30 AM	2	6		10	0.025614
8:45 AM	2	16	0.014995	10	
9:00 AM	6	8		10	
9:15 AM	10	10		10	
9:30 AM	8	7		6	0.029053
9:45 AM	2	26	0.024367	6	
10:00 AM	3	6		6	
10:15 AM	2	8		10	
10:30 AM	10	10		10	
10:45 AM	4	4		2	0.026242
11:00 AM	4	4	0.018744	2	
11:15 AM	5	4		4	
11:30 AM	4	8		8	
11:45 AM	2	15	0.014058	3	0.015933
12:00 PM	10	7		7	
12:15 PM	6	4		4	
12:30 PM	7	5		5	
12:45 PM	2	4	0.02343	4	0.018744
1:00 PM	10	4		4	
1:15 PM	12	9		9	
1:30 PM	8	5		5	
1:45 PM	6	12		10	
2:00 PM	3	6	0.030928	6	0.022493
2:15 PM	5	8		8	
2:30 PM	16	6		4	
2:45 PM	3	0	0.027179	0	0.01687
3:00 PM	5	2		10	
3:15 PM	8	10		10	
3:30 PM	16	12		7	
3:45 PM	14	7	0.038425	31	0.029053
4:00 PM	6	8		8	
4:15 PM	20	2		2	
4:30 PM	16	8		8	
4:45 PM	15	9	0.053421	9	0.025305
5:00 PM	10	9		9	
5:15 PM	17	9		9	
5:30 PM	22	11		11	
5:45 PM	13	14	0.058107	43	0.0403
6:00 PM	18	8		8	
6:15 PM	17	14		14	
6:30 PM	10	6		6	
6:45 PM	11	1	0.052484	29	0.027179
7:00 PM	10	12		6	
7:15 PM	10	6		6	
7:30 PM	10	9		9	
7:45 PM	9	2	0.036551	29	0.027179
8:00 PM	9	5		5	
8:15 PM	6	2		2	
8:30 PM	4	0		0	
8:45 PM	2	1	0.019681	8	0.007498
9:00 PM	9	1		1	
9:15 PM	8	3		3	
9:30 PM	3	3		3	
9:45 PM	6	4		4	0.010309
10:00 PM	0	2		2	
10:15 PM	2	0		0	
10:30 PM	2	1		1	
10:45 PM	5	1	0.008435	4	0.003749
11:00 PM	2	1		1	
11:15 PM	1	0		0	
11:30 PM	3	3		3	
11:45 PM	2	8	0.007498	5	0.004686
TOTAL	543			526	

8.
a.

STATE OF SOUTH CAROLINA)
)
COUNTY OF ANDERSON) RESOLUTION: #R2015-025

IN SUPPORT OF THE ISSUANCE BY THE SOUTH CAROLINA JOBS-ECONOMIC DEVELOPMENT AUTHORITY OF ITS ECONOMIC DEVELOPMENT REVENUE BONDS (WATSON ENGINEERING, INC. PROJECT) SERIES 2015, PURSUANT TO THE PROVISIONS OF TITLE 41, CHAPTER 43, OF THE CODE OF LAWS OF SOUTH CAROLINA, 1976, AS AMENDED, IN THE AGGREGATE PRINCIPAL AMOUNT OF NOT EXCEEDING \$8,750,000.

WHEREAS, the South Carolina Jobs-Economic Development Authority (the "Authority") is authorized and empowered under and pursuant to the provisions of Title 41, Chapter 43, of the Code of Laws of South Carolina, 1976, as amended (the "Act"), to utilize any of its program funds to establish loan programs for the purpose of reducing the cost of capital to business enterprises which meet the eligibility requirements of Section 41-43-150 of the Act and for other purposes described in Section 41-43-160 of the Act and thus provide maximum opportunities for the creation and retention of jobs and improvement of the standard of living of the citizens of the State of South Carolina (the "State"); and

WHEREAS, the Authority is further authorized by Section 41-43-110 of the Act to issue revenue bonds payable by the Authority solely from a revenue-producing source or project and secured by a pledge of said revenues in order to provide funds for any purpose authorized by the Act; and

WHEREAS, the Authority and Watson Engineering, Inc., a corporation duly organized and existing under the laws of the State of Michigan and qualified to do business in the State, ("Watson Engineering") entered into an Inducement Agreement (the "Inducement Agreement") pursuant to which and in order to implement the public purposes enumerated in the Act, the Authority proposes, subject to such approval of the State Budget and Control Board of South Carolina and Anderson County, South Carolina (the "County") as may be required by law, to issue its not exceeding \$8,750,000 aggregate principal amount Economic Development Revenue Bonds (Watson Engineering, Inc. Project) Series 2015 (the "Bonds") pursuant to Section 41-43-110 of the Act, and to loan the proceeds thereof to Watson Engineering (i) to defray the costs of expanding, improving and equipping its existing facilities, used primarily in prototype and production manufacturing of fabricated sheet and tubular metal components servicing primarily the automotive and agricultural industries (the "Project"), which Project is located in the County; (ii) to pay capitalized interest, if any, on the Bonds; (iii) to fund the debt service reserve requirement, if any, with respect to the Bonds; (iv) to refund all of the Issuer's \$7,700,000 Variable Rate Demand Economic Development Revenue Bonds (Watson Engineering, Inc. Project), Series 2007, currently outstanding in the principal amount of \$3,335,000 (the "Series 2007 Bonds"); and (v) to pay certain costs of issuance with respect to the Bonds; and

WHEREAS, by partial assignment (the "Assignment") dated as of _____, 2015, Watson Engineering assigned a portion of its right, title and interest in and to the Inducement

Agreement relating to the real property portion of the Project to 1350 Shiloh Properties, LLC, a Michigan limited liability company ("Shiloh," and together with Watson Engineering, the "Borrowers"); and

WHEREAS, Watson Engineering will be the initial operator of the Project and the initial owner of that portion of the Project consisting of personal property; and

WHEREAS, Shiloh will be the initial owner of the real property portion of the Project; and

WHEREAS, the Borrowers project that the assistance of the Authority by the issuance of the Bonds and loaning the proceeds thereof to the Borrowers will result in the creation of 30 new jobs within the County and adjacent areas upon completion of the Project and maintenance of 120 jobs, and will stimulate the economy of the County and surrounding areas by increased payrolls and other public benefits incident to such business; and

WHEREAS, the County Council of the County and the Authority have on this date jointly held a public hearing, duly noticed by publication in a newspaper having general circulation in the County not less than 15 days prior to the date hereof, at which all interested persons have been given a reasonable opportunity to express their views.

NOW, THEREFORE, BE IT RESOLVED by the County Council of the County, as follows:

SECTION 1. It is hereby found, determined and declared that the Project (a) will subserve the purposes of the Act; (b) is anticipated to benefit the general public welfare of the County by providing services, employment, recreation or other public benefits not otherwise provided locally; **(C) WILL GIVE RISE TO NO PECUNIARY LIABILITY OF THE COUNTY OR CHARGE AGAINST ITS GENERAL CREDIT OR TAXING POWERS;** (d) the amount of the Bonds required to finance the Project and refund the Series 2007 Bonds, as provided by the Borrower, is not exceeding \$8,750,000; and (e) the documents to be delivered by the Borrowers and the Authority with respect to the Bonds will provide, among other things, (i) for the amount necessary in each year to pay the principal of and interest on the Bonds, (ii) whether reserve funds of any nature will be established with respect to the retirement of the Bonds and the maintenance of the Project (and, if any such reserve funds are to be so established, the amount necessary to be paid each year into such funds), and (iii) that the Borrowers shall maintain the Project and carry all proper insurance with respect thereto.

SECTION 2. The County Council of the County supports the Authority in its determination to issue the Bonds the proceeds of which will be used to defray the costs of funding the Project, refunding the Series 2007 Bonds, and to pay certain expenses incurred in connection with the issuance of the Bonds.

SECTION 3. All orders and resolutions and parts thereof in conflict herewith are to the extent of such conflict hereby repealed, and this resolution shall take effect and be in full force and effect from and after its adoption.

Adopted this 19th day of May, 2015.

ANDERSON COUNTY, SOUTH CAROLINA

By: _____
Tommy Dunn, Chairman of County Council
Anderson County, South Carolina

(SEAL)

ATTEST:

By: _____
Kimberly A. Poulin, Clerk to County Council
Anderson County, South Carolina

8.
b.

RESOLUTION NO. R2015-029

A RESOLUTION TO APPROVE CERTAIN MUTUAL AID AGREEMENTS AND/OR OTHER INTER-JURISDICTIONAL AGREEMENTS ENTERED INTO BY THE ANDERSON COUNTY SHERIFF'S OFFICE; AND OTHER MATTERS RELATING THERETO.

WHEREAS, Anderson County, South Carolina is a body politic and a political and corporate subdivision of the State of South Carolina;

WHEREAS, the Law Enforcement Assistance and Support Act, South Carolina Code Ann. Section 23-20-10 *et seq.* (1976, as amended), authorizes law enforcement agencies of this State to enter into contractual agreements with other law enforcement providers as may be necessary for the proper and prudent exercise of public safety functions; and

WHEREAS, South Carolina Code Ann. Section 23-1-210 (1976, as amended) provides for the temporary transfer of law enforcement officers pursuant to written agreement; and

WHEREAS, South Carolina Code Ann. Section 23-1-215 (1976, as amended) provides for agreements between multiple law enforcement jurisdictions for the purpose of criminal investigation; and

WHEREAS, Article VIII, Section 13 of the South Carolina Constitution authorizes counties and municipalities to provide by agreement for the joint administration of any function, the exercise of powers and the sharing of the costs thereof; and

WHEREAS, any agreements entered into pursuant to this law on behalf of a law enforcement authority must be approved by the appropriate state, county, or local law enforcement authority's chief executive officer; and

WHEREAS, the Anderson County Sheriff's Office desires to and/or has already entered into mutual aid and/or inter-jurisdictional agreements with various law enforcement agencies for the prudent exercise of public safety functions, a list of which is attached hereto and incorporated herein as Exhibit "A"; and

WHEREAS, Anderson County Council finds that those Agreements are reasonable and in the best interests of the citizens of Anderson County; and

WHEREAS, Anderson County Council finds that those Agreements should be approved and made to have full force and effect.

NOW, THEREFORE BE IT RESOLVED, in meeting duly assembled by the Anderson County Council as follows:

1. Anderson County Council approves the attached mutual aid and/or inter-jurisdictional agreements entered into by the Anderson County Sheriff's Office.

2. Any actions heretofore taken pursuant to these agreements are hereby ratified and deemed valid.

3. All orders and resolutions in conflict herewith are, to the extent of such conflict only, repealed and rescinded.

4. Should any part or portion of this resolution be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such finding shall not affect the remainder hereof, all of which is hereby deemed separable.

5. This resolution shall take effect and be in force immediately upon enactment.

RESOLVED in meeting duly assembled this 19th day of May, 2015.

ATTEST:

FOR ANDERSON COUNTY:

Rusty Burns
County Administrator

Tommy Dunn, Chairman
District Five

Kimberly A. Poulin
Clerk to Council

APPROVED AS TO FORM:

Leon Harmon
County Attorney

Exhibit "A"

Mutual Aid Agreement Between the ACSO and Clemson University for Special Events

CONTRACT FOR LAW ENFORCEMENT SERVICES AT CLEMSON UNIVERSITY SPECIAL EVENTS

This Agreement is entered into as of July 1, 2015, between the Clemson University Police Department ("University") and the Anderson County Sheriffs Office ("Jurisdiction").

RECITALS: The purpose of this Agreement is to describe the terms and conditions pursuant to which law enforcement officers from Jurisdiction will provide law enforcement services for Clemson University at Clemson University special events, in accordance with South Carolina Code section 23-20-10, *et. seq.*

1. Term.

The term of this Agreement will be one year, beginning on July 1, 2015, and ending on July 1, 2016. This Agreement may be terminated earlier by either party upon sixty (60) days' prior written notice to the other party. Any modification of this agreement must be made in writing and signed by all parties.

2. Jurisdiction's Rights and Obligations.

- a) Subject to availability and upon at least two weeks' advance notice, Jurisdiction agrees to assign one or more law enforcement officers to provide law enforcement services at Clemson University special events, including but not limited to athletic events, concerts, graduation and livestock shows/events.
- b) At all times relevant to this Agreement, Jurisdiction's law enforcement officers shall remain employees of Jurisdiction, but will have full arrest powers while performing services at Clemson University.
- c) All law enforcement officers assigned to any special event at Clemson University pursuant to this Agreement shall comply with those policies, procedures and instructions provided by University, except where contrary to their oaths or obligations as sworn officers of the law under the laws of the State of South Carolina, or in contravention to Jurisdiction's standard or accepted practices.
- d) Neither Jurisdiction nor any personnel of Jurisdiction will for any purpose be considered employees or independent contractors of University. Jurisdiction is solely responsible for the payment of salary to any law enforcement officers assigned to any special event under the terms of this Agreement, including withholding income taxes and social security, health insurance, worker's compensation and disability benefits.
- e) Jurisdiction shall be liable for the alleged torts and acts of its law enforcement officers while acting pursuant to the terms of this Agreement.
- f) Jurisdiction shall provide its own equipment to perform its obligations under this Agreement, but may make use of University's equipment or facilities in the performance thereof as needed, and as approved by University law enforcement personnel.

3. University's Rights and Obligations.

- a) University will pay the Jurisdiction \$40.00 per hour (regular mutual aid) and \$42.50 (bomb response team) assigned to Clemson University's events.
- b) Jurisdiction shall determine those law enforcement officers it shall assign to any special event at Clemson University, provided that Clemson University reserves the right to reject the Jurisdiction's assignment of any law enforcement officer at any Clemson University special event.
- c) University will maintain records concerning the performance of services provided to University.

4. Miscellaneous.

- a) This Agreement constitutes the entire agreement and understanding of the parties with respect to its subject matter. No prior or contemporaneous agreement or understanding will be effective. This Agreement shall be governed by the laws of South Carolina.
- b) The individuals signing below on behalf of Jurisdiction and University, respectively, hereby represent and warrant that they are duly authorized to execute and deliver this Agreement on behalf of Jurisdiction and University, respectively.

UNIVERSITY:

Anderson County Sheriff Office:

By: _____

By: _____

Name: Almeda R. Jacks, Ph.D.

Name: John Skipper, Sheriff

Title: Vice President for Student Affairs
Clemson University

Title: Sheriff of Anderson County, SC
305 Camson Rd., Anderson, SC 29625

Upon affirmative vote of the Council:

By: _____

By: _____

Name: Johnson W. Link

Name: Tommy Dunn

Title: Chief of Police
Clemson University

Title: Chairman, Anderson County Council
101 South Main St., Anderson, SC 29621

8.
C.

#R2015-030

A RESOLUTION TO AUTHORIZING THE COUNTY ADMINISTRATOR TO ENTER INTO INTERIM CONTRACTS TO ENSURE THAT ALL CITIZENS OF ANDERSON COUNTY HAVE ACCESS TO EMERGENCY MEDICAL SERVICES; AND OTHER MATTERS RELATED THERETO.

WHEREAS, the Anderson County Council is aware that certain emergency medical service (EMS) providers within Anderson County are experiencing financial difficulty in meeting payrolls and paying invoices for rendered services; and

WHEREAS, the Anderson County Council desires that all citizens of Anderson County have access to appropriate and efficient emergency medical services; and

WHEREAS, the Anderson County Council is aware that certain interim measures may be necessary and appropriate in order to ensure that all citizens of Anderson County have access to emergency medical services; and

NOW, THEREFORE BE IT RESOLVED, by the governing body of Anderson County, South Carolina, the Anderson Council in meeting duly assembled, that:

1. County Council hereby authorizes the County Administrator to enter into interim contracts of no greater duration than one (1) year with providers of emergency medical services to ensure that all citizens of Anderson County have available adequate emergency medical services.
2. Any actions heretofore taken pursuant to these agreements are hereby ratified and deemed valid.
3. All orders and resolutions in conflict herewith are, to the extent of such conflict only, repealed and rescinded.

4. Should any part or portion of this resolution be deemed unconstitutional or otherwise unenforceable by any court of competent jurisdiction, such finding shall not affect the remainder hereof, all of which is hereby deemed separable.
5. This resolution shall take effect and be in force immediately upon enactment.

RESOLVED in meeting duly assembled this 19th day of May, 2015.

ATTEST:

FOR ANDERSON COUNTY:

Rusty Burns
County Administrator

Tommy Dunn, Chairman
District Five

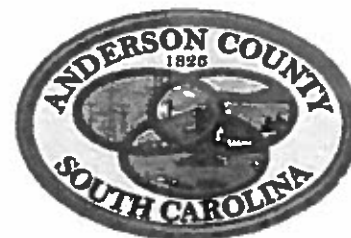
Kimberly A. Poulin
Clerk to Council

APPROVED AS TO FORM:

Leon Harmon
County Attorney

10.

Anderson County, South Carolina Boards, Committees, and Commissions



Please complete this application in its entirety and return to the address below:

Anderson County Council
c/o Linda N. Eddleman, Clerk to Council
Post Office Box 8002
Anderson, SC 29622

All applications will be considered by County Council, and appointees will be mailed written confirmation of Council's decision.

Name: McKinney Amber Day
(Last) (First) (Middle)

Name of board(s) and/or committee(s) in which you are interested: Emergency Medical Services
Advisory Committee

Current Address: 403 Powdersville Main Easley SC 29642
Street City State ZIP

County Council District: 6

Telephone: (864) (864)
(Daytime) (Nighttime)

Email: _____

Highest Level of Education: Associates Degree of Science in Nursing

High School Graduate: ☒ Yes ☐ No GED Equivalent ☐ Yes ☐ No

College Attended (If applicable): Greenville Technical College

Location of College (City, State): Greenville, SC Degree: Nursing

Employment History:

<u>Company</u>	<u>Position</u>	<u>Term of Employment</u>
AnMed Health	Staff Nurse- Intensive Care Unit	August 2013 - present
Walgreen's Pharmacy	Senior Certified Pharmacy Technician	January 2008- October 2013
EmbroidMe of Atlanta	General Manager/ Graphic Designer	May 2005 - January 2008
The Lettering Shop	Graphic Designer	August 2003 - May 2005

Phyllis White

12.
a.
183

From: Katy Smith
Sent: Wednesday, May 06, 2015 3:40 PM
To: Rusty Burns
Cc: Laura Gambrell
Subject: FW: Compliment

Please see email below that I received.

Thanks,



Katy Smith

Director

Anderson County Registration and Elections

P.O. Box 8002

Anderson, SC 29622

Tel: (864) 260-4035

Fax: (864) 260-4203

107 S. Main St., St. 101

Anderson, SC 29624

www.andersoncountysc.org

From: Jackson Ferguson [<mailto:jackf09@twc.com>]

Sent: Tuesday, April 28, 2015 10:34 AM

To: Katy Smith

Subject: Compliment

Ms. Smith,

My wife and I lived in Anderson County twice, a total of about fifteen years, and found your department and all other County departments unfailingly responsive and courteous. Please share this with your administrator.

Jack Ferguson

John Skipper

From: Tommy Clamp <tclamp@cityofbeltonsc.com>
Sent: Friday, May 01, 2015 1:01 PM
To: Michael A. Miller
Cc: John Skipper
Subject: Presentation

THANK YOU FOR
A JOB WELL DONE.
JH

Mike

I GREATLY appreciate your time today. The guys from the police department definitely obtained information that will be beneficial on a day to day basis. Also, the guys from the Fire Department were very receptive to the training as well.

Again, I appreciate you sharing your time and knowledge with our first responders. If I or either of our departments may assist you or the Sheriffs Office in anyway; please do not hesitate to call.

Tommy

J. Thomas "Tommy" Clamp Jr.
Chief of Police
Belton Police Department
306 Anderson Street
Belton, South Carolina. 29627
864-338-5167

John Skipper

From: Brian T. Richardson
Sent: Thursday, April 30, 2015 5:49 PM
To: John Skipper; Taylor Jones
Subject: thanks

Building and Grounds has become slightly more involved with the Anderson Airport lately.

I found out very quickly that we needed special training and just overall a better understanding of that facility and the proper and safe way to do our business. .

I also found out that we needed radios for our employees to listen to the air traffic. I knew that Matthew Littleton was the best person to ask for advice on what to purchase and where to get the radios from. I made the call to Matthew and he gave me great advice and sent me several emails with recommendations. We began to talk more about the airport and we wound up meeting at the airport and riding the perimeter and discussing the procedures for the airfield. During our discussion Matthew offered to teach a class for our employees to show them what is required when being on the airfield for mowing and maintenance. He has conducted that class for us and I thank you and him for that!

I am telling you all of this because I want you to know what a huge help and asset that Matthew is to me and my department. Anytime that I have called him and asked a question or asked for help or equipment he goes over and beyond to help. During the last snow/ice event, myself and Larry Strickland were at Roads and Bridges trying to get the old military surplus generator running (that Matthew and James Culbertson staged for us) because they had lost power and had crews working. It was probably around 2 o'clock in the morning and I knew Matthew would know what to do and I knew he was probably working. I made the call and sure enough he was at the EOC and came out to R&B and helped us out!

It is great to have him on our team! I appreciate all that the Sheriff's Office, Emergency Services and all of your divisions do for us!!

Brian Richardson
Building & Grounds Manager
Anderson County
btrichardson@andersoncountysc.org
(864) 260-1039



HELP US SERVE YOU BETTER!

Get your non-emergency service requests resolved more quickly and accurately. Check out:
<https://yourgov.cartegraph.com/>

Or Download YourGov App today!

[YourGOV for iPhone](#)
[YourGOV for Android](#)



Anderson County

THANK YOU FOR
A JOB WELL DONE.
JS

12.
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Anderson County Building & Codes
Monthly Activity Report
April 2015

Total Number Permit Transactions: 751

New Single Family:	<u>69</u>	
New Multi-Family:	<u>2</u>	Duplexes (4 units)
Residential Additions/Upgrades:	<u>24</u>	
Garages/Barns/Storage:	<u>18</u>	
New Manufactured Homes:	<u>17</u>	
New Commercial:	<u>2</u>	
Commercial Upfits/Upgrades:	<u>4</u>	
Courtesy Permits/Fees Waived:	<u>13</u>	(See Attached)

Inspection Activity:

Citizens Inquiries:	<u>54</u>
<i>(New & Follow Up; Includes Sub-Standard Housing/Mobile Homes)</i>	
Tall Grass Complaints (New and Follow Ups):	<u>11</u>
Number of Scheduled Building Inspections Performed (# of Site Visits):	<u>539</u>
Courtesy, Site and Miscellaneous Inspections:	<u>19</u>
Manufactured Home Inspections:	<u>70</u>
Total Number of Inspections (Site Visits) for Department:	<u>693</u>

Reviews/Misc. Activity:

Plans Reviewed:	<u>180</u>	(Includes preliminary consultations, resubmittals, follow-ups)
Mech/Elec/Plumb Reviews:	<u>16</u>	
New Derelict Manufactured Home Cases:	<u>0</u>	
Hearings:	<u>1</u>	
Court Cases:	<u>0</u>	

Revenue Collected:

Reinspection Fees Collected:	<u>\$420.00</u>
Powersville Office Revenue:	<u>\$385.00</u>
Plan Review Revenue:	<u>\$12,161.90</u>
Total Revenue For The Month:	<u>\$104,910.60</u>

Anderson County Building & Codes Permits Issued for 2015

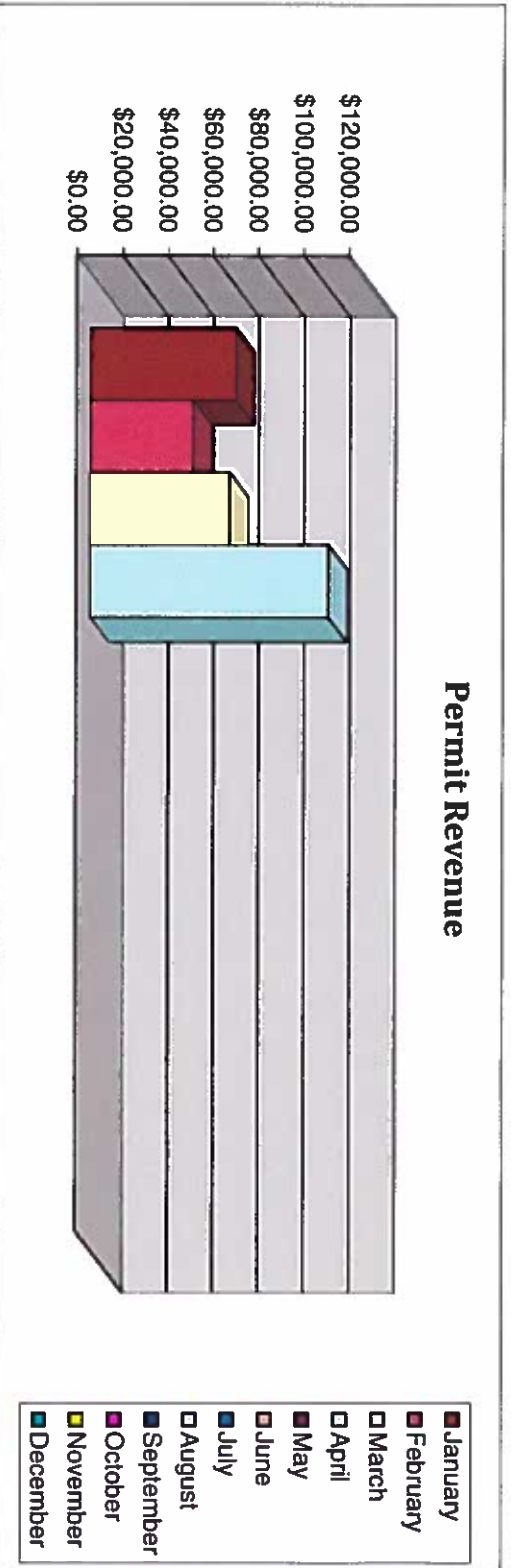
<u>Month</u>	<u>Building</u>	<u>Electrical</u>	<u>Plumbing</u>	<u>HVAC</u>	<u>MH</u>	<u>Wrecking</u>	<u>Moving</u>	<u>Misc.</u>	<u>Total</u>
January	154	142	91	100	49	16	0	28	580
February	115	121	68	77	70	8	0	19	478
March	192	155	95	105	71	15	0	47	680
April	189	185	114	114	97	20	0	32	751
May									
June									
July									
August									
September									
October									
November									
December									
Total	650	603	368	396	287	59	0	126	2489



Anderson County Building & Codes

Permit Revenue for 2015

<u>Month</u>	<u>Building</u>	<u>Electrical</u>	<u>Plumbing</u>	<u>HVAC</u>	<u>MH</u>	<u>Wrecking</u>	<u>Moving</u>	<u>Misc.</u>	<u>Total</u>
January	\$28,366.00	\$7,965.00	\$3,928.50	\$5,803.00	\$1,057.30	\$630.00	\$0.00	\$16,463.10	\$64,212.90
February	\$26,991.20	\$7,420.00	\$2,868.00	\$4,229.00	\$1,208.20	\$360.00	\$0.00	\$2,094.10	\$45,170.50
March	\$37,109.80	\$8,119.00	\$4,322.50	\$5,672.00	\$1,672.00	\$630.00	\$0.00	\$3,842.20	\$61,367.50
April	\$62,387.00	\$16,275.00	\$4,954.50	\$6,267.00	\$1,950.20	\$495.00	\$0.00	\$12,581.90	\$104,910.60
May									
June									
July									
August									
September									
October									
November									
December									
Total									



F.W. DODGE BUILDING STATISTICS

Toll-Free Phone: 877-489-4092

Fax: 800-892-7470

**REPORT OF BUILDING OR
ZONING PERMITS ISSUED AND
LOCAL PUBLIC CONSTRUCTION**

For the month of:

Apr-15

ANDERSON COUNTY BUILDING & CODES
P.O. Box 8002
ANDERSON, SC 29622-8022

If your building permit system has changed, mark (X) in the appropriate place below

- ☐ Discontinued issuing permits
☐ Merged with another system
☐ Split into two or more systems
☐ Annexed land areas
☐ Had other changes

PLEASE RETURN THE WEEK OF:

If **NO PERMITS** were issued during this period, mark (X) and return this form _____

Section 1	NEW RESIDENTIAL	Item No.	PRIVATELY OWNED			PUBLICLY OWNED		
			Number of		Valuation of Construction Omit cents	Number of		Valuation of Construction Omit cents
			Buildings	Housing Units		Buildings	Housing Units	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Single-Family houses, detached <i>Exclude mobile homes</i>	101	69	69	\$12,789,220			
	Single-family houses, attached - Separated by ground to roof wall, - No units above or below; and - Separate heating systems & utility meters	102						
	Two-family buildings	103	2	4	325,160			
	Three-and four-family buildings	104						
	Five-or-more family buildings	105						
	TOTAL: Sum of 101-105	109	71	73	\$13,114,380	0	0	\$0.00
Section 2	NEW RESIDENTIAL NONHOUSEKEEPING BUILDINGS	Item No.	PRIVATELY OWNED			PUBLICLY OWNED		
			Number of		Valuation of Construction Omit cents	Number of		Valuation of Construction Omit cents
			Buildings	Housing Units		Buildings	Housing Units	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Hotels, motels, and tourist cabins <i>(transient accommodations only)</i>	213						
	Other non-housekeeping shelter	214						
Section 3	NEW NONRESIDENTIAL BUILDINGS	Item	PRIVATELY OWNED			PUBLICLY OWNED		
			Number of		Valuation of Construction Omit cents	Number of		Valuation of Construction Omit cents
			Buildings	Housing Units		Buildings	Housing Units	
			(b)	(c)	(d)	(e)	(f)	(g)
	Amusement, social, and recreational	318						
	Churches and other religious	319	1		\$1,117,404			
	Industrial	320						
	Parking garages (buildings & open decked)	321						
	Service stations and repair garages	322						
	Hospitals and institutional	323						
	Offices, banks, and professional	324						
	Public works and utilities	325						
	Schools and other educational	326						
	Stores and customer services	327	1		\$246,800			
	Other nonresidential buildings	328	8		\$127,140			
	Structures other than buildings	329	12		\$329,925			
Section 4	ADDITIONS, ALTERATIONS AND CONVERSIONS	Item No.	PRIVATELY OWNED			PUBLICLY OWNED		
			Number of		Valuation of Construction Omit cents	Number of		Valuation of Construction Omit cents
			Buildings	Housing Units		Buildings	Housing Units	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Residential - <i>Classify additions of garages and carports in Item 438</i>	434	24		\$638,127			
	Nonresidential and non-housekeeping	437	4		\$11,227,709			
	Additions of residential garages and carports (attached and detached)	438	10		\$251,620			
Section 5	DEMOLITIONS AND RAZING OF BUILDINGS	Item No.	PRIVATELY OWNED			PUBLICLY OWNED		
			Number of		Valuation of Construction Omit cents	Number of		Valuation of Construction Omit cents
			Buildings	Housing Units		Buildings	Housing Units	
		(a)	(b)	(c)		(e)	(f)	
	Single-family houses (attached and detached)	645	3					
	Two-family buildings	646						
	Three-and four-family buildings	647						
	Five-or-more family buildings	648						
	All other buildings, structures or mobile homes	649	8					

PERMIT #	ISSUE DATE	COST	OWNER NAME	MOD DESCRIPTION
MOD 702	COURTESY PERMIT/NO CHARGE			
201501690	4/01/2015	87,500.00	HABITAT FOR HUMANITY OF ANDERSON INC	COURTESY PERMIT/NO CHARGE
201501728	4/07/2015	500,000.00	FIRST QUALITY TISSUE SE LLC	CANNONBALL3 SWITCH GEAR BLDG
201501754	4/08/2015	5,600.00	COX DONALD L	COURTESY DEMO
201501755	4/08/2015	4,200.00	J + D CONSTRUCTION SERVICES	COURTESY DEMO
201501756	4/08/2015	6,900.00	STODDARD ALTA G	COURTESY DEMO
201501757	4/08/2015	2,400.00	WEAVER ADAM	COURTESY DEMO
201501758	4/08/2015	3,050.00	INTERVENTION LLC	COURTESY DEMO
201501759	4/08/2015	4,000.00	DAVIS RAMONA M	COURTESY DEMO
201501761	4/08/2015	2,450.00	APPEL JOSEPH J + NANCY L	COURTESY DEMO
201501762	4/08/2015	3,000.00	EDWARDS EDWIN DENNIS	COURTESY DEMO
201501820	4/14/2015	1.00	FIRST QUALITY TISSUE SE LLC	CANNONBALL3 MACHINE 6 LIGHTING
201501894	4/22/2015	99,999.00	HONEA PATH TOWN OF	COURTESY-ADDITION TO PD
201501915	4/27/2015	9,381.00	ANDERSON COUNTY	COURTESY-HVAC CHANGE OUT

TOTALS: 13 728,481.00

May 12, 2015

DISTRICT 1 - RECREATION
164-5829-001-241
FY Ended June 30, 2015

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187

Council Meeting of:	Check Dated:	Check Number	Vendor \ Description	Amount
	---	---	Budget 2014 - 2015	25,000.00
	---	---	From Accommodations Fee	5,000.00
			Brought Forward	18,173.94
6/17/2014	Transferred to 5065		Farmer's Market Advertising	(500.00)
7/15/2014	7/30/2014	98975	Anderson Co Quick Striders	(100.00)
7/15/2014	7/30/2014	99045	Distinguished Young Women	(300.00)
7/15/2014	7/30/2014	99123	Pendleton Community Center (Camp Proverbs)	(500.00)
7/15/2014	7/30/2014	99150	Shepherd's Guild	(250.00)
8/5/2014	8/27/2014	10267	Balloons Over Anderson	(1,000.00)
8/5/2014	8/27/2014	10296	Clemson Extension 4-H	(500.00)
8/5/2014	8/27/2014	10429	TL Hanna	(1,000.00)
8/19/2014	9/10/2014	10749	SC Genealogical Society	(300.00)
8/19/2014	9/10/2014	10863	Main Street Program	(750.00)
3/18/2014	9/17/2014	JE 9039	East West Parkway Relief Stations	(1,500.00)
9/2/2014	9/17/2014	11098	Anderson Arts Center	(500.00)
9/16/2014	10/1/2014	11729	Foothills Alliance	(500.00)
10/7/2014	10/15/2014	12199	SC Upstate Equine Council	(1,000.00)
10/21/2014	11/5/2014	12893	Anderson Co Humane Society	(250.00)
11/18/2014	12/3/2014	14016	Arts Center	(5,000.00)
11/18/2014	12/3/2014	14061	Golden Harvest	(1,000.00)
12/2/2014	12/10/2014	14340	Montessori	(1,000.00)
9/16/2014	12/30/2014	14822	Milone & Macbroom (Parkway)	(1,219.00)
9/16/2014	1/28/2015	15759	Milone & Macbroom (Parkway)	(3,331.00)
1/20/2015	2/4/2015	15976	Greater Anderson Arts Consortium	(500.00)
1/20/2015	2/4/2015	15917	Anderson Arts Council	(1,000.00)
9/16/2014	2/19/2015	16445	Milone & Macbroom (Parkway)	(3,445.17)
2/24/2015	3/11/2015	17392	Pendleton HS JROTC	(250.00)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(200.00)
3/3/2015	3/18/2015	17669	Winshape Camps (Chick Fil A)	(1,000.00)
3/3/2015	3/18/2015	17501	Human Relations Council	(200.00)
3/17/2015	4/1/2015	18109	Richard Campbell Nursing Home	(500.00)
3/17/2015	4/1/2015	18026	Clemson Coop Extension	(200.00)
4/7/2015	4/29/2015	19112	Anderson University - Thurmond Institute	(250.00)
4/21/2015	5/6/2015	19442	Fishers of Men	(1,000.00)
4/21/2015	5/6/2016	19449	Foothills Alliance	(2,000.00)
9/16/2014	4/22/2015	18942	Milone & Macbroom (Parkway)	(4.83)
			SUB-TOTAL	17,123.94

Committed:

Ending Balance 17,123.94

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

Kimberly Poulin, Clerk to Council

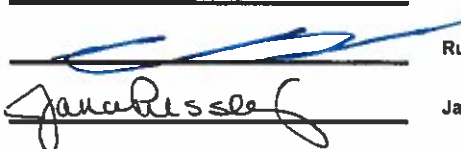
DATE:

Rusty Burns, County Administrator

DATE: 05/12/2015

Jana Pressley, Assistant Finance Manager

DATE: 05/12/2015



May 12, 2015

DISTRICT 2 - RECREATION
164-5829-002-241
FY Ended June 30, 2015

<u>Council Meeting of:</u>	<u>Check Dated:</u>	<u>Check Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	--	---	Budget 2014 - 2015	25,000.00
	--	---	From Accommodations Fee	5,000.00
			Brought Forward	23,471.17
8/5/2014	8/27/2014	10266	Balloons Over Anderson	(1,000.00)
8/19/2014	9/10/2014	10821	Friends of Broadway Lake	(5,000.00)
8/19/2014	9/10/2014	10864	Main Street Program	(5,000.00)
9/2/2014	9/17/2014	11154	Concerned Citizens for the Eastside	(500.00)
9/16/2014	10/1/2014	11729	TL Hanna Band	(1,000.00)
10/7/2014	10/15/2014	12166	Men at Work	(500.00)
10/7/2014	10/15/2014	12203	Anderson Greek Festival	(2,000.00)
11/18/204	12/3/2014	14124	Share	(1,000.00)
1/6/2015	1/28/2015	15670	Bobcat of Greenville (Haynie Park)	(1,597.50)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(2,000.00)
3/3/2015	3/18/2015	17539	City of Anderson - Recreation	(5,000.00)


SUB-TOTAL **28,873.67**

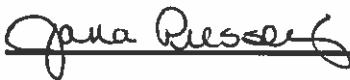
Committed:

1/6/2015	Haynie Park at Broadway	(1,402.50)
5/5/2015	MEN at Work	(1,000.00)
5/5/2015	YMCA	(2,500.00)
5/5/2015	New Foundations	(1,000.00)

Ending Balance **22,971.17**

We certify that the above information to the best of our knowledge is up-to-date and is accurate.





Kimberly Poulin, Clerk to Council

Rusty Burns, County Administrator

Jana Pressley, Assistant Finance Manager

DATE: _____

DATE: **05/12/2015**

DATE: **05/12/2015**

May 12, 2015

DISTRICT 3 - RECREATION
164-5829-003-241
FY Ended June 30, 2015

<u>Council Meeting of:</u>	<u>Check Dated:</u>	<u>Check Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	--	--	Budget 2012 - 2013	25,000.00
	--	--	From Accommodations Fee	5,000.00
			Brought Forward	0.00
6/17/2014	7/2/2014	98188	American Legion #44	(1,000.00)
6/17/2014	7/2/2014	98200	Salvation Army & Boys Club	(1,000.00)
7/15/2014	7/30/2014	98991	Belton Area Museum - Voided and reissued	(500.00)
7/16/2014	7/30/2014	99013	Crescent High School - Band Booster	(1,200.00)
7/16/2014	7/30/2014	99069	Grove Fire	(2,500.00)
7/16/2014	7/30/2014	99092	Iva Recreation	(3,000.00)
7/16/2014	7/30/2014	99153	Battle of Anderson	(2,500.00)
7/16/2014	7/30/2014	99157	Starr Athletic Assoc	(5,000.00)
7/16/2014	8/13/2014	99482	Anderson Co Quick Striders	(100.00)
8/19/2014	9/10/2014	10748	SC Genealogical Society	(200.00)
8/19/2014	9/10/2014	10774	Bowie Farm Reunion	(2,500.00)
8/19/2014	9/10/2014	10816	FlatRock Bowen Fire	(2,000.00)
8/19/2014	9/10/2014	10845	Iva Fire	(2,000.00)
8/19/2014	9/10/2014	10915	Starr Fire Dept	(2,000.00)
9/2/2014	9/17/2014	11129	Belton Center for the Arts	(500.00)
9/16/2014	10/1/2014	11607	Clemson Extension	(500.00)
7/16/2014	10/1/2014	11586	Belton Area Museum - (Reissued)	(500.00)
10/7/2014	10/15/2014	12095	Clemson Extension 4-H	(350.00)
10/21/2014	11/5/2014	12895	Anderson Co Humane Society	(500.00)
10/21/2014	11/5/2014	12913	Belton Honea Path -FFA	(500.00)
10/21/2014	11/5/2014	13043	Town of Iva (Antique Body Shop)	(500.00)
10/21/2014	11/5/2014	12935	Crescent High - FFA	(500.00)
11/18/2014	11/25/2014	Transfer	Sign Shop	(92.71)
2/24/2015	3/11/2015	17392	Pendleton HS JROTC	(250.00)

SUB-TOTAL **307.29**

Committed:

3/3/2015 Town of Starr (Walking Track Signs) (300.00)

Ending Balance 7.29

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

Kimberly Poulin, Clerk to Council

DATE:

Rusty Burns, County Administrator

DATE: 05/12/2015

Jana Pressley, Assistant Finance Manager

DATE: 05/12/2015

May 12, 2015

DISTRICT 4 - RECREATION
164-5829-004-241
FY Ended June 30, 2015

<u>Council Meeting of:</u>	<u>Check Dated:</u>	<u>Check Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	--	--	Budget 2012 - 2013	25,000.00
	--	--	From Accommodations Fee	5,000.00
			Brought Forward	2,077.23
7/15/2014	7/30/2014	99047	Distinguished Young Women	(250.00)
7/15/2014	7/30/2014	99121	Pendleton Community Center (Camp Proverbs)	(250.00)
7/15/2015	7/30/2014	99124	Pendleton Recreation Assoc	(5,000.00)
8/5/2014	8/27/2014	10268	Balloons Over Anderson	(1,000.00)
8/5/2014	8/27/2014	10295	Clemson Extension 4-H	(500.00)
8/5/2014	8/27/2014	10430	TL Hanna	(1,000.00)
8/19/2014	9/10/2014	10747	SC Genealogical Society	(200.00)
8/19/2014	9/10/2014	10861	Main Street Program	(500.00)
9/2/2014	9/17/2014	11097	Arts Center	(500.00)
9/2/2014	9/17/2014	11166	Double Springs Community	(500.00)
10/7/2014	10/15/2014	12198	SC Upstate Equine Council	(2,500.00)
10/31/2014	11/5/2014	12894	Anderson County Humane Society	(250.00)
11/18/2014	12/3/2014	14061	Golden Harvest	(1,000.00)
12/2/2014	12/10/2014	14393	Town of Pendleton	(2,500.00)
12/16/2014	12/30/2014	14834	Pendleton Community Center	(2,500.00)
1/20/2015	2/4/2015	15975	Greater Anderson Arts Consortium	(300.00)
1/20/2015	2/4/2015	15915	Anderson Arts Council	(300.00)
1/20/2015	2/4/2015	16068	Townville Recreation Department	(4,000.00)
2/24/2015	3/11/2015	17392	Pendleton HS JROTC	(250.00)
2/24/2015	3/11/2015	17384	New Light Community Center	(2,000.00)
3/3/2015	3/18/2015	17669	Winshape Camps (Chick Fil A)	(200.00)
3/3/2015	3/18/2015	17504	Human Relations Council	(200.00)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(200.00)
3/17/2015	4/1/2015	18109	Richard Campbell Nursing Home	(150.00)
3/17/2015	4/1/2015	18028	Clemson Coop Extension	(100.00)
4/7/2015	4/29/2015	19112	Anderson University - Thurmond Institute	(250.00)
4/21/2015	5/6/2015	19448	Foothills Alliance	(4,166.00)
4/21/2015	5/6/2015	19485	Main Street Program	(500.00)
			SUB-TOTAL	1,011.23

Committed:

Ending Balance

1,011.23

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

Kimberly Poulin, Clerk to Council

DATE:

Rusty Burns, County Administrator

DATE: 05/12/2015

Jana Pressley, Assistant Finance Manager

DATE: 05/12/2015

May 12, 2015

DISTRICT 6 - RECREATION
164-5829-005-241
FY Ended June 30, 2015

<u>Council</u> <u>Meeting of:</u>	<u>Check</u> <u>Dated:</u>	<u>Check</u> <u>Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	--	--	Budget 2012 - 2013	25,000.00
	--	--	From Accommodations Fee	5,000.00
			Brought Forward	16,843.94
6/19/2012	Transferred to 5065		Farmer's Market Advertising	(685.18)
7/15/2014	Transferred to Fund 312		Green Pond Landing	(11,025.00)
7/15/2014	7/30/2014	99044	Distinguished Young Women	(250.00)
7/15/2014	7/30/2014	99122	Pendleton Community Center (Camp Proverbs)	(250.00)
8/5/2014	8/27/2014	10269	Balloons Over Anderson	(1,000.00)
8/19/2014	9/10/2014	10750	SC Genealogical Society	(300.00)
8/5/2014	9/10/2014	10794	Clemson Extension 4-H	(500.00)
8/19/2014	9/10/2014	10862	Main Street Program	(300.00)
9/2/2014	9/17/2014	11099	Arts Center	(500.00)
8/19/2014	10/1/2014	11675	Main Street Program	(450.00)
10/7/2014	10/15/2014	12096	Clemson Extension 4-H	(350.00)
12/2/2014	12/10/2014	14341	Montessori School	(500.00)
1/20/2015	2/4/2015	15913	Anderson Arts Council	(1,000.00)
3/3/2015	3/18/2015	17669	Winshape Camps (Chick Fil A)	(250.00)
3/3/2015	3/18/2015	17505	Human Relations Council	(400.00)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(2,500.00)
3/17/2015	4/1/2015	18109	Richard Campbell Nursing Home	(500.00)
3/17/2015	4/1/2015	18027	Clemson Coop Extension	(3,000.00)
4/21/2015	5/6/2015	19443	Fishers of Men	(1,000.00)
4/21/2015	5/6/2015	19450	Foothills Alliance	(2,168.00)

SUB-TOTAL **19,915.76**

Committed:

Ending Balance **19,915.76**

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

Kimberly Poulin, Clerk to Council

DATE: _____

Rusty Burns, County Administrator

DATE: 05/12/2015

Jana Pressley, Assistant Finance Manager

DATE: 05/12/2015

May 12, 2015

DISTRICT 6 - RECREATION
164-5829-006-241
FY Ended June 30, 2015

<u>Council Meeting of:</u>	<u>Check Dated:</u>	<u>Check Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	--	---	Budget 2012 - 2013	25,000.00
	--	---	From Accommodations Fee	5,000.00
			Brought Forward	21,857.14
7/15/2014	7/30/2014	99043	Distinguished Young Women	(300.00)
8/19/2014	9/10/2014	10745	SC Genealogical Society	(300.00)
8/19/2014	9/10/2014	10881	Outdoor Dream Foundation	(100.00)
2/18/2014	7/16/2014	98484	Alta Planning (Dolly Cooper Park)	(2,000.00)
2/18/2014	9/16/2014	JE	Lavender, Smith & Assoc (Dolly Cooper Park)	(400.00)
9/2/2014	9/17/2014	11251	PLA (Powdersville League for Athletic Youth)	(4,000.00)
10/7/2014	10/15/2014	12146	Innovate Anderson	(2,600.00)
11/18/2014	12/3/2014	14104	Powdersville Marching band	(200.00)
11/18/2014	12/3/2014	14149	Wren Booster Club	(200.00)
1/20/2015	2/11/2015	16105	Anderson Arts Council	(500.00)
3/3/2015	3/18/2015	17610	Pendleton HS JROTC	(275.00)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(200.00)
3/3/2015	3/18/2015	17507	District 1 & 2 Career and Technology Center	(600.00)
3/3/2015	3/18/2015	17503	Human Relations Council	(200.00)
3/17/2015	4/1/2015	18109	Richard Campbell Nursing Home	(500.00)
3/17/2015	4/1/2015	18099	Outdoor Dream	(100.00)
4/21/2015	5/6/2015	19441	Fishers of Men	(1,000.00)
4/21/2015	5/6/2015	19447	Foothills Alliance	(4,166.00)
4/21/2015	5/6/2015	19416	CESA Tri County	(3,000.00)

SUB-TOTAL **31,216.14**

Committed:

5/5/2015	PLA (Powdersville League for Athletic Youth)	(5,000.00)
	Ending Balance	26,216.14

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

Kimberly Poulin, Clerk to Council

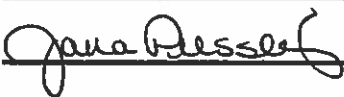
DATE:

Rusty Burns, County Administrator

DATE: 05/12/2015

Jana Pressley, Assistant Finance Manager

DATE: 05/12/2015



May 12, 2015

DISTRICT 7 - RECREATION
164-5829-007-241
FY Ended June 30, 2015




<u>Council Meeting of:</u>	<u>Check Dated:</u>	<u>Check Number</u>	<u>Vendor \ Description</u>	<u>Amount</u>
	---	---	Budget 2012 - 2013	25,000.00
	---	---	From Accommodations Fee	5,000.00
			Brought Forward	0.00
7/15/2014	7/30/2014	98974	Anderson Co Quick Striders	(200.00)
7/15/2014	7/30/2014	99046	Distinguished Young Women	(200.00)
7/15/2014	7/30/2014	99120	Pelzer Heritage Comm	(3,500.00)
7/15/2014	7/30/2014	99146	SC Watermedia Society	(2,000.00)
7/15/2014	7/30/2014	99169	Town of Williamston	(3,462.02)
8/5/2014	8/27/2014	10291	Cheddar Youth	(5,000.00)
8/5/2014	8/27/2014	10411	Battle of Anderson	(1,000.00)
8/5/2014	8/27/2014	10428	TL Hanna	(1,000.00)
8/5/2014	8/27/2014	10432	Honea Path Fire Dept	(5,000.00)
8/5/2014	8/27/2014	10458	Caroline Community	(5,000.00)
8/19/2014	9/10/2014	10746	SC Genealogical Society	(300.00)
8/19/2014	9/10/2014	10762	Balloons over Anderson	(300.00)
8/5/2014	9/10/2014	10795	Clemson Extension 4-H	(500.00)
8/19/2014	9/10/2014	10860	Main Street Program	(300.00)
9/16/2014	10/1/2014	11734	West Pelzer Recreation	(1,000.00)
3/3/2015	3/18/2015	17669	Winshape Camps (Chick Fil A)	(200.00)
3/3/2015	3/18/2015	17507	District 1 & 2 Career and Technology Center	(200.00)
3/3/2015	3/18/2015	17502	Human Relations Council	(200.00)
3/3/2015	3/18/2015	17546	Defenders Hero Foundation	(200.00)
3/17/2015	4/1/2015	18069	Honea Path Free Clinic	(437.98)

SUB-TOTAL (0.00)

Committed:

Ending Balance (0.00)

We certify that the above information to the best of our knowledge is up-to-date and is accurate.

	Kimberly Poulin, Clerk to Council	DATE: _____
	Rusty Burns, County Administrator	DATE: 05/12/2015
	Jana Pressley, Assistant Finance Manager	DATE: 05/12/2015



12.
C.
1021

Tommy Dunn
Chairman
Council District 5

Ken Waters
Vice-Chairman
Council District 6

Francis M. Crowder, Sr.
Council District 1

Gracie S. Floyd
Council District 2

J. Mitchell Cole
Council District 3

Thomas F. Allen
Council District 4

M. Cindy Wilson
Council District 7

Kimberly A. Poulin
Clerk to Council

Rusty Burns
County Administrator

TO: The Honorable County Council Members

FROM: Rusty Burns, County Administrator

SUBJECT: Budget Transfers FY 2014 - 2015

DATE: May 12, 2015

Attached are copies of transfers that have been processed during the dates April 15, 2015 thru May 12, 2015 for fiscal year ending June 30, 2015. All of the transfers are below the \$5,000 threshold or that would otherwise need County Council approval in accordance with Section XXVII of Budget Ordinance #2013-021. A copy of the transfers is being provided for informational purposes only.

Anderson County Finance
Post Office Box 8002
Anderson, SC 29622-8002
864.260.4224
864.260.1046 fax
www.andersoncountysc.org

BUDGET TRANSFER

DIVISION: Council

DEPARTMENT: District 1

FROM:		TO:	AMOUNT:
TITLE	Travel	TITLE	Dist 1 - Training
ACCT.#	<u>001-5011-001-279</u>	ACCT#	<u>001-5011-001-277</u> 50.00
TITLE	Lodging	TITLE	Dist 1 - Registration
ACCT.#	<u>001-5011-001-293</u>	ACCT#	<u>001-5011-001-294</u> 51.79
TITLE	Travel	TITLE	Dist 1 - Registration
ACCT.#	<u>001-5011-001-279</u>	ACCT#	<u>001-5011-001-294</u> 107.68
TITLE		TITLE	
ACCT.#		ACCT#	

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

SCAC 2015

Is this transfer within your department? (Circle One) Yes No

Is this transfer within your division? (Circle One) Yes No

DEPT. HEAD:	<u>Per Request of Mr. Crowder</u>	DATE:	<u>4-27-15</u>
DIVIS HEAD:		DATE:	
FINANCE:	<u>[Signature]</u>	DATE:	<u>4-27-15</u>
ADMINISTRATOR:	<u>[Signature]</u>	DATE:	<u>4-27-15</u>
Journal Entry #	<u>9042</u>	DATE:	<u>4-30-15</u>

FY 2014-15

SW - 001

AMOUNT:

TO:

73.37

368.52

TITLE _____
ACCT# _____ **\$** _____

This is a grant related transfer. Grant funding can be used for a number of line items. Usage is not always predetermined at budget time.

Is this transfer within your division? (Circle One) Yes No

DATE: 4/14/15
DATE: 4/14/15
DATE: 4-24-15
DATE: 4-27-15

DATE: 4-30-15

BUDGET TRANSFER

FY 2014-15

DIVISION: PUBLIC WORKS

SW - 003

DEPARTMENT: SOLID WASTE

FROM:

TO:

AMOUNT:

TITLE INSURANCE - EQUIPMENT
ACCT.# 420-5954-000-226

INSURANCE - DATA PROCESSING
420-5954-000-231 4.81

TITLE
ACCT.#

TITLE
ACCT.#

TITLE
ACCT#

\$

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

During budget process, budget needs were slightly underestimated.

Is this transfer within your department? (Circle One)

Yes

No

Is this transfer within your division? (Circle One)

Yes

No

DEPT. HEAD:

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

DATE:

DATE:

DATE:

DATE:

Journal Entry #

DATE:

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: Council Recreation

FROM:	AMOUNT:	TO:	AMOUNT:
TITLE <u>District 4</u>		TITLE <u>Main Street Program</u>	
ACCT.# <u>001-5829-004-241</u>	<u>500.00</u>	ACCT# <u>001-5829-000-077</u>	<u>500.00</u>
		TITLE _____	
		ACCT# _____	
		TITLE _____	
		ACCT# _____	
		TITLE _____	
		ACCT# _____	
		TITLE _____	
		ACCT# _____	

To cover Council appropriations


DEPT. HEAD: Co Council Mtg
 DIVIS HEAD: _____
 FINANCE: _____
 ADMINISTRATOR: [Signature]
 Journal Entry # 9042

DATE: 04/21/2015
 DATE: _____
 DATE: _____
 DATE: 4-23-15
 DATE: 4-30-15

BUDGET TRANSFER

DIVISION:		_____	
DEPARTMENT:		Council Recreation	
FROM:	AMOUNT:	TO:	AMOUNT:
TITLE	District 6	TITLE	CESA - Tri County
ACCT.#	001-5829-006-241	ACCT#	001-5829-000-833
	3,000.00		3,000.00
		TITLE	_____
		ACCT#	_____
		TITLE	_____
		ACCT#	_____
		TITLE	_____
		ACCT#	_____
		TITLE	_____
		ACCT#	_____

To cover Council appropriations


DEPT. HEAD: Co Council Mtg
DIVIS HEAD: _____
FINANCE: _____
ADMINISTRATOR: 
Journal Entry # 9042

DATE: 04/21/2015
DATE: _____
DATE: _____
DATE: 4-23-15
DATE: 4-30-15

BUDGET TRANSFER

DIVISION:					
DEPARTMENT:		Council Recreation			
FROM:		AMOUNT:	TO:		AMOUNT:
TITLE	District 1		TITLE	Fisher of Men	
ACCT.#	001-5829-001-241	1,000.00	ACCT#	001-5829-000-867	3,000.00
TITLE	District 2		TITLE		
ACCT.#	001-5829-002-241		ACCT#		
TITLE	District 3		TITLE		
ACCT.#	001-5829-003-241		ACCT#		
TITLE	District 4		TITLE		
ACCT.#	001-5829-004-241		ACCT#		
TITLE	District 5				
ACCT.#	001-5829-005-241	1,000.00			
TITLE	District 6				
ACCT.#	001-5829-006-241	1,000.00			
TITLE	District 7				
ACCT.#	001-5829-007-241				

To cover Council appropriations

DEPT. HEAD: Co Council Mtg
DIVIS HEAD:
FINANCE:
ADMINISTRATOR: 
Journal Entry # 9042

DATE: 04/21/2015
DATE:
DATE:
DATE: 4-23-15
DATE: 4 30 15

BUDGET TRANSFER


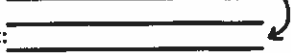

DIVISION:

DEPARTMENT:

Council Recreation

FROM:		AMOUNT:	TO:		AMOUNT:
TITLE	District 1		TITLE	Foothills Alliance	
ACCT.#	001-5829-001-241	2,000.00	ACCT#	001-5829-000-041	12,500.00
TITLE	District 2		TITLE		
ACCT.#	001-5829-002-241		ACCT#		
TITLE	District 3		TITLE		
ACCT.#	001-5829-003-241		ACCT#		
TITLE	District 4		TITLE		
ACCT.#	001-5829-004-241	4,166.00	ACCT#		
TITLE	District 5				
ACCT.#	001-5829-005-241	2,166.00			
TITLE	District 6				
ACCT.#	001-5829-006-241	4,166.00			
TITLE	District 7				
ACCT.#	001-5829-007-241				

To cover Council appropriations

DEPT. HEAD: Co Council Mtg
DIVIS HEAD: 
FINANCE: 
ADMINISTRATOR: 
Journal Entry # 9012

DATE: 04/21/2015
DATE:
DATE:
DATE: 4-23-15
DATE: 4 30 15

STW-003

PURSUANT TO ANDERSON COUNTY BUDGET ORDINANCE WHICH PERMITS THE ADMINISTRATOR TO TRANSFER APPROPRIATIONS BETWEEN OBJECT CLASSIFICATIONS CODES WITHIN A DEPARTMENT AND BETWEEN DEPARTMENTAL ACCOUNTS. THE FOLLOWING TRANSFERS ARE AUTHORIZED:

DIVISION: Public Works

DEPARTMENT: Stormwater

FROM: TO: AMOUNT:

TITLE	<u>Signs</u>	TITLE	<u>Booked Publication</u>
ACCT.#	<u>415-5613-000-259</u>	ACCT#	<u>415-5613-000-254\$ 63.00</u>

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON: to cover shipping cost of APWA study guides
& DVD materials for stormwater manager test

Is this transfer within your department? (Circle One) Yes No

Is this transfer within your division? (Circle One) Yes No

DEPT. HEAD: [Signature]

DATE: 4/6/15

DIVIS HEAD: [Signature]

DATE: 4/14/15

FINANCE: [Signature]

DATE: 4-17-15

ADMINISTRATOR: [Signature]

DATE: 4-17-15

Journal Entry # 9041

DATE: 4-23-15

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: _____

Between Funds

FROM:

TO:

AMOUNT:

TITLE Ragsdale Rd Sidewalk
ACCT.# 176-5914-053-401

TITLE TIO - PARD
ACCT# 176-6500-100-180 2,100.00

TITLE TI - Infrastructure
ACCT.# 180-6400-100-001

TITLE CIP
ACCT# 180-5916-001-401 2,100.00

TITLE _____
ACCT.# _____

TITLE _____
ACCT# _____

TITLE _____
ACCT.# _____

TITLE _____
ACCT# _____

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

PARD Grant Match - Hurricane Springs Park

Is this transfer within your department?

(Circle One)

Yes

No

Is this transfer within your division?

(Circle One)

Yes

No

DEPT. HEAD:

DATE:

DIVIS HEAD:

DATE:

FINANCE:

DATE:

ADMINISTRATOR:

DATE:

4-17-15

Journal Entry #

9041

DATE:

4-23-15

COUNTY COUNCIL APPROPRIATION CHECK REQUEST

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: _____

Council Recreation

FROM:	AMOUNT:	TO:	AMOUNT:
TITLE District 1		TITLE Anderson University	
ACCT# 001-5829-001-241	250.00	ACCT# 001-5829-000-007	500.00
TITLE District 2		TITLE	
ACCT# 001-5829-002-241		ACCT#	
TITLE District 3		TITLE	
ACCT# 001-5829-003-241		ACCT#	
TITLE District 4		TITLE	
ACCT# 001-5829-004-241	250.00	ACCT#	
TITLE District 5		TITLE	
ACCT# 001-5829-005-241		ACCT#	
TITLE District 6		TITLE	
ACCT# 001-5829-006-241		ACCT#	
TITLE District 7		TITLE	
ACCT# 001-5829-007-241		ACCT#	

To cover Council appropriations

DEPT. HEAD: Co Council Mtg

DIVISION HEAD: _____

FINANCE: _____

ADMINISTRATOR: _____

DATE: 04/07/2015

DATE: 582

DATE: 582

DATE: 4-16-15

Journal Entry #

9041

DATE: 4-23-15

Kimberly Paulin
Clerk to County Council

C. Rita Davis - original
File

Rec - Ms. Jane Perdue
Paving - Ms. Mary Jane Dobins

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: Paws 5111

FROM:

TO:

AMOUNT:

TITLE Electric and gas
ACCT.# 001-5111-000-212

TITLE Insurance
ACCT# 001-5111-000-228 \$ 466.00

TITLE _____
ACCT.# _____

TITLE _____
ACCT# _____ \$ _____

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

Cover Insurance on the new adoption trailer that was donated and received this fiscal year.

Is this transfer within your department?

(Circle One)

Yes

No

Is this transfer within your division?

(Circle One)

Yes

No

DEPT. HEAD:

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

DATE:

DATE: 04/20/2016

DATE: 4-21-15

DATE: 4-22-15

Journal Entry #

9001

DATE:

4-23-15

DIVISION: 5081

DEPARTMENT: Voter Registration and Elections

FROM:		TO:		AMOUNT:	
TITLE	Computer Equip. Maintenance	TITLE	Supplies		
ACCT.#	<u>5081-000-305</u>	ACCT#	<u>5081-000-269</u>	\$	<u>1,760.36</u>
TITLE		TITLE			
ACCT.#	<u> </u>	ACCT#	<u> </u>	\$	

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

To cover the cost of replacing the Election Polling Place Supply Bags. These bags are 10 years old. Some of the zippers and handles are ripped. They are in need of replacement. Please see quote. These were the most inexpensive. We looked at 3 Election Supply Companies for quotes.

Is this transfer within your department? (Circle One) **Yes** **No**

Is this transfer within your division? (Circle One) **Yes** **No**

DEPT. HEAD:	<u>[Signature]</u>	DATE:	<u>4/21/15</u>
DIVIS HEAD:	<u>[Signature]</u>	DATE:	<u>4/21/15</u>
FINANCE:	<u>[Signature]</u>	DATE:	<u>4/21/15</u>
ADMINISTRATOR:	<u>[Signature]</u>	DATE:	<u>4-22-15</u>
Journal Entry #	<u>9041</u>	DATE:	<u>4-23-15</u>

BUDGET TRANSFER

DIVISION:

5011

DEPARTMENT:

C/C

FROM:

TITLE
ACCT.#

Training
001-5011-008-277

TO:

TITLE
ACCT.#

Registration
008-294 \$ 400.00

AMOUNT:

TITLE
ACCT.#

MEALS
008-236

TITLE
ACCT.#

Registration
008-294 \$ 95.00

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

To cover expenses for training to
commence in August

Is this transfer within your department?

(Circle One)

Yes

No

Is this transfer within your division?

(Circle One)

Yes

No

DEPT. HEAD:

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

[Signature]

DATE:

DATE:

DATE:

DATE:

Journal Entry #

9041

DATE:

4-23-15

PURSUANT TO ANDERSON COUNTY BUDGET ORDINANCE WHICH PERMITS THE ADMINISTRATOR TO TRANSFER APPROPRIATIONS BETWEEN OBJECT CLASSIFICATIONS CODES WITHIN A DEPARTMENT AND BETWEEN DEPARTMENTAL ACCOUNTS. THE FOLLOWING TRANSFERS ARE AUTHORIZED:

DIVISION: Central Admin Services

DEPARTMENT: Finance

FROM:		TO:		AMOUNT:	
TITLE	Service Contracts	TITLE	Training for Employees		
ACCT.#	001-5043-000-375	ACCT#	001-5043-000-277	\$	230.00
TITLE		TITLE			
ACCT.#		ACCT#		\$	
TITLE		TITLE			
ACCT.#		ACCT#			

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

Grant Webinar and CPE hours

Is this transfer within your department? (Circle One) **Yes** **No**

Is this transfer within your division? (Circle One) **Yes** **No**

DEPT. HEAD:

DIVIS HEAD:

FINANCE:**ADMINISTRATOR:****Journal Entry #**

DATE: 4-29-15

DATE: 5-5-15

DATE: 5 5 18

DATE: 5-7-15

DATE: 5-12-15

BUDGET TRANSFERDIVISION: GFDEPARTMENT: Summary Court

FROM:

TO:

AMOUNT:

TITLE 5057-204
ACCT.# Boats and PubsTITLE 5057-278
ACCT.# Travel \$ 810.00TITLE _____
ACCT.# _____TITLE _____
ACCT.# _____ \$ _____Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

Additional travel needed for CLE3
this fiscal year.

Is this transfer within your department?

(Circle One)

Yes

No

Is this transfer within your division?

(Circle One)

Yes

No

DEPT. HEAD:

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

Journal Entry #

Murphy
Seun
9044

DATE:

DATE:

DATE:

DATE:

DATE:

5/15/2015
5-3-15
5-7-15
5-12-15

BUDGET TRANSFER

DIVISION: 5081

DEPARTMENT: Voter Registration and Elections

FROM:		TO:	AMOUNT:
TITLE	<u>Training for Employee</u>	TITLE	<u>Registration Fees</u>
ACCT.#	<u>5081-000-277</u>	ACCT#	<u>5081-000-294</u> \$ <u>50.00</u>
TITLE	<u></u>	TITLE	<u></u>
ACCT.#	<u></u>	ACCT#	<u></u> \$ <u></u>

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

To cover the cost of registration fee for Election Center Conference and CERA recertification training
class.

Is this transfer within your department? (Circle One) Yes No

Is this transfer within your division? (Circle One) Yes No

DEPT. HEAD:

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

Journal Entry #

DATE:

DATE:

DATE:

DATE:

DATE:

Katy Smith
Katy Smith
9044

5/7/15
5/7/15
5-8-15
5-12-15

9044

5-12-15

BUDGET TRANSFER

FY 2014 - 15

DIVISION: PUBLIC WORKS

B/C-002

DEPARTMENT: 5411 Building & Codes

FROM:

TO:

AMOUNT:

TITLE	Books & Publications	Telephone	
ACCT.#	001-5411-000-204	001-5411-000-275	\$900.00

TITLE			
ACCT.#			

TITLE		TITLE	
ACCT.#		ACCT#	\$

Explain, in COMPLETE DETAIL, the reason for the transfer.

REASON:

Due to equipment upgrades, this transfer is needed to cover the additional monthly Verizon charges.

Is this transfer within your department? (Circle One) Yes No

Is this transfer within your division? (Circle One) Yes No

DEPT. HEAD:

Barry

DATE: 4/29/15

DIVIS HEAD:

1/10/15

DATE: 4/29/15

FINANCE:

Barry

DATE: 5-5-15

ADMINISTRATOR:

Barry

DATE: 5-7-15

Journal Entry #

9044

DATE:

5-12-15

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: _____

Council Recreation

FROM:

AMOUNT:

TO:

AMOUNT:

TITLE
ACCT.#

District 2

001-5829-002-241

4,500.00

TITLE
ACCT#

MEN at Work

001-5829-000-535

1,000.00

TITLE
ACCT#

YMCA

001-5829-000-096

2,500.00

TITLE
ACCT#

New Foundations

001-5829-000-075

1,000.00

TITLE
ACCT#

TITLE
ACCT#

To cover Council appropriations

DEPT. HEAD:

Co Council Mtg

DIVIS HEAD:

FINANCE:

ADMINISTRATOR:

Journal Entry #

9044

DATE:

05/05/2015

DATE:

DATE:

DATE:

DATE:

5-7-15

5-12-15

BUDGET TRANSFER

DIVISION: _____

DEPARTMENT: _____

Council Recreation

FROM:

AMOUNT:

TO:

AMOUNT:

TITLE
ACCT.#

District 6
001-5829-006-241

5,000.00

TITLE
ACCT#

PLAY
001-5829-000-889

5,000.00

TITLE
ACCT#

TITLE
ACCT#

TITLE
ACCT#

TITLE
ACCT#

To cover Council appropriations

DEPT. HEAD: Co Council Mtg

DIVIS HEAD: _____

FINANCE: _____

ADMINISTRATOR: _____

Journal Entry #

9044

DATE: 05/05/2015

DATE: _____

DATE: _____

DATE: 5-7-15

DATE: 5-12-15