U.S. Department of Transportation
Federal Highway Administration

South Carolina

1835 Assembly Street, Suite 1270
Columbia, SC 29201
Office: 803-765-5411
Fax: 803-253-3989

October 29, 2026

In Reply Refer To:
HDA-SC

Mr. Chad Long
Director Environmental Services Office
South Carolina Department of Transportation (SCDOT)
955 Park Street, P.O. Box 191
Columbia, South Carolina 29202

Subject: Environmental Assessment (EA) for the Proposed I-20 at Calks Ferry Interchange in Lexington, South Carolina (Federal Project Number P045258)

Dear Mr. Long,

The Federal Highway Administration (FHWA) has reviewed the Environmental Assessment (EA) for the subject project and finds that it adequately addresses the potential impacts of the proposal. The EA is approved and acceptable for public availability and comment. The EA shall be made available for public review for a minimum of thirty (30) days before FHWA makes its final determination. The public availability shall be announced by a notice similar to a public hearing notice. Also, please provide Notice of Availability of the EA to the affected units of government, and to the State intergovernmental review contacts as specified in 23 CFR §771.119(d).

All project commitments documented in the EA are binding and the SCDOT will need to ensure that they are ultimately carried out. The public hearing may be scheduled fifteen (15) days after the document is made available for public review. Enclosed is a copy of the signed document. Please address any questions you may have concerning this project to Mr. Seth Wilcher at seth.wilcher@dot.gov.

Sincerely,

Digitally signed by AARON MICHAEL DAWSON
Date: 2026.10.29 17:18:54 -04'00'

Aaron M. Dawson
Deputy Division Administrator

Enclosure

Ecc: Mr. Ed Frierson, SCDOT (friersonew@scdot.gov)

PREPARED BY

Mead & Hunt

ENVIRONMENTAL ASSESSMENT



I-20 AT CALKS FERRY ROAD INTERCHANGE

LEXINGTON COUNTY, SOUTH CAROLINA

SCDOT PROJECT NUMBER P045258

October 2026

U.S. Department of Transportation
Federal Highway Administration

SCDOT
South Carolina
Department of Transportation

Lexington County
South Carolina
1804

I-20 at Calks Ferry Road Interchange

Lexington County, South Carolina

SCDOT Project ID: P045258

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2) (c) by the
USDOT, FHWA & SCDOT Environmental Management Office

October 29, 2026	Edward W. Frierson
Date of Approval	SCDOT
October 29, 2026	Digitally signed by AARON MICHAEL DAWSON Date: 2026.10.29 17:04:14 -04'00'
Date of Approval	FHWA

The following individuals may be contacted for additional information concerning the project:

Seth Wilcher
Preconstruction & Environmental Specialist
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, NC 27601
(919) 747-7019

Ed Frierson
Regional Production Group 3 NEPA Coordinator
South Carolina Department of Transportation
Post Office Box 191
Columbia, SC 29201
(803) 737-1861

- SCDOT -
NEPA ENVIRONMENTAL COMMITMENTS FORM

Date: 09/02/2026 Project ID : P045258 County : Lexington District : District 1 Doc Type: EA

Project Name: I-20 at Calks Ferry Road Interchange

The Environmental Commitment **Contractor Responsible** measures listed below **are to be included in the contract and must be implemented**. It is the responsibility of the Program Manager to make sure the Environmental Commitment **SCDOT Responsible** measures are adhered to. If there are questions regarding the commitments listed please contact:

CONTACT NAME: Tim Shumpert **PHONE #:** (803) 785-8201

STANDARD ENVIRONMENTAL COMMITMENTS

Applies	Standard Commitment	Commitment Language	Responsibility
☒	USTs/Hazardous Materials	If avoidance of hazardous materials is not a viable alternative and soils that appear to be contaminated are encountered during construction, the South Carolina Department of Environmental Services (SCDES) will be informed. Hazardous materials will be tested and removed and/or treated in accordance with the United States Environmental Protection Agency and the SCDES requirements, if necessary.	Contractor
☒	Migratory Bird Treaty Act	The federal Migratory Bird Treaty Act, 16 USC § 703-711, states that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not. The South Carolina Department of Transportation (SCDOT) will comply with the Migratory Bird Treaty Act of 1918 in regard to the avoidance of taking of individual migratory birds and the destruction of their active nests. The contractor shall notify the Resident Construction Engineer (RCE) at least four (4) weeks prior to construction/demolition/ maintenance of bridges and box culverts. The RCE will coordinate with SCDOT Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. After this coordination, it will be determined when construction/ demolition/maintenance can begin. If a nest is observed that was not discovered after construction/demolition/maintenance has begun, the contractor will cease work and immediately notify the RCE, who will notify the ESO Compliance Division. The ESO Compliance Division will determine the next course of action. The use of any deterrents by the contractor designed to prevent birds from nesting, shall be approved by the RCE with coordination from the ESO Compliance Division. The cost for any contractor provided deterrents will be provided at no additional cost to SCDOT.	Contractor
☒	Cultural Resources	The contractor and subcontractors must notify their workers to watch for the presence of any prehistoric or historic remains, including but not limited to arrowheads, pottery, ceramics,flakes, bones, graves, gravestones, or brick concentrations during the construction phase of the project, if any such remains are encountered, the Resident Construction Engineer (RCE) will be immediately notified and all work in the vicinity of the discovered materials and site work shall cease until the SCDOT Archaeologist directs otherwise.	Contractor
☒	Water Quality	The contractor will be required to minimize possible water quality impacts through implementation of BMPs, reflecting policies contained in 23 CFR 650B and the Department's Supplemental Specification on Erosion Control Measures (latest edition) and Supplemental Technical Specifications on Seeding (latest edition). Other measures including seeding, silt fences, sediment basins, etc. as appropriate will be implemented during construction to minimize impacts to water quality.	Contractor
☒	Stormwater	Stormwater control measures, both during construction and post-construction, are required for SCDOT projects with land disturbance and/or constructed in the vicinity of 303(d), TMDL, ORW, tidal, and other sensitive waters in accordance with the SCDOT's MS4 Permit. The selected contractor would be required to minimize potential stormwater impacts through implementation of construction best management practices, reflecting policies contained in 23 CFR 650 B and SCDOT's Supplemental Specifications on Seed and Erosion Control Measures (latest edition).	Contractor
☒	Noise	SCDOT/Lexington County will inform local planning officials of future, generalized noise levels expected to occur in the project vicinity after FHWA has made a final decision on the Environmental document.	SCDOT

STANDARD ENVIRONMENTAL COMMITMENTS CONTINUED

Applies	Standard Commitment	Commitment Language	Responsibility
☐	Coast Guard Permit Exclusion	a. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge project. Contact the US Coast Guard sixty (60) days prior to the commencement of construction over the waterway. b. Upon completion of design and finalization of the location the Coast Guard shall be contacted regarding approval of lights and other signals that may be required under 33 CFR 118. Approval of said lighting or waiver shall be obtained prior to construction. c. Upon completion of construction, the bridge owner shall submit photos and "as built" drawings (8 1/2 X 11") showing clearances through the bridge and a completion report. This report is used for Coast Guard and other mariner publications.	
☒	Displacements	The SCDOT/Lexington County will acquire all new right-of-way and process any relocations in compliance with the Uniform Relocation Assistance and Real Property Acquisition policies Ace of 1970, as amended (42 U.S. C. 4601 et seq.). The purpose of these regulations is to ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs.	SCDOT
☒	Floodplains	The Engineer of Record will send a set of final plans and request for floodplain management compliance to the local County Floodplain Administrator.	SCDOT
☒	Lead-Based Paint	The existing structures shall be removed and disposed of by the Contractor in accordance with Subsection 202.4.2 of the Standard Specifications. The Contractor's attention is called to the fact that this project may require removal and disposal of structural components containing lead-based paints. Removal and disposal of structural components containing lead-based paints shall comply with all applicable Federal, State, and Local requirements for lead as waste, lead in air, lead in water, lead in soil, and worker health and safety.	Contractor
☐	Essential Fish Habitat	Avoidance and Minimization: The selected contractor will be required to minimize impacts of siltation and erosion through implementation of Best Management Practices (BMPs). To the maximum extent practicable all in-water work will take place between November and March.	

NON-STANDARD ENVIRONMENTAL COMMITMENTS

★ Special Provision NEPA Doc Ref: Section 7.8.1, Pages 35-37 Responsibility: SCDOT

Threatened & Endangered Species

In the event additional species are listed as federally threatened or endangered prior to the construction of the project, SCDOT/Lexington County will consult with U.S. Fish and Wildlife Service (USFWS) on the results of the surveys performed if necessary, and will follow any USFWS regulations/requirements resulting from that consultation.

Specifically, if the tricolored bat (*Perimyotis subflavus*) is listed, then coordination with USFWS will be initiated and guidance will be implementsed regarding tree clearing moratoriums.

Due to the potential presence of the spotted turtle, the contractor shall comply with the agreed upon SCDOT and SCDNR requirements related to the installation of temporary barrier fencing, perimeter silt fence installation, clearing and grubbing operations, and turtle survey efforts. The details of these requirements (as of the date of this EA), alongside a State Species Memorandum, can be found in Appendix G. Final requirements will be detailed in the contract's special provisions prior to construction. Likewise, if any other state species with suitable habitat are observed throughout project development, the COUNTY will coordinate with SCDNR. Avoidance and minimization measures may also be discussed between the COUNTY and SCDNR prior to project construction.

NON-STANDARD ENVIRONMENTAL COMMITMENTS CONTINUED

☐ Special Provision | NEPA Doc Ref: Section 7.8.6, Pages 43-44 | Responsibility: SCDOT

Clean Water Act Permitting

Impacts to jurisdictional waters will be permitted under a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers (USACE). Based on preliminary design, it is anticipated that the proposed project would be permitted under an Individual Permit (IP). SCDOT/Lexington County will provide USACE with information regarding any proposed demolition activities during the Section 404 permitting process. The required mitigation for this project will be determined through consultation with USACE and other resource agencies.

☐ Special Provision | NEPA Doc Ref: | Responsibility:

☐ Special Provision | NEPA Doc Ref: | Responsibility:

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ACRONYMS

ACE	Agency Coordination Effort
ACS	American Community Survey
APE	Area of Potential Effect
ASTM	American Society for Testing & Materials
BAQ	Bureau of Air Quality
BE	Biological Evaluation
BFE	Base Flood Elevation
BGEPA	Bald & Golden Eagle Protection Act
BMP	Best Management Practice
BOW	Bureau of Water
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation & Liability Act
CFI	Calks Ferry Interchange
CFR	Code of Federal Regulations
CMCOG	Central Midlands Council of Governments
COATS	Columbia Area Transportation Study
COUNTY	Lexington County
CT	Census Tract
CWA	Clean Water Act
EA	Environmental Assessment
ECHO	Enforcement & Compliance History Online
EDR	Environmental Data Resources, Inc.
ESA	Endangered Species Act
ESA	Environmental Site Assessment (Phase I)
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FINDS	Facility Index System
FIRM	Flood Insurance Rate Map
GPS	Global Positioning System
HUC	Hydrologic Unit Code
I-20	Interstate 20
IJR	Interchange Justification Report
IPaC	Information for Planning & Consultation
JD	Jurisdictional Determination
LOI	Letter of Intent
LOS	Level of Service
LRTP	Long Range Transportation Plan
LUST	Leaking Underground Storage Tank
LWCF	Land & Water Conservation Fund
M&H	Mead & Hunt, Inc.
MBTA	Migratory Bird Treaty Act
MOT	Maintenance of Traffic

MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NMFS	National Marine Fisheries Service
NOAA	National Oceanic & Atmospheric Administration
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NRTR	Natural Resources Technical Report
OCI	Old Charleston Interchange
P&N	Purpose & Need
PIM	Public Information Meeting
PSA	Project Study Area
RCRA	Resource Conservation & Recovery Act
REC	Recognized Environmental Condition
RCE	Resident Construction Engineer
ROW	Right-Of-Way
RFP	Request for Proposals
SARA	Superfund Amendments & Reauthorization Act
SC	South Carolina
SCDAH	South Carolina Department of Archives & History
SCDES	South Carolina Department Environmental Services
SCDNR	South Carolina Department of Natural Resources
SCDOT	South Carolina Department of Transportation
SCDOT ESO	South Carolina Department of Transportation Environmental Services Office
SC RFA	South Carolina Revenue & Fiscal Affairs Office
SCNHP	South Carolina Natural Heritage Program
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TIP	Transportation Improvement Program
THPO	Tribal Historic Preservation Office
URA	Uniform Relocation Assistance & Real Property Acquisition Policies Act
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish & Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled
VPH	Vehicles Per Hour
VPD	Vehicles Per Day
WOTUS	Waters of the U.S.

1 PROJECT DESCRIPTION

Lexington County (COUNTY), in coordination with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), proposes a new full access interchange at the Interstate 20 (I-20) overpass at Calks Ferry Road (S-278) (**Figure 1**). Specifically, a new bridge is proposed to be constructed adjacent/parallel with the existing overpass, which would ultimately be removed. The project also proposes widening of Calks Ferry Road from Two Notch Road (S-77) to Sherwood Drive (S-1262) and improving intersections at Two Notch Road, Summer Orchard Drive, Oscar Price Road, and Sherwood Drive. This Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, FHWA implementation procedures (23 CFR Part 771), and Technical Advisory T6640.8A.

FIGURE 1. PROJECT VICINITY MAP



1.1 PROJECT HISTORY

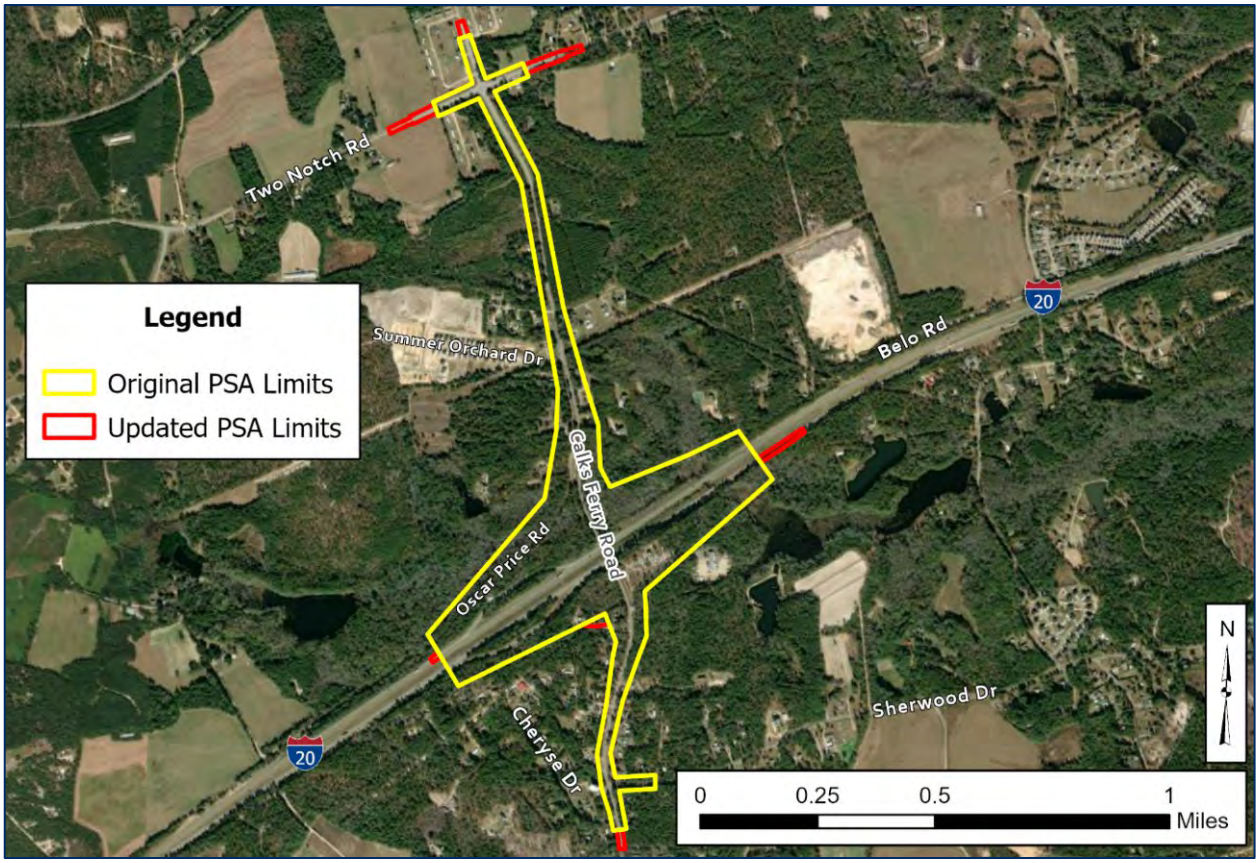
In 2022, Lexington County legislative delegates requested that SCDOT evaluate potential new interchanges along I-20 and I-26. I-20 at Calks Ferry Road was identified as a location where an additional interchange may be beneficial. In April 2024, SCDOT prepared a planning level evaluation (**Appendix A**). The purpose of this planning study was to evaluate roadway network performance metrics through increasing connectivity via an I-20 interchange at Calks Ferry Road. The findings of this report provided evidence that this additional access point will provide congestion relief in the Lexington area, in general, and along Longs Pond Road (S-204) between Two Notch Road and Muddy Springs Road (S-1260), including the existing I-20 interchange at Longs Pond Road (Exit 51). Later in 2024, the COUNTY received a legislative earmark to prepare an Interchange Justification Report (IJR) and EA. A Request for Proposals (RFP) was released to secure a consultant to perform the conceptual work and planning studies and in March 2025, Mead & Hunt, Inc. (M&H) was contracted. A landowner letter was distributed on April 22, 2025, and initial field studies and traffic modeling began shortly thereafter. A kick-off meeting was held with SCDOT on May 30, 2025, and they requested M&H consider the Old Charleston Road (S-625) overpass as a possible location for the new interchange in addition to the Calks Ferry Road overpass (Section 10). M&H coordinated with the COUNTY to acquire data on existing zoning, building permits, economic development plans, and combined the traffic models (Section 5.1.1)

to determine whether there was a justified need for a new interchange along I-20 in the western portion of the COUNTY (Section 2), specifically at the Calks Ferry Road overpass. Following the finalization of the P&N, the COUNTY distributed a Letter of Intent (LOI) on February 9, 2026.

1.2 PROJECT STUDY AREA

I-20 is a major east-west interstate highway in South Carolina (SC) that extends from the Georgia state line near Augusta to its eastern terminus at I-95 near Florence, SC. The highway provides an important transportation corridor, connecting the Midlands region of SC and serving regional and interstate passenger and freight traffic. The Project Study Area (PSA) is centered along Calks Ferry Road from Two Notch Road to Cheryse Drive. The PSA includes the intersections of Calks Ferry Road with Two Notch Road, Summer Orchard Drive, Oscar Price Road, and Sherwood Drive. The PSA broadens in the area surrounding the I-20 overpass to accommodate interchange configurations. Field surveys of the initial PSA (154.3 acres) were completed in 2025. In 2026, the PSA was expanded to 158.9 acres to accommodate the Preferred Alternative. The majority of the 4.6 acres of the additional PSA is within existing SCDOT right-of-way (ROW) (**Figure 2**); however, 0.49 acres in the southwest quadrant are outside of existing ROW and required to accommodate Ramp C and Loop C (See Section 5.2.2).

FIGURE 2. PROJECT STUDY AREA MAP



1.2.1 EXISTING CONDITIONS

Calks Ferry Road is functionally classified as a "Rural – Major Collector" roadway with a posted speed limit of 45 mph. This two-way, two-lane roadway runs north to south and is just under three miles in total length. The existing roadway is composed of two, 10-foot lanes with two-foot asphalt shoulders lacking curb and gutter. The Calks Ferry Road/Two Notch Road intersection is the only signalized intersection within the PSA.

There is currently no access to I-20 via Calks Ferry Road, and Longs Pond Road (Exit 51) provides the closest interstate access point. The I-20 overpass bridge was repaired in September 2025 due to identified structural issues. Within the project vicinity, I-20 consists of two,12-foot travel lanes in each direction (four lanes total). The typical cross-section in this segment has 4-foot inside shoulders, 10-foot outside shoulders, and a 100–120-foot-wide landscaped median. Rumble strips are present along the shoulders with presence of some barriers along the outside shoulder. The posted speed limit for I-20 within the project vicinity is 70 mph. Closed truck stops exist off I-20 eastbound (EB) and westbound (WB), west of the Calks Ferry Road overpass. These stops have been replaced with Exit 44 and Exit 51 truck facilities. ***There are 6.7 miles between existing interchanges to the east (Exit 51) and west (Exit 44) along I-20.***

1.2.2 LOGICAL TERMINI & INDEPENDENT UTILITY

In accordance with FHWA regulations 23 CFR Part 771.111(f), transportation projects evaluated under the NEPA process must: (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

- **Logical Termini**: rational end points for a transportation improvement project and rational end points for a review of broad environmental impacts (Environmental Review Toolkit).
- **Independent Utility**: be a single and complete project that is both useable and a reasonable expenditure without reliance on any other transportation improvements in the area (33 CFR Part 771.111(f)).

The PSA was established to include portions along I-20 large enough to incorporate the proposed interchange and ramps with sufficient storage length. Since the project is likely to increase traffic along Calks Ferry Road close to I-20, intersection improvements north and south of I-20 were incorporated. The proposed improvements included as part of this individual project will increase connectivity to the western portion of the Town of Lexington (TOWN) and the COUNTY, reducing existing and forecasted congestion due to growth in the project vicinity. As a secondary benefit, the project will also reduce congestion at the existing Longs Pond Road interchange, but it will not fully address this problem.

The proposed interchange at Calks Ferry Road will not restrict the consideration of future projects. Specifically, the current COUNTY project addressing existing congestion along Longs Pond Road between I-20 and Two Notch Road, which proposes extending the left turn lane leading to Two Notch Road and the addition of turn lanes along Longs Pond Road will not be impacted. Construction is anticipated to begin in late spring/early summer 2027. While these improvements will provide some relief at Exit 51 along I-20, it is likely an interchange reconfiguration at Longs Pond Road will ultimately be necessary to fully address the existing and forecasted traffic congestion in this area.

1.2.3 REASONABLE AVAILABILITY OF FUNDING

The project received an initial $1 million SC legislative earmark to prepare an IJR and NEPA EA, including associated planning activities and public involvement. To date, no federal funding has been identified. Development of the project beyond conceptual design will require funds from multiple sources. ROW and final plans are anticipated to cost approximately $10 million, and construction costs are anticipated to cost $85–125 million. Public funding sources may include the COUNTY, the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO), County Transportation Committee (CTC), SCDOT, SC legislative appropriations, SC Infrastructure Bank, SC Department of Commerce, federal grants, and prospective Capital Project Sales Tax revenue. The COUNTY plans to pursue multiple options to maximize funding opportunities, recognizing that the final package will likely include only a portion of these sources.

An additional $610,000 SC legislative earmark has been identified in the most recent legislative budget. The COUNTY is actively developing a sales tax proposal for the November 207 ballot, which includes the proposed project. This tax is anticipated to generate over $700 million for infrastructure projects.

2 PURPOSE & NEED

2.1 PROJECT NEED

The I-20 at Calks Ferry Road Interchange Project is needed to address the lack of network connectivity between I-20 and the western portion of the Town of Lexington and Lexington County to accommodate traffic from current and planned growth.

2.2 PROJECT PURPOSE

The purpose of this project is to improve the system linkage of I-20 to the western portion of the Town of Lexington and Lexington County to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity.

2.3 SECONDARY BENEFIT

Another desirable outcome of the proposed project is the reduction of existing and forecasted traffic congestion at the I-20 interchange at Longs Pond Road (Exit 51).

2.4 SUPPORTING EVIDENCE

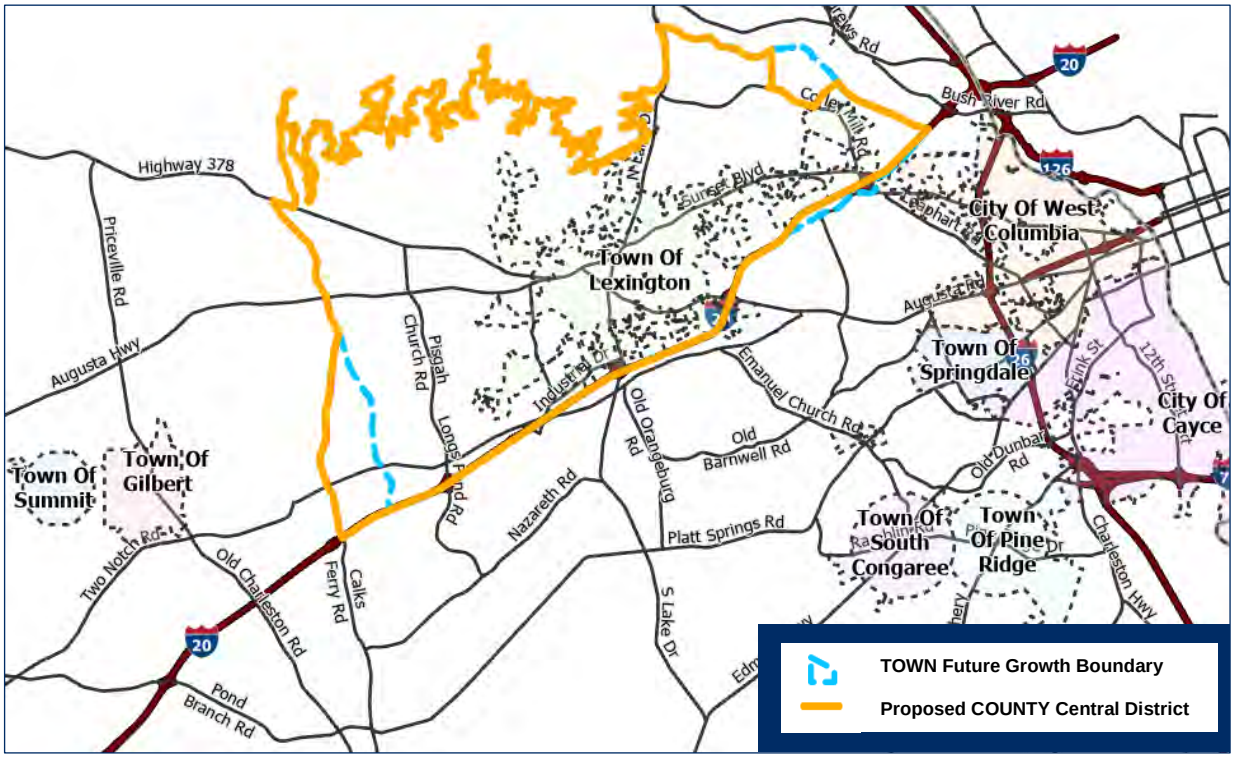
2.4.1 SYSTEM LINKAGE

With 6.7 miles between Longs Pond Road (Exit 51) and the next westbound (WB) I-20 interchange at Pond Branch Road (Exit 44), additional system linkages are needed to efficiently connect people and commerce to I-20. The project proposes to improve access to this growing region of the COUNTY by providing efficient infrastructure to connect people to education, healthcare, and employment utilizing existing roadways crossing I-20 instead of adding a bypass or new roadway.

2.4.2 GROWTH

From 2010–2020, the TOWN experienced a 32% population increase, and the COUNTY experienced a 12% population increase (Town of Lexington 2022 Comprehensive Land Use Plan; USCB, 2025). In September 2025, the TOWN released a proposed future growth boundary (Lexington County Boundaries Map Viewer) that expands west from the existing boundary at Pisgah Church Road to Smith Pond Road and Calks Ferry Road (**Figure 3**).

FIGURE 3. TOWN OF LEXINGTON FUTURE GROWTH BOUNDARY MAP



Lexington County Boundary Map Viewer

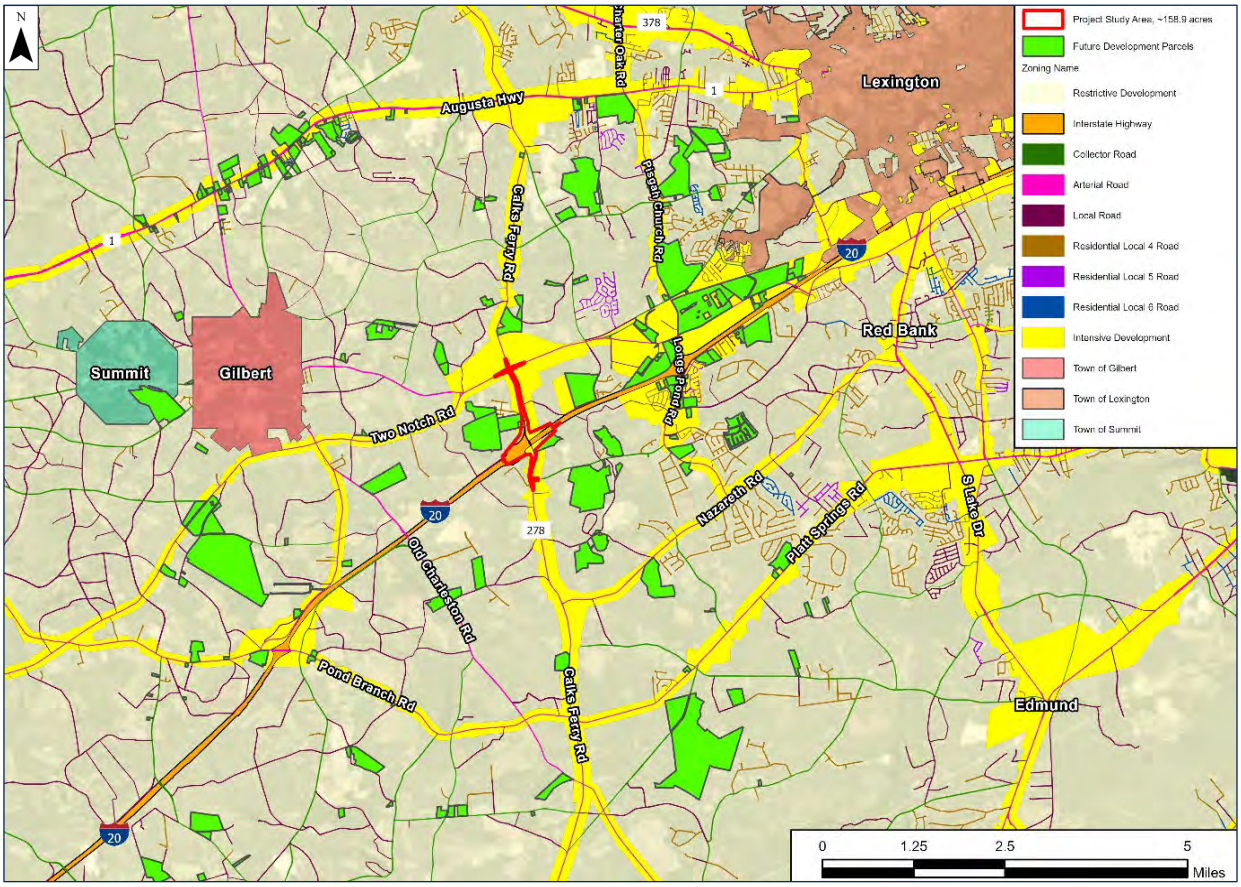
2.4.3 ZONING

This project supports proactive transportation infrastructure to accommodate development and zoning in the project vicinity. Numerous roads within this area are within Intensive Development districts, as shown in **Figure 4**. These roadways are heavily traveled primary routes and connector roads that provide access to existing I-20 interchanges and overpasses, as discussed further in Section 3.

Arterial Roads within the Project Vicinity

- Highway 378 (US 378)
- Augusta Highway (US 1)
- South Lake Drive (SC 6)
- Nazareth Road (S-243)
- Calks Ferry Road (S-278)
- Two Notch Road (S-77)
- Pond Branch Road (S-34)
- Charter Oaks Road/Pisgah Church Road/Longs Pond Road (S-204)

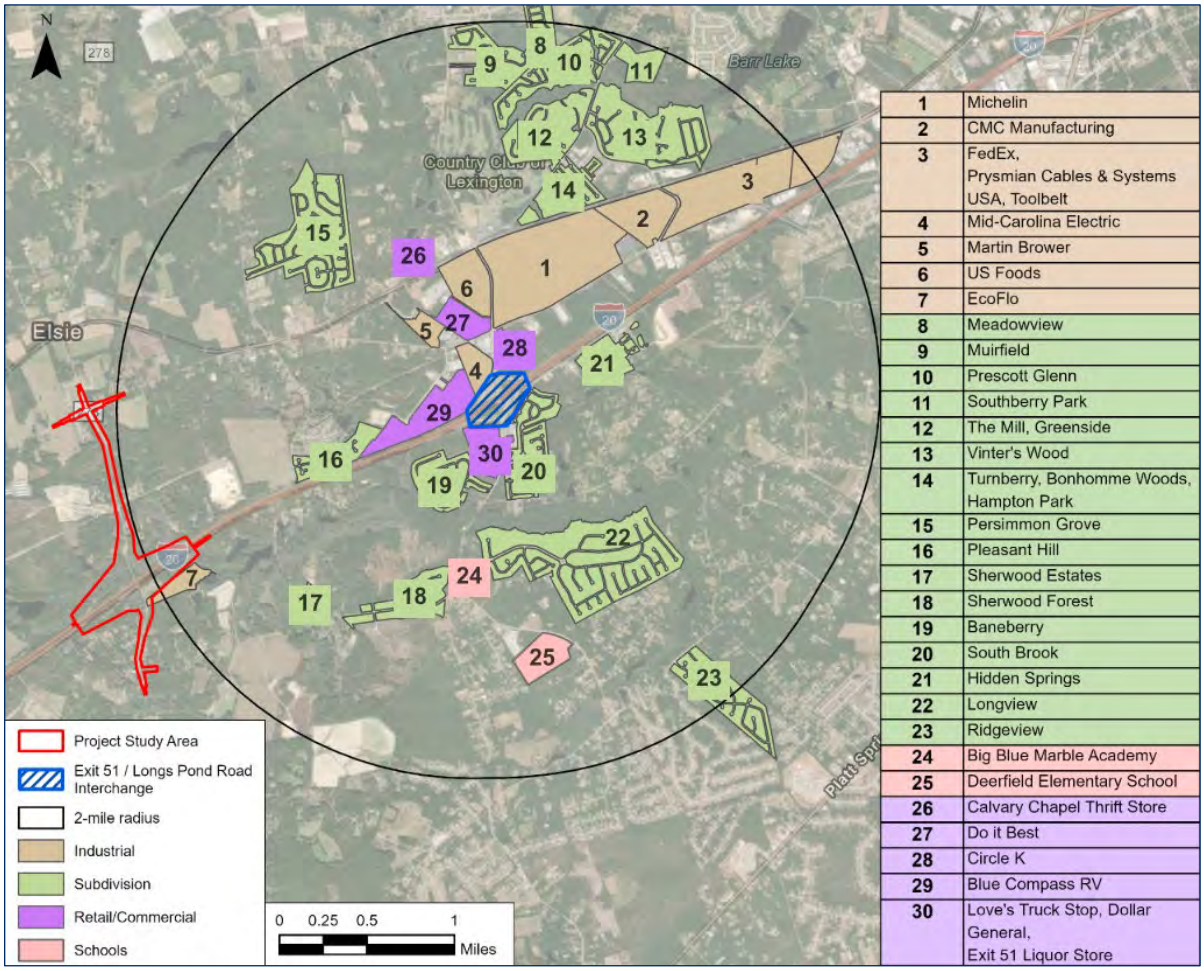
FIGURE 4. LEXINGTON COUNTY PROPOSED DEVELOPMENT & CURRENT ZONING



2.4.4 EXIT 51 EXISTING CONDITIONS

The I-20 interchange at Longs Pond Road (Exit 51) is one of the most significant commuter pinch points in the COUNTY. Growth from industrial and community development has substantially increased traffic at this interchange, as shown in **Figure 5**. Larger industrial sites generating traffic at Exit 51 include Michelin, US Foods, Mid-Carolina Electric Cooperative, Loves Truck Stop, and CMC Manufacturing. Additionally, within a two-mile radius, 19 subdivisions have been developed, resulting in the construction of two schools and numerous retail and commercial centers over the last 20 years. Commercial/retail centers are currently under construction west of the intersection of Pisgah Church Road and Augusta Highway to service residential neighborhoods west of the TOWN. With the TOWN expanding further west from this interchange, this mixed congestion of trucks and commuter vehicles will continue to increase based on 2045 traffic forecasts, as shown in **Table 1**. System linkage improvements (such as the proposed interchange at Calks Ferry Road) will reduce congestion and improve safety along Longs Pond Road by shifting a portion of existing traffic from Exit 51.

FIGURE 5. EXIT 51 DEVELOPMENT MAP



1	Michelin
2	CMC Manufacturing
3	FedEx, Prysmian Cables & Systems USA, Toolbelt
4	Mid-Carolina Electric
5	Martin Brower
6	US Foods
7	EcoFlo
8	Meadowview
9	Muirfield
10	Prescott Glenn
11	Southberry Park
12	The Mill, Greenside
13	Vinter's Wood
14	Turnberry, Bonhomme Woods, Hampton Park
15	Persimmon Grove
16	Pleasant Hill
17	Sherwood Estates
18	Sherwood Forest
19	Baneberry
20	South Brook
21	Hidden Springs
22	Longview
23	Ridgeview
24	Big Blue Marble Academy
25	Deerfield Elementary School
26	Calvary Chapel Thrift Store
27	Do it Best
28	Circle K
29	Blue Compass RV
30	Love's Truck Stop, Dollar General, Exit 51 Liquor Store

TABLE 1. EXIT 51 EXISTING & 2045 FORECASTED TRAFFIC (NO IMPROVEMENTS)

Movement	Existing Volume (VPD)	2045 No-Build Forecast (VPD)	Volume Difference (VPD)
I-20 WB to Longs Pond Road NB	7,446	9,922	2,476
I-20 WB to Longs Pond Road SB	2,401	4,556	2,155
I-20 EB to Longs Pond Road NB	2,109	2,159	50
I-20 EB to Longs Pond Road SB	695	1,593	898
Longs Pond Road NB to I-20 WB	261	1,022	761
Longs Pond Road SB to I-20 WB	1,905	2,447	542
Longs Pond Road NB to I-20 EB	4,227	6,480	2,253
Longs Pond Road SB to I-20 EB	7,722	10,202	2,480

VPD = Vehicles Per Day, EB = Eastbound, NB = Northbound, SB = Southbound, WB = Westbound

3 LAND USE, ZONING, & GROWTH

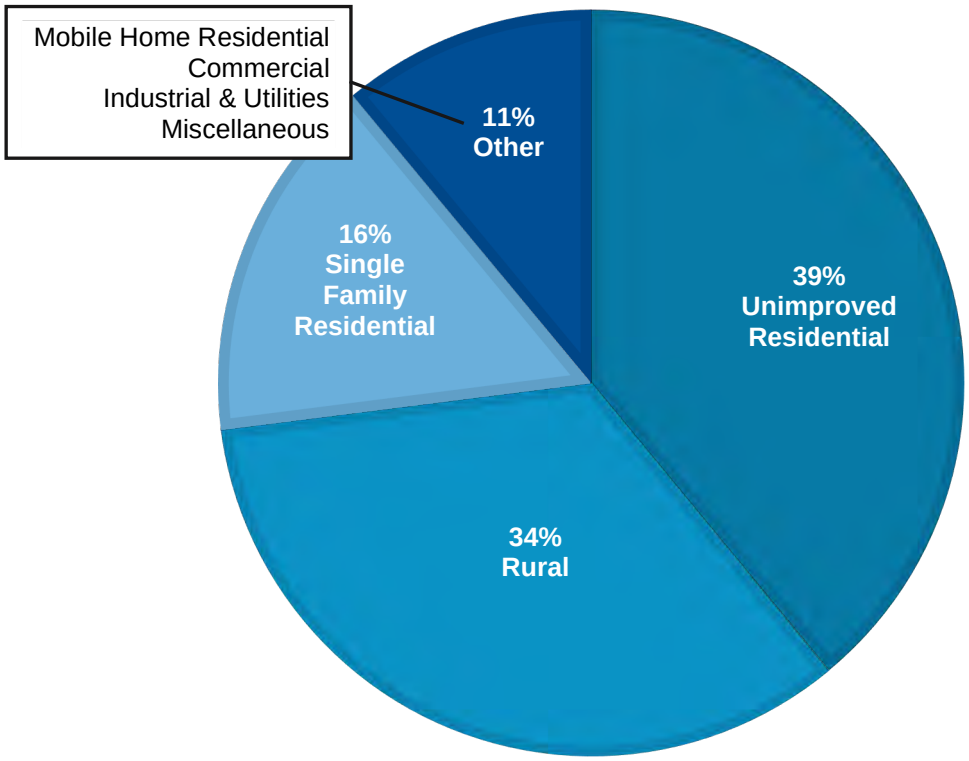
3.1 EXISTING CONDITIONS

3.1.1 EXISTING CONDITIONS – LEXINGTON COUNTY

The COUNTY is one of the fastest growing counties in South Carolina, situated in the central Midlands region. The COUNTY encompasses 15 municipalities and is intersected by three major interstates (I-20, I-26, & I-77). Established in 1804, early land use was characterized by small-scale agriculture and mills (CMCOG - Lexington County). Today, land use is still predominantly rural in nature. Land use within the COUNTY is categorized into residential, agricultural, commercial, industrial, planned development, and overlay zoning districts to guide growth and ensure compatibility among adjacent land uses (Lexington County 2025 Zoning Ordinance). As shown in **Figure 6**, approximately 39% of the COUNTY's land is unimproved residential land (does not contain any buildings or structures that would increase property value), 34% is rural land, 16% is single-family residential land, and the remaining 11% is split amongst commercial, industrial, and other developed land uses concentrated around major transportation corridors (Lexington County Comprehensive Plan). Two types of zoning districts guide this land use:

- **Restrictive Development:** Lexington County zoning district that contains low to high-density residential uses & lower-intensity non-residential activities, generally outside of primary transportation corridors.
- **Intensive Development:** Lexington County zoning district characterized by commercial, industrial, & more intensive uses, generally along major transportation corridors.

FIGURE 6. EXISTING LAND USE IN LEXINGTON COUNTY



3.1.2 EXISTING CONDITIONS – TOWN OF LEXINGTON

The TOWN is the largest suburban municipality within the Columbia metropolitan area, encompassing over 8,000 acres (Lexington County One Map). Historically, the TOWN was characterized by a rural landscape consisting of agricultural lands and low-density residential development. As population growth within the metropolitan area has accelerated, many former agricultural properties and undeveloped tracts have been converted to residential neighborhoods. Residential uses comprise the majority of developed land within the municipal boundaries, particularly outside of major transportation corridors (Town of Lexington 2022 Comprehensive Land Use Plan). Zoning in the TOWN incorporates elements of traditional, use-based zoning and performance-based zoning, which allows development that minimizes conflicts between residential and non-residential land uses.

3.1.3 EXISTING CONDITIONS – PROJECT VICINITY

Existing land use within and surrounding the PSA reflects the area's historically rural character while exhibiting signs of increasing suburban development associated with growth in the area. This area has historically been characterized by forested land primarily, agricultural land, maintained utility and roadway ROW, and scattered low-density residential development consisting of single-family, modular, and mobile homes. A major railroad freight route connecting Columbia to a regional commerce railroad crosses Calks Ferry Road approximately 1.5 miles north of the PSA (Norfolk Southern NSites Map). As population increases in the area, development of high-density residential development can be seen along the corridor.

3.2 PROJECTED FUTURE CONDITIONS

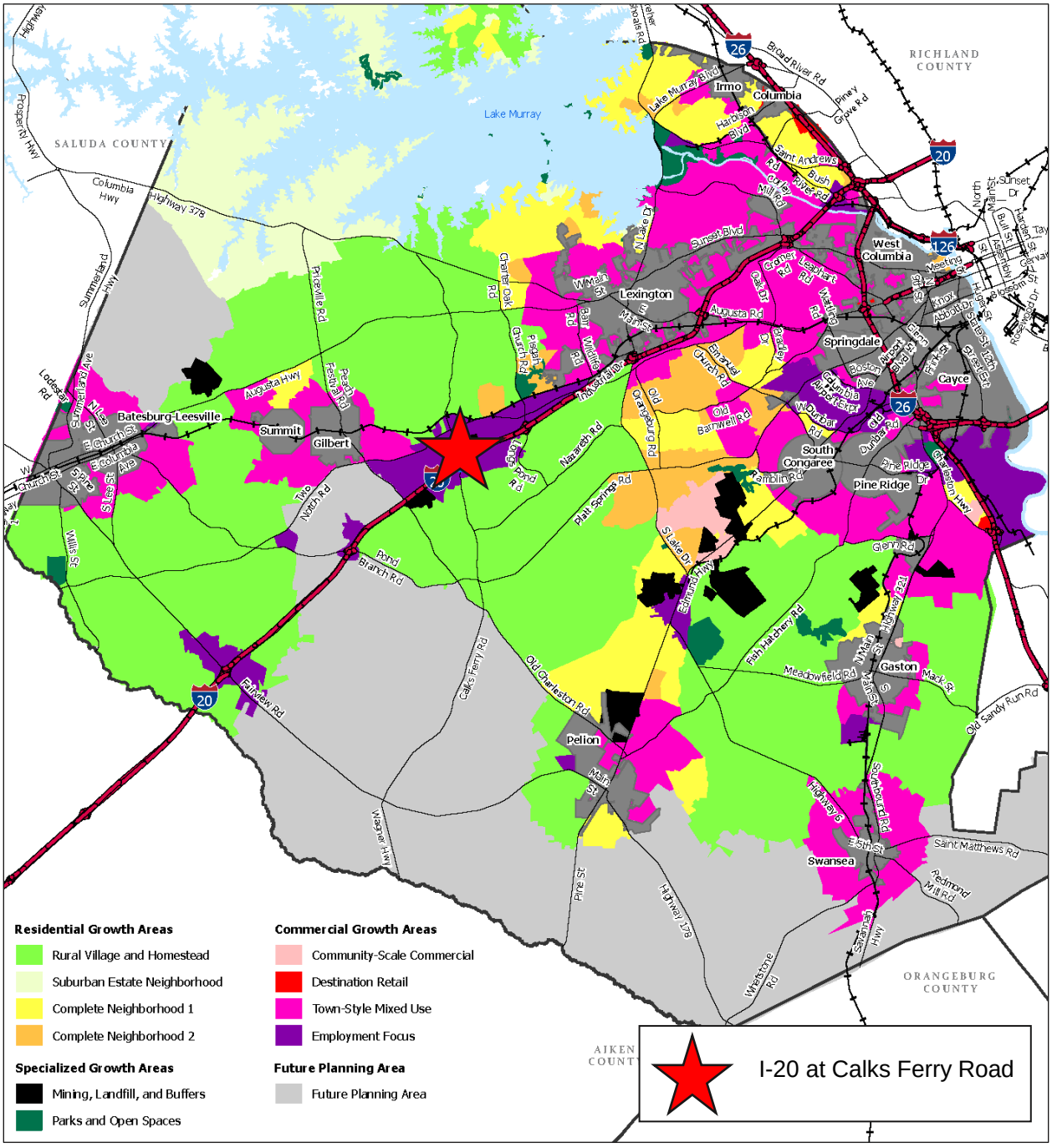
The COATS 2045 Long Range Transportation Plan (LRTP), adopted in 2021, proposes transportation improvements that are needed to accommodate increasing demands on roadway networks. The LRTP identifies corridors where growth is projected and suggests methods to address anticipated transportation needs. Calks Ferry Road from I-20 to Pond Branch Road is identified as an aspired roadway widening project. ***Truck traffic through the Midlands region is projected to increase 42% over the next 25 years***. A Calks Ferry Road interchange will provide increased connectivity to existing and future commercial and industrial hubs in the COUNTY. While not currently in the LRTP, the project team will be coordinating with the COATS MPO.

3.2.1 FUTURE CONDITIONS – LEXINGTON COUNTY

Lexington County is the sixth-most populated county in the state and has nearly doubled in population since 1980. The COUNTY has a 2025 estimated population of 317,588 residents, according to the U.S. Census Bureau (USCB). From 2010–2020, the COUNTY population increased 12%, in comparison to the entire state, which increased 11% during this period (USCB, 2025). By 2035, the COUNTY is expected to have 365,575 residents (SCRFA Population Estimates). ***Approximately 93% of workers commute by personal vehicle, contributing to increased traffic volumes on major roadway corridors and reinforcing the importance of roadway infrastructure improvements to accommodate future growth*** (Lexington County Comprehensive Plan).

The Lexington County 2022 Comprehensive Plan is titled "Growth With Us – Responsibly Planning Lexington County." The PSA is within an Employment Focus development area identified for commercial growth (**Figure 7**). This area encourages industrial warehouses/manufacturing, commercial offices, and corporate headquarters/office complexes. As employer presence in the area increases within and surrounding the PSA, continued investment in transportation infrastructure is critical.

FIGURE 7. LEXINGTON COUNTY FUTURE LAND USE & CHARACTER MAP



3.2.2 FUTURE CONDITIONS – TOWN OF LEXINGTON

The TOWN is projected to experience substantial population growth over the coming decades. The continued suburban growth surrounding Columbia has had a great impact on development in the TOWN. Additionally, the planned annexation of additional land to the west of the current boundary, extending to the intersections of Calks Ferry Road with Highway 378 and Highway 1, positions this project as a critical improvement (Figure 3). From 2015–2020, more than 22,000 business licenses were issued in the TOWN, indicating continued economic activity and development pressure (Lexington County Comprehensive Plan). The Town of Lexington 2022 Comprehensive Land Use Plan reinforces policies guiding land use and development to influence growth and maintain community character. As residential development expands outward from the TOWN, this plan emphasizes the importance of coordinating land use decisions with transportation improvement. It encourages higher-density residential uses concentrated near major transportation corridors and commercial centers.

3.2.3 FUTURE CONDITIONS – PROJECT VICINITY

Projected future growth in the project vicinity is evidenced by the construction of two large subdivisions, Ferry Grove and Summer Orchard, off Calks Ferry Road, approximately 0.4-miles north of I-20. Ferry Grove is a 492-lot single-family residential subdivision on roughly 165 acres of previously forested land (Ferry Grove - D.R. Horton). Summer Orchard is a 199-lot single-family home subdivision on approximately 37 acres of previously forested land (Summer Orchard - Stanley Martin). These developments are indicative of the continued transition and growth of the area. Land use planning in the area reflects an intentional transition of an identified major transportation corridor in the area. Portions of the corridor are identified for employment-focused development, while others are identified for residential growth intended to accommodate suburban expansion (Lexington County 2022 Comprehensive Plan). Recent residential developments demonstrate that growth within the corridor is occurring through subdivision development while the corridor's Intensive Development zoning exhibits employment-oriented commercial and industrial investment. Future development along Calks Ferry Road is expected to remain mixed in character, reflecting housing demand, commercial/industrial zoning, and the corridor's proximity to I-20.

4 COMMUNITY DEMOGRAPHIC & SOCIOECONOMIC DATA

Transportation projects, even when minor, have the potential to affect community cohesiveness by altering access to community gathering places, centers, schools, and/or other local facilities. These socioeconomic impacts must be considered in project development.

The USCB identifies four census tracts (CTs) within the PSA: 210.37, 210.41, 213.06, and 213.11. ***All CTs report median household incomes that exceed the state average of $72,350***. Median household incomes within the PSA range from $75,657 (CT 213.06) to $97,000 (CT 210.41). Poverty rates vary from 8.8% (CT 210.41) to 20.3% (CT 213.11). Employment rates within the PSA range from 58% (CT 213.06) to 71.2% (210.41), with all tracts exceeding the state employment rate of 57.6%. The racial and ethnic composition of the PSA is predominantly White, accounting for approximately 74–83% of the population across the CTs. The proportion of residents aged 65 years and older ranges from 5.7% (CT 210.41) to 20.4% (CT 213.11).

Major employment sectors within the PSA include educational services, healthcare and social assistance (25%), manufacturing (12%), and retail trade (10%). Several major employers operate

within the COUNTY, including Michelin, NCR, Southeastern Freight Lines, Pirelli Cable, US Foods, and United Parcel Service (Lexington County Comprehensive Plan, 2022). This data is summarized below in **Table 2**.

The proposed project will increase accessibility to the area surrounding the PSA. As a result, it is anticipated that populations, median household income, and employment rate will stay consistent in the area relative to the COUNTY (USCB, 2024).

TABLE 2. COMMUNITY DEMOGRAPHIC & SOCIOECONOMIC DATA

	CT 210.37	CT 210.41	CT 213.06	CT 213.11	Lexington County	South Carolina
Population	4,189	2,786	3,997	2,405	293,991	5,118,425
Median Household Income	$82,168	$97,000	$75,657	$78,409	$78,447	$72,350
Poverty Rate	16.6%	8.8%	16.1%	20.3%	11.7%	13.3%
Employment Rate	61.5%	71.2%	58.0%	62.2%	61.9%	57.6%
Over 65	13.5%	5.7%	18.3%	20.4%	17.7%	19.8%
Asian, American Indian, Multiracial	9.9%	8.0%	6.7%	7.0%	9.4%	9.1%
African American	13.4%	12.0%	4.1%	4.8%	14.6%	25%
Hispanic	6.8%	5.5%	10.0%	9.8%	7.4%	6.9%
White	73.6%	77.2%	82.9%	82.1%	72.3%	63.4%

USCB Profile - Lexington County; 2020 Decennial Census;

5 ALTERNATIVES

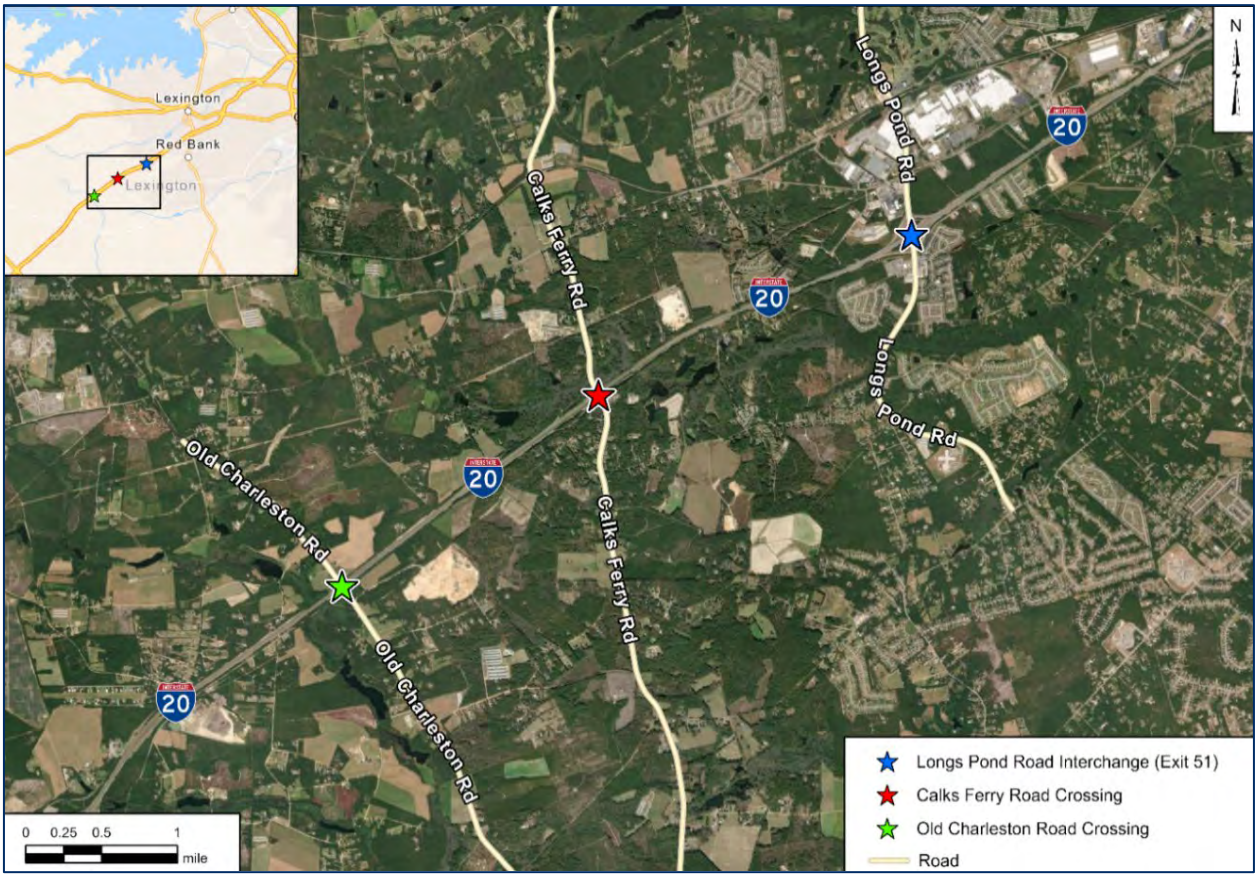
The process used to develop and evaluate alternatives for the project involved two steps. The first step analyzed reasonable options for an interchange location (new or improved), and the second step compared the proposed impacts of different interchange types.

5.1 LOCATION ALTERNATIVES

5.1.1 IMPROVEMENTS AT EXIT 51 INTERCHANGE

Modifying the existing Longs Pond Road interchange (Blue Star; **Figure 8**) could provide relief for existing and forecasted traffic congestion (secondary purpose); however, it would not address the continued growth or provide additional system linkage to the western portion of the TOWN and COUNTY. Since improvements to this interchange do not satisfy the purpose of the project, it was eliminated from further consideration within this EA. It is likely an interchange reconfiguration at Longs Pond Road will be necessary to fully address the traffic congestion at this interchange. To address the primary purpose, a new interchange is proposed to improve the system linkage along I-20. Two locations were considered along I-20 between Exit 44 and Exit 51 at existing overpass bridges: Old Charleston Road (S-625) and Calks Ferry Road (S-278). These two-lane arterial roads are owned and maintained by SCDOT and would meet the P&N.

FIGURE 8. ALTERNATIVE LOCATIONS CONSIDERED MAP



5.1.2 LOCATION TRAFFIC ANALYSIS

Traffic analysis began with data collection and data discovery of existing traffic volumes within the vicinity of the PSA. Traffic counts from March 2024–May 2025 were compiled and balanced to develop baseline existing conditions for AM/PM peak hour turning movements. 2045 traffic volumes were developed based on three travel demand forecasting model runs from the Central Midlands Council of Governments (CMCOG) regional travel demand model:

Peak Hours

7–8 AM
5–6 PM

- **2045 No-Build Alternative:** No new interchanges at Calks Ferry Road or Old Charleston Road; traffic continues to rely on the existing Longs Pond Road interchange.
- **2045 CFI Alternative (Calks Ferry Interchange):** Addition of an interchange at Calks Ferry Road; no interchange at Old Charleston Road.
- **2045 OCI Alternative (Old Charleston Interchange)**: Addition of an interchange at Old Charleston Road; no interchange at Calks Ferry Road.

The percentage change in traffic from the existing Longs Pond Road interchange to each of the proposed interchanges was calculated by comparing the 2045 CFI and 2045 OCI COATS travel demand model assignments at the Longs Pond Road interchange to the No-Build Alternative. **Table 3** illustrates the difference in these assignments on Longs Pond Road and on the interchange ramps in the 2045 No-Build Alternative and the interchange alternatives.

TABLE 3. 2045 LONGS POND ROAD & INTERCHANGE RAMP VEHICLES PER DAY

Traffic Movement	No-Build	With CFI	With OCI	% Change with CFI	% Change with OCI
Longs Pond Road N of WB Ramps	32,841	30,925	31,701	-5.8%	-3.5%
Longs Pond Road between WB & EB Ramps	24,475	23,329	23,669	-4.7%	-3.3%
Longs Pond Road S of EB Ramps	20,146	19,263	19,716	-4.4%	-2.1%
WB Off-Ramp Right Turn (WB-NB)	9,922	8,535	9,196	-14.0%	-7.3%
WB Off-Ramp Left Turn (WB-SB)	4,556	3,559	3,925	-21.9%	-13.8%
WB On-Ramp Right Turn (SB-WB)	2,447	3,034	2,900	24.0%	18.5%
WB On-Ramp Left Turn (NB-WB)	1,022	415	622	-59.4%	-39.1%
EB Off-Ramp Left Turn (EB-NB)	2,159	2,530	2,503	17.2%	15.9%
EB Off-Ramp Right Turn (EB-SB)	1,593	788	1,434	-50.5%	-10.0%
EB On-Ramp Right Turn (NB-EB)	6,480	5,423	6,226	-16.3%	-3.9%
EB On-Ramp Left Turn (SB-EB)	10,202	7,747	9,110	-24.1%	-10.7%
Total VPD	**38,381**	**32,031**	**35,916**	**-16.5%**	**-6.4%**

5.1.3 INTERCHANGE AT OLD CHARLESTON ROAD

The existing Old Charleston Road overpass bridge (Green Star; **Figure 8**) crosses the interstate 4.4 miles west of Exit 51 and 2.3 miles east of Exit 44. Land use along Old Charleston Road is within a Restrictive Development district (Lexington County One Map). This zoning district is more restrictive in nature and generally encourages residential land use activities and less intensive non-residential land use activities (Lexington County Zoning Ordinance).

2045 traffic volume forecasts estimate the addition of an interchange at Old Charleston Road would reduce forecasted congestion at Exit 51 by 6–7% **(Table 3)**. The travel demand model assigned no traffic to two ramp movements (SB to I-20 WB on-ramp & I-20 EB off-ramp to NB). The NB to I-20 EB on-ramp has the highest forecasted traffic volume at 3,600 vehicles per day (VPD). 2045 peak hour volumes are shown in **Table 4**.

TABLE 4. 2045 OLD CHARLESTON ROAD INTERCHANGE RAMP VOLUMES

Traffic Movement	Daily (VPD)	AM Peak (VPH)	PM Peak (VPH)
I-20 WB Off-Ramp to SB	2400	120	264
I-20 WB Off-Ramp to NB	2100	105	231
SB to I-20 WB On-Ramp	0	0	0
NB to I-20 WB On-Ramp	1500	120	75
I-20 EB Off-Ramp to NB	0	0	0
I-20 EB Off-Ramp to SB	1500	90	105
SB to I-20 EB On-Ramp	3400	476	170
NB to I-20 EB On-Ramp	3600	504	180

5.1.4 INTERCHANGE AT CALKS FERRY ROAD

The existing Calks Ferry Road overpass (Red Star; **Figure 8**) crosses the interstate 2.3 miles west of Exit 51 and 4.4 miles east of Exit 44. Land use along Calks Ferry Road is within an Intensive Development district which is less restrictive and encourages non-residential land use activities, including commercial, industrial and intensive land use (Section 3). ***2045 traffic volume forecasts estimate the addition of an interchange at Calks Ferry Road would reduce congestion at Exit 51 by 16–17%*** (**Table 3**). The 2045 estimated VPD for an interchange at Calks Ferry Road ranges from 500 (SB to I-20 WB on-ramp) to 4,300 (SB to I-20 EB on-ramp). 2045 peak hour volumes are shown in **Table 5**.

TABLE 5. 2045 CALKS FERRY ROAD INTERCHANGE RAMP VOLUMES

Traffic Movement	Daily (VPD)	AM Peak (VPH)	PM Peak (VPH)
I-20 WB Off-Ramp to SB	2700	135	297
I-20 WB Off-Ramp to NB	2500	125	275
SB to I-20 WB On-Ramp	500	40	25
NB to I-20 WB On-Ramp	1500	120	75
I-20 EB Off-Ramp to NB	1000	60	70
I-20 EB Off-Ramp to SB	1800	108	126
SB to I-20 EB On-Ramp	4300	602	215
NB to I-20 EB On-Ramp	4100	574	205

5.1.5 PREFERRED LOCATION

Neighborhoods are currently under construction along Calks Ferry Road, and it is zoned for additional Intensive Development. An interchange at this location will draw more traffic from the existing and forecasted congestion at Exit 51 than an interchange at Old Charleston Road. ***Based on existing zoning, anticipated traffic volumes, and projected traffic volume reduction at Exit 51, development of a new interchange at Calks Ferry Road is preferred over the development of a new interchange at Old Charleston Road.*** The Old Charleston Road location was eliminated from further analysis.

5.2 INTERCHANGE TYPE ALTERNATIVES

The interchange type alternative analysis includes the development of conceptual designs for a new interchange at Calks Ferry Road, assessment of preliminary impacts, and selection of the Preferred Alternative. A No-Build Alternative, which assumes that no improvements would be made, was included to provide a baseline for comparison.

The No-Build Alternative represents the continuation of existing conditions along Calks Ferry Road without modifications or improvements. While the No-Build Alternative would not have any impacts associated with the construction, it would not provide any transportation benefits to the community nor meet the P&N of the project. The No-Build Alternative provides a baseline for comparing potential benefits and environmental impacts with the other alternatives.

In addition to the No-Build Alternative, three interchange configurations that satisfy the P&N were considered at Calks Ferry Road during project development. To identify the most suitable option, each alternative was evaluated in several categories including but not limited to efficiency of traffic

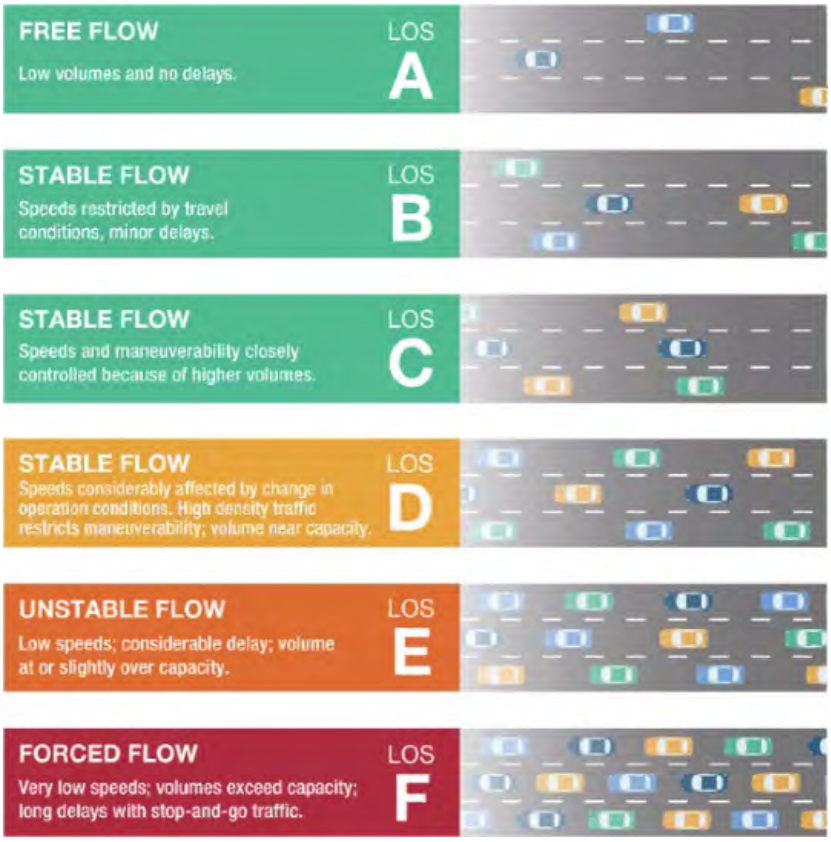
flow (how well traffic moves through the interchange), impacts to water resources, ROW impacts (the type and quantity of land required for construction), constructability concerns, and driver expectation (consistency with typical motorist maneuvers in the area). This comparative analysis helped determine which interchange type design best balances community needs, environmental protection, and practical use.

5.2.1 INTERCHANGE TYPE TRAFFIC ANALYSIS

As illustrated in Table 3, the addition of an interchange at Calks Ferry Road would result in a 16–17% decrease in daily ramp traffic volumes at the Exit 51 interchange, while the addition of an interchange at Old Charleston Road would result in only a 6–7% decrease. Interchange types were analyzed at each potential interchange location using the Florida DOT *CAP-X* and the Virginia DOT *VJuST* to determine the Volume/Capacity (V/C) ratio. Forecasted traffic under each interchange type alternative was analyzed to determine the 2045 Level of Service (LOS).

- **Volume/Capacity (V/C) Ratio**:compares the volume of vehicles (demand) to the capacity the roadway can handle
- **Level of Service:** a measure of motorist experience on the road scored based on speed, traffic delays, safety, & maneuverability. Rankings are similar to school grades where A is ideal and F indicates needed improvements (**Figure 9**).

FIGURE 9. LEVEL OF SERVICE RANKINGS



Transportation For America

Diamond interchanges (roundabout, single point, diverging) and partial cloverleaf interchanges (single quadrant, two quadrant) were assessed. All interchange type alternatives include a bridge constructed on new alignment parallel with the existing Calks Ferry Road overpass, which would ultimately be removed. The following interchange types were selected for further development:

- **Alternative 1 (A1)** – Partial Cloverleaf
- **Alternative 2 (A2)** – Diverging Diamond
  Alternative 3 (A3) – Dual Roundabout Diamond / Dogbone

Traffic Analysis determined that all Build Alternatives would:

- Accommodate future traffic and operate at an acceptable LOS D or better at all points along Calks Ferry Road and the I-20 mainline.
- Improve traffic operations along Calks Ferry Road with additional roadway widening between Sherwood Drive and Two Notch Road.
- Reduce traffic delays at all study intersections along Calks Ferry Road, even with the expected increase in traffic volume.
- Reduce traffic delays at the Longs Pond Road interchange ramp terminals. Most notably, the intersection of Longs Pond Road at I-20 EB ramps would improve from a failing LOS E in the AM peak to LOS C or better.

A1 slightly outperforms A2 and A3 along I-20 by spreading heavy traffic flows to EB I-20 across two on-ramp merge areas, improving interstate operations. The proposed ramp terminal intersections along Calks Ferry Road are expected to operate acceptably with the following LOS for each interchange type:

- **A1** = LOS B
- **A2** = LOS C or better
- **A3** = LOS B or better

Details on the traffic analysis process and the 2045 projected volumes used to determine proposed PSA improvements can be found in the I-20 Calks Ferry Road Interchange Volume Development Process Summary (**Appendix B**). Additional traffic details will be included in the IJR which will be finalized after the EA is complete and a Finding of No Significant Impact (FONSI) has been approved.

5.2.2 ALTERNATIVE 1 (A1) – PARTIAL CLOVERLEAF

The partial cloverleaf interchange concept (**Figure 10**) proposes a loop in the southwest interchange quadrant to facilitate free flow SB traffic on Calks Ferry Road to EB I-20 toward Columbia. This is the heaviest movement in the morning peak hour. Calks Ferry Road is proposed to be widened to four lanes (two each way) prior to the ramp terminal intersections and remain four lanes within the new interchange limits.

- **Ramp A** is the I-20 WB exit ramp to Calks Ferry Road, located adjacent to Red Bank Creek. It provides motorists with the option to turn onto either NB or SB Calks Ferry Road.
- **Ramp B** is the I-20 WB entrance ramp from Calks Ferry Road. It crosses the closed truck stop north of I-20 WB.
- **Ramp C** is the I-20 EB exit ramp to Calks Ferry Road. It crosses the closed truck stop south of I-20 EB. It provides motorists with the option to turn onto NB or SB Calks Ferry Road.
- **Loop C** is the I-20 EB entrance ramp from Calks Ferry Road which will be used by Calks Ferry SB traffic traveling toward Columbia using I-20.
- **Ramp D** is the I-20 EB entrance ramp from Calks Ferry Road, which will be used primarily by Calks Ferry Road NB traffic traveling toward Columbia using I-20.

FIGURE 10. ALTERNATIVE 1 – PARTIAL CLOVERLEAF



5.2.3 ALTERNATIVE 2 (A2) – DIVERGING DIAMOND

The diverging diamond interchange (DDI) concept (**Figure 11**) is a diamond interchange in which the opposing directions of travel on Calks Ferry Road would temporarily cross over at a new signal on either side of the interchange. Traffic crossing over I-20 on the overpass bridge operates on the opposite (left) side, facilitating more left turns onto the I-20 entrance ramps without increasing the number of lanes and traffic signals. This design decreases conflict points, reduces the need for separate turn lanes, and facilitates higher left turn movements onto entrance ramps. Depending on the direction of travel, motorists will access I-20 by turning right onto the on-ramp or after continuing through the traffic signal and crossing to the other side, drivers may turn left, without having to stop for oncoming traffic, to reach the on-ramp to go in the other direction. Motorists going straight through the intersection proceed through a second traffic signal and follow their lane back to the right side of the road. Calks Ferry Road is proposed to be widened to four lanes (two each way) prior to the ramp terminal intersections, sustained within interchange limits.

- **Ramp A** is the I-20 WB exit ramp to Calks Ferry Road, adjacent to Red Bank Creek. It provides motorists options to turn onto NB or SB Calks Ferry Road.
- **Ramp B** is the I-20 WB entrance ramp from Calks Ferry Road. It crosses the closed truck stop north of I-20 WB.
- **Ramp C** is the I-20 EB exit ramp to Calks Ferry Road. It crosses the closed truck stop south of I-20 EB.
- **Ramp D** is the I-20 EB entrance ramp from Calks Ferry Road.

FIGURE 11. ALTERNATIVE 2 - DIVERGING DIAMOND



5.2.4 ALTERNATIVE 3 (A3) – DUAL ROUNDABOUT DIAMOND / DOGBONE

The dual roundabout interchange concept (**Figure 12**) would include new roundabouts (RABs) along Calks Ferry Road and ramp terminal intersections to facilitate turning movements to/from ramps to Calks Ferry Road removing the need for intersections controlled by stop signs or traffic signals. Calks Ferry Road would be widened to four lanes (two each way) between the new interchange limits, prior to the RABs.

- **Ramp A** is the I-20 WB exit ramp to Calks Ferry Road, which terminates at the RAB. Motorists have the option to access NB or SB Calks Ferry Road from the RAB.
- **Ramp B** is the I-20 WB entrance ramp from Calks Ferry Road. It crosses the closed truck stop north of I-20.
- **Ramp C** is the I-20 EB exit ramp to Calks Ferry Road. It crosses the closed truck stop south of I-20 and terminates in the southernmost proposed RAB.
- **Ramp D** is the I-20 EB entrance ramp from Calks Ferry Road.

FIGURE 12. ALTERNATIVE 3 - DUAL ROUNDABOUT DIAMOND / DOGBONE



5.2.5 PREFERRED INTERCHANGE TYPE ALTERNATIVE

Because the No-Build Alternative fails to meet the P&N of the project, the Build Alternatives were compared based on their estimated impact to the human and natural environment. Estimated impacts are based on the footprint of interchange alone, as all interchange types would require the same widening along Calks Ferry Road and improvements at the Two Notch Road and Sherwood Drive intersections. Anticipated impacts associated with each interchange type alternative are shown below in **Table 6**.

Lowest Impact
Moderate Impact
Highest Impact

TABLE 6. INTERCHANGE TYPE ALTERNATIVES ANALYSIS MATRIX

	A1	A2	A3
Property Impacts			
Residential (unit)	12	10	10
Commercial (unit)	1	1	1
Undeveloped (unit)	3	4	3
Total Impacts (acreage)	13.8	10.5	11.3
Potential Relocations			
Residential (unit)	3	3	3
Commercial (unit)	0	0	0
Social Impacts			
Recreational Resources (Section 4(f)/6(f)) (unit)	0	0	0
Places of Worship (unit)	0	0	0
Farmland of Statewide Importance (acres)	8.0	7.2	7.5
Cultural Resources			
Archaeological (unit)	0	0	0
Historic Structures/Districts (unit)	0	0	0
Cemeteries (unit)	0	0	0
Natural Resources			
Protected Species (unit)	0 federal / 2 proposed / 4 state	0 federal / 2 proposed / 4 state	0 federal / 2 proposed / 4 state
Streams (linear feet/acres)	1360 / 0.17	1807 / 0.19	1277 / 0.15
Wetlands (acres)	2.0	2.0	2.2
Floodplains (acres)	4.7	5.5	4.9
Protected Areas (unit)	0	0	0
GeoEnvironmental			
Sites of Concern (unit)	0	0	0

	A1		A2		A3	
Traffic	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Calks Ferry Road at I-20 WB Ramps (LOS)	B	B	B	B	A	A
Calks Ferry Road at I-20 EB Ramps (LOS)	B	B	C	C	B	A
MOT Complexity	Not Complex		Complex		Complex	
Driver Expectation (rank)	1		3		2	
Expansion Capability	Yes		No		No	
Estimated Costs*						
Design/CE&I	$6,588,000		$7,165,000		$6,643,000	
ROW	$400,000		$318,000		$146,000	
Construction	$44,466,000		$48,366,000		$44,843,000	
TOTAL	**$51,454,000**		**$55,849,000**		**$51,632,000**	

**Estimated costs are associated with conceptual alternatives and are subject to change as project design progresses. Proposed widening and intersection improvements along Calks Ferry Road are consistent across alternatives; therefore, those costs and associated impacts are not included in this analysis.*

All Build Alternatives result in three residential relocations, will not impact any cultural resources, maintain a satisfactory 2045 design year LOS, and have similar cost estimates. A1 impacts the largest number of parcels and has the greatest take of ROW acreage. A2 has additional stream (+500 feet) and floodplain (+0.5 acre) impacts compared to A1 and A3. A1 is the least complex to construct and maintain traffic throughout. A2 and A3 require more complex maintenance of traffic (MOT). A1 supports greater flexibility for potential future interchange expansion, while A2 and A3 would require full reconfiguration for future improvements.

A2 was eliminated due to increased impacts to water resources. In addition, the 2045 LOS with A2 would be the weakest, it would be complex to construct, ranks the lowest for driver expectation, is the most expensive to construct, and does not allow for future expansion without complete reconfiguration.

A1 and A3 would result in similar impacts to the natural environment, but A1 requires additional ROW (+2.5 acres). A1 stood out in the categories of construction/MOT complexity, driver expectation, and future expansion capabilities. ***For these reasons, A1 (Partial Cloverleaf) was selected as the Preferred Alternative to move forward into project development.***

6 PROPOSED IMPROVEMENTS

The proposed interchange will be developed as described in Section 5.2.2 and shown in the attached Conceptual Plans (**Appendix C**). ***The addition of an interchange, regardless of the configuration, will result in increased traffic volumes along Calks Ferry Road.*** With the interchange, Calks Ferry Road is projected to have 12,900–14,700 VPD in 2045. Without the interchange, Calks Ferry Road is projected to have roughly 9,100 VPD in 2045 (**Appendix B**). Due to this anticipated increase in traffic, the addition of travel lanes and a center median along Calks Ferry Road is warranted. Additionally, new traffic patterns are expected to affect turning movements at intersections along Calks Ferry Road, warranting improvements.

The existing Calks Ferry Road/Two Notch Road intersection is signalized, and all four roadway legs include one lane for combined right turns and through traffic, and one dedicated left turn lane. This intersection will remain signalized. The existing Calks Ferry Road/Sherwood Drive intersection is not signalized and does not have turn lanes. The proposed improvements along the project corridor are shown in **Figures 13–15**, and described below:

- Turn lanes at the Calks Ferry Road/Two Notch Road intersection
- Dedicated left turn lane for Calks Ferry Road NB to Summer Orchard Drive
- Dedicated left turn lane for Calks Ferry Road NB to Oscar Price Road.
- Turn lanes at the Calks Ferry Road/Sherwood Drive intersection

FIGURE 13. IMPROVEMENTS ALONG CALKS FERRY ROAD TO I-20

- Calks Ferry Road from Two Notch Road to the interchange: 2 travel lanes in each direction + center median to allow two-way left turns
- At the interchange, the Calks Ferry Road SB travel lane on the right will become a dedicated “exit only” lane to access I-20 EB via the designated I-20 EB on-ramp loop in the SW quadrant.
- Calks Ferry Road from the interchange to Sherwood Drive intersection: 1 travel lane SB + 2 travel lanes NB + center median

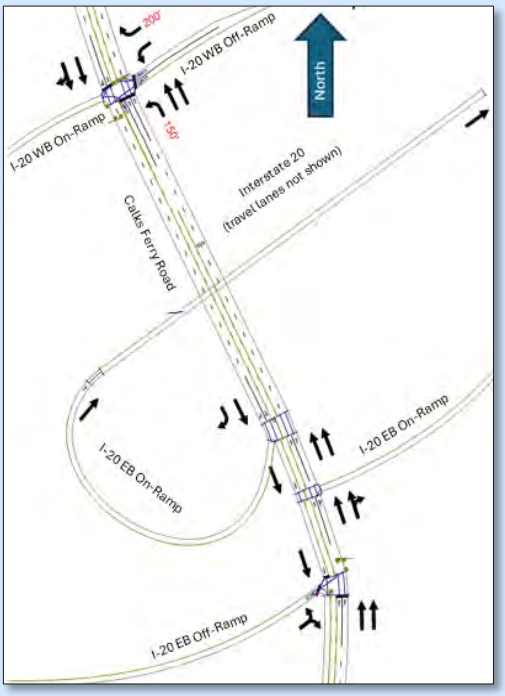


FIGURE 14. IMPROVEMENTS AT CALKS FERRY ROAD/TWO NOTCH ROAD

- Calks Ferry Road NB: dedicated right turn lane + left turn lane + through movement lane
- Calks Ferry Road SB: dedicated left turn lane + dedicated through lane + outer lane for right turns & through movement
- Two Notch Road EB: dedicated right turn lane + left turn lane + through movement lane
- Two Notch Road WB: 2 dedicated left turn lanes + outer lane for right turns & through movement

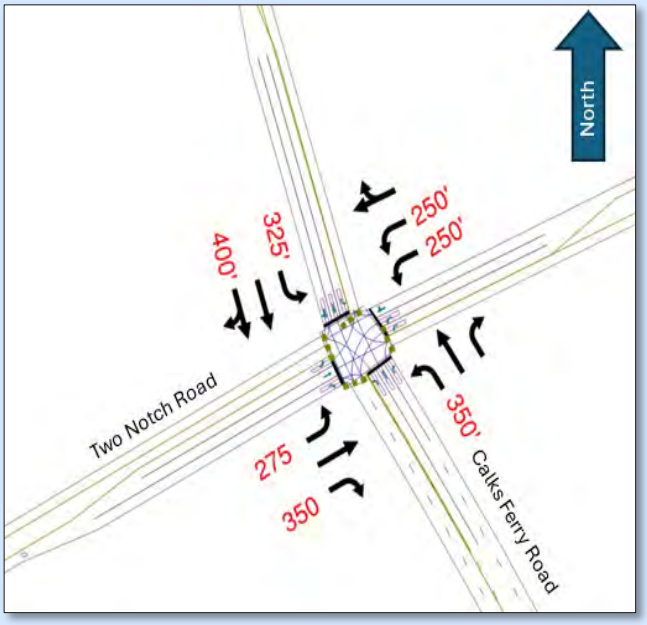
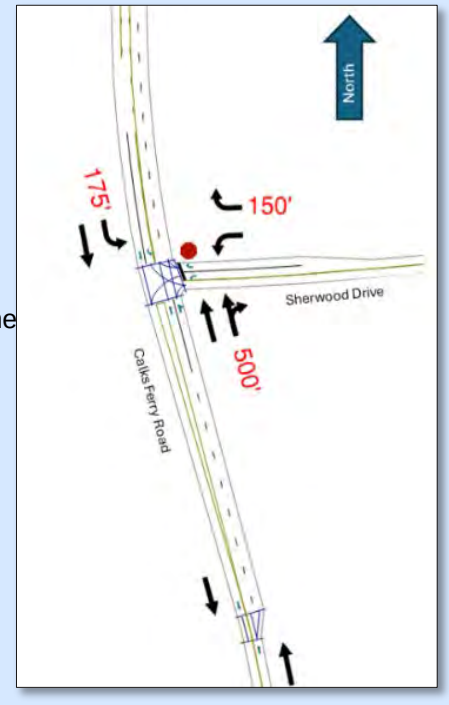


FIGURE 15. IMPROVEMENTS AT CALKS FERRY ROAD/SHERWOOD DRIVE

The stop sign at Sherwood Drive will be maintained & the following lanes added:

- Calks Ferry Road NB: shared right & through lane
- Calks Ferry Road SB: dedicated left turn lane & through lane
- Sherwood Drive: a dedicated right turn lane; existing lane dedicated to left turns



7 ENVIRONMENTAL RESOURCES & POTENTIAL IMPACTS

The following sections describe environmental resources within the PSA and the potential impacts to them based on the Preferred Alternative (A1) including widening and intersection improvements described in Section 6. Potential impacts are summarized in **Table 7** below. ***Due to the inclusion of the entire project footprint versus only the interchange, many of the impacts in this section have changed from impacts shown in*** Table 6***.***

TABLE 7. PREFERRED ALTERNATIVE (A1 – PARTIAL CLOVERLEAF) IMPACTS

Property Impacts		
Residential (unit)	53	
Commercial (unit)	3	
Undeveloped (unit)	8	
Total Impacts (acreage)	25.7	
Potential Relocations		
Residential (unit)	3	
Commercial (unit)	0	
Social Impacts		
Recreational Resources (Section 4(f)/6(f)) (unit)	0	
Places of Worship (unit)	0	
Farmland of Statewide Importance (acres)	13.8	
Cultural Resources		
Archaeological (unit)	0	
Historic Structures/Districts (unit)	0	
Cemeteries (unit)	0	
Natural Resources		
Protected Species (unit)	0 federal / 2 proposed / 4 state	
Streams (linear feet/acres)	942 / 0.11	
Wetlands (acres)	1.0	
Floodplains (acres)	3.2	
Protected Areas (unit)	0	
GeoEnvironmental		
Sites of Concern (unit)	0	
Traffic		
	AM	**PM**
Calks Ferry Road at I-20 Westbound Ramps (LOS)	B	B
Calks Ferry Road at I-20 Eastbound Ramps (LOS)	B	B
Construction/MOT Complexity	Not complex	
Driver Expectation (rank)	1	
Future Expansion Capability	Yes	

7.1 PROPERTY IMPACTS

The PSA contains a mixed land use ranging from undeveloped to commercial, and the project vicinity is experiencing a transition towards increased development as described in Section 3. With the Preferred Alternative, the ROW acquisition required for the proposed improvements is approximately 26 acres, split between residential, commercial, and undeveloped land, as shown in **Table 7**. This estimate does not include the entirety of parcels identified for potential relocations.

There are 75 residential parcels within the PSA including single-family and mobile homes. The PSA does not contain any multi-family developments such as apartments or townhome complexes. Based on the Preferred Alternative concept, acquisition of ROW is anticipated from a portion of 53 residential parcels along the corridor. The majority of the necessary ROW will require narrow strips of parcels along the existing roadways; however, some residential properties within the interchange footprint are anticipated to require relocation, as discussed further in Section 7.2.

7.2 RELOCATIONS

Potential relocation impacts associated with the proposed interchange were reviewed in accordance with FHWA guidance and the Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970 (URA) (42 USC 4601 *et seq*).

Preliminary design alternatives were assessed alongside tax maps and parcel data as part of a Relocation Study. Each interchange type alternative resulted in the proposed relocation of three residential properties: 1700 Calks Ferry Road (TMS 007400-04-141), 1701 Calks Ferry Road (TMS 006300-10-005; TMS 007400-03-034), and 1726 Calks Ferry Road (TMS 007421-01-001). No commercial relocations would be required with any of the alternatives.

Property data retrieved via Lexington County One Map and Lexington County Property Tax Data informed search criteria for an assessment of the local market. Using Zillow.com and Realtor.com, a review of available “Comparable Replacement Dwellings” within a 5-mile radius of the identified parcels for relocation was conducted in July 2026. Multiple single-family homes and larger-acreage parcels were identified that meet applicable relocation criteria, in accordance with the URA. The study concluded that, while relocations cannot be avoided, similar replacement housing parcels can be found within the same school district and tax district, and relocations are not anticipated to cause long-term disruption to affected residents. All acquisitions and relocations will be conducted in accordance with the URA and SCDOT relocation policies to ensure fair treatment and relocation assistance for affected property owners and occupants. In addition, SCDOT will provide relocation advisory assistance to all eligible individuals without discrimination in accordance with Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and Executive Order 11063 (Equal Opportunity in Housing). The full Relocation Study can be found in **Appendix D**.

7.3 BUSINESSES & COMMUNITY FACILITIES

As stated in Section 3**,** businesses within the PSA are primarily limited to manufacturing, service, and real estate operations. Given that the proposed project involves construction of a new interchange along I-20, businesses within the PSA are expected to benefit from improved connectivity to the regional transportation network and greater Columbia metropolitan area. The PSA does not contain schools, places of worship, parks, medical facilities, senior centers, childcare centers, grocery stores, or other community-serving facilities. Access for emergency

responders and services will be maintained throughout construction. Therefore, significant adverse impacts to businesses, community facilities, or public services are not anticipated. Instead, the project is expected to support economic development and improve accessibility within the PSA.

The project requires the acquisition of approximately 0.004 acre of ROW from Ecoflo/Republic Services (TMS 007400-03-041), a waste management facility located at 1741 Calks Ferry Road, southeast of I-20. This acquisition will not require any take from property buildings or structures, and existing access to the property will be maintained. This acquisition is necessary to accommodate the turn radius leading to the interchange for increased roadway safety.

A minor amount of ROW (approximately 0.10 acres each for a total of 0.20 acres) will also be acquired from two parcels owned by Lexington County Joint Municipal Water & Sewer Co. (TMS 007400-04-083; 007400-04-084). These parcels are located in the southern portion of the PSA immediately north of Cheryse Drive. This minor acquisition is necessary to accommodate the proposed turning lanes at the intersection of Calks Ferry Road and Sherwood Drive.

This project will enhance accessibility and support future growth within the PSA. Improved transportation access may encourage commercial investment and development opportunities in the project vicinity. Over time, these improvements could contribute to increases in population, employment opportunities, and household income levels, resulting in socioeconomic characteristics that more closely align with the COUNTY averages (Section 4). Overall, the project is not expected to adversely impact local populations, businesses, community facilities, or public services. The project is expected to provide long-term economic benefits to the area.

7.4 PROTECTED LANDS & CONSERVATION AREAS

7.4.1 SECTION 4(F)

Publicly owned parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites are protected under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 USC 303; 23 USC 138). Section 4(f) applies to projects that receive funding from a USDOT agency. FHWA and SCDOT cannot approve the use of land from these resources unless there is no prudent and feasible alternative to using that land; and the project includes all possible planning to minimize harm to property resulting from the use. No National Register of Historic Places (NRHP)-listed sites or other Section 4(f) resources are located within the PSA or in the immediate vicinity. ***The Preferred Alternative will not impact any Section 4(f) resources.***

7.4.2 SECTION 6(F)

Section 6(f) of the Land & Water Conservation Act of 1965 (LWCF) established a grant program for states and local governments to acquire and develop public parks and other recreation areas (Public Law 88-578). Section 6(f) prohibits conversion of these resources to non-recreational use without the approval of the U.S. Department of the Interior (USDOI) National Park Service (NPS). Direct impacts are prohibited unless there are no prudent and feasible alternatives, and the project incorporates all measures to minimize them. Based on the LWCF Past Projects Map (accessed July 13, 2026), no known Section 6(f) resources exist within the PSA or in the immediate project vicinity. ***The Preferred Alternative will not impact any Section 6(f) resources.***

7.4.3 CONSERVATION AREAS

A desktop review was conducted to identify the presence of protected lands and conservation areas within the PSA and project vicinity. Resources reviewed include publicly available databases and mapping maintained by federal, state, and local conservation organizations. The following sources were reviewed:

- USFWS National Wildlife Refuge System
- USGS Protected Areas Database
- SCDNR Public Lands
- South Carolina Conservation Bank
- Congaree Land Trust

The desktop review determined that no conservation easements, land trust properties, South Carolina Department of Natural Resources (SCDNR) public lands, National Wildlife Refuges, or other protected areas exist within the PSA or in the project vicinity. ***The Preferred Alternative will not impact any protected conservation areas***.

7.5 PLACES OF WORSHIP

As noted in Section 7.3, there no churches or places of worship exist within the PSA or in the immediate project vicinity. ***The Preferred Alternative will not impact any places of worship.***

7.6 FARMLAND

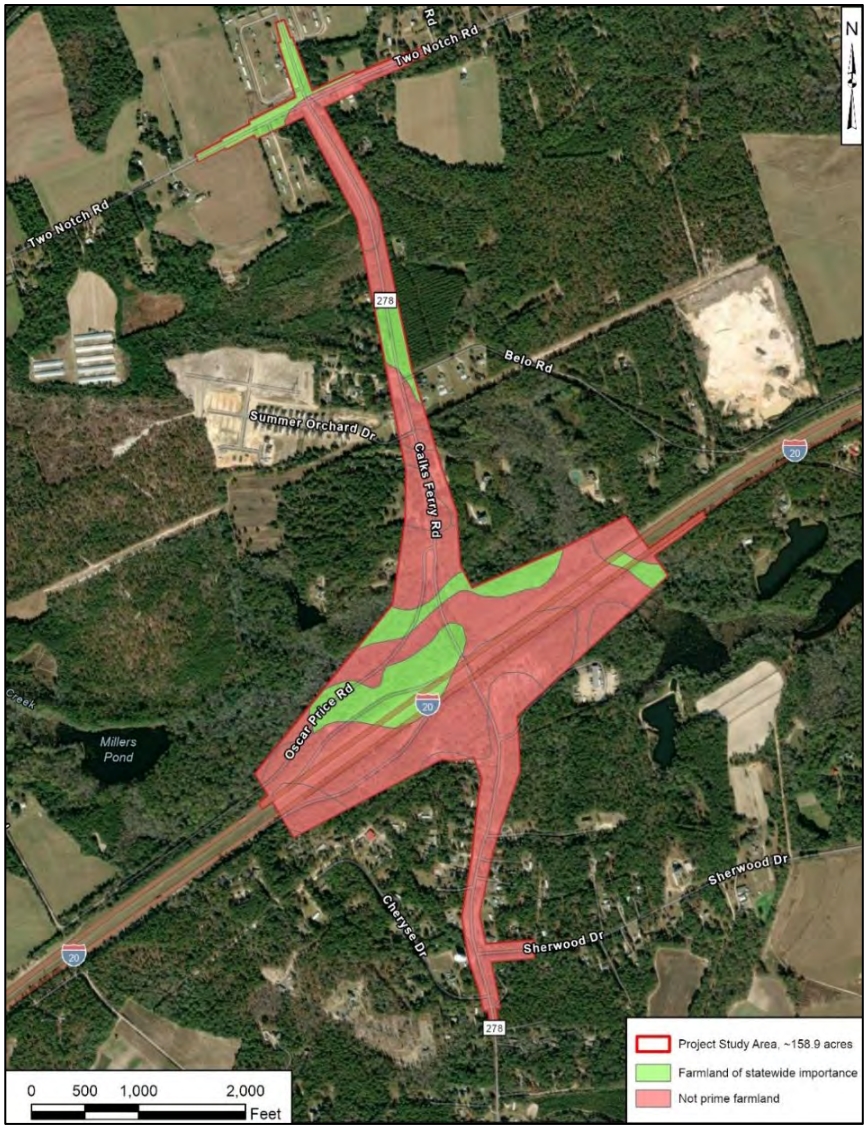
The Farmland Protection Policy Act of 1981 (FPPA) requires evaluation of farmland conversions to non-agricultural uses. Pursuant to 7 CFR § 658.3, the FPPA is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland. Farmland can be prime farmland, unique farmland, or farmland of statewide importance. Prime farmland soils are those that have characteristics favorable for economic production of sustained high-yield crops, whether or not presently used for this production.

Of the 158.9 acres of land within the PSA, 33.5 acres (21%), are classified as farmland of statewide importance by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). This is primarily concentrated north of I-20, within undeveloped/forested land (**Figure 16**). No unique or prime farmland soil exists within the PSA. The construction of the Preferred Alternative will result in the direct conversion of 13.8 acres of farmland soil within existing ROW or in parcels zoned for Intensive Development, which does not include agricultural uses. A Farmland Impact Conversion Rating Form (AD-1006) was completed for all potential alternatives to identify and approximate the amount of farmland that would be converted. The AD-1006 determines two scores:

- **Relative Value:** NRCS-assigned score based on land evaluation criterion (0–100 points)
- **Total Site Assessment Value**: score based on suitability of proposed site for protection as farmland (0–160 points)

Under this rating system, sites with higher total scores (maximum of 260 points) are considered more important to protect from conversion to non-agricultural uses. Sites with lower total scores (less than 160 points) are afforded minimal consideration for protection. The Preferred Alternative received a Total Site Assessment score of 144, assuming a Relative Value of 100. Since this score is under the 160-point threshold described above, neither consideration of alternative sites nor additional studies for the PSA are required. The Farmland Impact Conversion Rating Form can be found in **Appendix E**.

FIGURE 16. FARMLAND SOILS WITHIN THE PSA



7.7 CULTURAL RESOURCES

To assess potential impacts to cultural resources within the PSA, architectural and archaeological surveys were conducted in the project's Area of Potential Effect (APE). The APE extends 1.75 miles along Calks Ferry Road from Two Notch Road to Cheryse Drive. Surveys were conducted of the initial APE (154.3 acres) in 2025, and it was determined additional surveys were not necessary within the expanded APE area (4.6 acres).

7.7.1 ARCHAEOLOGICAL SURVEY

Desktop review was performed using the SC Institute of Archaeology & Anthropology (SCIAA) and the SC Department of Archives & History (SCDAH) ArchSite GIS Database. Archaeological

field surveys were conducted from May 5–12, 2025. The archaeological intensive survey included pedestrian and shovel test pit (STP) survey and the excavation of two test units within the APE. Approximately 716 STP locations were investigated. However, 522 were not excavated due to visible disturbance by roadway construction and/or maintenance, residential development, buried utilities, inundation, excessive slope, or position within previously surveyed areas. The remaining 194 STPs identified soil profiles within the range of expected characteristics for the mapped soil series.

7.7.2 ARCHITECTURAL SURVEY

Historic development within the APE is limited, consisting primarily of scattered ranch-style and split-level residences. Recent residential development has occurred throughout the APE, largely in the form of modular and mobile homes. Desktop review identified two previously recorded SC State Historic Preservation Office (SHPO) resources within the APE: SHPO Site No. 0815-0815.12, the Miller House and Outbuildings, and SHPO Site No. 0816, the Miller House. Both properties were documented in 2010 and determined not eligible for NRHP listing. These sites were visited and reevaluated due to the time since last survey. Architectural field survey of all parcels within the APE with buildings constructed prior to 1980 was performed.

7.7.3 SURVEY FINDINGS & COORDINATION

One unrecorded archaeological site, two isolated archaeological finds, and five newly identified architectural resources were documented. Two previously recorded resources and 12 associated sub-resources located along Two Notch Road were visited. These resources were not recommended eligible for listing in the NRHP. ***Concurrence on survey findings was received from SHPO and the Catawba Indian Nation Tribal Historic Preservation Office (THPO).*** The Cultural Resources Survey Report (locations of archaeological sites have been redacted) and Concurrence Letters can be found in **Appendix F**.

The PSA was expanded as described in Section 1.2 after concurrence was received from SHPO and THPO. The expanded PSA was coordinated with the M&H architectural historians on August 5, 2026. Based on their review, there were no concerns with this expansion into existing ROW, specifically at the intersection with Two Notch Road and in the southernmost portion of the expanded PSA. The 0.49-acre expansion in the southwestern quadrant associated with the loop ramp of the proposed interchange was also considered. This portion of the expanded PSA includes a disturbed utility easement and two previously surveyed residential yards. No additional structures were added due to the expansion of the PSA. For these reasons, architectural historians and archaeologists expressed no concerns about this area. The expanded PSA was also discussed during the Agency Coordination Effort (ACE) meeting on August 13, 2026. SHPO provided verbal concurrence that there are no concerns with the expanded PSA that were not addressed in initial survey (Section 10).

7.8 NATURAL RESOURCES

7.8.1 PROTECTED SPECIES

7.8.1.1 FEDERALLY LISTED SPECIES

The Federal Endangered Species Act of 1973 (ESA), as amended, is the federal regulatory tool that serves to administer permits, implement recovery plans, and monitor federally protected (endangered and threatened) species. The ESA is administered and regulated by the U.S. Fish & Wildlife Service (USFWS) and/or the National Oceanic & Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS). Because of the federal nexus of the proposed project, consultation with the USFWS is required under Section 7 of the ESA, as amended (16 USC 1531–1534), for proposed projects that 'May Affect' federally endangered and threatened species. This assessment analyzes potential impacts to federally protected species associated with the proposed project, and is intended to initiate informal consultation, as needed.

Species with the federal classification of endangered (E), threatened (T) or threatened due to similarity of appearance (T [S/A]) are protected under the ESA. The ESA defines an endangered species as any species which is in danger of extinction throughout all or a significant portion of its range. The ESA defines a threatened species as any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range (16 USC 1532). Proposed (P) listed species do not currently receive legal protection under the ESA. In the event additional species are listed as federally threatened or endangered prior to the construction of the project, SCDOT will consult with USFWS on the results of the surveys performed, if necessary, and will follow any requirements resulting from that consultation.

A review of the USFWS Information for Planning & Consultation (IPaC) database on May 30, 2025 (updated July 29, 2026) provided data concerning the potential occurrence of threatened or endangered species within the PSA. The bald eagle is no longer protected under the ESA but still maintains protection through the Bald & Golden Eagle Protection Act of 1940 (BGEPA). IPaC identified two federally threatened or endangered species, three proposed federally threatened or endangered species, and one BGEPA protected species with potential to occur within the PSA (**Table 8**). A federal Biological Evaluation (BE) documenting review methodology, species protection status, required habitat type, and field survey results is included in **Appendix G**.

Information obtained from the SC Natural Heritage Program (SCNHP) database (accessed July 30, 2026) indicates that there are no federally listed species known to be present within the PSA. All species occurrences within a two-mile radius are fish species not currently afforded protection.

Based on desktop and field surveys conducted by Three Oaks Engineering (May 27 & May 30, 2025) and M&H (July 23, 2026), a biological conclusion of 'No Effect' was determined for the red-cockaded woodpecker and smooth coneflower, as the PSA contains no suitable habitat for either species. No federally proposed species were observed during field survey, however, suitable habitat for proposed species was identified within the PSA. ***Based on the presence of suitable habitat of the monarch butterfly, tricolored bat and southern hognose snake, SCDOT will initiate consultation with USFWS, if necessary, should any species be elevated from proposed to threatened or endangered.***

Suitable habitat for the bald eagle was identified within the PSA, but no nests or individuals were observed. Effect conclusions for the bald eagle are not required under the ESA, but the project is not anticipated to result in the mortality of any bald eagles or limit the ability of the species to breed, feed, or shelter.

TABLE 8. FEDERALLY PROTECTED SPECIES WITHIN THE PSA & SURVEY RESULTS

Species	Protection	Suitable Habitat within PSA	Effect Determination
Bald eagle (*Haliaeetus leucocephalus)*	BGEPA, MBTA	Yes; no nests or individuals observed	N/A under ESA
Red-cockaded woodpecker (*Dryobates borealis)*	T, MBTA	No	No Effect
Tricolored bat (*Perimyotis subflavus)*	PE	Yes; no individuals observed	N/A under ESA
Smooth coneflower (*Echinacea laevigata)*	T	No	No Effect
Monarch butterfly (*Danaus plexippus)*	PT	Yes; no individuals observed	N/A under ESA
Southern hognose snake (*Heterodon simus)*	PT	Yes; no individuals observed	N/A under ESA

BGEPA = Bald & Golden Eagle Protection Act, E = Endangered, T = Threatened, P = Proposed, MBTA = Migratory Bird Treaty Act

7.8.1.2 MIGRATORY BIRDS

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA). Surveys for migratory birds were carried out by Three Oaks Engineering (May 27 & May 30, 2025) and M&H (July 23, 2026) within the PSA. Evidence of two migratory bird species, the Eastern phoebe (*Sayornis phoebe*) and barn swallow (*Hirundo rustica*), was observed in Red Bank Creek culverts during field visits. The contractor shall notify the Resident Construction Engineer (RCE) at least four weeks prior to construction, demolition, or maintenance of culverts. The RCE will coordinate with the COUNTY and SCDOT Environmental Service Office (ESO) Compliance Division, to determine if there are any birds actively using the structure and when the proposed activities can begin. If a nest is discovered after the proposed activities have begun, the contractor will cease work and immediately notify the RCE, who will notify the COUNTY and the ESO Compliance Division. The COUNTY and ESO Compliance Division will determine the appropriate course of action. These measures ensure that the project is compliant with the MBTA.

7.8.1.3 STATE LISTED SPECIES

State-protected animal species in SC receive protection under the SC Nongame & Endangered Species Conservation Act (SC Code Title 50). State endangered species are defined as any species or subspecies of wildlife whose prospects of survival or recruitment within the state are in jeopardy or are likely within the foreseeable future to become so. It is unlawful for any person to take, possess, transport, export, process, sell or offer for sale or ship, and for any common or contract carrier knowingly to transport or receive for shipment any species or subspecies of wildlife appearing on the state list of protected species without appropriate authorization.

The SCNHP database was reviewed for species with state endangered or threatened status in Lexington County (accessed July 30, 2026). Six state threatened or endangered species that may occur within the PSA were identified, as shown in **Table 9**. Information obtained from the SCNHP database indicates that there are no state-listed threatened or endangered species known to be present within the PSA. All occurrence data within a two-mile radius are fish species not currently afforded protection. Desktop and field surveys conducted by Three Oaks Engineering (May 27 & May 30, 2025), and M&H (July 23, 2026), noted no observations of state listed species within the PSA. However, suitable habitat was present for the bald eagle, gopher tortoise, spotted turtle and southern hognose snake.

Due to the potential presence of the spotted turtle, the contractor shall comply with the agreed upon SCDOT and SCDNR requirements related to the installation of temporary barrier fencing, perimeter silt fence installation, clearing and grubbing operations, and turtle survey efforts. The details of these requirements (as of the date of this EA), alongside a State Species Memorandum, can be found in **Appendix G.** Final requirements will be detailed in the contract's special provisions prior to construction. Likewise, if any other state species with suitable habitat are observed throughout project development, the COUNTY will coordinate with SCDNR. Avoidance and minimization measures may also be discussed between the COUNTY and SCDNR prior to project construction.

TABLE 9. STATE PROTECTED SPECIES WITHIN LEXINGTON COUNTY & SURVEY RESULTS

Species	Protection	Suitable Habitat within PSA
Bald eagle (*Haliaeetus leucocephalus)*	T	No
Red-cockaded woodpecker *(Dryobates borealis)*	E	No
Gopher tortoise *(Gopherus polyphemus)*	E	Yes
Spotted turtle *(Clemmys guttata)*	T	Yes
Southern hognose snake *(Heterodon simus)*	T	Yes
Shortnose sturgeon *(Acipenser brevirostrum)*	E	No

7.8.2 WATERS OF THE U.S.

Waters of the U.S. (WOTUS) are protected by Section 404 of the Clean Water Act (CWA) (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (USACE). WOTUS is defined in 33 CFR Part 328 as:

1. *All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.*
2. *All interstate waters including interstate wetlands;*
3. *All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: Which are or could be used by interstate or foreign travelers for recreational or other purposes; or*
4. *From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or*
5. *Which are used or could be used for industrial purposes by industries in interstate commerce;*
6. *All impoundments of waters otherwise defined as waters of the U.S. under the definition;*
7. *Tributaries of waters identified in paragraphs 1 – 4 above;*
8. *The territorial seas; and*
9. *Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in 1 – 6 above.*

Wetlands are defined as those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. In the field, wetlands are defined as areas that display positive evidence of three environmental parameters including dominance of hydrophytic vegetation, wetland hydrology, and hydric soils.

Streams, or tributaries, are categorized as seasonal, perennial or ephemeral based on their flow. Seasonal (or intermittent) tributaries flow at least three months per year, but do not have continuous, year-round flow. Perennial tributaries have continuous, year-round flow. Ephemeral tributaries have flow in response to a rain event.

The boundaries of WOTUS within the original PSA were delineated May 21–22, June 17–18, and July 8, 2025. An additional field visit was conducted on July 23, 2026, following the 4.6-acre expansion of the original PSA. Wetlands were identified using the Routine On-Site Determination Method as defined in the USACE Wetland Delineation Manual and the Atlantic Gulf & Coastal Plain Regional Supplement (USACE, 2010). The boundaries of delineated waters were flagged (delineated) and located using a handheld iPad attached to a Trimble DA2 Global Positioning System (GPS) unit capable of sub-meter accuracy. The following features were delineated: seven wetland communities, twelve tributaries, two ephemeral features, and one roadside ditch. Additional information on these features can be found in **Tables 10–11** and in the Natural Resources Technical Report (NRTR) in **Appendix G**.

Feature locations are shown in **Figures 17–19**. ***The Preferred Alternative is anticipated to impact three wetlands totaling 1.017 acres and four seasonal or perennial tributaries (non-wetland waters) totaling 942 linear feet.*** These impacts are lower than those estimated in Table 6, as further advancement of the Preferred Alternative design allowed for a more refined assessment of impacts on WOTUS. During final design, measures will be evaluated to further minimize impacts on WOTUS.

FIGURE 17. DELINEATION MAP – CENTRAL PORTION OF PSA

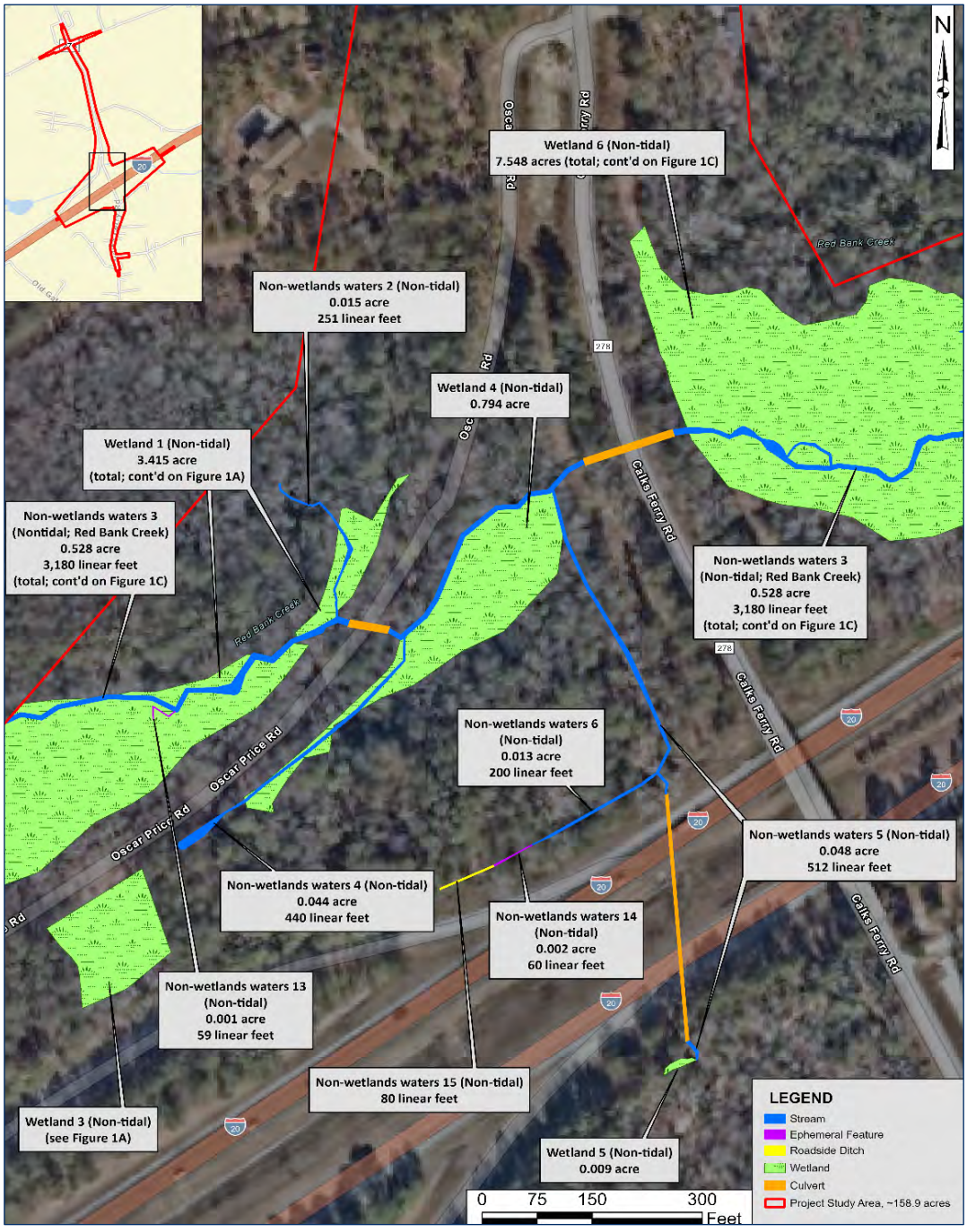


FIGURE 18. DELINEATION MAP – WESTERN PORTION OF PSA

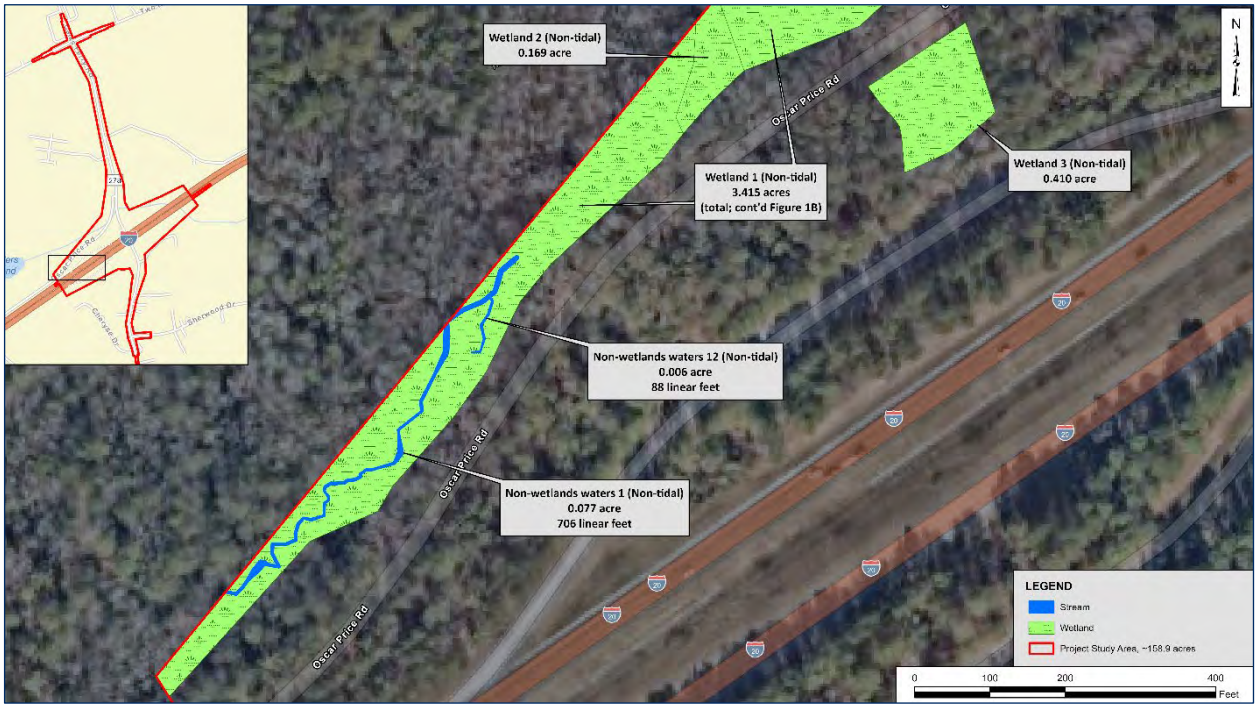


FIGURE 19. DELINEATION MAP – EASTERN PORTION OF PSA

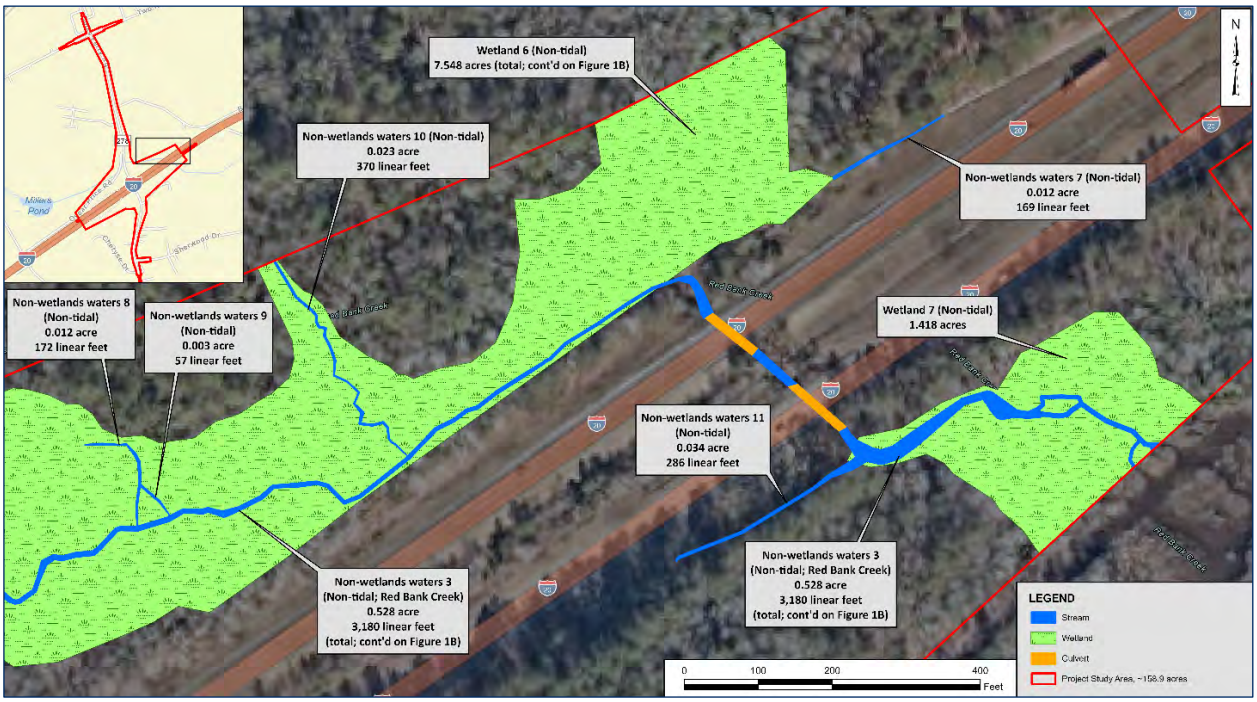


TABLE 10. WETLANDS WITHIN THE PSA & ANTICIPATED IMPACTS

Wetland ID	Type	Figure	Area (ac)	Anticipated Impact (ac)
Wetland 1	Forested	17, 18	3.415	Avoided
Wetland 2	Emergent	17	0.169	Avoided
Wetland 3	Forested	17, 18	0.410	Avoided
Wetland 4	Forested	18	0.794	0.211
Wetland 5	Forested	18	0.009	Avoided
Wetland 6	Forested	18, 19	7.548	0.796
Wetland 7	Emergent	19	1.418	0.01
TOTAL			**13.763 acres**	**1.017 acres**

All wetlands within the PSA are non-tidal.
ac = acres

TABLE 11. NON-WETLANDS WATERS WITHIN THE PSA & ANTICIPATED IMPACTS

Feature ID	Type	Figure	Area (lf/ac)	Anticipated Impact (lf/ac)
Non-wetlands waters 1	Perennial	17	706 / 0.077	Avoided
Non-wetlands waters 2	Seasonal	18	251 / 0.015	Avoided
Non-wetlands waters 3 (Red Bank Creek)	Perennial	18, 19	3,180 / 0.528	200 / 0.038
Non-wetlands waters 4	Seasonal	18	440 / 0.044	Avoided
Non-wetlands waters 5	Seasonal	18	512 / 0.048	480 / 0.045
Non-wetlands waters 6	Seasonal	18	200 / 0.013	49 / 0.01
Non-wetlands waters 7	Seasonal	18	169 / 0.012	Avoided
Non-wetlands waters 8	Seasonal	18	172 / 0.012	Avoided
Non-wetlands waters 9	Seasonal	18	57 / 0.003	Avoided
Non-wetlands waters 10	Seasonal	18	370 / 0.023	Avoided
Non-wetlands waters 11	Perennial	19	286 / 0.034	213 / 0.02
Non-wetlands waters 12	Seasonal	17	88 / 0.006	Avoided
Non-wetlands waters 13	Ephemeral	18	59 / 0.001	Avoided
Non-wetlands waters 14	Ephemeral	18	60 / 0.002	Avoided
Non-wetlands waters 15	Roadside Ditch	18	80-lf	Avoided
TOTAL			**6,630-lf / 0.818 acres**	**942-lf / 0.113 acres**

All non-wetlands waters within the PSA are non-tidal.
lf = linear feet, ac = acres

7.8.3 WATER QUALITY

The PSA is located within the Saluda River basin. More specifically, the project is located within the Congaree subbasin (Hydrologic Unit Code [HUC] 03050110) and the upper Saluda River basin (HUC 03050109). All delineated waters within the PSA are located within the Congaree Creek Watershed (HUC 0305011001).

7.8.3.1 303(D) LIST OF IMPAIRED WATERS & TMDL

The CWA establishes the basic structure for regulating the discharge of pollutants into WOTUS and surface water quality standards. Pursuant to Section 303(d) of the CWA and 40 CFR § 130.7, the South Carolina Department of Environmental Services (SCDES) evaluates and develops a priority list of waterbodies that do not meet state water quality standards, commonly referred to as the 303(d) List of Impaired Waters. Once a waterbody has been added to the 303(d) List, it remains listed until the water quality standard set by SCDES has been attained, or a Total Maximum Daily Load (TMDL) has been developed and approved by the U.S. Environmental Protection Agency (USEPA) to attain the standard.

- **Total Maximum Daily Load (TMDL)**: the amount of a single pollutant that can enter a waterbody daily and still meet state water quality standards. Once a TMDL is approved by the USEPA, the state develops an implementation plan to restore full use of a waterbody.

According to the SCDES 2024 Section 303(d) List of Impaired Waters, Red Bank Creek Station C-067, located downstream of the PSA, was listed in 2000 for fecal coliform bacteria. It was removed from the list in 2004 due to an approved TMDL for the station. The five closest water quality stations to the project along Red Bank Creek and Congaree Creek were reviewed, and it was determined that all stations aside from station C-067 have water quality standards either fully supported, not assessed at station, or assessed at an upstream station. Station C-067 lists the *E. coli* parameter as not supported and is located within TMDL for fecal coliform. With station C-067 violation of fecal coliform bacteria standards, it was placed under a TMDL where restrictions, permits and water quality targets have been put in place, as shown in the SCDES Watershed & Water Quality Information Report (**Appendix G**).

The Preferred Alternative is not expected to contribute to watershed impairment or cause long-term water quality impacts. Construction activities such as land clearing and grading could temporarily increase sediment loading in surface waters and wetlands within and downstream of the PSA. During construction, the contractor will implement Best Management Practices (BMPs) such as erosion control, siltation fences, seeding, and sediment basins to protect water quality. Any proposed culverts along Red Bank Creek and associated tributaries/wetlands will be designed to maintain adequate conveyance of surface waters. Culverts and crossline pipes will also be replaced and/or extended as needed to maintain adequate conveyance, accommodate the proposed improvements, and increased runoff associated with additional paved surfaces.

A SCDES Notice of Intent (NOI) application for Stormwater Discharges from Construction Activities will be submitted to abide to any and all water quality protection measures during and after construction. The project will also incorporate stormwater management measures consistent with the SCDOT Stormwater Quality Design Manual and Municipal Separate Storm Sewer System (MS4) permit requirements to minimize temporary and permanent impacts.

7.8.4 WILD & SCENIC RIVERS

The Wild & Scenic Rivers Act of 1968 requires that selected rivers which possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values, be preserved in free-flowing condition, and that their immediate environments be protected (16 USC 1271–1287). There are no designated USFWS National Wild & Scenic Rivers; streams on the Department of Interior, National Park Service, Nationwide Rivers Inventory or their tributaries; SC State Scenic Rivers; or unique or important aquatic habitats within or near to the PSA. Therefore, evaluation under the Wild & Scenic Rivers Act is not required for the project.

7.8.5 CRITICAL AREA & ESSENTIAL FISH HABITAT

The proposed project is located in Lexington County which is not one of the eight coastal counties of SC and therefore not subject to the Coastal Tidelands & Wetlands Act (SC Code Section 48-39-10). The PSA is too far inland to be influenced by tidal fluctuations and therefore, does not contain any NOAA Fisheries Essential Fish Habitat, and coordination under the Magnuson–Stevens Fishery Conservation & Management Act of 1976 is not required.

7.8.6 ANTICIPATED ENVIRONMENTAL PERMITS & CERTIFICATIONS

Environmental permits and/or certifications from state and federal regulatory agencies will be required for the construction of the Preferred Alternative.

7.8.6.1 PRELIMINARY JURISDICTIONAL DETERMINATION

A Preliminary Jurisdictional Determination (PJD) will be submitted to the USACE at a future stage of project development for verification of delineated WOTUS boundaries. A PJD assumes all delineated waters are under the jurisdiction of the USACE.

7.8.6.2 CLEAN WATER ACT SECTION 404 & 401

The USACE is authorized under Section 404 of the CWA to issue permits for the placement of dredged or fill material in WOTUS. Impacts to WOTUS associated with the Preferred Alternative will require Section 404 authorization. An Individual Permit (IP) is anticipated for impacts to WOTUS, as impacts are anticipated to exceed the 0.5-acre freshwater wetland threshold of the Nationwide Permit 14. Additionally, the SCDOT Regional General Permit cannot be used for new location roadways. An Individual Section 401 Water Quality Certification under SCDES will also be required. This EA has been prepared to address the USACE Section 404(b)(1) Guidelines.

7.8.6.3 WOTUS MITIGATION

Compensatory mitigation is normally required to offset unavoidable losses of WOTUS. The Council on Environmental Quality (CEQ) defines mitigation as avoiding, minimizing, rectifying, reducing, and/or compensating for impacts (40 CFR Part 1508). Avoidance can be achieved through constructing bridges or shifting roadway segments to prevent waterbody impacts. Minimization can be achieved by increasing roadway fill slopes and/or reducing the length of pipes/culverts within streams. Compensatory mitigation typically consists of the restoration of existing degraded wetlands or waters, or the creation of wetlands/waters of equal or greater value than those to be impacted. This type of mitigation is only undertaken after avoidance and minimization actions are exhausted and should be undertaken, when practicable, near the

impacted site. The USACE typically requires compensatory mitigation for any wetland impacts for which a Section 404 permit application is submitted.

Conceptual level design of the Preferred Alternative avoids impacts to 4 wetlands and 11 non-wetlands waters. As the interchange type alternatives were being developed, the cloverleaf alternative, which included loops in the northeast and southwest quadrants, was changed to a partial cloverleaf, with one loop in the southwest quadrant, to minimize WOTUS impacts in the northeast quadrant (north of I-20, east of Calks Ferry Road). Design also includes steeper slopes, which range from 4:1 to 2:1, to further minimize wetland and stream impacts. As design progresses, efforts to further avoid and minimize impacts will be considered, including bridged stream crossings instead of culverts and reduction of median sizes. Appropriate BMPs for aquatic species and clean fill materials will be implemented during construction. It is anticipated that compensatory mitigation for permanent project impacts will be attained through the purchase of credits from a USACE-approved mitigation bank. Specific mitigation requirements will be established during the Section 404/401 permitting process.

7.8.6.4 CLEAN WATER ACT SECTION 402

Prior to construction, a Section 402 permit will be necessary for construction site stormwater discharges. Section 402(b) of the CWA and 40 CFR § 123 established the National Pollutant Discharge Elimination System (NPDES). The SCDES Bureau of Water (BOW) implements the NPDES on behalf of the USEPA (SC Regulation 61-9.122). NPDES permits allow businesses to discharge waste pollutants into rivers, streams, and lakes in ways that minimize the potential for harm. According to the Water Quality Assessment Reports for the Saluda River Basin (SCDES, formerly SC Department of Health & Environmental Control [SCDHEC], 2010), Miller Pond Dam (Dam D0946), an NPDES permitted facility, operates upstream of the PSA where Red Bank Creek flows from Miller Pond.

7.8.6.5 NAVIGABLE WATERS

Federal navigable waters are defined as waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible to transport interstate or foreign commerce (33 CFR Part 329.4).

State (SC) navigable waters are defined as waters which are now navigable, or have been navigable at any time, or are capable of being rendered navigable by the removal of accidental obstructions, by rafts of lumber or timber or by small pleasure or sport fishing boats (SC Regulation 19-450).

No waters within the PSA are considered navigable under the federal or state definition, so the project will not require a SCDES Navigable Waters Permit, U.S. Coast Guard (USCG) Bridge Permit, nor authorization under the Rivers & Harbors Act of 1899.

7.8.7 FLOODPLAINS

Floodplains are defined as any land area susceptible to being inundated by waters from any source often associated with surface waters and wetlands (44 CFR § 59.1). The Federal Emergency Management Agency (FEMA) regulates floodplains that are prone to inundation at some frequency, known as Special Flood Hazard Areas (SFHAs). These floodplains are mapped on a Flood Insurance Rate Map (FIRM) and classified based on the level of flood risk for a given area. ***The Base Flood Elevation (BFE) is the elevation that floodwaters are expected to reach during a base flood, or a flood that has a 1% chance of occurring in any given year (100-year floodplain)***. BFEs are determined through hydrologic studies and typically shown on a FIRM.

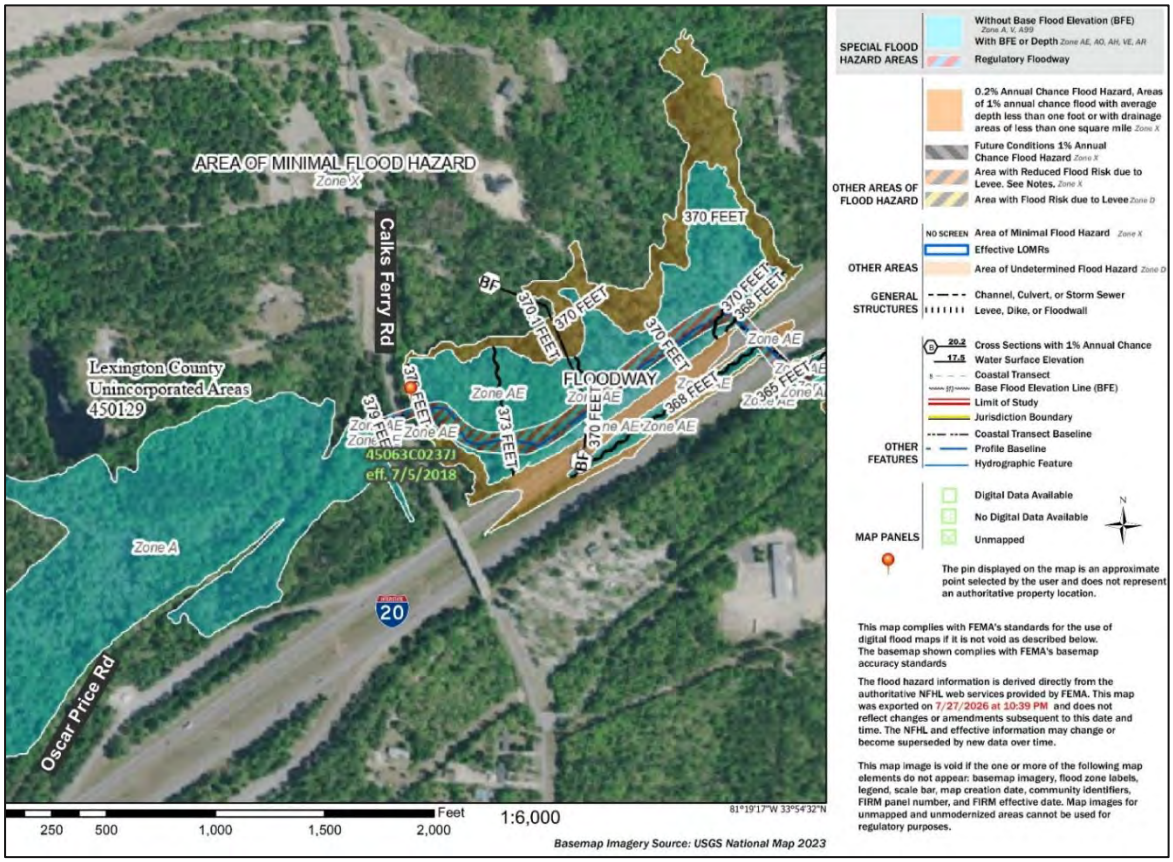
In general, filling the floodplain is discouraged because it removes floodwater storage capacity. Development is permitted within the 100-year floodplain if hydraulic analysis demonstrates that the development will not increase the published BFE by more than one foot.

- **Zone AE**: 100-year floodplain (1% annual chance of flood) with published BFE, SFHA
- **Zone A**: 100-year floodplain (1% annual chance of flood), no published BFE, SFHA
- **Zone X**: 500-year floodplain (0.2% annual chance of flood)
- **Regulatory floodways**: stream channels within Zones A and AE that must be kept free of encroachment to prevent increasing the BFE

The PSA spans two FIRMs (45063C0237J & 45063C0240J; effective: 7/5/2018). All floodplains within the PSA are found within FIRM 45063C0237J (**Figure 20**). The PSA contains 56.84 acres of Zone X floodplain, which is not subject to FEMA regulations. ***The Preferred Alternative will impact 3.23 acres of Zone A and Zone AE bordering Red Bank Creek***. This floodplain encroachment is necessary to accommodate roadway widening, intersection construction, and merge ramps along I-20 and Calks Ferry Road.

A hydraulic analysis was completed for the project, and preliminary findings are documented in the SCDOT Floodplains Checklist included in **Appendix H**. A No-Rise Certification is anticipated to demonstrate that the project will not result in an increase in BFE. Final hydraulic analyses will be completed during final design in accordance with the SCDOT Requirements for Hydraulic Design Studies. Analysis findings will be coordinated with SCDOT, FEMA, and the COUNTY Floodplain Manager. The Engineer of Record will submit the final plans and request for floodplain management compliance to the COUNTY Floodplain Manager.

FIGURE 20. FLOODPLAINS WITHIN THE PSA



7.9 HAZARDOUS WASTE & MATERIAL SITES

Hazardous waste and material sites are regulated by the Resource Conservation & Recovery Act of 1976 (RCRA), as amended, the Comprehensive Environmental Response, Compensation, & Liability Act (CERCLA), as amended, and the Superfund Amendments & Reauthorization Act of 1986 (SARA). Potential sources of hazardous materials include landfills/dumps, active or abandoned gas stations, pits, lagoons, salvage yards, industrial sites, and Underground Storage Tanks (USTs). SCDES maintains a database of potential contamination sites and regulates activities associated with monitoring of USTs and/or remediation of Leaking Underground Storage Tanks (LUSTs). A Phase I Environmental Site Assessment (Phase I ESA) was conducted using the *American Society for Testing & Materials (ASTM) E 1527-21, Standard Practice for Environmental Site Assessments: ESA Process*. The purpose of this assessment is to identify Recognized Environmental Conditions (RECs) within or adjacent to the PSA, or subject property.

- **Recognized Environmental Condition (REC)**: the presence or likely presence of hazardous substances or petroleum products on a property under conditions that are indicative of an existing release, a past release, or under conditions indicative of a release to the environment, a past release to the environment, or a material threat of a future release to the environment.

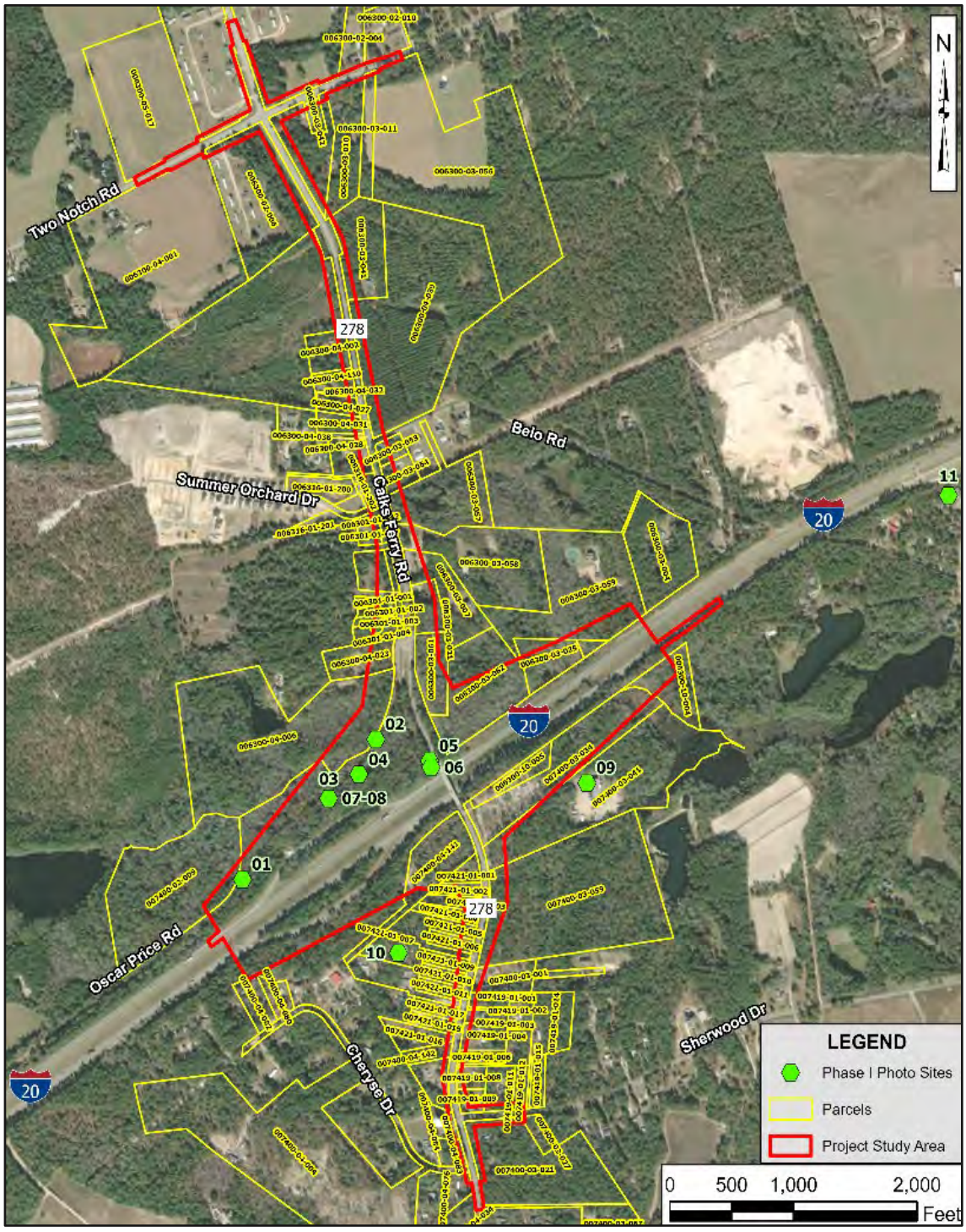
No on-site (within the subject property) findings of note were identified in the Environmental Data Resources (EDR) report. Two residential properties with history of structure demolition with asbestos were identified, and details can be found in the Phase I ESA Report (**Appendix I**). On-site reconnaissance by M&H (May & July 2025) identified various sites comprised of miscellaneous trash along Oscar Price Road and Calks Ferry Road, northwest of I-20 (Photo Sites 01–08; **Figure 21**). No evidence of past or existing contamination was observed on-site. In July 2026, on-site reconnaissance was conducted to assess the additional 4.6 acres of the expanded PSA. No evidence of past or existing contamination was observed. Off-site findings of note identified in the EDR report included a total of four sites located within 0.5-mile of the subject property (Photo Sites 09–12; **Figure 21**).

- **Sites 09 & 10** are associated with Republic Services (formerly Ecoflo), a waste management company. EDR identified multiple hazardous materials and generators stored on-site, but no records of spills or contamination have been recorded. M&H attempted to survey the business on November 6, 2025, but were not permitted on the property. Personnel asked them to leave and stated that no hazardous liquid was held on-site.
- **Site 11** is associated with Carolina Dielectrics, a fiberglass company. EDR noted the business on Enforcement & Compliance History Online (ECHO) and Facility Index System (FINDS) databases, but no records of spills or contamination have been recorded. M&H did not note any significant findings along the perimeter of the property during field investigations.
- **Site 12** is associated with an abandoned market, Hancock Grocery, located along Two Notch Road approximately 0.6-mile east of the PSA. One 500-gallon petroleum UST was reported to have leaked in 1997 with clean-up completed in 2001. Given the distance of the UST from the subject property, as well as the length of time that has passed since clean-up completion, this site does not have an impact on the subject property.

Remaining off-site potential RECs are beyond 0.25-mile from the PSA, are at a lower elevation, or do not have any listed site violations. Therefore, these RECs have no impact on the subject property. ***No RECs with potential to impact the PSA were identified. The Preferred Alternative will not require the acquisition of a site of environmental concern or potential contamination.***

While not within the scope of the Limited Phase I ESA, asbestos-containing materials or lead-based materials may be encountered during demolition of structures within the PSA. Asbestos and lead assessments will be required prior to demolition of the Calks Ferry Road overpass.

FIGURE 21. PHASE I ESA SITE MAP



7.10 NOISE

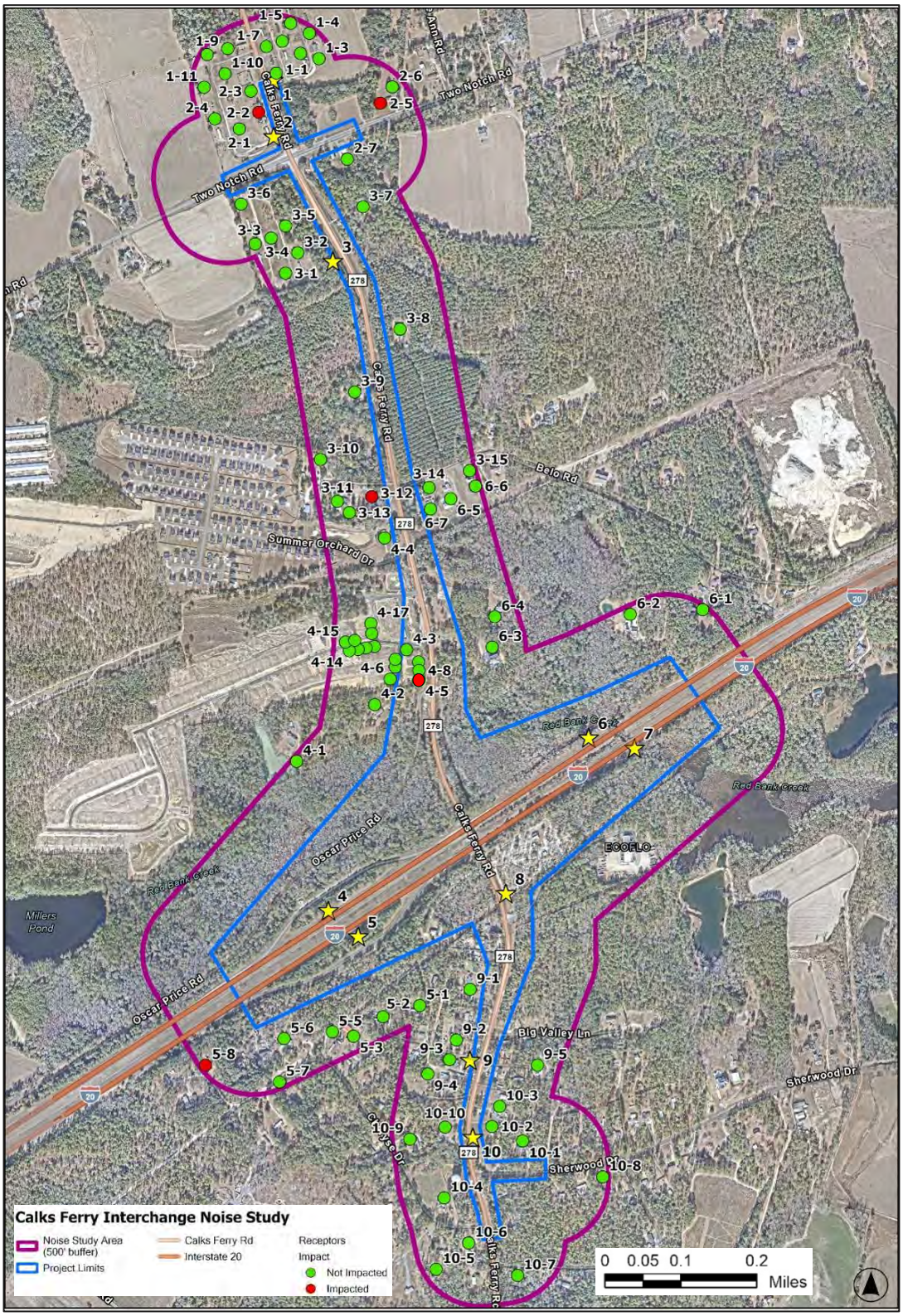
Per FHWA Procedures for Abatement of Highway Traffic Noise & Construction Noise (23 CFR 772.5) and the SCDOT Traffic Noise Abatement Policy (2023), the proposed project is identified as a "Type I project" because it involves the addition of through-traffic lanes and interchange ramps. Therefore, detailed noise analysis was prepared utilizing the FHWA Traffic Noise Model Version 2.5. Noise-sensitive sites (residences, restaurants, churches, schools, and sporting areas) within 500 feet of the proposed Build Alternative were identified along the project corridor. A total of 80 receivers were identified and analyzed for noise impacts. Field-based noise model validation was completed July 27–August 3, 2026.

A traffic noise impact occurs when (1) predicted noise levels approach or exceed noise abatement criteria (NAC) or (2) when predicted traffic noise levels substantially exceed the existing noise level. These criteria examine weighted sound level in decibels and categorize them in activity categories A–E. Analysis of existing conditions predicted two receptors that approach or exceed NAC B. The design year 2045 No-Build conditions also predicted two receptors that approach or exceed NAC B. The design year 2045 Build conditions predicted five receptors that approach or exceed NAC B.

Furthermore, construction noise impacts – some of them potentially substantial – may occur due to the proximity of numerous noise-sensitive receptors to construction activities. SCDOT policy dictates that a minimum of three impacted receptors, must achieve a 5 dB(A) reduction to be considered acoustically feasible for noise abatement. Since the five impacted receptors (Red dots; **Figure 22**) are not within close proximity to each other, it is not possible for any abatement strategy to meet the feasibility and reasonableness criteria. Therefore, no traffic noise abatement measures are recommended or proposed for incorporation into project plans.

The approval date of the draft EA will be the "date of public knowledge." After this date, federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed project. SCDOT advocates the use of local government authority to regulate land development, planning, design, and construction in such a way that noise impacts are minimized. The Detailed Traffic Noise Analysis, (**Appendix J**), recommends that all reasonable efforts should be made to minimize noise-sensitive area exposure to construction noise impacts.

FIGURE 22. NOISE STUDY AREA MAP



7.11 AIR QUALITY

In accordance with the Clean Air Act (CAA), as amended, federal transportation projects must be consistent with national and state air quality goals. This project has been reviewed for compliance with key standards and metrics set forth by the CAA and USEPA regulatory guidance.

7.11.1 NATIONAL AMBIENT AIR QUALITY STANDARDS

The CAA sets guidelines for attainment of the National Ambient Air Quality Standards (NAAQS) governing six principal air pollutants, or criteria air pollutants (40 CFR Part 50). These pollutants (particulate matter [PM2.5 & PM10], ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, and lead) are commonly found and harmful to public health and the environment. In SC, the SCDES Bureau of Air Quality (BAQ) is responsible for ensuring compliance with the NAAQS through the development of a State Implementation Plan (SIP) reviewed by the USEPA every five years. NAAQS designations (nonattainment, maintenance, or attainment) are given at the county level. SCDES oversees the continuous monitoring of air quality throughout the state through 23 air monitoring stations (SCDES Air Quality Monitors). All SC counties currently meet the NAAQS for all criteria air pollutants, achieving an attainment designation (USEPA Green Book, 2026).

7.11.2 MOBILE SOURCE AIR TOXICS ANALYSIS

In accordance with the CAA, the USEPA regulates 188 Hazardous Air Pollutants (HAPs), or air toxics, known or suspected to cause cancer and other serious health effects. Approximately 93 HAPs are emitted from mobile sources. Nine of these HAPs are significant contributors to national and regional cancer risk and have been deemed priority Mobile Source Air Toxics (MSAT). These MSATs are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter.

In accordance with the FHWA Updated Interim Guidance on MSAT Analysis in NEPA Documents (January 2023) this project is categorized as a project with low potential MSAT effects, as the construction of a new interchange and associated roadway improvements will enhance system connectivity and improve traffic operations rather than add roadway capacity. As such, a qualitative assessment is included below.

Location alternatives for the interchange were initially assessed before Calks Ferry Road was chosen. For each assessed location, MSAT emissions are assumed to be proportional to the Vehicle Miles Traveled (VMT), a metric that measures the total miles driven by all vehicles in a specific area over a given period. Traffic forecasting conducted at the location alternatives determined that the addition of an interchange at any location will improve network connectivity between I-20 and the western portion of the COUNTY, as all provide more direct routes for motorists. The No-Build Alternative is expected to result in higher VMT, and therefore higher MSAT emissions than the Build Alternatives, because motorists would continue using longer routes and existing interchange facilities, with less efficiency and higher traffic volumes. Using the COATS regional travel demand model, it was determined that traffic at Longs Pond Road, an existing commuter pinch point, would be reduced 16–17% with the addition of an interchange at Calks Ferry Road. The addition of an interchange at Old Charleston Road, however, would only reduce traffic by 6–7%. Interchange type alternatives indicate no appreciable difference in overall VMT, and therefore MSAT emissions. Additional traffic data can be found in Section 5.

As a result of USEPA programs, MSAT emissions are projected to be reduced by over 76% from 2020–2060 (Air Pollutant Emissions Trends Data). Local conditions may differ from these national projections based on traffic control measures, fleet mix, and VMT growth rates, but overall, these projections indicate that MSAT emissions within the PSA are likely to be lower in the future.

Under each alternative there may be localized areas where VMT would increase and decrease, which will impact fluctuating MSAT emissions. The localized increases in MSAT emissions will likely be most pronounced along Calks Ferry Road. Construction activity may generate a temporary increase in MSAT emissions and increased fugitive dust, but mitigation measures may be considered. Guidance from SCDES regarding the National Emission Standards for Hazardous Air Pollutants (NESHAP) will be followed.

Under all Build Alternatives it is expected that there will be reduced MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to the reduced VMT associated with increased system connectivity in a growing area. ***No adverse impacts to air quality are anticipated as a result of the proposed project.***

8 IMPACTS ASSOCIATED WITH REASONABLY FORESEEABLE FUTURE ACTIONS

Other transportation projects in the area that have been recently completed, are currently under construction, or may be implemented in the future could result in impact to area resources either independently or cumulatively when considered alongside the Preferred Alternative. This section evaluates potential indirect and cumulative effects associated with the Preferred Alternative in combination with other transportation and non-transportation projects in the area.

8.1 LAND USE, GROWTH & ZONING

As described in Section 3, the land surrounding Calks Ferry Road is zoned for commercial, industrial, and high-density residential development. Due to the established and growing residential developments along the corridor and within the project vicinity, it is not anticipated that the area will be rezoned to General Commercial, Neighborhood Commercial, or Limited Commercial. There are two residential subdivisions under construction along Calks Ferry Road, and it is anticipated that the area will continue to grow under the No-Build Alternative. However, it is reasonable to assume that the proposed interchange may expedite growth due to increased accessibility.

8.2 NATURAL RESOURCES

Future development of currently undeveloped land within and surrounding the PSA could result in its conversion into residential, commercial, or industrial uses, increasing the extent of impervious surfaces. As impervious coverage expands, stormwater runoff volumes and flow velocities may increase, potentially contributing to erosion, sedimentation, and degradation of downstream water quality. However, increases in stormwater drainage may also influence hydrologic conditions within adjacent wetlands and floodplains, which could lead to shifts in their extent, function, or ecological characteristics over time.

Additional land clearing and vegetation removal associated with future development could result in the loss or fragmentation of natural habitats, reducing the availability of food, shelter, and

movement corridors for wildlife. These changes may adversely affect federally and state-listed species that occur within or near the PSA. Given these possible effects, it is important to coordinate with federal and state agencies to avoid, minimize, and/or mitigate potential impacts.

8.3 TRAFFIC PATTERNS

The proposed interchange will directly impact traffic patterns at the intersections of Calks Ferry Road with Two Notch Road and Sherwood Drive as well as at Longs Pond Road (Exit 51), as discussed in Section 5.2. However, it is also likely to change traffic patterns along other roads and intersections outside the scope of this project. Although these changes in travel patterns are anticipated, the extent and location of traffic shifts cannot be fully predicted. Traffic models can estimate the routes commuters are likely to use; however, motorists frequently alter their travel behavior based on real-time traffic conditions, resulting in a degree of uncertainty that cannot be fully captured by models.

8.4 OTHER ROADWAY PROJECTS

SCDOT and the COUNTY continuously monitor roadway conditions and plan projects based on metrics such as crash data and traffic volumes. Projects in development within a 3-mile radius of the PSA were assessed. The SCDOT Project Viewer (accessed August 10, 2026) identified an improvement project in development at the Smith Pond Road (S-169) intersection with Rawl Road (S-604), approximately two miles northeast of the PSA. It is scheduled for construction in 2028. The 2024–2033 SCDOT Statewide Transportation Improvement Program (STIP) does not list any other projects in the area.

As mentioned in Section 1.1, Lexington County has a project in development along Longs Pond Road from the I-20 interchange to Two Notch Road. The COUNTY completed a Safe Streets & Roads For All (SS4A) Planning & Demonstration Project and adopted a Safety Action Plan in February 2026. A Lexington Countywide Transportation Improvement Plan (TIP) is also in development in partnership with SCDOT, planning organizations, and local municipalities. Between these two planning documents, it is likely that additional roadway improvement projects in the COUNTY will be forthcoming. Future transportation projects will individually assess the direct impacts from their actions, and cumulative effects will be consistent with Section 8 above.

9 PUBLIC INVOLVEMENT

9.1 OUTREACH METHODS

A project website (www.calksferryinterchange.com) was established on April 1, 2026, to inform the public about the proposed project, share project documents and display materials, and facilitate engagement. The website included a project description, study area maps, information on the interchange type alternatives, and supplemental materials, including a ROW informational video. The website also shared a link to an online survey (via SurveyMonkey) that asked questions pertaining to travel habits and thoughts on the proposed project, open from April 23–May 8, 2026. The website served as the primary platform for dissemination of information and public engagement, but other social media platforms were also utilized. As of early September 2026, the website received 107 total visits from 67 individual visitors.

In advance of a public information meeting (PIM) held regarding the project, notice was shared through various platforms to ensure those living and commuting in the area were notified. In

addition to the project website, it was advertised on COUNTY social media platforms, local newspapers (The Lexington Chronicle & The State), and on the local television station (WLTX). Postcards were mailed to 260 property owners in the project vicinity and road signs detailing the date, time, and place of the PIM were posted along the project corridor in advance of the meeting.

9.2 PUBLIC INFORMATION MEETING

The PIM was held on Thursday, April 23, 2026, from 5–7 PM at Boiling Springs Methodist Church (2373 Calks Ferry Road). Approximately 111 individuals attended the open-house style meeting which provided community members with an opportunity to review the proposed design alternative concepts and submit written comments. Meeting materials included display boards of the interchange type design concepts, large-format renderings of each, a project overview handout, and open-ended comment forms. Project representatives were present to discuss the project and answer questions. WLTX broadcasted live from the meeting.

9.3 PUBLIC COMMENT SUMMARY & RESPONSES

A total of 51 comment forms were submitted at the meeting. Three additional comment forms were submitted to Lexington County Public Works. A total of 353 online survey responses were received. Approximately 196 open-ended comment responses were submitted alongside the survey question responses. A summary of these responses is shown below in **Table 12.** A full summary is included in **Appendix K**.

TABLE 12. ONLINE SURVEY RESPONSE SUMMARY

Topic	Response
Proximity to PSA	68% Live 1–5 miles from PSA
Primary Travel Purpose in Corridor	70% Live nearby
Frequency of Travel Along I-20 Corridor	59% Daily
Issues Experienced in Area	75% Congestion
Importance of New Interchange for I-20 Access	71% Very important
Concerns Regarding Project	53% Traffic changes to roads
Expected Impact on Travel	59% Would significantly improve
Most Important Project Consideration	58% Improved access to I-20
Overall Support for Project	69% Support project
Support Through Future Transportation Sales Tax	52% Would support

Comments represented a range of perspectives regarding the project. The topics below highlight the primary concerns raised by community members, as well as areas of expressed support for the project.

- **Interchange Type Alternative**: Commenters expressed preferences among the three design alternative concepts. A1 and A3 received notable support. Those favoring A3 expressed that RAB dimensions would need to adequately accommodate large trucks and farm equipment.

A2 was less favored, with those opposed citing driver confusion associated with the counterflow lane arrangement.

- **Existing Roadway Conditions**: Traffic safety was a frequently cited concern. Residents reported that vehicles on Calks Ferry Road regularly exceed posted limits and crashes often occur along the corridor. Commenters expressed concern that the proposed interchange would increase traffic volumes and speeding, and that access to and from adjacent residences would become more difficult or hazardous. Safety concerns were also raised regarding the bridge structure at Calks Ferry Road, with commenters questioning its suitability for increased heavy vehicle and farm equipment traffic. Several commenters cited the proximity of Rocky Creek Elementary School (5.4 miles north of the PSA) and requested an evaluation of pedestrian and bicyclist safety.
- **Noise Impacts**: Noise was a frequently cited concern of those living along the corridor. It was noted that existing noise from the interstate, railway, and ongoing development are already substantial. Many commenters requested that noise barriers be evaluated and incorporated into project design.
- **Property Values & ROW**: Numerous commenters expressed concern about the project's potential impact on residential property values, as well as the ROW acquisition process. Commenters whose properties may be subject to acquisition raised concerns about the adequacy of compensation, the ability to afford replacement housing, and impacts on generational land holdings. Several commenters requested prioritization of design with the least ROW footprint. Concerns regarding the project's potential to catalyze commercial development and displace long-term residents were voiced.
- **Relationship to Exit 51 & Transportation Connectivity**: The relationship between the proposed interchange and the existing interchange at Longs Pond Road was a consistently raised topic. Many commenters indicated that Exit 51 operates at or beyond capacity during peak hours and expressed support for the Calks Ferry Road interchange as a needed relief valve. Conversely, some argued that improvements to Exit 51, such as widening Longs Pond Road or adjusting signal timing, should be prioritized over the construction of a new interchange. Several called for parallel improvements at both locations.
- **Alternative Locations**: Several comments suggested alternative interchange locations, most frequently Old Charleston Road, citing fewer residential impacts and lower environmental effects. Two Notch Road and a location further west toward Exit 44 were also suggested. An analysis of each location alternative is included in Section 5.
- **Growth Management & Development Concerns**: A recurring theme was frustration with the pace and scale of residential development in western Lexington County and the lack of adequate infrastructure to accommodate this growth. Several expressed concern that the proposed interchange would enable further development rather than address existing transportation deficiencies, ultimately affecting long-term residents. Commenters called on the COUNTY to use development review tools, impact fees, and density controls to ensure growth is accompanied by appropriate infrastructure investment, and raised concerns about school capacity, water supply, and rural road maintenance.
- **Project Funding**: Many commenters opposed new sales or local tax programs to finance the interchange, arguing that existing revenues should be sufficient. Some suggested that development impact fees be levied on builders to offset costs, while others expressed support for the project proceeding expeditiously without additional taxation.

- **Environmental & Community Character Concerns**: Multiple commenters expressed concern about effects to wetlands, floodplains, and natural areas in the project vicinity. Many long-term residents cited the corridor's environmental character as a defining feature. Some expressed concern that the proposed interchange would trigger secondary commercial development and called for restrictions on new developments in the area.
- **General Support for the Project**: A sizable portion of commenters expressed strong support for the proposed interchange, citing the need to relieve congestion at Exit 51 and improve regional access for residents of western Lexington County. Many characterized the project as long overdue and described the Calks Ferry Road interchange as a critical safety improvement given the dangerous conditions at Exit 51.

The project team identified common misconceptions, concerns, and recurring questions through comment review that warranted direct responses for public dissemination. Common misconceptions included:

- The primary purpose of the project is to fix existing problems at Exit 51.
- Old Charleston Road provides a better location for an interchange than Calks Ferry Road.
- Property owners will be forced to relocate without receiving fair compensation.
- The PIM was hosted to provide an opportunity for voting on a Preferred Alternative.

A Frequently Asked Questions (FAQs) document was published on the website (**Table 13)**. All comments, outreach materials, and advertisements are included in the Public Comment Summary in **Appendix K**.

TABLE 13. FAQS DEVELOPED TO ADDRESS PUBLIC CONCERNS

Question	Response
What is the total cost of the project & how is it being funded?	Currently, the project is funded through the preliminary engineering stage. Preliminary engineering, which includes conceptual design + FHWA approval, costs ~ $1 million and is funded through a SC Legislative Earmark approved in FY 24-25. If the County receives approval to advance the preferred alternative, total project costs, including final design engineering, ROW acquisition, and construction, are estimated between $85–$125 million, depending on the selected alternative. Potential funding sources include Lexington County, SCDOT, CMCOG, Federal Earmarks, SC Legislative Earmarks, and the SC Infrastructure Bank.
Will the project require additional ROW?	Yes, additional ROW will likely be required. Since the project is still in the early stages of evaluating alternatives, ROW impacts are still being assessed. During final design, impacts will be refined and efforts will be made to reduce and mitigate them.
Will the project require any displacements?	It is too early to determine whether residential or business displacements will be required.
How will ingress & egress be handled during & after construction?	Access will generally be maintained for all properties that currently have access, although temporary closures and detours may occur during construction.

Will there be impacts to the closed truck stop on I-20 west of Calks Ferry Road?	Yes. The existing closed truck stop will be removed during construction of the project.
How can I keep informed of project progress?	Project updates are available through Facebook, X, email subscriptions, and the project website. Questions can be directed to info@calksferryinterchange.com.
Who is managing the project?	Although both I-20 and Calks Ferry Road are maintained by SCDOT, Lexington County is managing the initial conceptual plans and pursuing FHWA approval.
Will the project increase noise levels?	A noise analysis will be performed for the corridor in accordance with the SCDOT Traffic Noise Abatement Policy and FHWA Noise Standards. Findings will be shared with the public, and noise mitigation measures will be implemented when warranted under SCDOT and FHWA criteria
How will other intersections along the corridor be improved to handle additional traffic & new housing growth?	Traffic analyses are evaluating impacts to nearby roadways and intersections, including Calks Ferry Road at Two Notch Road and Sherwood Drive. The study considers future residential and commercial growth. If operational or capacity improvements are recommended, they will be included in project recommendations. Bicycle and pedestrian accommodations will also be evaluated to improve safety and connectivity.
Will speed limits be adjusted to slow down traffic?	The current posted speed limit near the proposed interchange is 45 mph, which is also the design speed for all interchange concepts. Traffic calming and speed management strategies will be evaluated during design. Final speed limits are determined by SCDOT based on engineering studies, roadway characteristics, and operating conditions. Speeding concerns should be reported to local law enforcement.
How does ROW acquisition work, & will property owners be notified if their property is affected?	If additional ROW is required, affected property owners will be contacted directly. The process typically includes appraisals, impact reviews, negotiations, and compensation in accordance with federal and state requirements. No property is acquired without direct communication with the owner, and owners will have opportunities to ask questions throughout the process.
Why is the County moving forward with the Calks Ferry Road interchange before addressing improvements to Longs Pond Road?	The projects address different transportation needs. The proposed interchange is intended to improve regional access and accommodate growth, while Longs Pond Road improvements focus on enhancing an existing corridor. Lexington County is also separately evaluating improvements to the Longs Pond Road/I-20 interchange. Together, these projects aim to improve connectivity, traffic flow, congestion, and safety.

Why can't the new interchange be at Old Charleston Road?	Old Charleston Road was evaluated as a potential location but was found to provide fewer transportation benefits. Traffic analysis showed it would attract significantly less traffic, leave some ramps underutilized, and provide less congestion relief at the Longs Pond Road (Exit 51) interchange. Based on land use, traffic forecasts, and overall transportation benefits, Calks Ferry Road was determined to be the better location.
How is the anticipated growth being managed in this area of the county?	Growth is managed through Lexington County's planning, zoning, and development review processes. The 2022 Comprehensive Plan identifies the Calks Ferry Road corridor as an Intensive Development Area. The COUNTY has adopted ordinance changes including reduced residential densities, revised open-space requirements, and new development standards. Transportation planning and development review continue to be coordinated to ensure growth is supported by appropriate infrastructure and that transportation impacts are addressed.

9.4 PUBLIC HEARING

A public hearing is scheduled for November 17, 2026, to present the Preferred Alternative and EA findings. Advertisements will utilize the same methods as the PIM, with the addition of an email blast to citizens who provided their email address on comment forms or subscribed on the website. This hearing will begin as an open house, followed by a formal presentation from the project team and an opportunity for verbal comments. A handout will be distributed and displays showing the Preferred Alternative conceptual alignment and the potential impacts will be present.

10 AGENCY COORDINATION

In conjunction with the initiation of the EA for the proposed project, Lexington County, in coordination with SCDOT and the FHWA, initiated communication with local, state, and federal agencies. A Letter of Intent (LOI) was transmitted to agency personnel (**Table 14**) on February 9, 2026, to provide information on the proposed project, solicit input on potential concerns, and request comments on the design concepts.

TABLE 14. LETTER OF INTENT RECIPIENTS

Agency/Entity	Name
Federal	
FHWA	Seth Wilcher
USACE	Amy Cappellino
USFWS	Charleston Regulatory Office
USCG	Randall Overton
USEPA	Ntale Kajumba
Tribal	
Catawba Nation	Chief Brian Harris

Beaver Creek Indians	Chief Louis Chavis
Natchez Tribe of South Carolina	Chief Steve Davis
Cherokee Nation	Elizabeth Toombs
State	
SCDOT Project Manager	Josh Meetze
SCDOT NEPA	Ed Frierson
SCDOT Environmental Permitting	Keith Walker
SC Secretary of Transportation	Justin Powell
SCDOT Chief Engineer for Operations	Andrew Leahart
SCDOT Deputy Secretary for Engineering	Rob Perry
SCDOT Highway Commissioner	William B. Dukes
SCDOT Highway Commissioner At Large	J. Britt Blackwell
SCDOT Highway Commissioner At Large	Thomas L. Rhodes, III
SCDOT Environmental	Chad Long
SCDOT Public Involvement	Ginny Jones
SCDES Bureau of Water	Annslee Smith
SCDNR Director of Environmental Programs	Lorianne Riggin
SHPO Review Coordinator - Transportation	Mary Sherrer
CMCOG	Reginald Simmons
Department of Agriculture Commissioner	Hugh Weathers
Department of Public Safety	Charles Norton Jr.
Forestry Commission	David Owen
SC Highway Patrol Commander	Captain C.M. Shelton
Senator	Tim Scott
Senator	Lindsey Graham
Governor	Henry McMaster
State Representative District 2	Addison Graves Wilson
State Senator District 25	A. Shane Massey
State Representative District 87	Paula Rawl Calhoon
County	
Administrator	Mr. Lynn Sturkie
Deputy Administrator	Michael Spires
Deputy County Administrator/EMS	Ted Luckadoo
Solicitor	S.R. Hubbard III
Assessor	Rick Dolan
Auditor	Chris Harmon
Animal Control Director	Brittany Jones
Public Information Officer	Vanessa Diaz
Fire Chief	Kyle Minick
EMS Chief	Brian Hood
Emergency Manager	Jennifer Neal

Assistant Emergency Manager	Aline Herzog
911 Chief of Communications	Sharmel Miller
Community Development Director	Robbie Derrick
Coroner	Margaret Fisher
Public Works Director	Brent Hyatt
Sheriff Chief	Jay Koon
Sheriff Deputy Chief	Gregg Shockley
Planning & GIS Director	Holland Leger
Building/Safety Inspection Division	Division Contact
County Council District 1	Michael Bishop
County Council District 2	Paul Lawrence Brigham, Jr.
County Council District 3	Darrell Hudson
County Council District 4	Todd Cockrell
County Council District 5	Clifford P. Fisher, III
County Council District 6	Charlene Wessinger
County Council District 7	Beth Carrigg
County Council District 8	Glen Conwell (Vice Chairman)
County Council District 9	M. Todd Cullum (Chairman)
Municipalities	
Town of Lexington	Randy Edwards
Town of Gilbert	Rita DeCarlis, Town Clerk
Town of Pelion	Town Hall Contact

10.1 LOI RESPONSES

LOI responses were received from USACE, USEPA, SCDNR, the Cherokee Nation, and the Town of Gilbert. USACE and SCDNR noted the likelihood of wetlands and streams within the PSA. SCDNR offered information regarding the project's approach to minimize impacts to state protected bats and the spotted turtle, noting no occurrence records of state threatened and endangered species within the PSA. The USEPA and the Cherokee Nation identified no concerns with the project. The Town of Gilbert emphasized support for the project as "long overdue."

10.2 AGENCY & STAKEHOLDER MEETINGS

A summary of agency and stakeholder meetings held throughout project development can be found below in **Table 15**. Meeting minutes are attached in **Appendix L**.

TABLE 15. AGENCY & STAKEHOLDER MEETING SUMMARIES

SCDOT Kick-Off Meeting (May 30, 2025) – *SCDOT Headquarters*
This was the first monthly meeting to bring together stakeholders and project team members to discuss project objectives, review progress updates, address challenges, and coordinate efforts. After reviewing the proposed design alternatives, SCDOT noted that all concepts were identical from an interstate perspective, though they would function differently for Calks Ferry Road. It was also noted that SCDOT and FHWA would like a loop ramp alternative to be considered. At the time of the meeting, traffic counts had been completed, and initial modeling efforts had begun. SCDOT requested a traffic data analysis of location alternatives for the interchange to be included in the EA. M&H discussed the P&N, which was expected to be driven by congestion at Exit 51 and downtown Lexington. Environmental task milestones and anticipated constraints were presented, including unavoidable stream impacts to Red Bank Creek, FEMA floodplains, and the potential need for a Section 404 Individual Permit depending on the Preferred Alternative. M&H planned to submit the LOI following P&N approval.
FHWA Workshop Meeting (December 2, 2025) – *SCDOT Headquarters*
An overview of project funding, field surveys, alternatives developed, and NEPA pathway forward were discussed. It was noted that this project will be the first locally let interchange project in the state. The draft P&N of the project was discussed and reviewed, and comments were received from FHWA. Impacts of the proposed interchange configurations on traffic volumes were reviewed, as well as potential impacts to water resources and the closed truck stop west of the I-20 overpass. Zoning and growth in the project vicinity was discussed, illustrating the necessity of the project. This workshop was successful in allowing the data collected to date to be presented to FHWA in order to ensure the COUNTY, SCDOT, and FHWA agreed on the proposed project's path forward.
Stakeholder Meeting (March 23, 2026) – *Mead & Hunt Lexington Office*
This meeting brought together project team members and community stakeholders. Brent Rewis (SCDOT) explained that the project originated four years prior when the COUNTY evaluated new interchanges along I-20 and I-26. M&H was retained in 2025 to produce a NEPA document and IJR funded by a SC legislative earmark. Longs Pond Road congestion concerns were discussed, noting that the project will target congestion north and south of I-20, focusing on improving traffic flow from I-20. In addition to the development of an improvements project between I-20 and Two Notch Road, the COUNTY envisions an improvements project at Exit 51. M&H presented location alternatives and explained that improvements at Longs Pond Road were eliminated from consideration for failing to meet the P&N. While Old Charleston Road met the P&N, the area is zoned for Restrictive Development and is estimated to reduce congestion at Exit 51 by 6–7%. Calks Ferry Road meets the P&N and is zoned for Intensive Development. Annual traffic volume is projected to yield a 16–17% reduction in Longs Pond Road congestion. Calks Ferry Road was identified as the interchange location and three interchange type alternatives were presented. Funding was discussed, noting that the project will be funded through multiple sources.

Monthly Meeting/FHWA Check-In (July 8, 2026) – *Microsoft Teams*
This meeting focused on the alternatives analysis process and the anticipated EA schedule. M&H introduced the three interchange options and explained the process of selecting the Preferred Alternative. Because A2 would cause more ecological impacts, it was determined that this concept would not be selected. A1 and A3 had comparable ecological impacts, and both alternatives performed comparably in traffic operations. M&H explained that ultimately, A1 would require less complex construction, allow for future expansion, and align better with local driver expectations. FHWA agreed with the alternatives analysis process and the Preferred Alternative selection. The EA was scheduled for draft submission in September 2026, a public hearing in mid-November, public hearing certification by mid-December, and EA approval in late January 2027. The IJR schedule will be concurrent with the FONSI NEPA process.
Agency Coordination Effort Meeting (August 13, 2026) – *SCDOT Headquarters*
This meeting was held with SCDOT, M&H, and state and federal agencies to share project progress and identify any concerns. M&H provided a project overview, shared updates on surveys and reports, explained alternatives considered, and summarized anticipated impacts for the Preferred Alternative. It was discussed that the project is not currently included in the LRTP, but the team will engage with the MPO. The project's inability to qualify for the SCDOT Regional General Permit was also discussed, as well as potential impacts to drainage and water quality due to the PSA location within a TMDL. SCDOT facilitated discussion with SCDNR regarding a future commitment for bat species and the spotted turtle, as construction moratoriums are not feasible. SHPO agreed that additional cultural resource survey is not needed within the expanded PSA since it is mostly existing ROW. The meeting concluded with a review of the schedule moving forward including noise modeling and report generation, EA finalization, and a public hearing scheduled for November 17, 2026.

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APPENDIX A

SCDOT PLANNING LEVEL EVALUATION

Planning Level Evaluation of a New Interchange at Calks Ferry Road at Interstate 20

Date: April, 2024

Executive Summary

This planning level evaluation considered traffic/congestion influences in the Lexington area and at the Longs Pond Road/I-20 interchange for a new access point (interchange) at Calks Ferry Road at I-20. In summary:

- There is evidence from the delay metrics that this new access point provides congestion relief in the Lexington area, in general, and along Longs Pond Rd between Two Notch Road and Muddy Springs Road which includes the interchange at I-20.
- The Level of Service (LOS) and congestion metrics along the interstate remain acceptable in both the base and forecast year scenarios. The construction of a new interchange at Calks Ferry Road will result in an approximate 28% reduction in congestion along Longs Pond Road through the interchange.
- The traffic model results indicate a reduction of vehicle volumes along US 1 between Priceville Road and downtown Lexington.

Based on these findings, it is anticipated that construction of the Calks Ferry Road interchange will result in favorable conditions for the Lexington area and along Longs Ponds Rd. between Two Notch Road and Muddy Springs Road.

Purpose

Calks Ferry Road (S-278) crosses I-20 between existing interchanges at Pond Branch Road (S-34) and Longs Pond Road (S-204), an over six mile stretch of interstate without access (Figure 1). Commuters traveling to and from Lexington County often have to travel through the non-Interstate routes due to a limited number of access points to I-20. As such, the purpose of this study was to evaluate roadway network performance by increasing connectivity via a new interchange at Calks Ferry Road with I-20.

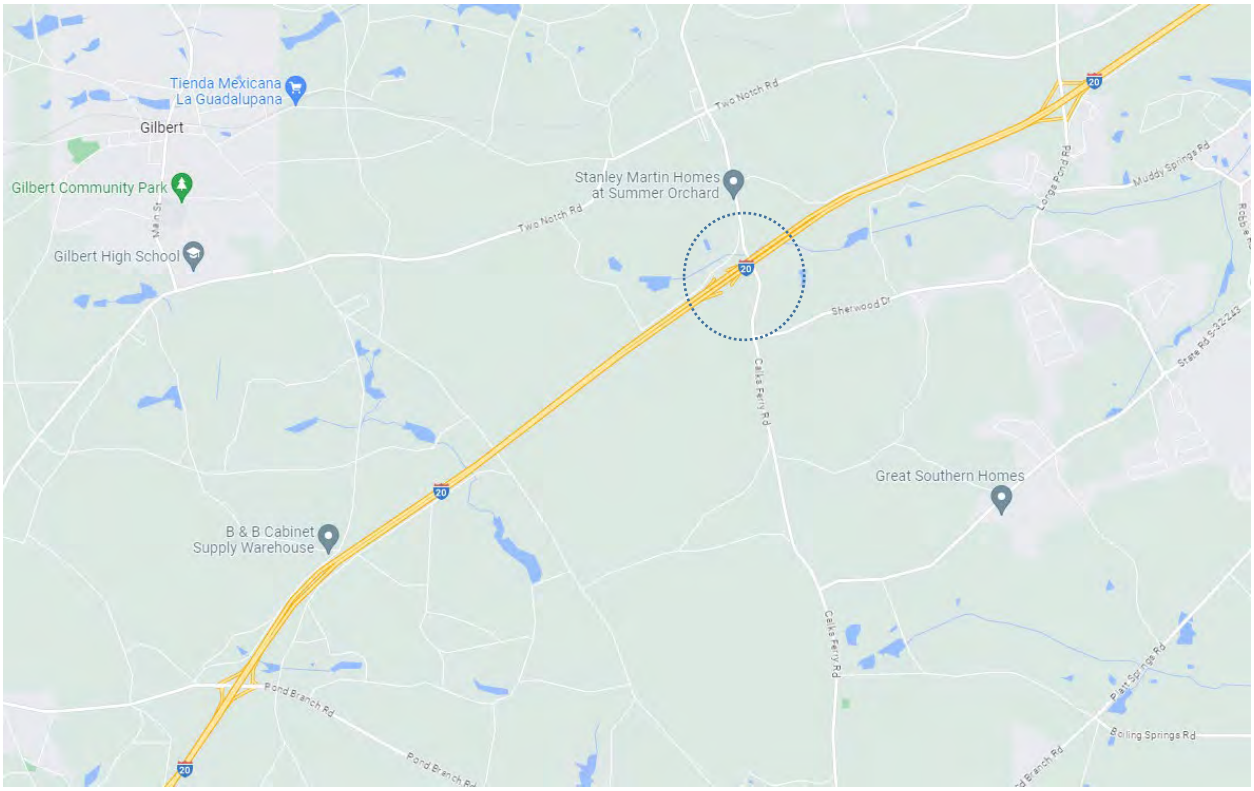


Figure 1: A Google screen capture of the existing Calks Ferry Road (circled). Existing interchanges at Pond Branch Road and Longs Pond Roads are also displayed to depict the stretch without any access point.

Study Design

FHWA evaluates new interchanges based on two policy points: (i) the new access does not have "significant adverse impact" on safety and operations of the interstate; and (ii) the new access connects to a public road only and will provide for all movements. These policy points appear to be intentionally vague due to the many variables considered in selection of a proper location.

In order to evaluate the effect of this new access, Columbia Area Transportation Study (COATS) Travel Demand Model (updated October 2021, the latest model at the time of this analysis) was

utilized to create a Build scenario to contrast and compare with the existing No Build (NB) scenario. The COATS Travel Demand Model utilizes 2018 and 2045 as its base and forecast years, respectively. Using this model, the impact of the new interchange was evaluated at base year for different influence areas (5, 10 and 15-miles radii) to capture its effect on the regional travel characteristics. Performance metrics such as delay, vehicle-hours traveled (VHT) and vehicle-miles traveled (VMT) were captured to report on the operational benefits of this new interstate access point.

Additionally, a macroscopic analysis was conducted utilizing the Highway Capacity Software Version 8.2 (HCS). Based on the methodologies within the Highway Capacity Manual (HCM), HCS analyzes freeway facilities with consideration to traffic stream characteristics and the relationships among them. Performance metrics such as a density based Level of Service (LOS) as well as a volume to capacity ratio (v/c) were calculated to further evaluate operational effects of the new interstate access location.

Effect of Calks Ferry Road Interchange

Regional Impact

An interstate access point is convenient for travelers wanting to make relatively long-distance trips with a faster mobility to reduce travel time and avoid or minimize delays resulting from slower speeds and traffic control devices in local and arterial routes. So, it makes sense to attempt to capture travel behavior for a wider 'influence area' from the new access point. In this study, performance metrics were compared for 5, 10, and 15 mile radii from the location of the new interchange. These performance metrics include comparison of delays, VHT and VMT between the Build and NB scenarios.

It appears that a 5 mile radius may be inadequate to reflect the potential travel benefits that can be seen within a larger radius. Results from the wider geographies indicate that the long distance travelers are generally saving time throughout an average weekday. The reduction in the delay and VHT are evident in the network that are within the 10 and 15 mile radius from the location of the Calks Ferry Road interchange.

At the same time, a relief in the parallel routes (to both Calks Ferry Road and I-20) is indicative from the maps (Figure 2 and Figure 3) showing the differences between the Build and the NB scenarios. These maps display color coded changes of the delay and VHT metrics in the roadway network surrounding the new interchange. The color **green** represents a decrease in the delay/VHT which is indicative of an operational improvement to the network while **red** represents the opposite. US-1 running parallel to I-20 seems to experience a reduction in delay and VHT. Similar behavior is evident on Longs Pond Road which runs parallel to Calks Ferry

Road. Appendix A includes further maps displaying the delay in the base year along the existing interchanges and routes parallel to I-20 for the NB and Build scenarios.

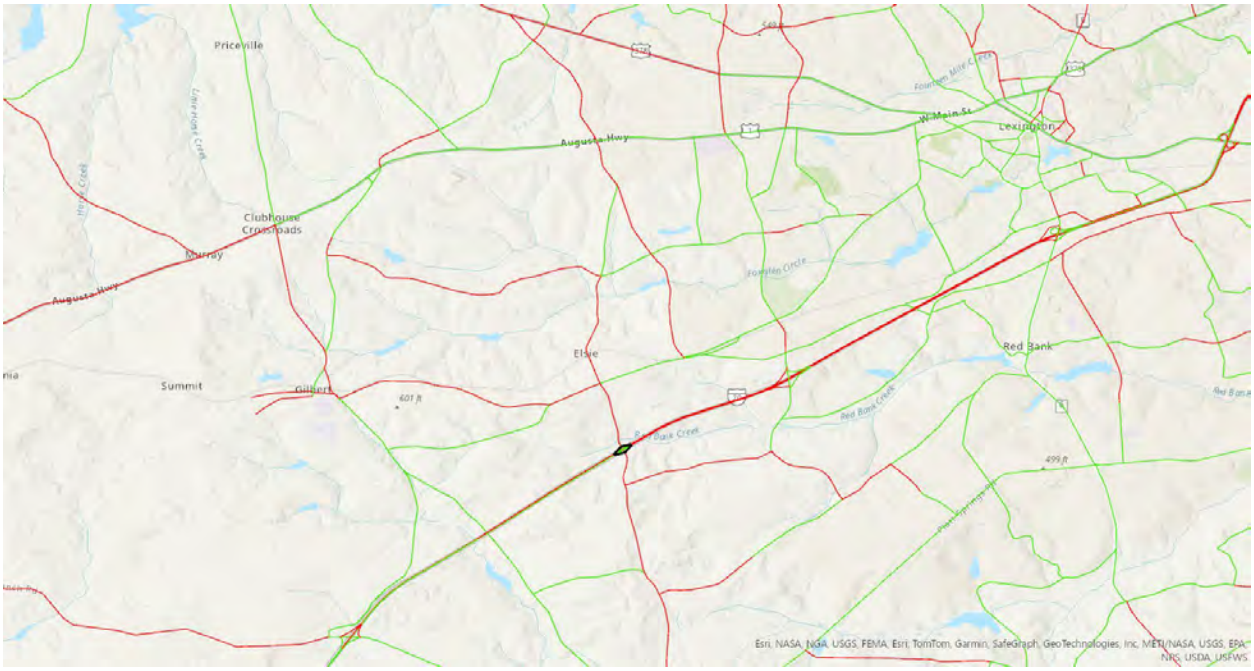


Figure 2: Changes in the average weekday delay between the Build and NB scenarios.

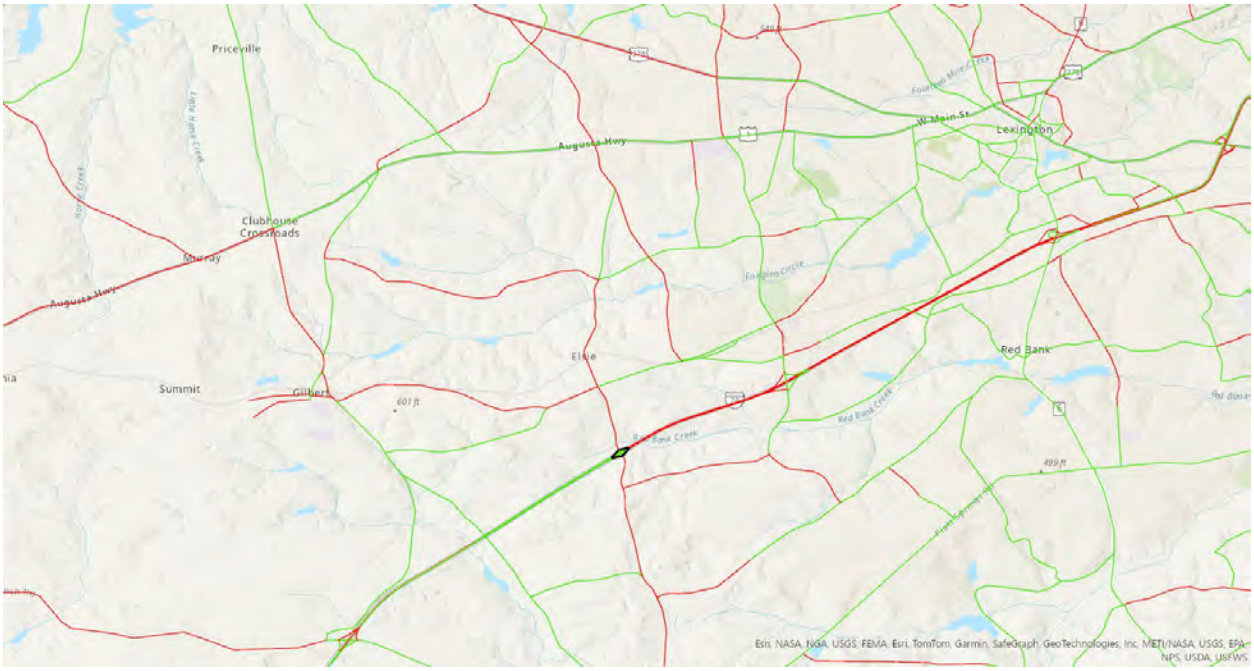


Figure 3: Changes in the daily VHT between the Build and NB scenarios.

Operational Impact in the Vicinity of the Calks Ferry Interchange

It is also important to study the effect of the proposed Calks Ferry interchange on the interstate operations upstream and downstream of the access point. Interstate characteristics from the afternoon peak hour base condition were used to conduct an analysis. The afternoon peak hour was selected due to higher volumes than the morning peak hour. This was the case for both eastbound and westbound directions despite the expected traffic patterns of commuters. Though the interchange does not exist in the base conditions model, an HCS analysis was conducted as a basis of comparison. Therefore, using HCS methodologies, the interstate facility was divided into appropriate segments including basic freeway segment, diverge, and merge. The results of the analyses can be seen in the following table:

Table 1: Base year (2018) PM peak hour analysis results for I-20 eastbound (EB) and westbound (WB).

Level of Service (LOS)	Segment Type					
	Overall	Prior to Interchange	At Exit Ramp	Beyond Exit Ramp	At On Ramp	Beyond On Ramp
EB	**C**	C	C	B	C	C
WB	**C**	C	C	B	C	B

The results indicate that during the base year, the effect of the proposed interchange will provide negligible changes to the LOS along the interstate facility. In both directions, the LOS just beyond the exit ramp improves, due to the traffic exiting the interstate flow. However, the overall LOS along the interstate facility remains the same. The changes in v/c ratio (not presented in the table) indicate an increased volume in the eastbound direction due to traffic entering the interstate facility from Calks Ferry Road, and a decreased volume in the westbound direction due to traffic exiting from the interstate on to Calks Ferry Road.

In addition to the above, an analysis of the future (2045) operational impacts of the Calks Ferry Road interchange was conducted and the results are presented in the following table:

Table 2: Future year (2045) PM peak hour analysis results for I-20 eastbound (EB) and westbound (WB).

Level of Service (LOS)	Segment Type					
	Overall	Prior to Interchange	At Exit Ramp	Beyond Exit Ramp	At On Ramp	Beyond On Ramp
EB	**D**	D	D	D	D	E
WB	**D**	E	E	D	D	D

The effects of the interchange operations on the interstate facility were more clearly defined in the forecast year than the base year. Traffic entering the eastbound interstate facility from the Calks Ferry Road interchange effects operations beyond the ramp by increasing v/c ratios (not presented in the table) as well as worsening LOS. The effect of local traffic exiting the westbound

interstate facility on to Calks Ferry Road can be seen through the improvement of LOS from prior to the diverge movement and at the exit ramp, to beyond the exit ramp.

Despite fluctuations between LOS D and LOS E in the forecast year scenarios, the operations of the interstate facility remain in the acceptable performance range.

Operational Impact in the Vicinity of the Longs Pond Road Interchange

To see the complete impact of the construction of Calks Ferry Rd interchange on the upstream interchange at Longs Pond Rd, it is important to have several scenarios analyzed from which to make comparisons. For this analysis, the No Build base year scenario serves as the existing condition. The analysis performed for this scenario is based on volumes from the COATS TDM and is not representative of existing field conditions. This analysis is a computer simulation based on information from the model and standard assumptions.

Traffic traveling Eastbound along I-20 experiences acceptable or better LOS throughout the corridor and improves to LOS B beyond the interchange of Longs Pond Rd due to the additional lane. In the opposite direction, the Westbound direction, traffic experiences similar acceptable or better LOS throughout. The effect of the change in number of lanes can again be seen as LOS worsens to LOS C beyond the interchange.

Table 3: Base year (2018) PM peak hour analysis results for I-20 eastbound (EB) and westbound (WB) at Longs Pond Rd.

Level of Service (LOS)	Segment Type					
	Overall	Prior to Interchange	At Exit Ramp	Beyond Exit Ramp	At On Ramp	Beyond On Ramp
EB	**C**	C	C	C	B	B
WB	**B**	B	C	B	B	C

In the Eastbound direction along I-20, the construction of Calks Ferry Rd interchange has minimal impact on the overall LOS at the existing Longs Pond Road interchange. For the Future Year Calks Ferry Rd Build scenario, the overall facility analysis results in a LOS D at the Longs Pond Road interchange. The result of analysis on the Longs Pond Road interchange facility without the construction of Calks Ferry Rd interchange produces the same overall facility LOS.

It should be noted that while the resultant facility LOS is the same in both the Build and No Build Future Year scenarios, the operations of the interchange vary between scenarios. Using the COATS TDM for reference, the number of lanes in the eastbound direction changes from two travel lanes to three travel lanes beyond the Longs Pond interchange as I-20 nears Lexington. In the No Build scenario, the segment of intersection prior to Longs Pond Rd has a LOS E, but improves to a LOS C beyond the interchange due to the addition of capacity. ***While the same pattern is true for the Build scenario, the difference is the increase in volume between the***

No Build and Build. The construction of Calks Ferry Rd allows more volume to enter I-20 prior to the Longs Pond Rd interchange, increasing demand along I-20. The results of the Eastbound FY Analysis can be found in the table below.

Table 5: Future year (2045) PM peak hour analysis results for I-20 eastbound (EB) at Longs Pond Rd.

Level of Service (LOS)	Segment Type					
	Overall	I-20 between Calks Ferry and Longs Pond (2 lanes)	Diverge at Longs Pond Interchange	I-20 between Diverge and Merge at Longs Pond Road	Merge beyond Longs Pond Road interchange	I-20 East of Longs Pond Road (3 lanes)
No Build	**D**	E	D	D	C	C
Build	**D**	E	E	D	D	D

In the Westbound direction along I-20, the construction of the Calks Ferry Rd interchange has little impact on the overall LOS at the existing Longs Pond Road interchange. The analysis of Longs Pond Road interchange with the construction of the Calks Ferry Rd interchange in the Future Year scenario results in a LOS D. Without the construction of Calks Ferry Rd interchange, the analysis produces the same overall facility LOS.

While the LOS results of the overall facility are the same in both the Build and No Build Future Year scenarios, the operations of the interchange indicate different travel patterns. Using the COATS TDM for reference, in the westbound direction, the number of lanes changes from three travel lanes to two travel lanes beyond the Longs Pond interchange as I-20 leaves Lexington. In the No Build scenario, the segment of intersection prior to Longs Pond Rd has a LOS C, but operates at LOS D beyond the interchange due to the reduction of capacity. The same pattern of reduction in operations is true for the Build scenario.

There is a reduction of LOS between the No Build and Build scenarios due to the difference in volumes along the interstate. ***The volumes suggest that construction of the Calks Ferry Road interchange will bring more volume through the Longs Pond Road interchange, as well. This increase in volume could be due to commuters that were previously taking alternate routes to Calks Ferry destinations now taking I-20, as there is now a direct route to Calks Ferry provided.*** The results of the Westbound FY Analysis can be found in the table below.

Table 6: Future year (2045) PM peak hour analysis results for I-20 westbound (WB) at Longs Pond Rd.

Level of Service (LOS)	Segment Type					
	Overall	I-20 East of Longs Pond Road (3 lanes)	Diverge at Longs Pond Interchange	I-20 between Diverge and Merge at Longs Pond Road	Merge beyond Longs Pond Road interchange	I-20 between Longs Pond and Calks Ferry (2 lanes)

No Build	**D**	C	D	B	B	D
Build	**D**	D	D	C	C	E

Another important consideration is the potential widening of I-20 prior to the Future Year scenario shown in the COATS TDM. Increasing the capacity along I-20 in both eastbound and westbound directions will not only improve the operations of the individual components of the facility, but also the LOS of the interchange as a whole. In the Eastbound direction the FY Build scenario results in an improvement of operations to a LOS C. Similarly, in the westbound direction, the FY Build scenario indicates a LOS improvement to LOS C with the addition of capacity beyond the Longs Pond Rd interchange. The results can be seen in the tables below.

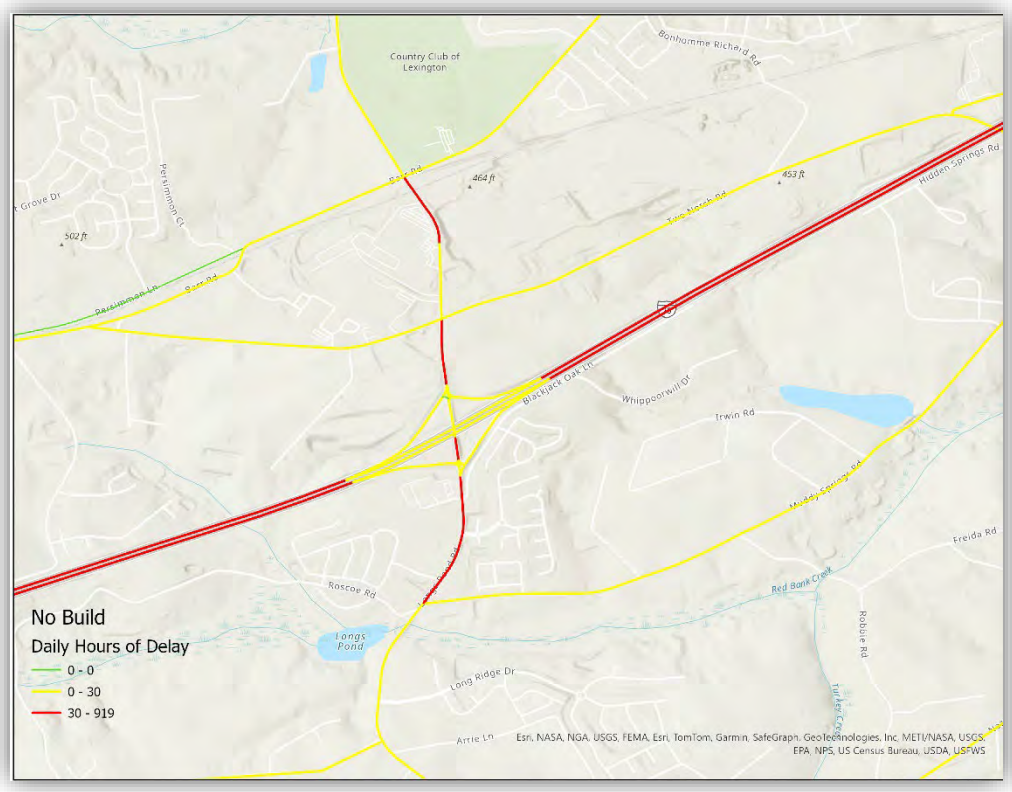
Table 7: Future year (2045) PM peak hour analysis results for I-20 eastbound (EB).

Level of Service (LOS)	Segment Type					
	Overall	I-20 between Calks Ferry and Longs Pond	Diverge at Longs Pond Interchange	I-20 between Diverge and Merge at Longs Pond Road	Merge beyond Longs Pond Road interchange	I-20 East of Longs Pond Road
No Build	**D**	E	E	D	D	D
Build	**C**	C	C	C	C	D

Table 8: Future year (2045) PM peak hour analysis results for I-20 westbound (WB).

Level of Service (LOS)	Segment Type					
	Overall	I-20 East of Longs Pond Road	Diverge at Longs Pond Interchange	I-20 between Diverge and Merge at Longs Pond Road	Merge beyond Longs Pond Road interchange	I-20 between Longs Pond and Calks Ferry
No Build	**D**	D	D	C	C	E
Build	**C**	D	D	C	C	C

APPENDIX A: Base Year Delay Maps for No Build and Build Scenarios.



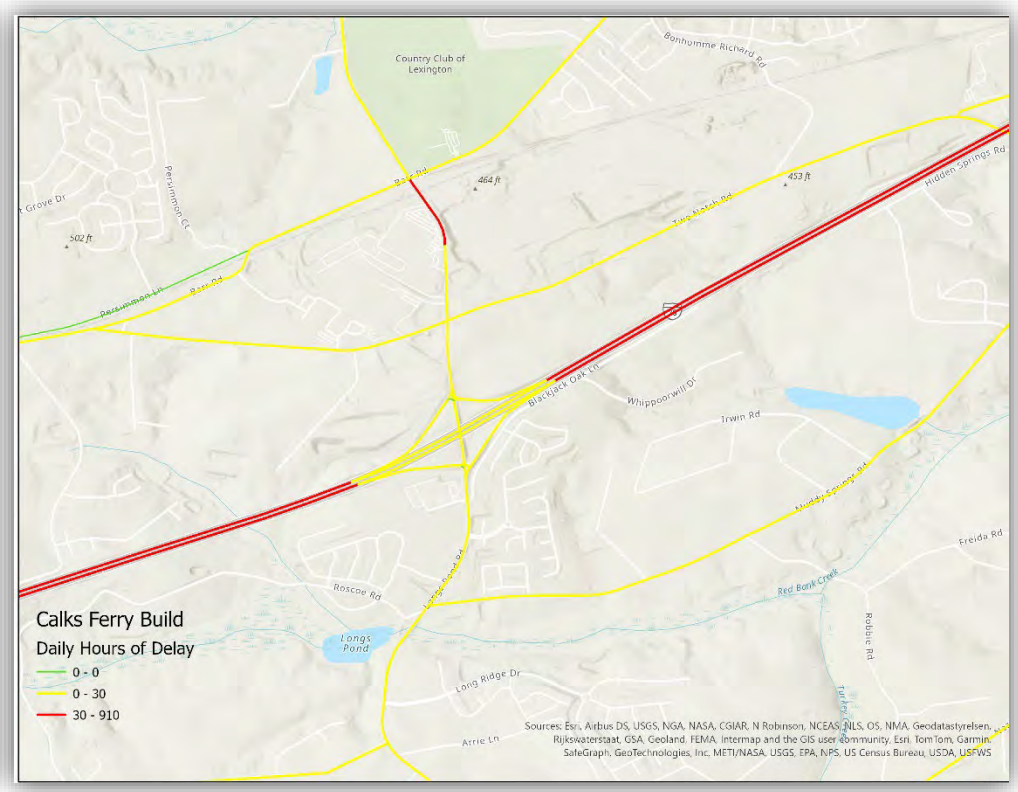


Figure 4:
Delay surrounding existing Longs Pond Interchange.

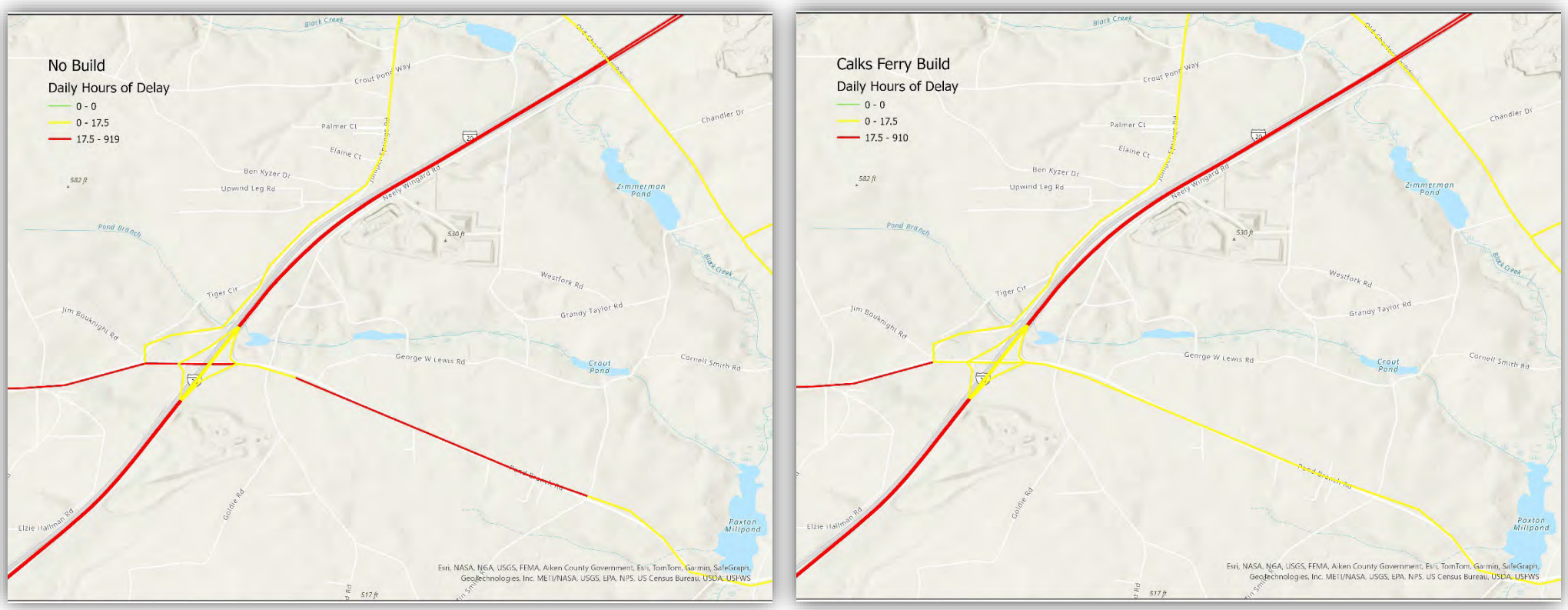
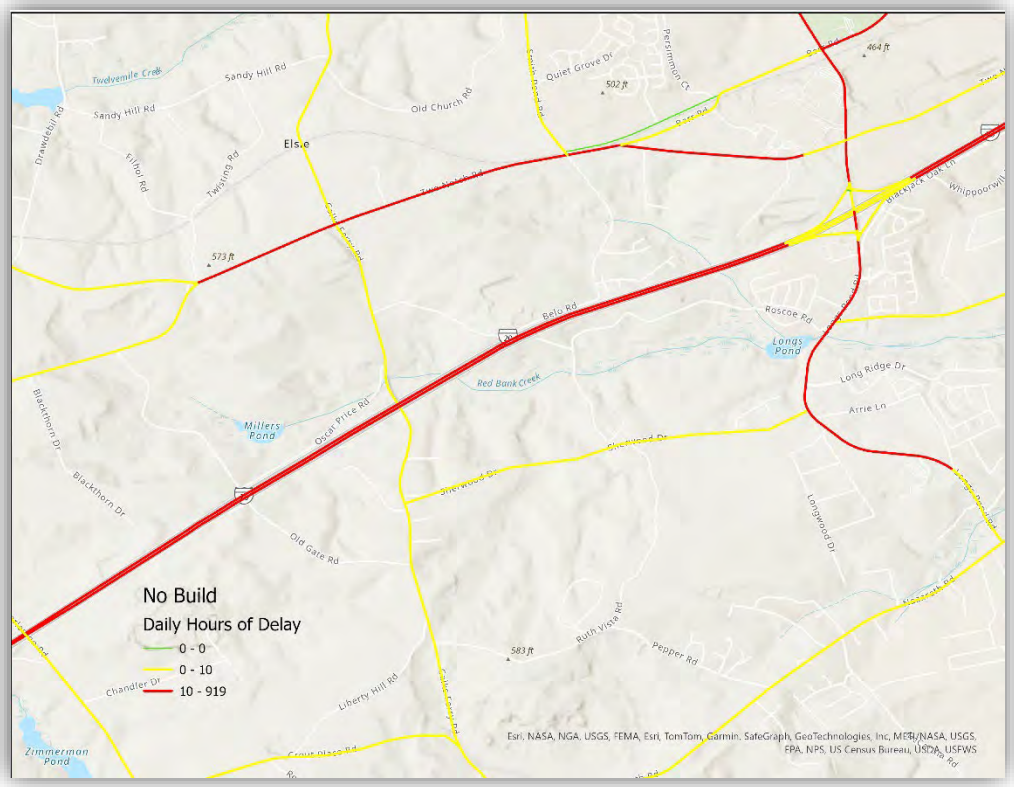


Figure 5: Delay surrounding existing Pond Branch Interchange.



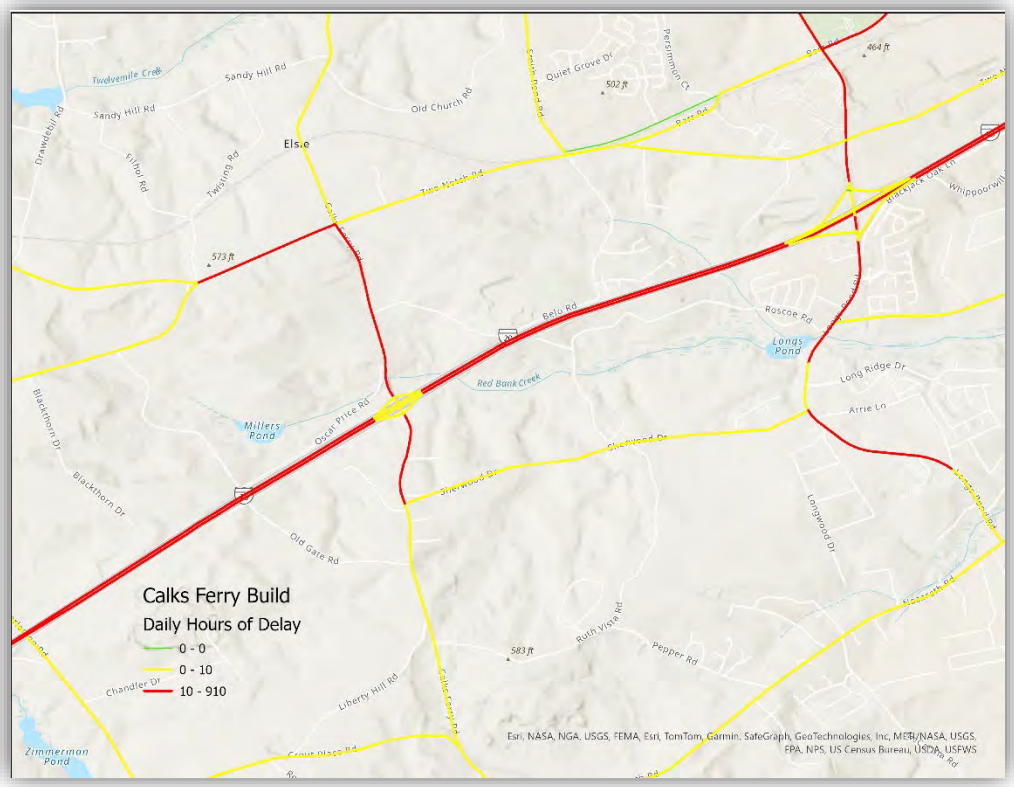


Figure 6: Delay in routes parallel to I-20.

APPENDIX B

TRAFFIC STUDY

Memorandum

To:	Aaron Dawson, FHWA Rickele Gennie, FHWA Joshua Meetze, SCDOT
From:	Robert Dubnicka, PE
Date:	January 12, 2026
Subject:	I-20 Calks Ferry Road Interchange Volume Development Process Summary

The volume development process began with traffic data collection. Turning movement counts were obtained at key intersections along Longs Pond Road, including the interchange ramp intersections, and along Calks Ferry Road at the potential 'adjacent' intersections to the proposed interchange on Tuesday, April 29, 2025, between 7:00 AM and 7:00 PM. These intersections included:

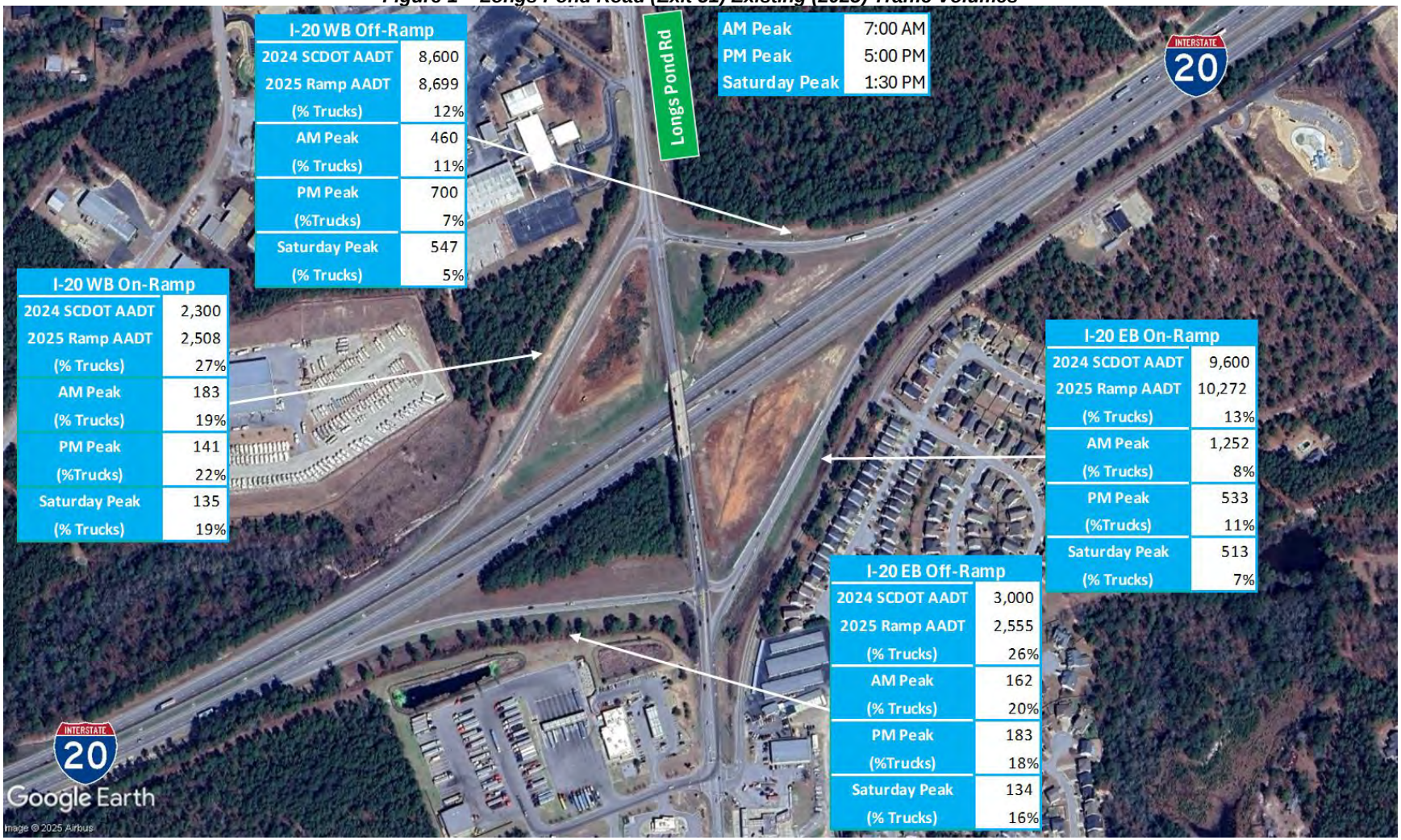
- Longs Pond Road/Pisgah Church Road at Barr Road
- Longs Pond Road at Two Notch Road
- Calks Ferry Road at Two Notch Road
- Calks Ferry Road at Summer Orchard Drive
- Calks Ferry Road at Oscar Price Road
- Longs Pond Road at I-20 Westbound Ramps
- Longs Pond Road at I-20 Eastbound Ramps
- Longs Pond Rad at Blackjack Oak Lane
- Longs Pond Road at S Brook Way
- Longs Pond Road at Sherwood Drive
- Calks Ferry Road at Sherwood Drive

Vehicle classification counts were also collected on the four interchange ramps at the Longs Pond Road interchange and at the Calks Ferry Road overpass at I-20 between Tuesday, April 29 and Monday, May 5, 2025. The existing Longs Pond Road interchange ramp volumes are shown in **Figure 1**.

To establish mainline I-20 design hour volumes, over one year's worth of data between Friday, March 22, 2024, and Tuesday, April 29, 2025, were downloaded from SCDOT's website for the permanent continuous count station 0022 (CCS-0022) in Lexington County. This count station is located on I-20 just east of the Old Charleston Road overpass. The data was sorted and reviewed to establish the design hour volumes for the weekday AM and PM peak hours, The potential design hour volumes on days identified as 'Holiday', 'Holiday-affected' or 'Volume Atypical' (such as those days when hurricane evacuations affected mainline I-20 traffic volumes) were excluded. A summary of the CCS-0022 data for this period, including the list of Holidays and Events is included in **Appendix A**.

From this data, the I-20 mainline design hour volumes that were identified were submitted to SCDOT for their review and concurrence for use in the analysis. The agreed upon I-20 mainline design hour volumes for the PM peak hour occurred in the 4 to 5 PM hour on Friday, October 18, 2024. This hour consisted of 1,903 eastbound and 1,975 westbound vehicles and was the 49th highest hour in the count data. This hour was selected since it was the first non-holiday and non-'Volume Atypical' traffic event to occur during the typical weekday afternoon peak period. The 7 to 8 AM hour on Thursday, April 10, 2024, was selected for the AM peak hour volume. This hour consisted of 1,753 eastbound and 1,510 westbound vehicles, and was the 472nd highest hour volume, which was the first morning peak period count to occur in the sorted CCS-0022 data. The sorted 500 highest hour volumes, and their corresponding day, date, and time, are included in **Appendix B**.

Figure 1 – Longs Pond Road (Exit 51) Existing (2025) Traffic Volumes



After meeting with SCDOT staff on May 30, 2025, the Old Charleston Road overpass location was added to the volume development at SCDOT's request. This overpass is the other logical potential interchange location (in addition to the Calks Ferry Road overpass) on I-20 between Longs Pond Road (Exit 51) and Pond Branch Road (Exit 44). While the addition of the Old Charleston Road overpass as a possible interchange location occurred too late to incorporate into the data collection scope of work, the most recently available data for SCDOT Lexington County count station 363 (32-0363) was downloaded for use in the analysis. This data includes vehicle classification counts collected on Tuesday October 1, 2024, to Thursday, October 3, 2024, covers Old Charleston Road between Pond Branch Road and Juniper Springs Road, and was used to establish the existing AM and PM design hour volumes at the Old Charleston Road overpass. The data from count station 32-0363 is included in **Appendix C**.

The COATS regional travel demand model was obtained from Central Midlands Council of Governments through coordination with SCDOT's Planning Office. Loaded networks were provided for the 2018 base year travel demand model so it was not necessary to perform 2018 model runs. Plots of the 2018 COATS model daily volume assignments at the Longs Pond Road interchange and at Calks Ferry Road and Old Charleston Road at I-20 are contained in **Appendix D**.

The 2045 COATS model network was reviewed and the master network edited to incorporate generalized diamond interchange geometry at Calks Ferry Road (CFI) and at Old Charleston Road (OCI). Travel demand model runs were performed for the following alternatives:

- **2045 No-Build** (no interchange at either Calks Ferry Road or Old Charleston Road). The 2045 No-Build COATS model daily volume assignments are contained in **Appendix E**.
- **2045 CFI** (includes a Calks Ferry Road interchange; no interchange at Old Charleston Road). The 2045 COATS model daily volume assignments for the Calks Ferry Road interchange alternative are contained in **Appendix F**.
- **2045 OCI** (includes an Old Charleston Road interchange; no interchange at Calks Ferry Road). The 2045 COATS model daily volume assignments for the Old Charleston Road interchange alternative are contained in **Appendix G**.

The resulting 2045 No-Build traffic volume estimates were compared to the 2018 network volumes to establish growth rates along I-20, the study area arterials crossing I-20 (Longs Pond Road, Calks Ferry Road, and Old Charleston Road); and the existing Longs Pond Road ramps. **Table 1** shows the 2018 and 2045 No-Build COATS model volume forecasts and corresponding growth rates on I-20.

Table 1 - I-20 Existing and No-Build COATS Model Volume Forecasts

I-20	2018 Volume Daily Forecasts	2045 No-Build Daily Forecasts	Volume Difference	Annual Percent Difference
I-20 WB east of Longs Pond Road	32,281	46,771	14,490	1.4%
I-20 WB between Longs Pond Road Ramps	22,433	33,293	10,860	1.5%
I-20 WB between Longs Pond Road and Calks Ferry Road	24,599	35,762	11,163	1.4%
I-20 WB Between Calks Ferry Road and Old Charleston Road	24,599	35,762	11,163	1.4%
I-20 WB Between Old Charleston Road and Pond Branch Road	24,599	35,762	11,163	1.4%
I-20 EB Between Pond Branch Road and Old Charleston Road	27,258	38,806	11,548	1.3%
I-20 EB Between Old Charleston Road and Calks Ferry Road	27,258	38,806	11,548	1.3%
I-20 EB Between Calks Ferry Road and Longs Pond Road	27,258	38,806	11,548	1.3%
I-20 EB Between Longs Pond Road Ramps	24,453	35,053	10,600	1.3%
I-20 EB east of Longs Pond Road	36,402	51,735	15,333	1.3%

Note that the I-20 eastbound and westbound volumes between Longs Pond Road and Pond Branch Road are identical in each direction since in the existing and no-build conditions there are no interchanges present at either Calks Ferry Road or Old Charleston Road.

Table 2 shows the 2018 and 2045 No-Build COATS model volume forecasts and corresponding growth rates for Longs Pond Road, the Longs Pond Road interchange ramps, and for the I-20 crossings of Calks Ferry Road and Old Charleston Road.

The growth rates in **Table 1** and **Table 2** were applied to the 2025 peak hour traffic volumes to develop estimates of the 2045 No-Build volumes on I-20, Longs Pond Road, the Longs Pond Road interchange ramps, Calks Ferry Road, and Old Charleston Road. **Table 3** shows the existing 2025 peak hour volumes and the estimated 2045 peak hour volumes on I-20. **Table 4** shows the existing 2025 peak hour volumes and estimated 2045 peak hour volumes for Longs Pond Road, the Longs Pond Road interchange ramps, and for the I-20 crossings of Calks Ferry Road and Old Charleston Road.

Table 2 - Arterial and Ramp Existing and No-Build COATS Model Volume Forecasts

Longs Pond Road	2018 Daily Volume	2045 No-Build Daily Forecasts	Volume Difference	Annual Percent Difference
Longs Pond Road north of WB Ramps	23,881	32,841	8,960	1.2%
Longs Pond Road between WB and EB Ramps	16,845	24,475	7,630	1.4%
Longs Pond Road south of EB Ramps	11,937	20,146	8,209	2.0%
WB Off-Ramp Right Turn (WB-NB)	7,446	9,922	2,476	1.1%
WB Off-Ramp Left Turn (WB-SB)	2,401	4,556	2,155	2.4%
WB On-Ramp Right Turn (SB-WB)	1,905	2,447	542	0.9%
WB On-Ramp Left Turn (NB-WB)	261	1,022	761	5.2%
EB Off-Ramp Left Turn (EB-NB)	2,109	2,159	50	0.1%
EB Off-Ramp Right Turn (EB-SB)	695	1,593	898	3.1%
EB On-Ramp Right Turn (NB-EB)	4,227	6,480	2,253	1.6%
EB On-Ramp Left Turn (SB-EB)	7,722	10,202	2,480	1.0%
Total Ramp Volume	26,766	38,381	11,615	1.3%
Calks Ferry Road				
Calks Ferry Road at I-20	4,233	9,127	4,894	2.9%
Old Charleston Rd				
Old Charleston Road at I-20	3,816	7,559	3,743	2.6%

Table 3 - I-20 Existing and No-Build Peak Hour Volumes

I-20	2025 Peak Hour Volumes		Annual Percent Growth Rate	2045 No-Build Peak Hour Volumes	
	AM Peak	PM Peak		AM Peak	PM Peak
I-20 WB east of Longs Pond Road	1,773	2,805	1.4%	2,275	3,702
I-20 WB between Longs Pond Road Ramps	1,310	1,838	1.5%	1,650	2,361
I-20 WB between Longs Pond Road and Calks Ferry Road	1,510	1,975	1.4%	1,992	2,606
I-20 WB Between Calks Ferry Road and Old Charleston Road	1,510	1,975	1.4%	1,992	2,606
I-20 WB Between Old Charleston Road and Pond Branch Road	1,510	1,975	1.4%	1,992	2,606
I-20 EB Between Pond Branch Road and Old Charleston Road	1,753	1,903	1.3%	2,277	2,472
I-20 EB Between Old Charleston Road and Calks Ferry Road	1,753	1,903	1.3%	2,277	2,472
I-20 EB Between Calks Ferry Road and Longs Pond Road	1,753	1,903	1.3%	2,277	2,472
I-20 EB Between Longs Pond Road Ramps	1,599	1,709	1.3%	2,068	2,195
I-20 EB east of Longs Pond Road	3,034	2,215	1.3%	3,934	2,851

Table 4 - Arterial and Ramp Existing and No-Build Peak Hour Volumes

Longs Pond Road	2025 Peak Hour Volumes		Annual Percent Growth Rate	2045 No-Build Peak Hour Volumes	
	AM Peak	PM Peak		AM Peak	PM Peak
Longs Pond Road north of WB Ramps	1,717	1,536	1.2%	2,174	1,945
Longs Pond Road between WB and EB Ramps	1,468	1,316	1.4%	2,021	1,899
Longs Pond Road south of EB Ramps	1,431	1,295	2.0%	2,132	1,972
WB Off-Ramp Right Turn (WB-NB)	321	577	1.1%	397	714
WB Off-Ramp Left Turn (WB-SB)	142	390	2.4%	228	627
WB On-Ramp Right Turn (SB-WB)	135	85	0.9%	163	102
WB On-Ramp Left Turn (NB-WB)	65	52	5.2%	179	143
EB Off-Ramp Left Turn (EB-NB)	91	99	0.1%	93	101
EB Off-Ramp Right Turn (EB-SB)	63	95	3.1%	116	176
EB On-Ramp Right Turn (NB-EB)	712	238	1.6%	977	327
EB On-Ramp Left Turn (SB-EB)	723	268	1.0%	889	329
Total Ramp Volume	2,252	1,804	1.3%	3,042	2,519
Calks Ferry Road					
Calks Ferry Road at I-20	701	471	2.9%	1,238	832
Old Charleston Rd					
Old Charleston Road at I-20	292	280	2.6%	484	465

Table 5 contains 2045 COATS travel demand model forecasts and shows the effect of the Calks Ferry Road interchange alternative and the Old Charleston Road interchange alternative on I-20 traffic volumes compared to the 2045 No-Build alternative.

Table 5 - I-20 2045 Mainline Volume Forecasts

I-20	2045 Daily Volume Forecasts			2045 Percent Differences	
	No-Build	w/ Calks Ferry Interchange	w/ Old Charleston Interchange	Calks Ferry - No-Build	Old Charleston No-Build
I-20 WB east of Longs Pond Road	46,771	47,956	47,594	2.5%	1.8%
I-20 WB between Longs Pond Road Ramps	33,293	35,862	34,473	7.7%	3.5%
I-20 WB between Longs Pond Road and Calks Ferry Road	35,762	39,311	37,995	9.9%	6.2%
I-20 WB Between Calks Ferry Road Ramps	35,762	34,162	37,995	-4.5%	6.2%
I-20 WB Between Calks Ferry Road and Old Charleston Road	35,762	36,186	37,995	1.2%	6.2%
I-20 WB Between Old Charleston Road Ramps	35,762	36,186	33,477	1.2%	-6.4%
I-20 WB Between Old Charleston Road and Pond Branch Road	35,762	36,186	35,013	1.2%	-2.1%
I-20 EB Between Pond Branch Road and Old Charleston Road	38,806	38,547	36,644	-0.7%	-5.6%
I-20 EB Between Old Charleston Road Ramps	38,806	38,547	35,146	-0.7%	-9.4%
I-20 EB Between Old Charleston Road and Calks Ferry Road	38,806	38,547	42,148	-0.7%	8.6%
I-20 EB Between Calks Ferry Road Ramps	38,806	35,814	42,148	-7.7%	8.6%
I-20 EB Between Calks Ferry Road and Longs Pond Road	38,806	44,200	42,148	13.9%	8.6%
I-20 EB Between Longs Pond Road Ramps	35,053	40,881	38,210	16.6%	9.0%
I-20 EB east of Longs Pond Road	51,735	54,051	53,547	4.5%	3.5%

The percentage shift in traffic from the Longs Pond Road interchange to each of the proposed interchanges was calculated by comparing the 2045 CFI and 2045 OCI COATS travel demand model assignments at the Longs Pond Road interchange to the no-build alternative. **Table 6** illustrates the difference in the travel demand model assignments on Longs Pond Road and on the interchange ramps in the 2045 No-Build alternative and the alternatives incorporating an interchange at either Calks Ferry Road or at Old Charleston Road.

Table 6 - 2045 Longs Pond Road and Interchange Ramp Daily Volumes

Longs Pond Road	2045 Daily Volume Forecasts			Percent Differences	
	No-Build	w/ Calks Ferry Interchange	w/ Old Charleston Interchange	Calks Ferry - No-Build	Old Charleston - No-Build
Longs Pond Road north of WB Ramps	32,841	30,925	31,701	-5.8%	-3.5%
Longs Pond Road between WB and EB Ramps	24,475	23,329	23,669	-4.7%	-3.3%
Longs Pond Road south of EB Ramps	20,146	19,263	19,716	-4.4%	-2.1%
WB Off-Ramp Right Turn (WB-NB)	9,922	8,535	9,196	-14.0%	-7.3%
WB Off-Ramp Left Turn (WB-SB)	4,556	3,559	3,925	-21.9%	-13.8%
WB On-Ramp Right Turn (SB-WB)	2,447	3,034	2,900	24.0%	18.5%
WB On-Ramp Left Turn (NB-WB)	1,022	415	622	-59.4%	-39.1%
EB Off-Ramp Left Turn (EB-NB)	2,159	2,530	2,503	17.2%	15.9%
EB Off-Ramp Right Turn (EB-SB)	1,593	788	1,434	-50.5%	-10.0%
EB On-Ramp Right Turn (NB-EB)	6,480	5,423	6,226	-16.3%	-3.9%
EB On-Ramp Left Turn (SB-EB)	10,202	7,747	9,110	-24.1%	-10.7%
Total Ramp Volume	38,381	32,031	35,916	-16.5%	-6.4%

The aggregate percentage reductions in the travel demand model assignments for the Longs Pond Road interchange ramp movements resulting from the incorporation of the Calks Ferry Road interchange is about 16 to 17 percent. The incorporation of an interchange at Old Charleston Road results in an aggregate percentage reduction of about six to seven percent. The COATS model assignments on two of the Longs Pond Road ramps increase with the addition of an interchange at either the Calks Ferry Road or at Old Charleston Road. These increases occur on the southbound Longs Pond Road right turn onto the westbound on-ramp and eastbound off-ramp left turn to northbound Longs Pond Road. These increased ramp volumes are due to rerouting of traffic that the model assigns along Calks Ferry Road or Old Charleston Road to travel to/from the east along Two Notch Road in the No-Build model. In the respective Build alternatives, the model reroutes this traffic via the proposed interchange onto I-20 to/from the Longs Pond Road interchange, increasing the volume on the eastbound to northbound off-ramp left turn movement and the southbound to westbound on-ramp right turn movement.

Traffic on westbound I-20 increases in both the Calks Ferry Road Interchange and Old Charleston Road interchange alternatives compared to the No-Build alternative. This is due to the proposed interchanges diverting some traffic away from the study area roadway network combined with the diversion of traffic that uses the Longs Pond Road interchange in the No-Build alternative being reassigned to use the new interchange. Similarly, eastbound traffic on I-20 approaching Longs Pond Road is expected to increase with either of the proposed interchange concepts as traffic within the study area takes advantage of the new interchange to access I-20 to the west of the existing Longs Pond Road interchange.

The 2045 No-Build interchange ramp volumes at the Longs Pond Road interchange were estimated by applying each of the arterial and ramp Annual Percent Growth Rates in **Table 4** to the 2025 ramp volumes to develop the AM and PM 2045 No-Build peak hour volumes. The arterial and ramp volumes for Longs Pond Road for the Calks Ferry Road interchange alternative and the Old Charleston Road interchange alternative were estimated by taking 2045 No-Build peak hour volumes and applying the daily travel demand model percentage differences in **Table 5** to estimate the 2045 peak hour volumes for each of the alternatives. **Table 7** summarizes the Longs Pond Road arterial and ramp volumes for the 2045 No-Build, the 2045 Calks Ferry Road interchange alternative, and the 2045 Old Charleston Road interchange alternative.

Table 7 - Longs Pond Road 2045 Alternative Arterial and Ramp Volumes

Longs Pond Road	2045 No-Build Peak Hour Volumes		% Difference (Calks Ferry - No-Build)	2045 CFI Peak Hour Volumes		% Difference (Old Charleston - No-Build)	2045 OCI Peak Hour Volumes	
	AM Peak	PM Peak		AM Peak	PM Peak		AM Peak	PM Peak
Longs Pond Road north of WB Ramps	2,174	1,945	-5.8%	2,047	1,832	-3.5%	2,099	1,877
Longs Pond Road between WB and EB Ramps	2,021	1,899	-4.7%	1,754	1,640	-3.3%	1,843	1,721
Longs Pond Road south of EB Ramps	2,132	1,972	-4.4%	1,845	1,633	-2.1%	1,984	1,782
WB Off-Ramp Right Turn (WB-NB)	397	714	-14.0%	342	614	-7.3%	368	662
WB Off-Ramp Left Turn (WB-SB)	228	627	-21.9%	178	490	-13.8%	196	540
WB On-Ramp Right Turn (SB-WB)	163	102	24.0%	202	126	18.5%	193	121
WB On-Ramp Left Turn (NB-WB)	179	143	-59.4%	73	58	-39.1%	109	87
EB Off-Ramp Left Turn (EB-NB)	93	101	17.2%	109	118	15.9%	108	117
EB Off-Ramp Right Turn (EB-SB)	116	176	-50.5%	57	87	-10.0%	104	158
EB On-Ramp Right Turn (NB-EB)	977	327	-16.3%	818	274	-3.9%	939	314
EB On-Ramp Left Turn (SB-EB)	889	329	-24.1%	675	250	-10.7%	794	294
Total Ramp Volume	3,042	2,519	-16.5%	2,539	2,017	-6.4%	2,119	1,683

With no existing ramp turning movement counts at either Calks Ferry Road or Old Charleston Road, a method was needed to convert the 2045 COATS daily model traffic forecasts for the two interchange alternatives into AM and PM design hour volumes. The North Carolina Department of Transportation's Interchange Analysis Utility (IAU) spreadsheet tool was investigated for use in developing the design hour volumes, but in testing it against the 2025 Longs Pond Road interchange traffic counts it was not possible to replicate the actual volumes using that travel demand model volume assignments and measured K-factors (daily volume to design hour volume conversion factor) and D-factors (directional splits) derived from the traffic counts. With the IAU spreadsheet not being feasible, an alternative method was developed to estimate design-hour volumes for the proposed interchange alternatives.

The method used to estimate ramp volumes for the proposed interchange alternatives at Calks Ferry Road and Old Charleston Road applied the traffic count-derived K-factors for each ramp at the Longs Pond Road interchange assuming that comparable K-factors would occur at each proposed ramp. **Table 8** summarizes the existing daily and peak hour ramp volumes at the Longs Pond Road interchange and the ramp K-factors derived for each ramp by dividing the peak hour volume by the daily ramp volume.

These K-factors will be applied to the 2045 COATS model daily traffic assignments for the Calks Ferry Road and Old Charleston Road interchange ramp turn movements to estimate the design hour volumes.

Table 8 - Ramp K-Factors from 2025 Longs Pond Road Ramp Counts

Existing Longs Pond Road Interchange Ramp Volumes					
Daily Ramp Volume		AM Peak (7-8 AM)		PM Peak (5-6 PM)	
WB Off-Ramp		Volume	K-factor	Volume	K-factor
Daily	8700	463	0.05	967	0.11
WBL	3500	142		390	
WBR	5200	321		577	
WB On-Ramp		Volume	K-factor	Volume	K-factor
Daily	2500	200	0.08	137	0.05
SBR	1700	135		85	
NBL	800	65		52	
EB Off-Ramp		Volume	K-factor	Volume	K-factor
Daily	2600	154	0.06	194	0.07
EBL	1500	91		99	
EBR	1100	63		95	
EB On-Ramp		Volume	K-factor	Volume	K-factor
Daily	10300	1435	0.14	506	0.05
SBL	5200	723		268	
NBR	5100	712		238	

To develop AM and PM design hour volumes for the proposed Calks Ferry Road interchange, the design hour K-factors derived from the existing traffic distribution at the Longs Pond Road interchange were applied to the daily interchange ramp volume forecasts from the 2045 COATS model alternative incorporating the proposed Calks Ferry Road interchange. A summary of these estimated 2045 design hour ramp turn movement volumes are summarized in **Table 9**.

The same process was used to develop the AM and PM design hour volumes for the proposed Old Charleston Road interchange volumes. A summary of the estimated 2045 design hour ramp turn movement volumes for the Old Charleston Road interchange are summarized in **Table 10**.

These design hour volumes for the proposed interchange ramps, along with the I-20 mainline and Longs Pond Road design hour volumes, were combined into a network volume graphic for the study area freeway system. The freeway system network volume graphic includes volumes for existing, 2045 no-build, and the two interchange alternatives at Calks Ferry Road (CFI) and Old Charleston Road (OCI). These volumes, which are shown in **Figure 2**, will be used in the freeway system analysis of the freeway segments and the ramp merge and diverge areas. Arterial analyses incorporating the ramp turn movements will also be performed. The arterial analyses will also incorporate adjacent intersections included in the 2025 peak hour turning movement count data collection with growth rates applied to develop 2045 peak hour volume estimates.

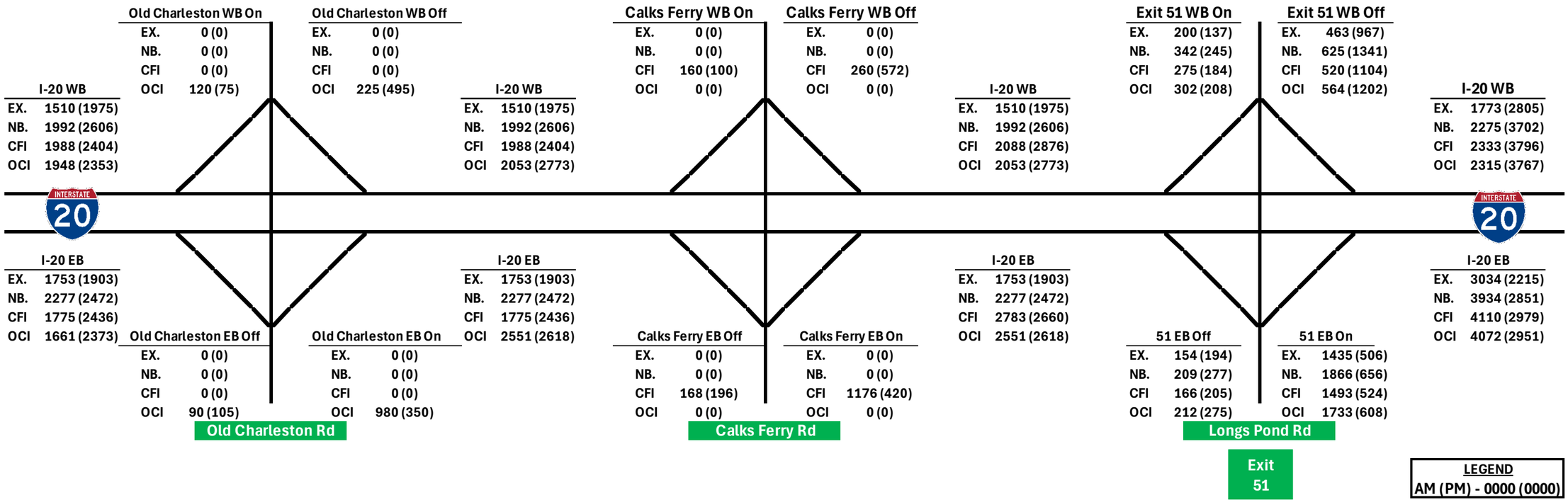
Table 9 - 2045 Calks Ferry Road Interchange Design Hour Volumes

2045 Calks Ferry Road Interchange Ramp Volumes					
Daily Ramp Volume		AM Peak (7-8 AM)		PM Peak (5-6 PM)	
WB Off-Ramp		Volume	K-factor	Volume	K-factor
Daily	5200	260	0.05	572	0.11
WBL	2700	135		297	
WBR	2500	125		275	
WB On-Ramp		Volume	K-factor	Volume	K-factor
Daily	2000	160	0.08	100	0.05
SBR	500	40		25	
NBL	1500	120		75	
EB Off-Ramp		Volume	K-factor	Volume	K-factor
Daily	2800	168	0.06	196	0.07
EBL	1000	60		70	
EBR	1800	108		126	
EB On-Ramp		Volume	K-factor	Volume	K-factor
Daily	8400	1176	0.14	420	0.05
SBL	4300	602		215	
NBR	4100	574		205	

Table 10 - 2045 Old Charleston Road Interchange Design Hour Volumes

2045 Old Charleston Road Interchange Ramp Volumes					
Daily Ramp Volume		AM Peak (7-8 AM)		PM Peak (5-6 PM)	
WB Off		Volume	K-factor	Volume	K-factor
Daily	4500	225	0.05	495	0.11
WBL	2400	120		264	
WBR	2100	105		231	
WB On		Volume	K-factor	Volume	K-factor
Daily	1500	120	0.08	75	0.05
SBR	0	0		0	
NBL	1500	120		75	
EB Off		Volume	K-factor	Volume	K-factor
Daily	1500	90	0.06	105	0.07
EBL	0	0		0	
EBR	1500	90		105	
EB On		Volume	K-factor	Volume	K-factor
Daily	7000	980	0.14	350	0.05
SBL	3400	476		170	
NBR	3600	504		180	

Figure 2 - I-20 Network Volumes



Appendix A

Continuous Count Station 0022 Summary Report

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 22, 2024 to Thursday, April 25, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-03-22	2024-03-23	2024-03-24	2024-03-25	2024-03-26	2024-03-27	2024-03-28	2024-03-29	2024-03-30	2024-03-31	2024-04-01	2024-04-02	2024-04-03	2024-04-04	2024-04-05	2024-04-06	2024-04-07
00:00:00	440	473	505	405	363	380	420	554	577	551	425	404	407	397	436	552	555
01:00:00	383	348	370	322	305	346	338	443	437	329	359	360	304	347	387	362	387
02:00:00	339	341	256	331	339	348	311	384	336	274	350	340	314	327	368	346	297
03:00:00	397	324	221	337	406	407	416	429	326	220	383	400	367	415	421	335	237
04:00:00	579	381	225	556	600	555	573	606	338	226	607	592	557	580	568	412	264
05:00:00	1000	502	333	1067	1054	1005	1021	887	512	326	1075	1100	900	998	914	622	364
06:00:00	1856	866	556	2028	2045	1785	1946	1644	903	528	2037	1965	1780	1922	1873	1084	671
07:00:00	2391	1411	869	2597	2695	2439	2688	2332	1521	745	2548	2576	2368	2558	2324	1563	1075
08:00:00	2398	1735	1301	2440	2270	2087	2427	2315	1921	1157	2557	2232	2216	2377	2423	2108	1438
09:00:00	2328	2338	1810	2139	2137	2106	2368	2806	2480	1705	2428	2229	2099	2363	2444	2444	2061
10:00:00	2706	2472	2242	2110	1990	1933	2374	2936	2641	2186	2735	2226	2211	2485	2721	2615	2660
11:00:00	2943	2623	2712	2158	2093	2112	2463	3238	3019	2650	2757	2400	2331	2647	3052	2891	3162
12:00:00	3109	2666	3130	2376	2206	2306	2762	3277	3090	3081	3131	2510	2633	2722	3325	2957	3531
13:00:00	3153	2660	3086	2385	2307	2218	3058	3615	3023	3172	3026	2619	2636	2952	3538	2931	3783
14:00:00	3268	2577	2976	2456	2406	2485	3164	3668	2906	3041	3165	2606	2725	3011	3609	3108	3800
15:00:00	3392	2598	3020	2662	2613	2611	3471	3764	2710	3141	3074	2671	2939	3079	3619	2981	3860
16:00:00	3458	2461	3341	3041	3125	2846	3561	3705	2619	3585	3240	2845	3105	3343	3710	2994	3507
17:00:00	3337	2477	3145	2956	2795	2816	3573	3563	2427	3392	3103	3029	3134	3075	3577	2863	3260
18:00:00	3010	2208	2728	2255	2223	2270	3196	3071	2170	3055	2237	2494	2390	2846	2917	2383	2896
19:00:00	2161	1679	2145	1619	1612	1557	2212	2555	1847	2438	2006	1797	1740	2151	2467	2115	2322
20:00:00	1741	1519	1644	1227	1263	1221	1828	1833	1573	2158	1405	1377	1343	1598	1874	1572	1801
21:00:00	1338	1168	1304	1024	950	961	1536	1649	1280	1493	1042	1118	1066	1245	1464	1336	1488
22:00:00	1101	1017	941	737	702	709	1207	1288	1023	1000	829	850	838	953	1128	1054	1082
23:00:00	828	605	599	500	509	558	764	1037	723	671	537	564	595	608	778	764	749
7am-7pm	35493	28226	30360	29575	28860	28229	35105	38290	30527	30910	34001	30437	30787	33458	37259	31838	35033
6am-10pm	42589	33458	36009	35473	34730	33753	42627	45971	36130	37527	40491	36694	36716	40374	44937	37945	41315
6am-12am	44518	35080	37549	36710	35941	35020	44598	48296	37876	39198	41857	38108	38149	41935	46843	39763	43146
12am-12am	47656	37449	39459	39728	39008	38061	47677	51599	40402	41124	45056	41304	40998	44999	49937	42392	45250
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2943	2623	2712	2597	2695	2439	2688	3238	3019	2650	2757	2576	2368	2647	3052	2891	3162
pm Peak	16:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	15:00:00	12:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	14:00:00	15:00:00
Peak Volume	3458	2666	3341	3041	3125	2846	3573	3764	3090	3585	3240	3029	3134	3343	3710	3108	3860

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-04-08	2024-04-09	2024-04-10	2024-04-11	2024-04-12	2024-04-13	2024-04-14	2024-04-15	2024-04-16	2024-04-17	2024-04-18	2024-04-19	2024-04-20	2024-04-21	2024-04-22	2024-04-23	2024-04-24	2024-04-25	Workday	7 Day	Count
431	391	409	458	502	610	559	458	406	381	407	465	490	516	416	417	412	416	424	457	15988
362	316	324	329	350	382	352	360	318	283	348	370	381	385	337	317	329	314	342	351	12284
311	331	357	327	337	293	295	342	310	325	324	372	306	292	284	312	308	320	332	324	11347
387	427	417	393	456	326	247	389	412	399	404	429	330	240	410	393	407	408	404	369	12915
600	604	605	575	618	403	264	622	582	553	539	526	370	259	604	606	578	611	584	507	17738
1289	1300	1360	1030	1253	682	509	1189	1102	1129	1118	1028	544	314	1083	1077	1071	1093	1086	910	31851
2591	2545	2581	1875	2423	1391	945	2289	2159	2035	2050	1949	991	563	2134	2067	2126	2115	2073	1723	60318
3067	3087	3013	2736	2991	2049	1374	2792	2692	2681	2798	2489	1558	858	2740	2614	2687	2724	2665	2276	79650
2480	2447	2649	2743	2943	2519	1715	2591	2337	2348	2437	2408	2045	1304	2386	2259	2256	2486	2420	2222	77755
2401	2388	2339	2621	2803	2655	2041	2507	2151	2178	2197	2443	2466	1698	2247	2189	2007	2331	2330	2284	79947
2394	2201	2346	2299	2773	2696	2381	2575	2058	2064	2141	2422	2551	2205	2184	1995	2148	2301	2333	2371	82977
2446	2135	2378	2508	3027	2828	2684	2552	2012	2064	2274	2671	2734	2538	2268	2041	2050	2346	2439	2537	88807
2520	2308	2526	2678	3139	2769	3042	2546	2193	2204	2424	2972	2692	2978	2198	2134	2183	2525	2596	2710	94843
2613	2552	2573	2719	3277	2826	3336	2595	2240	2410	2552	3060	2781	3116	2411	2216	2361	2692	2711	2814	98492
2478	2728	2653	2818	3430	2853	2998	2655	2399	2372	2726	2996	2723	3034	2508	2479	2427	2715	2798	2856	99963
3032	2904	3277	3061	3526	2671	3457	2637	2553	2546	2894	3399	2577	2986	2721	2561	2711	3141	2994	2996	104859
3263	3373	3457	3198	3919	2760	3365	2881	2852	2907	3225	3576	2663	3277	3017	2849	2990	3192	3227	3179	111250
3468	3409	3639	3433	3722	2800	3102	3055	2967	3093	3059	3390	2612	2813	2891	2820	2997	3286	3207	3117	109078
2813	3123	3198	2759	3470	2591	2919	2477	2297	2345	2489	3186	2139	2465	2178	2255	2384	2539	2657	2628	91976
2240	2157	2039	2270	2921	2346	2711	1590	1533	1583	1942	2462	1826	2094	1657	1520	1600	1955	1974	2025	70869
1455	1383	1534	2013	2315	1934	2567	1191	1218	1271	1581	1901	1557	1634	1264	1352	1350	1578	1525	1602	56075
1053	1077	1148	1689	1874	1492	1885	982	1009	1037	1210	1550	1383	1199	994	1094	1064	1329	1220	1272	44531
780	826	808	1145	1220	1110	1305	780	742	708	920	1169	1185	919	794	807	838	927	912	955	33442
561	566	580	695	967	729	748	519	513	511	702	813	865	584	542	527	573	629	639	658	23013
32975	32655	34048	33573	39020	32017	32414	31863	28751	29212	31216	35012	29541	29272	29749	28412	29201	32278	32378	31988	1119597
40314	39817	41350	41420	48553	39180	40522	37915	34670	35138	37999	42874	35298	34762	35798	34445	35341	39255	39170	38611	1351390
41655	41209	42738	43260	50740	41019	42575	39214	35925	36357	39621	44856	37348	36265	37134	35779	36752	40811	40721	40224	1407845
45035	44578	46210	46372	54256	43715	44801	42574	39055	39427	42761	48046	39769	38271	40268	38901	39857	43973	43893	43142	1509968
7:00:00	7:00:00	7:00:00	8:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
3067	3087	3013	2743	3027	2828	2684	2792	2692	2681	2798	2671	2734	2538	2740	2614	2687	2724	2665	2537	
17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	14:00:00	15:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
3468	3409	3639	3433	3919	2853	3457	3055	2967	3093	3225	3576	2781	3277	3017	2849	2997	3286	3227	3179	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 22, 2024 to Thursday, April 25, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-03-22	2024-03-23	2024-03-24	2024-03-25	2024-03-26	2024-03-27	2024-03-28	2024-03-29	2024-03-30	2024-03-31	2024-04-01	2024-04-02	2024-04-03	2024-04-04	2024-04-05	2024-04-06	2024-04-07
00:00:00	203	226	247	208	187	185	220	266	266	290	234	195	215	214	215	263	279
01:00:00	188	160	169	189	158	173	175	210	199	163	213	201	144	178	199	160	197
02:00:00	169	166	125	169	160	167	150	189	164	127	172	175	167	152	176	163	165
03:00:00	197	152	118	169	206	193	200	209	165	108	204	221	179	204	218	158	126
04:00:00	293	187	111	305	331	292	305	297	163	124	337	319	296	301	281	199	137
05:00:00	548	237	190	586	606	558	608	502	250	147	594	603	521	581	507	288	179
06:00:00	1102	484	327	1220	1245	1100	1182	986	507	277	1226	1157	1061	1185	1159	577	373
07:00:00	1421	689	422	1625	1632	1566	1714	1354	754	352	1547	1552	1467	1530	1377	733	476
08:00:00	1314	898	711	1326	1267	1166	1317	1175	1036	584	1419	1200	1183	1290	1297	1126	772
09:00:00	1259	1174	1036	1075	1106	1034	1270	1410	1398	866	1290	1169	1091	1212	1312	1382	1097
10:00:00	1448	1328	1261	1055	1031	946	1110	1452	1401	1077	1472	1137	1127	1264	1314	1416	1334
11:00:00	1492	1350	1482	1097	1021	1041	1195	1568	1622	1230	1435	1230	1173	1330	1445	1574	1596
12:00:00	1528	1401	1643	1241	1100	1116	1257	1629	1560	1514	1665	1332	1301	1348	1610	1503	1785
13:00:00	1483	1307	1543	1266	1191	1139	1370	1663	1596	1549	1597	1253	1331	1522	1735	1492	1968
14:00:00	1583	1208	1452	1229	1226	1217	1466	1711	1414	1657	1633	1339	1374	1445	1643	1514	1916
15:00:00	1634	1254	1246	1302	1229	1260	1628	1641	1287	1684	1570	1294	1355	1452	1769	1473	1871
16:00:00	1596	1196	1534	1396	1398	1345	1540	1720	1309	1897	1549	1402	1447	1562	1653	1586	1608
17:00:00	1522	1230	1596	1392	1224	1369	1536	1705	1146	1937	1449	1418	1438	1370	1693	1495	1597
18:00:00	1497	1185	1387	1111	1100	1062	1360	1616	1045	1773	1081	1198	1226	1486	1636	1293	1487
19:00:00	1016	812	1024	740	748	680	944	1373	858	1407	1092	908	837	1044	1194	1044	1118
20:00:00	738	748	810	591	591	566	796	919	783	1292	747	689	656	805	909	844	942
21:00:00	648	545	668	505	462	482	721	833	672	882	550	604	527	634	717	687	851
22:00:00	553	516	521	363	345	347	622	662	502	595	407	447	398	497	557	542	592
23:00:00	375	309	325	240	242	268	370	434	358	390	264	274	283	284	414	409	403
7am-7pm	17777	14220	15313	15115	14525	14261	16763	18644	15568	16120	17707	15524	15513	16811	18484	16587	17507
6am-10pm	21281	16809	18142	18171	17571	17089	20406	22755	18388	19978	21322	18882	18594	20479	22463	19739	20791
6am-12am	22209	17634	18988	18774	18158	17704	21398	23851	19248	20963	21993	19603	19275	21260	23434	20690	21786
12am-12am	23807	18762	19948	20400	19806	19272	23056	25524	20455	21922	23747	21317	20797	22890	25030	21921	22869
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1492	1350	1482	1625	1632	1566	1714	1568	1622	1230	1547	1552	1467	1530	1445	1574	1596
pm Peak	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00	17:00:00	15:00:00	16:00:00	13:00:00	17:00:00	12:00:00	17:00:00	16:00:00	16:00:00	15:00:00	16:00:00	13:00:00
Peak Volume	1634	1401	1643	1396	1398	1369	1628	1720	1596	1937	1665	1418	1447	1562	1769	1586	1968

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-04-08	2024-04-09	2024-04-10	2024-04-11	2024-04-12	2024-04-13	2024-04-14	2024-04-15	2024-04-16	2024-04-17	2024-04-18	2024-04-19	2024-04-20	2024-04-21	2024-04-22	2024-04-23	2024-04-24	2024-04-25	Workday	7 Day	Count
245	205	213	229	244	292	255	241	214	181	207	224	222	259	229	211	211	188	215	228	7983
208	159	183	159	169	196	170	194	163	124	189	193	165	202	216	159	157	167	179	179	6249
160	168	183	147	155	147	131	191	147	145	150	190	138	134	144	148	151	171	164	159	5556
208	225	211	200	233	157	127	212	215	200	199	244	163	119	212	193	220	202	207	188	6567
289	283	309	274	327	212	133	350	297	286	267	295	188	118	336	299	300	327	304	262	9168
614	602	629	520	580	308	204	687	635	633	648	581	285	155	606	628	607	624	592	487	17051
1238	1240	1222	1089	1168	613	344	1425	1285	1253	1213	1180	562	332	1286	1236	1325	1259	1202	984	34438
1635	1687	1697	1617	1600	807	508	1753	1730	1640	1710	1496	850	405	1724	1652	1718	1714	1606	1319	46154
1232	1262	1370	1256	1433	1258	734	1541	1366	1346	1360	1356	1160	712	1362	1283	1308	1382	1312	1194	41802
1264	1208	1275	1143	1424	1473	1055	1400	1148	1181	1150	1285	1420	867	1189	1088	1069	1236	1212	1202	42056
1214	1108	1247	1024	1386	1481	1229	1393	1045	1062	1066	1241	1444	1166	1118	1028	1018	1187	1180	1218	42630
1232	1068	1205	1237	1598	1516	1355	1396	995	1033	1139	1277	1571	1295	1127	1028	1031	1146	1222	1289	45130
1235	1208	1285	1288	1537	1493	1534	1310	1153	1089	1191	1431	1337	1554	995	1067	1070	1202	1288	1357	47512
1246	1316	1244	1352	1610	1426	1622	1278	1137	1178	1255	1437	1371	1528	1172	1185	1188	1287	1337	1395	48837
1153	1329	1232	1392	1595	1351	1522	1340	1150	1133	1317	1426	1271	1486	1272	1255	1222	1204	1355	1391	48677
1486	1421	1509	1469	1621	1186	1661	1201	1198	1133	1375	1630	1204	1452	1378	1264	1221	1519	1422	1425	49877
1524	1605	1738	1478	1779	1301	1579	1371	1194	1333	1543	1673	1292	1614	1490	1279	1301	1495	1496	1495	52327
1737	1660	1805	1633	1846	1373	1503	1390	1380	1526	1475	1767	1240	1499	1302	1346	1372	1543	1516	1500	52514
1572	1793	1708	1461	1914	1412	1539	1162	1113	1127	1198	1562	1100	1328	1036	1092	1194	1218	1341	1345	47072
1339	1230	984	1288	1634	1311	1587	747	728	712	987	1200	862	1046	771	715	782	949	986	1020	35711
767	691	717	1257	1286	1156	1698	537	613	591	747	894	738	827	597	617	668	754	750	817	28581
535	552	547	1045	1019	818	1243	473	491	503	595	800	656	655	483	540	562	659	619	662	23164
378	399	429	611	626	553	767	345	387	340	473	535	534	491	419	425	403	410	455	485	16991
271	285	281	345	391	340	435	272	233	223	317	402	432	341	228	263	274	293	301	322	11268
16530	16665	17315	16350	19343	16077	15841	16535	14609	14781	15779	17581	15260	14906	15165	14567	14712	16133	16288	16131	564588
20409	20378	20785	21029	24450	19975	20713	19717	17726	17840	19321	21655	18078	17766	18302	17675	18049	19754	19844	19614	686482
21058	21062	21495	21985	25467	20868	21915	20334	18346	18403	20111	22592	19044	18598	18949	18363	18726	20457	20600	20421	714741
22782	22704	23223	23514	27175	22180	22935	22209	20017	19972	21771	24319	20205	19585	20692	20001	20372	22136	22261	21923	767315
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1635	1687	1697	1617	1600	1516	1355	1753	1730	1640	1710	1496	1571	1295	1724	1652	1718	1714	1606	1319	
17:00:00	18:00:00	17:00:00	17:00:00	18:00:00	12:00:00	20:00:00	17:00:00	17:00:00	17:00:00	16:00:00	17:00:00	13:00:00	16:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
1737	1793	1805	1633	1914	1493	1698	1390	1380	1526	1543	1767	1371	1614	1490	1346	1372	1543	1516	1500	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 22, 2024 to Thursday, April 25, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-03-22	2024-03-23	2024-03-24	2024-03-25	2024-03-26	2024-03-27	2024-03-28	2024-03-29	2024-03-30	2024-03-31	2024-04-01	2024-04-02	2024-04-03	2024-04-04	2024-04-05	2024-04-06	2024-04-07
00:00:00	237	247	258	197	176	195	200	288	311	261	191	209	192	183	221	289	276
01:00:00	195	188	201	133	147	173	163	233	238	166	146	159	160	169	188	202	190
02:00:00	170	175	131	162	179	181	161	195	172	147	178	165	147	175	192	183	132
03:00:00	200	172	103	168	200	214	216	220	161	112	179	179	188	211	203	177	111
04:00:00	286	194	114	251	269	263	268	309	175	102	270	273	261	279	287	213	127
05:00:00	452	265	143	481	448	447	413	385	262	179	481	497	379	417	407	334	185
06:00:00	754	382	229	808	800	685	764	658	396	251	811	808	719	737	714	507	298
07:00:00	970	722	447	972	1063	873	974	978	767	393	1001	1024	901	1028	947	830	599
08:00:00	1084	837	590	1114	1003	921	1110	1140	885	573	1138	1032	1033	1087	1126	982	666
09:00:00	1069	1164	774	1064	1031	1072	1098	1396	1082	839	1138	1060	1008	1151	1132	1062	964
10:00:00	1258	1144	981	1055	959	987	1264	1484	1240	1109	1263	1089	1084	1221	1407	1199	1326
11:00:00	1451	1273	1230	1061	1072	1071	1268	1670	1397	1420	1322	1170	1158	1317	1607	1317	1566
12:00:00	1581	1265	1487	1135	1106	1190	1505	1648	1530	1567	1466	1178	1332	1374	1715	1454	1746
13:00:00	1670	1353	1543	1119	1116	1079	1688	1952	1427	1623	1429	1366	1305	1430	1803	1439	1815
14:00:00	1685	1369	1524	1227	1180	1268	1698	1957	1492	1384	1532	1267	1351	1566	1966	1594	1884
15:00:00	1758	1344	1774	1360	1384	1351	1843	2123	1423	1457	1504	1377	1584	1627	1850	1508	1989
16:00:00	1862	1265	1807	1645	1727	1501	2021	1985	1310	1688	1691	1443	1658	1781	2057	1408	1899
17:00:00	1815	1247	1549	1564	1571	1447	2037	1858	1281	1455	1654	1611	1696	1705	1884	1368	1663
18:00:00	1513	1023	1341	1144	1123	1208	1836	1455	1125	1282	1156	1296	1164	1360	1281	1090	1409
19:00:00	1145	867	1121	879	864	877	1268	1182	989	1031	914	889	903	1107	1273	1071	1204
20:00:00	1003	771	834	636	672	655	1032	914	790	866	658	688	687	793	965	728	859
21:00:00	690	623	636	519	488	479	815	816	608	611	492	514	539	611	747	649	637
22:00:00	548	501	420	374	357	362	585	626	521	405	422	403	440	456	571	512	490
23:00:00	453	296	274	260	267	290	394	603	365	281	273	290	312	324	364	355	346
7am-7pm	17716	14006	15047	14460	14335	13968	18342	19646	14959	14790	16294	14913	15274	16647	18775	15251	17526
6am-10pm	21308	16649	17867	17302	17159	16664	22221	23216	17742	17549	19169	17812	18122	19895	22474	18206	20524
6am-12am	22309	17446	18561	17936	17783	17316	23200	24445	18628	18235	19864	18505	18874	20675	23409	19073	21360
12am-12am	23849	18687	19511	19328	19202	18789	24621	26075	19947	19202	21309	19987	20201	22109	24907	20471	22381
am Peak	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1451	1273	1230	1114	1072	1072	1268	1670	1397	1420	1322	1170	1158	1317	1607	1317	1566
pm Peak	16:00:00	14:00:00	16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	15:00:00	12:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	14:00:00	15:00:00
Peak Volume	1862	1369	1807	1645	1727	1501	2037	2123	1530	1688	1691	1611	1696	1781	2057	1594	1989

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-04-08	2024-04-09	2024-04-10	2024-04-11	2024-04-12	2024-04-13	2024-04-14	2024-04-15	2024-04-16	2024-04-17	2024-04-18	2024-04-19	2024-04-20	2024-04-21	2024-04-22	2024-04-23	2024-04-24	2024-04-25	Workday	7 Day	Count
186	186	196	229	258	318	304	217	192	200	200	241	268	257	187	206	201	228	209	229	8005
154	157	141	170	181	186	182	166	155	159	159	177	216	183	121	158	172	147	163	172	6035
151	163	174	180	182	146	164	151	163	180	174	182	168	158	140	164	157	149	169	165	5791
179	202	206	193	223	169	120	177	197	199	205	185	167	121	198	200	187	206	197	181	6348
311	321	296	301	291	191	131	272	285	267	272	231	182	141	268	307	278	284	280	245	8570
675	698	731	510	673	374	305	502	467	496	470	447	259	159	477	449	464	469	493	423	14800
1353	1305	1359	786	1255	778	601	864	874	782	837	769	429	231	848	831	801	856	871	739	25880
1432	1400	1316	1119	1391	1242	866	1039	962	1041	1088	993	708	453	1016	962	969	1010	1059	957	33496
1248	1185	1279	1487	1510	1261	981	1050	971	1002	1077	1052	885	592	1024	976	948	1104	1108	1027	35953
1137	1180	1064	1478	1379	1182	986	1107	1003	997	1047	1158	1046	831	1058	1101	938	1095	1118	1083	37891
1180	1093	1099	1275	1387	1215	1152	1182	1013	1002	1075	1181	1107	1039	1066	967	1130	1114	1153	1153	40347
1214	1067	1173	1271	1429	1312	1329	1156	1017	1031	1135	1394	1163	1243	1141	1013	1019	1200	1217	1248	43677
1285	1100	1241	1390	1602	1276	1508	1236	1040	1115	1233	1541	1355	1424	1203	1067	1113	1323	1309	1352	47331
1367	1236	1329	1367	1667	1400	1714	1317	1103	1232	1297	1623	1410	1588	1239	1031	1173	1405	1374	1419	49655
1325	1399	1421	1426	1835	1502	1476	1315	1249	1239	1409	1570	1452	1548	1236	1224	1205	1511	1442	1465	51286
1546	1483	1768	1592	1905	1485	1796	1436	1355	1413	1519	1769	1373	1534	1343	1297	1490	1622	1572	1571	54982
1739	1768	1719	1720	2140	1459	1786	1510	1658	1574	1682	1903	1371	1663	1527	1570	1689	1697	1731	1684	58923
1731	1749	1834	1800	1876	1427	1599	1665	1587	1567	1584	1623	1372	1314	1589	1474	1625	1743	1692	1616	56564
1241	1330	1490	1298	1556	1179	1380	1315	1184	1218	1291	1624	1039	1137	1142	1163	1190	1321	1316	1283	44904
901	927	1055	982	1287	1035	1124	843	805	871	955	1262	964	1048	886	805	818	1006	988	1005	35158
688	692	817	756	1029	778	869	654	605	680	834	1007	819	807	667	735	682	824	775	786	27494
518	525	601	644	855	674	642	509	518	534	615	750	727	544	511	554	502	670	601	610	21367
402	427	379	534	594	557	538	435	355	368	447	634	651	428	375	382	435	517	457	470	16451
290	281	299	350	576	389	313	247	280	288	385	411	433	243	314	264	299	336	338	336	11745
16445	15990	16733	17223	19677	15940	16573	15328	14142	14431	15437	17431	14281	14366	14584	13845	14489	16145	16091	15857	555009
19905	19439	20565	20391	24103	19205	19809	18198	16944	17298	18678	21219	17220	16996	17496	16770	17292	19501	19326	18997	664908
20597	20147	21243	21275	25273	20151	20660	18880	17579	17954	19510	22264	18304	17667	18185	17416	18026	20354	20121	19803	693104
22253	21874	22987	22858	27081	21535	21866	20365	19038	19455	20990	23727	19564	18686	19576	18900	19485	21837	21632	21219	742653
7:00:00	7:00:00	6:00:00	8:00:00	8:00:00	11:00:00	11:00:00	10:00:00	11:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	9:00:00	10:00:00	11:00:00	11:00:00	11:00:00	
1432	1400	1359	1487	1510	1312	1329	1182	1017	1041	1135	1394	1163	1243	1141	1101	1130	1200	1217	1248	
16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	14:00:00	15:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	14:00:00	16:00:00	17:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	
1739	1768	1834	1800	2140	1502	1796	1665	1658	1574	1682	1903	1452	1663	1589	1570	1689	1743	1731	1684	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 22, 2024 to Thursday, April 25, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
3/28/2024 0:00	3/28/2024 23:59	Holiday-affected	-	Yes	Easter
3/29/2024 0:00	3/29/2024 23:59	Holiday-affected	-	Yes	Easter
3/30/2024 0:00	3/30/2024 23:59	Holiday-affected	-	Yes	Easter
3/31/2024 0:00	3/31/2024 23:59	Holiday	-	Yes	Easter Sunday
4/1/2024 0:00	4/1/2024 23:59	Holiday-affected	-	Yes	Easter
4/2/2024 0:00	4/2/2024 23:59	Holiday-affected	-	Yes	Easter

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 26, 2024 to Thursday, May 30, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-04-26	2024-04-27	2024-04-28	2024-04-29	2024-04-30	2024-05-01	2024-05-02	2024-05-03	2024-05-04	2024-05-05	2024-05-06	2024-05-07	2024-05-08	2024-05-09	2024-05-10	2024-05-11	2024-05-12
00:00:00	444	535	518	431	374	376	349	485	467	444	466	353	405	447	526	679	621
01:00:00	393	392	346	333	287	309	328	419	404	304	323	326	358	360	408	418	382
02:00:00	339	310	272	330	311	329	309	365	333	272	301	305	304	298	414	397	302
03:00:00	408	319	225	373	407	409	398	416	323	225	353	382	414	451	426	332	235
04:00:00	525	363	259	614	574	599	618	584	416	240	587	557	596	585	592	385	254
05:00:00	998	633	347	1138	1111	1089	1051	1001	542	326	1157	1093	1084	1093	1049	585	350
06:00:00	1947	1063	550	2132	2094	2063	2165	1873	1013	529	2134	2111	2131	1931	1929	1066	551
07:00:00	2527	1555	972	2776	2729	2693	2769	2579	1521	815	2651	2764	2699	2588	2428	1622	972
08:00:00	2518	2169	1337	2333	2395	2425	2436	2521	1860	1190	2502	2449	2343	2511	2343	2077	1247
09:00:00	2374	2360	1828	2205	2137	2176	2318	2603	2063	1696	2121	1978	2170	2342	2434	2588	1884
10:00:00	2537	2493	2327	2218	2017	2109	2258	2618	2246	2196	2073	2017	2129	2386	2694	2860	2368
11:00:00	2775	2759	2778	2304	2044	2120	2363	2836	2401	2562	2161	1990	2243	2141	2881	3059	2697
12:00:00	3075	2680	3037	2454	2237	2208	2544	3132	2599	3044	2434	2175	2414	2675	3033	2983	3093
13:00:00	3033	2668	3232	2456	2339	2435	2605	3298	2588	3146	2428	2287	2365	2686	3220	2935	3243
14:00:00	2998	2566	3209	2561	2443	2404	2801	3208	2389	3226	2551	2303	2513	2664	3503	2817	3389
15:00:00	3744	2533	3058	2556	2535	2806	2844	3324	2703	3041	2740	2539	2780	2948	3711	2916	3254
16:00:00	3610	2538	3326	2830	3047	3023	2999	3698	2295	3033	2901	2959	3051	3139	3682	2903	3243
17:00:00	3481	2256	3025	3000	2997	3076	3095	3464	2120	3104	3066	2914	2993	3137	3542	2766	3298
18:00:00	2976	2177	2600	2234	2136	2373	2637	2987	1951	2516	2057	2198	2302	2396	3197	2442	2884
19:00:00	2366	1931	2205	1639	1411	1696	1828	2420	1703	2180	1557	1704	1757	1908	2573	2172	2608
20:00:00	1913	1510	1761	1275	1341	1442	1542	1940	1350	1666	1163	1211	1265	1517	1994	1807	2135
21:00:00	1477	1215	1316	976	1039	1162	1318	1464	1145	1293	951	934	1024	1174	1622	1546	1733
22:00:00	1165	979	1005	698	791	813	964	1313	910	1002	742	801	849	917	1235	1180	1105
23:00:00	874	708	649	579	525	640	660	844	651	671	499	566	563	679	938	1022	727
7am-7pm	35648	28754	30729	29927	29056	29848	31669	36268	26736	29569	29685	28573	30002	31613	36668	31968	31572
6am-10pm	43351	34473	36561	35949	34941	36211	38522	43965	31947	35237	35490	34533	36179	38143	44786	38559	38599
6am-12am	45390	36160	38215	37226	36257	37664	40146	46122	33508	36910	36731	35900	37591	39739	46959	40761	40431
12am-12am	48497	38712	40182	40445	39321	40775	43199	49392	35993	38721	39918	38916	40752	42973	50374	43557	42575
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2775	2759	2778	2776	2729	2693	2769	2836	2401	2562	2651	2764	2699	2588	2881	3059	2697
pm Peak	15:00:00	12:00:00	16:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	15:00:00	14:00:00	17:00:00	16:00:00	16:00:00	16:00:00	15:00:00	12:00:00	14:00:00
Peak Volume	3744	2680	3326	3000	3047	3076	3095	3698	2703	3226	3066	2959	3051	3139	3711	2983	3389

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-05-13	2024-05-14	2024-05-15	2024-05-16	2024-05-17	2024-05-18	2024-05-19	2024-05-20	2024-05-21	2024-05-22	2024-05-23	2024-05-24	2024-05-25	2024-05-26	2024-05-27	2024-05-28	2024-05-29	2024-05-30	Workday	7 Day	Count
459	407	410	415	526	542	510	455	437	428	420	672	620	526	543	450	431	439	446	475	16610
363	345	294	377	449	382	374	370	313	333	410	496	513	405	348	338	373	367	361	370	12940
319	314	333	339	380	344	241	357	302	337	374	439	381	288	339	311	320	367	337	331	11576
422	392	457	417	415	321	231	411	359	383	409	468	441	214	268	392	396	447	403	370	12939
627	589	589	601	590	396	244	582	557	617	614	650	414	244	317	597	634	585	583	508	17795
1167	1058	1165	1123	1027	536	314	1180	1121	1109	1208	1032	594	312	468	1200	1181	1168	1083	903	31610
2257	1949	2075	2099	1945	1019	624	2130	2161	2127	2163	2007	1032	562	825	2212	2159	2037	2026	1676	58665
2845	2588	2729	2777	2617	1676	919	2733	2706	2731	2941	2689	1547	916	1061	2731	2668	2782	2632	2238	78316
2560	2318	2149	2408	2515	1925	1289	2322	2457	2304	2560	2741	2054	1400	1398	2543	2371	2334	2390	2180	76304
2281	1964	2234	2349	2429	2301	1835	2099	2135	2116	2499	2874	2501	1840	1788	2396	2167	2311	2260	2211	77396
2386	2004	2113	2269	2615	2539	2206	2188	2093	2331	2648	2961	2986	2224	2311	2482	2280	2397	2325	2359	82579
2429	2037	2158	2383	2815	2674	2675	2313	2074	2199	2574	3343	3244	2579	2698	2588	2274	2547	2412	2506	87718
2681	2217	2222	2491	2933	2748	2919	2436	2201	2425	2870	3469	3186	2900	3069	2662	2558	2611	2609	2698	94415
2853	2273	2402	2667	3133	2654	3151	2519	2299	2346	3038	3622	3026	2957	3256	2732	2503	2782	2703	2776	97177
2844	2366	2478	2725	3323	2661	3436	2616	2417	2529	3200	3753	2810	2861	3295	2758	2706	2835	2792	2833	99158
2868	2656	2624	2907	3506	2562	3372	2653	2610	2857	3211	3833	2939	2741	3068	2700	2711	2893	2945	2936	102743
3057	2845	2998	3188	3655	2582	3166	2947	2917	3118	3684	3945	2558	2608	3179	3300	3009	3019	3192	3087	108052
3128	2851	3088	3247	3470	2287	3065	3024	2829	3019	3352	3552	2307	2333	2811	3155	3048	3305	3146	3006	105205
2411	2092	2306	2614	2962	2040	2570	2255	2337	2469	3086	3409	2015	2061	2349	2484	2456	2666	2536	2476	86645
1601	1521	1703	1868	2352	1628	2096	1692	1692	1741	2023	2547	1809	1733	1989	1796	1702	2036	1885	1920	67187
1282	1176	1314	1458	1849	1449	1713	1285	1311	1475	2088	2198	1504	1509	1486	1447	1382	1740	1524	1557	54498
1015	928	958	1398	1433	1186	1308	1066	1050	1195	1532	1867	1306	1282	1262	1084	1122	1297	1214	1248	43678
741	777	858	958	1109	962	954	770	759	880	1123	1286	982	930	896	763	799	894	916	940	32910
511	509	570	690	774	745	641	526	550	661	882	940	751	826	610	689	608	779	667	687	24057
32343	28211	29501	32025	35973	28649	30603	30105	29075	30444	35663	40191	31173	27420	30283	32531	30751	32482	31941	31306	1095708
38498	33785	35551	38848	43552	33931	36344	36278	35289	36982	43469	48810	36824	32506	35845	39070	37116	39592	38590	37707	1319736
39750	35071	36979	40496	45435	35638	37939	37574	36598	38523	45474	51036	38557	34262	37351	40522	38523	41265	40173	39334	1376703
43107	38176	40227	43768	48822	38159	39853	40929	39687	41730	48909	54793	41520	36251	39634	43810	41858	44638	43386	42291	1480173
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2845	2588	2729	2777	2815	2674	2675	2733	2706	2731	2941	3343	3244	2579	2698	2731	2668	2782	2632	2506	
17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	14:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	13:00:00	14:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
3128	2851	3088	3247	3655	2748	3436	3024	2917	3118	3684	3945	3186	2957	3295	3300	3048	3305	3192	3087	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 26, 2024 to Thursday, May 30, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-04-26	2024-04-27	2024-04-28	2024-04-29	2024-04-30	2024-05-01	2024-05-02	2024-05-03	2024-05-04	2024-05-05	2024-05-06	2024-05-07	2024-05-08	2024-05-09	2024-05-10	2024-05-11	2024-05-12
00:00:00	245	253	219	215	184	177	146	263	171	219	276	174	202	230	260	343	339
01:00:00	199	197	168	174	142	159	169	208	190	156	193	151	185	175	186	222	201
02:00:00	181	159	116	169	157	181	154	171	176	131	172	146	157	123	201	178	173
03:00:00	199	157	91	197	201	219	208	224	162	99	188	205	213	259	220	170	144
04:00:00	264	160	126	339	296	326	323	328	226	112	326	281	302	320	308	215	144
05:00:00	580	311	182	650	648	616	592	562	280	172	644	625	613	622	588	320	188
06:00:00	1210	587	312	1291	1216	1257	1297	1143	586	320	1285	1275	1309	1142	1160	574	326
07:00:00	1539	817	464	1709	1693	1721	1718	1573	843	392	1687	1669	1702	1637	1426	807	474
08:00:00	1376	1125	703	1302	1360	1342	1311	1337	1045	619	1374	1366	1269	1439	1256	1096	629
09:00:00	1256	1289	952	1134	1158	1152	1225	1402	1160	857	1031	1053	1147	1196	1293	1484	980
10:00:00	1289	1347	1162	1088	1004	1083	1173	1344	1249	1146	1017	1023	1103	1268	1374	1601	1236
11:00:00	1390	1487	1371	1117	975	1056	1124	1431	1287	1332	1113	969	1143	991	1391	1738	1346
12:00:00	1505	1413	1479	1240	1114	1111	1233	1498	1352	1502	1141	1040	1220	1396	1517	1642	1586
13:00:00	1477	1383	1521	1238	1163	1223	1261	1673	1294	1545	1168	1179	1207	1371	1602	1488	1585
14:00:00	1356	1298	1499	1309	1189	1160	1389	1525	1066	1587	1266	1101	1268	1206	1755	1430	1589
15:00:00	1945	1228	1443	1228	1207	1346	1398	1639	1296	1454	1387	1207	1315	1410	1889	1387	1673
16:00:00	1692	1251	1693	1282	1439	1357	1404	1791	1031	1366	1276	1363	1373	1452	1806	1460	1582
17:00:00	1691	1153	1528	1405	1325	1430	1429	1690	959	1635	1469	1318	1419	1456	1770	1258	1679
18:00:00	1549	1144	1317	1091	976	1149	1208	1577	967	1228	1094	1181	1121	1268	1589	1077	1494
19:00:00	1192	999	1041	763	551	766	849	1148	747	1109	699	758	833	904	1255	1030	1286
20:00:00	981	711	879	623	739	724	782	919	688	878	545	541	574	723	1024	844	1080
21:00:00	685	560	694	485	549	627	641	706	574	720	487	433	517	595	835	744	888
22:00:00	522	444	538	350	367	429	481	634	476	544	412	419	448	449	661	641	567
23:00:00	381	348	355	275	263	297	326	404	355	359	242	295	275	349	465	555	381
7am-7pm	18065	14935	15132	15143	14603	15130	15873	18480	13549	14663	15023	14469	15287	16090	18668	16468	15853
6am-10pm	22133	17792	18058	18305	17658	18504	19442	22396	16144	17690	18039	17476	18520	19454	22942	19660	19433
6am-12am	23036	18584	18951	18930	18288	19230	20249	23434	16975	18593	18693	18190	19243	20252	24068	20856	20381
12am-12am	24704	19821	19853	20674	19916	20908	21841	25190	18180	19482	20492	19772	20915	21981	25831	22304	21570
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1539	1487	1371	1709	1693	1721	1718	1573	1287	1332	1687	1669	1702	1637	1426	1738	1346
pm Peak	15:00:00	12:00:00	16:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	15:00:00	12:00:00	17:00:00
Peak Volume	1945	1413	1693	1405	1439	1430	1429	1791	1352	1635	1469	1363	1419	1456	1889	1642	1679

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-05-13	2024-05-14	2024-05-15	2024-05-16	2024-05-17	2024-05-18	2024-05-19	2024-05-20	2024-05-21	2024-05-22	2024-05-23	2024-05-24	2024-05-25	2024-05-26	2024-05-27	2024-05-28	2024-05-29	2024-05-30	Workday	7 Day	Count
213	198	210	190	281	259	269	227	210	200	205	356	302	260	305	243	220	200	225	236	8264
217	176	158	179	211	167	159	210	154	158	212	244	264	246	181	176	197	208	185	188	6592
167	149	166	162	185	173	123	210	144	160	182	213	188	132	162	175	180	191	170	166	5807
229	191	210	205	225	163	115	206	185	189	200	249	244	101	123	198	200	215	206	189	6604
330	327	310	300	316	205	122	325	279	335	311	356	215	137	184	343	347	326	312	270	9464
664	562	673	650	588	256	168	640	596	591	672	598	308	172	273	655	657	675	609	503	17591
1364	1178	1246	1257	1196	573	351	1281	1277	1327	1276	1230	565	329	480	1320	1295	1224	1221	1002	35059
1715	1619	1717	1682	1555	831	461	1675	1614	1682	1726	1550	784	446	565	1682	1660	1686	1608	1329	46521
1387	1272	1274	1295	1308	1049	677	1274	1322	1259	1368	1496	1079	778	722	1417	1330	1216	1307	1185	41472
1148	1005	1081	1204	1231	1262	1013	1081	1099	1116	1274	1553	1380	972	912	1279	1192	1283	1180	1167	40854
1173	991	1063	1132	1307	1315	1130	1096	1079	1205	1369	1506	1668	1218	1147	1301	1173	1292	1184	1219	42672
1167	992	1073	1178	1281	1353	1273	1128	1024	1032	1288	1697	1920	1388	1326	1285	1102	1239	1180	1257	44007
1317	1107	1077	1204	1385	1342	1431	1231	1119	1202	1436	1770	1763	1459	1448	1343	1218	1327	1288	1348	47168
1439	1145	1191	1309	1486	1341	1652	1275	1199	1115	1574	1769	1528	1515	1567	1377	1222	1386	1345	1385	48468
1389	1175	1220	1335	1545	1313	1677	1286	1178	1137	1563	1780	1360	1486	1589	1376	1350	1438	1355	1377	48190
1378	1270	1255	1406	1732	1178	1607	1303	1204	1416	1671	1906	1538	1332	1546	1463	1243	1483	1450	1440	50383
1321	1264	1371	1492	1754	1224	1579	1329	1314	1338	1699	1816	1339	1332	1444	1412	1351	1405	1462	1440	50402
1398	1321	1442	1561	1656	1111	1570	1370	1379	1391	1619	1549	1164	1168	1318	1475	1341	1461	1467	1426	49908
1173	1053	1138	1356	1407	1035	1366	1121	1123	1190	1394	1877	1058	1046	1242	1139	1190	1164	1255	1231	43102
732	701	848	942	1058	764	927	824	769	822	838	1139	879	850	1063	854	782	951	882	905	31673
604	553	600	638	884	710	850	626	628	659	1162	1130	738	781	736	689	652	887	745	765	26782
494	437	449	682	623	554	786	562	513	567	812	985	640	694	640	535	580	676	605	628	21969
353	436	373	458	518	457	501	398	347	431	571	642	449	517	432	400	429	480	458	474	16574
234	253	260	319	370	378	370	254	296	313	473	505	401	487	332	321	303	389	328	348	12183
16005	14214	14902	16154	17647	14354	15436	15169	14654	15083	17981	20269	16581	14140	14826	16549	15372	16380	16081	15804	553147
19199	17083	18045	19673	21408	16955	18350	18462	17841	18458	22069	24753	19403	16794	17745	19947	18681	20118	19534	19104	668630
19786	17772	18678	20450	22296	17790	19221	19114	18484	19202	23113	25900	20253	17798	18509	20668	19413	20987	20319	19925	697387
21606	19375	20405	22136	24102	19013	20177	20932	20052	20835	24895	27916	21774	18846	19737	22458	21214	22802	22028	21477	751709
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1715	1619	1717	1682	1555	1353	1273	1675	1614	1682	1726	1697	1920	1388	1326	1682	1660	1686	1608	1329	
13:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	14:00:00	17:00:00	17:00:00	15:00:00	16:00:00	15:00:00	12:00:00	13:00:00	14:00:00	17:00:00	16:00:00	15:00:00	17:00:00	16:00:00	
1439	1321	1442	1561	1754	1342	1677	1370	1379	1416	1699	1906	1763	1515	1589	1475	1351	1483	1467	1440	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 26, 2024 to Thursday, May 30, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-04-26	2024-04-27	2024-04-28	2024-04-29	2024-04-30	2024-05-01	2024-05-02	2024-05-03	2024-05-04	2024-05-05	2024-05-06	2024-05-07	2024-05-08	2024-05-09	2024-05-10	2024-05-11	2024-05-12
00:00:00	199	282	299	216	190	199	203	222	296	225	190	179	203	217	266	336	282
01:00:00	194	195	178	159	145	150	159	211	214	148	130	175	173	185	222	196	181
02:00:00	158	151	156	161	154	148	155	194	157	141	129	159	147	175	213	219	129
03:00:00	209	162	134	176	206	190	190	192	161	126	165	177	201	192	206	162	91
04:00:00	261	203	133	275	278	273	295	256	190	128	261	276	294	265	284	170	110
05:00:00	418	322	165	488	463	473	459	439	262	154	513	468	471	471	461	265	162
06:00:00	737	476	238	841	878	806	868	730	427	209	849	836	822	789	769	492	225
07:00:00	988	738	508	1067	1036	972	1051	1006	678	423	964	1095	997	951	1002	815	498
08:00:00	1142	1044	634	1031	1035	1083	1125	1184	815	571	1128	1083	1074	1072	1087	981	618
09:00:00	1118	1071	876	1071	979	1024	1093	1201	903	839	1090	925	1023	1146	1141	1104	904
10:00:00	1248	1146	1165	1130	1013	1026	1085	1274	997	1050	1056	994	1026	1118	1320	1259	1132
11:00:00	1385	1272	1407	1187	1069	1064	1239	1405	1114	1230	1048	1021	1100	1150	1490	1321	1351
12:00:00	1570	1267	1558	1214	1123	1097	1311	1634	1247	1542	1293	1135	1194	1279	1516	1341	1507
13:00:00	1556	1285	1711	1218	1176	1212	1344	1625	1294	1601	1260	1108	1158	1315	1618	1447	1658
14:00:00	1642	1268	1710	1252	1254	1244	1412	1683	1323	1639	1285	1202	1245	1458	1748	1387	1800
15:00:00	1799	1305	1615	1328	1328	1460	1446	1685	1407	1587	1353	1332	1465	1538	1822	1529	1581
16:00:00	1918	1287	1633	1548	1608	1666	1595	1907	1264	1667	1625	1596	1678	1687	1876	1443	1661
17:00:00	1790	1103	1497	1595	1672	1646	1666	1774	1161	1469	1597	1596	1574	1681	1772	1508	1619
18:00:00	1427	1033	1283	1143	1160	1224	1429	1410	984	1288	963	1017	1181	1128	1608	1365	1390
19:00:00	1174	932	1164	876	860	930	979	1272	956	1071	858	946	924	1004	1318	1142	1322
20:00:00	932	799	882	652	602	718	760	1021	662	788	618	670	691	794	970	963	1055
21:00:00	792	655	622	491	490	535	677	758	571	573	464	501	507	579	787	802	845
22:00:00	643	535	467	348	424	384	483	679	434	458	330	382	401	468	574	539	538
23:00:00	493	360	294	304	262	343	334	440	296	312	257	271	288	330	473	467	346
7am-7pm	17583	13819	15597	14784	14453	14718	15796	17788	13187	14906	14662	14104	14715	15523	18000	15500	15719
6am-10pm	21218	16681	18503	17644	17283	17707	19080	21569	15803	17547	17451	17057	17659	18689	21844	18899	19166
6am-12am	22354	17576	19264	18296	17969	18434	19897	22688	16533	18317	18038	17710	18348	19487	22891	19905	20050
12am-12am	23793	18891	20329	19771	19405	19867	21358	24202	17813	19239	19426	19144	19837	20992	24543	21253	21005
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1385	1272	1407	1187	1069	1083	1239	1405	1114	1230	1128	1095	1100	1150	1490	1321	1351
pm Peak	16:00:00	15:00:00	13:00:00	17:00:00	17:00:00	16:00:00	17:00:00	16:00:00	15:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00
Peak Volume	1918	1305	1711	1595	1672	1666	1666	1907	1407	1667	1625	1596	1678	1687	1876	1529	1800

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-05-13	2024-05-14	2024-05-15	2024-05-16	2024-05-17	2024-05-18	2024-05-19	2024-05-20	2024-05-21	2024-05-22	2024-05-23	2024-05-24	2024-05-25	2024-05-26	2024-05-27	2024-05-28	2024-05-29	2024-05-30	Workday	7 Day	Count
246	209	200	225	245	283	241	228	227	228	215	316	318	266	238	207	211	239	221	238	8346
146	169	136	198	238	215	215	160	159	175	198	252	249	159	167	162	176	159	176	181	6348
152	165	167	177	195	171	118	147	158	177	192	226	193	156	177	136	140	176	167	165	5769
193	201	247	212	190	158	116	205	174	194	209	219	197	113	145	194	196	232	197	181	6335
297	262	279	301	274	191	122	257	278	282	303	294	199	107	133	254	287	259	271	238	8331
503	496	492	473	439	280	146	540	525	518	536	434	286	140	195	545	524	493	473	401	14019
893	771	829	842	749	446	273	849	884	800	887	777	467	233	345	892	864	813	805	674	23606
1130	969	1012	1095	1062	845	458	1058	1092	1049	1215	1139	763	470	496	1049	1008	1096	1024	908	31795
1173	1046	875	1113	1207	876	612	1048	1135	1045	1192	1245	975	622	676	1126	1041	1118	1083	995	34832
1133	959	1153	1145	1198	1039	822	1018	1036	1000	1225	1321	1121	868	876	1117	975	1028	1080	1044	36542
1213	1013	1050	1137	1308	1224	1076	1092	1014	1126	1279	1455	1318	1006	1164	1181	1107	1105	1141	1140	39907
1262	1045	1085	1205	1534	1321	1402	1185	1050	1167	1286	1646	1324	1191	1372	1303	1172	1308	1231	1249	43711
1364	1110	1145	1287	1548	1406	1488	1205	1082	1223	1434	1699	1423	1441	1621	1319	1340	1284	1321	1350	47247
1414	1128	1211	1358	1647	1313	1499	1244	1100	1231	1464	1853	1498	1442	1689	1355	1281	1396	1358	1392	48709
1455	1191	1258	1390	1778	1348	1759	1330	1239	1392	1637	1973	1450	1375	1706	1382	1356	1397	1436	1456	50968
1490	1386	1369	1501	1774	1384	1765	1350	1406	1441	1540	1927	1401	1409	1522	1237	1468	1410	1495	1496	52360
1736	1581	1627	1696	1901	1358	1587	1618	1603	1780	1985	2129	1219	1276	1735	1888	1658	1614	1730	1647	57650
1730	1530	1646	1686	1814	1176	1495	1654	1450	1628	1733	2003	1143	1165	1493	1680	1707	1844	1678	1580	55297
1238	1039	1168	1258	1555	1005	1204	1134	1214	1279	1692	1532	957	1015	1107	1345	1266	1502	1281	1244	43543
869	820	855	926	1294	864	1169	868	923	919	1185	1408	930	883	926	942	920	1085	1003	1015	35514
678	623	714	820	965	739	863	659	683	816	926	1068	766	728	750	758	730	853	779	792	27716
521	491	509	716	810	632	522	504	537	628	720	882	666	588	622	549	542	621	609	620	21709
388	341	485	500	591	505	453	372	412	449	552	644	533	413	464	363	370	414	458	467	16336
277	256	310	371	404	367	271	272	254	348	409	435	350	339	278	368	305	390	339	339	11874
16338	13997	14599	15871	18326	14295	15167	14936	14421	15361	17682	19922	14592	13280	15457	15982	15379	16102	15860	15502	542561
19299	16702	17506	19175	22144	16976	17994	17816	17448	18524	21400	24057	17421	15712	18100	19123	18435	19474	19056	18603	651106
19964	17299	18301	20046	23139	17848	18718	18460	18114	19321	22361	25136	18304	16464	18842	19854	19110	20278	19853	19409	679316
21501	18801	19822	21632	24720	19146	19676	19997	19635	20895	24014	26877	19746	17405	19897	21352	20644	21836	21358	20813	728464
11:00:00	8:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1262	1046	1153	1205	1534	1321	1402	1185	1135	1167	1286	1646	1324	1191	1372	1303	1172	1308	1231	1249	
16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	12:00:00	15:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	13:00:00	13:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
1736	1581	1646	1696	1901	1406	1765	1654	1603	1780	1985	2129	1498	1442	1735	1888	1707	1844	1730	1647	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 26, 2024 to Thursday, May 30, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
5/10/2024 0:00	5/10/2024 23:59	Holiday	-	Yes	Confederate Memorial Day
5/24/2024 0:00	5/24/2024 23:59	Holiday-affected	-	Yes	Memorial Day Weekend
5/25/2024 0:00	5/25/2024 23:59	Holiday-affected	-	Yes	Memorial Day Weekend
5/26/2024 0:00	5/26/2024 23:59	Holiday-affected	-	Yes	Memorial Day Weekend
5/27/2024 0:00	5/27/2024 23:59	Holiday	-	Yes	Memorial Day
5/28/2024 0:00	5/28/2024 23:59	Holiday-affected	-	Yes	Memorial Day Weekend

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, May 31, 2024 to Thursday, July 4, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-05-31	2024-06-01	2024-06-02	2024-06-03	2024-06-04	2024-06-05	2024-06-06	2024-06-07	2024-06-08	2024-06-09	2024-06-10	2024-06-11	2024-06-12	2024-06-13	2024-06-14	2024-06-15	2024-06-16
00:00:00	525	627	538	409	425	394	427	525	591	589	427	411	444	472	525	652	569
01:00:00	447	472	405	374	342	352	324	378	398	399	355	352	353	353	479	507	399
02:00:00	427	330	332	325	319	341	322	361	352	318	308	315	353	359	386	388	302
03:00:00	457	339	250	396	397	406	392	483	349	270	396	363	377	414	466	356	226
04:00:00	569	419	287	595	592	581	591	594	435	282	568	607	589	665	623	407	274
05:00:00	1068	599	355	1224	1172	1135	1197	1103	596	368	1122	1096	1086	1114	1020	607	372
06:00:00	1978	1124	660	2102	2075	1988	2043	2000	1107	697	2056	2076	2175	2023	1924	1084	576
07:00:00	2577	1692	1014	2624	2629	2569	2595	2531	1577	953	2528	2613	2702	2655	2579	1687	985
08:00:00	2532	2093	1365	2366	2209	2389	2416	2452	2034	1430	2282	2376	2358	2480	2428	2167	1429
09:00:00	2523	2519	1846	2237	1978	2208	2268	2492	2683	1929	2255	2210	2240	2347	2680	2558	1954
10:00:00	2709	2977	2362	2229	1990	2127	2490	2667	2890	2354	2223	2093	2287	2401	2797	2977	2444
11:00:00	2847	2885	2749	2389	2222	2163	2456	2856	3068	2780	2348	2174	2264	2513	2993	3214	2882
12:00:00	3300	3026	3186	2423	2180	2466	2713	3014	3043	3060	2525	2405	2425	2669	3296	3318	3193
13:00:00	3380	3256	3333	2634	1884	2379	2712	3216	3085	3186	2565	2439	2460	2908	3362	3136	3352
14:00:00	3486	3029	3176	2626	2357	2422	3012	3432	3263	3249	2838	2525	2503	2771	3493	3160	3350
15:00:00	3685	3016	3301	2986	2465	2801	2907	3499	2827	3164	2538	2703	2771	2636	3707	2968	3281
16:00:00	3368	2684	3163	3017	3140	2893	2964	3568	2480	3149	3046	3012	3029	3592	3784	2813	3177
17:00:00	3576	2503	2845	3031	2864	2953	3197	3413	2317	2856	3242	3034	2924	3215	3672	2484	3009
18:00:00	3176	2132	2472	2326	2085	2299	2719	2985	2198	2602	2272	2311	2422	2667	3062	2214	2784
19:00:00	2541	1905	2028	1568	1703	1704	1934	2275	1784	2210	1573	1550	1575	2058	2477	1789	2380
20:00:00	2054	1481	1626	1231	1231	1288	1465	1818	1396	1634	1317	1296	1309	1644	1899	1573	1881
21:00:00	1678	1299	1282	1036	997	1032	1257	1418	1258	1331	1075	1058	1190	1370	1638	1253	1444
22:00:00	1263	1052	909	764	729	792	944	1137	1080	914	768	781	795	1021	1197	1064	1035
23:00:00	964	777	725	570	560	561	639	845	855	633	604	584	614	796	1013	821	721
7am-7pm	37159	31812	30812	30888	28003	29669	32449	36125	31465	30712	30662	29895	30385	32854	37853	32696	31840
6am-10pm	45410	37621	36408	36825	34009	35681	39148	43636	37010	36584	36683	35875	36634	39949	45791	38395	38121
6am-12am	47637	39450	38042	38159	35298	37034	40731	45618	38945	38131	38055	37240	38043	41766	48001	40280	39877
12am-12am	51130	42236	40209	41482	38545	40243	43984	49062	41666	40357	41231	40384	41245	45143	51500	43197	42019
am Peak	11:00:00	10:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2847	2977	2749	2624	2629	2569	2595	2856	3068	2780	2528	2613	2702	2655	2993	3214	2882
pm Peak	15:00:00	13:00:00	13:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	14:00:00	14:00:00	17:00:00	17:00:00	16:00:00	16:00:00	16:00:00	12:00:00	13:00:00
Peak Volume	3685	3256	3333	3031	3140	2953	3197	3568	3263	3249	3242	3034	3029	3592	3784	3318	3352

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-06-17	2024-06-18	2024-06-19	2024-06-20	2024-06-21	2024-06-22	2024-06-23	2024-06-24	2024-06-25	2024-06-26	2024-06-27	2024-06-28	2024-06-29	2024-06-30	2024-07-01	2024-07-02	2024-07-03	2024-07-04	Workday	7 Day	Count
504	459	446	473	514	618	595	467	474	424	425	531	611	558	451	434	540	662	472	507	17736
336	340	342	363	435	444	387	354	338	398	402	448	436	394	352	348	423	559	382	394	13788
355	350	343	322	406	379	320	346	336	330	359	399	393	340	335	355	384	466	356	353	12356
394	394	401	466	428	363	253	380	374	393	436	426	372	278	415	406	430	389	411	381	13335
618	582	619	600	571	398	287	624	595	600	587	610	433	305	640	560	648	466	596	526	18421
1170	1108	1104	1108	1007	578	396	1170	1145	1140	1137	1058	588	358	1193	1088	1111	636	1100	924	32329
2205	2087	2034	2127	1915	979	644	2247	2060	2132	2098	1906	1145	691	2037	2004	1965	973	2009	1684	58937
2662	2729	2578	2658	2532	1548	1019	2635	2673	2605	2707	2501	1643	939	2593	2451	2453	1191	2543	2189	76627
2609	2375	2328	2477	2351	1965	1432	2362	2394	2326	2391	2543	2201	1407	2307	2317	2361	1606	2361	2187	76558
2367	2075	2308	2313	2537	2468	1853	2342	2135	2183	2351	2684	2678	1952	2152	2262	2490	1905	2302	2285	79982
2435	2070	2425	2382	2830	2932	2449	2328	1985	2200	2385	2798	2985	2377	2298	2251	2483	2274	2366	2454	85904
2547	2266	2365	2540	3033	3053	2900	2459	2214	2259	2452	3112	3302	2941	2411	2261	2694	2408	2490	2629	92020
2708	2397	2496	2719	2802	3158	3300	2614	2297	2292	2695	3434	3353	3136	2607	2417	2995	2456	2654	2803	98118
2780	2494	2667	2909	3673	3218	3544	2623	2321	2604	2899	3408	3161	3356	2601	2491	3149	2440	2760	2904	101625
2894	2590	2752	2875	3526	2916	3537	2649	2549	2679	2982	3512	3013	3251	2731	2575	3223	2115	2845	2945	103061
2869	2580	2845	2868	3620	3054	3349	2474	2641	2810	3070	3593	2953	3180	2741	2624	3502	1938	2915	2970	103966
2985	2889	3044	3246	3544	2703	3173	3130	2774	2957	3247	3590	2447	3079	2931	2898	3575	1826	3122	3055	106917
3030	3088	3059	3218	3350	2471	2993	2968	2927	3067	3338	3414	2414	2864	2971	3072	3419	1534	3103	2981	104332
2273	2395	2336	2558	3098	2160	2680	2309	2405	2385	2554	3163	2200	2404	2300	2320	3104	1370	2516	2478	86740
1649	1651	1718	1946	2531	1785	2162	1606	1494	1658	1750	2501	1861	2124	1694	1723	2387	1185	1858	1899	66479
1302	1335	1424	1567	1848	1523	1658	1313	1308	1413	1526	1834	1479	1555	1317	1508	2073	1012	1493	1518	53138
1161	1115	1143	1358	1457	1216	1191	995	1158	1208	1203	1626	1208	1166	1106	1172	1823	828	1244	1250	43750
784	799	828	989	1255	1081	1016	804	859	905	965	1160	1088	929	874	875	1334	914	941	963	33704
636	627	575	733	966	809	736	711	680	665	688	827	891	682	639	621	913	702	709	725	25383
32159	29948	31203	32763	36896	31646	32229	30893	29315	30367	33071	37752	32350	30886	30643	29939	35448	23063	31976	31881	1115850
38476	36136	37522	39761	44647	37149	37884	37054	35335	36778	39648	45619	38043	36422	36797	36346	43696	27061	38581	38233	1338154
39896	37562	38925	41483	46868	39039	39636	38569	36874	38348	41301	47606	40022	38033	38310	37842	45943	28677	40231	39921	1397241
43273	40795	42180	44815	50229	41819	41874	41910	40136	41633	44647	51078	42855	40266	41696	41033	49479	31855	43548	43006	1505206
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	11:00:00	
2662	2729	2578	2658	3033	3053	2900	2635	2673	2605	2707	3112	3302	2941	2593	2451	2694	2408	2543	2629	
17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	13:00:00	13:00:00	16:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	13:00:00	17:00:00	17:00:00	16:00:00	12:00:00	16:00:00	16:00:00	
3030	3088	3059	3246	3673	3218	3544	3130	2927	3067	3338	3593	3353	3356	2971	3072	3575	2456	3122	3055	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, May 31, 2024 to Thursday, July 4, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-05-31	2024-06-01	2024-06-02	2024-06-03	2024-06-04	2024-06-05	2024-06-06	2024-06-07	2024-06-08	2024-06-09	2024-06-10	2024-06-11	2024-06-12	2024-06-13	2024-06-14	2024-06-15	2024-06-16
00:00:00	274	286	277	221	205	177	205	261	300	281	225	215	217	235	251	323	255
01:00:00	232	241	196	197	173	176	151	193	196	212	189	186	168	175	259	234	192
02:00:00	213	161	166	186	162	156	158	181	181	146	179	150	177	177	195	184	141
03:00:00	239	176	129	196	203	202	189	260	176	125	194	183	175	205	245	163	99
04:00:00	315	210	156	332	317	320	336	339	225	139	279	322	334	367	329	202	138
05:00:00	615	313	188	711	643	627	680	646	303	173	615	610	641	614	580	299	178
06:00:00	1188	627	354	1271	1241	1210	1242	1207	597	389	1228	1228	1302	1238	1176	576	309
07:00:00	1507	868	500	1591	1563	1560	1576	1484	766	446	1541	1593	1679	1664	1569	850	471
08:00:00	1339	1103	706	1333	1169	1314	1292	1377	1062	723	1253	1281	1306	1378	1357	1145	733
09:00:00	1347	1362	958	1161	1028	1175	1171	1352	1440	1018	1165	1193	1157	1249	1413	1403	978
10:00:00	1342	1583	1220	1167	1031	1070	1307	1353	1607	1245	1092	1084	1207	1212	1419	1600	1171
11:00:00	1365	1528	1422	1182	1079	1067	1167	1341	1622	1421	1205	1070	1109	1267	1471	1746	1341
12:00:00	1602	1590	1564	1220	1088	1247	1308	1429	1586	1498	1169	1263	1239	1328	1587	1704	1550
13:00:00	1656	1720	1619	1333	764	1253	1334	1556	1606	1599	1208	1283	1201	1542	1655	1599	1607
14:00:00	1542	1418	1652	1272	1220	1119	1409	1599	1614	1557	1413	1192	1207	1335	1556	1495	1510
15:00:00	1733	1408	1606	1410	1212	1332	1412	1582	1277	1556	1254	1308	1298	1110	1879	1334	1467
16:00:00	1439	1344	1531	1345	1515	1311	1284	1646	1182	1531	1464	1400	1339	1938	1770	1293	1497
17:00:00	1606	1211	1366	1340	1369	1237	1530	1598	1198	1471	1449	1414	1362	1418	1705	1161	1457
18:00:00	1621	1042	1189	1184	971	1111	1449	1537	1157	1345	1144	1133	1156	1312	1539	1111	1395
19:00:00	1236	922	956	746	869	854	926	1080	832	1084	733	774	715	1050	1169	787	1206
20:00:00	943	711	852	549	594	627	693	859	692	794	663	616	587	820	939	696	914
21:00:00	812	643	714	530	483	526	618	733	611	685	549	490	586	691	783	606	744
22:00:00	636	535	504	410	350	415	449	580	556	452	377	389	392	526	540	469	503
23:00:00	501	408	345	286	293	283	332	433	433	298	259	270	332	359	549	422	378
7am-7pm	18099	16177	15333	15538	14009	14796	16239	17854	16117	15410	15357	15214	15260	16753	18920	16441	15177
6am-10pm	22278	19080	18209	18634	17196	18013	19718	21733	18849	18362	18530	18322	18450	20552	22987	19106	18350
6am-12am	23415	20023	19058	19330	17839	18711	20499	22746	19838	19112	19166	18981	19174	21437	24076	19997	19231
12am-12am	25303	21410	20170	21173	19542	20369	22218	24626	21219	20188	20847	20647	20886	23210	25935	21402	20234
am Peak	7:00:00	10:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1507	1583	1422	1591	1563	1560	1576	1484	1622	1421	1541	1593	1679	1664	1569	1746	1341
pm Peak	15:00:00	13:00:00	14:00:00	15:00:00	16:00:00	15:00:00	17:00:00	16:00:00	14:00:00	13:00:00	16:00:00	17:00:00	17:00:00	16:00:00	15:00:00	12:00:00	13:00:00
Peak Volume	1733	1720	1652	1410	1515	1332	1530	1646	1614	1599	1464	1414	1362	1938	1879	1704	1607

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-06-17	2024-06-18	2024-06-19	2024-06-20	2024-06-21	2024-06-22	2024-06-23	2024-06-24	2024-06-25	2024-06-26	2024-06-27	2024-06-28	2024-06-29	2024-06-30	2024-07-01	2024-07-02	2024-07-03	2024-07-04	Workday	7 Day	Count
270	227	234	225	265	296	285	227	223	188	218	291	303	293	226	208	274	345	236	252	8806
179	177	178	181	230	231	186	205	156	216	204	245	221	199	188	191	218	275	198	201	7050
189	183	170	172	207	183	172	176	164	170	181	193	175	164	185	165	184	222	180	176	6168
216	188	207	214	227	164	131	208	209	202	217	204	197	147	217	201	230	195	209	192	6733
350	289	329	323	308	203	143	348	314	326	300	329	193	163	332	295	342	235	320	279	9782
652	665	631	608	596	316	213	607	611	640	639	595	305	191	689	605	621	347	620	513	17967
1329	1226	1210	1278	1194	537	372	1361	1272	1284	1226	1173	668	428	1228	1188	1213	546	1210	1003	35116
1588	1639	1578	1628	1502	783	522	1604	1586	1620	1626	1468	873	506	1579	1539	1499	603	1535	1285	44971
1360	1331	1297	1330	1318	1016	720	1303	1301	1292	1362	1394	1180	755	1297	1280	1349	864	1299	1189	41620
1263	1107	1229	1197	1359	1321	948	1224	1157	1179	1258	1418	1476	1063	1167	1218	1327	976	1220	1213	42457
1170	1071	1303	1181	1426	1596	1240	1157	1023	1143	1247	1461	1589	1262	1197	1152	1305	1164	1211	1268	44397
1257	1107	1210	1253	1509	1631	1430	1207	1125	1132	1242	1536	1756	1505	1223	1170	1380	1211	1235	1322	46287
1403	1228	1227	1398	1288	1736	1646	1321	1176	1297	1410	1711	1809	1574	1300	1234	1579	1242	1332	1416	49551
1346	1260	1389	1453	1872	1583	1627	1282	1189	1256	1379	1710	1515	1647	1299	1215	1595	1248	1371	1440	50400
1420	1309	1260	1432	1744	1455	1736	1325	1262	1344	1473	1700	1391	1567	1314	1249	1580	1041	1373	1420	49712
1275	1204	1296	1380	1707	1365	1566	1044	1235	1307	1449	1700	1427	1532	1344	1306	1686	963	1377	1399	48964
1307	1355	1400	1505	1568	1345	1549	1489	1230	1325	1563	1592	1135	1400	1398	1344	1641	884	1442	1425	49859
1401	1468	1410	1466	1545	1285	1465	1416	1388	1407	1503	1685	1222	1322	1348	1388	1547	791	1432	1399	48949
1112	1135	1163	1284	1491	1100	1446	1086	1101	1164	1227	1538	1116	1259	1131	1106	1517	742	1238	1232	43114
826	791	764	922	1202	887	1056	728	672	722	773	1189	895	995	808	810	1160	591	884	907	31730
698	609	665	771	927	706	836	649	674	710	764	877	715	785	644	730	1023	503	725	738	25835
524	506	550	671	705	593	592	471	620	650	650	820	575	613	557	599	907	434	619	624	21841
391	399	413	473	634	538	551	448	473	495	529	547	569	491	423	442	620	544	476	488	17063
338	305	292	373	516	426	404	351	344	332	390	431	439	354	332	326	481	402	364	372	13017
15902	15214	15762	16507	18329	16216	15895	15458	14773	15466	16739	18913	16489	15392	15597	15201	18005	11729	16065	16008	560281
19279	18346	18951	20149	22357	18939	18751	18667	18011	18832	20152	22972	19342	18213	18834	18528	22308	13803	19504	19280	674803
20008	19050	19656	20995	23507	19903	19706	19466	18828	19659	21071	23950	20350	19058	19589	19296	23409	14749	20344	20140	704883
21864	20779	21405	22718	25340	21296	20836	21237	20505	21401	22830	25807	21744	20215	21426	20961	25278	16368	22107	21754	761389
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	7:00:00	11:00:00	
1588	1639	1578	1628	1509	1631	1430	1604	1586	1620	1626	1536	1756	1505	1579	1539	1499	1211	1535	1322	
14:00:00	17:00:00	17:00:00	16:00:00	13:00:00	12:00:00	14:00:00	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	12:00:00	13:00:00	16:00:00	17:00:00	15:00:00	13:00:00	16:00:00	13:00:00	
1420	1468	1410	1505	1872	1736	1736	1489	1388	1407	1563	1711	1809	1647	1398	1388	1686	1248	1442	1440	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, May 31, 2024 to Thursday, July 4, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-05-31	2024-06-01	2024-06-02	2024-06-03	2024-06-04	2024-06-05	2024-06-06	2024-06-07	2024-06-08	2024-06-09	2024-06-10	2024-06-11	2024-06-12	2024-06-13	2024-06-14	2024-06-15	2024-06-16
00:00:00	251	341	261	188	220	217	222	264	291	308	202	196	227	237	274	329	314
01:00:00	215	231	209	177	169	176	173	185	202	187	166	166	185	178	220	273	207
02:00:00	214	169	166	139	157	185	164	180	171	172	129	165	176	182	191	204	161
03:00:00	218	163	121	200	194	204	203	223	173	145	202	180	202	209	221	193	127
04:00:00	254	209	131	263	275	261	255	255	210	143	289	285	255	298	294	205	136
05:00:00	453	286	167	513	529	508	517	457	293	195	507	486	445	500	440	308	194
06:00:00	790	497	306	831	834	778	801	793	510	308	828	848	873	785	748	508	267
07:00:00	1070	824	514	1033	1066	1009	1019	1047	811	507	987	1020	1023	991	1010	837	514
08:00:00	1193	990	659	1033	1040	1075	1124	1075	972	707	1029	1095	1052	1102	1071	1022	696
09:00:00	1176	1157	888	1076	950	1033	1097	1140	1243	911	1090	1017	1083	1098	1267	1155	976
10:00:00	1367	1394	1142	1062	959	1057	1183	1314	1283	1109	1131	1009	1080	1189	1378	1377	1273
11:00:00	1482	1357	1327	1207	1143	1096	1289	1515	1446	1359	1143	1104	1155	1246	1522	1468	1541
12:00:00	1698	1436	1622	1203	1092	1219	1405	1585	1457	1562	1356	1142	1186	1341	1709	1614	1643
13:00:00	1724	1536	1714	1301	1120	1126	1378	1660	1479	1587	1357	1156	1259	1366	1707	1537	1745
14:00:00	1944	1611	1524	1354	1137	1303	1603	1833	1649	1692	1425	1333	1296	1436	1937	1665	1840
15:00:00	1952	1608	1695	1576	1253	1469	1495	1917	1550	1608	1284	1395	1473	1526	1828	1634	1814
16:00:00	1929	1340	1632	1672	1625	1582	1680	1922	1298	1618	1582	1612	1690	1654	2014	1520	1680
17:00:00	1970	1292	1479	1691	1495	1716	1667	1815	1119	1385	1793	1620	1562	1797	1967	1323	1552
18:00:00	1555	1090	1283	1142	1114	1188	1270	1448	1041	1257	1128	1178	1266	1355	1523	1103	1389
19:00:00	1305	983	1072	822	834	850	1008	1195	952	1126	840	776	860	1008	1308	1002	1174
20:00:00	1111	770	774	682	637	661	772	959	704	840	654	680	722	824	960	877	967
21:00:00	866	656	568	506	514	506	639	685	647	646	526	568	604	679	855	647	700
22:00:00	627	517	405	354	379	377	495	557	524	462	391	392	403	495	657	595	532
23:00:00	463	369	380	284	267	278	307	412	422	335	345	314	282	437	464	399	343
7am-7pm	19060	15635	15479	15350	13994	14873	16210	18271	15348	15302	15305	14681	15125	16101	18933	16255	16663
6am-10pm	23132	18541	18199	18191	16813	17668	19430	21903	18161	18222	18153	17553	18184	19397	22804	19289	19771
6am-12am	24222	19427	18984	18829	17459	18323	20232	22872	19107	19019	18889	18259	18869	20329	23925	20283	20646
12am-12am	25827	20826	20039	20309	19003	19874	21766	24436	20447	20169	20384	19737	20359	21933	25565	21795	21785
am Peak	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1482	1394	1327	1207	1143	1096	1289	1515	1446	1359	1143	1104	1155	1246	1522	1468	1541
pm Peak	17:00:00	14:00:00	13:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	14:00:00	14:00:00	17:00:00	17:00:00	16:00:00	17:00:00	16:00:00	14:00:00	14:00:00
Peak Volume	1970	1611	1714	1691	1625	1716	1680	1922	1649	1692	1793	1620	1690	1797	2014	1665	1840

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-06-17	2024-06-18	2024-06-19	2024-06-20	2024-06-21	2024-06-22	2024-06-23	2024-06-24	2024-06-25	2024-06-26	2024-06-27	2024-06-28	2024-06-29	2024-06-30	2024-07-01	2024-07-02	2024-07-03	2024-07-04	Workday	7 Day	Count
234	232	212	248	249	322	310	240	251	236	207	240	308	265	225	226	266	317	235	255	8930
157	163	164	182	205	213	201	149	182	182	198	203	215	195	164	157	205	284	184	193	6738
166	167	173	150	199	196	148	170	172	160	178	206	218	176	150	190	200	244	176	177	6188
178	206	194	252	201	199	122	172	165	191	219	222	175	131	198	205	200	194	202	189	6602
268	293	290	277	263	195	144	276	281	274	287	281	240	142	308	265	306	231	275	247	8639
518	443	473	500	411	262	183	563	534	500	498	463	283	167	504	483	490	289	481	410	14362
876	861	824	849	721	442	272	886	788	848	872	733	477	263	809	816	752	427	799	681	23821
1074	1090	1000	1030	1030	765	497	1031	1087	985	1081	1033	770	433	1014	912	954	588	1007	904	31656
1249	1044	1031	1147	1033	949	712	1059	1093	1034	1029	1149	1021	652	1010	1037	1012	742	1062	998	34938
1104	968	1079	1116	1178	1147	905	1118	978	1004	1093	1266	1202	889	985	1044	1163	929	1082	1072	37525
1265	999	1122	1201	1404	1336	1209	1171	962	1057	1138	1337	1396	1115	1101	1099	1178	1110	1155	1186	41507
1290	1159	1155	1287	1524	1422	1470	1252	1089	1127	1210	1576	1546	1436	1188	1091	1314	1197	1254	1307	45733
1305	1169	1269	1321	1514	1422	1654	1293	1121	995	1285	1723	1544	1562	1307	1183	1416	1214	1322	1388	48567
1434	1234	1278	1456	1801	1635	1917	1341	1132	1348	1520	1698	1646	1709	1302	1276	1554	1192	1389	1464	51225
1474	1281	1492	1443	1782	1461	1801	1324	1287	1335	1509	1812	1622	1684	1417	1326	1643	1074	1472	1524	53349
1594	1376	1549	1488	1913	1689	1783	1430	1406	1503	1621	1893	1526	1648	1397	1318	1816	975	1538	1571	55002
1678	1534	1644	1741	1976	1358	1624	1641	1544	1632	1684	1998	1312	1679	1533	1554	1934	942	1680	1630	57058
1629	1620	1649	1752	1805	1186	1528	1552	1539	1660	1835	1729	1192	1542	1623	1684	1872	743	1671	1582	55383
1161	1260	1173	1274	1607	1060	1234	1223	1304	1221	1327	1625	1084	1145	1169	1214	1587	628	1278	1246	43626
823	860	954	1024	1329	898	1106	878	822	936	977	1312	966	1129	886	913	1227	594	974	993	34749
604	726	759	796	921	817	822	664	634	703	762	957	764	770	673	778	1050	509	768	780	27303
637	609	593	687	752	623	599	524	538	558	553	806	633	553	549	573	916	394	625	626	21909
393	400	415	516	621	543	465	356	386	410	436	613	519	438	451	433	714	370	466	475	16641
298	322	283	360	450	383	332	360	336	333	298	396	452	328	307	295	432	300	345	353	12366
16257	14734	15441	16256	18567	15430	16334	15435	14542	14901	16332	18839	15861	15494	15046	14738	17443	11334	15911	15873	555569
19197	17790	18571	19612	22290	18210	19133	18387	17324	17946	19496	22647	18701	18209	17963	17818	21388	13258	19077	18953	663351
19888	18512	19269	20488	23361	19136	19930	19103	18046	18689	20230	23656	19672	18975	18721	18546	22534	13928	19887	19782	692358
21409	20016	20775	22097	24889	20523	21038	20673	19631	20232	21817	25271	21111	20051	20270	20072	24201	15487	21441	21252	743817
11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1290	1159	1155	1287	1524	1422	1470	1252	1093	1127	1210	1576	1546	1436	1188	1099	1314	1197	1254	1307	
16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	15:00:00	13:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	13:00:00	13:00:00	17:00:00	17:00:00	16:00:00	12:00:00	16:00:00	16:00:00	
1678	1620	1649	1752	1976	1689	1917	1641	1544	1660	1835	1998	1646	1709	1623	1684	1934	1214	1680	1630	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, May 31, 2024 to Thursday, July 4, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
7/3/2024 0:00	7/3/2024 23:59	Holiday-affected	-	Yes	Independence Day
7/4/2024 0:00	7/4/2024 23:59	Holiday	-	Yes	Independence Day (Observed)

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, July 5, 2024 to Thursday, August 8, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-07-05	2024-07-06	2024-07-07	2024-07-08	2024-07-09	2024-07-10	2024-07-11	2024-07-12	2024-07-13	2024-07-14	2024-07-15	2024-07-16	2024-07-17	2024-07-18	2024-07-19	2024-07-20	2024-07-21
00:00:00	509	510	513	553	469	412	513	490	610	608	453	382	432	383	513	575	522
01:00:00	309	416	400	440	382	329	403	409	455	382	389	344	347	330	420	407	429
02:00:00	265	305	315	421	354	347	374	385	356	327	401	329	340	377	408	368	323
03:00:00	273	297	268	453	419	398	444	460	356	276	415	397	421	442	501	378	276
04:00:00	372	359	275	651	629	584	618	612	373	318	618	566	565	641	575	378	297
05:00:00	655	496	434	1141	1191	1154	1183	1025	614	354	1136	1115	1130	1211	1053	564	377
06:00:00	1216	891	705	2092	1957	1792	2030	1885	1178	626	2098	2002	1994	2045	1887	961	611
07:00:00	1695	1264	1145	2649	2647	2764	2705	2434	1664	1026	2659	2606	2629	2464	2559	1514	967
08:00:00	1840	1725	1657	2436	2352	2395	2407	2456	2049	1298	2468	2338	2326	2329	2487	1865	1342
09:00:00	2049	2249	2070	2229	2047	2188	2330	2630	2387	1865	2441	2082	2216	2475	2589	2449	1905
10:00:00	2377	2662	2770	2339	2071	2158	2294	2676	2765	2323	2243	2075	2133	2315	2655	2920	2463
11:00:00	2494	3186	3308	2428	2201	2189	2399	2950	3088	2855	2436	2137	2306	2490	3041	3084	2806
12:00:00	2887	3241	3716	2597	2361	2356	2638	2924	2924	3191	2712	2289	2381	2647	3231	3221	3161
13:00:00	3166	3361	3838	2644	2281	2660	2815	3399	3121	3400	2645	2424	2461	2809	3294	3011	3425
14:00:00	2965	3075	3983	2708	2529	2546	2757	3354	3116	3389	2606	2526	2651	2803	3367	3017	3548
15:00:00	2922	2975	3924	2758	2627	2749	3048	3553	2835	3313	2874	2624	2805	3011	3561	2887	3545
16:00:00	2837	2815	3712	2989	2812	2904	3161	3526	2618	3093	2917	2850	3094	3188	3687	2744	3394
17:00:00	2710	2203	3432	3091	2854	3101	3194	3317	2458	2903	2983	2838	2806	3091	3605	2536	2969
18:00:00	2167	2028	3109	2420	2193	2445	2638	2851	2285	2441	2345	2361	2278	2492	2861	2239	2634
19:00:00	1873	1716	2517	1745	1535	1748	1942	2306	1931	2148	1680	1602	1919	1840	2389	1935	2198
20:00:00	1516	1383	1871	1322	1314	1335	1552	1911	1491	1712	1248	1301	1285	1490	1984	1543	1652
21:00:00	1182	1216	1417	1080	1058	1172	1274	1520	1232	1300	1000	1090	1127	1224	1406	1298	1341
22:00:00	955	951	974	831	761	870	987	1116	1029	998	811	786	834	949	1069	1046	920
23:00:00	713	717	670	615	639	557	748	873	862	663	565	612	595	680	849	840	665
7am-7pm	30109	30784	36664	31288	28975	30455	32386	36070	31310	31097	31329	29150	30086	32114	36937	31487	32159
6am-10pm	35896	35990	43174	37527	34839	36502	39184	43692	37142	36883	37355	35145	36411	38713	44603	37224	37961
6am-12am	37564	37658	44818	38973	36239	37929	40919	45681	39033	38544	38731	36543	37840	40342	46521	39110	39546
12am-12am	39947	40041	47023	42632	39683	41153	44454	49062	41797	40809	42143	39676	41075	43726	49991	41780	41770
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2494	3186	3308	2649	2647	2764	2705	2950	3088	2855	2659	2606	2629	2490	3041	3084	2806
pm Peak	13:00:00	13:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	15:00:00	13:00:00	13:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	14:00:00
Peak Volume	3166	3361	3983	3091	2854	3101	3194	3553	3121	3400	2983	2850	3094	3188	3687	3221	3548

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-07-22	2024-07-23	2024-07-24	2024-07-25	2024-07-26	2024-07-27	2024-07-28	2024-07-29	2024-07-30	2024-07-31	2024-08-01	2024-08-02	2024-08-03	2024-08-04	2024-08-05	2024-08-06	2024-08-07	2024-08-08	Workday	7 Day	Count
499	403	373	464	506	650	537	497	421	408	487	515	556	883	439	423	343	352	450	492	17203
395	363	350	352	385	437	410	396	349	337	381	390	476	406	360	330	317	325	365	381	13350
351	366	340	326	407	383	309	350	322	339	388	395	372	321	342	318	291	293	353	349	12208
442	442	412	407	474	361	268	391	381	448	431	453	367	211	404	415	369	364	418	386	13514
650	613	617	597	571	411	250	607	578	589	600	608	374	232	614	502	512	499	584	510	17855
1218	1167	1142	1081	1068	551	379	1218	1160	1116	1192	1056	566	347	1185	994	969	958	1101	920	32200
2019	2025	2049	1980	1854	996	606	2046	1990	2090	2080	1789	1024	604	2014	1667	1757	1605	1919	1605	56165
2620	2544	2621	2457	2495	1367	903	2558	2548	2507	2581	2268	1459	957	2550	2198	2253	2068	2483	2124	74345
2315	2283	2347	2377	2469	1989	1340	2327	2193	2427	2433	2447	1875	1286	2234	1876	2067	1866	2300	2112	73921
2221	2131	2223	2450	2631	2282	1805	2154	2331	2219	2166	2433	2460	1892	2166	1629	1972	1754	2230	2203	77120
2324	2114	2213	2362	2711	2614	2310	2172	2053	2095	2181	2573	2468	2451	2165	1701	1891	1715	2224	2324	81352
2554	2189	2244	2383	2836	2798	2752	2324	2172	2142	2264	2854	2798	2664	2271	1787	1940	1753	2351	2518	88123
2739	2292	2408	2551	3038	2888	3070	2456	2216	2403	2563	2900	2832	3024	2420	1923	1983	2013	2517	2691	94196
2703	2408	2570	2777	3151	2909	3364	2617	2459	2346	2525	2932	2749	3075	2552	1954	2028	1988	2624	2796	97861
2688	2532	2593	2789	3415	2633	3461	2536	2396	2450	2629	3291	3137	3189	2571	1968	2205	2227	2684	2847	99650
2838	2629	2835	3035	3221	2788	3333	2822	2590	2696	2988	3301	2852	3081	2794	2085	2278	2276	2837	2927	102453
2999	2963	2977	3210	3519	2585	3324	2966	2896	3026	3157	3410	2631	2943	2912	2305	2570	2484	3014	3006	105218
2984	2897	2204	3229	3457	2447	2957	2929	2909	3045	3099	3491	2673	2763	2728	2223	2618	2606	2960	2896	101350
2312	2283	2640	2489	3072	2189	2617	2304	2353	2433	2685	2854	2005	2588	2369	1702	1947	2050	2422	2419	84679
1718	1581	1882	1825	2255	1764	2442	1626	1632	1662	1840	2403	1605	2124	1694	1234	1450	1553	1797	1866	65314
1341	1219	1153	1413	1649	1495	1652	1290	1280	1351	1485	1805	1378	1611	1209	963	1107	1173	1388	1442	50484
1036	1064	959	1239	1317	1307	1253	1025	1028	1109	1331	1455	1171	1338	959	778	900	963	1132	1176	41169
765	770	779	907	1302	1052	966	742	747	810	988	1102	1185	946	717	592	701	743	865	906	31701
593	602	618	677	798	805	706	503	591	620	619	794	1273	664	502	483	497	568	636	679	23776
31297	29265	29875	32109	36015	29489	31236	30165	29116	29789	31271	34754	29939	29913	29732	23351	25752	24800	30648	30865	1080268
37411	35154	35918	38566	43090	35051	37189	36152	35046	36001	38007	42206	35117	35590	35608	27993	30966	30094	36883	36954	1293400
38769	36526	37315	40150	45190	36908	38861	37397	36384	37431	39614	44102	37575	37200	36827	29068	32164	31405	38385	38539	1348877
42324	39880	40549	43377	48601	39701	41014	40856	39595	40668	43093	47519	40286	39600	40171	32050	34965	34196	41655	41577	1455207
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2620	2544	2621	2457	2836	2798	2752	2558	2548	2507	2581	2854	2798	2664	2550	2198	2253	2068	2483	2518	
16:00:00	16:00:00	16:00:00	17:00:00	16:00:00	13:00:00	14:00:00	16:00:00	17:00:00	17:00:00	16:00:00	17:00:00	14:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
2999	2963	2977	3229	3519	2909	3461	2966	2909	3045	3157	3491	3137	3189	2912	2305	2618	2606	3014	3006	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, July 5, 2024 to Thursday, August 8, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-07-05	2024-07-06	2024-07-07	2024-07-08	2024-07-09	2024-07-10	2024-07-11	2024-07-12	2024-07-13	2024-07-14	2024-07-15	2024-07-16	2024-07-17	2024-07-18	2024-07-19	2024-07-20	2024-07-21
00:00:00	282	262	261	327	226	201	218	234	326	325	244	183	205	182	264	260	268
01:00:00	152	217	212	245	175	159	196	229	207	198	201	158	161	150	196	185	212
02:00:00	151	157	171	216	180	182	176	208	170	156	233	149	167	196	191	184	153
03:00:00	135	176	144	240	212	196	219	217	167	136	212	197	203	225	246	188	131
04:00:00	205	203	147	340	334	331	328	309	180	156	328	284	299	328	322	193	162
05:00:00	410	254	243	652	657	649	672	600	322	210	661	636	646	678	620	289	203
06:00:00	774	518	380	1272	1189	1046	1200	1130	599	368	1259	1186	1225	1230	1092	497	330
07:00:00	1015	649	550	1603	1557	1709	1572	1402	800	534	1554	1561	1592	1645	1466	735	462
08:00:00	972	941	775	1332	1256	1367	1382	1382	1053	709	1335	1246	1280	1211	1335	981	681
09:00:00	1074	1191	1038	1144	1139	1167	1196	1362	1265	1008	1313	1063	1146	1211	1340	1278	1009
10:00:00	1164	1352	1380	1207	1035	1096	1122	1409	1474	1208	1122	1081	1098	1154	1353	1557	1266
11:00:00	1140	1659	1653	1190	1112	1068	1218	1439	1600	1455	1182	1056	1091	1227	1503	1643	1441
12:00:00	1344	1604	1849	1296	1195	1190	1328	1510	1615	1578	1348	1145	1177	1347	1516	1557	1511
13:00:00	1550	1545	1941	1349	1089	1287	1392	1533	1454	1615	1239	1282	1180	1346	1602	1475	1751
14:00:00	1334	1354	1982	1283	1146	1220	1366	1588	1426	1684	1199	1166	1225	1343	1612	1418	1780
15:00:00	1354	1264	1889	1291	1220	1280	1449	1615	1333	1600	1379	1189	1310	1405	1661	1319	1702
16:00:00	1308	1223	1768	1321	1290	1361	1445	1632	1320	1427	1412	1292	1417	1457	1646	1418	1675
17:00:00	1290	1009	1623	1444	1340	1462	1513	1527	1260	1408	1422	1345	1254	1434	1688	1300	1409
18:00:00	1025	943	1465	1148	1043	1182	1299	1347	1189	1226	1098	1177	1079	1198	1339	1182	1334
19:00:00	845	797	1222	784	748	786	930	1100	944	1106	774	755	959	866	1249	947	1101
20:00:00	687	634	907	626	617	659	767	960	769	856	608	656	628	747	1020	767	835
21:00:00	536	645	766	569	540	583	654	756	608	679	500	563	592	682	716	644	691
22:00:00	487	459	552	412	380	452	491	553	513	489	407	400	415	481	520	540	492
23:00:00	335	338	303	310	304	255	379	454	441	333	280	305	293	349	433	494	357
7am-7pm	14570	14734	17913	15608	14422	15389	16282	17746	15789	15452	15603	14603	14849	15978	18061	15863	16021
6am-10pm	17412	17328	21188	18859	17516	18463	19833	21692	18709	18461	18744	17763	18253	19503	22138	18718	18978
6am-12am	18234	18125	22043	19581	18200	19170	20703	22699	19663	19283	19431	18468	18961	20333	23091	19752	19827
12am-12am	19569	19394	23221	21601	19984	20888	22512	24496	21035	20464	21310	20075	20642	22092	24930	21051	20956
am Peak	10:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1164	1659	1653	1603	1557	1709	1572	1439	1600	1455	1554	1561	1592	1645	1503	1643	1441
pm Peak	13:00:00	12:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	14:00:00	17:00:00	17:00:00	16:00:00	16:00:00	17:00:00	12:00:00	14:00:00
Peak Volume	1550	1604	1982	1444	1340	1462	1513	1632	1615	1684	1422	1345	1417	1457	1688	1557	1780

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-07-22	2024-07-23	2024-07-24	2024-07-25	2024-07-26	2024-07-27	2024-07-28	2024-07-29	2024-07-30	2024-07-31	2024-08-01	2024-08-02	2024-08-03	2024-08-04	2024-08-05	2024-08-06	2024-08-07	2024-08-08	Workday	7 Day	Count
258	192	171	213	250	353	275	289	210	201	233	261	249	234	249	209	158	202	226	242	8475
200	186	173	177	185	213	222	198	176	166	195	195	221	152	176	148	158	150	180	187	6544
171	185	159	148	196	189	163	185	156	156	209	203	177	165	174	166	139	135	177	175	6116
230	207	198	208	263	181	140	197	186	207	198	245	175	106	226	193	187	179	209	193	6770
330	318	352	300	298	219	126	307	310	300	325	347	191	115	332	251	292	259	309	269	9421
697	650	620	617	599	284	188	670	646	649	664	612	306	180	700	553	530	522	624	517	18089
1179	1204	1247	1183	1120	556	351	1247	1182	1291	1273	1147	555	341	1260	1009	1106	968	1161	958	33514
1553	1537	1576	1478	1420	666	449	1604	1531	1594	1663	1407	710	438	1604	1362	1389	1239	1505	1246	43626
1305	1232	1340	1342	1292	1107	693	1266	1191	1343	1320	1344	988	602	1268	1005	1107	983	1257	1142	39966
1154	1143	1155	1283	1437	1257	964	1132	1211	1179	1135	1195	1364	861	1090	812	1005	886	1159	1149	40207
1196	1099	1171	1234	1373	1391	1232	1126	1063	1063	1096	1302	1330	1142	1104	801	925	820	1129	1187	41546
1318	1129	1145	1209	1420	1446	1388	1122	1128	1045	1110	1365	1514	1227	1114	820	932	853	1157	1256	43962
1359	1169	1232	1278	1488	1440	1525	1114	1121	1130	1216	1397	1570	1463	1106	874	943	974	1232	1329	46509
1376	1154	1320	1374	1572	1407	1605	1256	1188	1138	1280	1455	1418	1528	1253	934	1030	1000	1287	1369	47918
1237	1193	1280	1356	1631	1165	1667	1219	1128	1181	1289	1552	1758	1519	1247	884	1057	992	1269	1357	47481
1375	1220	1334	1450	1572	1380	1558	1290	1195	1241	1373	1608	1585	1515	1301	953	1053	1007	1325	1379	48270
1337	1353	1372	1545	1709	1283	1585	1262	1326	1352	1498	1651	1388	1492	1295	1065	1120	1114	1383	1405	49159
1352	1308	771	1496	1611	1154	1462	1292	1297	1420	1490	1653	1577	1427	1249	1055	1221	1245	1367	1366	47808
1112	1097	1378	1181	1499	1073	1258	1114	1081	1177	1188	1482	1117	1255	1027	813	966	1017	1163	1175	41109
804	762	1029	873	1124	845	1252	729	787	801	856	1126	751	1042	747	547	698	724	856	897	31410
683	547	513	700	798	729	823	648	597	637	675	871	628	827	561	492	484	612	672	702	24568
534	524	479	595	616	620	614	523	546	542	686	730	494	713	460	392	439	531	572	593	20762
376	399	378	483	733	545	474	354	359	443	474	541	372	518	322	307	346	407	437	454	15874
305	304	311	339	408	437	372	237	300	294	321	406	302	342	236	237	258	306	318	334	11678
15674	14634	15074	16226	18024	14769	15386	14797	14460	14863	15658	17411	16319	14469	14658	11378	12748	12130	15234	15359	537561
18874	17671	18342	19577	21682	17519	18426	17944	17572	18134	19148	21285	18747	17392	17686	13818	15475	14965	18494	18509	647815
19555	18374	19031	20399	22823	18501	19272	18535	18231	18871	19943	22232	19421	18252	18244	14362	16079	15678	19249	19296	675367
21441	20112	20704	22062	24614	19940	20386	20381	19915	20550	21767	24095	20740	19204	20101	15882	17543	17125	20976	20879	730782
7:00:00	7:00:00	7:00:00	7:00:00	9:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
1553	1537	1576	1478	1437	1446	1388	1604	1531	1594	1663	1407	1514	1227	1604	1362	1389	1239	1505	1256	
13:00:00	16:00:00	18:00:00	16:00:00	16:00:00	12:00:00	14:00:00	17:00:00	16:00:00	17:00:00	16:00:00	17:00:00	14:00:00	13:00:00	15:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
1376	1353	1378	1545	1709	1440	1667	1292	1326	1420	1498	1653	1758	1528	1301	1065	1221	1245	1383	1405	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, July 5, 2024 to Thursday, August 8, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-07-05	2024-07-06	2024-07-07	2024-07-08	2024-07-09	2024-07-10	2024-07-11	2024-07-12	2024-07-13	2024-07-14	2024-07-15	2024-07-16	2024-07-17	2024-07-18	2024-07-19	2024-07-20	2024-07-21
00:00:00	227	248	252	226	243	211	295	256	284	283	209	199	227	201	249	315	254
01:00:00	157	199	188	195	207	170	207	180	248	184	188	186	186	180	224	222	217
02:00:00	114	148	144	205	174	165	198	177	186	171	168	180	173	181	217	184	170
03:00:00	138	121	124	213	207	202	225	243	189	140	203	200	218	217	255	190	145
04:00:00	167	156	128	311	295	253	290	303	193	162	290	282	266	313	253	185	135
05:00:00	245	242	191	489	534	505	511	425	292	144	475	479	484	533	433	275	174
06:00:00	442	373	325	820	768	746	830	755	579	258	839	816	769	815	795	464	281
07:00:00	680	615	595	1046	1090	1055	1133	1032	864	492	1105	1045	1037	819	1093	779	505
08:00:00	868	784	882	1104	1096	1028	1025	1074	996	589	1133	1092	1046	1118	1152	884	661
09:00:00	975	1058	1032	1085	908	1021	1134	1268	1122	857	1128	1019	1070	1264	1249	1171	896
10:00:00	1213	1310	1390	1132	1036	1062	1172	1267	1291	1115	1121	994	1035	1161	1302	1363	1197
11:00:00	1354	1527	1655	1238	1089	1121	1181	1511	1488	1400	1254	1081	1215	1263	1538	1441	1365
12:00:00	1543	1637	1867	1301	1166	1166	1310	1414	1309	1613	1364	1144	1204	1300	1715	1664	1650
13:00:00	1616	1816	1897	1295	1192	1373	1423	1866	1667	1785	1406	1142	1281	1463	1692	1536	1674
14:00:00	1631	1721	2001	1425	1383	1326	1391	1766	1690	1705	1407	1360	1426	1460	1755	1599	1768
15:00:00	1568	1711	2035	1467	1407	1469	1599	1938	1502	1713	1495	1435	1495	1606	1900	1568	1843
16:00:00	1529	1592	1944	1668	1522	1543	1716	1894	1298	1666	1505	1558	1677	1731	2041	1326	1719
17:00:00	1420	1194	1809	1647	1514	1639	1681	1790	1198	1495	1561	1493	1552	1657	1917	1236	1560
18:00:00	1142	1085	1644	1272	1150	1263	1339	1504	1096	1215	1247	1184	1199	1294	1522	1057	1300
19:00:00	1028	919	1295	961	787	962	1012	1206	987	1042	906	847	960	974	1140	988	1097
20:00:00	829	749	964	696	697	676	785	951	722	856	640	645	657	743	964	776	817
21:00:00	646	571	651	511	518	589	620	764	624	621	500	527	535	542	690	654	650
22:00:00	468	492	422	419	381	418	496	563	516	509	404	386	419	468	549	506	428
23:00:00	378	379	367	305	335	302	369	419	421	330	285	307	302	331	416	346	308
7am-7pm	15539	16050	18751	15680	14553	15066	16104	18324	15521	15645	15726	14547	15237	16136	18876	15624	16138
6am-10pm	18484	18662	21986	18668	17323	18039	19351	22000	18433	18422	18611	17382	18158	19210	22465	18506	18983
6am-12am	19330	19533	22775	19392	18039	18759	20216	22982	19370	19261	19300	18075	18879	20009	23430	19358	19719
12am-12am	20378	20647	23802	21031	19699	20265	21942	24566	20762	20345	20833	19601	20433	21634	25061	20729	20814
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	9:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1354	1527	1655	1238	1096	1121	1181	1511	1488	1400	1254	1092	1215	1264	1538	1441	1365
pm Peak	14:00:00	13:00:00	15:00:00	16:00:00	16:00:00	17:00:00	16:00:00	15:00:00	14:00:00	13:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	15:00:00
Peak Volume	1631	1816	2035	1668	1522	1639	1716	1938	1690	1785	1561	1558	1677	1731	2041	1664	1843

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-07-22	2024-07-23	2024-07-24	2024-07-25	2024-07-26	2024-07-27	2024-07-28	2024-07-29	2024-07-30	2024-07-31	2024-08-01	2024-08-02	2024-08-03	2024-08-04	2024-08-05	2024-08-06	2024-08-07	2024-08-08	Workday	7 Day	Count
241	211	202	251	256	297	262	208	211	207	254	254	307	649	190	214	185	150	223	249	8728
195	177	177	175	200	224	188	198	173	171	186	195	255	254	184	182	159	175	185	194	6806
180	181	181	178	211	194	146	165	166	183	179	192	195	156	168	152	152	158	176	174	6092
212	235	214	199	211	180	128	194	195	241	233	208	192	105	178	222	182	185	209	193	6744
320	295	265	297	273	192	124	300	268	289	275	261	183	117	282	251	220	240	274	241	8434
521	517	522	464	469	267	191	548	514	467	528	444	260	167	485	441	439	436	476	403	14111
840	821	802	797	734	440	255	799	808	799	807	642	469	263	754	658	651	637	758	647	22651
1067	1007	1045	979	1075	701	454	954	1017	913	918	861	749	519	946	836	864	829	978	878	30719
1010	1051	1007	1035	1177	882	647	1061	1002	1084	1113	1103	887	684	966	871	960	883	1042	970	33955
1067	988	1068	1167	1194	1025	841	1022	1120	1040	1031	1238	1096	1031	1076	817	967	868	1071	1055	36913
1128	1015	1042	1128	1338	1223	1078	1046	990	1032	1085	1271	1138	1309	1061	900	966	895	1096	1137	39806
1236	1060	1099	1174	1416	1352	1364	1202	1044	1097	1154	1489	1284	1437	1157	967	1008	900	1194	1262	44161
1380	1123	1176	1273	1550	1448	1545	1342	1095	1273	1347	1503	1262	1561	1314	1049	1040	1039	1285	1362	47687
1327	1254	1250	1403	1579	1502	1759	1361	1271	1208	1245	1477	1331	1547	1299	1020	998	988	1337	1427	49943
1451	1339	1313	1433	1784	1468	1794	1317	1268	1269	1340	1739	1379	1670	1324	1084	1148	1235	1415	1491	52169
1463	1409	1501	1585	1649	1408	1775	1532	1395	1455	1615	1693	1267	1566	1493	1132	1225	1269	1512	1548	54183
1662	1610	1605	1665	1810	1302	1739	1704	1570	1674	1659	1759	1243	1451	1617	1240	1450	1370	1631	1602	56059
1632	1589	1433	1733	1846	1293	1495	1637	1612	1625	1609	1838	1096	1336	1479	1168	1397	1361	1593	1530	53542
1200	1186	1262	1308	1573	1116	1359	1190	1272	1256	1497	1372	888	1333	1342	889	981	1033	1259	1245	43570
914	819	853	952	1131	919	1190	897	845	861	984	1277	854	1082	947	687	752	829	941	969	33904
658	672	640	713	851	766	829	642	683	714	810	934	750	784	648	471	623	561	716	740	25916
502	540	480	644	701	687	639	502	482	567	645	725	677	625	499	386	461	432	560	583	20407
389	371	401	424	569	507	492	388	388	367	514	561	813	428	395	285	355	336	429	452	15827
288	298	307	338	390	368	334	266	291	326	298	388	971	322	266	246	239	262	318	346	12098
15623	14631	14801	15883	17991	14720	15850	15368	14656	14926	15613	17343	13620	15444	15074	11973	13004	12670	15414	15506	542707
18537	17483	17576	18989	21408	17532	18763	18208	17474	17867	18859	20921	16370	18198	17922	14175	15491	15129	18389	18445	645585
19214	18152	18284	19751	22367	18407	19589	18862	18153	18560	19671	21870	18154	18948	18583	14706	16085	15727	19136	19243	673510
20883	19768	19845	21315	23987	19761	20628	20475	19680	20118	21326	23424	19546	20396	20070	16168	17422	17071	20680	20698	724425
11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1236	1060	1099	1174	1416	1352	1364	1202	1120	1097	1154	1489	1284	1437	1157	967	1008	900	1194	1262	
16:00:00	16:00:00	16:00:00	17:00:00	17:00:00	13:00:00	14:00:00	16:00:00	17:00:00	16:00:00	16:00:00	17:00:00	14:00:00	14:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	
1662	1610	1605	1733	1846	1502	1794	1704	1612	1674	1659	1838	1379	1670	1617	1240	1450	1370	1631	1602	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, July 5, 2024 to Thursday, August 8, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
7/5/2024 0:00	7/5/2024 23:59	Holiday-affected	-	Yes	Independence Day
8/6/2024 0:00	8/6/2024 23:59	Volume Atypical	-	Yes	
8/8/2024 0:00	8/8/2024 23:59	Volume Atypical	-	Yes	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, August 9, 2024 to Thursday, September 12, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-08-09	2024-08-10	2024-08-11	2024-08-12	2024-08-13	2024-08-14	2024-08-15	2024-08-16	2024-08-17	2024-08-18	2024-08-19	2024-08-20	2024-08-21	2024-08-22	2024-08-23	2024-08-24	2024-08-25
00:00:00	410	536	520	446	419	406	426	459	583	487	438	413	426	409	491	551	576
01:00:00	362	351	391	329	356	316	349	404	449	397	322	340	348	313	353	421	358
02:00:00	364	371	312	348	276	302	331	340	333	294	336	312	312	291	357	360	261
03:00:00	397	326	245	389	398	395	387	470	351	276	412	429	381	455	427	344	278
04:00:00	556	349	239	606	536	614	604	616	377	267	639	567	601	548	584	347	268
05:00:00	959	577	331	1103	1117	1124	1194	1021	534	337	1204	1123	1150	1155	1067	522	340
06:00:00	1828	945	596	2070	1975	2076	2070	1937	1038	538	2040	2049	2056	2070	1922	939	577
07:00:00	2305	1449	840	2591	2638	2604	2716	2444	1458	885	2628	2560	2669	2709	2411	1354	859
08:00:00	2252	1749	1155	2386	2347	2317	2376	2328	1831	1245	2257	2348	2347	2450	2316	1797	1145
09:00:00	2263	2060	1564	2163	2050	2095	2336	2293	2222	1780	2099	2026	2076	2211	2298	2197	1577
10:00:00	2371	2338	1953	2083	1953	1908	1926	2432	2548	2084	2104	1985	2037	2154	2347	2499	2045
11:00:00	2458	2645	2329	2155	2032	2027	2353	2628	2562	2474	2201	2071	2078	2299	2642	2591	2511
12:00:00	2613	2618	2768	2408	2017	2175	2431	2859	2741	2761	2408	2107	2099	2431	2881	2569	2727
13:00:00	2847	2628	2940	2526	2194	2300	2704	3038	2711	2960	2376	2319	2285	2406	2920	2641	2953
14:00:00	2921	2554	2925	2557	2283	2406	2756	3190	2513	3234	2566	2363	2356	2760	3070	2523	3147
15:00:00	3045	2322	2930	2617	2473	2586	2899	3156	2678	3015	2586	2544	2552	2861	3277	2401	3108
16:00:00	3213	2423	2831	2866	2784	2793	3186	3604	2578	3048	2979	2850	2903	3034	3539	2459	2989
17:00:00	3323	2117	2649	2910	2828	2845	3096	3544	2260	2969	2914	2823	2922	3137	3355	2300	2834
18:00:00	2786	2030	2442	2187	2245	2350	2469	2993	2139	2535	2194	2198	2301	2549	2984	2050	2400
19:00:00	2124	1651	2042	1685	1565	1619	1868	2364	1802	2234	1612	1601	1648	1878	2193	1786	2008
20:00:00	1796	1307	1481	1234	1270	1346	1492	1835	1558	1653	1236	1270	1256	1526	1834	1431	1511
21:00:00	1382	1178	1242	1019	1079	1140	1314	1477	1291	1247	997	1028	1131	1130	1401	1313	1189
22:00:00	1061	858	861	767	732	749	888	1179	938	944	816	716	748	826	1152	1019	786
23:00:00	770	746	649	568	513	546	643	819	655	590	514	561	552	670	819	673	664
7am-7pm	32397	26933	27326	29449	27844	28406	31248	34509	28241	28990	29312	28194	28625	31001	34040	27381	28295
6am-10pm	39527	32014	32687	35457	33733	34587	37992	42122	33930	34662	35197	34142	34716	37605	41390	32850	33580
6am-12am	41358	33618	34197	36792	34978	35882	39523	44120	35523	36196	36527	35419	36016	39101	43361	34542	35030
12am-12am	44406	36128	36235	40013	38080	39039	42814	47430	38150	38254	39878	38603	39234	42272	46640	37087	37111
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2458	2645	2329	2591	2638	2604	2716	2628	2562	2474	2628	2560	2669	2709	2642	2591	2511
pm Peak	17:00:00	13:00:00	13:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	12:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	13:00:00	14:00:00
Peak Volume	3323	2628	2940	2910	2828	2845	3186	3604	2741	3234	2979	2850	2922	3137	3539	2641	3147

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-08-26	2024-08-27	2024-08-28	2024-08-29	2024-08-30	2024-08-31	2024-09-01	2024-09-02	2024-09-03	2024-09-04	2024-09-05	2024-09-06	2024-09-07	2024-09-08	2024-09-09	2024-09-10	2024-09-11	2024-09-12	Workday	7 Day	Count
450	391	390	437	566	754	503	620	423	415	374	503	561	493	404	345	402	378	434	469	16405
283	334	318	370	407	506	410	426	279	299	372	357	358	346	300	313	300	313	339	356	12450
316	312	293	341	450	420	293	311	298	331	300	342	321	244	300	290	309	293	322	322	11264
365	400	396	441	461	354	225	259	393	386	373	433	298	213	350	382	395	389	399	368	12873
614	533	549	608	597	397	219	340	642	571	585	577	360	239	620	635	571	570	579	501	17545
1187	1124	1140	1101	1021	577	333	442	1223	1161	1153	954	575	331	1202	1092	1129	1128	1091	907	31731
2050	2009	2067	2089	1917	1029	540	779	2089	2061	2047	1855	924	533	2059	2004	2037	2052	1968	1625	56867
2698	2634	2643	2627	2436	1458	795	972	2621	2515	2703	2460	1456	986	2697	2623	2581	2633	2525	2133	74658
2235	2252	2244	2259	2547	1907	1193	1327	2467	2302	2343	2309	1819	1189	2250	2307	2205	2368	2286	2062	72169
2014	1998	2034	2156	2539	2414	1591	1801	2070	1995	2077	2217	2189	1636	2064	2027	1946	2104	2118	2062	72182
2005	1857	1979	2198	2744	2834	1958	2298	2178	1970	2004	2354	2467	1978	2174	1902	1956	2089	2120	2163	75712
1595	1917	2064	2330	3033	3004	2378	2862	2308	1956	2129	2513	2611	2380	2170	1992	2018	2179	2240	2328	81495
2117	2126	2126	2547	3251	2820	2644	3171	2322	2190	2281	2738	2654	2809	2451	2117	2063	2286	2409	2495	87326
2407	2118	2195	2692	3530	2727	2650	3538	2540	2211	2469	3002	2560	3080	2441	2195	2276	2544	2563	2626	91923
2398	2224	2446	2893	3700	2606	2850	3568	2564	2231	2432	3067	2574	3073	2377	2222	2353	2620	2653	2695	94322
2538	2325	2534	3021	3698	2421	2681	3314	2643	2462	2806	3216	2410	2973	2544	2610	2659	2753	2789	2762	96658
2661	2936	2724	3128	3999	2206	2412	3320	2856	2764	3121	3373	2383	2971	2775	2763	2841	3082	3044	2926	102394
2849	2834	2996	3416	4005	1989	2275	3152	2908	2859	3119	3561	2232	2842	2814	2859	2920	3100	3084	2902	101556
2243	2171	2295	2713	3523	2026	2079	2602	2394	2326	2457	3132	2061	2368	2056	2263	2131	2521	2483	2406	84213
1582	1560	1508	2097	2837	1871	1704	2194	1736	1620	1815	2240	1832	2051	1502	1546	1507	1820	1829	1849	64702
1197	1192	1470	1700	2267	1534	1432	1709	1346	1348	1487	1646	1441	1693	1221	1201	1375	1462	1469	1479	51757
921	921	1092	1370	1862	1423	1137	1178	972	1022	1055	1320	1186	1409	911	933	1052	1176	1155	1186	41498
635	693	765	1082	1463	1155	894	840	756	762	795	1180	1037	861	670	657	677	812	857	879	30774
509	563	544	888	1368	736	628	591	555	546	588	942	707	586	533	471	534	634	650	654	22875
27760	27392	28280	31980	39005	28412	25506	31925	29871	27781	29941	33942	27416	28285	28813	27880	27949	30279	30313	29560	1034608
33510	33074	34417	39236	47888	34269	30319	37785	36014	33832	36345	41003	32799	33971	34506	33564	33920	36789	36734	35698	1249432
34654	34330	35726	41206	50719	36160	31841	39216	37325	35140	37728	43125	34543	35418	35709	34692	35131	38235	38241	37231	1303081
37869	37424	38812	44504	54221	39168	33824	41614	40583	38303	40885	46291	37016	37284	38885	37749	38237	41306	41404	40153	1405349
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2698	2634	2643	2627	3033	3004	2378	2862	2621	2515	2703	2513	2611	2380	2697	2623	2581	2633	2525	2328	
17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	12:00:00	14:00:00	14:00:00	17:00:00	17:00:00	16:00:00	17:00:00	12:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
2849	2936	2996	3416	4005	2820	2850	3568	2908	2859	3121	3561	2654	3080	2814	2859	2920	3100	3084	2926	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, August 9, 2024 to Thursday, September 12, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-08-09	2024-08-10	2024-08-11	2024-08-12	2024-08-13	2024-08-14	2024-08-15	2024-08-16	2024-08-17	2024-08-18	2024-08-19	2024-08-20	2024-08-21	2024-08-22	2024-08-23	2024-08-24	2024-08-25
00:00:00	210	250	261	229	208	202	196	220	283	226	221	205	225	226	248	282	316
01:00:00	172	199	207	182	174	149	153	190	225	204	172	180	183	158	192	221	182
02:00:00	185	161	148	210	130	146	165	171	175	128	176	146	156	142	172	179	121
03:00:00	218	152	138	204	177	187	173	232	161	131	182	217	182	237	211	154	145
04:00:00	314	177	122	319	280	328	316	344	186	138	330	284	313	275	336	179	117
05:00:00	564	336	196	619	609	630	697	575	297	188	639	614	629	682	635	291	179
06:00:00	1116	536	342	1307	1205	1288	1259	1158	619	285	1240	1230	1272	1269	1178	510	328
07:00:00	1339	731	405	1668	1637	1669	1673	1510	737	417	1655	1607	1683	1706	1459	646	399
08:00:00	1246	934	610	1396	1275	1307	1377	1304	966	569	1240	1288	1308	1400	1256	982	600
09:00:00	1173	1143	837	1132	1065	1065	1164	1229	1237	924	1031	1038	1109	1155	1168	1229	880
10:00:00	1169	1276	1005	1075	969	963	946	1264	1376	1093	1019	1013	1022	1064	1202	1334	1131
11:00:00	1167	1306	1157	1051	999	1009	1159	1293	1307	1233	1049	986	1004	1109	1306	1364	1323
12:00:00	1280	1335	1396	1280	1046	1096	1186	1420	1432	1380	1097	1045	1049	1239	1396	1315	1363
13:00:00	1361	1254	1468	1322	1113	1178	1319	1468	1302	1381	1197	1202	1195	1188	1466	1352	1413
14:00:00	1378	1264	1430	1291	1116	1153	1334	1478	1243	1591	1227	1244	1235	1377	1458	1247	1562
15:00:00	1451	1157	1497	1289	1168	1267	1408	1618	1321	1440	1227	1238	1179	1362	1504	1186	1506
16:00:00	1475	1212	1509	1308	1300	1235	1483	1728	1259	1545	1286	1335	1331	1396	1673	1151	1414
17:00:00	1539	1083	1418	1301	1387	1337	1477	1673	1123	1432	1317	1356	1343	1467	1553	1125	1391
18:00:00	1412	1008	1275	1025	1099	1098	1251	1610	1095	1215	1063	1051	1130	1281	1451	1045	1230
19:00:00	994	812	1061	822	768	735	888	1131	827	1087	762	822	753	871	1080	836	936
20:00:00	910	641	779	593	615	658	711	893	724	823	581	631	590	692	890	688	748
21:00:00	655	521	665	509	524	556	634	718	607	655	497	526	590	550	683	633	608
22:00:00	516	427	452	404	392	375	416	539	437	516	413	371	379	412	609	525	400
23:00:00	398	348	344	262	257	295	319	403	347	277	250	282	293	315	391	364	352
7am-7pm	15990	13703	14007	15138	14174	14377	15777	17595	14398	14220	14408	14403	14588	15744	16892	13976	14212
6am-10pm	19665	16213	16854	18369	17286	17614	19269	21495	17175	17070	17488	17612	17793	19126	20723	16643	16832
6am-12am	20579	16988	17650	19035	17935	18284	20004	22437	17959	17863	18151	18265	18465	19853	21723	17532	17584
12am-12am	22242	18263	18722	20798	19513	19926	21704	24169	19286	18878	19871	19911	20153	21573	23517	18838	18644
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	10:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1339	1306	1157	1668	1637	1669	1673	1510	1376	1233	1655	1607	1683	1706	1459	1364	1323
pm Peak	17:00:00	12:00:00	16:00:00	13:00:00	17:00:00	17:00:00	16:00:00	16:00:00	12:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	14:00:00
Peak Volume	1539	1335	1509	1322	1387	1337	1483	1728	1432	1591	1317	1356	1343	1467	1673	1352	1562

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-08-26	2024-08-27	2024-08-28	2024-08-29	2024-08-30	2024-08-31	2024-09-01	2024-09-02	2024-09-03	2024-09-04	2024-09-05	2024-09-06	2024-09-07	2024-09-08	2024-09-09	2024-09-10	2024-09-11	2024-09-12	Workday	7 Day	Count
257	183	207	214	238	334	233	277	225	209	161	240	252	243	217	182	192	187	215	230	8059
136	152	146	189	228	238	220	188	144	157	209	166	171	167	155	158	176	161	171	180	6304
168	152	137	181	216	199	138	154	165	174	154	175	156	117	167	138	159	143	163	160	5604
174	198	207	239	236	190	110	134	177	178	186	218	135	106	183	198	214	211	199	183	6395
327	276	294	318	343	226	112	165	368	303	319	317	176	121	335	324	315	310	310	266	9307
695	627	639	620	588	284	166	243	694	646	661	547	284	160	658	580	590	621	612	505	17683
1278	1256	1258	1292	1190	536	310	450	1242	1308	1284	1169	537	257	1303	1262	1297	1274	1215	990	34645
1673	1686	1695	1682	1424	727	369	474	1688	1612	1723	1506	733	541	1726	1609	1680	1682	1579	1291	45171
1229	1282	1264	1257	1450	1116	630	654	1358	1277	1307	1255	1005	589	1217	1350	1245	1351	1276	1140	39894
1038	1098	1022	1126	1346	1397	880	890	1087	1025	1067	1128	1189	865	1013	1050	988	1085	1092	1082	37873
989	908	1011	1071	1393	1611	1056	1075	1106	1001	1025	1199	1251	1041	1190	987	987	1039	1067	1110	38861
784	987	1008	1175	1518	1690	1279	1279	1165	949	1030	1181	1321	1172	1107	991	1014	1093	1097	1159	40565
1048	1057	1100	1283	1655	1552	1357	1462	1138	1108	1118	1258	1234	1320	1275	1046	1054	1064	1192	1242	43484
1196	1098	1137	1359	1844	1465	1281	1593	1311	1095	1212	1469	1242	1446	1250	1168	1168	1285	1288	1309	45798
1191	1055	1136	1463	1725	1397	1428	1656	1229	1089	1125	1432	1196	1440	1169	1140	1132	1248	1283	1311	45879
1196	1064	1189	1496	1804	1248	1301	1580	1262	1189	1345	1574	1107	1356	1233	1218	1241	1324	1337	1330	46545
1209	1378	1205	1657	2001	1073	1161	1549	1325	1246	1490	1522	1075	1350	1250	1272	1380	1446	1419	1378	48229
1307	1302	1359	1529	1885	999	1097	1381	1390	1304	1458	1770	1020	1389	1317	1299	1307	1447	1432	1368	47882
1031	998	1088	1294	1826	1055	1019	1248	1119	1112	1138	1484	1032	1281	1016	1125	1015	1212	1207	1184	41432
705	681	744	979	1391	903	779	1086	792	750	826	1039	860	1045	710	751	680	828	864	878	30734
587	521	624	794	1172	656	681	826	627	603	689	746	661	1010	547	580	683	702	699	711	24876
433	453	562	728	1026	620	570	597	447	526	502	598	541	774	444	475	499	568	572	586	20494
341	328	401	504	787	464	440	442	386	335	406	594	530	462	319	313	319	403	428	439	15357
260	293	271	373	647	379	329	286	307	263	286	427	320	342	246	250	269	327	319	325	11372
13891	13913	14214	16392	19871	15330	12858	14841	15178	14007	15038	16778	13405	13790	14763	14255	14211	15276	15269	14903	521613
16894	16824	17402	20185	24650	18045	15198	17800	18286	17194	18339	20330	16004	16876	17767	17323	17370	18648	18618	18067	632362
17495	17445	18074	21062	26084	18888	15967	18528	18979	17792	19031	21351	16854	17680	18332	17886	17958	19378	19365	18831	659091
19252	19033	19704	22823	27933	20359	16946	19689	20752	19459	20721	23014	18028	18594	20047	19466	19604	21011	21035	20356	712443
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1673	1686	1695	1682	1518	1690	1279	1279	1688	1612	1723	1506	1321	1172	1726	1609	1680	1682	1579	1291	
17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	12:00:00	14:00:00	14:00:00	17:00:00	17:00:00	16:00:00	17:00:00	13:00:00	13:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	
1307	1378	1359	1657	2001	1552	1428	1656	1390	1304	1490	1770	1242	1446	1317	1299	1380	1447	1432	1378	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, August 9, 2024 to Thursday, September 12, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-08-09	2024-08-10	2024-08-11	2024-08-12	2024-08-13	2024-08-14	2024-08-15	2024-08-16	2024-08-17	2024-08-18	2024-08-19	2024-08-20	2024-08-21	2024-08-22	2024-08-23	2024-08-24	2024-08-25
00:00:00	200	286	259	217	211	204	230	239	300	261	217	208	201	183	243	269	260
01:00:00	190	152	184	147	182	167	196	214	224	193	150	160	165	155	161	200	176
02:00:00	179	210	164	138	146	156	166	169	158	166	160	166	156	149	185	181	140
03:00:00	179	174	107	185	221	208	214	238	190	145	230	212	199	218	216	190	133
04:00:00	242	172	117	287	256	286	288	272	191	129	309	283	288	273	248	168	151
05:00:00	395	241	135	484	508	494	497	446	237	149	565	509	521	473	432	231	161
06:00:00	712	409	254	763	770	788	811	779	419	253	800	819	784	801	744	429	249
07:00:00	966	718	435	923	1001	935	1043	934	721	468	973	953	986	1003	952	708	460
08:00:00	1006	815	545	990	1072	1010	999	1024	865	676	1017	1060	1039	1050	1060	815	545
09:00:00	1090	917	727	1031	985	1030	1172	1064	985	856	1068	988	967	1056	1130	968	697
10:00:00	1202	1062	948	1008	984	945	980	1168	1172	991	1085	972	1015	1090	1145	1165	914
11:00:00	1291	1339	1172	1104	1033	1018	1194	1335	1255	1241	1152	1085	1074	1190	1336	1227	1188
12:00:00	1333	1283	1372	1128	971	1079	1245	1439	1309	1381	1311	1062	1050	1192	1485	1254	1364
13:00:00	1486	1374	1472	1204	1081	1122	1385	1570	1409	1579	1179	1117	1090	1218	1454	1289	1540
14:00:00	1543	1290	1495	1266	1167	1253	1422	1712	1270	1643	1339	1119	1121	1383	1612	1276	1585
15:00:00	1594	1165	1433	1328	1305	1319	1491	1538	1357	1575	1359	1306	1373	1499	1773	1215	1602
16:00:00	1738	1211	1322	1558	1484	1558	1703	1876	1319	1503	1693	1515	1572	1638	1866	1308	1575
17:00:00	1784	1034	1231	1609	1441	1508	1619	1871	1137	1537	1597	1467	1579	1670	1802	1175	1443
18:00:00	1374	1022	1167	1162	1146	1252	1218	1383	1044	1320	1131	1147	1171	1268	1533	1005	1170
19:00:00	1130	839	981	863	797	884	980	1233	975	1147	850	779	895	1007	1113	950	1072
20:00:00	886	666	702	641	655	688	781	942	834	830	655	639	666	834	944	743	763
21:00:00	727	657	577	510	555	584	680	759	684	592	500	502	541	580	718	680	581
22:00:00	545	431	409	363	340	374	472	640	501	428	403	345	369	414	543	494	386
23:00:00	372	398	305	306	256	251	324	416	308	313	264	279	259	355	428	309	312
7am-7pm	16407	13230	13319	14311	13670	14029	15471	16914	13843	14770	14904	13791	14037	15257	17148	13405	14083
6am-10pm	19862	15801	15833	17088	16447	16973	18723	20627	16755	17592	17709	16530	16923	18479	20667	16207	16748
6am-12am	20779	16630	16547	17757	17043	17598	19519	21683	17564	18333	18376	17154	17551	19248	21638	17010	17446
12am-12am	22164	17865	17513	19215	18567	19113	21110	23261	18864	19376	20007	18692	19081	20699	23123	18249	18467
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1291	1339	1172	1104	1072	1030	1194	1335	1255	1241	1152	1085	1074	1190	1336	1227	1188
pm Peak	17:00:00	13:00:00	14:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	13:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	15:00:00
Peak Volume	1784	1374	1495	1609	1484	1558	1703	1876	1409	1643	1693	1515	1579	1670	1866	1308	1602

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-08-26	2024-08-27	2024-08-28	2024-08-29	2024-08-30	2024-08-31	2024-09-01	2024-09-02	2024-09-03	2024-09-04	2024-09-05	2024-09-06	2024-09-07	2024-09-08	2024-09-09	2024-09-10	2024-09-11	2024-09-12	Workday	7 Day	Count
193	208	183	223	328	420	270	343	198	206	213	263	309	250	187	163	210	191	218	238	8346
147	182	172	181	179	268	190	238	135	142	163	191	187	179	145	155	124	152	168	176	6146
148	160	156	160	234	221	155	157	133	157	146	167	165	127	133	152	150	150	159	162	5660
191	202	189	202	225	164	115	125	216	208	187	215	163	107	167	184	181	178	200	185	6478
287	257	255	290	254	171	107	175	274	268	266	260	184	118	285	311	256	260	269	235	8238
492	497	501	481	433	293	167	199	529	515	492	407	291	171	544	512	539	507	479	401	14048
772	753	809	797	727	493	230	329	847	753	763	686	387	276	756	742	740	778	753	635	22222
1025	948	948	945	1012	731	426	498	933	903	980	954	723	445	971	1014	901	951	946	842	29487
1006	970	980	1002	1097	791	563	673	1109	1025	1036	1054	814	600	1033	957	960	1017	1010	922	32275
976	900	1012	1030	1193	1017	711	911	983	970	1010	1089	1000	771	1051	977	958	1019	1026	980	34309
1016	949	968	1127	1351	1223	902	1223	1072	969	979	1155	1216	937	984	915	969	1050	1053	1053	36851
811	930	1056	1155	1515	1314	1099	1583	1143	1007	1099	1332	1290	1208	1063	1001	1004	1086	1144	1169	40930
1069	1069	1026	1264	1596	1268	1287	1709	1184	1082	1163	1480	1420	1489	1176	1071	1009	1222	1217	1253	43842
1211	1020	1058	1333	1686	1262	1369	1945	1229	1116	1257	1533	1318	1634	1191	1027	1108	1259	1275	1318	46125
1207	1169	1310	1430	1975	1209	1422	1912	1335	1142	1307	1635	1378	1633	1208	1082	1221	1372	1370	1384	48443
1342	1261	1345	1525	1894	1173	1380	1734	1381	1273	1461	1642	1303	1617	1311	1392	1418	1429	1452	1432	50113
1452	1558	1519	1471	1998	1133	1251	1771	1531	1518	1631	1851	1308	1621	1525	1491	1461	1636	1625	1548	54165
1542	1532	1637	1887	2120	990	1178	1771	1518	1555	1661	1791	1212	1453	1497	1560	1613	1653	1651	1534	53674
1212	1173	1207	1419	1697	971	1060	1354	1275	1214	1319	1648	1029	1087	1040	1138	1116	1309	1276	1222	42781
877	879	764	1118	1446	968	925	1108	944	870	989	1201	972	1006	792	795	827	992	965	971	33968
610	671	846	906	1095	878	751	883	719	745	798	900	780	683	674	621	692	760	770	768	26881
488	468	530	642	836	803	567	581	525	496	553	722	645	635	467	458	553	608	583	600	21004
294	365	364	578	676	691	454	398	370	427	389	586	507	399	351	344	358	409	429	440	15417
249	270	273	515	721	357	299	305	248	283	302	515	387	244	287	221	265	307	331	329	11503
13869	13479	14066	15588	19134	13082	12648	17084	14693	13774	14903	17164	14011	14495	14050	13625	13738	15003	15044	14657	512995
16616	16250	17015	19051	23238	16224	15121	19985	17728	16638	18006	20673	16795	17095	16739	16241	16550	18141	18116	17631	617070
17159	16885	17652	20144	24635	17272	15874	20688	18346	17348	18697	21774	17689	17738	17377	16806	17173	18857	18875	18400	643990
18617	18391	19108	21681	26288	18809	16878	21925	19831	18844	20164	23277	18988	18690	18838	18283	18633	20295	20368	19797	692906
7:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1025	970	1056	1155	1515	1314	1099	1583	1143	1025	1099	1332	1290	1208	1063	1014	1004	1086	1144	1169	
17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	12:00:00	14:00:00	13:00:00	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	13:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
1542	1558	1637	1887	2120	1268	1422	1945	1531	1555	1661	1851	1420	1634	1525	1560	1613	1653	1651	1548	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, August 9, 2024 to Thursday, September 12, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
8/30/2024 0:00	8/30/2024 23:59	Holiday-affected	-	Yes	Labor Day Weekend
8/31/2024 0:00	8/31/2024 23:59	Holiday-affected	-	Yes	Labor Day Weekend
9/1/2024 0:00	9/1/2024 23:59	Holiday-affected	-	Yes	Labor Day Weekend
9/2/2024 0:00	9/2/2024 23:59	Holiday	-	Yes	Labor Day
9/3/2024 0:00	9/3/2024 23:59	Holiday-affected	-	Yes	Labor Day Weekend

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, September 13, 2024 to Thursday, October 17, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-09-13	2024-09-14	2024-09-15	2024-09-16	2024-09-17	2024-09-18	2024-09-19	2024-09-20	2024-09-21	2024-09-22	2024-09-23	2024-09-24	2024-09-25	2024-09-26	2024-09-27	2024-09-28	2024-09-29
00:00:00	394	544	485	426	339	342	369	454	604	667	387	385	369	453	380	570	545
01:00:00	304	365	309	316	289	309	372	386	412	368	340	288	310	371	275	382	406
02:00:00	342	330	276	303	286	268	343	354	384	271	285	294	321	333	237	287	297
03:00:00	396	321	254	361	413	417	415	429	326	239	414	398	406	424	237	306	264
04:00:00	565	389	242	616	575	607	629	585	352	253	599	549	611	572	269	290	310
05:00:00	972	574	353	1188	1054	1114	1117	1008	564	319	1191	1119	1145	1126	378	460	454
06:00:00	1866	995	547	2056	1928	2059	2144	1861	1018	555	2100	2122	2103	1902	334	884	791
07:00:00	2483	1512	850	2555	2609	2574	2602	2411	1472	966	2702	2594	2634	2347	456	1239	1518
08:00:00	2271	1874	1189	2257	2136	2178	2339	2389	1925	1274	2227	2301	2278	2117	705	2215	2835
09:00:00	2227	2290	1922	2059	1987	2026	2110	2169	2292	1771	1981	2015	2113	1992	925	2904	3786
10:00:00	2388	2463	2193	2004	1944	1919	2080	2579	2493	2164	2159	1892	2117	1904	1326	3602	4389
11:00:00	2592	2568	2554	2062	2040	2057	2161	2689	2738	2632	2203	1948	2097	2062	1507	4222	4140
12:00:00	2843	2516	2845	2296	2162	2135	2294	3004	2732	3113	2352	2061	2277	2108	1733	4755	5302
13:00:00	3061	2492	3065	2255	2237	2303	2643	2979	2757	3360	2450	2120	2340	2112	2191	4904	5511
14:00:00	2668	2417	3065	2394	2248	2327	2770	3219	2676	3266	2585	2284	2495	2219	2495	4955	4989
15:00:00	3472	2264	3044	2543	2388	2482	2899	3466	2777	3056	2595	2474	2683	2381	3132	4845	5316
16:00:00	3494	2349	2854	2704	2869	2888	3108	3369	2610	3182	2768	2704	2951	2584	2476	4889	4874
17:00:00	3375	2583	2730	2820	2913	2875	3166	3568	2372	3086	2778	2699	2858	2429	2529	4347	4202
18:00:00	2935	2296	2532	1998	2248	2245	2582	3142	2150	2594	2238	2262	2517	1826	2805	3768	3638
19:00:00	2155	1799	2081	1499	1615	1626	2000	2430	1732	2211	1603	1620	1823	1430	2447	3170	2987
20:00:00	1897	1379	1606	1157	1322	1295	1529	1751	1477	1686	1194	1297	1364	1036	2207	2292	2215
21:00:00	1433	1118	1144	876	1024	1033	1293	1544	1279	1259	976	972	1156	776	2204	1632	1532
22:00:00	1207	892	768	636	693	717	873	1378	1123	842	640	679	960	610	1559	1258	1121
23:00:00	832	630	583	478	484	472	626	901	1000	556	463	523	768	398	902	884	747
7am-7pm	33809	27624	28843	27947	27781	28009	30754	34984	28994	30464	29038	27354	29360	26081	22280	46645	50500
6am-10pm	41160	32915	34221	33535	33670	34022	37720	42570	34500	36175	34911	33365	35806	31225	29472	54623	58025
6am-12am	43199	34437	35572	34649	34847	35211	39219	44849	36623	37573	36014	34567	37534	32233	31933	56765	59893
12am-12am	46172	36960	37491	37859	37803	38268	42464	48065	39265	39690	39230	37600	40696	35512	33709	59060	62169
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	10:00:00
Peak Volume	2592	2568	2554	2555	2609	2574	2602	2689	2738	2632	2702	2594	2634	2347	1507	4222	4389
pm Peak	16:00:00	17:00:00	13:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	15:00:00	13:00:00	17:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00	13:00:00
Peak Volume	3494	2583	3065	2820	2913	2888	3166	3568	2777	3360	2778	2704	2951	2584	3132	4955	5511

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-09-30	2024-10-01	2024-10-02	2024-10-03	2024-10-04	2024-10-05	2024-10-06	2024-10-07	2024-10-08	2024-10-09	2024-10-10	2024-10-11	2024-10-12	2024-10-13	2024-10-14	2024-10-15	2024-10-16	2024-10-17	Workday	7 Day	Count
458	466	456	465	594	611	479	467	459	404	454	544	617	600	526	447	368	438	434	473	16566
366	351	355	351	424	430	370	346	358	404	398	444	405	362	376	343	359	343	351	360	12587
311	352	301	331	389	369	281	331	342	351	507	419	373	298	336	356	326	363	335	330	11547
324	369	375	424	448	335	272	406	442	429	440	463	352	237	388	414	403	442	403	371	12983
554	542	549	626	590	434	310	630	591	579	675	619	427	263	636	621	614	613	585	511	17886
963	1000	1062	1140	1065	671	494	1261	1232	1340	1249	1098	632	383	1221	1167	1126	1175	1100	926	32415
1850	1882	2023	2208	2155	1176	809	2368	2482	2334	2265	2032	1028	614	2082	2081	2152	2147	2021	1684	58953
2474	2416	2553	2705	2711	1845	1114	2978	3032	2782	2820	2688	1720	1082	2570	2755	2725	2790	2559	2208	77284
2736	2371	2367	2364	2553	2004	1526	2535	2597	2531	2729	2669	2156	1424	2497	2440	2483	2428	2340	2198	76920
3051	2326	2331	2514	2526	2393	1881	2345	2168	2382	2503	2780	2375	1866	2360	2205	2250	2403	2230	2264	79228
3517	2627	2394	2440	2767	2766	2330	2274	2063	2332	2540	2920	2774	2373	2453	2224	2248	2314	2297	2428	84972
3954	2704	2497	2578	3045	2993	2582	2443	2214	2342	2628	3191	2916	2935	2619	2326	2187	2416	2422	2595	90842
3924	2837	2597	2615	3298	2961	3266	2426	2387	2455	2708	3281	3193	3243	2827	2388	2388	2502	2556	2795	97824
3923	2989	2815	2971	3437	2960	3652	2708	2509	2708	2654	3491	3085	3640	3022	2442	2602	2764	2709	2947	103152
3691	2945	2696	2938	3556	2776	3343	2775	2631	2794	3034	3506	2905	3567	3141	2487	2580	2734	2768	2948	103171
3728	3063	2911	3144	3530	2688	3272	2927	2799	2944	3044	3875	3009	3491	3211	2549	2818	3055	2965	3082	107875
3943	3089	3014	3236	3632	2580	3397	3236	3193	2948	3220	3874	2836	3254	3318	2955	3123	3294	3120	3166	110815
3615	3211	3106	3347	3772	2382	3076	2958	3359	3308	3361	3394	2694	2956	3301	3139	3174	3384	3138	3110	108867
3132	2687	2865	2937	3356	2302	3032	3118	2826	3179	2995	3575	2315	3543	2745	2473	2602	2880	2727	2753	96338
2412	2254	2200	2404	2780	2207	2877	2173	2116	2348	2312	2810	2035	2585	2054	1799	1939	2237	2083	2165	75770
1904	1829	1782	1966	2161	1996	2055	1798	1528	1814	1869	2093	1774	1919	1528	1345	1484	1687	1633	1692	59236
1463	1283	1327	1357	1761	1406	1455	1212	1252	1338	1371	1796	1407	1470	1208	1125	1274	1420	1299	1319	46176
1034	878	941	1055	1218	1004	985	880	844	888	1030	1395	1163	1155	852	788	894	1086	949	973	34046
672	611	602	694	807	741	682	584	643	654	727	996	762	764	607	645	616	678	655	678	23732
41688	33265	32146	33789	38183	30650	32471	32723	31778	32705	34236	39244	31978	33374	34064	30383	31180	32964	31830	32494	1137288
49317	40513	39478	41724	47040	37435	39667	40274	39156	40539	42053	47975	38222	39962	40936	36733	38029	40455	38867	39355	1377423
51023	42002	41021	43473	49065	39180	41334	41738	40643	42081	43810	50366	40147	41881	42395	38166	39539	42219	40472	41006	1435201
53999	45082	44119	46810	52575	42030	43540	45179	44067	45588	47533	53953	42953	44024	45878	41514	42735	45593	43680	43977	1539185
11:00:00	11:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
3954	2704	2553	2705	3045	2993	2582	2978	3032	2782	2820	3191	2916	2935	2619	2755	2725	2790	2559	2595	
16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	13:00:00	16:00:00	17:00:00	17:00:00	17:00:00	15:00:00	12:00:00	13:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
3943	3211	3106	3347	3772	2961	3652	3236	3359	3308	3361	3875	3193	3640	3318	3139	3174	3384	3138	3166	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, September 13, 2024 to Thursday, October 17, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-09-13	2024-09-14	2024-09-15	2024-09-16	2024-09-17	2024-09-18	2024-09-19	2024-09-20	2024-09-21	2024-09-22	2024-09-23	2024-09-24	2024-09-25	2024-09-26	2024-09-27	2024-09-28	2024-09-29
00:00:00	218	277	224	210	150	165	170	225	264	236	192	181	186	254	193	241	242
01:00:00	158	177	145	172	157	165	210	202	213	162	197	134	156	172	148	200	213
02:00:00	143	175	123	176	146	141	170	190	164	121	139	133	173	166	107	127	122
03:00:00	209	157	125	187	197	189	215	226	170	113	230	190	210	210	126	146	145
04:00:00	323	214	117	322	300	322	334	332	172	139	337	298	340	322	141	148	153
05:00:00	576	326	185	674	597	646	616	554	299	164	682	605	623	634	215	245	254
06:00:00	1165	620	304	1242	1219	1293	1323	1176	587	336	1280	1296	1340	1200	138	420	446
07:00:00	1521	875	423	1618	1643	1681	1654	1470	825	536	1701	1611	1706	1505	101	599	891
08:00:00	1230	1150	617	1247	1196	1213	1351	1315	1124	709	1259	1260	1260	1260	286	1269	1819
09:00:00	1098	1449	1039	1079	968	1052	1131	1078	1338	948	1135	1067	1147	1056	341	1658	2342
10:00:00	1168	1388	1149	996	974	963	1030	1384	1344	1100	1025	968	1032	988	490	2036	2402
11:00:00	1257	1372	1258	1024	1015	1037	1001	1270	1473	1296	1120	999	1052	1077	551	2419	1900
12:00:00	1428	1282	1321	1143	1076	1082	1111	1482	1429	1476	1175	1062	1135	1099	782	2859	2846
13:00:00	1540	1173	1482	1137	1137	1235	1346	1495	1388	1623	1292	1097	1159	1028	758	2899	2810
14:00:00	1166	1197	1391	1158	1110	1106	1363	1594	1334	1513	1278	1176	1233	1110	1224	2761	2313
15:00:00	1854	1059	1421	1204	1120	1181	1376	1714	1392	1431	1213	1173	1256	1116	1886	2684	2720
16:00:00	1736	1041	1356	1178	1300	1330	1461	1715	1258	1412	1267	1200	1339	1111	1239	2605	2493
17:00:00	1670	1071	1315	1274	1332	1330	1486	1723	1175	1503	1312	1282	1267	1092	1328	2119	1865
18:00:00	1485	935	1250	991	1073	1091	1222	1520	1090	1312	1026	1104	1276	944	1599	1850	1763
19:00:00	972	762	1029	691	746	767	933	1172	788	1037	696	797	775	730	1245	1579	1486
20:00:00	973	613	812	540	639	576	718	827	686	889	580	631	642	470	1274	1138	1174
21:00:00	697	538	554	448	520	477	676	777	659	645	508	447	623	408	1453	746	753
22:00:00	639	461	400	311	337	348	435	628	551	445	299	344	505	292	930	570	595
23:00:00	423	302	309	245	231	216	305	457	338	293	234	262	439	210	421	427	403
7am-7pm	17153	13992	14022	14049	13944	14301	15532	17760	15170	14859	14803	13999	14862	13386	10585	25758	26164
6am-10pm	20960	16525	16721	16970	17068	17414	19182	21712	17890	17766	17867	17170	18242	16194	14695	29641	30023
6am-12am	22022	17288	17430	17526	17636	17978	19922	22797	18779	18504	18400	17776	19186	16696	16046	30638	31021
12am-12am	23649	18614	18349	19267	19183	19606	21637	24526	20061	19439	20177	19317	20874	18454	16976	31745	32150
am Peak	7:00:00	9:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	10:00:00
Peak Volume	1521	1449	1258	1618	1643	1681	1654	1470	1473	1296	1701	1611	1706	1505	551	2419	2402
pm Peak	15:00:00	12:00:00	13:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	12:00:00	13:00:00	17:00:00	17:00:00	16:00:00	15:00:00	15:00:00	13:00:00	12:00:00
Peak Volume	1854	1282	1482	1274	1332	1330	1486	1723	1429	1623	1312	1282	1339	1116	1886	2899	2846

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-09-30	2024-10-01	2024-10-02	2024-10-03	2024-10-04	2024-10-05	2024-10-06	2024-10-07	2024-10-08	2024-10-09	2024-10-10	2024-10-11	2024-10-12	2024-10-13	2024-10-14	2024-10-15	2024-10-16	2024-10-17	Workday	7 Day	Count
247	210	245	238	284	323	248	227	249	219	215	269	305	307	257	216	169	216	216	231	8072
204	179	178	191	194	219	166	180	189	201	179	206	192	173	199	168	173	175	179	181	6347
172	179	150	161	201	172	111	166	161	174	202	222	178	147	181	179	161	191	167	161	5624
172	180	186	214	246	163	125	205	206	216	197	242	175	118	196	200	206	228	203	186	6520
324	303	304	311	315	193	123	319	306	297	326	346	214	146	331	316	333	308	312	269	9429
559	562	580	633	567	317	205	660	609	720	652	597	332	185	657	600	623	618	602	502	17571
1066	1043	1080	1181	1117	547	304	1243	1310	1320	1277	1120	541	299	1229	1235	1235	1255	1175	965	33787
1406	1333	1407	1466	1368	767	440	1649	1605	1601	1630	1486	873	543	1480	1620	1657	1666	1503	1267	44357
1555	1254	1229	1224	1168	961	595	1163	1311	1325	1358	1330	1061	715	1228	1278	1350	1302	1238	1171	40972
1653	1181	1027	1097	1125	1236	768	1117	1021	1191	1159	1270	1263	952	1179	1070	1097	1142	1099	1156	40474
1896	1301	1089	1080	1191	1449	962	1020	901	1179	1187	1366	1466	1215	1186	1114	1090	1103	1109	1207	42232
2115	1346	1111	1103	1249	1607	1145	1138	1124	1137	1273	1462	1551	1446	1231	1132	1079	1137	1162	1272	44507
2076	1436	1224	1186	1488	1513	1417	1240	1120	1228	1359	1579	1657	1643	1378	1218	1177	1247	1261	1399	48974
2053	1474	1383	1394	1606	1479	1809	1393	1264	1352	1265	1562	1518	1894	1426	1197	1275	1348	1329	1465	51291
2016	1436	1242	1326	1705	1356	1498	1377	1300	1341	1523	1623	1430	1857	1556	1156	1216	1335	1347	1438	50320
1841	1435	1369	1595	1757	1265	1417	1505	1344	1400	1446	1842	1323	1706	1507	1210	1292	1483	1445	1501	52537
1729	1444	1401	1478	1762	1255	1698	1606	1565	1274	1647	1864	1331	1604	1544	1307	1489	1650	1465	1505	52689
1610	1529	1504	1655	1963	1192	1574	1302	1674	1651	1720	1808	1320	1726	1578	1338	1516	1680	1505	1500	52484
1505	1288	1399	1412	1753	1169	1485	1649	1512	1663	1514	1776	1190	1791	1392	1160	1276	1401	1361	1368	47866
1232	1051	1057	1283	1520	1093	1673	1204	1192	1283	1201	1338	958	1276	1013	827	938	1067	1029	1069	37411
970	928	919	1033	1210	914	1199	1031	801	958	917	1024	910	992	762	646	704	843	825	856	29943
765	603	705	689	961	650	816	692	582	660	671	916	746	713	592	576	582	666	668	672	23514
454	437	454	524	623	445	512	434	454	448	533	664	596	545	427	397	428	520	475	485	16985
329	316	281	402	376	367	376	290	341	327	373	483	381	365	275	353	316	337	330	337	11803
21455	16457	15385	16016	18135	15249	14808	16159	15741	16342	17081	18968	15983	17092	16685	14800	15514	16494	15824	16249	568703
25488	20082	19146	20202	22943	18453	18800	20329	19626	20563	21147	23366	19138	20372	20281	18084	18973	20325	19521	19810	693358
26271	20835	19881	21128	23942	19265	19688	21053	20421	21338	22053	24513	20115	21282	20983	18834	19717	21182	20325	20633	722146
27949	22448	21524	22876	25749	20652	20666	22810	22141	23165	23824	26395	21511	22358	22804	20513	21382	22918	22007	22163	775709
11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2115	1346	1407	1466	1368	1607	1145	1649	1605	1601	1630	1486	1551	1446	1480	1620	1657	1666	1503	1272	
12:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	13:00:00	18:00:00	17:00:00	18:00:00	17:00:00	16:00:00	12:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
2076	1529	1504	1655	1963	1513	1809	1649	1674	1663	1720	1864	1657	1894	1578	1338	1516	1680	1505	1505	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, September 13, 2024 to Thursday, October 17, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-09-13	2024-09-14	2024-09-15	2024-09-16	2024-09-17	2024-09-18	2024-09-19	2024-09-20	2024-09-21	2024-09-22	2024-09-23	2024-09-24	2024-09-25	2024-09-26	2024-09-27	2024-09-28	2024-09-29
00:00:00	176	267	261	216	189	177	199	229	340	431	195	204	183	199	187	329	303
01:00:00	146	188	164	144	132	144	162	184	199	206	143	154	154	199	127	182	193
02:00:00	199	155	153	127	140	127	173	164	220	150	146	161	148	167	130	160	175
03:00:00	187	164	129	174	216	228	200	203	156	126	184	208	196	214	111	160	119
04:00:00	242	175	125	294	275	285	295	253	180	114	262	251	271	250	128	142	157
05:00:00	396	248	168	514	457	468	501	454	265	155	509	514	522	492	163	215	200
06:00:00	701	375	243	814	709	766	821	685	431	219	820	826	763	702	196	464	345
07:00:00	962	637	427	937	966	893	948	941	647	430	1001	983	928	842	355	640	627
08:00:00	1041	724	572	1010	940	965	988	1074	801	565	968	1041	1018	857	419	946	1016
09:00:00	1129	841	883	980	1019	974	979	1091	954	823	846	948	966	936	584	1246	1444
10:00:00	1220	1075	1044	1008	970	956	1050	1195	1149	1064	1134	924	1085	916	836	1566	1987
11:00:00	1335	1196	1296	1038	1025	1020	1160	1419	1265	1336	1083	949	1045	985	956	1803	2240
12:00:00	1415	1234	1524	1153	1086	1053	1183	1522	1303	1637	1177	999	1142	1009	951	1896	2456
13:00:00	1521	1319	1583	1118	1100	1068	1297	1484	1369	1737	1158	1023	1181	1084	1433	2005	2701
14:00:00	1502	1220	1674	1236	1138	1221	1407	1625	1342	1753	1307	1108	1262	1109	1271	2194	2676
15:00:00	1618	1205	1623	1339	1268	1301	1523	1752	1385	1625	1382	1301	1427	1265	1246	2161	2596
16:00:00	1758	1308	1498	1526	1569	1558	1647	1654	1352	1770	1501	1504	1612	1473	1237	2284	2381
17:00:00	1705	1512	1415	1546	1581	1545	1680	1845	1197	1583	1466	1417	1591	1337	1201	2228	2337
18:00:00	1450	1361	1282	1007	1175	1154	1360	1622	1060	1282	1212	1158	1241	882	1206	1918	1875
19:00:00	1183	1037	1052	808	869	859	1067	1258	944	1174	907	823	1048	700	1202	1591	1501
20:00:00	924	766	794	617	683	719	811	924	791	797	614	666	722	566	933	1154	1041
21:00:00	736	580	590	428	504	556	617	767	620	614	468	525	533	368	751	886	779
22:00:00	568	431	368	325	356	369	438	750	572	397	341	335	455	318	629	688	526
23:00:00	409	328	274	233	253	256	321	444	662	263	229	261	329	188	481	457	344
7am-7pm	16656	13632	14821	13898	13837	13708	15222	17224	13824	15605	14235	13355	14498	12695	11695	20887	24336
6am-10pm	20200	16390	17500	16565	16602	16608	18538	20858	16610	18409	17044	16195	17564	15031	14777	24982	28002
6am-12am	21177	17149	18142	17123	17211	17233	19297	22052	17844	19069	17614	16791	18348	15537	15887	26127	28872
12am-12am	22523	18346	19142	18592	18620	18662	20827	23539	19204	20251	19053	18283	19822	17058	16733	27315	30019
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	10:00:00	8:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1335	1196	1296	1038	1025	1020	1160	1419	1265	1336	1134	1041	1085	985	956	1803	2240
pm Peak	16:00:00	17:00:00	14:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	15:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	13:00:00	16:00:00	13:00:00
Peak Volume	1758	1512	1674	1546	1581	1558	1680	1845	1385	1770	1501	1504	1612	1473	1433	2284	2701

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-09-30	2024-10-01	2024-10-02	2024-10-03	2024-10-04	2024-10-05	2024-10-06	2024-10-07	2024-10-08	2024-10-09	2024-10-10	2024-10-11	2024-10-12	2024-10-13	2024-10-14	2024-10-15	2024-10-16	2024-10-17	Workday	7 Day	Count
211	256	211	227	310	288	231	240	210	185	239	275	312	293	269	231	199	222	218	243	8494
162	172	177	160	230	211	204	166	169	203	219	238	213	189	177	175	186	168	172	178	6240
139	173	151	170	188	197	170	165	181	177	305	197	195	151	155	177	165	172	168	169	5923
152	189	189	210	202	172	147	201	236	213	243	221	177	119	192	214	197	214	200	185	6463
230	239	245	315	275	241	187	311	285	282	349	273	213	117	305	305	281	305	272	242	8457
404	438	482	507	498	354	289	601	623	620	597	501	300	198	564	567	503	557	498	424	14844
784	839	943	1027	1038	629	505	1125	1172	1014	988	912	487	315	853	846	917	892	846	719	25166
1068	1083	1146	1239	1343	1078	674	1329	1427	1181	1190	1202	847	539	1090	1135	1068	1124	1055	941	32927
1181	1117	1138	1140	1385	1043	931	1372	1286	1206	1371	1339	1095	709	1269	1162	1133	1126	1102	1027	35948
1398	1145	1304	1417	1401	1157	1113	1228	1147	1191	1344	1510	1112	914	1181	1135	1153	1261	1131	1107	38754
1621	1326	1305	1360	1576	1317	1368	1254	1162	1153	1353	1554	1308	1158	1267	1110	1158	1211	1188	1221	42740
1839	1358	1386	1475	1796	1386	1437	1305	1090	1205	1355	1729	1365	1489	1388	1194	1108	1279	1261	1324	46335
1848	1401	1373	1429	1810	1448	1849	1186	1267	1227	1349	1702	1536	1600	1449	1170	1211	1255	1295	1396	48850
1870	1515	1432	1577	1831	1481	1843	1315	1245	1356	1389	1929	1567	1746	1596	1245	1327	1416	1380	1482	51861
1675	1509	1454	1612	1851	1420	1845	1398	1331	1453	1511	1883	1475	1710	1585	1331	1364	1399	1422	1510	52851
1887	1628	1542	1549	1773	1423	1855	1422	1455	1544	1598	2033	1686	1785	1704	1339	1526	1572	1520	1581	55338
2214	1645	1613	1758	1870	1325	1699	1630	1628	1674	1573	2010	1505	1650	1774	1648	1634	1644	1654	1661	58126
2005	1682	1602	1692	1809	1190	1502	1656	1685	1657	1641	1586	1374	1230	1723	1801	1658	1704	1633	1611	56383
1627	1399	1466	1525	1603	1133	1547	1469	1314	1516	1481	1799	1125	1752	1353	1313	1326	1479	1365	1385	48472
1180	1203	1143	1121	1260	1114	1204	969	924	1065	1111	1472	1077	1309	1041	972	1001	1170	1054	1096	38359
934	901	863	933	951	1082	856	767	727	856	952	1069	864	927	766	699	780	844	809	837	29293
698	680	622	668	800	756	639	520	670	678	700	880	661	757	616	549	692	754	631	647	22662
580	441	487	531	595	559	473	446	390	440	497	731	567	610	425	391	466	566	475	487	17061
343	295	321	292	431	374	306	294	302	327	354	513	381	399	332	292	300	341	326	341	11929
20233	16808	16761	17773	20048	15401	17663	16564	16037	16363	17155	20276	15995	16282	17379	15583	15666	16470	16006	16245	568585
23829	20431	20332	21522	24097	18982	20867	19945	19530	19976	20906	24609	19084	19590	20655	18649	19056	20130	19346	19545	684065
24752	21167	21140	22345	25123	19915	21646	20685	20222	20743	21757	25853	20032	20599	21412	19332	19822	21037	20146	20373	713055
26050	22634	22595	23934	26826	21378	22874	22369	21926	22423	23709	27558	21442	21666	23074	21001	21353	22675	21674	21814	763476
11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	7:00:00	8:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	
1839	1358	1386	1475	1796	1386	1437	1372	1427	1206	1371	1729	1365	1489	1388	1194	1158	1279	1261	1324	
16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	13:00:00	15:00:00	17:00:00	17:00:00	16:00:00	17:00:00	15:00:00	15:00:00	15:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
2214	1682	1613	1758	1870	1481	1855	1656	1685	1674	1641	2033	1686	1785	1774	1801	1658	1704	1654	1661	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, September 13, 2024 to Thursday, October 17, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
9/26/2024 0:00	9/26/2024 23:59	Volume Atypical	-	Yes	
9/27/2024 0:00	9/27/2024 23:59	Volume Atypical	-	Yes	
9/28/2024 0:00	9/28/2024 23:59	Volume Atypical	-	Yes	
9/29/2024 0:00	9/29/2024 23:59	Volume Atypical	-	Yes	
9/30/2024 0:00	9/30/2024 23:59	Volume Atypical	-	Yes	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, October 18, 2024 to Thursday, November 21, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-10-18	2024-10-19	2024-10-20	2024-10-21	2024-10-22	2024-10-23	2024-10-24	2024-10-25	2024-10-26	2024-10-27	2024-10-28	2024-10-29	2024-10-30	2024-10-31	2024-11-01	2024-11-02	2024-11-03
00:00:00	516	568	629	484	417	438	438	515	656	555	423	457	409	439	483	679	677
01:00:00	391	481	403	342	352	340	390	418	402	359	336	316	344	356	379	417	336
02:00:00	403	388	363	350	327	328	364	390	381	339	335	328	327	334	375	373	263
03:00:00	482	348	248	400	410	414	432	488	344	299	389	386	387	378	475	366	240
04:00:00	595	402	285	648	611	602	621	650	368	282	636	580	620	615	584	410	263
05:00:00	1071	630	419	1194	1190	1158	1174	1118	606	401	1250	1184	1220	1173	1084	650	398
06:00:00	2054	1143	699	2146	2090	2143	2208	2000	1075	609	2218	2105	2200	2219	1935	1114	804
07:00:00	2606	1621	1109	2650	2672	2780	2684	2560	1696	1012	2724	2694	2616	2576	2569	1583	1183
08:00:00	2507	1969	1395	2369	2399	2409	2488	2465	2045	1321	2456	2426	2446	2317	2481	1861	1528
09:00:00	2521	2381	1903	2408	2193	2260	2474	2429	2472	1880	2337	2180	2209	2234	2396	2256	2073
10:00:00	2593	2676	2366	2236	2101	2147	2276	2617	2658	2345	2292	2042	2166	2176	2609	2666	2490
11:00:00	2887	2833	2977	2377	2168	2160	2344	2948	2869	2870	2300	2101	2099	2300	2718	2646	2819
12:00:00	3224	2737	3251	2462	2397	2347	2566	3146	2743	3192	2471	2208	2222	2352	2932	2651	2979
13:00:00	3422	2894	3618	2588	2333	2393	2772	3295	2748	3434	2564	2274	2380	2654	3008	3054	3216
14:00:00	3375	2839	3483	2711	2450	2591	2803	3450	2728	3456	2567	2427	2583	2753	3309	2893	3196
15:00:00	3560	2890	3598	2885	2782	2755	3013	3404	2838	3521	2835	2727	2767	2962	3408	2762	3291
16:00:00	3878	2701	3605	2898	3153	2937	3027	3762	2694	3427	3047	2954	3032	3176	3805	2639	3262
17:00:00	3671	2624	3459	3006	2993	3071	3321	3657	2652	3203	2963	3087	3154	3124	3577	2412	3182
18:00:00	3385	2359	2897	2503	2492	2387	2926	3148	2367	2830	2268	2407	2591	2210	3180	2142	2693
19:00:00	2598	2126	2373	1687	1729	1822	2180	2527	1970	2196	1747	1793	1943	2056	2632	1821	2223
20:00:00	2051	1721	2030	1569	1321	1499	1654	2051	1627	1883	1410	1284	1489	1605	2046	1498	1655
21:00:00	1746	1429	1533	1161	1141	1136	1284	1647	1370	1430	1050	1079	1169	1307	1509	1142	1295
22:00:00	1329	1155	1111	768	823	807	957	1178	1096	954	807	747	814	968	1204	979	835
23:00:00	1128	955	716	579	550	604	733	924	820	606	605	592	650	629	924	833	533
7am-7pm	37629	30524	33661	31093	30133	30237	32694	36881	30510	32491	30824	29527	30265	30834	35992	29565	31912
6am-10pm	46078	36943	40296	37656	36414	36837	40020	45106	36552	38609	37249	35788	37066	38021	44114	35140	37889
6am-12am	48535	39053	42123	39003	37787	38248	41710	47208	38468	40169	38661	37127	38530	39618	46242	36952	39257
12am-12am	51993	41870	44470	42421	41094	41528	45129	50787	41225	42404	42030	40378	41837	42913	49622	39847	41434
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	10:00:00	11:00:00
Peak Volume	2887	2833	2977	2650	2672	2780	2684	2948	2869	2870	2724	2694	2616	2576	2718	2666	2819
pm Peak	16:00:00	13:00:00	13:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	15:00:00	15:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	15:00:00
Peak Volume	3878	2894	3618	3006	3153	3071	3321	3762	2838	3521	3047	3087	3154	3176	3805	3054	3291

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-11-04	2024-11-05	2024-11-06	2024-11-07	2024-11-08	2024-11-09	2024-11-10	2024-11-11	2024-11-12	2024-11-13	2024-11-14	2024-11-15	2024-11-16	2024-11-17	2024-11-18	2024-11-19	2024-11-20	2024-11-21	Workday	7 Day	Count
399	396	353	351	457	598	399	393	410	421	381	428	535	470	396	393	369	653	433	474	16585
315	332	278	314	399	384	322	307	314	311	321	377	411	330	293	338	340	378	343	355	12426
337	311	291	313	350	342	245	276	338	293	333	351	328	278	311	314	319	376	335	334	11674
397	390	429	426	440	366	236	342	434	358	399	443	319	234	355	424	415	413	412	380	13306
646	584	574	568	620	403	258	589	579	637	600	637	381	252	596	558	577	589	605	526	18420
1254	1125	1168	1092	1109	656	408	1230	1200	1212	1158	1056	664	337	1241	1194	1193	1181	1169	983	34398
2311	1980	2146	1988	2088	1135	655	2017	2272	2204	2082	2081	1103	640	2229	2140	2087	2070	2121	1771	61990
2873	2548	2759	2672	2797	1792	1057	2615	2931	2840	2632	2671	1449	931	2861	2754	2767	2220	2683	2300	80504
2554	2315	2357	2356	2524	1999	1315	2361	2410	2426	2323	2493	1866	1267	2414	2435	2332	2133	2408	2193	76762
2248	2250	2185	2239	2602	2613	1801	2321	2229	2207	2153	2521	2407	1795	2140	2093	2142	2097	2283	2247	78649
2151	2216	2034	2394	2698	2652	2141	2376	2095	2062	2170	2548	2579	2185	2136	2004	2176	2124	2258	2320	81197
2341	2164	2128	2316	2903	2709	2526	2453	2126	2127	2145	2749	2856	2695	2305	2035	1976	2099	2331	2459	86069
2428	2248	2293	2425	3133	2761	2879	2617	2153	2285	2401	2878	2701	2876	2208	2095	2236	2266	2480	2593	90763
2550	2271	2192	2683	3342	2899	3060	2739	2374	2360	2478	3062	2563	3167	2402	2298	2272	2378	2603	2735	95737
2553	2372	2414	2730	3535	2716	3044	2845	2417	2461	2663	3201	2589	3145	2414	2166	2530	2539	2714	2799	97948
2897	2781	2618	2943	3722	2696	3232	2949	2741	2812	2734	3558	2456	3276	2656	2591	2760	2914	2951	2981	104334
2992	2955	2847	3235	3889	2660	3082	3137	3045	2955	2971	3838	2407	3285	2901	2869	2925	3068	3172	3116	109058
3102	2822	2662	3325	3672	2556	2994	3009	2844	3014	2910	3560	2244	2899	2991	2757	3036	3061	3136	3046	106614
2345	2163	2223	2765	3367	2236	2490	2436	2526	2452	2370	3141	2004	2517	2310	2138	2477	2649	2594	2554	89394
1588	1557	1495	1926	2621	1814	2268	1676	1621	1643	1756	2489	1836	1991	1591	1446	1711	1825	1906	1951	68277
1234	1156	1112	1438	1969	1416	1801	1367	1204	1231	1367	1736	1613	1502	1195	1179	1222	1384	1471	1529	53519
1044	975	891	1203	1583	1058	1244	1028	948	913	1189	1374	1383	988	886	878	1012	1129	1171	1204	42154
723	636	613	887	1170	902	863	712	750	735	848	1127	994	669	647	622	748	868	860	887	31046
529	531	468	675	992	645	583	563	563	527	603	867	682	533	506	507	596	644	660	668	23395
31034	29105	28712	32083	38184	30289	29621	31858	29891	30001	29950	36220	28121	30038	29738	28235	29629	29548	31612	31344	1097029
37211	34773	34356	38638	46445	35712	35589	37946	35936	35992	36344	43900	34056	35159	35639	33878	35661	35956	38281	37799	1322969
38463	35940	35437	40200	48607	37259	37035	39221	37249	37254	37795	45894	35732	36361	36792	35007	37005	37468	39800	39355	1377410
41811	39078	38530	43264	51982	40008	38903	42358	40524	40486	40987	49186	38370	38262	39984	38228	40218	41058	43097	42406	1484219
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2873	2548	2759	2672	2903	2709	2526	2615	2931	2840	2632	2749	2856	2695	2861	2754	2767	2220	2683	2459	
17:00:00	16:00:00	16:00:00	17:00:00	16:00:00	13:00:00	15:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	12:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
3102	2955	2847	3325	3889	2899	3232	3137	3045	3014	2971	3838	2701	3285	2991	2869	3036	3068	3172	3116	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, October 18, 2024 to Thursday, November 21, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-10-18	2024-10-19	2024-10-20	2024-10-21	2024-10-22	2024-10-23	2024-10-24	2024-10-25	2024-10-26	2024-10-27	2024-10-28	2024-10-29	2024-10-30	2024-10-31	2024-11-01	2024-11-02	2024-11-03
00:00:00	254	245	274	245	192	224	199	227	337	276	220	216	217	214	229	262	211
01:00:00	199	229	187	173	165	178	224	202	187	154	187	163	186	169	194	178	127
02:00:00	180	191	154	190	147	181	196	199	189	150	183	161	153	168	164	156	115
03:00:00	229	159	113	209	197	211	230	250	168	136	211	199	199	189	243	192	104
04:00:00	319	207	130	354	322	316	333	375	176	134	337	283	314	324	303	197	130
05:00:00	594	343	207	649	645	640	638	629	303	209	678	633	669	679	593	320	197
06:00:00	1169	572	357	1304	1248	1303	1312	1201	628	337	1314	1238	1318	1281	1142	555	413
07:00:00	1451	778	535	1599	1615	1705	1632	1468	899	551	1683	1635	1650	1610	1490	772	554
08:00:00	1326	1021	653	1276	1343	1288	1408	1259	1129	670	1286	1302	1359	1250	1281	927	747
09:00:00	1269	1270	941	1272	1093	1133	1212	1194	1398	954	1167	1072	1029	1080	1129	1216	1036
10:00:00	1291	1386	1147	1139	1072	1045	1098	1230	1386	1148	1138	1028	1079	1066	1256	1494	1232
11:00:00	1368	1405	1435	1120	1081	1009	1130	1368	1593	1315	1188	1006	1039	1067	1238	1368	1290
12:00:00	1523	1328	1490	1185	1183	1183	1195	1421	1437	1495	1259	1073	1052	1113	1349	1315	1374
13:00:00	1674	1436	1856	1274	1126	1220	1392	1492	1342	1629	1246	1159	1163	1308	1428	1536	1513
14:00:00	1713	1348	1709	1394	1198	1273	1287	1696	1271	1714	1265	1217	1271	1314	1573	1441	1428
15:00:00	1706	1375	1766	1417	1370	1325	1475	1608	1374	1677	1375	1267	1307	1456	1626	1342	1597
16:00:00	1903	1309	1826	1327	1457	1322	1592	1807	1295	1688	1457	1322	1455	1548	1861	1308	1642
17:00:00	1753	1329	1831	1418	1464	1525	1611	1753	1296	1612	1374	1488	1501	1538	1762	1157	1559
18:00:00	1791	1206	1448	1268	1222	1116	1477	1734	1176	1386	1189	1185	1349	1203	1654	1063	1423
19:00:00	1293	1023	1131	797	821	883	948	1313	905	976	873	882	917	804	1307	905	1132
20:00:00	968	869	1063	773	681	816	790	968	804	985	689	614	693	773	1037	769	906
21:00:00	891	641	832	594	530	602	631	790	627	737	518	492	537	597	742	538	788
22:00:00	573	562	670	384	434	392	456	570	513	536	392	387	361	451	590	474	462
23:00:00	505	379	371	293	282	272	323	449	388	323	271	306	324	290	491	349	296
7am-7pm	18768	15191	16637	15689	15224	15144	16509	18030	15596	15839	15627	14754	15254	15553	17647	14939	15395
6am-10pm	23089	18296	20020	19157	18504	18748	20190	22302	18560	18874	19021	17980	18719	19008	21875	17706	18634
6am-12am	24167	19237	21061	19834	19220	19412	20969	23321	19461	19733	19684	18673	19404	19749	22956	18529	19392
12am-12am	25942	20611	22126	21654	20888	21162	22789	25203	20821	20792	21500	20328	21142	21492	24682	19834	20276
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	10:00:00	11:00:00
Peak Volume	1451	1405	1435	1599	1615	1705	1632	1468	1593	1315	1683	1635	1650	1610	1490	1494	1290
pm Peak	16:00:00	13:00:00	13:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	14:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	16:00:00
Peak Volume	1903	1436	1856	1418	1464	1525	1611	1807	1437	1714	1457	1488	1501	1548	1861	1536	1642

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-11-04	2024-11-05	2024-11-06	2024-11-07	2024-11-08	2024-11-09	2024-11-10	2024-11-11	2024-11-12	2024-11-13	2024-11-14	2024-11-15	2024-11-16	2024-11-17	2024-11-18	2024-11-19	2024-11-20	2024-11-21	Workday	7 Day	Count
213	206	172	196	208	255	194	214	182	208	170	209	247	223	200	177	173	194	206	220	7683
170	153	144	159	199	196	147	184	155	147	156	169	191	156	170	175	165	167	174	174	6105
198	147	172	168	179	163	108	141	173	156	169	150	167	143	168	159	163	181	170	165	5782
227	187	222	220	217	168	122	183	225	199	205	238	161	109	178	201	202	209	211	192	6712
338	305	296	305	324	208	140	317	297	334	300	360	200	130	305	294	304	315	319	275	9626
686	631	625	594	578	319	214	643	624	648	618	571	325	175	659	627	620	624	632	526	18407
1440	1213	1341	1180	1220	612	354	1230	1347	1302	1242	1226	612	354	1354	1275	1221	1154	1263	1039	36369
1693	1516	1711	1671	1564	848	535	1528	1784	1771	1629	1562	739	457	1763	1664	1723	1166	1611	1341	46951
1375	1229	1307	1242	1300	1003	673	1235	1323	1300	1290	1286	981	649	1314	1328	1274	1005	1287	1161	40639
1127	1131	1084	1092	1297	1488	929	1128	1096	1114	1138	1200	1385	987	1076	1059	1085	941	1129	1138	39822
1116	1112	968	1101	1315	1431	1048	1195	1029	1001	1025	1226	1463	1105	1061	972	970	977	1100	1153	40350
1194	1082	1004	1083	1449	1463	1262	1243	1047	1029	1003	1269	1648	1355	1096	1026	966	988	1124	1206	42227
1264	1160	1154	1185	1484	1514	1360	1324	1080	1148	1149	1284	1578	1373	1029	1049	1117	1044	1200	1265	44271
1336	1130	1060	1274	1589	1334	1432	1388	1243	1175	1168	1551	1382	1571	1168	1171	1101	1111	1278	1342	46978
1237	1189	1195	1356	1738	1263	1493	1404	1249	1245	1266	1560	1326	1512	1156	1032	1169	1197	1328	1363	47699
1433	1306	1226	1413	1846	1212	1617	1427	1301	1337	1278	1727	1166	1539	1327	1331	1369	1408	1426	1438	50326
1389	1354	1372	1534	1875	1274	1545	1523	1466	1414	1376	2003	1079	1543	1353	1348	1398	1475	1517	1498	52440
1509	1334	1308	1640	1740	1286	1509	1454	1386	1501	1462	1795	1062	1441	1439	1335	1492	1537	1525	1491	52201
1219	1130	1046	1379	1687	1133	1249	1174	1247	1225	1180	1581	992	1287	1159	963	1292	1247	1309	1288	45080
749	764	655	924	1195	845	1246	789	765	744	758	1218	812	982	754	659	876	836	901	928	32481
578	567	483	669	876	698	1069	683	588	582	628	868	624	710	546	551	533	615	703	745	26066
531	491	433	581	750	527	726	497	421	463	551	654	440	486	437	407	503	535	567	586	20520
356	314	295	493	563	444	480	386	400	362	414	556	370	346	331	303	356	413	421	440	15389
248	255	207	360	568	327	340	285	309	261	303	406	322	291	255	261	275	311	324	328	11496
15892	14673	14435	15970	18884	15249	14652	16023	15251	15260	14964	18044	14801	14819	14941	14278	14956	14096	15835	15685	548984
19190	17708	17347	19324	22925	17931	18047	19222	18372	18351	18143	22010	17289	17351	18032	17170	18089	17236	19268	18983	664420
19794	18277	17849	20177	24056	18702	18867	19893	19081	18974	18860	22972	17981	17988	18618	17734	18720	17960	20014	19752	691305
21626	19906	19480	21819	25761	20011	19792	21575	20737	20666	20478	24669	19272	18924	20298	19367	20347	19650	21726	21303	745620
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	9:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1693	1516	1711	1671	1564	1488	1262	1528	1784	1771	1629	1562	1648	1355	1763	1664	1723	1166	1611	1341	
17:00:00	16:00:00	16:00:00	17:00:00	16:00:00	12:00:00	15:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	13:00:00	17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	
1509	1354	1372	1640	1875	1514	1617	1523	1466	1501	1462	2003	1578	1571	1439	1348	1492	1537	1525	1498	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, October 18, 2024 to Thursday, November 21, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-10-18	2024-10-19	2024-10-20	2024-10-21	2024-10-22	2024-10-23	2024-10-24	2024-10-25	2024-10-26	2024-10-27	2024-10-28	2024-10-29	2024-10-30	2024-10-31	2024-11-01	2024-11-02	2024-11-03
00:00:00	262	323	355	239	225	214	239	288	319	279	203	241	192	225	254	417	466
01:00:00	192	252	216	169	187	162	166	216	215	205	149	153	158	187	185	239	209
02:00:00	223	197	209	160	180	147	168	191	192	189	152	167	174	166	211	217	148
03:00:00	253	189	135	191	213	203	202	238	176	163	178	187	188	189	232	174	136
04:00:00	276	195	155	294	289	286	288	275	192	148	299	297	306	291	281	213	133
05:00:00	477	287	212	545	545	518	536	489	303	192	572	551	551	494	491	330	201
06:00:00	885	571	342	842	842	840	896	799	447	272	904	867	882	938	793	559	391
07:00:00	1155	843	574	1051	1057	1075	1052	1092	797	461	1041	1059	966	966	1079	811	629
08:00:00	1181	948	742	1093	1056	1121	1080	1206	916	651	1170	1124	1087	1067	1200	934	781
09:00:00	1252	1111	962	1136	1100	1127	1262	1235	1074	926	1170	1108	1180	1154	1267	1040	1037
10:00:00	1302	1290	1219	1097	1029	1102	1178	1387	1272	1197	1154	1014	1087	1110	1353	1172	1258
11:00:00	1519	1428	1542	1257	1087	1151	1214	1580	1276	1555	1112	1095	1060	1233	1480	1278	1529
12:00:00	1701	1409	1761	1277	1214	1164	1371	1725	1306	1697	1212	1135	1170	1239	1583	1336	1605
13:00:00	1748	1458	1762	1314	1207	1173	1380	1803	1406	1805	1318	1115	1217	1346	1580	1518	1703
14:00:00	1662	1491	1774	1317	1252	1318	1516	1754	1457	1742	1302	1210	1312	1439	1736	1452	1768
15:00:00	1854	1515	1832	1468	1412	1430	1538	1796	1464	1844	1460	1460	1460	1506	1782	1420	1694
16:00:00	1975	1392	1779	1571	1696	1615	1435	1955	1399	1739	1590	1632	1577	1628	1944	1331	1620
17:00:00	1918	1295	1628	1588	1529	1546	1710	1904	1356	1591	1589	1599	1653	1586	1815	1255	1623
18:00:00	1594	1153	1449	1235	1270	1271	1449	1414	1191	1444	1079	1222	1242	1007	1526	1079	1270
19:00:00	1305	1103	1242	890	908	939	1232	1214	1065	1220	874	911	1026	1252	1325	916	1091
20:00:00	1083	852	967	796	640	683	864	1083	823	898	721	670	796	832	1009	729	749
21:00:00	855	788	701	567	611	534	653	857	743	693	532	587	632	710	767	604	507
22:00:00	756	593	441	384	389	415	501	608	583	418	415	360	453	517	614	505	373
23:00:00	623	576	345	286	268	332	410	475	432	283	334	286	326	339	433	484	237
7am-7pm	18861	15333	17024	15404	14909	15093	16185	18851	14914	16652	15197	14773	15011	15281	18345	14626	16517
6am-10pm	22989	18647	20276	18499	17910	18089	19830	22804	17992	19735	18228	17808	18347	19013	22239	17434	19255
6am-12am	24368	19816	21062	19169	18567	18836	20741	23887	19007	20436	18977	18454	19126	19869	23286	18423	19865
12am-12am	26051	21259	22344	20767	20206	20366	22340	25584	20404	21612	20530	20050	20695	21421	24940	20013	21158
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	9:00:00	11:00:00	9:00:00	11:00:00	11:00:00	11:00:00	8:00:00	8:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1519	1428	1542	1257	1100	1151	1262	1580	1276	1555	1170	1124	1180	1233	1480	1278	1529
pm Peak	16:00:00	15:00:00	15:00:00	17:00:00	16:00:00	16:00:00	17:00:00	16:00:00	15:00:00	15:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	13:00:00	14:00:00
Peak Volume	1975	1515	1832	1588	1696	1615	1710	1955	1464	1844	1590	1632	1653	1628	1944	1518	1768

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-11-04	2024-11-05	2024-11-06	2024-11-07	2024-11-08	2024-11-09	2024-11-10	2024-11-11	2024-11-12	2024-11-13	2024-11-14	2024-11-15	2024-11-16	2024-11-17	2024-11-18	2024-11-19	2024-11-20	2024-11-21	Workday	7 Day	Count
186	190	181	155	249	343	205	179	228	213	211	219	288	247	196	216	196	459	226	254	8902
145	179	134	155	200	188	175	123	159	164	165	208	220	174	123	163	175	211	169	181	6321
139	164	119	145	171	179	137	135	165	137	164	201	161	135	143	155	156	195	165	168	5892
170	203	207	206	223	198	114	159	209	159	194	205	158	125	177	223	213	204	201	188	6594
308	279	278	263	296	195	118	272	282	303	300	277	181	122	291	264	273	274	286	251	8794
568	494	543	498	531	337	194	587	576	564	540	485	339	162	582	567	573	557	537	457	15991
871	767	805	808	868	523	301	787	925	902	840	855	491	286	875	865	866	916	858	732	25621
1180	1032	1048	1001	1233	944	522	1087	1147	1069	1003	1109	710	474	1098	1090	1044	1054	1072	959	33553
1179	1086	1050	1114	1224	996	642	1126	1087	1126	1033	1207	885	618	1100	1107	1058	1128	1120	1032	36123
1121	1119	1101	1147	1305	1125	872	1193	1133	1093	1015	1321	1022	808	1064	1034	1057	1156	1154	1109	38827
1035	1104	1066	1293	1383	1221	1093	1181	1066	1061	1145	1322	1116	1080	1075	1032	1206	1147	1157	1167	40847
1147	1082	1124	1233	1454	1246	1264	1210	1079	1098	1142	1480	1208	1340	1209	1009	1010	1111	1207	1253	43842
1164	1088	1139	1240	1649	1247	1519	1293	1073	1137	1252	1594	1123	1503	1179	1046	1119	1222	1279	1328	46492
1214	1141	1132	1409	1753	1565	1628	1351	1131	1185	1310	1511	1181	1596	1234	1127	1171	1267	1325	1393	48759
1316	1183	1219	1374	1797	1453	1551	1441	1168	1216	1397	1641	1263	1633	1258	1134	1361	1342	1387	1436	50249
1464	1475	1392	1530	1876	1484	1615	1522	1440	1475	1456	1831	1290	1737	1329	1260	1391	1506	1525	1543	54008
1603	1601	1475	1701	2014	1386	1537	1614	1579	1541	1595	1835	1328	1742	1548	1521	1527	1593	1655	1618	56618
1593	1488	1354	1685	1932	1270	1485	1555	1458	1513	1448	1765	1182	1458	1552	1422	1544	1524	1611	1555	54413
1126	1033	1177	1386	1680	1103	1241	1262	1279	1227	1190	1560	1012	1230	1151	1175	1185	1402	1286	1266	44314
839	793	840	1002	1426	969	1022	887	856	899	998	1271	1024	1009	837	787	835	989	1005	1023	35796
656	589	629	769	1093	718	732	684	616	649	739	868	989	792	649	628	689	769	768	784	27453
513	484	458	622	833	531	518	531	527	450	638	720	943	502	449	471	509	594	604	618	21634
367	322	318	394	607	458	383	326	350	373	434	571	624	323	316	319	392	455	438	447	15657
281	276	261	315	424	318	243	278	254	266	300	461	360	242	251	246	321	333	335	340	11899
15142	14432	14277	16113	19300	15040	14969	15835	14640	14741	14986	18176	13320	15219	14797	13957	14673	15452	15777	15658	548045
18021	17065	17009	19314	23520	17781	17542	18724	17564	17641	18201	21890	16767	17808	17607	16708	17572	18720	19012	18816	658549
18669	17663	17588	20023	24551	18557	18168	19328	18168	18280	18935	22922	17751	18373	18174	17273	18285	19508	19786	19603	686105
20185	19172	19050	21445	26221	19997	19111	20783	19787	19820	20509	24517	19098	19338	19686	18861	19871	21408	21371	21103	738599
7:00:00	9:00:00	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	8:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	10:00:00	9:00:00	11:00:00	11:00:00	
1180	1119	1124	1293	1454	1246	1264	1210	1147	1126	1145	1480	1208	1340	1209	1107	1206	1156	1207	1253	
16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	13:00:00	13:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
1603	1601	1475	1701	2014	1565	1628	1614	1579	1541	1595	1835	1328	1742	1552	1521	1544	1593	1655	1618	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, October 18, 2024 to Thursday, November 21, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
11/11/2024 0:00	11/11/2024 23:59	Holiday	-	Yes	Veterans Day

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, November 22, 2024 to Thursday, December 26, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-11-22	2024-11-23	2024-11-24	2024-11-25	2024-11-26	2024-11-27	2024-11-28	2024-11-29	2024-11-30	2024-12-01	2024-12-02	2024-12-03	2024-12-04	2024-12-05	2024-12-06	2024-12-07	2024-12-08
00:00:00	445	740	429	396	438	662	790	372	484	640	506	429	392	455	453	565	454
01:00:00	370	414	310	277	365	551	545	272	404	465	425	311	293	355	373	333	297
02:00:00	376	387	282	295	364	470	435	270	317	362	357	334	315	333	334	324	294
03:00:00	458	367	243	382	423	524	432	247	314	321	422	435	389	413	425	324	237
04:00:00	574	429	290	606	629	721	441	371	395	426	608	560	601	613	603	388	216
05:00:00	1110	726	421	1221	1258	1239	563	630	620	566	1276	1241	1164	1161	1064	646	387
06:00:00	2014	1141	701	2160	2118	2208	919	1087	972	875	2228	2085	2070	2097	1993	1092	629
07:00:00	2573	1572	991	2706	2791	2867	1175	1390	1323	1319	2730	2700	2723	2679	2530	1318	887
08:00:00	2382	1989	1466	2377	2582	2888	1698	1633	1907	1941	2526	2460	2346	2472	2377	1867	1155
09:00:00	2483	2490	1853	2344	2528	3119	2347	2213	2607	2688	2385	2082	2246	2181	2142	2200	1630
10:00:00	2457	2960	2232	2399	2763	3523	3060	2831	3366	3395	2425	1986	2010	2059	2285	2161	1999
11:00:00	2817	3152	2565	2465	2959	3803	3344	3156	3959	3970	2568	2120	2168	2195	2509	2310	2176
12:00:00	3018	3126	2857	2718	3178	4147	3375	3195	4109	4378	2631	2271	2153	2404	2677	2813	2650
13:00:00	3087	3012	3078	2674	3314	4545	2843	3545	4020	4550	2692	2370	2273	2541	2892	2520	2785
14:00:00	3409	2957	3080	2800	3364	4683	2265	3390	3983	4646	2781	2432	2428	2553	2905	2500	2772
15:00:00	3594	2738	2989	2879	3438	4707	2390	3210	3822	4347	2930	2672	2691	2930	3130	2443	2944
16:00:00	3772	2615	3121	3188	3588	4663	2345	2944	3757	4416	3074	2838	2879	3037	3625	2430	2712
17:00:00	3675	2069	2778	3067	3410	4239	2335	2826	3076	4025	3153	2834	3033	3105	3186	2420	2780
18:00:00	3382	2377	2303	2564	3231	4318	2331	2490	2867	3518	2580	2668	2472	2572	3089	2052	2329
19:00:00	2586	2135	1980	1842	2408	3540	2066	1927	2310	2876	1636	1631	1616	1841	2125	1702	1832
20:00:00	2057	1748	1504	1251	1800	2725	1680	1462	1928	2276	1264	1226	1265	1368	1611	1348	1427
21:00:00	1506	1339	1068	1071	1560	2092	1358	1168	1482	1824	1018	986	936	1061	1366	1008	1018
22:00:00	1296	890	824	835	1135	1485	931	882	1187	1343	744	718	737	802	1067	878	759
23:00:00	1097	678	606	596	927	1037	660	686	833	762	527	529	552	668	884	633	542
7am-7pm	36649	31057	29313	32181	37146	47502	29508	32823	38796	43193	32475	29433	29422	30728	33347	27034	26819
6am-10pm	44812	37420	34566	38505	45032	58067	35531	38467	45488	51044	38621	35361	35309	37095	40442	32184	31725
6am-12am	47205	38988	35996	39936	47094	60589	37122	40035	47508	53149	39892	36608	36598	38565	42393	33695	33026
12am-12am	50538	42051	37971	43113	50571	64756	40328	42197	50042	55929	43486	39918	39752	41895	45645	36275	34911
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	2817	3152	2565	2706	2959	3803	3344	3156	3959	3970	2730	2700	2723	2679	2530	2310	2176
pm Peak	16:00:00	12:00:00	16:00:00	16:00:00	16:00:00	15:00:00	12:00:00	13:00:00	12:00:00	14:00:00	17:00:00	16:00:00	17:00:00	17:00:00	16:00:00	12:00:00	15:00:00
Peak Volume	3772	3126	3121	3188	3588	4707	3375	3545	4109	4646	3153	2838	3033	3105	3625	2813	2944

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-12-09	2024-12-10	2024-12-11	2024-12-12	2024-12-13	2024-12-14	2024-12-15	2024-12-16	2024-12-17	2024-12-18	2024-12-19	2024-12-20	2024-12-21	2024-12-22	2024-12-23	2024-12-24	2024-12-25	2024-12-26	Workday	7 Day	Count
381	378	420	412	434	604	506	403	420	460	433	584	1008	613	453	578	373	343	456	499	17453
309	306	314	352	369	383	325	324	358	357	379	455	694	426	331	405	264	260	357	371	12971
287	355	377	341	438	363	268	325	340	340	362	450	480	332	352	370	215	212	346	344	12056
376	427	393	457	422	309	238	402	415	426	483	540	524	294	402	405	174	310	407	382	13353
582	563	616	626	603	454	261	594	622	580	634	629	476	309	494	438	169	456	557	502	17577
1162	1092	1140	1246	1031	636	387	1215	1213	1150	1230	1157	835	464	927	616	225	813	1046	909	31832
2143	2016	1877	2165	1933	1092	658	2174	2152	2177	2107	2110	1262	770	1694	1055	392	1403	1855	1588	55569
2540	2556	2413	2752	2568	1499	911	2751	2677	2657	2706	2629	1679	1186	2218	1383	488	1827	2361	2049	71714
2385	2317	2163	2486	2509	1883	1207	2387	2371	2465	2355	2629	2135	1534	2195	1526	843	2043	2257	2100	73499
2237	2016	2137	2277	2396	2197	1752	2226	2152	2312	2127	2503	2819	2125	2389	1977	1150	2374	2254	2249	78704
2094	2014	1929	2265	2484	2486	2047	2161	2127	2147	2233	2690	3315	2658	2735	2281	1511	2853	2373	2455	85941
2069	2105	2067	2340	2672	2680	2519	2284	2080	2117	2199	2920	3532	2939	2980	2707	1885	3315	2554	2676	93646
2250	2089	2225	2398	2918	2722	2809	2315	2159	2164	2273	3043	3515	3310	3266	2814	2183	3475	2694	2847	99628
2236	2211	2313	2632	3138	2713	3055	2259	2202	2244	2386	3548	3608	3436	3402	3017	2239	3489	2804	2939	102869
2442	2348	2413	2889	3175	2703	3073	2445	2366	2364	2778	3542	3324	3436	3492	2749	2183	3657	2874	2981	104327
2609	2584	2602	2928	3448	2739	3382	2388	2723	2797	2942	3856	3268	3227	3317	2660	2148	3528	3004	3057	107000
2959	2864	2725	3253	3681	2591	3257	2507	2854	2861	3157	3906	3128	3018	3617	2475	2075	3438	3133	3125	109370
2814	2748	2753	3159	3613	2477	2923	3072	3023	3009	3323	3900	2796	2570	3443	2205	2016	2971	3076	2995	104826
2192	2112	2313	2852	3049	2125	2284	2426	2546	2560	2532	3607	2554	2498	2811	1875	1797	2362	2669	2618	91638
1486	1580	1494	2116	2404	1778	2027	1697	1601	1700	2053	2673	2209	2113	2147	1664	1660	1883	1975	2010	70338
1153	1116	1262	1543	1772	1535	1503	1269	1346	1327	1603	2119	1682	1803	1738	1292	1501	1517	1531	1572	55021
863	1064	999	1247	1443	1168	1216	998	1100	1130	1339	1804	1408	1342	1452	1056	1152	1214	1239	1253	43856
707	766	798	1148	1094	981	750	731	971	841	976	1329	1172	1044	1023	766	745	854	935	949	33209
485	516	603	636	846	769	590	569	672	628	717	1062	872	598	855	583	491	626	698	695	24335
28827	27964	28053	32231	35651	28815	29219	29221	29280	29697	31011	38773	35673	31937	35865	27669	20518	35332	32052	32090	1123162
34472	33740	33685	39302	43203	34388	34623	35359	35479	36031	38113	47479	42234	37965	42896	32736	25223	41349	38652	38513	1347946
35664	35022	35086	41086	45143	36138	35963	36659	37122	37500	39806	49870	44278	39607	44774	34085	26459	42829	40286	40157	1405490
38761	38143	38346	44520	48440	38887	37948	39922	40490	40813	43327	53685	48295	42045	47733	36897	27879	45223	43455	43164	1510732
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
2540	2556	2413	2752	2672	2680	2519	2751	2677	2657	2706	2920	3532	2939	2980	2707	1885	3315	2554	2676	
16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	15:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	13:00:00	16:00:00	13:00:00	13:00:00	14:00:00	16:00:00	16:00:00	
2959	2864	2753	3253	3681	2739	3382	3072	3023	3009	3323	3906	3608	3436	3617	3017	2239	3657	3133	3125	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, November 22, 2024 to Thursday, December 26, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-11-22	2024-11-23	2024-11-24	2024-11-25	2024-11-26	2024-11-27	2024-11-28	2024-11-29	2024-11-30	2024-12-01	2024-12-02	2024-12-03	2024-12-04	2024-12-05	2024-12-06	2024-12-07	2024-12-08
00:00:00	207	282	218	214	236	286	370	214	219	315	287	204	184	245	210	281	211
01:00:00	185	193	141	144	165	255	260	144	217	232	231	145	161	183	191	143	133
02:00:00	197	188	121	156	184	240	222	144	152	189	209	157	165	186	188	166	123
03:00:00	263	191	135	215	231	251	206	140	160	159	239	235	193	208	243	140	108
04:00:00	321	212	148	315	335	368	201	212	198	222	316	288	318	327	320	202	116
05:00:00	617	351	202	669	679	651	265	356	307	289	680	652	629	611	585	294	177
06:00:00	1240	602	401	1275	1240	1309	449	587	474	477	1325	1253	1222	1240	1192	566	334
07:00:00	1562	743	510	1614	1648	1608	543	675	580	631	1673	1706	1686	1662	1516	625	433
08:00:00	1308	1039	774	1286	1326	1460	792	805	876	966	1409	1339	1324	1347	1230	882	589
09:00:00	1213	1403	993	1164	1298	1623	1112	1037	1311	1281	1220	1080	1140	1028	1087	1142	753
10:00:00	1204	1602	1153	1306	1391	1740	1421	1365	1586	1694	1204	950	1000	1007	1157	1055	1009
11:00:00	1380	1722	1329	1228	1464	1916	1508	1488	1936	1979	1218	1083	1081	1051	1153	1081	1116
12:00:00	1473	1773	1427	1340	1591	2099	1655	1548	1934	2291	1286	1182	1088	1187	1251	1574	1348
13:00:00	1478	1662	1534	1369	1683	2141	1434	1682	1909	2374	1336	1201	1121	1248	1405	1294	1425
14:00:00	1686	1562	1591	1344	1717	2291	1039	1572	1889	2450	1427	1173	1187	1252	1367	1253	1352
15:00:00	1761	1369	1521	1385	1627	2189	1234	1517	1853	2363	1441	1237	1227	1450	1473	1205	1468
16:00:00	1963	1343	1544	1587	1712	2129	1157	1491	1806	2348	1446	1236	1306	1488	1846	1306	1356
17:00:00	1887	1004	1434	1512	1684	2044	1248	1305	1549	2023	1574	1340	1463	1543	1551	1287	1500
18:00:00	1647	1196	1134	1278	1523	1981	1253	1237	1488	1961	1275	1335	1253	1223	1411	1148	1236
19:00:00	1193	1106	957	896	1151	1531	1125	920	1079	1652	793	832	752	895	929	776	876
20:00:00	1025	676	719	602	882	1330	920	694	952	1265	603	594	581	644	767	606	710
21:00:00	753	572	548	535	724	1043	743	544	779	939	496	487	459	475	648	416	508
22:00:00	698	437	447	411	547	753	512	452	603	582	376	358	380	366	495	430	401
23:00:00	417	347	333	298	474	529	370	318	407	406	261	261	283	313	484	301	310
7am-7pm	18562	16418	14944	16413	18664	23221	14396	15722	18717	22361	16509	14862	14876	15486	16447	13852	13585
6am-10pm	22773	19374	17569	19721	22661	28434	17633	18467	22001	26694	19726	18028	17890	18740	19983	16216	16013
6am-12am	23888	20158	18349	20430	23682	29716	18515	19237	23011	27682	20363	18647	18553	19419	20962	16947	16724
12am-12am	25678	21575	19314	22143	25512	31767	20039	20447	24264	29088	22325	20328	20203	21179	22699	18173	17592
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	9:00:00	11:00:00
Peak Volume	1562	1722	1329	1614	1648	1916	1508	1488	1936	1979	1673	1706	1686	1662	1516	1142	1116
pm Peak	16:00:00	12:00:00	14:00:00	16:00:00	14:00:00	14:00:00	12:00:00	13:00:00	12:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	17:00:00
Peak Volume	1963	1773	1591	1587	1717	2291	1655	1682	1934	2450	1574	1340	1463	1543	1846	1574	1500

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-12-09	2024-12-10	2024-12-11	2024-12-12	2024-12-13	2024-12-14	2024-12-15	2024-12-16	2024-12-17	2024-12-18	2024-12-19	2024-12-20	2024-12-21	2024-12-22	2024-12-23	2024-12-24	2024-12-25	2024-12-26	Workday	7 Day	Count
203	181	183	198	192	252	246	204	192	193	211	276	302	284	226	272	183	184	222	233	8165
175	138	161	185	199	179	158	181	176	179	171	240	221	219	182	205	137	142	181	182	6371
146	184	198	191	247	169	128	194	154	172	178	217	221	186	176	169	106	97	179	175	6120
209	216	190	188	205	129	117	226	216	209	239	268	248	159	213	203	74	166	210	194	6792
308	275	317	320	321	225	130	311	321	290	323	347	204	150	261	237	94	234	291	260	9087
619	588	618	669	539	304	168	662	642	596	660	625	388	240	491	317	122	439	559	477	16701
1291	1270	1116	1308	1163	541	361	1285	1275	1307	1267	1224	625	421	1025	588	225	783	1098	922	32261
1591	1596	1534	1666	1506	698	448	1676	1651	1644	1685	1521	768	527	1321	779	207	1017	1411	1179	41250
1350	1331	1234	1367	1357	944	665	1268	1318	1306	1328	1361	1023	758	1224	777	427	1062	1213	1110	38852
1111	1013	1062	1129	1200	1146	909	1105	1089	1208	1180	1251	1461	1016	1200	984	554	1145	1129	1133	39648
1023	988	961	1040	1183	1362	1076	1131	1040	1067	1187	1327	1680	1374	1413	1132	722	1414	1175	1228	42964
998	1009	979	1171	1237	1370	1322	1164	1057	1045	1189	1479	1734	1466	1492	1312	903	1615	1249	1322	46275
1126	1036	1136	1175	1386	1401	1428	1189	1123	1097	1244	1504	1744	1720	1666	1355	1050	1683	1339	1432	50110
1092	1128	1158	1300	1484	1336	1513	1155	1162	1232	1358	1686	1724	1874	1693	1488	1109	1671	1393	1470	51459
1176	1113	1158	1492	1595	1306	1602	1344	1295	1317	1345	1731	1633	1782	1790	1301	1012	1868	1424	1486	52012
1236	1205	1206	1398	1649	1366	1833	1308	1317	1336	1394	1893	1659	1597	1634	1356	1072	1667	1448	1498	52446
1432	1312	1206	1605	1780	1322	1797	1433	1432	1421	1496	1937	1562	1422	1617	1222	1048	1697	1520	1537	53805
1385	1280	1351	1693	1809	1243	1579	1355	1483	1406	1626	1895	1455	1192	1622	1115	1037	1490	1508	1485	51964
1049	1068	1122	1367	1577	1123	1139	1139	1218	1235	1259	1884	1300	1406	1436	983	932	1246	1317	1316	46062
690	667	692	957	1068	847	1048	806	803	800	961	1272	1108	1025	1021	833	900	938	937	969	33899
545	481	541	708	770	741	759	557	595	530	763	897	769	975	807	655	831	729	722	749	26223
455	503	509	536	669	520	635	496	489	541	654	843	618	726	713	532	651	613	604	611	21372
355	377	376	536	483	462	409	350	437	411	496	620	534	528	498	429	406	434	462	468	16389
223	235	311	275	372	402	308	281	316	319	348	487	420	300	400	300	254	315	338	342	11978
14569	14079	14107	16403	17763	14617	15311	15267	15185	15314	16291	19469	17743	16134	18108	13804	10073	17575	16127	16196	566847
17550	17000	16965	19912	21433	17266	18114	18411	18347	18492	19936	23705	20863	19281	21674	16412	12680	20638	19488	19446	680602
18128	17612	17652	20723	22288	18130	18831	19042	19100	19222	20780	24812	21817	20109	22572	17141	13340	21387	20288	20256	708969
19788	19194	19319	22474	23991	19388	19778	20820	20801	20861	22562	26785	23401	21347	24121	18544	14056	22649	21931	21777	762205
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	11:00:00	
1591	1596	1534	1666	1506	1370	1322	1676	1651	1644	1685	1521	1734	1466	1492	1312	903	1615	1411	1322	
16:00:00	16:00:00	17:00:00	17:00:00	17:00:00	12:00:00	15:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	12:00:00	13:00:00	14:00:00	13:00:00	13:00:00	14:00:00	16:00:00	16:00:00	
1432	1312	1351	1693	1809	1401	1833	1433	1483	1421	1626	1937	1744	1874	1790	1488	1109	1868	1520	1537	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, November 22, 2024 to Thursday, December 26, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-11-22	2024-11-23	2024-11-24	2024-11-25	2024-11-26	2024-11-27	2024-11-28	2024-11-29	2024-11-30	2024-12-01	2024-12-02	2024-12-03	2024-12-04	2024-12-05	2024-12-06	2024-12-07	2024-12-08
00:00:00	238	458	211	182	202	376	420	158	265	325	219	225	208	210	243	284	243
01:00:00	185	221	169	133	200	296	285	128	187	233	194	166	132	172	182	190	164
02:00:00	179	199	161	139	180	230	213	126	165	173	148	177	150	147	146	158	171
03:00:00	195	176	108	167	192	273	226	107	154	162	183	200	196	205	182	184	129
04:00:00	253	217	142	291	294	353	240	159	197	204	292	272	283	286	283	186	100
05:00:00	493	375	219	552	579	588	298	274	313	277	596	589	535	550	479	352	210
06:00:00	774	539	300	885	878	899	470	500	498	398	903	832	848	857	801	526	295
07:00:00	1011	829	481	1092	1143	1259	632	715	743	688	1057	994	1037	1017	1014	693	454
08:00:00	1074	950	692	1091	1256	1428	906	828	1031	975	1117	1121	1022	1125	1147	985	566
09:00:00	1270	1087	860	1180	1230	1496	1235	1176	1296	1407	1165	1002	1106	1153	1055	1058	877
10:00:00	1253	1358	1079	1093	1372	1783	1639	1466	1780	1701	1221	1036	1010	1052	1128	1106	990
11:00:00	1437	1430	1236	1237	1495	1887	1836	1668	2023	1991	1350	1037	1087	1144	1356	1229	1060
12:00:00	1545	1353	1430	1378	1587	2048	1720	1647	2175	2087	1345	1089	1065	1217	1426	1239	1302
13:00:00	1609	1350	1544	1305	1631	2404	1409	1863	2111	2176	1356	1169	1152	1293	1487	1226	1360
14:00:00	1723	1395	1489	1456	1647	2392	1226	1818	2094	2196	1354	1259	1241	1301	1538	1247	1420
15:00:00	1833	1369	1468	1494	1811	2518	1156	1693	1969	1984	1489	1435	1464	1480	1657	1238	1476
16:00:00	1809	1272	1577	1601	1876	2534	1188	1453	1951	2068	1628	1602	1573	1549	1779	1124	1356
17:00:00	1788	1065	1344	1555	1726	2195	1087	1521	1527	2002	1579	1494	1570	1562	1635	1133	1280
18:00:00	1735	1181	1169	1286	1708	2337	1078	1253	1379	1557	1305	1333	1219	1349	1678	904	1093
19:00:00	1393	1029	1023	946	1257	2009	941	1007	1231	1224	843	799	864	946	1196	926	956
20:00:00	1032	1072	785	649	918	1395	760	768	976	1011	661	632	684	724	844	742	717
21:00:00	753	767	520	536	836	1049	615	624	703	885	522	499	477	586	718	592	510
22:00:00	598	453	377	424	588	732	419	430	584	761	368	360	357	436	572	448	358
23:00:00	680	331	273	298	453	508	290	368	426	356	266	268	269	355	400	332	232
7am-7pm	18087	14639	14369	15768	18482	24281	15112	17101	20079	20832	15966	14571	14546	15242	16900	13182	13234
6am-10pm	22039	18046	16997	18784	22371	29633	17898	20000	23487	24350	18895	17333	17419	18355	20459	15968	15712
6am-12am	23317	18830	17647	19506	23412	30873	18607	20798	24497	25467	19529	17961	18045	19146	21431	16748	16302
12am-12am	24860	20476	18657	20970	25059	32989	20289	21750	25778	26841	21161	19590	19549	20716	22946	18102	17319
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	9:00:00	9:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1437	1430	1236	1237	1495	1887	1836	1668	2023	1991	1350	1121	1106	1153	1356	1229	1060
pm Peak	15:00:00	14:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	13:00:00	12:00:00	14:00:00	16:00:00	16:00:00	16:00:00	17:00:00	16:00:00	14:00:00	15:00:00
Peak Volume	1833	1395	1577	1601	1876	2534	1720	1863	2175	2196	1628	1602	1573	1562	1779	1247	1476

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2024-12-09	2024-12-10	2024-12-11	2024-12-12	2024-12-13	2024-12-14	2024-12-15	2024-12-16	2024-12-17	2024-12-18	2024-12-19	2024-12-20	2024-12-21	2024-12-22	2024-12-23	2024-12-24	2024-12-25	2024-12-26	Workday	7 Day	Count
178	197	237	214	242	352	260	199	228	267	222	308	706	329	227	306	190	159	234	265	9288
134	168	153	167	170	204	167	143	182	178	208	215	473	207	149	200	127	118	175	189	6600
141	171	179	150	191	194	140	131	186	168	184	233	259	146	176	201	109	115	167	170	5936
167	211	203	269	217	180	121	176	199	217	244	272	276	135	189	202	100	144	197	187	6561
274	288	299	306	282	229	131	283	301	290	311	282	272	159	233	201	75	222	266	243	8490
543	504	522	577	492	332	219	553	571	554	570	532	447	224	436	299	103	374	487	432	15131
852	746	761	857	770	551	297	889	877	870	840	886	637	349	669	467	167	620	757	666	23308
949	960	879	1086	1062	801	463	1075	1026	1013	1021	1108	911	659	897	604	281	810	950	870	30464
1035	986	929	1119	1152	939	542	1119	1053	1159	1027	1268	1112	776	971	749	416	981	1043	990	34647
1126	1003	1075	1148	1196	1051	843	1121	1063	1104	947	1252	1358	1109	1189	993	596	1229	1124	1116	39056
1071	1026	968	1225	1301	1124	971	1030	1087	1080	1046	1363	1635	1284	1322	1149	789	1439	1198	1228	42977
1071	1096	1088	1169	1435	1310	1197	1120	1023	1072	1010	1441	1798	1473	1488	1395	982	1700	1305	1353	47371
1124	1053	1089	1223	1532	1321	1381	1126	1036	1067	1029	1539	1771	1590	1600	1459	1133	1792	1355	1415	49518
1144	1083	1155	1332	1654	1377	1542	1104	1040	1012	1028	1862	1884	1562	1709	1529	1130	1818	1411	1469	51410
1266	1235	1255	1397	1580	1397	1471	1101	1071	1047	1433	1811	1691	1654	1702	1448	1171	1789	1450	1495	52315
1373	1379	1396	1530	1799	1373	1549	1080	1406	1461	1548	1963	1609	1630	1683	1304	1076	1861	1556	1559	54554
1527	1552	1519	1648	1901	1269	1460	1074	1422	1440	1661	1969	1566	1596	2000	1253	1027	1741	1613	1588	55565
1429	1468	1402	1466	1804	1234	1344	1717	1540	1603	1697	2005	1341	1378	1821	1090	979	1481	1569	1510	52862
1143	1044	1191	1485	1472	1002	1145	1287	1328	1325	1273	1723	1254	1092	1375	892	865	1116	1352	1302	45576
796	913	802	1159	1336	931	979	891	798	900	1092	1401	1101	1088	1126	831	760	945	1038	1041	36439
608	635	721	835	1002	794	744	712	751	797	840	1222	913	828	931	637	670	788	809	823	28798
408	561	490	711	774	648	581	502	611	589	685	961	790	616	739	524	501	601	635	642	22484
352	389	422	612	611	519	341	381	534	430	480	709	638	516	525	337	339	420	473	481	16820
262	281	292	361	474	367	282	288	356	309	369	575	452	298	455	283	237	311	360	353	12357
14258	13885	13946	15828	17888	14198	13908	13954	14095	14383	14720	19304	17930	15803	17757	13865	10445	17757	15926	15895	556315
16922	16740	16720	19390	21770	17122	16509	16948	17132	17539	18177	23774	21371	18684	21222	16324	12543	20711	19164	19067	667344
17536	17410	17434	20363	22855	18008	17132	17617	18022	18278	19026	25058	22461	19498	22202	16944	13119	21442	19997	19901	696521
18973	18949	19027	22046	24449	19499	18170	19102	19689	19952	20765	26900	24894	20698	23612	18353	13823	22574	21524	21386	748527
9:00:00	11:00:00	11:00:00	10:00:00	11:00:00	11:00:00	11:00:00	9:00:00	10:00:00	8:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1126	1096	1088	1225	1435	1310	1197	1121	1087	1159	1046	1441	1798	1473	1488	1395	982	1700	1305	1353	
16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	14:00:00	15:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	13:00:00	14:00:00	16:00:00	13:00:00	14:00:00	15:00:00	16:00:00	16:00:00	
1527	1552	1519	1648	1901	1397	1549	1717	1540	1603	1697	2005	1884	1654	2000	1529	1171	1861	1613	1588	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, November 22, 2024 to Thursday, December 26, 2024

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
11/27/2024 0:00	11/27/2024 23:59	Holiday-affected	-	Yes	Thanksgiving
11/27/2024 0:00	11/27/2024 23:59	Volume Atypical	-	Yes	
11/28/2024 0:00	11/28/2024 23:59	Holiday	-	Yes	Thanksgiving Day
11/29/2024 0:00	11/29/2024 23:59	Holiday	-	Yes	Black Friday
11/29/2024 0:00	11/29/2024 23:59	Volume Atypical	-	Yes	
11/30/2024 0:00	11/30/2024 23:59	Holiday-affected	-	Yes	Thanksgiving
11/30/2024 0:00	11/30/2024 23:59	Volume Atypical	-	Yes	
12/1/2024 0:00	12/1/2024 23:59	Holiday-affected	-	Yes	Thanksgiving
12/1/2024 0:00	12/1/2024 23:59	Volume Atypical	-	Yes	
12/20/2024 0:00	12/20/2024 23:59	Holiday-affected	-	Yes	Christmas
12/21/2024 0:00	12/21/2024 23:59	Holiday-affected	-	Yes	Christmas
12/23/2024 0:00	12/23/2024 23:59	Holiday-affected	-	Yes	Christmas
12/24/2024 0:00	12/24/2024 23:59	Holiday	-	Yes	Christmas Eve (Observed)
12/25/2024 0:00	12/25/2024 23:59	Holiday	-	Yes	Christmas Day (Observed)
12/26/2024 0:00	12/26/2024 23:59	Holiday	-	Yes	Day after Christmas (Observed)

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, December 27, 2024 to Thursday, January 30, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-12-27	2024-12-28	2024-12-29	2024-12-30	2024-12-31	2025-01-01	2025-01-02	2025-01-03	2025-01-04	2025-01-05	2025-01-06	2025-01-07	2025-01-08	2025-01-09	2025-01-10	2025-01-11	2025-01-12
00:00:00	453	494	494	409	475	385	363	501	518	445	370	387	417	405	478	172	281
01:00:00	361	393	392	312	376	424	278	342	366	381	321	286	301	304	393	119	233
02:00:00	335	310	299	316	281	340	254	330	302	270	296	294	310	310	329	103	187
03:00:00	423	337	268	344	367	276	345	417	303	239	381	398	390	380	370	101	189
04:00:00	472	428	281	542	485	210	549	546	364	273	543	521	524	554	542	152	197
05:00:00	853	566	417	1009	801	301	1001	984	617	413	1083	1161	1096	1024	832	212	315
06:00:00	1480	854	577	1744	1439	476	1763	1712	951	656	1932	2035	1948	1958	1504	370	474
07:00:00	1974	1193	837	2145	1793	591	2231	2217	1330	912	2369	2545	2557	2475	1874	480	620
08:00:00	2161	1529	1145	2150	1680	801	2168	2082	1649	1226	2007	2335	2242	2300	1678	801	935
09:00:00	2568	2230	1529	2306	1822	1107	2214	2137	2132	1643	1918	1995	1945	2062	1551	1062	1275
10:00:00	2838	2867	1905	2522	1942	1483	2402	2363	2536	2090	1921	1947	1950	1866	1517	1344	1669
11:00:00	3232	3069	2368	2723	2177	1831	2649	2503	2809	2425	2114	1851	2063	1987	1583	1722	1880
12:00:00	3630	3227	2833	2929	2582	2080	2759	2822	2805	2750	2198	2010	2039	1948	1526	1805	2208
13:00:00	3647	3397	2872	3170	2629	2351	2895	2993	2879	2904	2298	2038	2039	2205	1365	1885	2316
14:00:00	3550	3295	3223	3079	2679	2263	3023	2973	2864	2962	2409	1990	2181	2381	1271	1923	2258
15:00:00	3789	3176	3124	3034	2571	2247	2837	3252	2902	2731	2468	2432	2148	2416	1146	1834	2496
16:00:00	3440	2994	2802	3081	2478	2232	2853	3292	2820	2752	2678	2800	3111	2643	1110	1815	2492
17:00:00	3180	2627	2523	2964	2245	2026	2772	3090	2504	3021	2621	2821	2969	3561	923	1691	2132
18:00:00	2617	2234	2208	2351	1807	1666	2300	2507	2102	2368	2151	2412	2366	2971	712	1565	1920
19:00:00	2106	1821	1693	1847	1451	1422	1986	1970	1908	1754	1529	1528	1507	1952	564	1215	1515
20:00:00	1716	1444	1309	1455	1092	1128	1541	1522	1380	1432	1127	1136	1130	1540	471	918	1172
21:00:00	1250	1101	1050	1080	821	860	1115	1249	1142	1045	837	943	1040	1213	328	705	815
22:00:00	980	874	786	830	613	675	857	933	834	748	674	705	731	984	263	625	586
23:00:00	683	637	533	596	389	496	614	695	606	518	515	538	498	673	182	395	418
7am-7pm	36626	31838	27369	32454	26405	20678	31103	32231	29332	27784	27152	27176	27610	28815	16256	17927	22201
6am-10pm	43178	37058	31998	38580	31208	24564	37508	38684	34713	32671	32577	32818	33235	35478	19123	21135	26177
6am-12am	44841	38569	33317	40006	32210	25735	38979	40312	36153	33937	33766	34061	34464	37135	19568	22155	27181
12am-12am	47738	41097	35468	42938	34995	27671	41769	43432	38623	35958	36760	37108	37502	40112	22512	23014	28583
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	3232	3069	2368	2723	2177	1831	2649	2503	2809	2425	2369	2545	2557	2475	1874	1722	1880
pm Peak	15:00:00	13:00:00	14:00:00	13:00:00	14:00:00	13:00:00	14:00:00	16:00:00	15:00:00	17:00:00	16:00:00	17:00:00	16:00:00	17:00:00	12:00:00	14:00:00	15:00:00
Peak Volume	3789	3397	3223	3170	2679	2351	3023	3292	2902	3021	2678	2821	3111	3561	1526	1923	2496

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-01-13	2025-01-14	2025-01-15	2025-01-16	2025-01-17	2025-01-18	2025-01-19	2025-01-20	2025-01-21	2025-01-22	2025-01-23	2025-01-24	2025-01-25	2025-01-26	2025-01-27	2025-01-28	2025-01-29	2025-01-30	Workday	7 Day	Count
317	382	347	389	473	544	441	350	372	166	224	376	452	409	322	382	381	389	381	393	13763
225	294	310	314	361	355	267	267	322	113	187	303	328	262	268	284	301	316	303	305	10659
281	300	298	311	333	340	218	280	330	94	188	257	298	224	265	303	279	320	289	280	9785
322	386	381	385	366	319	223	328	349	89	218	340	295	178	333	359	385	368	348	319	11152
535	544	558	585	525	381	202	441	547	146	315	477	328	206	560	537	509	582	494	433	15161
1124	1128	1120	1078	1023	546	323	932	1071	251	707	929	532	306	1151	1079	1101	1117	958	806	28203
2047	2016	2035	2061	1888	890	470	1643	1873	411	1217	1645	918	482	1932	2073	2058	2084	1719	1418	49616
2688	2611	2613	2558	2480	1221	668	1917	2374	483	1572	2198	1204	701	2540	2768	2713	2831	2205	1837	64283
2342	2369	2327	2383	2343	1544	957	1926	2112	598	1807	2077	1576	997	2227	2259	2321	2350	2042	1812	63404
1942	2069	1948	2075	2321	1860	1412	2068	1845	708	1832	2168	1873	1403	1912	2069	2111	2065	1950	1862	65177
1971	2010	1839	2112	2412	2196	1741	2270	1809	737	1730	2164	2132	1709	1829	2017	1889	2144	1987	1996	69873
1994	1938	1871	2175	2443	2340	2109	2506	1857	910	1834	2197	2261	1972	2048	1931	1952	2138	2100	2156	75462
2164	2032	2058	2107	2628	2551	2401	2627	2168	1081	1958	2534	2342	2231	2288	1950	2109	2240	2259	2332	81620
2189	2208	2219	2395	3034	2447	2704	2745	2224	1050	2086	2610	2344	2583	2113	2025	2123	2421	2363	2440	85403
2227	2128	2248	2511	3225	2460	2598	2772	2498	1170	2163	2788	2272	2442	2295	2108	2353	2444	2429	2486	87026
2439	2395	2510	2823	3328	2431	2689	3009	2386	1151	2421	3145	2334	2446	2465	2432	2597	2623	2563	2578	90227
2927	2890	2764	3076	3525	2272	2417	2917	2163	1324	2628	3259	2328	2403	2831	2762	2814	2773	2735	2670	93466
2830	2749	2746	2945	3624	2060	2327	2882	1706	1209	2720	3069	2229	2497	2730	2955	2799	3113	2690	2596	90860
2222	2364	2403	2556	3338	1876	2085	2464	1059	989	2020	2759	1949	2079	1969	2464	2369	2755	2224	2171	75977
1519	1544	1515	1816	2383	1660	1737	1853	688	724	1447	1882	1593	1639	1373	1517	1566	1780	1579	1600	56004
1003	1092	1126	1425	1926	1205	1354	1284	475	580	1089	1725	1307	1236	1094	1129	1204	1293	1212	1230	43060
877	913	919	1177	1488	954	971	973	304	499	836	1289	899	908	877	1011	878	1037	953	954	33404
625	658	662	781	1089	751	750	661	287	364	648	917	766	671	594	705	680	802	709	717	25109
451	487	529	595	711	521	486	535	200	303	469	663	504	448	521	474	524	585	517	514	17992
27935	27763	27546	29716	34701	25258	24108	30103	24201	11410	24771	30968	24844	23463	27247	27740	28150	29897	27546	26937	942778
33381	33328	33141	36195	42386	29967	28640	35856	27541	13624	29360	37509	29561	27728	32523	33470	33856	36091	33009	32139	1124862
34457	34473	34332	37571	44186	31239	29876	37052	28028	14291	30477	39089	30831	28847	33638	34649	35060	37478	34234	33370	1167963
37261	37507	37346	40633	47267	33724	31550	39650	31019	15150	32316	41771	33064	30432	36537	37593	38016	40570	37007	35905	1256686
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	11:00:00	11:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2688	2611	2613	2558	2480	2340	2109	2506	2374	910	1834	2198	2261	1972	2540	2768	2713	2831	2205	2156	
16:00:00	16:00:00	16:00:00	16:00:00	17:00:00	12:00:00	13:00:00	15:00:00	14:00:00	16:00:00	17:00:00	16:00:00	13:00:00	13:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	
2927	2890	2764	3076	3624	2551	2704	3009	2498	1324	2720	3259	2344	2583	2831	2955	2814	3113	2735	2670	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, December 27, 2024 to Thursday, January 30, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-12-27	2024-12-28	2024-12-29	2024-12-30	2024-12-31	2025-01-01	2025-01-02	2025-01-03	2025-01-04	2025-01-05	2025-01-06	2025-01-07	2025-01-08	2025-01-09	2025-01-10	2025-01-11	2025-01-12
00:00:00	231	240	207	240	224	196	193	220	265	232	185	168	221	199	258	74	140
01:00:00	170	154	196	173	197	221	149	180	188	179	165	143	163	152	204	46	120
02:00:00	170	158	174	161	145	147	134	166	145	148	169	141	156	145	186	49	88
03:00:00	228	173	152	187	200	133	200	200	148	116	209	193	200	185	205	59	86
04:00:00	255	226	142	306	245	104	313	290	183	153	293	288	279	275	298	79	104
05:00:00	485	273	189	542	436	164	555	562	335	231	575	621	605	561	510	116	168
06:00:00	866	457	334	1048	904	258	1051	1011	516	381	1185	1207	1169	1166	972	186	285
07:00:00	1110	548	374	1247	1039	269	1330	1304	650	435	1434	1594	1671	1531	1198	228	288
08:00:00	1103	769	546	1160	935	369	1165	1115	844	611	1035	1254	1259	1262	984	426	451
09:00:00	1282	1152	745	1215	932	538	1100	1077	1085	836	998	1017	1007	1050	857	570	650
10:00:00	1404	1430	901	1227	970	729	1197	1160	1292	1049	968	992	1034	904	696	717	882
11:00:00	1635	1539	1208	1368	1040	870	1289	1215	1433	1202	1049	926	987	935	711	954	1034
12:00:00	1740	1620	1392	1371	1264	1016	1308	1396	1428	1331	1064	1074	1046	885	636	941	1147
13:00:00	1848	1711	1414	1589	1247	1032	1411	1415	1386	1421	1128	1072	1039	1138	577	927	1156
14:00:00	1771	1632	1684	1516	1249	1125	1509	1432	1419	1464	1161	1051	1184	1313	534	950	1090
15:00:00	1663	1594	1585	1473	1212	1080	1254	1565	1459	1311	1188	1142	1077	1132	482	882	1191
16:00:00	1681	1487	1409	1418	1139	1110	1224	1576	1489	1361	1232	1160	1488	1134	488	841	1186
17:00:00	1472	1384	1295	1376	1049	1038	1249	1500	1301	1685	1327	1447	1581	2119	410	870	1065
18:00:00	1304	1216	1185	1257	898	921	1148	1310	1100	1215	984	1140	1116	1546	345	801	970
19:00:00	1094	870	865	869	738	724	1179	992	956	837	673	690	704	926	240	571	776
20:00:00	725	700	676	670	518	584	748	738	694	784	506	502	523	783	214	436	579
21:00:00	605	503	553	504	417	487	601	577	579	560	428	451	459	636	171	335	404
22:00:00	435	394	403	378	320	366	435	438	435	420	350	349	333	552	123	324	293
23:00:00	324	320	274	306	194	259	345	357	298	282	259	283	242	382	98	188	209
7am-7pm	18013	16082	13738	16217	12974	10097	15184	16065	14886	13921	13568	13869	14489	14949	7918	9107	11110
6am-10pm	21303	18612	16166	19308	15551	12150	18763	19383	17631	16483	16360	16719	17344	18460	9515	10635	13154
6am-12am	22062	19326	16843	19992	16065	12775	19543	20178	18364	17185	16969	17351	17919	19394	9736	11147	13656
12am-12am	23601	20550	17903	21601	17512	13740	21087	21796	19628	18244	18565	18905	19543	20911	11397	11570	14362
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1635	1539	1208	1368	1040	870	1330	1304	1433	1202	1434	1594	1671	1531	1198	954	1034
pm Peak	13:00:00	13:00:00	14:00:00	13:00:00	12:00:00	14:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	14:00:00	15:00:00
Peak Volume	1848	1711	1684	1589	1264	1125	1509	1576	1489	1685	1327	1447	1581	2119	636	950	1191

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-01-13	2025-01-14	2025-01-15	2025-01-16	2025-01-17	2025-01-18	2025-01-19	2025-01-20	2025-01-21	2025-01-22	2025-01-23	2025-01-24	2025-01-25	2025-01-26	2025-01-27	2025-01-28	2025-01-29	2025-01-30	Workday	7 Day	Count
170	191	156	193	233	240	195	193	189	84	118	194	223	184	177	179	190	200	192	194	6802
119	140	170	155	179	165	132	144	159	57	85	164	157	125	148	140	154	170	156	153	5363
143	129	145	158	147	184	108	153	164	52	92	136	147	110	144	141	135	180	146	141	4950
159	182	183	184	202	164	103	180	195	32	121	183	152	87	188	182	210	185	181	165	5766
273	291	297	300	270	195	101	255	307	78	187	270	169	89	289	270	278	303	265	230	8055
588	623	608	593	583	295	145	511	601	144	396	536	278	144	621	614	609	607	530	441	15424
1210	1221	1219	1196	1142	454	272	997	1163	234	706	1020	523	303	1164	1254	1226	1245	1033	844	29545
1636	1591	1631	1604	1482	561	298	1100	1471	237	919	1310	550	315	1566	1730	1678	1703	1335	1075	37632
1278	1261	1267	1302	1267	796	462	1011	1174	311	961	1134	829	501	1221	1199	1319	1346	1108	969	33927
966	1013	1004	1052	1165	970	724	1075	978	358	928	1127	984	701	900	1008	1066	1033	990	948	33163
1008	995	909	994	1187	1137	894	1179	909	301	896	1099	1105	856	876	1062	913	1071	987	998	34943
954	966	919	1094	1129	1169	1097	1239	992	443	950	1065	1243	968	1048	990	975	1054	1034	1077	37690
1079	993	1059	1005	1239	1329	1244	1233	1141	563	1036	1291	1242	1130	1265	946	1034	1120	1112	1160	40608
1100	1073	1147	1292	1521	1292	1441	1356	1136	530	1100	1354	1165	1321	1101	1015	1055	1128	1176	1218	42638
1094	1069	1088	1256	1614	1253	1283	1428	1281	567	1102	1388	1109	1180	1135	1006	1185	1111	1207	1235	43233
1196	1192	1183	1422	1591	1198	1384	1499	1111	524	1173	1572	1121	1167	1232	1161	1291	1281	1228	1245	43588
1321	1367	1273	1464	1669	1142	1217	1393	974	601	1167	1546	1168	1191	1275	1294	1273	1423	1268	1262	44181
1318	1361	1306	1384	1819	1047	1135	1392	723	607	1254	1443	1101	1323	1235	1471	1366	1460	1308	1283	44913
1129	1085	1170	1294	1728	981	975	1319	452	532	1020	1348	1046	1089	1022	1222	1158	1325	1111	1096	38351
643	701	697	881	1159	760	887	916	286	341	728	845	760	834	614	721	729	839	757	773	27045
460	525	531	675	918	525	686	598	206	282	487	748	604	626	511	534	540	602	565	584	20438
453	445	431	547	735	461	505	501	136	232	398	661	426	471	434	480	414	485	468	471	16485
310	335	323	378	545	352	410	343	127	178	328	452	369	366	268	391	352	424	353	360	12599
231	256	288	286	309	248	246	272	69	150	244	326	252	250	260	230	259	281	260	259	9077
14079	13966	13956	15163	17411	12875	12154	15224	12342	5574	12506	15677	12663	11742	13876	14104	14313	15055	13864	13568	474867
16845	16858	16834	18462	21365	15075	14504	18236	14133	6663	14825	18951	14976	13976	16599	17093	17222	18226	16687	16239	568380
17386	17449	17445	19126	22219	15675	15160	18851	14329	6991	15397	19729	15597	14592	17127	17714	17833	18931	17300	16859	590056
18838	19005	19004	20709	23833	16918	15944	20287	15944	7438	16396	21212	16723	15331	18694	19240	19409	20576	18770	18183	636416
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	11:00:00	8:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
1636	1591	1631	1604	1482	1169	1097	1239	1471	443	961	1310	1243	968	1566	1730	1678	1703	1335	1077	
16:00:00	16:00:00	17:00:00	16:00:00	17:00:00	12:00:00	13:00:00	15:00:00	14:00:00	17:00:00	17:00:00	15:00:00	12:00:00	17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	17:00:00	
1321	1367	1306	1464	1819	1329	1441	1499	1281	607	1254	1572	1242	1323	1275	1471	1366	1460	1308	1283	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, December 27, 2024 to Thursday, January 30, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2024-12-27	2024-12-28	2024-12-29	2024-12-30	2024-12-31	2025-01-01	2025-01-02	2025-01-03	2025-01-04	2025-01-05	2025-01-06	2025-01-07	2025-01-08	2025-01-09	2025-01-10	2025-01-11	2025-01-12
00:00:00	222	254	287	169	251	189	170	281	253	213	185	219	196	206	220	98	141
01:00:00	191	239	196	139	179	203	129	162	178	202	156	143	138	152	189	73	113
02:00:00	165	152	125	155	136	193	120	164	157	122	127	153	154	165	143	54	99
03:00:00	195	164	116	157	167	143	145	217	155	123	172	205	190	195	165	42	103
04:00:00	217	202	139	236	240	106	236	256	181	120	250	233	245	279	244	73	93
05:00:00	368	293	228	467	365	137	446	422	282	182	508	540	491	463	322	96	147
06:00:00	614	397	243	696	535	218	712	701	435	275	747	828	779	792	532	184	189
07:00:00	864	645	463	898	754	322	901	913	680	477	935	951	886	944	676	252	332
08:00:00	1058	760	599	990	745	432	1003	967	805	615	972	1081	983	1038	694	375	484
09:00:00	1286	1078	784	1091	890	569	1114	1060	1047	807	920	978	938	1012	694	492	625
10:00:00	1434	1437	1004	1295	972	754	1205	1203	1244	1041	953	955	916	962	821	627	787
11:00:00	1597	1530	1160	1355	1137	961	1360	1288	1376	1223	1065	925	1076	1052	872	768	846
12:00:00	1890	1607	1441	1558	1318	1064	1451	1426	1377	1419	1134	936	993	1063	890	864	1061
13:00:00	1799	1686	1458	1581	1382	1319	1484	1578	1493	1483	1170	966	1000	1067	788	958	1160
14:00:00	1779	1663	1539	1563	1430	1138	1514	1541	1445	1498	1248	939	997	1068	737	973	1168
15:00:00	2126	1582	1539	1561	1359	1167	1583	1687	1443	1420	1280	1290	1071	1284	664	952	1305
16:00:00	1759	1507	1393	1663	1339	1122	1629	1716	1331	1391	1446	1640	1623	1509	622	974	1306
17:00:00	1708	1243	1228	1588	1196	988	1523	1590	1203	1336	1294	1374	1388	1442	513	821	1067
18:00:00	1313	1018	1023	1094	909	745	1152	1197	1002	1153	1167	1272	1250	1425	367	764	950
19:00:00	1012	951	828	978	713	698	807	978	952	917	856	838	803	1026	324	644	739
20:00:00	991	744	633	785	574	544	793	784	686	648	621	634	607	757	257	482	593
21:00:00	645	598	497	576	404	373	514	672	563	485	409	492	581	577	157	370	411
22:00:00	545	480	383	452	293	309	422	495	399	328	324	356	398	432	140	301	293
23:00:00	359	317	259	290	195	237	269	338	308	236	256	255	256	291	84	207	209
7am-7pm	18613	15756	13631	16237	13431	10581	15919	16166	14446	13863	13584	13307	13121	13866	8338	8820	11091
6am-10pm	21875	18446	15832	19272	15657	12414	18745	19301	17082	16188	16217	16099	15891	17018	9608	10500	13023
6am-12am	22779	19243	16474	20014	16145	12960	19436	20134	17789	16752	16797	16710	16545	17741	9832	11008	13525
12am-12am	24137	20547	17565	21337	17483	13931	20682	21636	18995	17714	18195	18203	17959	19201	11115	11444	14221
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1597	1530	1160	1355	1137	961	1360	1288	1376	1223	1065	1081	1076	1052	872	768	846
pm Peak	15:00:00	13:00:00	14:00:00	16:00:00	14:00:00	13:00:00	16:00:00	16:00:00	13:00:00	14:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	16:00:00	16:00:00
Peak Volume	2126	1686	1539	1663	1430	1319	1629	1716	1493	1498	1446	1640	1623	1509	890	974	1306

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-01-13	2025-01-14	2025-01-15	2025-01-16	2025-01-17	2025-01-18	2025-01-19	2025-01-20	2025-01-21	2025-01-22	2025-01-23	2025-01-24	2025-01-25	2025-01-26	2025-01-27	2025-01-28	2025-01-29	2025-01-30	Workday	7 Day	Count
147	191	191	196	240	304	246	157	183	82	106	182	229	225	145	203	191	189	188	199	6961
106	154	140	159	182	190	135	123	163	56	102	139	171	137	120	144	147	146	146	151	5296
138	171	153	153	186	156	110	127	166	42	96	121	151	114	121	162	144	140	144	138	4835
163	204	198	201	164	155	120	148	154	57	97	157	143	91	145	177	175	183	167	154	5386
262	253	261	285	255	186	101	186	240	68	128	207	159	117	271	267	231	279	229	203	7106
536	505	512	485	440	251	178	421	470	107	311	393	254	162	530	465	492	510	428	365	12779
837	795	816	865	746	436	198	646	710	177	511	625	395	179	768	819	832	839	686	573	20071
1052	1020	982	954	998	660	370	817	903	246	653	888	654	386	974	1038	1035	1128	869	761	26651
1064	1108	1060	1081	1076	748	495	915	938	287	846	943	747	496	1006	1060	1002	1004	934	842	29477
976	1056	944	1023	1156	890	688	993	867	350	904	1041	889	702	1012	1061	1045	1032	960	915	32014
963	1015	930	1118	1225	1059	847	1091	900	436	834	1065	1027	853	953	955	976	1073	1000	998	34930
1040	972	952	1081	1314	1171	1012	1267	865	467	884	1132	1018	1004	1000	941	977	1084	1067	1079	37772
1085	1039	999	1102	1389	1222	1157	1394	1027	518	922	1243	1100	1101	1023	1004	1075	1120	1147	1172	41012
1089	1135	1072	1103	1513	1155	1263	1389	1088	520	986	1256	1179	1262	1012	1010	1068	1293	1187	1222	42765
1133	1059	1160	1255	1611	1207	1315	1344	1217	603	1061	1400	1163	1262	1160	1102	1168	1333	1222	1251	43793
1243	1203	1327	1401	1737	1233	1305	1510	1275	627	1248	1573	1213	1279	1233	1271	1306	1342	1335	1333	46639
1606	1523	1491	1612	1856	1130	1200	1524	1189	723	1461	1713	1160	1212	1556	1468	1541	1350	1467	1408	49285
1512	1388	1440	1561	1805	1013	1192	1490	983	602	1466	1626	1128	1174	1495	1484	1433	1653	1382	1313	45947
1093	1279	1233	1262	1610	895	1110	1145	607	457	1000	1411	903	990	947	1242	1211	1430	1113	1075	37626
876	843	818	935	1224	900	850	937	402	383	719	1037	833	805	759	796	837	941	822	827	28959
543	567	595	750	1008	680	668	686	269	298	602	977	703	610	583	595	664	691	647	646	22622
424	468	488	630	753	493	466	472	168	267	438	628	473	437	443	531	464	552	485	483	16919
315	323	339	403	544	399	340	318	160	186	320	465	397	305	326	314	328	378	355	357	12510
220	231	241	309	402	273	240	263	131	153	225	337	252	198	261	244	265	304	257	255	8915
13856	13797	13590	14553	17290	12383	11954	14879	11859	5836	12265	15291	12181	11721	13371	13636	13837	14842	13683	13369	467911
16536	16470	16307	17733	21021	14892	14136	17620	13408	6961	14535	18558	14585	13752	15924	16377	16634	17865	16322	15899	556482
17071	17024	16887	18445	21967	15564	14716	18201	13699	7300	15080	19360	15234	14255	16511	16935	17227	18547	16934	16512	577907
18423	18502	18342	19924	23434	16806	15606	19363	15075	7712	15920	20559	16341	15101	17843	18353	18607	19994	18237	17722	620270
8:00:00	8:00:00	8:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	9:00:00	11:00:00	10:00:00	11:00:00	9:00:00	9:00:00	9:00:00	7:00:00	11:00:00	11:00:00	
1064	1108	1060	1118	1314	1171	1012	1267	938	467	904	1132	1027	1004	1012	1061	1045	1128	1067	1079	
16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00	16:00:00	15:00:00	16:00:00	17:00:00	16:00:00	15:00:00	15:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	
1606	1523	1491	1612	1856	1233	1315	1524	1275	723	1466	1713	1213	1279	1556	1484	1541	1653	1467	1408	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, December 27, 2024 to Thursday, January 30, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
12/27/2024 0:00	12/27/2024 23:59	Holiday-affected	-	Yes	Christmas
12/28/2024 0:00	12/28/2024 23:59	Holiday-affected	-	Yes	Christmas
12/29/2024 0:00	12/29/2024 23:59	Holiday-affected	-	Yes	Christmas
12/30/2024 0:00	12/30/2024 23:59	Holiday-affected	-	Yes	Christmas
12/31/2024 0:00	12/31/2024 23:59	Holiday-affected	-	Yes	New Years
1/1/2025 0:00	1/1/2025 23:59	Holiday	-	Yes	New Year's Day (Observed)
1/2/2025 0:00	1/2/2025 23:59	Holiday-affected	-	Yes	New Years
1/3/2025 0:00	1/3/2025 23:59	Holiday-affected	-	Yes	New Years
1/20/2025 0:00	1/20/2025 23:59	Holiday	-	Yes	MLK Jr Day
1/22/2025 0:00	1/22/2025 23:59	Volume Atypical	-	Yes	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, January 31, 2025 to Thursday, March 6, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-01-31	2025-02-01	2025-02-02	2025-02-03	2025-02-04	2025-02-05	2025-02-06	2025-02-07	2025-02-08	2025-02-09	2025-02-10	2025-02-11	2025-02-12	2025-02-13	2025-02-14	2025-02-15	2025-02-16
00:00:00	449	472	420	358	379	363	515	409	429	390	400	393	348	377	510	540	373
01:00:00	351	335	247	281	291	315	329	350	318	328	316	210	285	324	377	367	277
02:00:00	351	275	213	283	309	317	344	358	274	237	265	281	292	283	380	316	226
03:00:00	396	293	208	353	354	359	380	416	326	202	378	351	343	399	423	307	203
04:00:00	561	370	201	580	575	559	577	548	339	207	580	557	601	583	538	337	214
05:00:00	1072	616	327	1178	1163	1162	1102	1029	578	289	1217	1180	1081	1057	1004	522	331
06:00:00	1866	991	583	2063	2150	2115	2148	1874	940	607	2206	2090	1948	1846	1947	918	564
07:00:00	2582	1309	817	2621	2633	2656	2665	2578	1396	840	2783	2635	2486	2343	2395	1282	684
08:00:00	2281	1643	1040	2270	2361	2316	2430	2344	1814	1109	2409	2303	2156	2192	2267	1743	888
09:00:00	2203	2203	1589	2128	2067	2127	2017	2256	2115	1503	2161	1985	2043	2224	2310	2066	1348
10:00:00	2329	2363	2074	1982	1915	2072	2106	2204	2385	1946	2093	1775	1909	2042	2495	2338	1773
11:00:00	2489	2489	2204	2039	1969	1941	2056	2539	2482	2131	2103	2030	2030	2199	2713	2600	2295
12:00:00	2652	2403	2478	2146	2007	2177	2242	2649	2460	2485	2241	2089	2038	2361	2845	2537	2483
13:00:00	2698	2480	2677	2192	2103	2226	2390	2779	2473	2714	2404	2095	2228	2482	3276	2634	2824
14:00:00	2779	2629	2906	2283	2176	2380	2600	2978	2632	2739	2413	2404	2227	2529	3415	2564	2767
15:00:00	3096	2421	2988	2436	2547	2542	2700	3325	2506	2715	2590	2391	2458	2800	3491	2499	2905
16:00:00	3565	2635	2818	2812	2891	3000	3057	3471	2436	2588	2987	2683	2721	3149	3662	2458	2792
17:00:00	3347	2383	2688	2770	2837	3066	2937	3309	2325	2387	2942	2875	2795	3184	3399	2326	2630
18:00:00	2863	2054	2499	2098	2277	2325	2657	2911	2006	1833	2282	2072	2048	2506	3044	2041	2262
19:00:00	2033	1731	1992	1563	1610	1569	1822	2107	1711	1465	1636	1458	1469	1850	2501	1693	2021
20:00:00	1752	1244	1419	1347	1082	1172	1283	1679	1284	1084	1204	1085	1200	1408	1743	1199	1470
21:00:00	1307	1021	1122	837	901	876	1034	1293	1071	895	979	838	996	1279	1418	984	1084
22:00:00	988	776	686	636	687	698	784	1034	836	795	663	634	691	846	1033	845	814
23:00:00	709	555	465	516	497	607	556	696	599	641	478	476	455	647	841	548	527
7am-7pm	32884	27012	26778	27777	27783	28828	29857	33343	27030	24990	29408	27337	27139	30011	35312	27088	25651
6am-10pm	39842	31999	31894	33587	33526	34560	36144	40296	32036	29041	35433	32808	32752	36394	42921	31882	30790
6am-12am	41539	33330	33045	34739	34710	35865	37484	42026	33471	30477	36574	33918	33898	37887	44795	33275	32131
12am-12am	44719	35691	34661	37772	37781	38940	40731	45136	35735	32130	39730	36890	36848	40910	48027	35664	33755
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2582	2489	2204	2621	2633	2656	2665	2578	2482	2131	2783	2635	2486	2343	2713	2600	2295
pm Peak	16:00:00	16:00:00	15:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	14:00:00	14:00:00	16:00:00	17:00:00	17:00:00	17:00:00	16:00:00	13:00:00	15:00:00
Peak Volume	3565	2635	2988	2812	2891	3066	3057	3471	2632	2739	2987	2875	2795	3184	3662	2634	2905

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-02-17	2025-02-18	2025-02-19	2025-02-20	2025-02-21	2025-02-22	2025-02-23	2025-02-24	2025-02-25	2025-02-26	2025-02-27	2025-02-28	2025-03-01	2025-03-02	2025-03-03	2025-03-04	2025-03-05	2025-03-06	Workday	7 Day	Count
414	404	375	326	421	485	435	335	371	409	400	456	537	439	387	365	374	366	396	412	14424
304	344	317	246	320	372	316	322	323	334	318	384	410	332	317	328	282	316	315	320	11186
274	310	325	254	300	330	229	293	290	317	323	382	354	243	314	306	316	313	311	299	10477
351	386	374	383	357	304	212	378	396	400	414	431	326	207	386	407	382	381	383	348	12166
536	570	559	536	508	350	220	622	609	569	607	604	351	232	586	583	523	625	572	489	17117
1095	1204	1146	1082	979	569	321	1218	1157	1168	1173	1053	591	343	1187	1157	1064	1181	1124	931	32596
1904	2074	2057	2044	1930	1046	532	2177	2119	2135	2191	2032	1131	681	2214	2142	1775	2208	2050	1693	59248
2455	2791	2551	2582	2520	1518	838	2804	2749	2824	2720	2656	1565	992	2772	2804	2138	2798	2622	2194	76782
2372	2329	2301	2298	2358	1934	1283	2375	2405	2324	2541	2370	1972	1208	2340	2326	1829	2407	2316	2073	72538
2291	2139	1995	1955	2243	2338	1679	2030	2094	2101	2188	2472	2341	1722	2209	2132	1957	2228	2142	2070	72459
2437	1872	1880	1978	2463	2365	2107	2141	1944	2011	2062	2500	2813	2240	2042	2042	1839	2144	2091	2134	74681
2506	2141	2006	2049	2529	2797	2479	2131	2071	2132	2252	2697	2860	2525	2180	2013	1979	2282	2203	2284	79938
2810	2300	2111	2267	2718	2839	2911	2325	2227	2113	2413	2879	2715	2810	2435	2183	2097	2435	2350	2425	84881
2906	2359	2157	2392	2898	2804	3025	2343	2213	2167	2545	2966	2751	3139	2384	2264	2072	2490	2441	2530	88550
3082	2468	2285	2604	3131	2728	3047	2399	2318	2350	2597	3155	2766	3012	2437	2262	2318	2631	2569	2629	92011
3257	2597	2433	2722	3369	2800	3117	2534	2564	2663	2876	3364	2760	3004	2740	2576	2569	2904	2782	2779	97259
3190	3060	2639	3022	3510	2661	3150	3023	2722	2949	3243	3395	2757	3056	2986	2922	2655	3232	3062	2968	103897
3098	3185	2509	2991	3489	2731	3032	2902	2901	2945	3246	3506	2616	2893	2820	2926	2870	3180	3041	2915	102040
2494	2327	2048	2437	3027	2224	2405	2341	2283	2491	2519	2984	2437	2631	2383	2198	1989	2627	2449	2389	83623
1992	1665	1363	1764	2364	1762	2178	1658	1584	1619	1795	2416	2160	2203	1740	1755	1504	1886	1789	1818	63639
1477	1289	1049	1297	1752	1706	1484	1172	1191	1232	1346	1871	1587	1570	1152	1284	1140	1476	1347	1364	47730
1137	1048	794	1100	1354	1152	1077	903	961	991	1165	1476	1253	1045	1002	967	931	1154	1070	1070	37445
806	740	591	793	932	914	758	652	666	731	838	1038	900	805	693	660	756	811	776	787	27530
564	504	443	538	803	727	569	464	509	595	614	808	668	557	538	500	553	669	583	584	20436
32898	29568	26915	29297	34255	29739	29073	29348	28491	29070	31202	34944	30353	29232	29728	28648	26312	31358	30069	29390	1028659
39408	35644	32178	35502	41655	35405	34344	35258	34346	35047	37699	42739	36484	34731	35836	34796	31662	38082	36325	35335	1236721
40778	36888	33212	36833	43390	37046	35671	36374	35521	36373	39151	44585	38052	36093	37067	35956	32971	39562	37684	36705	1284687
43752	40106	36308	39660	46275	39456	37404	39542	38667	39570	42386	47895	40621	37889	40244	39102	35912	42744	40786	39504	1382653
11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2506	2791	2551	2582	2529	2797	2479	2804	2749	2824	2720	2697	2860	2525	2772	2804	2138	2798	2622	2284	
15:00:00	17:00:00	16:00:00	16:00:00	16:00:00	12:00:00	16:00:00	16:00:00	17:00:00	16:00:00	17:00:00	17:00:00	14:00:00	13:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
3257	3185	2639	3022	3510	2839	3150	3023	2901	2949	3246	3506	2766	3139	2986	2926	2870	3232	3062	2968	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, January 31, 2025 to Thursday, March 6, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-01-31	2025-02-01	2025-02-02	2025-02-03	2025-02-04	2025-02-05	2025-02-06	2025-02-07	2025-02-08	2025-02-09	2025-02-10	2025-02-11	2025-02-12	2025-02-13	2025-02-14	2025-02-15	2025-02-16
00:00:00	211	210	202	181	185	168	180	202	199	190	219	192	166	163	237	228	192
01:00:00	174	160	118	175	135	144	153	175	144	141	152	44	139	158	199	164	121
02:00:00	157	135	93	154	147	167	177	189	136	119	168	148	149	149	177	155	131
03:00:00	229	152	96	186	179	186	196	214	153	114	195	159	152	187	212	147	92
04:00:00	299	184	105	308	303	300	289	297	173	94	313	300	320	299	309	173	106
05:00:00	618	333	161	648	622	625	610	587	256	152	638	624	590	559	551	282	188
06:00:00	1094	550	307	1219	1277	1272	1264	1122	500	343	1260	1244	1200	1138	1139	496	343
07:00:00	1551	641	406	1650	1656	1703	1664	1552	712	423	1743	1618	1587	1492	1401	655	321
08:00:00	1244	926	559	1297	1317	1307	1357	1272	961	592	1279	1297	1242	1268	1248	930	438
09:00:00	1177	1228	857	1045	1079	1092	987	1140	1205	803	1134	1023	1043	1135	1128	1124	680
10:00:00	1129	1285	1124	999	962	1018	1018	1078	1330	1052	1028	895	935	1018	1246	1208	962
11:00:00	1207	1329	1224	1027	973	957	977	1256	1322	1152	1053	1001	984	1062	1285	1318	1230
12:00:00	1255	1233	1243	1068	1032	1073	1112	1272	1234	1278	1081	1065	1009	1225	1397	1273	1237
13:00:00	1308	1288	1348	1090	1018	1153	1157	1312	1228	1384	1199	1067	1111	1296	1611	1290	1408
14:00:00	1404	1340	1357	1138	1065	1186	1288	1426	1302	1385	1168	1218	1066	1270	1612	1226	1336
15:00:00	1552	1138	1380	1178	1236	1190	1275	1583	1125	1287	1233	1148	1100	1319	1747	1201	1292
16:00:00	1630	1257	1291	1317	1289	1404	1411	1640	1192	1289	1426	1205	1196	1500	1795	1178	1284
17:00:00	1527	1162	1251	1233	1351	1381	1343	1570	1150	1217	1338	1299	1292	1468	1646	1152	1310
18:00:00	1495	1002	1313	880	1104	1236	1299	1482	992	968	1167	1019	1020	1282	1551	1033	1149
19:00:00	976	816	1041	747	810	736	870	1063	834	728	793	671	657	878	1339	850	1006
20:00:00	933	595	741	706	499	564	565	823	591	483	586	492	514	689	841	601	753
21:00:00	639	490	575	434	450	419	524	634	470	466	515	396	463	576	679	478	599
22:00:00	518	393	365	307	335	348	396	471	409	395	351	316	349	420	484	437	441
23:00:00	347	229	253	265	260	239	287	326	305	342	233	242	221	317	352	232	296
7am-7pm	16479	13829	13353	13922	14082	14700	14888	16583	13753	12830	14849	13855	13585	15335	17667	13588	12647
6am-10pm	20121	16280	16017	17028	17118	17691	18111	20225	16148	14850	18003	16658	16419	18616	21665	16013	15348
6am-12am	20986	16902	16635	17600	17713	18278	18794	21022	16862	15587	18587	17216	16989	19353	22501	16682	16085
12am-12am	22674	18076	17410	19252	19284	19868	20399	22686	17923	16397	20272	18683	18505	20868	24186	17831	16915
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	10:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1551	1329	1224	1650	1656	1703	1664	1552	1330	1152	1743	1618	1587	1492	1401	1318	1230
pm Peak	16:00:00	14:00:00	15:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	14:00:00	14:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	13:00:00	13:00:00
Peak Volume	1630	1340	1380	1317	1351	1404	1411	1640	1302	1385	1426	1299	1292	1500	1795	1290	1408

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-02-17	2025-02-18	2025-02-19	2025-02-20	2025-02-21	2025-02-22	2025-02-23	2025-02-24	2025-02-25	2025-02-26	2025-02-27	2025-02-28	2025-03-01	2025-03-02	2025-03-03	2025-03-04	2025-03-05	2025-03-06	Workday	7 Day	Count
245	182	187	174	199	215	199	184	172	183	180	225	248	218	206	165	190	205	192	197	6902
187	161	165	122	152	160	157	184	152	132	159	176	180	145	174	170	140	160	155	153	5372
146	156	148	138	169	166	125	162	140	156	174	196	163	119	169	152	149	159	160	153	5338
177	189	182	163	193	138	112	190	182	198	206	208	153	98	208	205	205	189	192	173	6045
316	307	295	275	301	170	99	348	332	307	314	330	187	121	321	328	266	337	309	261	9126
622	659	635	603	563	258	148	645	628	638	626	585	288	185	644	642	564	656	615	504	17633
1168	1244	1228	1243	1129	530	316	1282	1287	1301	1313	1211	563	311	1331	1271	1093	1335	1227	998	34924
1420	1728	1636	1592	1504	725	411	1749	1674	1770	1662	1568	701	427	1720	1738	1309	1702	1616	1309	45811
1283	1244	1230	1233	1330	970	656	1324	1299	1285	1373	1292	1034	638	1293	1253	1019	1333	1277	1132	39623
1165	1094	983	1021	1169	1194	851	1023	1066	1064	1115	1318	1313	873	1133	1074	1046	1139	1096	1072	37521
1224	933	923	1018	1205	1282	1087	1105	988	992	1039	1224	1545	1176	1051	1008	923	1060	1041	1088	38070
1293	1072	964	994	1265	1453	1258	1064	1032	1058	1110	1341	1547	1318	1121	1062	946	1091	1088	1153	40346
1392	1155	1012	1115	1314	1354	1460	1173	1163	1076	1166	1354	1432	1481	1255	1123	1091	1209	1167	1212	42412
1489	1203	1057	1152	1398	1476	1510	1178	1136	1087	1301	1404	1395	1552	1220	1105	1027	1291	1215	1264	44249
1534	1253	1055	1207	1472	1358	1492	1215	1161	1186	1314	1543	1315	1411	1198	1096	1158	1339	1263	1288	45094
1572	1242	1090	1286	1614	1298	1550	1234	1209	1279	1337	1648	1307	1452	1402	1223	1222	1433	1334	1325	46382
1378	1384	1195	1414	1668	1284	1458	1414	1247	1315	1487	1562	1270	1455	1361	1393	1166	1552	1414	1380	48307
1428	1441	1181	1448	1622	1412	1608	1354	1323	1375	1495	1743	1318	1390	1337	1412	1298	1527	1417	1383	48402
1273	1160	976	1267	1545	1151	1310	1150	1146	1167	1243	1456	1298	1356	1118	1088	1032	1289	1218	1200	42017
1040	755	621	850	1088	793	1134	779	736	759	822	1140	1109	1169	809	788	685	836	850	878	30728
673	613	492	619	808	886	755	534	582	554	629	863	790	789	493	583	521	656	633	652	22816
506	521	380	521	627	534	558	419	467	483	541	676	579	564	518	447	428	548	512	518	18124
383	380	274	390	399	443	404	317	317	359	442	533	434	445	368	318	365	440	383	393	13746
282	252	220	288	358	357	320	223	245	280	298	387	354	281	260	238	281	369	283	287	10039
16451	14909	13302	14747	17106	14957	14651	14983	14444	14654	15642	17453	15475	14529	15209	14575	13237	15965	15145	14807	518234
19838	18042	16023	17980	20758	17700	17414	17997	17516	17751	18947	21343	18516	17362	18360	17664	15964	19340	18367	17852	624826
20503	18674	16517	18658	21515	18500	18138	18537	18078	18390	19687	22263	19304	18088	18988	18220	16610	20149	19033	18532	648611
22196	20328	18129	20133	23092	19607	18978	20250	19684	20004	21346	23983	20523	18974	20710	19882	18124	21855	20656	19972	699027
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1420	1728	1636	1592	1504	1453	1258	1749	1674	1770	1662	1568	1547	1318	1720	1738	1309	1702	1616	1309	
15:00:00	17:00:00	16:00:00	17:00:00	16:00:00	13:00:00	17:00:00	16:00:00	17:00:00	17:00:00	17:00:00	17:00:00	12:00:00	13:00:00	15:00:00	17:00:00	17:00:00	16:00:00	17:00:00	17:00:00	
1572	1441	1195	1448	1668	1476	1608	1414	1323	1375	1495	1743	1432	1552	1402	1412	1298	1552	1417	1383	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, January 31, 2025 to Thursday, March 6, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-01-31	2025-02-01	2025-02-02	2025-02-03	2025-02-04	2025-02-05	2025-02-06	2025-02-07	2025-02-08	2025-02-09	2025-02-10	2025-02-11	2025-02-12	2025-02-13	2025-02-14	2025-02-15	2025-02-16
00:00:00	238	262	218	177	194	195	335	207	230	200	181	201	182	214	273	312	181
01:00:00	177	175	129	106	156	171	176	175	174	187	164	166	146	166	178	203	156
02:00:00	194	140	120	129	162	150	167	169	138	118	97	133	143	134	203	161	95
03:00:00	167	141	112	167	175	173	184	202	173	88	183	192	191	212	211	160	111
04:00:00	262	186	96	272	272	259	288	251	166	113	267	257	281	284	229	164	108
05:00:00	454	283	166	530	541	537	492	442	322	137	579	556	491	498	453	240	143
06:00:00	772	441	276	844	873	843	884	752	440	264	946	846	748	708	808	422	221
07:00:00	1031	668	411	971	977	953	1001	1026	684	417	1040	1017	899	851	994	627	363
08:00:00	1037	717	481	973	1044	1009	1073	1072	853	517	1130	1006	914	924	1019	813	450
09:00:00	1026	975	732	1083	988	1035	1030	1116	910	700	1027	962	1000	1089	1182	942	668
10:00:00	1200	1078	950	983	953	1054	1088	1126	1055	894	1065	880	974	1024	1249	1130	811
11:00:00	1282	1160	980	1012	996	984	1079	1283	1160	979	1050	1029	1046	1137	1428	1282	1065
12:00:00	1397	1170	1235	1078	975	1104	1130	1377	1226	1207	1160	1024	1029	1136	1448	1264	1246
13:00:00	1390	1192	1329	1102	1085	1073	1233	1467	1245	1330	1205	1028	1117	1186	1665	1344	1416
14:00:00	1375	1289	1549	1145	1111	1194	1312	1552	1330	1354	1245	1186	1161	1259	1803	1338	1431
15:00:00	1544	1283	1608	1258	1311	1352	1425	1742	1381	1428	1357	1243	1358	1481	1744	1298	1613
16:00:00	1935	1378	1527	1495	1602	1596	1646	1831	1244	1299	1561	1478	1525	1649	1867	1280	1508
17:00:00	1820	1221	1437	1537	1486	1685	1594	1739	1175	1170	1604	1576	1503	1716	1753	1174	1320
18:00:00	1368	1052	1186	1218	1173	1089	1358	1429	1014	865	1115	1053	1028	1224	1493	1008	1113
19:00:00	1057	915	951	816	800	833	952	1044	877	737	843	787	812	972	1162	843	1015
20:00:00	819	649	678	641	583	608	718	856	693	601	618	593	686	719	902	598	717
21:00:00	668	531	547	403	451	457	510	659	601	429	464	442	533	703	739	506	485
22:00:00	470	383	321	329	352	350	388	563	427	400	312	318	342	426	549	408	373
23:00:00	362	326	212	251	237	368	269	370	294	299	245	234	234	330	489	316	231
7am-7pm	16405	13183	13425	13855	13701	14128	14969	16760	13277	12160	14559	13482	13554	14676	17645	13500	13004
6am-10pm	19721	15719	15877	16559	16408	16869	18033	20071	15888	14191	17430	16150	16333	17778	21256	15869	15442
6am-12am	20553	16428	16410	17139	16997	17587	18690	21004	16609	14890	17987	16702	16909	18534	22294	16593	16046
12am-12am	22045	17615	17251	18520	18497	19072	20332	22450	17812	15733	19458	18207	18343	20042	23841	17833	16840
am Peak	11:00:00	11:00:00	11:00:00	9:00:00	8:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1282	1160	980	1083	1044	1054	1088	1283	1160	979	1130	1029	1046	1137	1428	1282	1065
pm Peak	16:00:00	16:00:00	15:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	15:00:00	17:00:00	17:00:00	16:00:00	17:00:00	16:00:00	13:00:00	15:00:00
Peak Volume	1935	1378	1608	1537	1602	1685	1646	1831	1381	1428	1604	1576	1525	1716	1867	1344	1613

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-02-17	2025-02-18	2025-02-19	2025-02-20	2025-02-21	2025-02-22	2025-02-23	2025-02-24	2025-02-25	2025-02-26	2025-02-27	2025-02-28	2025-03-01	2025-03-02	2025-03-03	2025-03-04	2025-03-05	2025-03-06	Workday	7 Day	Count
169	222	188	152	222	270	236	151	199	226	220	231	289	221	181	200	184	161	204	215	7522
117	183	152	124	168	212	159	138	171	202	159	208	230	187	143	158	142	156	160	166	5814
128	154	177	116	131	164	104	131	150	161	149	186	191	124	145	154	167	154	151	147	5139
174	197	192	220	164	166	100	188	214	202	208	223	173	109	178	202	177	192	192	175	6121
220	263	264	261	207	180	121	274	277	262	293	274	164	111	265	255	257	288	263	228	7991
473	545	511	479	416	311	173	573	529	530	547	468	303	158	543	515	500	525	509	428	14963
736	830	829	801	801	516	216	895	832	834	878	821	568	370	883	871	682	873	824	695	24324
1035	1063	915	990	1016	793	427	1055	1075	1054	1058	1088	864	565	1052	1066	829	1096	1006	885	30971
1089	1085	1071	1065	1028	964	627	1051	1106	1039	1168	1078	938	570	1047	1073	810	1074	1039	940	32915
1126	1045	1012	934	1074	1144	828	1007	1028	1037	1073	1154	1028	849	1076	1058	911	1089	1046	998	34938
1213	939	957	960	1258	1083	1020	1036	956	1019	1023	1276	1268	1064	991	1034	916	1084	1050	1046	36611
1213	1069	1042	1055	1264	1344	1221	1067	1039	1074	1142	1356	1313	1207	1059	951	1033	1191	1115	1131	39592
1418	1145	1099	1152	1404	1485	1451	1152	1064	1037	1247	1525	1283	1329	1180	1060	1006	1226	1183	1213	42469
1417	1156	1100	1240	1500	1328	1515	1165	1077	1080	1244	1562	1356	1587	1164	1159	1045	1199	1226	1266	44301
1548	1215	1230	1397	1659	1370	1555	1184	1157	1164	1283	1612	1451	1601	1239	1166	1160	1292	1306	1340	46917
1685	1355	1343	1436	1755	1502	1567	1300	1355	1384	1539	1716	1453	1552	1338	1353	1347	1471	1448	1454	50877
1812	1676	1444	1608	1842	1377	1692	1609	1475	1634	1756	1833	1487	1601	1625	1529	1489	1680	1648	1588	55590
1670	1744	1328	1543	1867	1319	1424	1548	1578	1570	1751	1763	1298	1503	1483	1514	1572	1653	1624	1533	53638
1221	1167	1072	1170	1482	1073	1095	1191	1137	1324	1276	1528	1139	1275	1265	1110	957	1338	1231	1189	41606
952	910	742	914	1276	969	1044	879	848	860	973	1276	1051	1034	931	967	819	1050	939	940	32911
804	676	557	678	944	820	729	638	609	678	717	1008	797	781	659	701	619	820	714	712	24914
631	527	414	579	727	618	519	484	494	508	624	800	674	481	484	520	503	606	557	552	19321
423	360	317	403	533	471	354	335	349	372	396	505	466	360	325	342	391	371	393	394	13784
282	252	223	250	445	370	249	241	264	315	316	421	314	276	278	262	272	300	300	297	10397
16447	14659	13613	14550	17149	14782	14422	14365	14047	14416	15560	17491	14878	14703	14519	14073	13075	15393	14924	14584	510425
19570	17602	16155	17522	20897	17705	16930	17261	16830	17296	18752	21396	17968	17369	17476	17132	15698	18742	17957	17483	611895
20275	18214	16695	18175	21875	18546	17533	17837	17443	17983	19464	22322	18748	18005	18079	17736	16361	19413	18651	18174	636076
21556	19778	18179	19527	23183	19849	18426	19292	18983	19566	21040	23912	20098	18915	19534	19220	17788	20889	20130	19532	683626
10:00:00	8:00:00	8:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	9:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	
1213	1085	1071	1065	1264	1344	1221	1067	1106	1074	1168	1356	1313	1207	1076	1073	1033	1191	1115	1131	
16:00:00	17:00:00	16:00:00	16:00:00	17:00:00	15:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	14:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	
1812	1744	1444	1608	1867	1502	1692	1609	1578	1634	1756	1833	1487	1601	1625	1529	1572	1680	1648	1588	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, January 31, 2025 to Thursday, March 6, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
2/17/2025 0:00	2/17/2025 23:59	Holiday	-	Yes	Presidents' Day

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 7, 2025 to Thursday, April 10, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-03-07	2025-03-08	2025-03-09	2025-03-10	2025-03-11	2025-03-12	2025-03-13	2025-03-14	2025-03-15	2025-03-16	2025-03-17	2025-03-18	2025-03-19	2025-03-20	2025-03-21	2025-03-22	2025-03-23
00:00:00	493	559	498	412	352	408	450	578	596	517	426	351	399	443	481	564	552
01:00:00	373	360	297	325	341	344	381	421	430	365	343	358	332	339	379	412	363
02:00:00	332	301	19	307	340	310	357	391	348	306	316	291	302	350	342	316	266
03:00:00	403	322	277	379	369	382	430	439	329	214	369	397	452	422	438	353	205
04:00:00	534	403	297	579	606	569	601	639	390	200	630	604	527	588	528	374	217
05:00:00	997	557	323	1132	1098	1129	1094	1103	584	324	1222	1161	1123	1143	1002	595	352
06:00:00	2127	1056	565	1896	2069	2036	2079	1921	1108	520	2144	2038	2106	2140	1914	1025	550
07:00:00	2662	1600	765	2471	2609	2678	2707	2535	1477	668	2667	2686	2678	2761	2578	1527	902
08:00:00	2336	2076	1027	2211	2381	2343	2486	2430	1832	846	2389	2300	2394	2458	2487	2016	1282
09:00:00	2417	2610	1461	1925	2180	2153	2272	2447	2302	1268	2303	2116	2202	2274	2565	2664	1883
10:00:00	2600	2634	1836	1872	1956	2163	2223	2601	2563	1750	2224	2029	2161	2135	2640	2735	2430
11:00:00	2779	2719	2497	2003	2078	2148	2339	2658	2651	2296	2339	2167	2128	2223	2873	2752	2775
12:00:00	3018	2789	2835	2449	2187	2239	2461	3000	2801	2744	2513	2285	2260	2491	3079	2716	3242
13:00:00	3041	2831	3061	2192	2272	2374	2586	3321	2700	2946	2530	2308	2421	2654	3265	2719	3347
14:00:00	3278	2762	3088	2490	2399	2562	2713	3402	2789	3080	2629	2400	2543	2790	3449	2768	3458
15:00:00	3677	2774	3118	2403	2542	2703	2924	3070	2726	2959	2741	2570	2689	3034	3637	2771	3205
16:00:00	3827	2688	2989	2739	2953	3061	3119	3292	2720	2972	3004	2823	3031	3215	3677	2650	3330
17:00:00	3599	2601	2825	2569	2955	3043	3397	3269	2510	2727	3006	2781	3134	3021	3585	2649	3137
18:00:00	3135	2231	2485	2053	2381	2425	2649	3853	2266	2586	2504	2539	2448	2524	3126	2231	2720
19:00:00	2562	1931	2156	1443	1621	1724	2027	2383	1957	2145	1739	1812	1716	2068	2484	1890	2150
20:00:00	1962	1536	1595	1037	1259	1419	1529	1976	1646	1621	1314	1322	1377	1601	2117	1703	1671
21:00:00	1559	1113	1138	882	1079	1093	1337	1621	1199	1157	1077	1157	1051	1340	1509	1293	1266
22:00:00	1153	957	785	641	781	900	887	1323	1012	922	770	853	788	1021	1278	1058	872
23:00:00	808	601	571	513	577	709	755	911	711	539	535	528	558	653	796	727	641
7am-7pm	36369	30315	27987	27377	28893	29892	31876	35878	29337	26842	30849	29004	30089	31580	36961	30198	31711
6am-10pm	44579	35951	33441	32635	34921	36164	38848	43779	35247	32285	37123	35333	36339	38729	44985	36109	37348
6am-12am	46540	37509	34797	33789	36279	37773	40490	46013	36970	33746	38428	36714	37685	40403	47059	37894	38861
12am-12am	49672	40011	36508	36923	39385	40915	43803	49584	39647	35672	41734	39876	40820	43688	50229	40508	40816
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	2779	2719	2497	2471	2609	2678	2707	2658	2651	2296	2667	2686	2678	2761	2873	2752	2775
pm Peak	16:00:00	13:00:00	15:00:00	16:00:00	17:00:00	16:00:00	17:00:00	18:00:00	12:00:00	14:00:00	17:00:00	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	14:00:00
Peak Volume	3827	2831	3118	2739	2955	3061	3397	3853	2801	3080	3006	2823	3134	3215	3677	2771	3458

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-03-24	2025-03-25	2025-03-26	2025-03-27	2025-03-28	2025-03-29	2025-03-30	2025-03-31	2025-04-01	2025-04-02	2025-04-03	2025-04-04	2025-04-05	2025-04-06	2025-04-07	2025-04-08	2025-04-09	2025-04-10	Workday	7 Day	Count
391	415	403	436	510	686	519	405	425	402	447	550	577	539	472	438	488	487	442	476	16669
303	307	318	350	356	444	324	301	348	309	350	403	445	412	321	403	355	396	350	360	12608
284	333	314	339	420	368	251	313	362	317	374	396	340	290	338	360	331	377	340	323	11301
361	407	396	388	421	367	236	417	425	392	422	414	337	279	401	430	432	436	409	375	13141
554	567	568	568	591	353	262	592	586	566	638	638	410	266	599	669	659	655	594	515	18027
1192	1171	1127	1097	1022	566	326	1177	1150	1198	1114	1067	702	410	1236	1611	1590	1479	1177	976	34174
2170	2066	2118	2150	1973	1013	622	2125	2047	2104	2171	1960	1150	671	2145	2665	2702	2645	2140	1765	61791
2536	2704	2700	2791	2609	1518	861	2536	2761	2728	2782	2602	1669	1063	2945	3183	3126	3263	2732	2296	80348
2409	2371	2383	2517	2525	2042	1235	2462	2336	2380	2421	2485	2118	1459	2874	2725	2757	2882	2470	2219	77675
2166	2119	2235	2210	2587	2586	1728	2151	2171	2176	2283	2611	2670	2007	2418	2629	2590	2705	2316	2260	79084
2074	1955	2138	2268	2652	2801	2271	2114	2113	2144	2212	2695	2888	2613	2390	2353	2492	2642	2274	2325	81367
2138	2073	2177	2282	2819	2968	2694	2256	2155	2148	2354	2865	2973	2965	2560	2329	2511	2706	2364	2469	86398
2306	2177	2306	2593	3029	2786	3042	2446	2092	2263	2555	2983	3121	3477	2656	2397	2612	3055	2538	2657	93005
2423	2265	2303	2670	3208	3001	3324	2589	2292	2268	2795	3298	2928	3593	2872	2802	2799	3287	2673	2780	97285
2458	2254	2475	2843	3198	2758	3383	2561	2550	2548	2754	3485	3203	3700	3241	2969	3036	3257	2811	2894	101273
2779	2557	2743	3019	3700	2684	3357	2478	2694	2801	3047	3720	3134	3480	3319	3141	3274	3500	2990	2999	104970
3058	2884	3142	3266	3867	2737	3298	2770	3010	2889	3189	3777	2869	2887	3310	3615	3630	3735	3235	3144	110023
3011	2867	2986	3286	3543	2694	2874	2596	2882	2928	3315	3716	2684	3099	2934	3781	3751	3793	3190	3073	107548
2206	2396	2270	3027	3112	2254	2610	1985	2345	2397	2677	3186	2354	2705	2510	3290	3331	3554	2717	2639	92365
1580	1651	1751	2080	2444	1970	2269	1480	1543	1686	1979	2555	1938	2203	1712	2343	2273	2584	1970	1996	69849
1289	1414	1375	1587	2020	1612	1808	1104	1306	1318	1597	2073	1574	1965	1220	1693	1599	2033	1542	1579	55272
1013	1048	1129	1339	1536	1264	1323	881	1174	1103	1354	1605	1316	1450	949	1259	1206	1554	1234	1239	43374
704	751	870	960	1204	987	928	693	791	819	932	1169	956	974	754	831	890	1150	917	925	32364
481	512	578	703	1045	739	642	516	583	592	665	847	785	645	546	687	722	888	668	666	23309
29564	28622	29858	32772	36849	30829	30677	28944	29401	29670	32384	37423	32611	33048	34029	35214	35909	38379	32311	31753	1111341
35616	34801	36231	39928	44822	36688	36699	34534	35471	35881	39485	45616	38589	39337	40055	43174	43689	47195	39197	38332	1341627
36801	36064	37679	41591	47071	38414	38269	35743	36845	37292	41082	47632	40330	40956	41355	44692	45301	49233	40782	39923	1397300
39886	39264	40805	44769	50391	41198	40187	38948	40141	40476	44427	51100	43141	43152	44722	48603	49156	53063	44095	42949	1503220
7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	
2536	2704	2700	2791	2819	2968	2694	2536	2761	2728	2782	2865	2973	2965	2945	3183	3126	3263	2732	2469	
16:00:00	16:00:00	16:00:00	17:00:00	16:00:00	13:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	14:00:00	14:00:00	15:00:00	17:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
3058	2884	3142	3286	3867	3001	3383	2770	3010	2928	3315	3777	3203	3700	3319	3781	3751	3793	3235	3144	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 7, 2025 to Thursday, April 10, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-03-07	2025-03-08	2025-03-09	2025-03-10	2025-03-11	2025-03-12	2025-03-13	2025-03-14	2025-03-15	2025-03-16	2025-03-17	2025-03-18	2025-03-19	2025-03-20	2025-03-21	2025-03-22	2025-03-23
00:00:00	246	292	233	226	169	175	194	249	310	254	262	176	182	202	231	262	257
01:00:00	189	162	137	171	185	179	183	210	218	151	181	160	160	181	184	194	182
02:00:00	157	156	8	157	169	155	192	203	174	130	182	140	137	156	159	167	131
03:00:00	200	189	153	204	177	192	220	239	166	83	206	205	243	213	229	167	111
04:00:00	283	200	147	290	318	293	303	346	184	90	330	316	274	296	269	166	102
05:00:00	579	264	162	620	579	640	617	629	317	166	643	674	633	640	541	333	188
06:00:00	1233	549	299	1123	1251	1235	1234	1150	637	292	1302	1191	1292	1312	1171	538	304
07:00:00	1574	771	366	1521	1584	1632	1667	1410	744	286	1628	1678	1661	1677	1533	756	453
08:00:00	1269	1040	519	1270	1254	1292	1389	1337	1038	398	1333	1272	1310	1349	1292	1048	657
09:00:00	1290	1396	758	1019	1091	1086	1189	1279	1281	623	1216	1115	1110	1221	1312	1400	1014
10:00:00	1361	1450	907	856	921	1165	1100	1341	1397	809	1125	1027	1084	1062	1327	1471	1333
11:00:00	1418	1448	1308	981	1057	1074	1153	1318	1439	1149	1188	1112	1033	1142	1385	1504	1469
12:00:00	1516	1400	1386	1316	1134	1099	1177	1460	1451	1360	1352	1171	1102	1289	1475	1399	1743
13:00:00	1546	1456	1594	1170	1157	1173	1297	1696	1399	1453	1376	1219	1173	1318	1511	1369	1730
14:00:00	1523	1373	1551	1253	1239	1314	1321	1694	1439	1573	1319	1199	1287	1299	1669	1331	1823
15:00:00	1670	1397	1496	1129	1286	1306	1462	1262	1307	1498	1299	1254	1268	1411	1721	1337	1447
16:00:00	1824	1320	1483	1232	1371	1405	1481	1310	1352	1507	1399	1370	1323	1426	1766	1230	1682
17:00:00	1720	1302	1396	1175	1366	1469	1549	1419	1229	1343	1465	1481	1507	1474	1739	1240	1494
18:00:00	1545	1179	1290	1058	1150	1147	1286	2396	1138	1364	1200	1162	1188	1216	1536	1151	1397
19:00:00	1172	930	1030	693	751	809	992	1185	893	1147	800	744	770	1010	1125	914	1046
20:00:00	865	758	817	482	627	636	758	973	771	856	627	677	616	782	946	822	838
21:00:00	721	549	608	420	505	493	680	837	573	645	542	551	515	683	708	621	686
22:00:00	538	445	397	327	406	431	488	683	505	566	361	435	405	503	604	551	469
23:00:00	363	287	332	256	277	330	358	482	360	312	265	255	270	323	377	375	331
7am-7pm	18256	15532	14054	13980	14610	15162	16071	17922	15214	13363	15900	15060	15046	15884	18266	15236	16242
6am-10pm	22247	18318	16808	16698	17744	18335	19735	22067	18088	16303	19171	18223	18239	19671	22216	18131	19116
6am-12am	23148	19050	17537	17281	18427	19096	20581	23232	18953	17181	19797	18913	18914	20497	23197	19057	19916
12am-12am	24802	20313	18377	18949	20024	20730	22290	25108	20322	18055	21601	20584	20543	22185	24810	20346	20887
am Peak	7:00:00	10:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1574	1450	1308	1521	1584	1632	1667	1410	1439	1149	1628	1678	1661	1677	1533	1504	1469
pm Peak	16:00:00	13:00:00	13:00:00	12:00:00	16:00:00	17:00:00	17:00:00	18:00:00	12:00:00	14:00:00	17:00:00	17:00:00	17:00:00	17:00:00	16:00:00	12:00:00	14:00:00
Peak Volume	1824	1456	1594	1316	1371	1469	1549	2396	1451	1573	1465	1481	1507	1474	1766	1399	1823

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-03-24	2025-03-25	2025-03-26	2025-03-27	2025-03-28	2025-03-29	2025-03-30	2025-03-31	2025-04-01	2025-04-02	2025-04-03	2025-04-04	2025-04-05	2025-04-06	2025-04-07	2025-04-08	2025-04-09	2025-04-10	Workday	7 Day	Count
208	188	194	219	228	268	254	210	198	192	219	267	280	274	254	199	225	251	215	230	8048
180	143	156	164	186	212	158	160	186	154	161	220	232	188	199	195	194	220	180	181	6335
154	167	156	161	200	175	107	186	191	155	194	198	154	131	178	196	166	188	172	161	5630
186	216	193	196	205	184	122	214	200	205	236	196	186	152	195	188	204	216	207	191	6691
284	315	302	312	323	181	127	324	320	315	322	362	194	134	307	320	331	312	311	265	9292
656	666	628	614	586	318	169	648	634	693	598	608	354	200	640	674	668	683	632	522	18262
1320	1238	1283	1296	1171	526	366	1310	1244	1272	1304	1187	630	360	1254	1266	1350	1304	1252	1023	35794
1575	1648	1705	1729	1579	763	398	1615	1712	1701	1714	1558	838	503	1671	1783	1800	1753	1644	1342	46986
1354	1297	1343	1400	1410	1121	641	1384	1299	1261	1350	1364	1200	793	1330	1441	1427	1423	1338	1197	41905
1135	1054	1103	1092	1333	1454	909	1131	1131	1180	1184	1411	1661	1106	1094	1364	1385	1383	1196	1186	41510
1035	989	1046	1069	1282	1546	1190	1105	1077	1082	1106	1431	1720	1452	1053	1213	1301	1363	1141	1194	41796
1047	1033	1050	1093	1349	1577	1428	1139	1091	1041	1206	1450	1754	1675	1254	1118	1306	1411	1178	1263	44200
1183	1102	1154	1247	1482	1474	1554	1291	1072	1149	1298	1460	1810	1924	1308	1212	1321	1501	1275	1353	47372
1225	1197	1195	1322	1518	1492	1672	1279	1199	1139	1375	1686	1624	1922	1562	1494	1406	1596	1353	1415	49540
1242	1079	1263	1341	1568	1371	1650	1259	1313	1278	1424	1707	1651	1917	1728	1451	1381	1560	1388	1440	50390
1334	1226	1348	1476	1821	1317	1696	1131	1271	1371	1434	1819	1585	1690	1756	1522	1535	1690	1432	1445	50572
1409	1303	1446	1551	1840	1347	1692	1346	1312	1322	1508	1765	1450	1247	1757	1734	1736	1819	1510	1488	52065
1430	1368	1425	1478	1731	1262	1510	1181	1388	1350	1619	1793	1311	1448	1581	1926	1824	1843	1532	1481	51836
1108	1204	1135	1355	1598	1095	1407	929	1096	1155	1327	1639	1221	1398	1116	1828	1652	1947	1359	1332	46613
739	787	851	941	1259	886	1207	676	752	811	940	1279	937	996	794	1291	1234	1389	952	965	33780
611	693	656	767	1062	760	997	544	615	627	789	1088	728	928	578	886	753	1163	753	774	27096
497	517	536	658	749	635	763	435	569	560	689	855	551	654	480	612	602	804	609	614	21503
357	365	434	459	578	507	548	349	383	388	473	573	459	483	379	401	439	543	452	464	16232
238	259	281	368	411	353	352	240	281	266	323	427	379	351	269	337	359	379	320	326	11426
15077	14500	15213	16153	18511	15819	15747	14790	14961	15029	16545	19083	17825	17075	17210	18086	18074	19289	16347	16137	564785
18244	17735	18539	19815	22752	18626	19080	17755	18141	18299	20267	23492	20671	20013	20316	22141	22013	23949	19912	19513	682958
18839	18359	19254	20642	23741	19486	19980	18344	18805	18953	21063	24492	21509	20847	20964	22879	22811	24871	20684	20303	710616
20507	20054	20883	22308	25469	20824	20917	20086	20534	20667	22793	26343	22909	21926	22737	24651	24599	26741	22400	21854	764874
7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	
1575	1648	1705	1729	1579	1577	1428	1615	1712	1701	1714	1558	1754	1675	1671	1783	1800	1753	1644	1342	
17:00:00	17:00:00	16:00:00	16:00:00	16:00:00	13:00:00	15:00:00	16:00:00	17:00:00	15:00:00	17:00:00	15:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	18:00:00	17:00:00	16:00:00	
1430	1368	1446	1551	1840	1492	1696	1346	1388	1371	1619	1819	1810	1924	1757	1926	1824	1947	1532	1488	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 7, 2025 to Thursday, April 10, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-03-07	2025-03-08	2025-03-09	2025-03-10	2025-03-11	2025-03-12	2025-03-13	2025-03-14	2025-03-15	2025-03-16	2025-03-17	2025-03-18	2025-03-19	2025-03-20	2025-03-21	2025-03-22	2025-03-23
00:00:00	247	267	265	186	183	233	256	329	286	263	164	175	217	241	250	302	295
01:00:00	184	198	160	154	156	165	198	211	212	214	162	198	172	158	195	218	181
02:00:00	175	145	11	150	171	155	165	188	174	176	134	151	165	194	183	149	135
03:00:00	203	133	124	175	192	190	210	200	163	131	163	192	209	209	209	186	94
04:00:00	251	203	150	289	288	276	298	293	206	110	300	288	253	292	259	208	115
05:00:00	418	293	161	512	519	489	477	474	267	158	579	487	490	503	461	262	164
06:00:00	894	507	266	773	818	801	845	771	471	228	842	847	814	828	743	487	246
07:00:00	1088	829	399	950	1025	1046	1040	1125	733	382	1039	1008	1017	1084	1045	771	449
08:00:00	1067	1036	508	941	1127	1051	1097	1093	794	448	1056	1028	1084	1109	1195	968	625
09:00:00	1127	1214	703	906	1089	1067	1083	1168	1021	645	1087	1001	1092	1053	1253	1264	869
10:00:00	1239	1184	929	1016	1035	998	1123	1260	1166	941	1099	1002	1077	1073	1313	1264	1097
11:00:00	1361	1271	1189	1022	1021	1074	1186	1340	1212	1147	1151	1055	1095	1081	1488	1248	1306
12:00:00	1502	1389	1449	1133	1053	1140	1284	1540	1350	1384	1161	1114	1158	1202	1604	1317	1499
13:00:00	1495	1375	1467	1022	1115	1201	1289	1625	1301	1493	1154	1089	1248	1336	1754	1350	1617
14:00:00	1755	1389	1537	1237	1160	1248	1392	1708	1350	1507	1310	1201	1256	1491	1780	1437	1635
15:00:00	2007	1377	1622	1274	1256	1397	1462	1808	1419	1461	1442	1316	1421	1623	1916	1434	1758
16:00:00	2003	1368	1506	1507	1582	1656	1638	1982	1368	1465	1605	1453	1708	1789	1911	1420	1648
17:00:00	1879	1299	1429	1394	1589	1574	1848	1850	1281	1384	1541	1300	1627	1547	1846	1409	1643
18:00:00	1590	1052	1195	995	1231	1278	1363	1457	1128	1222	1304	1377	1260	1308	1590	1080	1323
19:00:00	1390	1001	1126	750	870	915	1035	1198	1064	998	939	1068	946	1058	1359	976	1104
20:00:00	1097	778	778	555	632	783	771	1003	875	765	687	645	761	819	1171	881	833
21:00:00	838	564	530	462	574	600	657	784	626	512	535	606	536	657	801	672	580
22:00:00	615	512	388	314	375	469	399	640	507	356	409	418	383	518	674	507	403
23:00:00	445	314	239	257	300	379	397	429	351	227	270	273	288	330	419	352	310
7am-7pm	18113	14783	13933	13397	14283	14730	15805	17956	14123	13479	14949	13944	15043	15696	18695	14962	15469
6am-10pm	22332	17633	16633	15937	17177	17829	19113	21712	17159	15982	17952	17110	18100	19058	22769	17978	18232
6am-12am	23392	18459	17260	16508	17852	18677	19909	22781	18017	16565	18631	17801	18771	19906	23862	18837	18945
12am-12am	24870	19698	18131	17974	19361	20185	21513	24476	19325	17617	20133	19292	20277	21503	25419	20162	19929
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	9:00:00	11:00:00
Peak Volume	1361	1271	1189	1022	1127	1074	1186	1340	1212	1147	1151	1055	1095	1109	1488	1264	1306
pm Peak	15:00:00	12:00:00	15:00:00	16:00:00	17:00:00	16:00:00	17:00:00	16:00:00	15:00:00	14:00:00	16:00:00	16:00:00	16:00:00	16:00:00	15:00:00	14:00:00	15:00:00
Peak Volume	2007	1389	1622	1507	1589	1656	1848	1982	1419	1507	1605	1453	1708	1789	1916	1437	1758

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-03-24	2025-03-25	2025-03-26	2025-03-27	2025-03-28	2025-03-29	2025-03-30	2025-03-31	2025-04-01	2025-04-02	2025-04-03	2025-04-04	2025-04-05	2025-04-06	2025-04-07	2025-04-08	2025-04-09	2025-04-10	Workday	7 Day	Count
183	227	209	217	282	418	265	195	227	210	228	283	297	265	218	239	263	236	228	246	8621
123	164	162	186	170	232	166	141	162	155	189	183	213	224	122	208	161	176	170	179	6273
130	166	158	178	220	193	144	127	171	162	180	198	186	159	160	164	165	189	168	162	5671
175	191	203	192	216	183	114	203	225	187	186	218	151	127	206	242	228	220	202	184	6450
270	252	266	256	268	172	135	268	266	251	316	276	216	132	292	349	328	343	284	250	8735
536	505	499	483	436	248	157	529	516	505	516	459	348	210	596	937	922	796	546	455	15912
850	828	835	854	802	487	256	815	803	832	867	773	520	311	891	1399	1352	1341	889	743	25997
961	1056	995	1062	1030	755	463	921	1049	1027	1068	1044	831	560	1274	1400	1326	1510	1088	953	33362
1055	1074	1040	1117	1115	921	594	1078	1037	1119	1071	1121	918	666	1544	1284	1330	1459	1132	1022	35770
1031	1065	1132	1118	1254	1132	819	1020	1040	996	1099	1200	1009	901	1324	1265	1205	1322	1120	1074	37574
1039	966	1092	1199	1370	1255	1081	1009	1036	1062	1106	1264	1168	1161	1337	1140	1191	1279	1133	1131	39571
1091	1040	1127	1189	1470	1391	1266	1117	1064	1107	1148	1415	1219	1290	1306	1211	1205	1295	1186	1206	42198
1123	1075	1152	1346	1547	1312	1488	1155	1020	1114	1257	1523	1311	1553	1348	1185	1291	1554	1263	1304	45633
1198	1068	1108	1348	1690	1509	1652	1310	1093	1129	1420	1612	1304	1671	1310	1308	1393	1691	1320	1364	47745
1216	1175	1212	1502	1630	1387	1733	1302	1237	1270	1330	1778	1552	1783	1513	1518	1655	1697	1423	1454	50883
1445	1331	1395	1543	1879	1367	1661	1347	1423	1430	1613	1901	1549	1790	1563	1619	1739	1810	1558	1554	54398
1649	1581	1696	1715	2027	1390	1606	1424	1698	1567	1681	2012	1419	1640	1553	1881	1894	1916	1725	1656	57958
1581	1499	1561	1808	1812	1432	1364	1415	1494	1578	1696	1923	1373	1651	1353	1855	1927	1950	1658	1592	55712
1098	1192	1135	1672	1514	1159	1203	1056	1249	1242	1350	1547	1133	1307	1394	1462	1679	1607	1358	1307	45752
841	864	900	1139	1185	1084	1062	804	791	875	1039	1276	1001	1207	918	1052	1039	1195	1018	1031	36069
678	721	719	820	958	852	811	560	691	691	808	985	846	1037	642	807	846	870	789	805	28176
516	531	593	681	787	629	560	446	605	543	665	750	765	796	469	647	604	750	625	625	21871
347	386	436	501	626	480	380	344	408	431	459	596	497	491	375	430	451	607	464	461	16132
243	253	297	335	634	386	290	276	302	326	342	420	406	294	277	350	363	509	349	340	11883
14487	14122	14645	16619	18338	15010	14930	14154	14440	14641	15839	18340	14786	15973	16819	17128	17835	19090	15964	15616	546556
17372	17066	17692	20113	22070	18062	17619	16779	17330	17582	19218	22124	17918	19324	19739	21033	21676	23246	19285	18819	658669
17962	17705	18425	20949	23330	18928	18289	17399	18040	18339	20019	23140	18821	20109	20391	21813	22490	24362	20098	19620	686684
19379	19210	19922	22461	24922	20374	19270	18862	19607	19809	21634	24757	20232	21226	21985	23952	24557	26322	21695	21096	738346
11:00:00	8:00:00	9:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	11:00:00	11:00:00	11:00:00	11:00:00	8:00:00	7:00:00	6:00:00	7:00:00	11:00:00	11:00:00	
1091	1074	1132	1199	1470	1391	1266	1117	1064	1119	1148	1415	1219	1290	1544	1400	1352	1510	1186	1206	
16:00:00	16:00:00	16:00:00	17:00:00	16:00:00	13:00:00	14:00:00	16:00:00	16:00:00	17:00:00	17:00:00	16:00:00	14:00:00	15:00:00	15:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	
1649	1581	1696	1808	2027	1509	1733	1424	1698	1578	1696	2012	1552	1790	1563	1881	1927	1950	1725	1656	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, March 7, 2025 to Thursday, April 10, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 11, 2025 to Thursday, May 15, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All directions

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-04-11	2025-04-12	2025-04-13	2025-04-14	2025-04-15	2025-04-16	2025-04-17	2025-04-18	2025-04-19	2025-04-20	2025-04-21	2025-04-22	2025-04-23	2025-04-24	2025-04-25	2025-04-26	2025-04-27
00:00:00	539	805	548	509	396	420	501	602	580	522	455	464	412	455	494	618	527
01:00:00	461	472	362	360	381	343	390	449	453	361	332	340	319	338	403	412	416
02:00:00	418	383	316	339	372	327	322	393	335	265	367	310	295	359	350	330	305
03:00:00	501	359	261	422	406	423	422	483	321	215	413	426	429	422	453	344	231
04:00:00	467	436	352	623	595	575	540	572	360	220	605	587	646	553	578	376	222
05:00:00	1284	866	587	1343	1210	1141	1064	961	483	320	1225	1195	1170	1141	1028	610	362
06:00:00	2611	1429	1022	2234	2037	2087	1967	1605	833	551	2171	2202	2075	2135	1953	1023	591
07:00:00	3146	2028	1423	2829	2635	2586	2603	2339	1348	832	2775	2850	2759	2819	2599	1630	1121
08:00:00	2841	2436	1842	2751	2388	2334	2515	2459	1753	1182	2639	2544	2440	2495	2645	1942	1447
09:00:00	2807	2660	2174	2656	2189	2127	1986	2678	2226	1717	2544	2156	2294	2313	2629	2371	2008
10:00:00	2851	2899	2585	2538	2195	2194	2218	2918	2478	2020	2567	2028	2118	2259	2675	2672	2450
11:00:00	3231	3033	3007	2686	2163	2125	2624	3098	2676	2512	2658	2196	2121	2331	2860	2815	2708
12:00:00	3405	3080	3273	2763	2100	2296	2617	3399	2804	2938	2859	2389	2428	2675	3049	2767	3174
13:00:00	3643	3162	3649	2722	2293	2441	2898	3461	2664	2945	2962	2567	2441	2668	3347	2647	3331
14:00:00	3823	3189	3666	2748	2483	2613	2946	3621	2703	2955	2697	2454	2467	2710	3486	2735	3394
15:00:00	3851	2926	3535	2865	2718	2685	2842	3750	2665	3157	3049	2734	2772	2826	3773	2790	3023
16:00:00	4135	3037	3469	2997	3007	3082	3477	3730	2513	3242	3249	2952	3009	3284	3661	2087	3453
17:00:00	4159	3024	3202	3032	2984	3120	3427	3475	2465	3128	3077	3070	2881	3168	3522	2611	3256
18:00:00	3706	2699	2999	2351	2210	2331	2693	2945	2075	2916	2421	2451	2351	2584	3310	2322	2806
19:00:00	3249	2435	2685	1665	1715	1811	2131	2395	1805	2658	1807	1720	1796	1810	2281	1781	2246
20:00:00	2557	2176	2503	1347	1291	1377	1823	1892	1548	1802	1486	1360	1381	1611	2001	1528	1739
21:00:00	1842	1588	2141	1088	1081	1178	1491	1564	1227	1663	1151	1088	1073	1144	1612	1475	1360
22:00:00	1206	1167	1293	786	760	874	1102	1251	1002	1016	802	720	790	937	1214	1093	1000
23:00:00	944	793	831	555	584	649	799	963	769	701	628	539	602	811	841	785	710
7am-7pm	41598	34173	34824	32938	29365	29934	32846	37873	28370	29544	33497	30391	30081	32132	37556	29389	32171
6am-10pm	51857	41801	43175	39272	35489	36387	40258	45329	33783	36218	40112	36761	36406	38832	45403	35196	38107
6am-12am	54007	43761	45299	40613	36833	37910	42159	47543	35554	37935	41542	38020	37798	40580	47458	37074	39817
12am-12am	57677	47082	47725	44209	40193	41139	45398	51003	38086	39838	44939	41342	41069	43848	50764	39764	41880
am Peak	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	3231	3033	3007	2829	2635	2586	2624	3098	2676	2512	2775	2850	2759	2819	2860	2815	2708
pm Peak	17:00:00	14:00:00	14:00:00	17:00:00	16:00:00	17:00:00	16:00:00	15:00:00	12:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	15:00:00	16:00:00
Peak Volume	4159	3189	3666	3032	3007	3120	3477	3750	2804	3242	3249	3070	3009	3284	3773	2790	3453

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-04-28	2025-04-29	2025-04-30	2025-05-01	2025-05-02	2025-05-03	2025-05-04	2025-05-05	2025-05-06	2025-05-07	2025-05-08	2025-05-09	2025-05-10	2025-05-11	2025-05-12	2025-05-13	2025-05-14	2025-05-15	Workday	7 Day	Count
472	393																	467	505	9712
392	355																	371	383	7339
314	304																	341	336	6404
389	419																	430	390	7339
548	549																	573	503	9404
1213	1110																	1156	980	18313
2257	2155																	2108	1765	32938
2759	2800																	2726	2346	43881
2517	2492																	2530	2312	43662
2281	2137																	2344	2301	43953
2247	2089																	2353	2400	46001
2269	2020																	2466	2559	49133
2493	2324																	2654	2754	52833
2555	2379																	2773	2857	54775
2506	2590																	2834	2912	55786
2756	2681																	2991	2998	57398
3056	2968																	3269	3183	60408
3046	2948																	3214	3138	59595
2248	2444																	2602	2612	49862
1651	1625																	1962	2050	39266
1318	1333																	1592	1675	32073
1067	1115																	1262	1352	25948
808	763																	924	973	18584
534	662																	703	720	13700
30733	29872																	32754	32371	617287
37026	36100																	39678	39212	747512
38368	37525																	41305	40906	779796
41696	40655																	44644	44002	838307
7:00:00	7:00:00																	7:00:00	11:00:00	
2759	2800																	2726	2559	
16:00:00	16:00:00																	16:00:00	16:00:00	
3056	2968																	3269	3183	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 11, 2025 to Thursday, May 15, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Eastbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-04-11	2025-04-12	2025-04-13	2025-04-14	2025-04-15	2025-04-16	2025-04-17	2025-04-18	2025-04-19	2025-04-20	2025-04-21	2025-04-22	2025-04-23	2025-04-24	2025-04-25	2025-04-26	2025-04-27
00:00:00	225	278	276	291	161	232	234	300	340	293	255	237	200	222	227	281	244
01:00:00	216	224	165	173	203	169	197	225	264	207	189	182	151	174	195	164	203
02:00:00	217	152	141	180	178	149	162	195	163	129	191	144	115	182	184	174	148
03:00:00	249	168	120	251	211	219	218	231	150	110	227	226	212	204	256	197	132
04:00:00	138	180	152	338	318	314	304	312	182	110	317	334	367	308	331	176	126
05:00:00	516	346	184	750	680	644	594	541	237	137	647	653	647	635	574	300	195
06:00:00	1407	582	378	1334	1220	1258	1212	936	449	302	1274	1328	1249	1290	1179	571	330
07:00:00	1608	773	512	1726	1573	1539	1599	1317	689	428	1720	1706	1724	1729	1530	884	625
08:00:00	1317	1080	765	1579	1259	1226	1390	1283	942	563	1465	1437	1404	1434	1418	1083	790
09:00:00	1396	1393	1006	1517	1132	1149	843	1338	1231	888	1402	1086	1118	1219	1419	1329	1092
10:00:00	1423	1485	1240	1353	1058	1078	1031	1428	1306	1035	1327	1013	1036	1159	1328	1495	1279
11:00:00	1558	1506	1419	1497	1071	1073	1363	1481	1411	1276	1364	1144	1093	1204	1418	1553	1392
12:00:00	1540	1462	1524	1440	1113	1197	1283	1618	1486	1383	1481	1216	1218	1372	1519	1496	1657
13:00:00	1728	1370	1654	1396	1104	1246	1472	1531	1313	1369	1563	1292	1259	1362	1681	1322	1687
14:00:00	1723	1392	1585	1321	1207	1298	1381	1633	1353	1491	1391	1235	1247	1357	1675	1367	1763
15:00:00	1815	1249	1543	1353	1275	1246	1280	1743	1321	1587	1518	1323	1317	1450	1781	1313	1472
16:00:00	2016	1340	1612	1289	1444	1411	1673	1799	1251	1633	1548	1364	1466	1538	1770	1396	1684
17:00:00	2020	1433	1598	1401	1364	1445	1552	1707	1176	1679	1397	1462	1440	1534	1647	1357	1669
18:00:00	2047	1372	1527	1229	1115	1176	1268	1558	1037	1642	1242	1164	1062	1199	1664	1182	1408
19:00:00	1791	1254	1503	773	836	840	1004	1155	891	1520	942	831	874	792	1094	676	1035
20:00:00	1366	1249	1610	649	610	684	843	1004	772	951	788	687	624	887	1002	734	894
21:00:00	973	851	1410	544	527	580	724	754	625	1027	634	531	536	577	863	737	702
22:00:00	546	522	818	399	367	404	524	576	532	579	397	352	402	439	570	548	517
23:00:00	413	415	467	273	304	312	403	421	423	399	330	271	306	329	399	417	392
7am-7pm	20191	15855	15985	17101	14715	15084	16135	18436	14516	14974	17418	15442	15384	16557	18850	15777	16518
6am-10pm	25728	19791	20886	20401	17908	18446	19918	22285	17253	18774	21056	18819	18667	20103	22988	18495	19479
6am-12am	26687	20728	22171	21073	18579	19162	20845	23282	18208	19752	21783	19442	19375	20871	23957	19460	20388
12am-12am	28248	22076	23209	23056	20330	20889	22554	25086	19544	20738	23609	21218	21067	22596	25724	20752	21436
am Peak	7:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00	11:00:00	7:00:00	7:00:00	7:00:00	7:00:00	7:00:00	11:00:00	11:00:00
Peak Volume	1608	1506	1419	1726	1573	1539	1599	1481	1411	1276	1720	1706	1724	1729	1530	1553	1392
pm Peak	18:00:00	12:00:00	13:00:00	12:00:00	16:00:00	17:00:00	16:00:00	16:00:00	12:00:00	17:00:00	13:00:00	17:00:00	16:00:00	16:00:00	15:00:00	12:00:00	14:00:00
Peak Volume	2047	1462	1654	1440	1444	1445	1673	1799	1486	1679	1563	1462	1466	1538	1781	1496	1763

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-04-28	2025-04-29	2025-04-30	2025-05-01	2025-05-02	2025-05-03	2025-05-04	2025-05-05	2025-05-06	2025-05-07	2025-05-08	2025-05-09	2025-05-10	2025-05-11	2025-05-12	2025-05-13	2025-05-14	2025-05-15	Workday	7 Day	Count
261	179																	231	247	4736
234	160																	188	192	3695
164	150																	168	163	3118
203	219																	224	201	3803
296	279																	307	263	4882
629	599																	625	513	9508
1318	1313																	1255	1021	18930
1636	1676																	1625	1347	24994
1442	1399																	1385	1238	23276
1225	1076																	1206	1192	22859
1131	1065																	1172	1211	23270
1102	998																	1249	1300	24923
1273	1193																	1333	1381	26471
1262	1152																	1381	1402	26763
1303	1303																	1381	1413	27025
1265	1259																	1418	1417	27110
1386	1320																	1538	1523	28940
1354	1348																	1510	1503	28583
1091	1175																	1290	1310	25158
769	752																	947	1004	19332
654	664																	799	866	16672
511	537																	633	707	13643
429	389																	445	485	9310
273	332																	336	360	6879
15470	14964																	16488	16236	309372
18722	18230																	20123	19834	377949
19424	18951																	20904	20679	394138
21211	20537																	22645	22259	423880
7:00:00	7:00:00																	7:00:00	7:00:00	
1636	1676																	1625	1347	
16:00:00	17:00:00																	16:00:00	16:00:00	
1386	1348																	1538	1523	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 11, 2025 to Thursday, May 15, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

All Westbound

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
	2025-04-11	2025-04-12	2025-04-13	2025-04-14	2025-04-15	2025-04-16	2025-04-17	2025-04-18	2025-04-19	2025-04-20	2025-04-21	2025-04-22	2025-04-23	2025-04-24	2025-04-25	2025-04-26	2025-04-27
00:00:00	314	527	272	218	235	188	267	302	240	229	200	227	212	233	267	337	283
01:00:00	245	248	197	187	178	174	193	224	189	154	143	158	168	164	208	248	213
02:00:00	201	231	175	159	194	178	160	198	172	136	176	166	180	177	166	156	157
03:00:00	252	191	141	171	195	204	204	252	171	105	186	200	217	218	197	147	99
04:00:00	329	256	200	285	277	261	236	260	178	110	288	253	279	245	247	200	96
05:00:00	768	520	403	593	530	497	470	420	246	183	578	542	523	506	454	310	167
06:00:00	1204	847	644	900	817	829	755	669	384	249	897	874	826	845	774	452	261
07:00:00	1538	1255	911	1103	1062	1047	1004	1022	659	404	1055	1144	1035	1090	1069	746	496
08:00:00	1524	1356	1077	1172	1129	1108	1125	1176	811	619	1174	1107	1036	1061	1227	859	657
09:00:00	1411	1267	1168	1139	1057	978	1143	1340	995	829	1142	1070	1176	1094	1210	1042	916
10:00:00	1428	1414	1345	1185	1137	1116	1187	1490	1172	985	1240	1015	1082	1100	1347	1177	1171
11:00:00	1673	1527	1588	1189	1092	1052	1261	1617	1265	1236	1294	1052	1028	1127	1442	1262	1316
12:00:00	1865	1618	1749	1323	987	1099	1334	1781	1318	1555	1378	1173	1210	1303	1530	1271	1517
13:00:00	1915	1792	1995	1326	1189	1195	1426	1930	1351	1576	1399	1275	1182	1306	1666	1325	1644
14:00:00	2100	1797	2081	1427	1276	1315	1565	1988	1350	1464	1306	1219	1220	1353	1811	1368	1631
15:00:00	2036	1677	1992	1512	1443	1439	1562	2007	1344	1570	1531	1411	1455	1376	1992	1477	1551
16:00:00	2119	1697	1857	1708	1563	1671	1804	1931	1262	1609	1701	1588	1543	1746	1891	691	1769
17:00:00	2139	1591	1604	1631	1620	1675	1875	1768	1289	1449	1680	1608	1441	1634	1875	1254	1587
18:00:00	1659	1327	1472	1122	1095	1155	1425	1387	1038	1274	1179	1287	1289	1385	1646	1140	1398
19:00:00	1458	1181	1182	892	879	971	1127	1240	914	1138	865	889	922	1018	1187	1105	1211
20:00:00	1191	927	893	698	681	693	980	888	776	851	698	673	757	724	999	794	845
21:00:00	869	737	731	544	554	598	767	810	602	636	517	557	537	567	749	738	658
22:00:00	660	645	475	387	393	470	578	675	470	437	405	368	388	498	644	545	483
23:00:00	531	378	364	282	280	337	396	542	346	302	298	268	296	482	442	368	318
7am-7pm	21407	18318	18839	15837	14650	14850	16711	19437	13854	14570	16079	14949	14697	15575	18706	13612	15653
6am-10pm	26129	22010	22289	18871	17581	17941	20340	23044	16530	17444	19056	17942	17739	18729	22415	16701	18628
6am-12am	27320	23033	23128	19540	18254	18748	21314	24261	17346	18183	19759	18578	18423	19709	23501	17614	19429
12am-12am	29429	25006	24516	21153	19863	20250	22844	25917	18542	19100	21330	20124	20002	21252	25040	19012	20444
am Peak	11:00:00	11:00:00	11:00:00	11:00:00	10:00:00	10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	7:00:00	9:00:00	11:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	1673	1527	1588	1189	1137	1116	1261	1617	1265	1236	1294	1144	1176	1127	1442	1262	1316
pm Peak	17:00:00	14:00:00	14:00:00	16:00:00	17:00:00	17:00:00	17:00:00	15:00:00	13:00:00	16:00:00	16:00:00	17:00:00	16:00:00	16:00:00	15:00:00	15:00:00	16:00:00
Peak Volume	2139	1797	2081	1708	1620	1675	1875	2007	1351	1609	1701	1608	1543	1746	1992	1477	1769

Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Average		Total
2025-04-28	2025-04-29	2025-04-30	2025-05-01	2025-05-02	2025-05-03	2025-05-04	2025-05-05	2025-05-06	2025-05-07	2025-05-08	2025-05-09	2025-05-10	2025-05-11	2025-05-12	2025-05-13	2025-05-14	2025-05-15	Workday	7 Day	Count
211	214																	236	258	4976
158	195																	183	190	3644
150	154																	174	173	3286
186	200																	207	188	3536
252	270																	266	240	4522
584	511																	532	467	8805
939	842																	853	745	14008
1123	1124																	1100	999	18887
1075	1093																	1145	1074	20386
1056	1061																	1138	1109	21094
1116	1024																	1181	1189	22731
1167	1022																	1217	1259	24210
1220	1131																	1320	1373	26362
1293	1227																	1392	1456	28012
1203	1287																	1453	1499	28761
1491	1422																	1573	1581	30288
1670	1648																	1731	1660	31468
1692	1600																	1703	1634	31012
1157	1269																	1312	1301	24704
882	873																	1015	1045	19934
664	669																	793	808	15401
556	578																	629	645	12305
379	374																	479	488	9274
261	330																	367	361	6821
15263	14908																	16266	16135	307915
18304	17870																	19556	19378	369563
18944	18574																	20401	20226	385658
20485	20118																	21999	21743	414427
11:00:00	7:00:00																	11:00:00	11:00:00	
1167	1124																	1217	1259	
17:00:00	16:00:00																	16:00:00	16:00:00	
1692	1648																	1731	1660	

Multi-Day Volume Report SCDOT_CCS 000000000022 Friday, April 11, 2025 to Thursday, May 15, 2025

Site Name 0022
Site ID 000000000022
Description I- 20 : S- 34 (POND BRANCH RD) TO S- 204 (LONGS POND RD)

Lanes Each Lane
Time Period 1 hour
Class Any
Exclude data: None

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline
Weekends and defined holidays Holiday-affected days

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
4/17/2025 0:00	4/17/2025 23:59	Holiday-affected	-	Yes	Easter
4/18/2025 0:00	4/18/2025 23:59	Holiday-affected	-	Yes	Easter
4/19/2025 0:00	4/19/2025 23:59	Holiday-affected	-	Yes	Easter
4/20/2025 0:00	4/20/2025 23:59	Holiday	-	Yes	Easter Sunday
4/21/2025 0:00	4/21/2025 23:59	Holiday-affected	-	Yes	Easter
4/22/2025 0:00	4/22/2025 23:59	Holiday-affected	-	Yes	Easter
5/9/2025 0:00	5/9/2025 23:59	Holiday	-	Yes	Confederate Memorial Day

Appendix B

Continuous Count Station 0022 Volumes (500 Highest Hours)

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
1	5511	2810	2701	Sunday	09/29/2024	1 PM	1761	1049	1659	1042
2	5316	2720	2596	Sunday	09/29/2024	3 PM	1675	1045	1594	1002
3	5302	2846	2456	Sunday	09/29/2024	12 PM	1755	1091	1428	1028
4	4989	2313	2676	Sunday	09/29/2024	2 PM	1390	923	1632	1044
5	4955	2761	2194	Saturday	09/28/2024	2 PM	1710	1051	1265	929
6	4904	2899	2005	Saturday	09/28/2024	1 PM	1820	1079	1160	845
7	4889	2605	2284	Saturday	09/28/2024	4 PM	1610	995	1349	935
8	4874	2493	2381	Sunday	09/29/2024	4 PM	1514	979	1458	923
9	4845	2684	2161	Saturday	09/28/2024	3 PM	1653	1031	1267	894
10	4755	2859	1896	Saturday	09/28/2024	12 PM	1769	1090	1069	827
11	4707	2189	2518	Wednesday	11/27/2024	3 PM	1369	820	1587	931
12	4683	2291	2392	Wednesday	11/27/2024	2 PM	1415	876	1449	943
13	4663	2129	2534	Wednesday	11/27/2024	4 PM	1319	810	1584	950
14	4646	2450	2196	Sunday	12/01/2024	2 PM	1473	977	1252	944
15	4550	2374	2176	Sunday	12/01/2024	1 PM	1431	943	1215	961
16	4545	2141	2404	Wednesday	11/27/2024	1 PM	1307	834	1483	921
17	4416	2348	2068	Sunday	12/01/2024	4 PM	1427	921	1195	873
18	4389	2402	1987	Sunday	09/29/2024	10 AM	1421	981	1139	848
19	4378	2291	2087	Sunday	12/01/2024	12 PM	1336	955	1200	887
20	4347	2119	2228	Saturday	09/28/2024	5 PM	1328	791	1317	911
21	4347	2363	1984	Sunday	12/01/2024	3 PM	1459	904	1128	856
22	4318	1981	2337	Wednesday	11/27/2024	6 PM	1183	798	1431	906
23	4239	2044	2195	Wednesday	11/27/2024	5 PM	1245	799	1319	876
24	4222	2419	1803	Saturday	09/28/2024	11 AM	1450	969	983	820
25	4202	1865	2337	Sunday	09/29/2024	5 PM	1091	774	1406	931
26	4159	2020	2139	Friday	04/11/2025	5 PM	1232	788	1252	887
27	4147	2099	2048	Wednesday	11/27/2024	12 PM	1268	831	1197	851
28	4140	1900	2240	Sunday	09/29/2024	11 AM	1068	832	1270	970
29	4135	2016	2119	Friday	04/11/2025	4 PM	1183	833	1271	848
30	4109	1934	2175	Saturday	11/30/2024	12 PM	1099	835	1235	940
31	4025	2023	2002	Sunday	12/01/2024	5 PM	1245	778	1165	837
32	4020	1909	2111	Saturday	11/30/2024	1 PM	1087	822	1210	901
33	4005	1885	2120	Friday	08/30/2024	5 PM	1119	766	1224	896
34	3999	2001	1998	Friday	08/30/2024	4 PM	1172	829	1181	817
35	3983	1982	2001	Sunday	07/07/2024	2 PM	1154	828	1116	885
36	3983	1889	2094	Saturday	11/30/2024	2 PM	1071	818	1177	917
37	3970	1979	1991	Sunday	12/01/2024	11 AM	1121	858	1118	873
38	3959	1936	2023	Saturday	11/30/2024	11 AM	1102	834	1107	916
39	3954	2115	1839	Monday	09/30/2024	11 AM	1234	881	987	852
40	3945	1816	2129	Friday	05/24/2024	4 PM	1054	762	1269	860
41	3943	1729	2214	Monday	09/30/2024	4 PM	994	735	1331	883
42	3924	1889	2035	Sunday	07/07/2024	3 PM	1069	820	1165	870
43	3924	2076	1848	Monday	09/30/2024	12 PM	1192	884	1039	809
44	3923	2053	1870	Monday	09/30/2024	1 PM	1189	864	1059	811
45	3919	1779	2140	Friday	04/12/2024	4 PM	1064	715	1239	901
46	3906	1937	1969	Friday	12/20/2024	4 PM	1151	786	1180	789
47	3900	1895	2005	Friday	12/20/2024	5 PM	1143	752	1199	806
48	3889	1875	2014	Friday	11/08/2024	4 PM	1085	790	1233	781
49	**3878**	**1903**	**1975**	**Friday**	**10/18/2024**	**4 PM**	**1108**	**795**	**1120**	**855**
50	3875	1842	2033	Friday	10/11/2024	3 PM	1083	759	1208	825

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
51	3874	1864	2010	Friday	10/11/2024	4 PM	1118	746	1198	812
52	3867	1840	2027	Friday	03/28/2025	4 PM	1068	772	1179	848
53	3860	1871	1989	Sunday	04/07/2024	3 PM	1068	803	1143	846
54	3856	1893	1963	Friday	12/20/2024	3 PM	1106	787	1131	832
55	3853	2396	1457	Friday	03/14/2025	6 PM	1552	844	803	654
56	3851	1815	2036	Friday	04/11/2025	3 PM	1049	766	1211	825
57	3838	1941	1897	Sunday	07/07/2024	1 PM	1125	816	1078	819
58	3838	2003	1835	Friday	11/15/2024	4 PM	1215	788	1044	791
59	3833	1906	1927	Friday	05/24/2024	3 PM	1104	802	1133	794
60	3827	1824	2003	Friday	03/07/2025	4 PM	1084	740	1176	827
61	3823	1723	2100	Friday	04/11/2025	2 PM	1001	722	1239	861
62	3822	1853	1969	Saturday	11/30/2024	3 PM	1043	810	1120	849
63	3805	1861	1944	Friday	11/01/2024	4 PM	1094	767	1130	814
64	3803	1916	1887	Wednesday	11/27/2024	11 AM	1113	803	1062	825
65	3800	1916	1884	Sunday	04/07/2024	2 PM	1088	828	1080	804
66	3793	1843	1950	Thursday	04/10/2025	5 PM	1109	734	1128	822
67	3789	1663	2126	Friday	12/27/2024	3 PM	955	708	1271	855
68	3786	2342	1444	Sunday	09/29/2024	9 AM	1404	938	749	695
69	3784	1770	2014	Friday	06/14/2024	4 PM	1029	741	1201	813
70	3783	1968	1815	Sunday	04/07/2024	1 PM	1140	828	967	848
71	3781	1926	1855	Tuesday	04/08/2025	5 PM	1161	765	1012	843
72	3777	1765	2012	Friday	04/04/2025	4 PM	1009	756	1186	826
73	3773	1781	1992	Friday	04/25/2025	3 PM	1047	734	1171	821
74	3772	1963	1809	Friday	10/04/2024	5 PM	1198	765	1029	780
75	3772	1963	1809	Friday	11/22/2024	4 PM	1141	822	1058	751
76	3768	1850	1918	Saturday	09/28/2024	6 PM	1175	675	1103	815
77	3764	1641	2123	Friday	03/29/2024	3 PM	928	713	1302	821
78	3762	1807	1955	Friday	10/25/2024	4 PM	1057	750	1128	827
79	3757	1806	1951	Saturday	11/30/2024	4 PM	1010	796	1102	849
80	3753	1780	1973	Friday	05/24/2024	2 PM	1028	752	1141	832
81	3751	1824	1927	Wednesday	04/09/2025	5 PM	1078	746	1106	821
82	3750	1743	2007	Friday	04/18/2025	3 PM	1025	718	1174	833
83	3744	1945	1799	Friday	04/26/2024	3 PM	1155	790	1002	797
84	3735	1819	1916	Thursday	04/10/2025	4 PM	1083	736	1097	819
85	3730	1799	1931	Friday	04/18/2025	4 PM	1061	738	1129	802
86	3728	1841	1887	Monday	09/30/2024	3 PM	1042	799	1076	811
87	3722	1846	1876	Friday	04/12/2024	5 PM	1119	727	1054	822
88	3722	1846	1876	Friday	11/08/2024	3 PM	1065	781	1096	780
89	3720	1819	1901	Friday	04/04/2025	3 PM	1043	776	1119	782
90	3716	1849	1867	Sunday	07/07/2024	12 PM	1019	830	1002	865
91	3716	1793	1923	Friday	04/04/2025	5 PM	1059	734	1133	790
92	3712	1768	1944	Sunday	07/07/2024	4 PM	1009	759	1109	835
93	3711	1889	1822	Friday	05/10/2024	3 PM	1064	825	1042	780
94	3710	1653	2057	Friday	04/05/2024	4 PM	921	732	1200	857
95	3707	1879	1828	Friday	06/14/2024	3 PM	1127	752	1060	768
96	3706	2047	1659	Friday	04/11/2025	6 PM	1229	818	955	704
97	3705	1720	1985	Friday	03/29/2024	4 PM	1008	712	1138	847
98	3700	1725	1975	Friday	08/30/2024	2 PM	957	768	1188	787
99	3700	1821	1879	Friday	03/28/2025	3 PM	1053	768	1060	819
100	3700	1917	1783	Sunday	04/06/2025	2 PM	1102	815	970	813

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
101	3698	1791	1907	Friday	05/03/2024	4 PM	1072	719	1127	780
102	3698	1804	1894	Friday	08/30/2024	3 PM	1044	760	1072	822
103	3691	2016	1675	Monday	09/30/2024	2 PM	1165	851	877	798
104	3687	1646	2041	Friday	07/19/2024	4 PM	902	744	1210	831
105	3685	1733	1952	Friday	05/31/2024	3 PM	988	745	1118	834
106	3684	1699	1985	Thursday	05/23/2024	4 PM	952	747	1148	837
107	3682	1806	1876	Friday	05/10/2024	4 PM	1047	759	1070	806
108	3681	1780	1901	Friday	12/13/2024	4 PM	1036	744	1126	775
109	3677	1670	2007	Friday	03/07/2025	3 PM	964	706	1179	828
110	3677	1766	1911	Friday	03/21/2025	4 PM	1031	735	1114	797
111	3675	1887	1788	Friday	11/22/2024	5 PM	1141	746	1024	764
112	3673	1872	1801	Friday	06/21/2024	1 PM	1124	748	1024	777
113	3672	1705	1967	Friday	06/14/2024	5 PM	979	726	1161	806
114	3672	1740	1932	Friday	11/08/2024	5 PM	1028	712	1174	758
115	3671	1753	1918	Friday	10/18/2024	5 PM	1005	748	1110	808
116	3668	1711	1957	Friday	03/29/2024	2 PM	977	734	1152	805
117	3666	1585	2081	Sunday	04/13/2025	2 PM	885	700	1186	895
118	3662	1795	1867	Friday	02/14/2025	4 PM	1040	755	1105	762
119	3661	1770	1891	Friday	04/25/2025	4 PM	1014	756	1079	812
120	3657	1753	1904	Friday	10/25/2024	5 PM	1016	737	1119	785
121	3657	1868	1789	Thursday	12/26/2024	2 PM	1122	746	1001	788
122	3655	1754	1901	Friday	05/17/2024	4 PM	1020	734	1140	761
123	3652	1809	1843	Sunday	10/06/2024	1 PM	1052	757	1037	806
124	3649	1654	1995	Sunday	04/13/2025	1 PM	905	749	1148	847
125	3647	1848	1799	Friday	12/27/2024	1 PM	1084	764	1045	754
126	3643	1728	1915	Friday	04/11/2025	1 PM	992	736	1133	782
127	3640	1894	1746	Sunday	10/13/2024	1 PM	1088	806	961	785
128	3639	1805	1834	Wednesday	04/10/2024	5 PM	1063	742	1038	796
129	3638	1763	1875	Sunday	09/29/2024	6 PM	987	776	1110	765
130	3637	1721	1916	Friday	03/21/2025	3 PM	984	737	1107	809
131	3632	1762	1870	Friday	10/04/2024	4 PM	1083	679	1104	766
132	3630	1740	1890	Friday	12/27/2024	12 PM	1007	733	1086	804
133	3630	1736	1894	Wednesday	04/09/2025	4 PM	1028	708	1068	826
134	3625	1846	1779	Friday	12/06/2024	4 PM	1119	727	1003	776
135	3624	1819	1805	Friday	01/17/2025	5 PM	1102	717	1116	689
136	3622	1769	1853	Friday	05/24/2024	1 PM	1016	753	1052	801
137	3621	1633	1988	Friday	04/18/2025	2 PM	901	732	1166	822
138	3620	1707	1913	Friday	06/21/2024	3 PM	970	737	1129	784
139	3619	1769	1850	Friday	04/05/2024	3 PM	1030	739	1061	789
140	3618	1856	1762	Sunday	10/20/2024	1 PM	1073	783	965	797
141	3617	1617	2000	Monday	12/23/2024	4 PM	910	707	1146	854
142	3615	1663	1952	Friday	03/29/2024	1 PM	940	723	1168	784
143	3615	1610	2005	Monday	09/30/2024	5 PM	903	707	1193	812
144	3615	1734	1881	Tuesday	04/08/2025	4 PM	1005	729	1078	803
145	3613	1809	1804	Friday	12/13/2024	5 PM	1105	704	1040	764
146	3610	1692	1918	Friday	04/26/2024	4 PM	970	722	1140	778
147	3609	1643	1966	Friday	04/05/2024	2 PM	937	706	1150	816
148	3608	1724	1884	Saturday	12/21/2024	1 PM	972	752	1048	836
149	3607	1884	1723	Friday	12/20/2024	6 PM	1158	726	1022	701
150	3605	1688	1917	Friday	07/19/2024	5 PM	967	721	1131	786

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
151	3605	1826	1779	Sunday	10/20/2024	4 PM	1084	742	1021	758
152	3604	1728	1876	Friday	08/16/2024	4 PM	977	751	1076	800
153	3602	2036	1566	Saturday	09/28/2024	10 AM	1159	877	815	751
154	3599	1720	1879	Friday	03/07/2025	5 PM	987	733	1056	823
155	3598	1766	1832	Sunday	10/20/2024	3 PM	990	776	1015	817
156	3594	1761	1833	Friday	11/22/2024	3 PM	1027	734	1052	781
157	3593	1700	1893	Friday	06/28/2024	3 PM	985	715	1097	796
158	3593	1922	1671	Sunday	04/06/2025	1 PM	1114	808	914	757
159	3592	1938	1654	Thursday	06/13/2024	4 PM	1169	769	907	747
160	3590	1592	1998	Friday	06/28/2024	4 PM	867	725	1187	811
161	3588	1712	1876	Tuesday	11/26/2024	4 PM	976	736	1088	788
162	3585	1897	1688	Sunday	03/31/2024	4 PM	1095	802	918	770
163	3585	1739	1846	Friday	03/21/2025	5 PM	1019	720	1052	794
164	3577	1693	1884	Friday	04/05/2024	5 PM	934	759	1085	799
165	3577	1762	1815	Friday	11/01/2024	5 PM	1012	750	1033	782
166	3576	1673	1903	Friday	04/19/2024	4 PM	936	737	1076	827
167	3576	1606	1970	Friday	05/31/2024	5 PM	914	692	1158	812
168	3575	1641	1934	Wednesday	07/03/2024	4 PM	941	700	1097	837
169	3575	1776	1799	Friday	10/11/2024	6 PM	1036	740	1086	713
170	3573	1536	2037	Thursday	03/28/2024	5 PM	828	708	1197	840
171	3568	1646	1922	Friday	06/07/2024	4 PM	947	699	1091	831
172	3568	1656	1912	Monday	09/02/2024	2 PM	914	742	1070	842
173	3568	1723	1845	Friday	09/20/2024	5 PM	1005	718	1040	805
174	3567	1857	1710	Sunday	10/13/2024	2 PM	1056	801	933	777
175	3565	1630	1935	Friday	01/31/2025	4 PM	918	712	1135	800
176	3563	1705	1858	Friday	03/29/2024	5 PM	969	736	1082	776
177	3561	1540	2021	Thursday	03/28/2024	4 PM	865	675	1174	847
178	3561	1661	1900	Friday	07/19/2024	3 PM	931	730	1107	793
179	3561	1770	1791	Friday	09/06/2024	5 PM	1069	701	1039	752
180	3561	2119	1442	Thursday	01/09/2025	5 PM	1351	768	772	670
181	3560	1706	1854	Friday	10/18/2024	3 PM	953	753	1062	792
182	3560	1795	1765	Friday	11/15/2024	5 PM	1052	743	1021	744
183	3558	1727	1831	Friday	11/15/2024	3 PM	991	736	1050	781
184	3556	1705	1851	Friday	10/04/2024	2 PM	982	723	1055	796
185	3554	1947	1607	Thursday	04/10/2025	6 PM	1153	794	902	705
186	3553	1615	1938	Friday	07/12/2024	3 PM	895	720	1103	835
187	3552	1549	2003	Friday	05/24/2024	5 PM	841	708	1184	819
188	3550	1771	1779	Friday	12/27/2024	2 PM	1022	749	997	782
189	3548	1780	1768	Sunday	07/21/2024	2 PM	1011	769	965	803
190	3548	1686	1862	Friday	12/20/2024	1 PM	956	730	1054	808
191	3545	1702	1843	Sunday	07/21/2024	3 PM	960	742	1054	789
192	3545	1682	1863	Friday	11/29/2024	1 PM	925	757	1041	822
193	3544	1568	1976	Friday	06/21/2024	4 PM	880	688	1129	847
194	3544	1627	1917	Sunday	06/23/2024	1 PM	900	727	1069	848
195	3544	1673	1871	Friday	08/16/2024	5 PM	943	730	1062	809
196	3543	1791	1752	Sunday	10/13/2024	6 PM	1137	654	1001	751
197	3543	1731	1812	Friday	03/28/2025	5 PM	982	749	1052	760
198	3542	1770	1772	Friday	05/10/2024	5 PM	1031	739	986	786
199	3542	1731	1811	Friday	12/20/2024	2 PM	985	746	1061	750
200	3540	1531	2009	Wednesday	11/27/2024	7 PM	860	671	1221	788

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
201	3539	1673	1866	Friday	08/23/2024	4 PM	979	694	1024	842
202	3538	1735	1803	Friday	04/05/2024	1 PM	955	780	1033	770
203	3538	1593	1945	Monday	09/02/2024	1 PM	858	735	1097	848
204	3537	1736	1801	Sunday	06/23/2024	2 PM	962	774	989	812
205	3535	1738	1797	Friday	11/08/2024	2 PM	1004	734	1027	770
206	3535	1543	1992	Sunday	04/13/2025	3 PM	830	713	1123	869
207	3532	1734	1798	Saturday	12/21/2024	11 AM	987	747	980	818
208	3531	1785	1746	Sunday	04/07/2024	12 PM	1007	778	952	794
209	3530	1844	1686	Friday	08/30/2024	1 PM	1067	777	975	711
210	3530	1757	1773	Friday	10/04/2024	3 PM	1095	662	1018	755
211	3528	1667	1861	Thursday	12/26/2024	3 PM	977	690	1083	778
212	3526	1621	1905	Friday	04/12/2024	3 PM	894	727	1068	837
213	3526	1744	1782	Friday	06/21/2024	2 PM	1017	727	978	804
214	3526	1632	1894	Friday	07/12/2024	4 PM	919	713	1061	833
215	3525	1669	1856	Friday	01/17/2025	4 PM	966	703	1074	782
216	3523	1826	1697	Friday	08/30/2024	6 PM	1091	735	924	773
217	3523	1740	1783	Wednesday	11/27/2024	10 AM	985	755	999	784
218	3522	1647	1875	Friday	04/25/2025	5 PM	942	705	1038	837
219	3521	1677	1844	Sunday	10/27/2024	3 PM	962	715	1046	798
220	3519	1709	1810	Friday	07/26/2024	4 PM	975	734	1072	738
221	3518	1961	1557	Sunday	12/01/2024	6 PM	1188	773	858	699
222	3517	1896	1621	Monday	09/30/2024	10 AM	1087	809	844	777
223	3515	1744	1771	Saturday	12/21/2024	12 PM	979	765	977	794
224	3512	1700	1812	Friday	06/28/2024	2 PM	994	706	1051	761
225	3510	1668	1842	Friday	02/21/2025	4 PM	929	739	1015	827
226	3507	1608	1899	Sunday	04/07/2024	4 PM	892	716	1076	823
227	3506	1732	1774	Friday	05/17/2024	3 PM	1003	729	991	783
228	3506	1623	1883	Friday	10/11/2024	2 PM	915	708	1096	787
229	3506	1743	1763	Friday	02/28/2025	5 PM	1004	739	973	790
230	3503	1755	1748	Friday	05/10/2024	2 PM	986	769	961	787
231	3502	1686	1816	Wednesday	07/03/2024	3 PM	981	705	1042	774
232	3500	1690	1810	Thursday	04/10/2025	3 PM	1010	680	1022	788
233	3499	1582	1917	Friday	06/07/2024	3 PM	867	715	1126	791
234	3494	1736	1758	Friday	09/13/2024	4 PM	987	749	989	769
235	3493	1556	1937	Friday	06/14/2024	2 PM	871	685	1129	808
236	3492	1790	1702	Monday	12/23/2024	2 PM	998	792	938	764
237	3491	1653	1838	Friday	08/02/2024	5 PM	940	713	1080	758
238	3491	1562	1929	Friday	10/11/2024	1 PM	864	698	1138	791
239	3491	1706	1785	Sunday	10/13/2024	3 PM	968	738	994	791
240	3491	1747	1744	Friday	02/14/2025	3 PM	1022	725	984	760
241	3489	1671	1818	Thursday	12/26/2024	1 PM	912	759	1005	813
242	3489	1622	1867	Friday	02/21/2025	5 PM	895	727	1056	811
243	3486	1542	1944	Friday	05/31/2024	2 PM	852	690	1167	777
244	3486	1675	1811	Friday	04/25/2025	2 PM	925	750	988	823
245	3485	1707	1778	Friday	04/04/2025	2 PM	963	744	991	787
246	3483	1709	1774	Sunday	10/20/2024	2 PM	955	754	934	840
247	3481	1691	1790	Friday	04/26/2024	5 PM	968	723	1012	778
248	3480	1690	1790	Sunday	04/06/2025	3 PM	950	740	983	807
249	3477	1924	1553	Sunday	04/06/2025	12 PM	1115	809	830	723
250	3477	1673	1804	Thursday	04/17/2025	4 PM	962	711	1023	781

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
251	3475	1683	1792	Thursday	12/26/2024	12 PM	965	718	977	815
252	3475	1707	1768	Friday	04/18/2025	5 PM	971	736	988	780
253	3472	1854	1618	Friday	09/13/2024	3 PM	1092	762	886	732
254	3471	1628	1843	Thursday	03/28/2024	3 PM	898	730	1052	791
255	3471	1640	1831	Friday	02/07/2025	4 PM	933	707	1052	779
256	3470	1914	1556	Friday	04/12/2024	6 PM	1084	830	848	708
257	3470	1656	1814	Friday	05/17/2024	5 PM	938	718	1058	756
258	3469	1770	1699	Friday	05/24/2024	12 PM	1003	767	936	763
259	3469	1612	1857	Sunday	04/13/2025	4 PM	883	729	1024	833
260	3468	1737	1731	Monday	04/08/2024	5 PM	973	764	956	775
261	3466	1714	1752	Friday	09/20/2024	3 PM	1010	704	1005	747
262	3464	1690	1774	Friday	05/03/2024	5 PM	965	725	1027	747
263	3461	1667	1794	Sunday	07/28/2024	2 PM	913	754	997	797
264	3461	1531	1930	Friday	04/18/2025	1 PM	856	675	1162	768
265	3459	1831	1628	Sunday	10/20/2024	5 PM	1055	776	852	776
266	3458	1596	1862	Friday	03/22/2024	4 PM	921	675	1088	774
267	3458	1823	1635	Sunday	03/23/2025	2 PM	1046	777	889	746
268	3457	1738	1719	Wednesday	04/10/2024	4 PM	990	748	946	773
269	3457	1661	1796	Sunday	04/14/2024	3 PM	934	727	1008	788
270	3457	1611	1846	Friday	07/26/2024	5 PM	911	700	1050	796
271	3456	1714	1742	Sunday	10/27/2024	2 PM	961	753	963	779
272	3453	1684	1769	Sunday	04/27/2025	4 PM	976	708	957	812
273	3450	1696	1754	Friday	10/25/2024	2 PM	954	742	982	772
274	3449	1669	1780	Friday	03/21/2025	2 PM	947	722	1003	777
275	3448	1649	1799	Friday	12/13/2024	3 PM	934	715	1019	780
276	3443	1622	1821	Monday	12/23/2024	5 PM	939	683	1061	760
277	3440	1681	1759	Friday	12/27/2024	4 PM	971	710	980	779
278	3438	1627	1811	Tuesday	11/26/2024	3 PM	906	721	1042	769
279	3438	1697	1741	Thursday	12/26/2024	4 PM	943	754	992	749
280	3437	1606	1831	Friday	10/04/2024	1 PM	873	733	1041	790
281	3436	1677	1759	Sunday	05/19/2024	2 PM	966	711	1003	756
282	3436	1874	1562	Sunday	12/22/2024	1 PM	1087	787	788	774
283	3436	1874	1562	Sunday	12/22/2024	1 PM	1087	787	788	774
284	3434	1711	1723	Friday	06/28/2024	12 PM	982	729	958	765
285	3434	1629	1805	Sunday	10/27/2024	1 PM	885	744	995	810
286	3433	1633	1800	Thursday	04/11/2024	5 PM	914	719	1019	781
287	3432	1599	1833	Friday	06/07/2024	2 PM	886	713	1048	785
288	3432	1623	1809	Sunday	07/07/2024	5 PM	922	701	1001	808
289	3430	1595	1835	Friday	04/12/2024	2 PM	881	714	1040	795
290	3427	1688	1739	Sunday	10/27/2024	4 PM	951	737	913	826
291	3427	1552	1875	Thursday	04/17/2025	5 PM	891	661	1068	807
292	3425	1751	1674	Sunday	07/21/2024	1 PM	969	782	913	761
293	3422	1674	1748	Friday	10/18/2024	1 PM	954	720	971	777
294	3419	1547	1872	Wednesday	07/03/2024	5 PM	834	713	1084	788
295	3416	1529	1887	Thursday	08/29/2024	5 PM	846	683	1075	812
296	3415	1631	1784	Friday	07/26/2024	2 PM	924	707	1013	771
297	3415	1612	1803	Friday	02/14/2025	2 PM	918	694	1023	780
298	3414	1685	1729	Friday	06/28/2024	5 PM	944	741	979	750
299	3413	1598	1815	Friday	06/07/2024	5 PM	939	659	1023	792
300	3410	1651	1759	Friday	08/02/2024	4 PM	927	724	1003	756

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
301	3410	1684	1726	Tuesday	11/26/2024	5 PM	978	706	996	730
302	3409	1660	1749	Tuesday	04/09/2024	5 PM	920	740	970	779
303	3409	1877	1532	Friday	05/24/2024	6 PM	1105	772	840	692
304	3409	1686	1723	Friday	11/22/2024	2 PM	961	725	942	781
305	3408	1710	1698	Friday	06/28/2024	1 PM	981	729	946	752
306	3408	1626	1782	Friday	11/01/2024	3 PM	892	734	1013	769
307	3405	1540	1865	Friday	04/11/2025	12 PM	836	704	1081	784
308	3404	1608	1796	Friday	10/25/2024	3 PM	891	717	988	808
309	3402	1693	1709	Monday	12/23/2024	1 PM	953	740	930	779
310	3402	1694	1708	Friday	03/14/2025	2 PM	968	726	952	756
311	3400	1615	1785	Sunday	07/14/2024	1 PM	900	715	992	793
312	3399	1630	1769	Friday	04/19/2024	3 PM	928	702	988	781
313	3399	1533	1866	Friday	07/12/2024	1 PM	808	725	1077	789
314	3399	1646	1753	Friday	02/14/2025	5 PM	965	681	1015	738
315	3399	1618	1781	Friday	04/18/2025	12 PM	884	734	1011	770
316	3397	1698	1699	Sunday	10/06/2024	4 PM	953	745	935	764
317	3397	1711	1686	Saturday	12/28/2024	1 PM	972	739	895	791
318	3397	1549	1848	Thursday	03/13/2025	5 PM	844	705	1057	791
319	3395	1694	1701	Sunday	12/01/2024	10 AM	924	770	888	813
320	3395	1562	1833	Friday	02/28/2025	4 PM	860	702	1060	773
321	3394	1675	1719	Sunday	07/21/2024	4 PM	937	738	934	785
322	3394	1808	1586	Friday	10/11/2024	5 PM	1057	751	866	720
323	3394	1763	1631	Sunday	04/27/2025	2 PM	997	766	862	769
324	3392	1634	1758	Friday	03/22/2024	3 PM	953	681	1007	751
325	3392	1937	1455	Sunday	03/31/2024	5 PM	1136	801	754	701
326	3390	1767	1623	Friday	04/19/2024	5 PM	1023	744	870	753
327	3390	1572	1818	Friday	11/29/2024	2 PM	861	711	1007	811
328	3389	1589	1800	Sunday	05/12/2024	2 PM	858	731	974	826
329	3389	1684	1705	Sunday	07/14/2024	2 PM	941	743	936	769
330	3385	1791	1594	Friday	10/18/2024	6 PM	1073	718	907	687
331	3384	1680	1704	Thursday	10/17/2024	5 PM	942	738	952	752
332	3383	1650	1733	Sunday	03/30/2025	2 PM	931	719	966	767
333	3382	1647	1735	Friday	11/22/2024	6 PM	985	662	1006	729
334	3382	1833	1549	Sunday	12/15/2024	3 PM	1061	772	812	737
335	3380	1656	1724	Friday	05/31/2024	1 PM	951	705	948	776
336	3375	1670	1705	Friday	09/13/2024	5 PM	968	702	983	722
337	3375	1713	1662	Friday	10/18/2024	2 PM	990	723	920	742
338	3375	1655	1720	Thursday	11/28/2024	12 PM	883	772	930	790
339	3373	1605	1768	Tuesday	04/09/2024	4 PM	901	704	969	799
340	3373	1522	1851	Friday	09/06/2024	4 PM	833	689	1058	793
341	3372	1607	1765	Sunday	05/19/2024	3 PM	871	736	962	803
342	3369	1715	1654	Friday	09/20/2024	4 PM	985	730	915	739
343	3369	1614	1755	Friday	02/21/2025	3 PM	932	682	993	762
344	3368	1439	1929	Friday	05/31/2024	4 PM	780	659	1130	799
345	3367	1612	1755	Friday	07/19/2024	2 PM	905	707	982	773
346	3367	1687	1680	Friday	11/08/2024	6 PM	997	690	965	715
347	3366	1586	1780	Saturday	11/30/2024	10 AM	840	746	971	809
348	3365	1579	1786	Sunday	04/14/2024	4 PM	844	735	1001	785
349	3364	1605	1759	Sunday	07/28/2024	1 PM	873	732	965	794
350	3364	1717	1647	Tuesday	11/26/2024	2 PM	985	732	907	740

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
351	3364	1648	1716	Friday	02/28/2025	3 PM	912	736	947	769
352	3362	1655	1707	Friday	06/14/2024	1 PM	963	692	983	724
353	3361	1545	1816	Saturday	07/06/2024	1 PM	813	732	1000	816
354	3361	1720	1641	Thursday	10/10/2024	5 PM	973	747	890	751
355	3360	1623	1737	Sunday	09/22/2024	1 PM	864	759	941	796
356	3359	1674	1685	Tuesday	10/08/2024	5 PM	933	741	932	753
357	3357	1696	1661	Sunday	03/30/2025	3 PM	965	731	924	737
358	3356	1647	1709	Sunday	06/30/2024	1 PM	911	736	928	781
359	3356	1753	1603	Friday	10/04/2024	6 PM	1023	730	927	676
360	3355	1553	1802	Friday	08/23/2024	5 PM	854	699	1015	787
361	3354	1588	1766	Friday	07/12/2024	2 PM	887	701	998	768
362	3353	1809	1544	Saturday	06/29/2024	12 PM	1022	787	839	705
363	3352	1619	1733	Thursday	05/23/2024	5 PM	922	697	1006	727
364	3352	1607	1745	Sunday	06/16/2024	1 PM	890	717	974	771
365	3350	1510	1840	Sunday	06/16/2024	2 PM	815	695	1049	791
366	3350	1545	1805	Friday	06/21/2024	5 PM	861	684	1058	747
367	3349	1566	1783	Sunday	06/23/2024	3 PM	855	711	990	793
368	3347	1655	1692	Thursday	10/03/2024	5 PM	941	714	942	750
369	3347	1527	1820	Friday	01/31/2025	5 PM	849	678	1053	767
370	3347	1730	1617	Sunday	03/23/2025	1 PM	986	744	858	759
371	3347	1681	1666	Friday	04/25/2025	1 PM	972	709	938	728
372	3344	1508	1836	Thursday	11/28/2024	11 AM	763	745	994	842
373	3343	1562	1781	Thursday	04/04/2024	4 PM	890	672	1022	759
374	3343	1697	1646	Friday	05/24/2024	11 AM	969	728	920	726
375	3343	1498	1845	Sunday	10/06/2024	2 PM	802	696	1134	711
376	3342	1589	1753	Friday	11/08/2024	1 PM	865	724	999	754
377	3341	1534	1807	Sunday	03/24/2024	4 PM	830	704	988	819
378	3338	1503	1835	Thursday	06/27/2024	5 PM	860	643	1084	751
379	3338	1728	1610	Friday	01/17/2025	6 PM	1022	706	990	620
380	3337	1522	1815	Friday	03/22/2024	5 PM	850	672	1099	716
381	3336	1622	1714	Sunday	04/14/2024	1 PM	904	718	923	791
382	3333	1619	1714	Sunday	06/02/2024	1 PM	902	717	939	775
383	3333	1558	1775	Sunday	07/28/2024	3 PM	828	730	958	817
384	3331	1652	1679	Wednesday	04/09/2025	6 PM	937	715	937	742
385	3331	1687	1644	Sunday	04/27/2025	1 PM	938	749	883	761
386	3330	1682	1648	Sunday	03/23/2025	4 PM	952	730	881	767
387	3328	1591	1737	Friday	01/17/2025	3 PM	876	715	964	773
388	3326	1693	1633	Sunday	04/28/2024	4 PM	886	807	890	743
389	3325	1610	1715	Friday	04/05/2024	12 PM	999	611	921	794
390	3325	1640	1685	Thursday	11/07/2024	5 PM	968	672	980	705
391	3325	1583	1742	Friday	02/07/2025	3 PM	886	697	957	785
392	3324	1639	1685	Friday	05/03/2024	3 PM	926	713	933	752
393	3324	1585	1739	Sunday	07/28/2024	4 PM	877	708	967	772
394	3324	1633	1691	Saturday	12/21/2024	2 PM	911	722	910	781
395	3324	1672	1652	Sunday	03/30/2025	1 PM	912	760	885	767
396	3323	1545	1778	Friday	05/17/2024	2 PM	866	679	1034	744
397	3323	1539	1784	Friday	08/09/2024	5 PM	870	669	1021	763
398	3323	1626	1697	Thursday	12/19/2024	5 PM	946	680	978	719
399	3321	1611	1710	Thursday	10/24/2024	5 PM	906	705	959	751
400	3321	1696	1625	Friday	03/14/2025	1 PM	927	769	894	731

Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

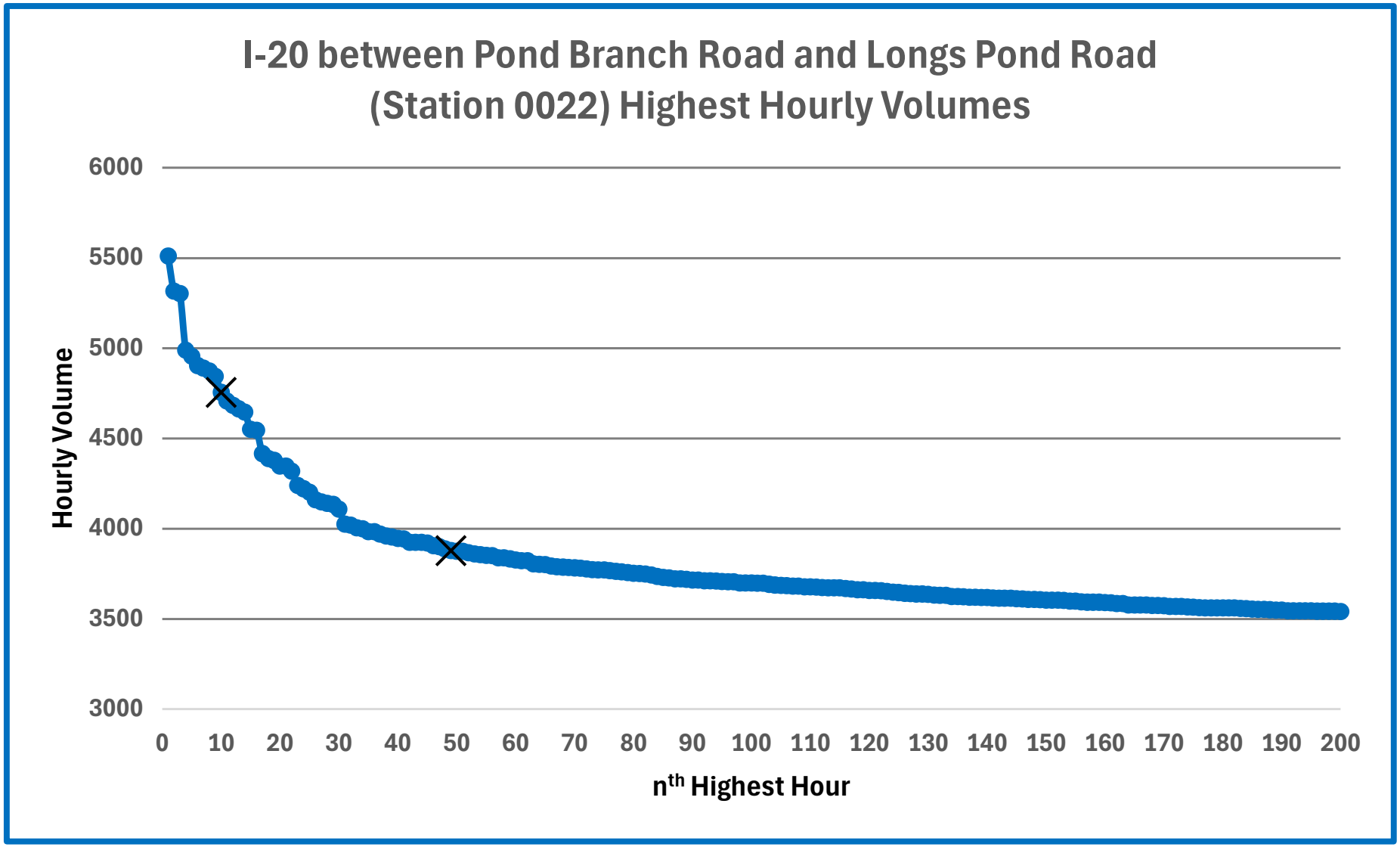
Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
401	3320	1549	1771	Monday	09/02/2024	4 PM	828	721	989	782
402	3319	1756	1563	Monday	04/07/2025	3 PM	1050	706	854	709
403	3318	1704	1614	Saturday	06/15/2024	12 PM	940	764	843	771
404	3318	1544	1774	Monday	10/14/2024	4 PM	862	682	1004	770
405	3317	1527	1790	Friday	07/12/2024	5 PM	844	683	1015	775
406	3317	1634	1683	Monday	12/23/2024	3 PM	888	746	943	740
407	3315	1680	1635	Saturday	12/21/2024	10 AM	926	754	862	773
408	3315	1615	1700	Thursday	12/26/2024	11 AM	868	747	920	780
409	3315	1619	1696	Thursday	04/03/2025	5 PM	927	692	943	753
410	3314	1580	1734	Monday	09/02/2024	3 PM	877	703	957	777
411	3314	1683	1631	Tuesday	11/26/2024	1 PM	936	747	884	747
412	3313	1600	1713	Sunday	07/14/2024	3 PM	884	716	949	764
413	3310	1720	1590	Sunday	12/22/2024	12 PM	945	775	830	760
414	3310	1757	1553	Monday	04/07/2025	4 PM	1047	710	844	709
415	3310	1664	1646	Friday	04/25/2025	6 PM	971	693	926	720
416	3309	1573	1736	Friday	11/01/2024	2 PM	883	690	991	745
417	3309	1570	1739	Friday	02/07/2025	5 PM	879	691	980	759
418	3308	1653	1655	Sunday	07/07/2024	11 AM	878	775	877	778
419	3308	1651	1657	Wednesday	10/09/2024	5 PM	930	721	923	734
420	3305	1461	1844	Thursday	05/30/2024	5 PM	797	664	1036	808
421	3302	1756	1546	Saturday	06/29/2024	11 AM	989	767	836	710
422	3301	1606	1695	Sunday	06/02/2024	3 PM	893	713	937	758
423	3301	1608	1693	Friday	08/02/2024	3 PM	892	716	956	737
424	3301	1578	1723	Monday	10/14/2024	5 PM	866	712	986	737
425	3300	1412	1888	Tuesday	05/28/2024	4 PM	754	658	1064	824
426	3300	1602	1698	Friday	05/31/2024	12 PM	867	735	926	772
427	3300	1646	1654	Sunday	06/23/2024	12 PM	908	738	884	770
428	3298	1673	1625	Friday	05/03/2024	1 PM	936	737	888	737
429	3298	1679	1619	Sunday	05/12/2024	5 PM	941	738	865	754
430	3298	1488	1810	Friday	10/04/2024	12 PM	801	687	1001	809
431	3298	1692	1606	Sunday	03/30/2025	4 PM	977	715	898	708
432	3298	1686	1612	Friday	04/04/2025	1 PM	958	728	904	708
433	3296	1587	1709	Friday	06/14/2024	12 PM	873	714	949	760
434	3295	1589	1706	Monday	05/27/2024	2 PM	862	727	931	775
435	3295	1492	1803	Friday	10/25/2024	1 PM	797	695	1007	796
436	3295	1632	1663	Saturday	12/28/2024	2 PM	879	753	907	756
437	3294	1602	1692	Friday	07/19/2024	1 PM	886	716	935	757
438	3294	1650	1644	Thursday	10/17/2024	4 PM	942	708	904	740
439	3292	1576	1716	Friday	01/03/2025	4 PM	845	731	942	774
440	3292	1310	1982	Friday	03/14/2025	4 PM	682	628	1181	801
441	3291	1552	1739	Friday	08/02/2024	2 PM	825	727	987	752
442	3291	1597	1694	Sunday	11/03/2024	3 PM	898	699	912	782
443	3290	1828	1462	Tuesday	04/08/2025	6 PM	1077	751	781	681
444	3287	1596	1691	Thursday	04/10/2025	1 PM	896	700	975	716
445	3286	1543	1743	Thursday	04/25/2024	5 PM	865	678	944	799
446	3286	1478	1808	Thursday	03/27/2025	5 PM	807	671	1012	796
447	3285	1543	1742	Sunday	11/17/2024	4 PM	874	669	957	785
448	3284	1538	1746	Thursday	04/24/2025	4 PM	863	675	996	750
449	3281	1467	1814	Sunday	06/16/2024	3 PM	754	713	987	827
450	3281	1579	1702	Friday	10/11/2024	12 PM	845	734	985	717

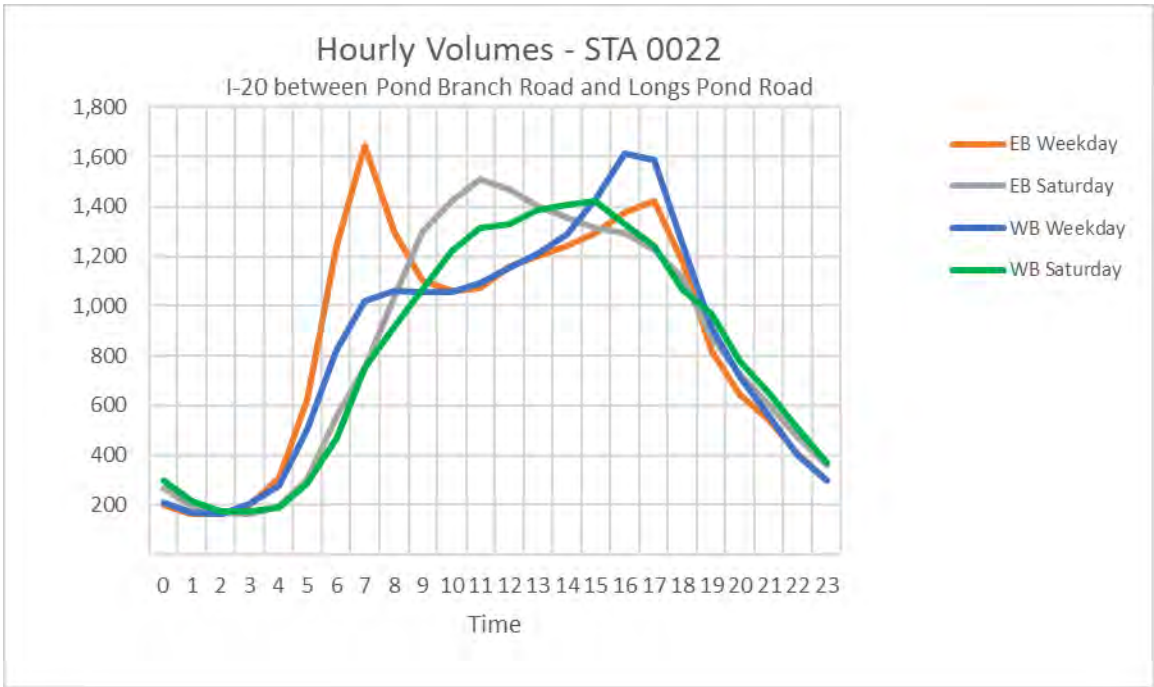
Station 0022 is located on I-20 between S-34 (Pond Branch Rd) to S-204 (Longs Pond Road) - Speed Limit is 70 mph in both directions

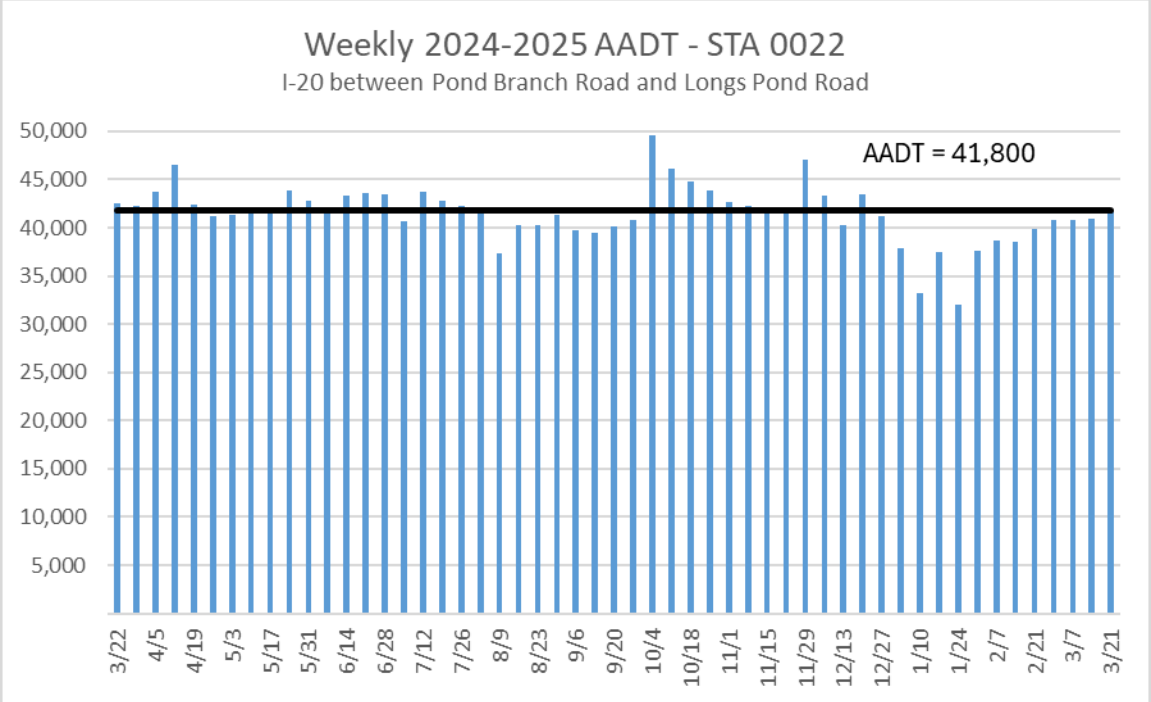
Station 0022 (Total)							Station 0022 EB		Station 0022 WB	
Highest Hour	Total Volume	EB Volume	WB Volume	Day	Date	Time	EB Lane 1	EB Lane 2	WB Lane 1	WB Lane 2
451	3278	1523	1755	Friday	03/07/2025	2 PM	828	695	1018	737
452	3277	1629	1648	Friday	03/29/2024	12 PM	897	732	891	757
453	3277	1509	1768	Wednesday	04/10/2024	3 PM	821	688	982	786
454	3277	1610	1667	Friday	04/12/2024	1 PM	891	719	917	750
455	3277	1614	1663	Sunday	04/21/2024	4 PM	920	694	932	731
456	3277	1504	1773	Friday	08/23/2024	3 PM	806	698	1003	770
457	3276	1539	1737	Sunday	11/17/2024	3 PM	863	676	943	794
458	3276	1611	1665	Friday	02/14/2025	1 PM	913	698	915	750
459	3274	1535	1739	Wednesday	04/09/2025	3 PM	860	675	940	799
460	3273	1524	1749	Sunday	04/13/2025	12 PM	819	705	954	795
461	3272	1417	1855	Sunday	10/06/2024	3 PM	762	655	1060	795
462	3269	1419	1850	Friday	03/14/2025	5 PM	806	613	1044	806
463	3268	1583	1685	Friday	03/22/2024	2 PM	915	668	960	725
464	3268	1659	1609	Saturday	12/21/2024	3 PM	931	728	866	743
465	3266	1513	1753	Sunday	09/22/2024	2 PM	793	720	951	802
466	3266	1417	1849	Sunday	10/06/2024	12 PM	727	690	1050	799
467	3266	1666	1600	Monday	12/23/2024	12 PM	916	750	848	752
468	3266	1551	1715	Thursday	03/27/2025	4 PM	843	708	966	749
469	3265	1511	1754	Friday	03/21/2025	1 PM	812	699	1013	741
470	3263	1524	1739	Monday	04/08/2024	4 PM	839	685	978	761
471	3263	1614	1649	Saturday	06/08/2024	2 PM	893	721	885	764
472	**3263**	**1753**	**1510**	**Thursday**	**04/10/2025**	**7 AM**	**1031**	**722**	**797**	**713**
473	3262	1642	1620	Sunday	11/03/2024	4 PM	914	728	873	747
474	3260	1597	1663	Sunday	04/07/2024	5 PM	904	693	933	730
475	3259	1546	1713	Friday	01/24/2025	4 PM	875	671	974	739
476	3257	1797	1460	Sunday	12/15/2024	4 PM	1070	727	786	674
477	3257	1572	1685	Monday	02/17/2025	3 PM	880	692	959	726
478	3257	1560	1697	Thursday	04/10/2025	2 PM	837	723	957	740
479	3256	1567	1689	Monday	05/27/2024	1 PM	817	750	938	751
480	3256	1720	1536	Saturday	06/01/2024	1 PM	951	769	824	712
481	3256	1669	1587	Sunday	04/27/2025	5 PM	949	720	831	756
482	3254	1673	1581	Sunday	05/12/2024	3 PM	942	731	794	787
483	3254	1604	1650	Sunday	10/13/2024	4 PM	934	670	873	777
484	3253	1605	1648	Thursday	12/12/2024	4 PM	892	713	901	747
485	3252	1565	1687	Friday	01/03/2025	3 PM	849	716	915	772
486	3251	1567	1684	Sunday	06/30/2024	2 PM	843	724	908	776
487	3251	1655	1596	Friday	08/30/2024	12 PM	892	763	881	715
488	3251	1490	1761	Sunday	10/20/2024	12 PM	774	716	941	820
489	3249	1557	1692	Sunday	06/09/2024	2 PM	818	739	911	781
490	3249	1791	1458	Friday	04/11/2025	7 PM	1048	743	796	662
491	3249	1548	1701	Monday	04/21/2025	4 PM	857	691	932	769
492	3247	1561	1686	Thursday	05/16/2024	5 PM	864	697	908	778
493	3247	1563	1684	Thursday	06/27/2024	4 PM	935	628	958	726
494	3246	1505	1741	Thursday	06/20/2024	4 PM	816	689	969	772
495	3246	1495	1751	Thursday	02/27/2025	5 PM	797	698	996	755
496	3244	1920	1324	Saturday	05/25/2024	11 AM	1061	859	655	669
497	3243	1585	1658	Sunday	05/12/2024	1 PM	839	746	880	778
498	3254	1673	1581	Sunday	05/12/2024	3 PM	942	731	794	787
499	2935	1446	1489	Sunday	10/13/2024	11 AM	766	680	785	704
500	2876	1337	1539	Thursday	02/27/2025	3 PM	666	671	818	721

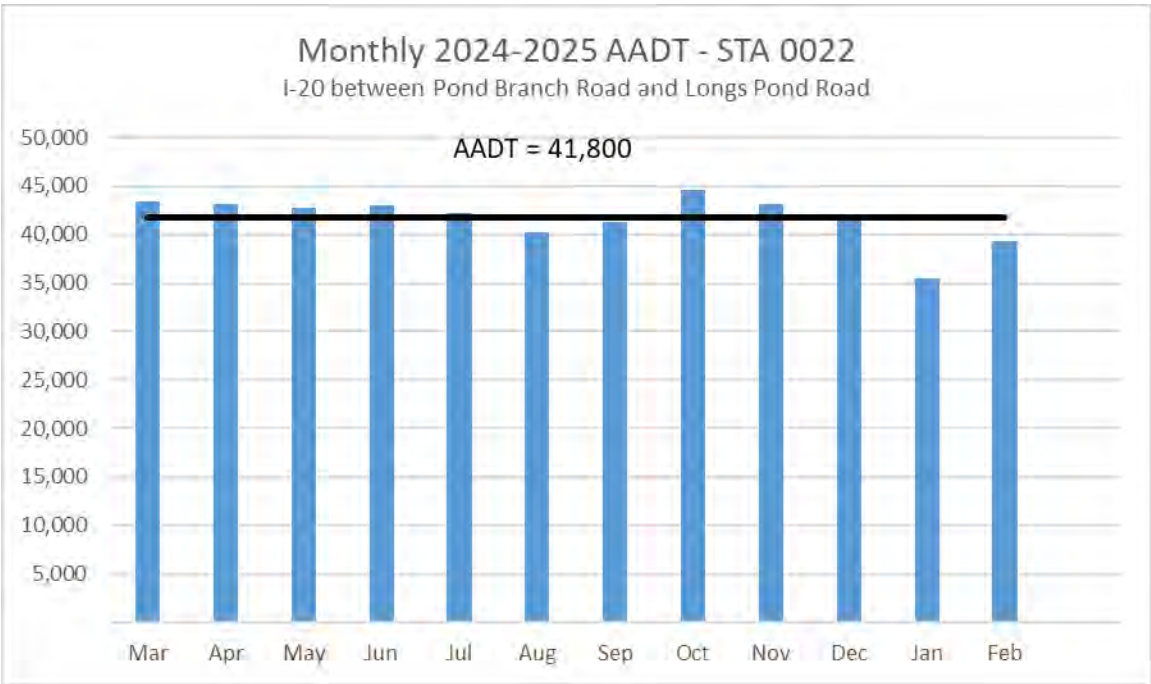
2024-2025 AADT

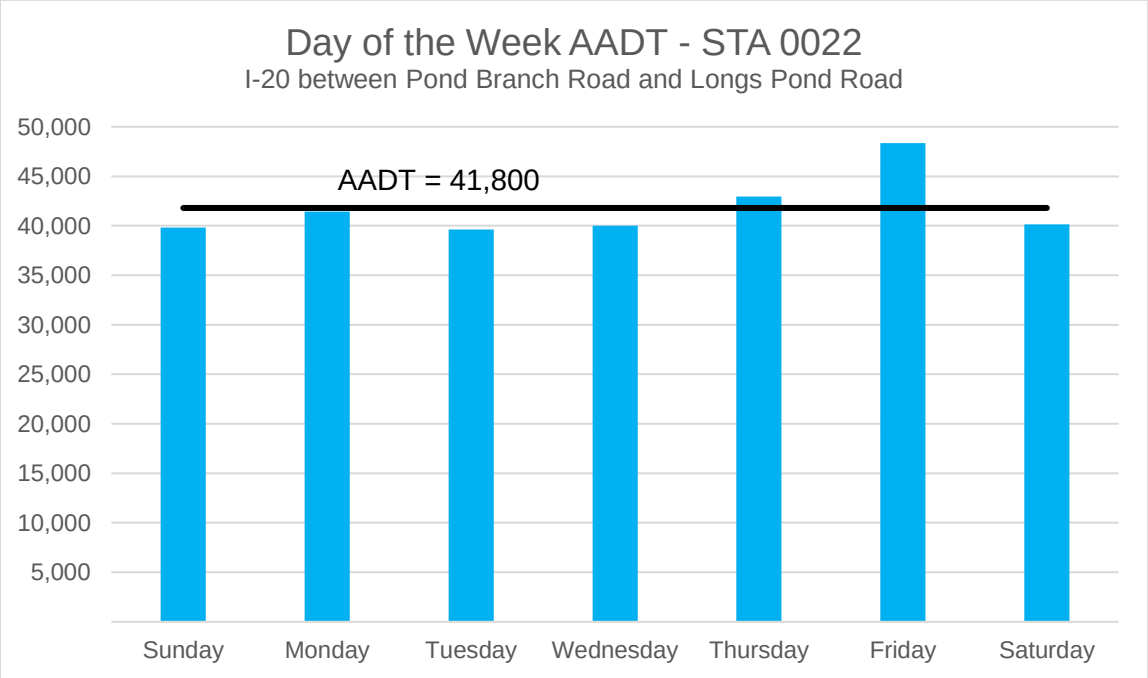
		41,800		
-th Highest Hour	1	10	49	472
Two-way Volume	5511	4755	3878	3263
K-factor	13.2%	11.4%	9.3%	7.8%
EB Volume	2810	2859	1903	1753
WB Volume	2701	1896	1975	1510
Directional Split	51.0% EB	60.1% EB	50.9% WB	53.7% EB
Day	Sunday	Saturday	Friday	Thursday
Date	09/29/2024	09/28/2024	10/18/2024	04/10/2025
Time	1 PM	12 PM	4 PM	7 AM


I-20 between Pond Branch Road and Longs Pond Road
(Station 0022) Highest Hourly Volumes
Hourly Volume
6000
5500
5000
4500
4000
3500
3000
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190
200
nth Highest Hour


Hourly Volumes - STA 0022
I-20 between Pond Branch Road and Longs Pond Road
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
Time
EB Weekday
EB Saturday
WB Weekday
WB Saturday


Weekly 2024-2025 AADT - STA 0022
I-20 between Pond Branch Road and Longs Pond Road
AADT = 41,800
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
3/22
4/5
4/19
5/3
5/17
5/31
6/14
6/28
7/12
7/26
8/9
8/23
9/6
9/20
10/4
10/18
11/1
11/15
11/29
12/13
12/27
1/10
1/24
2/7
2/21
3/7
3/21


Monthly 2024-2025 AADT - STA 0022
I-20 between Pond Branch Road and Longs Pond Road
AADT = 41,800
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb


Day of the Week AADT - STA 0022
I-20 between Pond Branch Road and Longs Pond Road
AADT = 41,800
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday

Appendix C
Old Charleston Road Volumes
(Station 32-0363)

Class Report SCDOT_PORTABLES 000000320363 Tuesday, October 1, 2024 to Thursday, October 3, 2024

Site Name 32-0363
Site ID 000000320363
Description S-625 : S- 34 (POND BRANCH RD) TO S- 37 (JUNIPER SPRINGS RD)

Lanes Each Lane
Show Average
Time Period 1 hour
Averaged over All days
Exclude data: None

All directions

	Average Flow	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	%Truck
00:00:00	16	0	8	6	0	2	0	0	0	0	0	0	0	0	0	0	12.5
01:00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8.3
02:00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	11	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	9.1
06:00:00	36	0	20	12	1	4	0	0	0	0	0	0	0	0	0	0	11
07:00:00	117	0	52	45	1	14	2	0	2	1	0	0	0	0	0	0	16.2
08:00:00	292	0	158	100	2	18	3	2	1	7	0	0	0	0	0	0	10.6
09:00:00	193	0	98	66	4	18	2	2	0	2	0	0	0	0	0	0	13.5
10:00:00	202	0	112	65	2	14	2	1	1	4	1	0	0	0	0	0	11.2
11:00:00	132	0	66	46	1	8	2	2	1	6	0	0	0	0	0	0	14.7
12:00:00	101	0	52	28	2	10	4	2	0	3	0	0	0	0	0	0	18.3
13:00:00	92	1	38	30	0	10	2	2	0	6	0	0	0	0	0	0	24.5
14:00:00	113	0	58	38	0	10	2	1	1	2	0	0	0	0	0	0	14.6
15:00:00	184	2	98	61	2	12	5	2	0	2	0	0	0	0	0	0	11.7
16:00:00	246	2	143	80	4	10	1	2	1	2	0	0	0	0	0	0	6.9
17:00:00	216	2	117	72	4	16	2	1	1	0	0	0	0	0	0	0	9.5
18:00:00	280	0	166	90	0	22	1	0	0	0	0	0	0	0	0	0	8.6
19:00:00	218	1	123	80	0	12	1	0	0	0	0	0	0	0	0	0	6.6
20:00:00	139	0	86	47	0	5	0	0	0	0	0	0	0	0	0	0	4
21:00:00	86	0	50	32	0	5	0	0	0	0	0	0	0	0	0	0	5.8
22:00:00	54	0	30	20	0	2	0	0	0	0	0	0	0	0	0	0	5.6
23:00:00	22	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0
7am-7pm	2168	9	1158	722	22	162	30	18	10	36	3	0	0	0	0	0	11.9
6am-10pm	2648	10	1436	892	23	188	31	18	10	37	3	0	0	0	0	0	10.9
6am-12am	2725	10	1481	920	23	191	31	18	10	37	3	0	0	0	0	0	10.7
12am-12am	2768	11	1504	937	23	194	32	18	10	37	3	0	0	0	0	0	10.6
am Peak	8:00:00	0:00:00	8:00:00	8:00:00	9:00:00	9:00:00	8:00:00	11:00:00	7:00:00	8:00:00	10:00:00						7:00:00
Peak Volume	292	0	158	100	4	18	3	2	2	7	1						16.2
pm Peak	18:00:00	16:00:00	18:00:00	18:00:00	16:00:00	18:00:00	15:00:00	13:00:00	14:00:00	13:00:00	13:00:00						13:00:00
Peak Volume	280	2	166	90	4	22	5	2	1	6	0						24.5

Class Report SCDOT_PORTABLES 000000320363 Tuesday, October 1, 2024 to Thursday, October 3, 2024

Site Name 32-0363
Site ID 000000320363
Description S-625 : S- 34 (POND BRANCH RD) TO S- 37 (JUNIPER SPRINGS RD)

Lanes Each Lane
Show Average
Time Period 1 hour
Averaged over All days
Exclude data: None

All Northbound

	Average Flow	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	%Truck
00:00:00	8	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	11.8
01:00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	6	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	8.3
06:00:00	16	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00:00	70	0	32	27	0	8	0	0	1	1	0	0	0	0	0	0	14.4
08:00:00	142	0	81	48	0	6	2	1	1	2	0	0	0	0	0	0	8.1
09:00:00	105	0	52	36	2	10	1	2	0	0	0	0	0	0	0	0	12.9
10:00:00	113	0	64	35	1	8	0	1	0	3	0	0	0	0	0	0	11.1
11:00:00	72	0	38	23	1	4	2	0	1	2	0	0	0	0	0	0	12.6
12:00:00	52	0	26	14	1	6	3	1	0	1	0	0	0	0	0	0	20.4
13:00:00	46	0	18	16	0	7	0	2	0	4	0	0	0	0	0	0	25.8
14:00:00	66	0	32	27	0	4	1	0	0	2	0	0	0	0	0	0	12
15:00:00	90	0	44	33	1	6	3	0	0	2	0	0	0	0	0	0	11.7
16:00:00	107	2	64	33	2	3	0	0	1	1	0	0	0	0	0	0	5.1
17:00:00	122	1	63	42	3	10	1	1	1	0	0	0	0	0	0	0	10.7
18:00:00	164	0	98	53	0	11	1	0	0	0	0	0	0	0	0	0	7.9
19:00:00	112	0	64	40	0	6	1	0	0	0	0	0	0	0	0	0	7.1
20:00:00	54	0	32	16	0	4	0	0	0	0	0	0	0	0	0	0	8.4
21:00:00	31	0	18	11	0	2	0	0	0	0	0	0	0	0	0	0	8.1
22:00:00	26	0	14	10	0	2	0	0	0	0	0	0	0	0	0	0	5.9
23:00:00	10	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7am-7pm	1148	4	615	387	13	82	14	10	6	17	0	0	0	0	0	0	11.2
6am-10pm	1360	4	740	459	14	95	16	10	7	17	0	0	0	0	0	0	10.6
6am-12am	1396	4	761	472	14	96	16	10	7	17	0	0	0	0	0	0	10.4
12am-12am	1420	4	774	480	14	98	16	10	7	17	0	0	0	0	0	0	10.4
am Peak	8:00:00		8:00:00	8:00:00	9:00:00	9:00:00	8:00:00	9:00:00	7:00:00	10:00:00							7:00:00
Peak Volume	142		81	48	2	10	2	2	1	3							14.4
pm Peak	18:00:00	16:00:00	18:00:00	18:00:00	17:00:00	18:00:00	0:00:00	13:00:00	16:00:00	13:00:00							13:00:00
Peak Volume	164	2	98	53	3	11	3	2	1	4							25.8

Class Report SCDOT_PORTABLES 000000320363 Tuesday, October 1, 2024 to Thursday, October 3, 2024

Site Name 32-0363
Site ID 000000320363
Description S-625 : S- 34 (POND BRANCH RD) TO S- 37 (JUNIPER SPRINGS RD)

Lanes Each Lane
Show Average
Time Period 1 hour
Averaged over All days
Exclude data: None

All Southbound

	Average Flow	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	%Truck
00:00:00	8	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	13.3
01:00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25
02:00:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00:00	20	0	10	6	1	4	0	0	0	0	0	0	0	0	0	0	19.5
07:00:00	48	0	20	18	0	7	2	0	0	0	0	0	0	0	0	0	18.9
08:00:00	150	0	77	51	2	11	2	1	0	6	0	0	0	0	0	0	13
09:00:00	88	0	46	29	1	8	2	0	0	2	0	0	0	0	0	0	14.2
10:00:00	88	0	48	30	1	6	2	0	1	0	1	0	0	0	0	0	11.3
11:00:00	61	0	28	22	0	4	0	2	0	4	0	0	0	0	0	0	17.2
12:00:00	50	0	26	14	1	4	1	1	0	2	0	0	0	0	0	0	16.2
13:00:00	46	0	20	15	0	4	2	1	0	3	0	0	0	0	0	0	23.1
14:00:00	46	0	26	12	0	6	2	0	0	0	0	0	0	0	0	0	18.3
15:00:00	94	1	54	28	1	7	2	1	0	0	0	0	0	0	0	0	11.6
16:00:00	140	1	78	48	1	7	1	2	0	2	0	0	0	0	0	0	8.2
17:00:00	94	1	54	31	0	6	1	0	0	0	0	0	0	0	0	0	8
18:00:00	116	0	68	37	0	11	0	0	0	0	0	0	0	0	0	0	9.5
19:00:00	106	0	58	40	0	6	0	0	0	0	0	0	0	0	0	0	6.1
20:00:00	86	0	54	31	0	1	0	0	0	0	0	0	0	0	0	0	1.2
21:00:00	56	0	32	21	0	2	0	0	0	0	0	0	0	0	0	0	4.5
22:00:00	28	0	16	11	0	1	0	0	0	0	0	0	0	0	0	0	5.3
23:00:00	12	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7am-7pm	1020	6	542	334	8	80	16	8	3	19	3	0	0	0	0	0	12.7
6am-10pm	1288	6	696	433	10	94	16	8	3	20	3	0	0	0	0	0	11.1
6am-12am	1328	6	720	448	10	94	16	8	4	20	3	0	0	0	0	0	10.9
12am-12am	1349	6	730	456	10	96	16	8	4	20	3	0	0	0	0	0	10.9
am Peak	8:00:00	0:00:00	8:00:00	8:00:00	8:00:00	8:00:00	10:00:00	11:00:00	10:00:00	8:00:00	10:00:00						1:00:00
Peak Volume	150	0	77	51	2	11	2	2	1	6	1						25
pm Peak	16:00:00	15:00:00	16:00:00	16:00:00	0:00:00	18:00:00	13:00:00	16:00:00	13:00:00	13:00:00	13:00:00						13:00:00
Peak Volume	140	1	78	48	1	11	2	2	0	3	0						23.1

Class Report SCDOT_PORTABLES 000000320363 Tuesday, October 1, 2024 to Thursday, October 3, 2024

Site Name	32-0363
Site ID	000000320363
Description	S-625 : S- 34 (POND BRANCH RD) TO S- 37 (JUNIPER SPRINGS RD)

Lanes	Each Lane
Show	Average
Time Period	1 hour
Averaged over	All days
Exclude data:	None

Event key: QC Failure | QC Outlier | QC Atypical | Events | Special | Holiday | Offline

Weekends and defined holidays | Holiday-affected days

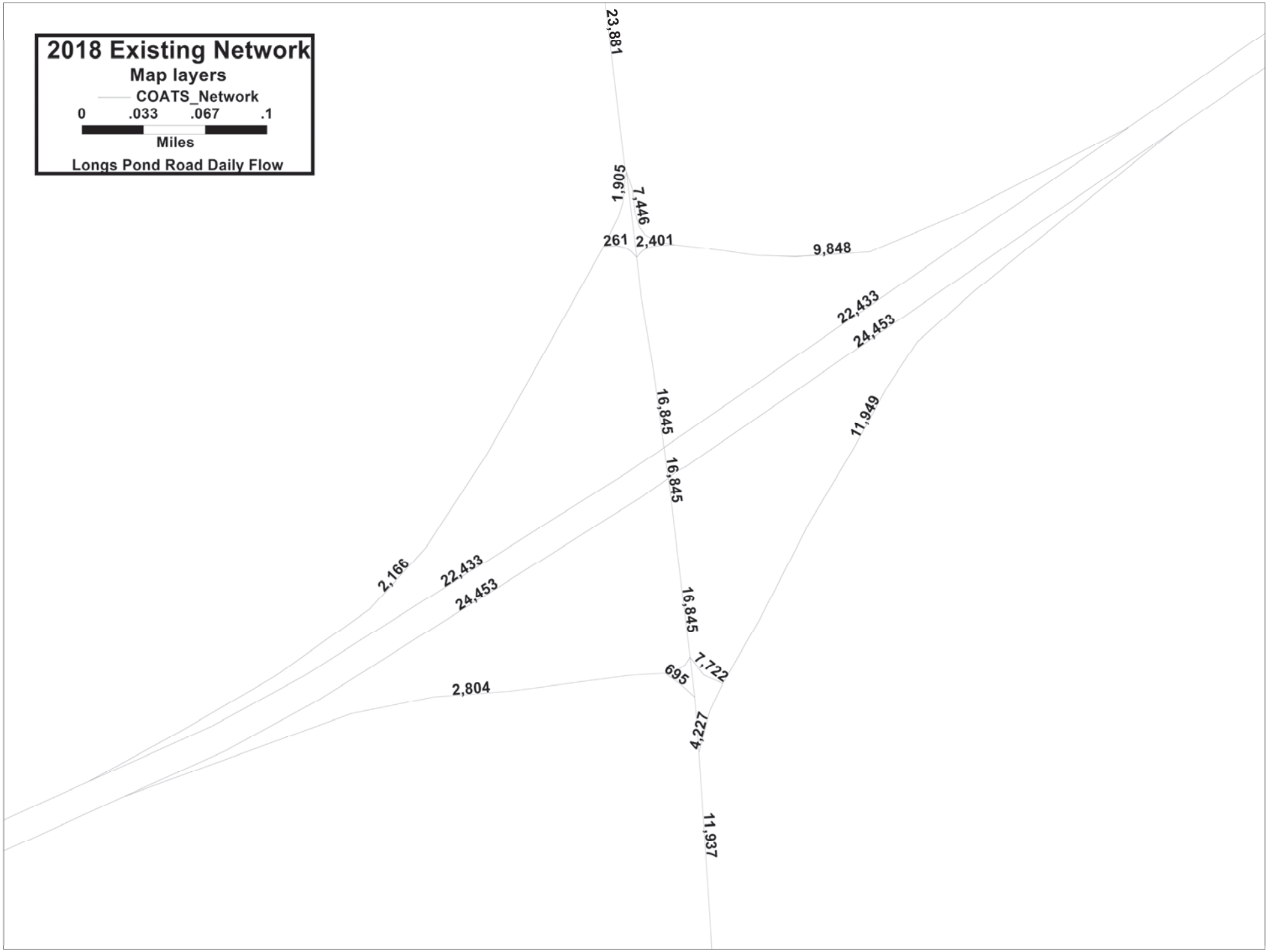
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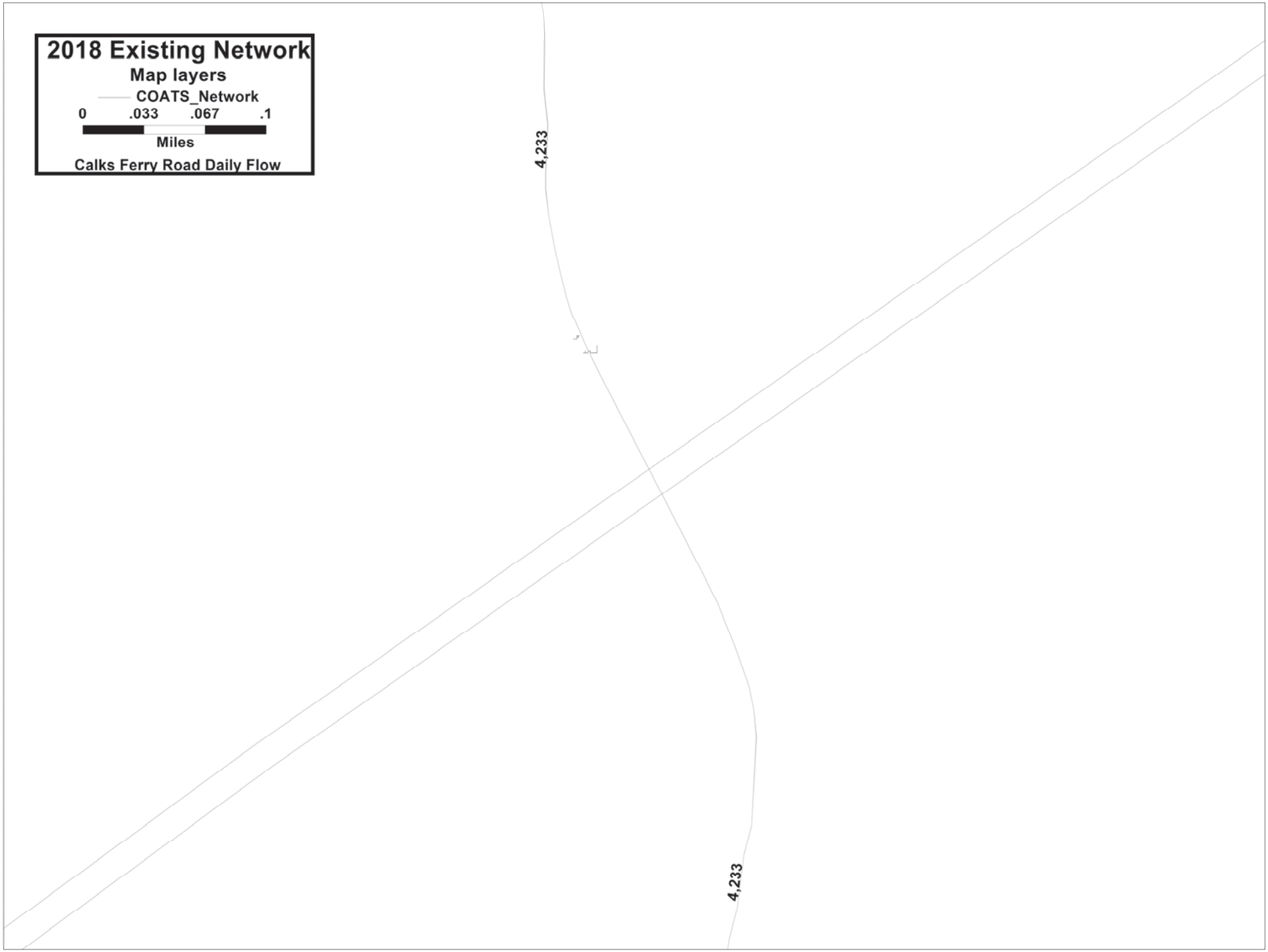
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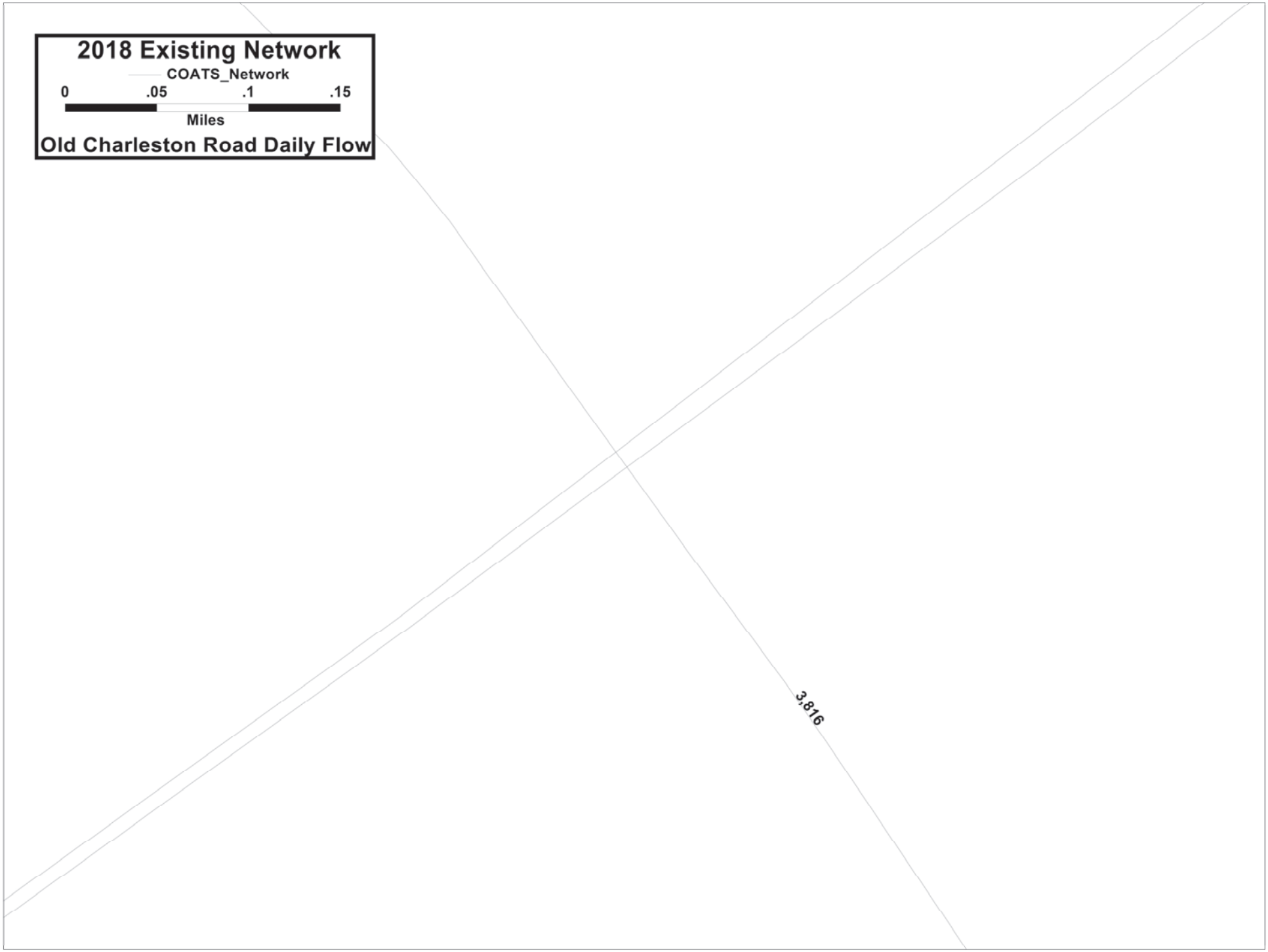
Holidays & Events:

None

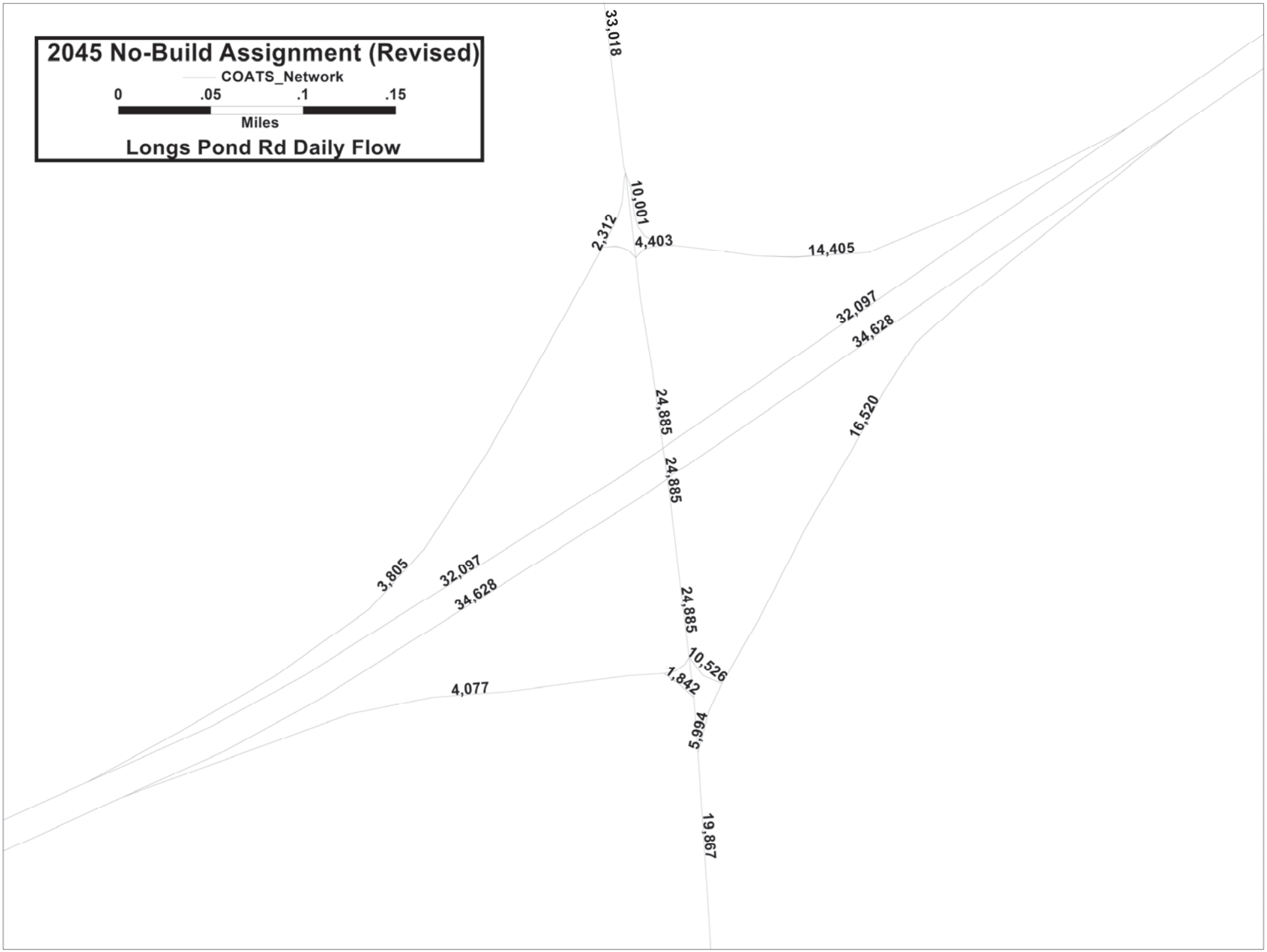
Appendix D
COATS 2018 Model Forecasts

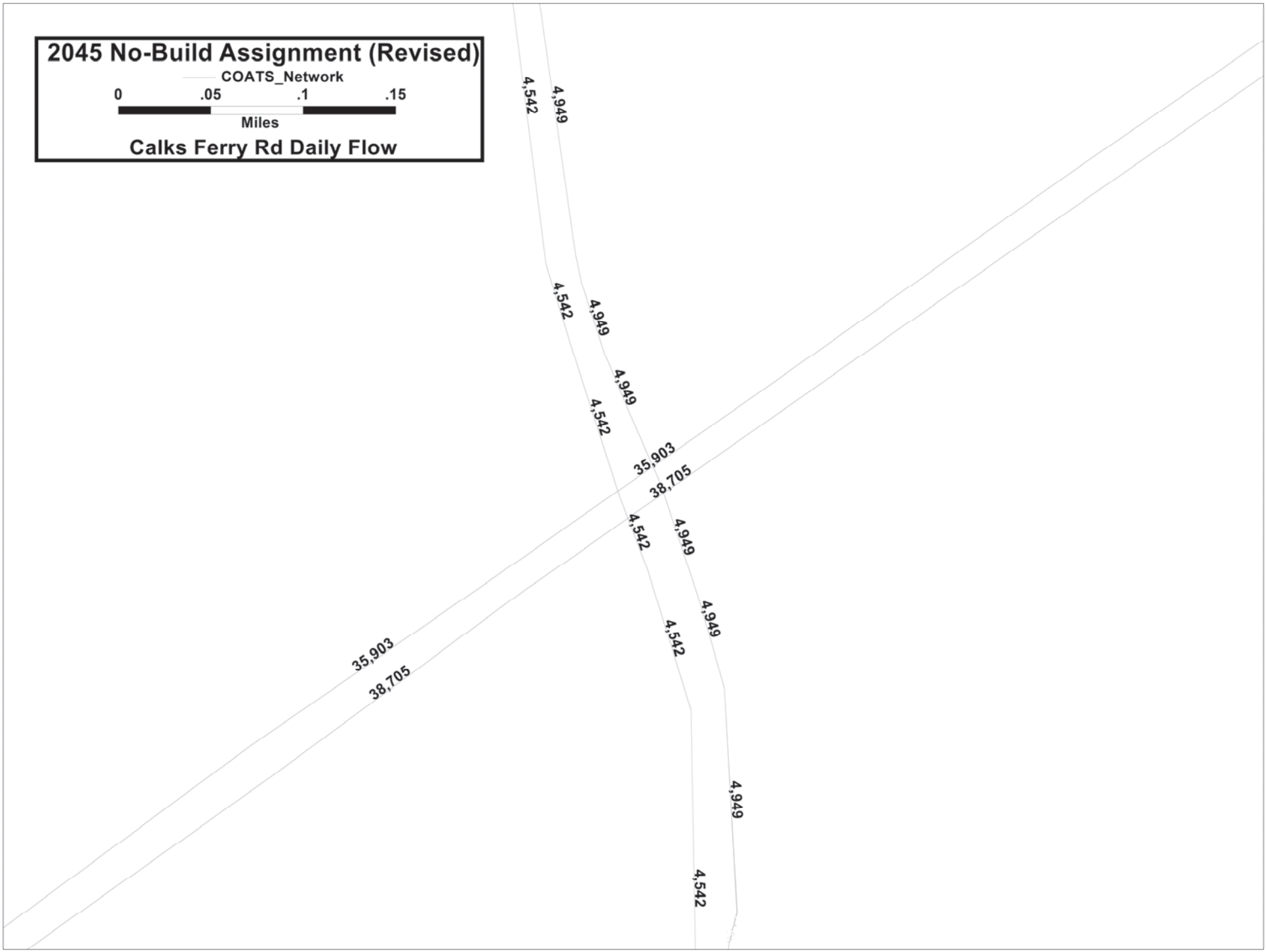

2018 Existing Network
Map layers
COATS_Network
0 .033 .067 .1
Miles
Longs Pond Road Daily Flow
23,881
1,905
7,446
261
2,401
9,848
22,433
24,453
16,845
16,845
11,949
2,166
22,433
24,453
16,845
1,722
695
2,804
4,227
11,937

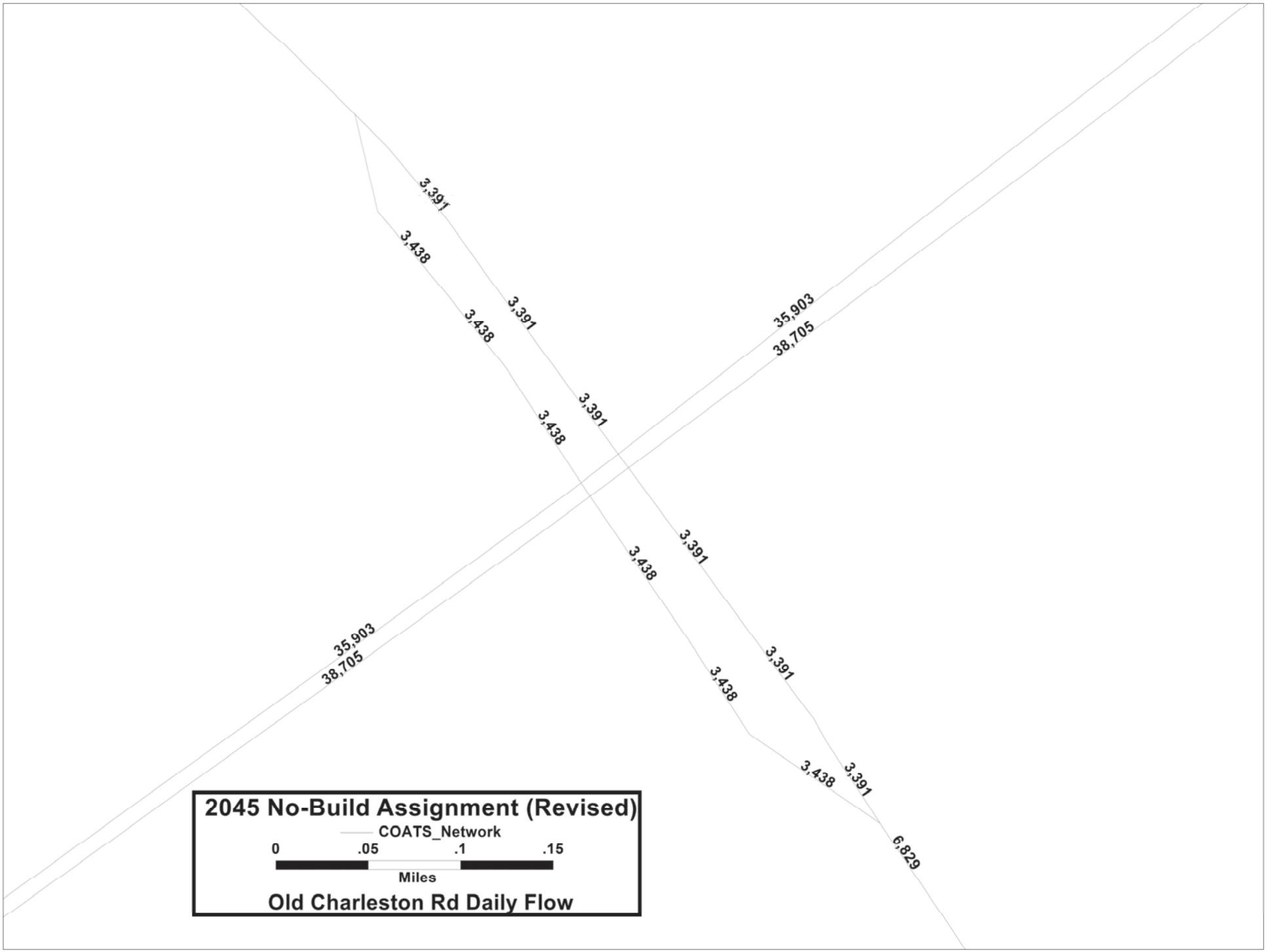

2018 Existing Network
Map layers
COATS_Network
0
.033
.067
.1
Miles
Calks Ferry Road Daily Flow
4,233
4,233


2018 Existing Network
COATS_Network
0
.05
.1
.15
Miles
Old Charleston Road Daily Flow
3,816

Appendix E
COATS 2045 Model Forecasts
No-Build Alternative


2045 No-Build Assignment (Revised)
COATS_Network
0
.05
.1
.15
Miles
Longs Pond Rd Daily Flow
33,018
10,001
2,312
4,403
14,405
32,097
34,628
16,520
24,885
24,885
24,885
3,805
32,097
34,628
10,526
1,842
4,077
5,994
19,867

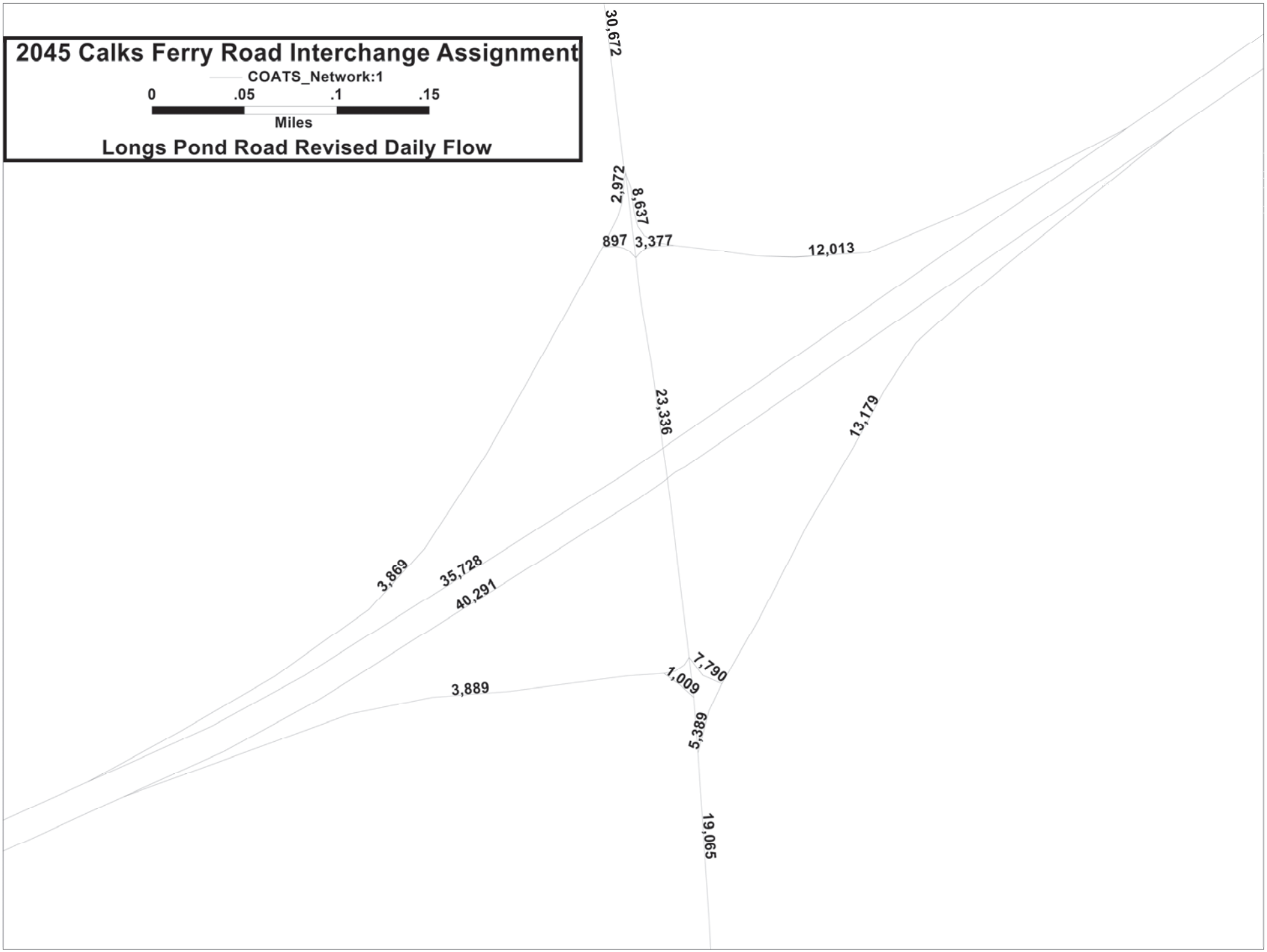

2045 No-Build Assignment (Revised)
COATS_Network
0
.05
.1
.15
Miles
Calks Ferry Rd Daily Flow
4,542
4,949
4,542
4,949
4,949
4,542
35,903
38,705
4,542
4,949
4,949
4,542
4,949
4,542
35,903
38,705

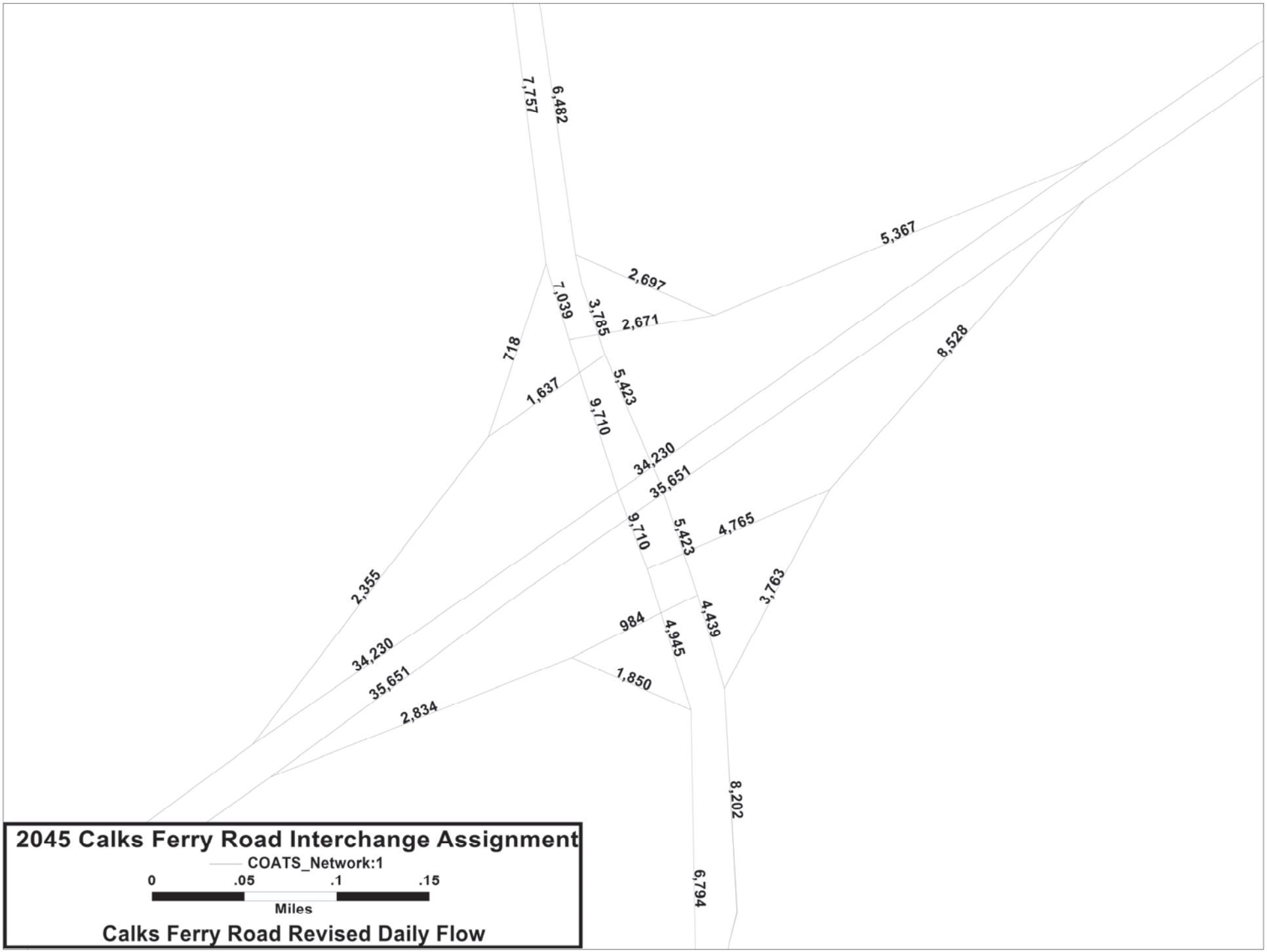

3,391
3,438
3,391
3,438
35,903
38,705
3,391
3,438
3,391
35,903
38,705
3,438
3,391
3,438
3,391
6,829
2045 No-Build Assignment (Revised)
COATS_Network
0
.05
.1
.15
Miles
Old Charleston Rd Daily Flow

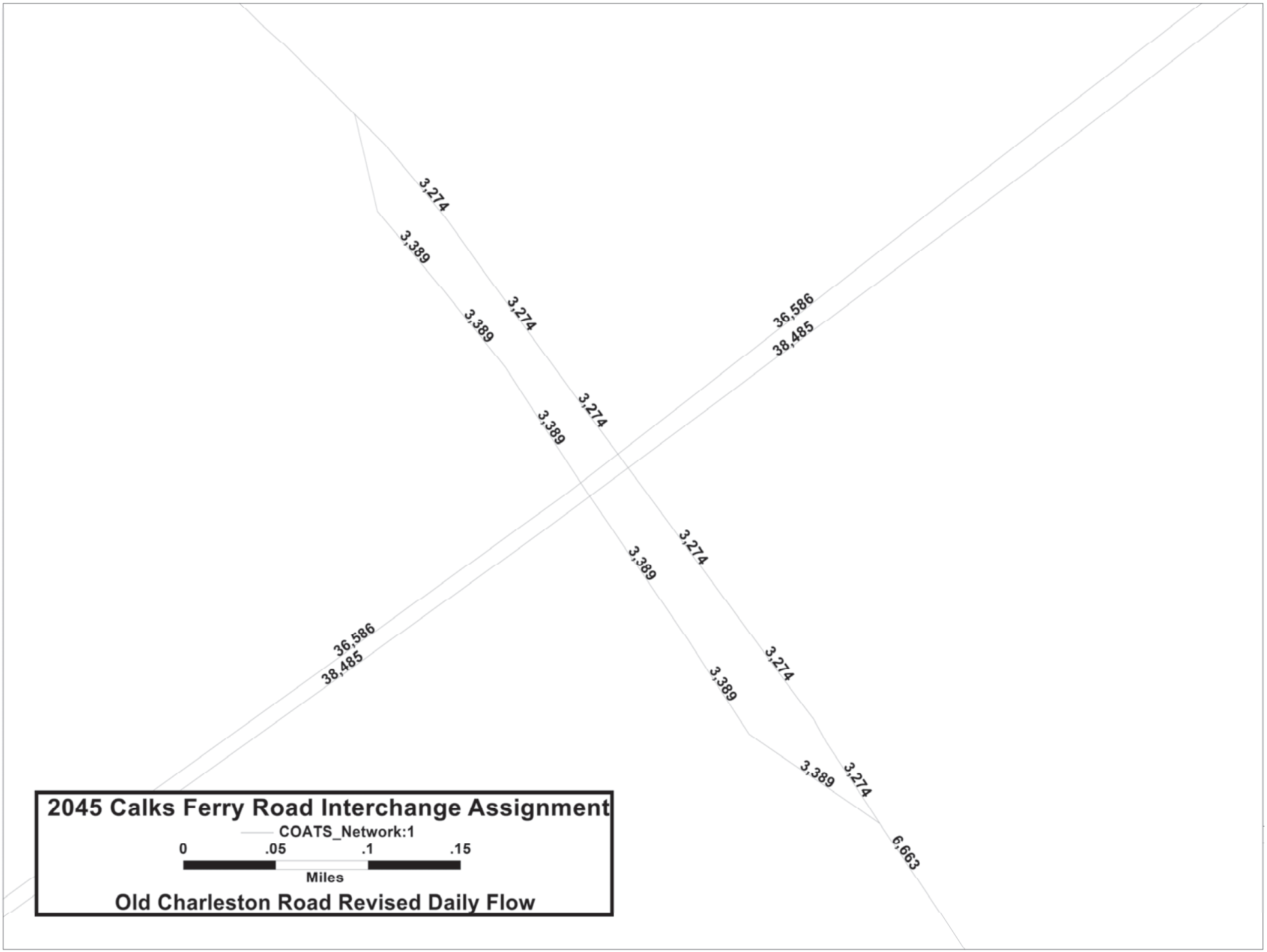
Appendix F

COATS 2045 Model Forecasts

Calks Ferry Road Interchange Alternative


2045 Calks Ferry Road Interchange Assignment
COATS_Network:1
0 .05 .1 .15
Miles
Longs Pond Road Revised Daily Flow
30,672
2,972
8,637
897
3,377
12,013
23,336
13,179
3,869
35,728
40,291
1,790
1,009
3,889
5,389
19,065

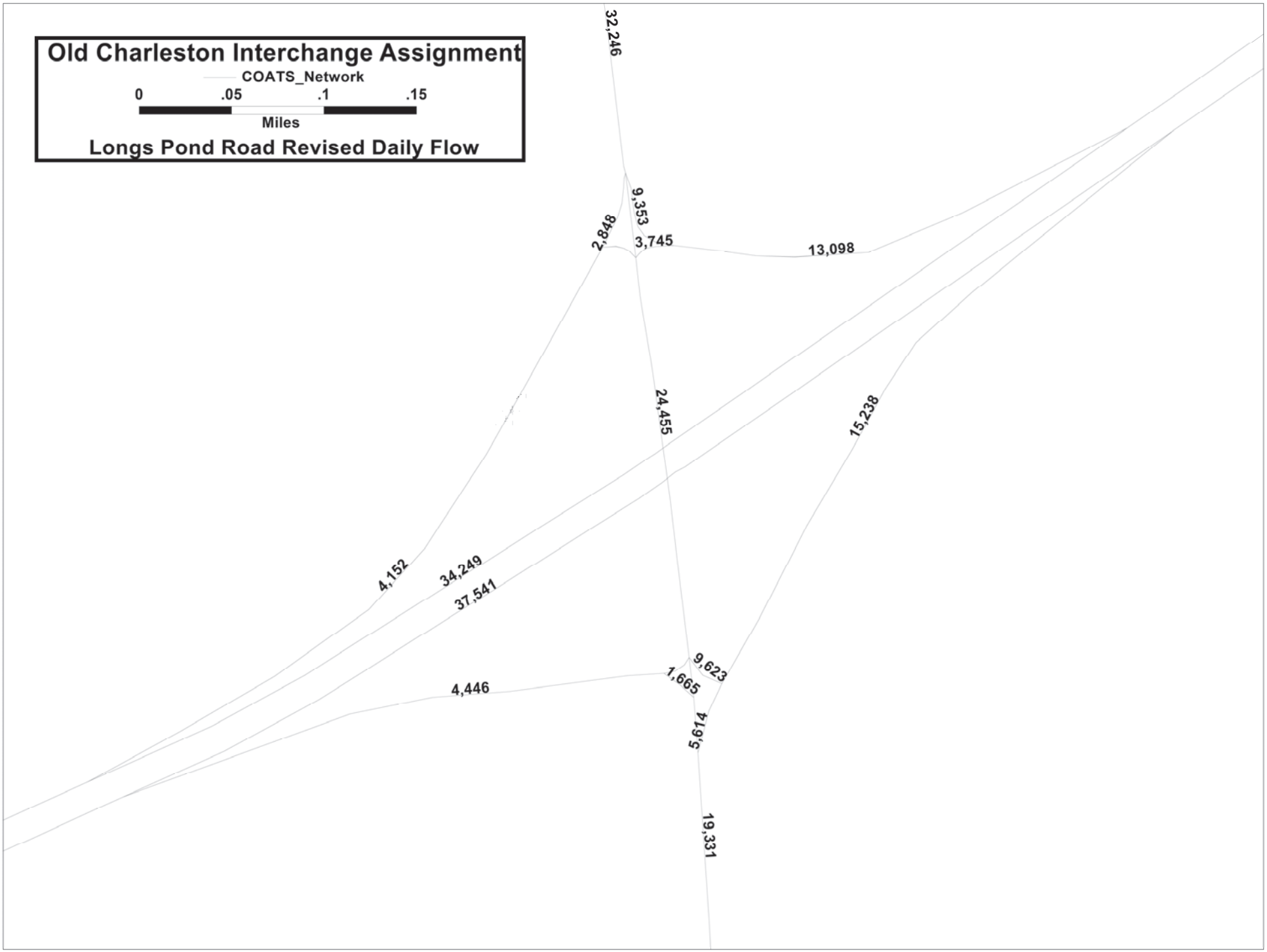

7,757
6,482
5,367
2,697
7,039
3,785
2,671
718
8,528
1,637
5,423
9,710
34,230
35,651
9,710
5,423
4,765
2,355
3,763
984
4,945
4,439
34,230
35,651
1,850
2,834
8,202
6,794
2045 Calks Ferry Road Interchange Assignment
COATS_Network:1
0
.05
.1
.15
Miles
Calks Ferry Road Revised Daily Flow

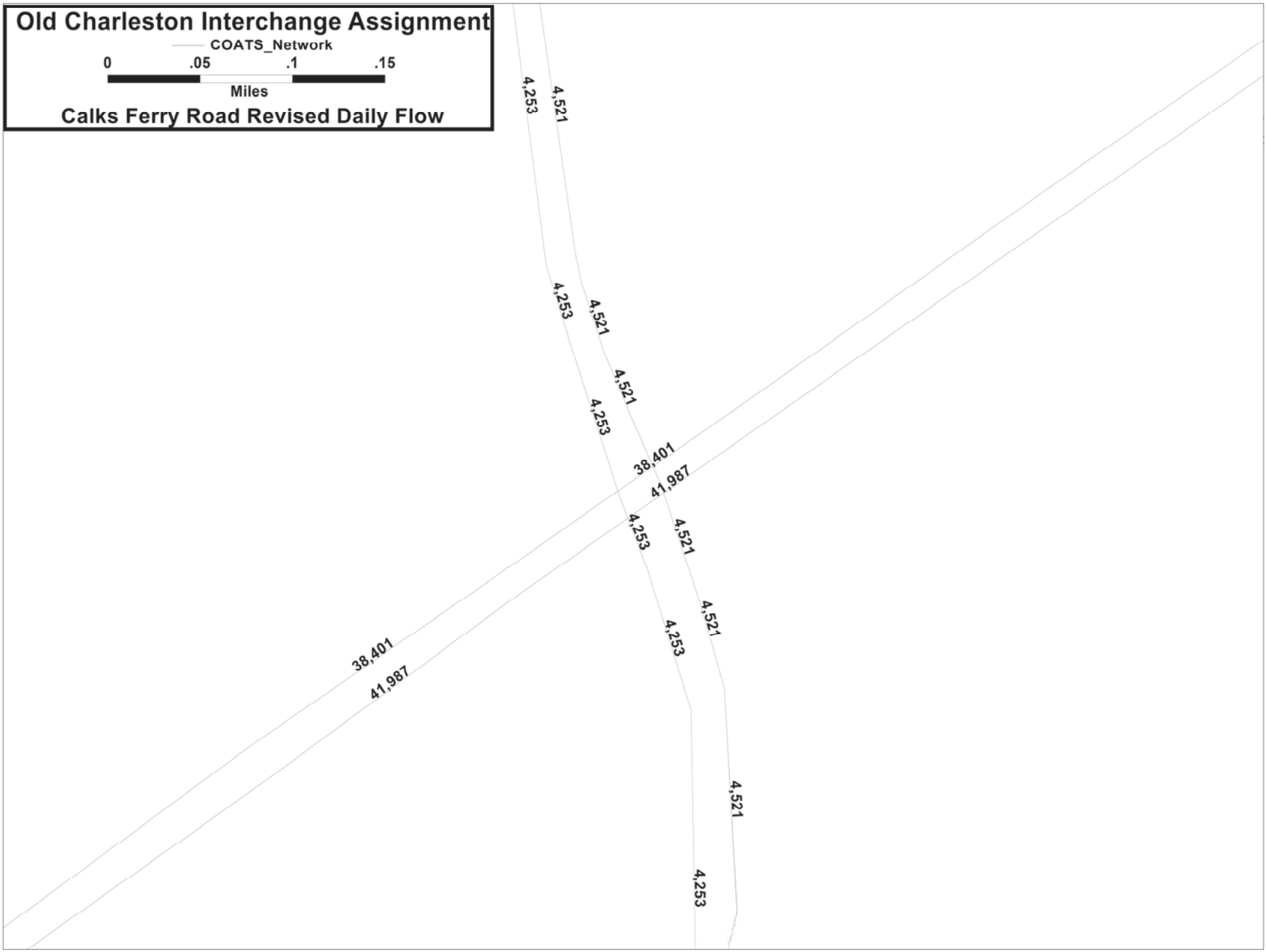

3,274
3,389
3,389
3,274
36,586
38,485
3,274
3,389
3,389
3,274
36,586
38,485
3,389
3,274
3,389
3,274
6,663
2045 Calks Ferry Road Interchange Assignment
COATS_Network:1
0
.05
.1
.15
Miles
Old Charleston Road Revised Daily Flow

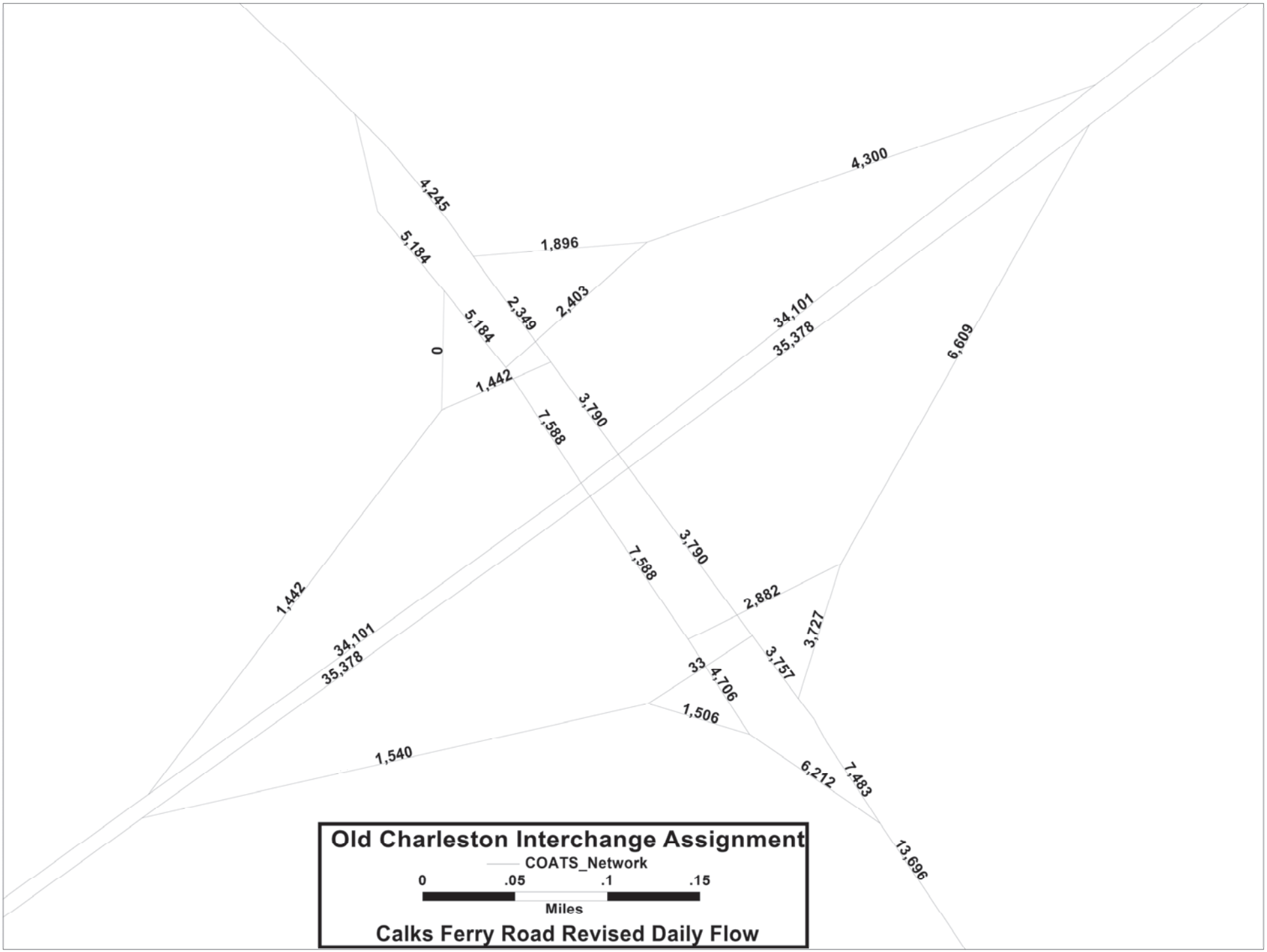
Appendix G

COATS 2045 Model Forecasts

Old Charleston Road Interchange Alternative


Old Charleston Interchange Assignment
COATS_Network
0
.05
.1
.15
Miles
Longs Pond Road Revised Daily Flow
32,246
9,353
2,848
3,745
13,098
24,455
15,238
4,152
34,249
37,541
9,623
1,665
4,446
5,619
19,331


Old Charleston Interchange Assignment
COATS_Network
0
.05
.1
.15
Miles
Calks Ferry Road Revised Daily Flow
4,253
4,521
4,253
4,521
4,521
4,253
38,401
41,987
4,253
4,521
4,521
4,253
38,401
41,987
4,521
4,253


4,245
4,300
5,184
1,896
5,184
2,349
2,403
34,101
35,378
6,609
0
1,442
3,790
7,588
3,790
7,588
1,442
2,882
3,727
34,101
35,378
3,757
4,706
1,506
1,540
6,212
7,483
13,696
Old Charleston Interchange Assignment
COATS_Network
0
.05
.1
.15
Miles
Calks Ferry Road Revised Daily Flow

APPENDIX C

CONCEPTUAL PLANS

PROPOSED I-20 INTERCHANGE AT CALKS FERRY RD & CALKS FERRY RD IMPROVEMENTS

PREFERRED ALTERNATIVE - SHEET 1 OF 2

Project Location
LEXINGTON COUNTY



Map Legend

- PROPOSED ROADWAY
- PROPERTY LINE
- EXISTING RIGHTS OF WAY
- NEW RIGHTS OF WAY
- PAVED MEDIAN
- GRASS MEDIAN
- BRIDGE EXISTING
- BRIDGE PROPOSED
- WATER
- WETLANDS
- DENOTES SIGNALED INTERSECTION

N

Contact Information

Tim Shumpert
Lexington County
955 Park Street440 Ball Park Road
Lexington, SC 29072

Questions/comments may be sent to:
PublicWorks@LexingtonCounty.SC.gov

Disclaimer

These displays are meant to show concepts for planning purposes only and are subject to change.





U.S. Department of Transportation
Federal Highway Administration

08/31/2026

PROPOSED CALKS FERRY RD AT TWO NOTCH RD IMPROVEMENTS

PREFERRED ALTERNATIVE - SHEET 2 OF 2

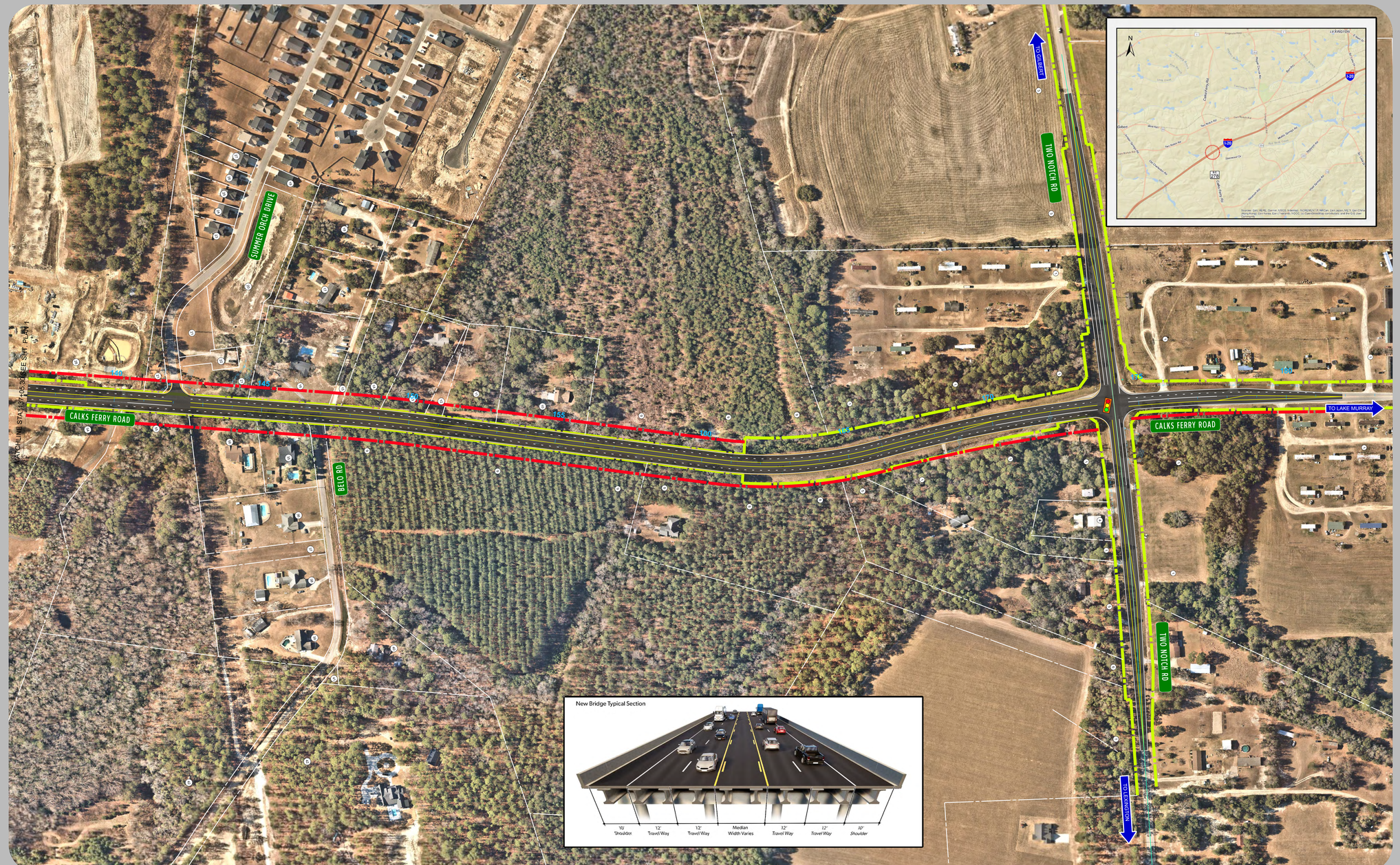
Project Location
LEXINGTON COUNTY



Map Legend

- PROPOSED ROADWAY
- PROPERTY LINE
- EXISTING RIGHTS OF WAY
- NEW RIGHTS OF WAY
- PAVED MEDIAN
- GRASS MEDIAN
- BRIDGE EXISTING
- BRIDGE PROPOSED
- WATER
- WETLANDS
- DENOTES SIGNALED INTERSECTION

N



Contact Information

Tim Shumpert
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Lexington, SC 29072

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U.S. Department of Transportation
Federal Highway Administration

08/31/2026

APPENDIX D

RELOCATION STUDY

PREPARED BY

Mead & Hunt

RELOCATION STUDY

CALKS FERRY INTERCHANGE PROJECT

August 2026

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1. INTRODUCTION

In accordance with the Federal Highway Administration (FHWA) Technical Advisory T6640.8A, the South Carolina Department of Transportation (SCDOT) and the County of Lexington have assessed the potential social, economic, and environmental impacts associated with the Calks Ferry Interchange Project. One such impact is relocations or displacements as a result of roadway improvements.

The SCDOT follows a lengthy process to find the best option for a public project that minimizes impacts, but oftentimes relocations cannot be avoided. This study aims to assess the proposed relocations associated with the Calks Ferry Interchange Project, in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended (42 USC 4601 *et seq.*). This program is primarily designed to assist displaced persons, aid in finding replacement property, and assure that relocation resources will be available to all residential and business displacements without discrimination.

2. PROJECT DESCRIPTION

The Calks Ferry Interchange Project proposes the construction of a new full-access interchange at the existing Interstate 20 (I-20) overpass at Calks Ferry Road (State Road S-32-278). The project study area (PSA) is centered along Calks Ferry Road from Two Notch Road (State Road S-32-77) to Cheryse Drive and includes improvements to intersections at Two Notch Road, Oscar Price Road, Sherwood Drive, and Summer Orchard Drive.

This project seeks to connect I-20 and the western portion of the Town of Lexington and the County of Lexington to accommodate traffic from current and planned growth. The purpose of this project is to improve the system linkage in this area to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity. Three alternatives were developed and analyzed for potential encroachments outside of the established SCDOT right-of-way, and a preferred alternative was selected after public input in the spring of 2026.

3. COMMUNITY CHARACTERISTICS

The PSA is approximately eight miles southwest of the center of the Town of Lexington and encompasses approximately 158.9 acres. Current land use within the project vicinity reflects the historically rural characteristics alongside the development that has come with the rapid growth of the Columbia metropolitan area. Development in the area is generally sparse, with scattered single-family modular and mobile homes, agricultural land, and undeveloped forested land.

Table 1. Project Area Demographics

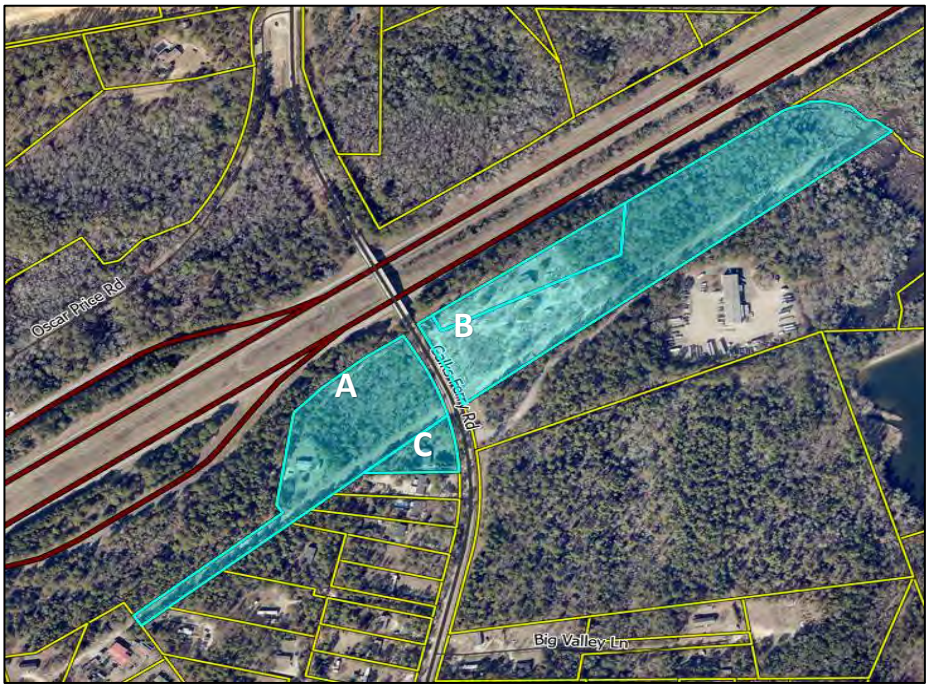
	Town of Lexington	Lexington County	South Carolina
Population	25,729	317,588	5,570,274
Poverty Rate	7.4%	11.1%	14.1%
Median Household Income	$87,126	$77,408	$69,324
Total Housing Units	N/A	138,788	2,579,744
Vacant Housing Rate	5.0%	12.1%	17.9%
Owner-Occupied Housing Rate	68.7%	77.4%	71.9%

SOURCES: U.S. Census Bureau Estimates (July 2025), 2020-2024 ACS 5-Year Estimates.

4. RELOCATIONS & DISPLACEMENTS

Potential relocations and displacements associated with the Calks Ferry Interchange Project were identified through the analysis of preliminary design, tax maps, and parcel data. As part of the process for avoiding and minimizing impacts of the project, three preliminary design concepts, or alternatives, were reviewed. Each alternative resulted in relocations associated with the same three addresses, as shown below in Figure 1: 1700 Calks Ferry Road (A), 1701 Calks Ferry Road (B), and 1726 Calks Ferry Road (C). Characteristics of each parcel have been reviewed and included below in Table 2.

Figure 1. Map of Parcels Identified for Relocation



SOURCE: Lexington County One Map (https://maps.lex-co.com/OneMap).

All parcels identified for relocation are within Lexington County Tax District 1 and School District 1. The parcels associated with 1700 Calks Ferry Road and 1726 Calks Ferry Road are within the Intensive Development (ID) zoning district. Two parcels are associated with 1701 Calks Ferry Road, 006300-10-005 and 007400-03-034, and are split between the Intensive Development (ID) and the Restrictive Development (RD) zoning districts. These parcels have the same property owners, but one is considered a legal residence (006300-10-005), whereas the other is considered rural land (007400-03-034). The rural land is zoned as *Rural – Unimproved*, meaning it does not contain any buildings or structures that would increase the property value. 1700 Calks Ferry Road is not a legal residence, and 1726 Calks Ferry Road is a legal residence that is part of the Deer Glen Subdivision.

Table 2. Relocation Property Information **ID = Intensive Development, RD = Restrictive Development*

Label	A	B		C
Address	**1700 Calks Ferry Road**	**1701 Calks Ferry Road**		**1726 Calks Ferry Road**
TMS #	007400-04-141	006300-10-005	007400-03-034	007421-01-001
Zoning*	ID	ID/RD	ID/RD	ID
Land Use Type	Detitled Mobile Home	Residential Improved	Rural Unimproved	Residential Improved
Legal Residence	No	Yes	No	Yes
Agricultural	Yes	No	No	No
Tax District	1	1	1	1
School District	1	1	1	1
Year Built	1998	1990	1990	2000
Lot Size	7.51 acres	1.88 acres	10.30 acres	0.70 acres
Living Area	2,132 sq. ft.	1,750 sq. ft.	N/A	1,792 sq. ft.
Bed/Bath	4/2	4/2.5	N/A	3/2
Taxable Value	$149,954	$217,576	$74,986	$17,021
Market Value	$276,743	$290,663	$164,800	$27,700

SOURCES: Lexington County One Map (https://maps.lex-co.com/OneMap/), Lexington County Property Tax Data (https://lex-co.sc.gov/services/property-tax-data-search). Accessed July 2026.

5. RELOCATION ANALYSIS

Under the URA, a Comparable Replacement Dwelling (CRD) is a residential dwelling that is sufficiently similar to the displacement dwelling and is available for occupancy by the displaced person. A CRD generally must be:

- Decent, safe, and sanitary (DSS)
- Functionally equivalent to the acquired dwelling
- Adequate in size to accommodate occupants
- Located in an area that is not subject to unreasonable adverse environmental conditions
- Reasonably located near access to the displaced person's employment, schools, public services, and commercial facilities
- Available on the private market and within the displaced person's financial means

A search was conducted to review comparable single-family residential homes for sale within a 5-mile radius of the existing properties using Zillow.com and Realtor.com with the following criteria:

- School District: Lexington County 1
- Living Area: 1,700 – 2,200 square feet
- Lot Size: Greater than 0.5 acre
- Bedrooms/Bathrooms: 3+/2+

Although there is no guarantee that an exact replacement property can be found, a review of single-family homes for sale in the area indicates that there is a surplus of comparable DSS housing available, as shown below in Table 3.

Table 3. Comparable Single-Family Residential Homes for Sale

Street	Living Area (sq. ft.)	Bed/Bath	Lot Size (acres)	Listing Price
Roost Court	2,016	4/2	1.54	$260,000
Sherwood Drive	2,168	3/2	0.66	$419,000
Lost Branch Road	1,769	4/2	0.72	$335,000
South Lake Drive	1,782	3/2	0.64	$275,000
Bridleridge Road	2,041	4/3	0.77	$325,000

SOURCES: *Zillow.com and Realtor.com. Accessed July 2026.*

A search was also conducted to review larger acreage parcels for sale. This review identified multiple properties within the project vicinity, from 2 to 15 acres in size, as shown below in Table 4. Although an exact replacement property cannot be guaranteed, a sufficient inventory of larger acreage parcels was identified within the area.

Table 4. Larger Acreage Parcels for Sale

Street	Lot Size (acres)	Listing Price
Nazareth Road	3.5	$175,000
Donald Drive	2.85	$165,000
Platt Springs Road	14.85	$245,000
South Lake Drive	5.55	$450,000

SOURCES: Zillow.com and Realtor.com. Accessed July 2026.

6. PUBLIC ENGAGEMENT

Property owners within the project vicinity were notified of the project through letters mailed on April 22, 2025. This was in advance of official public outreach efforts, which began once preliminary concepts had been developed.

In April 2026, a project website (https://www.calksferryinterchange.com) was made available to share information regarding the project and keep those in the area informed on project development. The website included a description of the proposed improvements, maps of the project area, details of the design alternatives, and methods for engagement, including an online survey. The website also shared resources, including a video detailing the SCDOT right-of-way process. A project email address and subscription for email updates was also established to allow residents to opt in for project updates.

In accordance with the National Environmental Policy Act (NEPA), a public meeting was held on April 23, 2026, at Boiling Springs Methodist Church, attended by approximately 111 people. This meeting was advertised through various platforms, including the Lexington Chronicle and the State, the WLTX news channel, social media, and postcard mailers. Comments were collected at the meeting and online until May 8, 2026. Approximately 400 comments were received (via comment forms and online survey), and the findings were shared online and compiled for inclusion in the Environmental Assessment. A public hearing will be held upon approval of the Environmental Assessment.

7. RELOCATION ASSISTANCE

Relocation and acquisition processes will be conducted in accordance with the URA. The SCDOT will acquire all new right-of-way and process any relocations in compliance with the URA. The purpose of these regulations is to ensure that owners of real property to be acquired for federal and federally assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owner, to minimize litigation and relieve congestion in the courts, and to promote public confidence in these land acquisition programs.

Displaced persons will be offered to relocate in areas at least as desirable as their original property with respect to public utility and commercial facilities. Rent and sale prices of replacement property offered to those displaced would be within financial means, and replacement property would be within reasonable access to displaced individuals' places of employment.

In addition, SCDOT will provide relocation advisory assistance to all eligible individuals without discrimination in accordance with Title VI of the Civil Rights Act of 1964, Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and Executive Order 11063 (Equal Opportunity in Housing). These make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin. The SCDOT Rights of Way Relocation Manual, updated in June 2025, will be adhered to as it conforms to the existing practices and contains necessary procedures to ensure compliance with federal and state real estate law, regulation, and guidelines.

8. CONCLUSION

Based on the information included in this study, it is believed that relocations from the project will not cause long-term disruption to residents or businesses. Alternatives were reviewed to determine if impacts could be avoided or minimized; however, each alternative for the Calks Ferry Interchange Project resulted in the same number of relocations.

Comparable replacement homes and larger acreage parcels are available within the general area, zoning, and school district of existing homes. Additionally, the project is not anticipated to cause any disproportionate or adverse effects to minority or low-income communities, based on review of the existing community demographic data.

Affected property owners will be contacted directly and provided information about the acquisition process. Right-of-way acquisition typically includes property appraisals, review of potential impacts, negotiations with property owners, and compensation in accordance with federal and state requirements. No property is acquired without direct communication with the owner, and property owners will have opportunities to ask questions and discuss the process with project representatives.

APPENDIX E

FARMLAND CONVERSION IMPACT RATING FORM (AD-1006)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request	
Name of Project I-20 at Calks Ferry Road Interchange		Federal Agency Involved FHWA	
Proposed Land Use New interchange at existing overpass		County and State Lexington County, SC	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS	Person Completing Form: Olivia Roach
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated N/A	Average Farm Size N/A
Major Crop(s) N/A	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: 33.5 ac % 21%	
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	13.8			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	158.9			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	100			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	13			
2. Perimeter In Non-urban Use	(10)	8			
3. Percent Of Site Being Farmed	(20)	0			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	13			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	5			
TOTAL SITE ASSESSMENT POINTS	160	44	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	100	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	44	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	144	0	0	0

Site Selected: Alternative 1 (Site A)	Date Of Selection 08/25/2026	Was A Local Site Assessment Used? YES ☐ NO ☐

Reason For Selection:

Alternative 1 (Site A) meets the purpose and need of the project and has an assessment score of 144/260. The majority of land classified as farmland of statewide importance to be impacted is currently within existing ROW or zoned for Intensive Development.

Name of Federal agency representative completing this form:	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.

Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map**,** or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.

Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.

2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

APPENDIX F

CULTURAL RESOURCES SURVEY REPORT & CONCURRENCE LETTERS

CULTURAL RESOURCES FIELD REPORT
SCDOT ENVIRONMENTAL SECTION

TITLE Cultural Resources Survey, Calks Ferry Road Interchange Improvements

DATE OF RESEARCH: May 6, 2025 (architecture); May 5–12, 2025 (archaeology)

ARCHAEOLOGIST: Kerri Barile Tambs

COUNTY: Lexington

ARCHITECTURAL HISTORIAN: Dianna Litvak

PIN: P045258

PROJECT: Calks Ferry Road Interchange Improvements

DESCRIPTION: Lexington County proposes to improve the interchange of Calks Ferry Road (State Road S-32-278) at its United States Interstate-20 (I-20) overpass. At this time, the project includes an Environmental Assessment and Interchange Justification Report for the Federal Highway Administration. The state legislature has allotted approximately $1 million to study a potential added intersection at Calks Ferry Road, which currently crosses over I-20 with no exit. Lexington County officials hope to relieve traffic congestion at I-20 Exit 51 at Longs Pond Road by adding a new intersection at Calks Ferry Road, approximately 2 miles (3.2 km) southwest of Exit 51. Appendix A presents the location of the project area on a United States Geological Survey (USGS) map.

As part of the Environmental Assessment, Mead & Hunt, Inc. (Mead & Hunt) conducted an architectural and archaeological survey within the Calks Ferry Road intersection project area, or the area of potential effects (APE). The APE encompasses approximately 154 acres (62.3 ha) and extends approximately 1.75 miles (2.8 km) from Calks Ferry Road's northern intersection at Two Notch Road, across the I-20 overpass, and southeast to its intersection at Sherwood Drive. The lines of the APE are drawn roughly 100 feet (30.5 m) on either side of the center line of Calks Ferry Road and widen at the I-20 overpass to encompass potential exit designs. At the two end intersections, the APE extends approximately 600 feet (182.9 m) in all directions to plan for potential work at those locations to support added traffic from the new exit. The archaeological intensive survey included pedestrian and shovel test pit (STP) survey and the excavation of two test units (TUs) within the APE. The architectural survey included all parcels that fall within the APE with buildings constructed before 1980. Two previously surveyed resources were included in this survey due to the 15 years that have elapsed since their initial survey.

LOCATION: Calks Ferry Road (State Road S-32-278) between Two Notch Road (S-32-77) and Sherwood Drive in Lexington, South Carolina.

USGS QUADRANGLE: Barr Lake **DATE:** 2024 **SCALE:** 1:24000

UTM: NAD83 **ZONE:** 17N **NW TERMINUS - EASTING: 469328** **NORTHING: 3754151**
SE TERMINUS - EASTING: 470055 **NORTHING: 375190**

ENVIRONMENTAL SETTING: The APE is located along Calks Ferry Road (State Road S-32-278), where it crosses over I-20, approximately 8 miles (12.9 km) southwest of downtown Lexington. It is located near the Fall Line within the Upper Coastal Plain physiographic region of South Carolina. The topography has low rolling hills and contains forest occasionally interrupted by more open, low-density residential development. Elevations within the APE range from approximately 560 feet (170.7 m) above mean sea level (AMSL) at its northernmost terminus to approximately 370 feet (112.8 m) AMSL where Red Bank Creek intersects I-20.

Development in this area has historically been sparse, with only scattered Ranch and Split-level homes—mostly constructed by the extended Ballington family—present on aerial images from 1981, with the family's cleared and terraced agricultural fields, woods, and ponds visible. The Miller family farm and associated family properties dominate the northern intersection at Two Notch Road. Aerial images show that the section of Calks Ferry Road south of I-20 was wooded and undeveloped during the twentieth century with only a nonextant mobile home visible around the Sherwood Drive intersection on historic aerial images. However, Stanley Martin Homes recently constructed a

large new development, Summer Orchard, on the west side of Calks Ferry Road, north of I-20, and D.R. Horton has cleared land directly south for a new subdivision called Ferry Grove. The Summer Orchard subdivision consists of three–five-bedroom single family homes on small lots, and construction appears to be ongoing. Scattered modern housing, largely consisting of modular and mobile homes, is now present along the length of the APE.

NEAREST RIVER/STREAM AND DISTANCE: Red Bank Creek crosses under Calks Ferry Road approximately 100 feet (30.5 m) northwest of the edge of I-20.

SOIL TYPE:

Table 1. Soil Series Represented in the APE

Soil Series	Type	Slope	Drainage
Blaney	Sand	2 to 10 percent	Well drained
Fuquay	Loamy sand	0 to 6 percent	Well drained
Johnston	Loam, sandy loam	N/A	Very poorly drained
Lakeland, undulating	Sand	N/A	Excessively drained
Lakeland	Sand	6 to 15 percent	Excessively drained
Lumbee	Sandy loam	N/A	Poorly drained
Pelion	Loamy sand	2 to 6 percent	Moderately well drained
Vaucluse	Loamy sand	10 to 25 percent	Well drained
Wahee	Sandy loam	0 to 4 percent	Somewhat poorly drained

REFERENCE FOR SOILS INFORMATION: United States Department of Agriculture National Resource Conservation Service Soil Survey Division[1]

GROUND SURFACE VISIBILITY: **__0% _X_ 1-25% __ 26-50% __ 51-75% __ 76-100%**

CURRENT VEGETATION: The majority of the APE contains light to dense mixed coniferous pine and deciduous hardwood forest with moderate to dense understory of scrub brush and vines. The remainder of the APE is low-density residential development with open areas containing grass ground cover.

ARCHAEOLOGICAL SURVEY: Mead and Hunt archaeologists Logan Barger, Logan McQuiston, Jesse Lopes, and Ronny Flick visited the APE and conducted archaeological survey from May 5 to May 12, 2025. Archaeological survey included pedestrian and shovel test pit (STP) survey and the excavation of two test units (TUs) within the APE. TU locations were selected based on the results of the STP survey. All archaeological work was conducted in accordance with the *South Carolina Standards and Guidelines for Archaeological Investigations*.[2] One archaeological site (38LX727) and two isolated finds (IF 1 and IF 2) were identified during archaeological survey and are described further below. Luke Donohue authored the archaeological portions of this report. Dr. Kerri Barile Tambs served as the Principal Investigator for archaeology. Dr. Barile Tambs and Mr. Donohue meet or exceed the Secretary of the Interior professional qualification standards for archaeology.

BACKGROUND INVESTIGATION:

Mead & Hunt conducted background research prior to archaeological fieldwork using the ArchSite GIS database maintained by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina

[1] Soil Survey Staff, "Natural Resources Conservation Service, United States Department of Agriculture," Web Soil Survey, 2025, http:// websoilsurvey.nrcs.usda.gov.

[2] South Carolina Department of Archives and History, State Historic Preservation Office, South Carolina Institute of Archaeology and Anthropology, and The Council of South Carolina Professional Archaeologists, "South Carolina Standards and Guidelines for Archaeological Investigations" (South Carolina State Historic Preservation Office and the South Carolina Institute of Archaeology and Anthropology, 2024), https://scdah.sc.gov/sites/scdah/files/Documents/Historic%20Preservation%20(SHPO)/Programs/Programs/Review%20and%20Compliance/Standards_Guidelines_2024.pdf.

Department of Archives and History (SCDAH). This search identified four cultural resource surveys and one archaeological site (38LX0250) within a 1-mile (1.6-km) background research radius of the APE (Table 2). Two of the surveys intersected the APE with neither survey identifying archaeological sites; the other two surveys were conducted outside of the APE. In 1993, an archaeological investigation was conducted of a proposed rest area within the I-20 interchange. In 2010, a cultural resources survey for an expansion of the intersection was conducted at the north end of the project area. All cultural resource surveys are in Table 2 below. Archaeological site 38LX0250 is a Middle Archaic-period to Woodland-period lithic site, containing several diagnostic projectile points, and is located approximately 400 feet (121.9 m) east of the APE. The site has not been evaluated for the National Register of Historic Places (NRHP).

Table 2. Previous Cultural Resource Surveys

Year	Title
1993	*Archaeological Investigations of the I-20 Lexington County Rest Area*[3]
2010	*Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina*[4]
2012	*Cultural Resource Survey of the S-77 Realignment with S-60*[5]
2014	*Phase I Cultural Resource Survey of 12 miles of I-20 Southeast of Columbia, South Carolina*[6]

ARCHAEOLOGICAL SURVEY RESULTS:

Archaeological survey included pedestrian survey and STP survey. STPs were placed at 100-foot (30.5-m) intervals within the APE. Each transect was given a letter designation (A, B, etc.), while STPs along transects were given numerical designations. The provenience information for each STP was thus coded using a binomial system with lettered transects and numbered STPs (i.e., Transect A, STP 1 was designated STP A-1). However, areas previously surveyed during the 1993 survey[7] were not resurveyed. Further, STP locations were not excavated if they were visibly disturbed by either I-20 or Calks Ferry Road, residential development, or buried utilities; were inundated; or were in areas with excessive slope (over 15 percent grade). STPs measured approximately 1.3 feet (39.6 cm) in diameter and were excavated to penetrate at least 0.3 feet (10.2 cm) into sterile subsoil or to the practical limits of excavation. Radial STPs were excavated at 50-foot (15.2-m) intervals in cardinal directions from STPs that produced cultural materials and wherein the excavation of the STPs would help define site boundaries. Excavated soils for STPs and TUs were screened through 0.25-inch (0.64-cm) mesh.

Over the course of the archaeological survey, 716 total STP locations were investigated. Of those 716 locations, 522 were unexcavated due to visible disturbance by I-20, Calks Ferry Road, residential development, or buried utilities; inundation; excessive slope, or due to being located within previously surveyed areas. The remaining 194 STPs identified soil profiles within the range of expected characteristics for the mapped soil series.

Artifacts were identified in six total STPs. Positive STPs were delineated with radials at 50-foot (15.2-m) intervals within the boundaries of the APE. Two 3.3-by-3.3-foot (1-by-1-m) TUs were excavated following STP survey to aid in evaluation of the artifacts. TU 1 was excavated adjacent to a partially collapsed barn (SHPO site number 0815.08) where six artifacts were recovered from four STPs (STPs AG4, AG5, X44, and X44N) to examine the area near the barn for possible subsurface features and additional artifacts. No features or artifacts were identified in TU 1. The six

[3] Charles J. Rinehart, "Archaeological Investigations of the I-20 Lexington County Rest Area" (South Carolina Department of Transportation, Columbia, South Carolina, 1993).
[4] David Baluha, Charlie Philips, and Paige Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina" (Brockington and Associates, Inc., Charleston, South Carolina, 2010).
[5] Chad C. Long, "Cultural Resource Survey of the S077 Realignment with S-60" (South Carolina Department of Transportation, Columbia, South Carolina, 2012).
[6] Valerie Davis and Summer Ciomek, "Phase I Cultural Resource Survey of 12 Miles of I-20 Southeast of Columbia, South Carolina" (New South Associates, Stone Mountain, Georgia, 2014).
[7] Charles J. Rinehart, "Archaeological Investigations of the I-20 Lexington County Rest Area" (South Carolina Department of Transportation, Columbia, South Carolina, 1993).

artifacts recovered within four positive STPs and the adjacent barn were recorded as site 38LX727, a historic farm outbuilding and artifact scatter southeast of the intersection of Calks Ferry Road and Two Notch Road (see Appendix A). The barn is a large front-gable barn with a side lean-to, an upper loft for storage, and open equipment bays on the ground level (Figure 1). It has been attributed to the Miller family, whose descendants still own and work the farmstead and were interviewed during the architectural survey for the evaluation of SHPO site number 0815, discussed in the architectural survey results below. Soil profiles at site 38LX727 consisted of a 10YR 5/4 sand Stratum I overlying a 10YR 5/6 sand Stratum II. Those soils match the expected characteristics of the C horizons for the Lakeland soil series, which was mapped in the site vicinity. Soils matching the A horizon for the Lakeland soil series were not encountered. It appears topsoils have been removed and disturbed by the construction of the nearby roadway intersection.



Figure 1: Overview of barn (SHPO site number 0815.08) and general setting within site 38LX727, view facing west.

The six-artifact assemblage of site 38LX727 consisted of a synthetic flooring tile, two glass fragments, and three pieces of plastic. The synthetic flooring tile has a yellow surface. The small size makes identification of the material difficult, but it is likely an asphalt flooring product, which was introduced in the 1920s and was the most popular flooring type by the 1950s.[8] It could also be a linoleum-type product (post-1869) or vinyl flooring (post-World War II).[9] The two fragments of glass are both from colorless containers. Outside of leaded tableware, colorless glass generally dates from after 1870. Since these two fragments are not leaded, they are most likely from the late nineteenth or twentieth centuries. Finally, the three pieces of plastic are from two objects from after 1935.[10] Together, this assemblage is suggestive of a mid- to late twentieth-century artifact scatter. The artifacts are likely from the Miller family's use of the barn for storage, though some of the assemblage may be trash discarded alongside the S-77 and S-278 intersection.

[8] Richa Wilson and Kathleen Snodgrass, "Early 20th-Century Building Materials Resilient Flooring" (United States Department of Agriculture, Forest Service, 2007), https://npshistory.com/publications/usfs/0773-2322-mtdc.pdf.
[9] Wilson and Snodgrass, "Early 20th-Century Building Materials Resilient Flooring."
[10] "Bottle Identification Guide" (California Department of Transportation, 2018), https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/historic-artifact-identification-sheets.pdf.

Artifacts recovered at site 38LX727 have a terminus post quem that extends back into the late nineteenth century but the assemblage appears to be a mid- to late twentieth-century artifact scatter adjacent to a barn that was in use during that time period, located at a roadway intersection. There are no known significant associations between the site and a significant historical event or pattern of events (*Criterion A*). Additionally, the Miller family is not a historically significant family to the history of Lexington County or the state of South Carolina, so there are no known associations with significant persons (*Criterion B*) and there were no artifacts or features that illustrate distinctive characteristics of a type, period, or method of construction (*Criterion C*). There are only six artifacts identified within the site, and as they were identified in a landscaped area, where topsoils appear to have been removed, alongside Calks Ferry Road, they likely are not in their original context; artifact scatter sites generally do not represent good opportunities for future research potential. Excavation of a TU adjacent to the barn revealed no further artifacts or any buried features. Therefore, the potential for further work at the site to reveal new data on area history is low. These factors suggest further excavation at the site does not have the potential to yield significant data about the historic occupation of the area (*Criterion D*). As such, the site is recommended not eligible for NRHP listing under *Criteria A–D.*

Two isolated finds were identified during STP survey (IF 1 and IF 2, in STP AF1 and AE4, respectively). Both isolated finds are colorless container glass body fragments of an undetermined manufacturing technique. TU 2 was placed north of STP AE4, which contained IF 2, due to a proliferation of charcoal in the STP. As the TU was excavated, charcoal followed the patterns of a root system extending into subsoil, representing a non-cultural occurrence. No other artifacts were identified during the excavation of TU 2. IFs are generally interpreted as representing casual discard or extremely ephemeral use of a portion of the landscape as opposed to an occupation site or activity area. As such, they are, by definition, not eligible for inclusion in the NRHP.

In sum, the archaeological survey of the APE resulted in the recovery of eight artifacts from six total positive STPs, comprising one newly recorded archaeological site (38LX727) and two isolated finds (IF 1 and IF 2). The two TUs that were excavated to help evaluate the artifacts did not identify additional artifacts or any cultural features. Site 38LX727 is a historic artifact scatter related to an adjacent barn, likely from the mid- to late twentieth century and is recommended not eligible for the NRHP. The IFs are, by definition, not eligible for inclusion in the NRHP. No further archaeological work is recommended within the Calks Ferry Road Interchange Improvement APE.

ARCHITECTURAL SURVEY: Mead & Hunt architectural historian Lauren Kelly and engineer Daniel Huichapa visited the APE on May 6, 2025, and conducted the architectural survey. The survey included recording all buildings on parcels within the APE constructed before 1980 that have not been previously surveyed or that required resurvey. All resources were photo-documented and recorded with South Carolina State Survey forms and assessed for NRHP eligibility in accordance with the South Carolina State Historic Preservation Office (SHPO) *Survey Manual: South Carolina Statewide Survey of Historic Properties*.[11] Dianna Litvak served as the Principal Investigator for architectural history. Ms. Litvak and Ms. Kelly exceed the Secretary of the Interior standards in architectural history.

BACKGROUND INVESTIGATION:
Mead & Hunt conducted background research prior to fieldwork using the ArchSite GIS database maintained by the SCIAA and the SCDAH. This search identified two previously recorded architectural resources: SHPO site number 0815-0815.12, the Miller House and Outbuildings at 3160 Two Notch Road, and SHPO site number 0816, the Miller House at 3157 Two Notch Road (Table 3). These properties were surveyed in 2010 by Brockington and Associates as part of the *Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina*.[12] The two sites were determined not eligible at that time, but due to the fifteen years that have elapsed since that survey, those sites were revisited as part of this project.

[11] "Survey Manual: South Carolina Statewide Survey of Historic Properties" (South Carolina State Historic Preservation Office, revised 2022).
[12] Baluha, Philips, and Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina."

Table 3. Previously Identified Architectural Resources

SHPO Site No.	Location	Build Date	NRHP Recommendation	Reference
0815-0815.12	3160 Two Notch Road	c. 1935	Not Eligible	Baluha, Philips, and Wagoner 2010
0816	3157 Two Notch Road	c. 1935	Not Eligible	Baluha, Philips, and Wagoner 2010

ARCHITECTURAL SURVEY RESULTS:

The survey included recording all buildings on parcels within the APE constructed before 1980 that have not been previously surveyed. This survey included revisits to two previously recorded sites and twelve associated subresources due to the time elapsed since the previous survey (Table 4). All resources were photo-documented and recorded with South Carolina State Survey forms and assessed for NRHP eligibility.

Several mobile homes on the southern section of Calks Ferry Road at 1736, 1783, and 1816-1818 may have been manufactured before 1980 but are not present on historic aerial images before 2005. They were, therefore, not included in this survey.

REVISITED CULTURAL RESOURCES:

The revisited sites are listed in Table 4 and described below.

Table 4. Revisited Architectural Resources

SHPO Site No(s)	Location	Name	Style/Type	Build Date	NRHP Recommendation
0815	3160 Two Notch Road	Miller House and Outbuildings, Rayford Creighton and Anna Lee Miller House	Vernacular residence	c.1935	Not Eligible
0815.01	3160 Two Notch Road	Miller House and Outbuildings, Shed	Frame shed	c.1935	Not Eligible
0815.02	3160 Two Notch Road	Miller House and Outbuildings, Shed	Frame shed	c.1935	Not Eligible
0815.03	3160 Two Notch Road	Miller House and Outbuildings, Canning room	Frame shed	c.1935	Not Eligible
0815.04	3160 Two Notch Road	Miller House and Outbuildings, Equipment shed	Frame shed	c.1935	(Nonextant)
0815.05	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0815.06	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0815.07	3160 Two Notch Road	Miller House and Outbuildings, Shed	Frame shed	c.1935	Not Eligible
0815.08	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0815.09	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0815.10	3160 Two Notch Road	Miller House and Outbuildings, Chicken coop	Frame chicken coop	c.1935	Not Eligible
0815.11	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0815.12	3160 Two Notch Road	Miller House and Outbuildings, Barn	Frame barn	c.1935	Not Eligible
0816	3157 Two Notch Road	Miller House	Vernacular residence	c.1935	Not Eligible

SHPO Site Numbers 0815–0815.12
Miller House and Outbuildings
3160 Two Notch Road
c. 1935

SHPO site numbers 0815–0815.10 are located on parcel 00630002006, a 105.9-acre tract that spans all four corners of the intersection of Calks Ferry and Two Notch Roads. It contains the Miller House (0815), a collection of associated agricultural outbuildings (0815.01–0815.10), three mobile home parks, a mobile home at 1430 Calks Ferry Road, a modern home at 1505 Calks Ferry Road (part of which appears to be on parcel 00630003010 with newly surveyed SHPO site number 1137), and SHPO site number 0816 (see below). Two additional outbuildings, 0815.11–0815.12 are also located on parcel 00630003010 with SHPO site number 1137, a later family residence. The main house, SHPO site number 0815, sits approximately 40 feet from the edge of the pavement at the northeast corner of the intersection and faces Two Notch Road (see Figure 2). Five outbuildings (0815.08-0815.12) are located across Two Notch Road to the south, and the other outbuildings are located north and behind the house. Calks Ferry Mobile Home Park #2 is located beyond the agricultural complex, to the north. Calks Ferry Mobile Home Park is located in the northwest corner of the intersection, and Oak Hill Mobile Home Park is located in the southwest corner of the intersection. The mobile home at 1430 Calks Ferry Road, the three mobile home parks, and 1505 Calks Ferry Road are not present on historic aerial images from 1981.

SHPO site number 0815, the Miller House, is a one-story vernacular residence with a gable front roof, a hip back roof, an expansive gable roof front porch with Craftsman elements, and a rear gable roof wing. Visibility was limited due to overgrowth, and the foundation could not be seen. The house has an asphalt shingle roof with three interior brick chimneys, shallow eaves with wood soffits, and a projecting gable vent in the porch roof above the front entrance. The walls are clad in asbestos shingles. All visible windows are original three-, four-, and five-over-one hung sash wood units. The front porch extends out on both sides of the house with a porte-cochere on the southwest side and a screened-in area on the northeast side (see Figure 3). It is supported by battered wood columns on brick piers with concrete caps. Brick cheek walls with concrete caps extend on either side of the low stair that leads to the front entrance, which retains its original four-light wood door with a metal storm door. Porch flooring and ceiling materials appear to be original wood elements. The back of the house was overgrown, but there appear to be screened porches on the rear of the house as well (see Figure 4).



Figure 2. SHPO site number 0815, 3160 Two Notch Road, view facing northwest.



Figure 3. SHPO site number 0815, 3160 Two Notch Road, view facing northwest, porte-cochere detail.



Figure 4. SHPO site number 0815, 3160 Two Notch Road, view facing southeast.

Behind the house, there is a cluster of three outbuildings: 0815.01–0818.03. Outbuilding 0815.01 is a small front-gable shed with a metal roof (see Figure 5). Outbuilding 0815.02 is a tall, front-gable barn with an open side awning to cover equipment (see Figure 6). It has a metal roof, weatherboard cladding, and a vertical plank door. Outbuilding 0815.03 is a front-gable building with a projecting pediment supported by angled brackets on either side (see Figure

7). It has a vertical plank door and a single window on the northeast side. The map from the 2010 report[13] shows 0815.04 in this area near the house; as it is no longer extant, it appears to have been demolished (Figure 8).



Figure 5. SHPO site number 0815.01, 3160 Two Notch Road, view facing northeast.



Figure 6. SHPO site number 0815.02, 3160 Two Notch Road, view facing northeast.

[13] Baluha, Philips, and Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina."



Figure 7. SHPO site number 0815.03, 3160 Two Notch Road, view facing northwest.



Figure 8. SHPO site number 0815.04, 3160 Two Notch Road, view facing northwest.

North of this cluster, SHPO site numbers 0815.05-0815.07 are located in a wooded area between the house and Calks Ferry Mobile Home Park #2 (see Figure 9–Figure 11).



Figure 9. SHPO site number 0815.05, 3160 Two Notch Road, view facing southwest.



Figure 10. SHPO site number 0815.06, 3160 Two Notch Road, view facing northeast.



Figure 11. SHPO site number 0815.07, 3160 Two Notch Road, view facing east.

On the southeast corner of the intersection, there is a cluster of three agricultural outbuildings: 0815.08–0815.10. SHPO site number 0815.08 is a large front-gable barn with a side lean-to (see Figure 12–Figure 13). It has an upper loft for storage and open equipment bays on the ground level. It is partially collapsed and has a metal roof and weatherboard cladding with select metal siding. SHPO site number 0815.09 is a large gable-roof building with a metal roof with exposed rafters, a concrete block foundation, and weatherboard cladding with partially deteriorated asphalt sheeting over the walls (see Figure 14–Figure 15). It has open window bays and a plank door on the north side. Because this building is insulated, it may have been a brooder house, as the family raised poultry. SHPO site number 0815.10 is a small chicken coop with a front shed roof awning (see Figure 16–Figure 17). It has a metal roof and weatherboard cladding.



Figure 12. SHPO site number 0815.08, 3160 Two Notch Road, view facing northwest.



Figure 13. SHPO site number 0815.08, 3160 Two Notch Road, view facing southeast.



Figure 14. SHPO site number 0815.09, 3160 Two Notch Road, view facing southwest.



Figure 15. SHPO site number 0815.09, 3160 Two Notch Road, view facing southeast.



Figure 16. SHPO site number 0815.10, 3160 Two Notch Road, view facing southeast.



Figure 17. SHPO site number 0815.10, 3160 Two Notch Road, view facing southeast.

SHPO site numbers 0815.11 and 0815.12 were not visible from the right-of-way but appear to be present on aerial images. They were not photographed in 2010 but were described in that report as barns.[14] The two buildings appear to be located on the parcel with SHPO site number 1137 (a 1961 house described further below), located in a wooded area south of the house. Though they may have been more closely associated with the 1961 house rather than resource 0815, both resources were a part of the same Miller family farm.

Mead & Hunt spoke to local resident Nella Miller Taylor, who said that her grandparents, Rayford Creighton Miller (1898–1987) and Anna Lee Corley Miller (1904–2001), built the Miller House (SHPO site number 0815), grew 30 acres (12.1 ha) of peaches at the site, and raised turkeys. Mrs. Taylor said that resource 8015.03 was her grandmother's canning room and still houses her large wood canning table. The farm continued under the ownership of their son, Allen Miller, and is currently owned by Jody Miller. Mrs. Taylor said that the house was ahead of its time, having interior plumbing, electricity, and a television long before other area homes. She noted that the outbuildings (and probably also the house) were constructed of local "lighter pine" or fatwood, which is why they have lasted so long.

The Miller House itself does not appear to have been altered since its 2010 survey and retains a high degree of historic integrity. The Miller House was recommended not eligible for the NRHP at that time, though it has some character-defining features of the Craftsman style, including its multi-pane sash over single-light sash wood windows and porch supports with battered wood columns on brick piers. However, it is not a notable example of the Craftsman style and has some alterations, including asbestos shingle cladding and a partially screened-in front porch. A comparable example in the area also recommended not eligible is SHPO site number 0798 at 5814 Augusta Highway. This house retains original lapped weatherboard siding and has the more typical exposed rafter tails along the roofline. It also features original windows and entry door. Like the Miller House, it is a vernacular residence with an added Craftsman-style porch. A recommended eligible example, the c. 1920 Quincy Wingard House (SHPO site number 298-0186) in Lexington, features the more typical massing of the Craftsman style in addition to applied features. Because the Miller House was not found to embody the distinctive characteristics of a period or method of construction, does not possess significance for its engineering or materials, or represent the work of a master, it is not recommended eligible under *Criterion C*.

Lexington County was historically characterized by its small, self-sufficient farms, though very few are listed in the NRHP or recommended eligible.[15] The Miller farm is a mid-twentieth-century farm that retains a large number of agricultural outbuildings. Mrs. Taylor said that her brother continues to grow hay on the back fields and on various family properties in the vicinity. However, the integrity of setting and feeling has been greatly diminished by the addition of three mobile home parks on the property, and the family's orchards, present on aerial images into the 1980s, are now gone (see Figure 18). Newspaper searches and family obituaries did not indicate that this farm was of local note. Historic aerial images indicate that some outbuildings are now nonextant and the clear zones of work and flow of activity on the farm indicated on historic aerial images is no longer visible.

SHPO site numbers 0815-0815.12 were recommended not eligible in 2010.[16] No available information indicates that this recommendation should be altered. SHPO site number 0815 is not a distinctive or noteworthy example of a c. 1935 residence with Craftsman elements, which is a common building type. Though it retains its overall historic integrity, it was not found to embody the distinctive characteristics of a period or method of construction and does not possess significance for its engineering or materials. This farm is not known to be associated with events or persons significant in the past and does not retain sufficient integrity to convey potential significance under *Criterion A* for Agriculture as a good local example of a family farm. Therefore, the resource is recommended not eligible for the NRHP under *Criteria A, B*, or *C*.

[14] Baluha, Philips, and Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina."
[15] Nancy C. Fox and Horace E. Harmon, "Historic Resources of Lexington County (MPS)" (National Register of Historic Places, 1983).
[16] Baluha, Philips, and Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina."



Figure 18. Left: 1981 aerial image showing the farm at the intersection at Two Notch Road.[17] Right: the most recent Google Earth aerial image from 2025.[18]

SHPO Site Number 0816
Miller House
3157 Two Notch Road
c. 1935

SHPO site number 0816, the Miller House, faces northwest on parcel 00630002006, along with the buildings listed as the Miller House and Outbuildings above under SHPO site numbers 0815–0815.12. This house sits approximately 85 feet (25.9 m) from the edge of the pavement along Two Notch Road with remnants of a paved drive in front of the house. The southwest side was obscured by foliage. The Miller House is a one-story, front-gable, vernacular residence with select Craftsman-style details (see Figure 19–Figure 20). Pressed metal skirting covers the foundation. The house has a seamed metal roof with shallow eaves, an interior brick chimney, and exposed rafter tails. The walls are clad in lapped weatherboard siding. All visible windows are six-over-six hung sash wood units. A full shed-roof porch spans the facade. It has a metal roof with exposed rafter tails and is supported by battered wood columns on brick piers with concrete caps. The front entrance has a wood screen door in front of a diamond light wood door.

SHPO site number 0816 does not appear to have been altered since the 2010 survey, when it was recommended not eligible for the NRHP.[19] No available information indicates that this recommendation should be altered. SHPO site number 0816 is not a distinctive or noteworthy example of a c. 1935 residence with Craftsman elements, which is a common building type. Though it retains its overall historic integrity, it was not found to embody the distinctive characteristics of a period or method of construction and does not possess significance for its engineering or materials. It is not known to be associated with events or persons significant in the past. This house is part of the larger Miller family farm, which does not appear to possess significance under *Criterion A*. Therefore, the SHPO site number 0816 is recommended not eligible for the NRHP under *Criteria A, B,* or *C*.

[17] "Aerial 1VFAT00010037" (USGS, 1981), earthexplorer.usgs.gov.
[18] Airbus, *Google Earth Pro Imagery, Lexington, SC*, March 7, 2025.
[19] Baluha, Philips, and Wagoner, "Cultural Resources Survey of the S-77 and S-278 Intersection Improvements Project, Lexington County, South Carolina."



Figure 19. SHPO site number 0816, 3157 Two Notch Road, view facing southwest.



Figure 20. SHPO site number 0816, 3157 Two Notch Road, view facing southwest.

NEWLY IDENTIFIED RESOURCES:

In addition to revisiting the resources described above, Mead & Hunt identified five resources in the project area constructed before 1980 that have not been previously recorded. The resources are listed in Table 5 and described below.

Table 5. Newly Identified Resources

SHPO Site No.	Location	Name	Style/Type	Build Date	NRHP Recommendation
1137	3129 Two Notch Road	Allen and Lucy Miller House	Ranch residence	1961	Not Eligible
1138	1578 Calks Ferry Road	Rembert and Evelyn Ballington House	Split-level residence	1979	Not Eligible
1139	1604 Calks Ferry Road	Olliver and Mildred Ballington House	Ranch residence	1972	Not Eligible
1140	1651 Calks Ferry Road	Don and Susan Ballington House	Ranch residence	1974	Not Eligible
1141	1043 Oscar Price Road	Herbert and Betty Ballington House	Ranch residence	1977	Not Eligible

SHPO Site Number 1137
Allen and Lucy Miller House
3129 Two Notch Road
1961

SHPO site number 1137 faces northwest on Two Notch Road on parcel 00630003010, a 5.7-acre (2.3-ha) tract that extends southwest and also abuts Calks Ferry Road. The house sits approximately 100 feet (30.5 m) from the edge of Two Notch Road and is accessed via a paved lot. The parcel contains a 1961 Ranch residence, and the remainder of the lot is wooded (see Figure 21). Two outbuildings associated with SHPO site number 0815 (0815.11 and 0815.12) appear to be located on this parcel south of the house but were not visible from the right-of-way. Another roofline is visible in this area but that building is not on the 1981 aerial image (see Figure 18) and does not appear to be historic age.



Figure 21. SHPO site number 1137, 3129 Two Notch Road, view facing southeast.

The house is a one-story, hip roof Ranch residence with a projecting front-gable wing and an integrated carport. It has an asphalt shingle roof with shallow eaves and a small, interior, brick chimney. The walls are clad in red brick veneer. Visible windows are one-over-one hung sash units, but the material is not visible beneath the storm windows. The facade also has a large multilight picture window. A brick-clad patio extends across the facade and leads to the front entrance, which is located in an arched, recessed alcove in the side of the projecting gable wing. It retains an original two-light, paneled wood door and has a wood-frame screen door. The integrated carport has square, brick-clad supports and a low brick half-wall.

This property was purchased by Allen R. Miller and wife, Lucy L. Miller, from R. Creighton Miller and Carl S. Derrick, as pictured on a 1959 plat.[20] Allen Miller was the son of Rayford Creighton Miller, who constructed SHPO site number 0815, located west on Two Notch Road. A 2012 deed passed this property to Jody A. Miller, reserving life estates for both.[21]

SHPO site number 1137 is not a distinctive or noteworthy example of a Ranch residence, which is a common building type. Though it retains its overall historic integrity, it was not found to embody the distinctive characteristics of a period or method of construction and does not possess significance for its engineering or materials. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended not eligible for the NRHP under *Criteria A, B,* or *C*.

SHPO Site Numbers 1138–1141
Ballington Family Houses
The following four houses (SHPO site numbers 1138–1141) were constructed by members of the extended Ballington family on parcels inherited from the estate of Oliver Lloyd Ballington (1893–1963). The land extends on both sides of Calks Ferry Road between the Miller farm to just below what is now I-20 (see Figure 22). Ballington's obituary notes that he was a member of the Lexington County Farm Bureau and one of the largest turkey growers in the county.[22] A 1955 aerial image suggests his home was at 1650 Calks Ferry Road, which was recently demolished when the land was cleared for the new Ferry Grove subdivision. The aerial image shows a cluster of agricultural outbuildings around this house, and it was carved out on a small 3.8-acre (1.5-ha) parcel in the plat of Ballington's estate (see Figure 23). None of the farm's outbuildings appear to be extant. A metal shed on parcel 00630004004 (Ferry Grove subdivision) does not appear to be historic age and was not included in this survey.

Ballington's descendants constructed the houses below in the 1970s, and these are the only buildings visible on historic aerial images from 1981 excepting a small number of outbuildings that appear to be nonextant. Several of the houses are good examples of homes from that era and are historically connected. However, the large family tracts have been subdivided and built upon over time (see Figure 22–Figure 23). Oliver Lloyd Ballington's house has been demolished, and another is heavily altered. For these reasons and because of the extent of the modern infill along this road, these properties do not represent a potential historic district.

[20] "Plat Image 049G-0271," March 19, 1959, Plat Book 49G, Page 271, Lexington County Register of Deeds.
[21] "Deed - Allen R. Miller and Lucy L. Miller to Jody A. Miller," September 26, 2012, Book 15788, Page 44, Lexington County Register of Deeds.
[22] "News of South Carolina Deaths and Funerals - O.L. Ballington," *The State*, November 13, 1963.

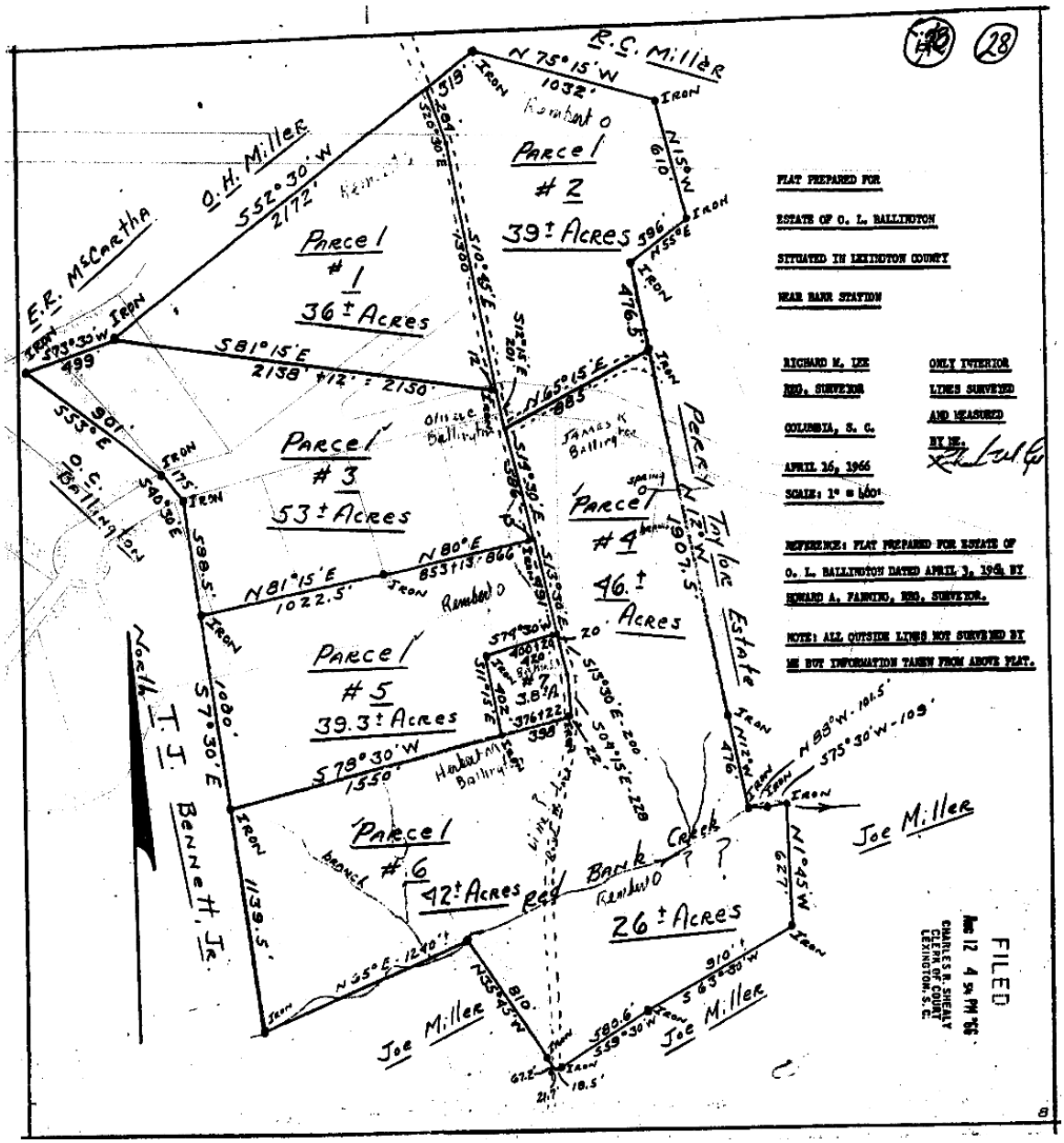


Figure 22. The 1966 plat of the estate of Oliver Lloyd Ballington, showing the subdivided farm along Calks Ferry Road.[23]

[23] "Plat Prepared for Estate of O.L. Ballington," April 16, 1966, Plat Book 84, Page 28, Lexington County Register of Deeds.



Figure 23. Left: 1981 aerial image with houses labeled.[24] 1650 Calks Ferry Road is nonextant. Right: the most recent Google Earth aerial image from 2025.[25]

SHPO Site Number 1138
Rembert and Evelyn Ballington House
1578 Calks Ferry Road
1979

SHPO site number 1138 faces northeast on Calks Ferry Road on parcel 00630004002, which includes 2.25 acres (0.9 ha) of land. The house sits approximately 110 feet (33.5 m) from the edge of the road. The parcel contains a 1979 Split-level residence and a modern metal carport (see Figure 24–Figure 25). The remainder of the lot is wooded.

The house is a tri-level, split building with a two-story, front-gable wing and a single-story, side-gable wing. The front gable is asymmetrical and extends to cover a small, recessed front porch, and the second story jetties forward on the facade. The house has an asphalt shingle roof with wide eaves and boxed returns. The walls are clad in brick veneer excepting the second story facade and front entry surround, which have vinyl siding. Most windows are six-over-six hung sash vinyl replacement units, but the facade also features a large multilight vinyl picture window. Fenestration on the southwest side is asymmetrical on the second story and tucked under the eaves. The lower level appears to have large glass doors, which may be altered garage entries, but that is unknown, and the fenestration was not fully visible from the right-of-way. The southwest side also has a prominent double-shouldered, exterior, brick chimney. The recessed front porch is accessed via a low brick stair. It has simple metal railing and a modern entry door with a sidelight. The porch has paired small square supports on one side and a pendant light above the door. A modern metal carport abuts the house on the southwest side.

[24] "Aerial 1VFAT00010037."
[25] Airbus, *Google Earth Pro Imagery, Lexington, SC*.



Figure 24. SHPO site number 1138, 1578 Calks Ferry Road, view facing southwest.



Figure 25. SHPO site number 1138, 1578 Calks Ferry Road, view facing northwest.

This house is located on property inherited by Rembert O'Murl Ballington (1916–2004) from the estate of this father, Oliver L. Ballington (see parcel #1 on the plat in Figure 22 above). Rembert's wife was Evelyn Corley Ballington (1921–1988), and his obituary notes that he was a retired salesman with Sears and an Army Air Corps veteran of

World War II.[26] This property was subdivided into a 2.25-acre (0.9-ha) parcel and sold to Mathew and Diana Nicholas in 1990.[27] It is currently owned by Richard and Carolyn Shealy.

SHPO site number 1138 is a nice example of a tri-level, split residence with Contemporary-style details such as accent siding materials, exaggerated eaves, and a recessed main entry. However, it has diminished integrity of materials, workmanship, and design due to the combination of replacement materials and altered garage. Therefore, this house does not retain sufficient integrity to convey potential significance under *Criterion C*. It is not known to be associated with events or persons significant in the past. For these reasons, this resource is recommended not eligible for the NRHP under *Criteria A*, *B*, or *C*.

SHPO Site Number 1139
Oliver and Mildred Ballington House
1604 Calks Ferry Road
1974

SHPO site number 1139 faces east on Calks Ferry Road on parcel 00630004028, a 2.1-acre (0.8-ha) tract that also contains a c. 2000 metal pole building, an in-ground pool, and what appears to be a small pool shelter that was not visible from the right-of-way. The house sits approximately 120 feet (36.6 m) from the edge of Calks Ferry Road. A yard is cleared around the house, and the southwest corner of the parcel is wooded.

The house is a one-story, side-gable Ranch residence with two projecting gable wings on the east-facing facade and an infilled, integrated two-car garage on the south side (see Figure 26–Figure 27). It has an asphalt shingle roof with wide eaves and boxed returns. The walls are clad in variegated red brick. All visible windows are modern vinyl replacement units, with one-over-one hung sash units as well as a large multilight unit on the facade. A brick-clad patio connects the two front-gable wings, and the main entrance is located on the south side of the north wing. The former garage bays now have large double glass doors with a low patio in front.



Figure 26. SHPO site number 1139, 1604 Calks Ferry Road, view facing west.

[26] "Obituaries - Rembert Ballington," *The State*, December 19, 2004.
[27] "Deed - Rembert O. Ballington to Mathew B. Nicholas III and Diana L. Nicholas," April 4, 1990, Book 1556, Page 205.



Figure 27. SHPO site number 1139, 1604 Calks Ferry Road, view facing southwest.

This parcel was part of the 53-acre (21.4-ha) tract conveyed to Oliver C. Ballington (1923–2013) as part of the estate of his father, Oliver L. Ballington (see parcel #3 in the plat pictured in Figure 22). Oliver and his wife, Mildred Risinger Ballington (1929–2012), likely constructed this house. Ballington sold the house to Ernie Lewis Russell and Sherry Kathleen Russell in 1983 on the present 2.1 acres (0.8 ha), and the remainder of the property has been subdivided over time.[28] Oliver's obituary notes that he was a pipe-fitter and World War II veteran.[29]

SHPO site number 1139 is not a distinctive or noteworthy example of a Ranch residence, which is a common building type. It has diminished integrity due to replacement windows and an altered garage. It was not found to embody the distinctive characteristics of a period or method of construction and does not possess significance for its engineering or materials. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended not eligible for the NRHP under *Criteria A*, *B*, or *C*.

SHPO Site Number 1140
Don and Susan Ballington House
1651 Calks Ferry Road
1979
SHPO site number 1140 faces west on Calks Ferry Road on parcel 00630003021, a 2.1-acre (0.8-ha) tract that also contains a modern outbuilding that was not visible from the right-of-way. The house sits approximately 80 feet (24.4 m) from the edge of Calks Ferry Road. A yard is cleared around the house, but the south section of the parcel is wooded.

The house is a one-story, U-shaped, cross-gable Ranch residence (see Figure 28–Figure 29). A large projecting front-gable wing on the north side contains an integrated two-car garage, accessed on the north side of the house via a paved drive. An additional projecting gable wing on the south side forms an alcove containing an arched portico that shelters the front entrance. The house has an asphalt shingle roof with eaves and faux square beams projecting from the gable ends. The walls are clad in variegated brown brick veneer. Visible windows are six-over-six hung sash vinyl replacement units, but a large three-part picture window is partially visible in the alcove on the facade. The windows on the north side are different sizes and tucked under the eaves with brick rowlock sills. Other windows on the house have modern paneled framing around them.

This property was subdivided in 1977 on a 2-acre (0.8-ha) parcel from land inherited by James Ralph Ballington, Sr. (see parcel #4 in the plat pictured in Figure 22). James sold the property to his son Don A. Ballington and wife, Susan,

[28] "Deed - O.C. Ballington to Ernie Lewis Russell and Sherry Kathleen Russell," September 26, 1983, Book 608, Page 27, Lexington County Register of Deeds.
[29] "Obituary for Oliver C Ballington, Sr," *Barr-Price Funeral Home*, 2013, https://www.barr-price.com/obituary/Oliver-BallingtonSr.

who likely constructed the house.[30] They later sold the property to the Dube family in 1996.[31] Historic aerial images show that only the north wing is historic age, which explains the different windows on that side. The other sections of the house and the rear outbuilding are visible between 2004 and 2005.



Figure 28. SHPO site number 1140, 1651 Calks Ferry Road, view facing east.



Figure 29. SHPO site number 1140, 1651 Calks Ferry Road, view facing southeast.

SHPO site number 1140 is not a distinctive or noteworthy example of a Ranch residence, which is a common building type. It has greatly diminished integrity due to alterations and additions and was not found to embody the distinctive characteristics of a period or method of construction. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended not eligible for the NRHP under *Criteria A, B,* or *C*.

SHPO Site Number 1141
Herbert and Betty Ballington House
1043 Oscar Price Road
1977

SHPO site number 1141 faces southeast on Oscar Price Road on parcel 00630004023, a 3.2-acre (1.3-ha) tract that also contains two modern metal sheds. Oscar Price Road connects to Calks Ferry Road near this residence, which lies approximately 360 feet (109.7 m) west of the edge of Calks Ferry Road. The house sits on a small hill with a yard

[30] "Deed - James R. Ballington to Don A. Ballington and Susan H. Ballington," June 30, 1977, Book 206, Page 317, Lexington County Register of Deeds.
[31] "Deed - Don A. Ballington and Susan H. Ballington to Mary Louise R. Dube and Richard L. Dube," November 5, 1996, Book 3932, Page 98, Lexington County Register of Deeds.

cleared in front and an in-ground pool with a concrete perimeter and metal fence behind the house that is visible on aerial images. The rest of the parcel is wooded.

The house is a one-story, cross-gable Ranch residence with Contemporary-style details, an integrated garage, and a projecting, rear gable wing (see Figure 30–Figure 32). The foundation is not visible, but there are foundation or crawl space vents around the house. It has an asphalt shingle roof with wide eaves; the soffits and fascia appear to be vinyl. The facade features mixed materials with both brick and vinyl cladding. The projecting front-gable wing is clad in variegated brick with panels of vinyl siding extending from the tops of the facade windows to the roofline. The side gable wing is clad in vinyl siding with brick wainscoting capped with a rowlock course. The integrated garage projects slightly forward along the facade and is clad in brick veneer. Windows on the facade are multilight casement units with tall, fixed vinyl windows on the garage. Windows on the southwest side are small square units. The front entrance is recessed in an integrated entry stoop in the side of the front projecting gable. It has a double door that appears to be a modern replacement. Paired small, square columns support the roofline on one side, and a pendant light hangs in front of the entrance. The entry stoop is accessed via a low concrete stair.



Figure 30. SHPO site number 1141, 1043 Oscar Price Road, view facing northwest.



Figure 31. SHPO site number 1141, 1043 Oscar Price Road, view facing northeast.



Figure 32. SHPO site number 1141, 1043 Oscar Price Road, view facing northwest.

This property was part of the 42-acre (17-ha) tract that passed to Herbert McKendree Ballington (1921–1991) from the estate of his father, Oliver L. Ballington (see parcel #6 in the plat in Figure 22). Herbert's obituary notes that he retired as a supervisor in the United States Postal Service and was also a World War II veteran and retired lieutenant colonial with the Army Reserves.[32] His wife, Betty Corley Ballington (1923–2011), retired from Fort Jackson.[33] This house is currently owned by Herbert's daughter, Patricia Elledge. There are no deeds referenced in the Lexington County Online Property Search for this parcel, but a 1988 plat for the adjoining 30-acre (12.1-ha) parcel (PIN 00630004006) shows that by 1988 Elledge owned the subject parcel, and her brother, Herbert Ballington, Jr., owned an adjoining parcel (PIN 00630004004). Herbert Ballington, Jr. likely built the 1984 house on that parcel. Elledge currently owns the adjoining 30-acre (12.1-ha) parcel individually. It contains a pond and the drive that connects the two houses to Oscar Price Road, but no structures.

SHPO site number 1141 is a good example of a 1970s Ranch residence, displaying character-defining features such as accent siding materials, bands of windows, exaggerated eaves, and a recessed main entry with a prominent double door. It appears to have been adapted from a plan in the 1971 *W.D. Farmer's Homes for Pleasant Living* book (see Figure 33). William Davis Farmer (1928–2012), a Georgia building designer noted as a "pioneer in the stock home plan industry," published house plan books across multiple decades that were used extensively in the Atlanta area but also across the country.[34] Very few houses constructed in the 1970s in the area have been evaluated for NRHP eligibility, and a context for post-World War II architecture in Lexington County has not yet been written. A comparable example within a 10-mile (16.1-km) radius of this project is SHPO site number 1085 at 4713 Augusta Road in Lexington, recommended not eligible in the report *Cultural Resources Reconnaissance Survey of the Augusta Road Recycling Center (2023)*, per ArchSite. This house is a c. 1965 Ranch residence with long horizontal massing; a small projecting, front-gable wing; an integrated carport with perforated brick walls; and details such as a dentilled cornice and soldier course below the eaves. It retains original two-over-two horizontally divided windows but does not possess sufficient character-defining features to be eligible for the NRHP as a good example of a Ranch residence.

[32] "Obituaries - Herbert Ballington Sr.," *The State*, April 23, 1991.
[33] "Betty Ballington Obituary," *The State*, 2011, https://www.legacy.com/us/obituaries/thestate/name/betty-ballington-obituary?id=13871632.
[34] "Obituaries - Farmer, W.D.," *The Atlanta Constitution*, May 30, 2012.



Figure 33. Plan No. 3002 from 1971's W.D. Farmer's Homes for Pleasant Living.[35] *The subject house appears to have been adapted from this house plan. Alterations include carport fenestration and lack of planter boxes and extended prow gables.*

SHPO site number 1141 has diminished integrity of materials, workmanship, and design due to replacement windows, doors, and cladding. Due to these alterations, this resource is recommended not eligible for potential architectural significance. It is not known to be associated with events or persons significant in the past. For these reasons, this resource is recommended not eligible for the NRHP under *Criteria A, B,* or *C.*

REMARKS AND RECOMMENDATIONS:
Mead & Hunt recorded one new archaeological site and two isolated archaeological finds during archaeological survey and five new architectural resources during architectural survey. Historians also revisited two previously recorded sites and twelve associated subresources on Two Notch Road. None of the recorded resources are recommended eligible for the NRHP.

SIGNATURE: _____ **DATE:** 10/8/25

SIGNATURE: _____ **DATE:** 10/8/25

[35] W. D. (William Davis) Farmer, *W.D. Farmer's Homes for Pleasant Living* (Atlanta, Ga. : W.D. Farmer, 1971), http://archive.org/details/wdfarmershomesfo00farm.

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"Deed - James R. Ballington to Don A. Ballington and Susan H. Ballington," June 30, 1977. Book 206, Page 317. Lexington County Register of Deeds.

"Deed - O.C. Ballington to Ernie Lewis Russell and Sherry Kathleen Russell," September 26, 1983. Book 608, Page 27. Lexington County Register of Deeds.

"Deed - Rembert O. Ballington to Mathew B. Nicholas III and Diana L. Nicholas," April 4, 1990. Book 1556, Page 205.

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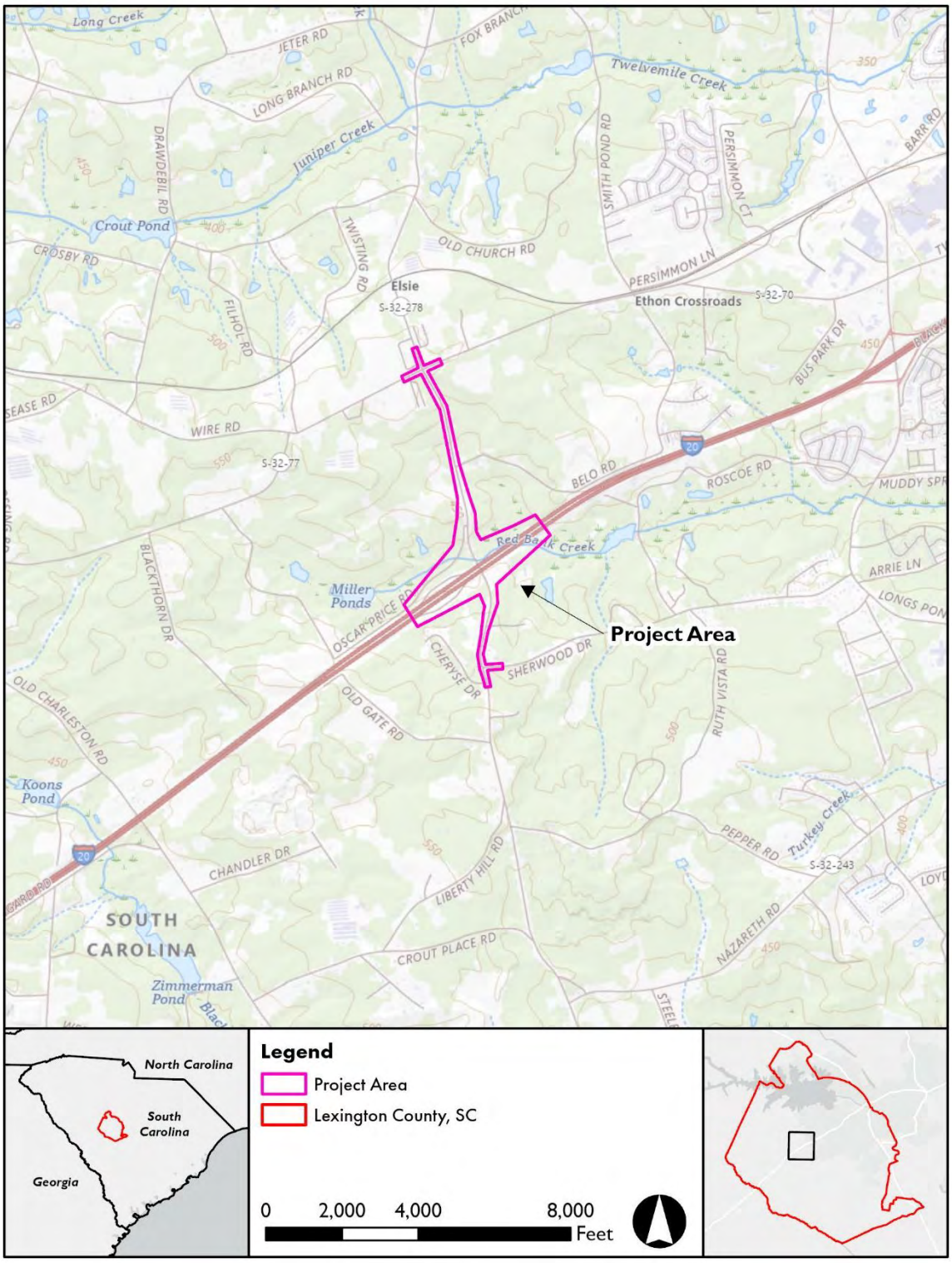
South Carolina Department of Archives and History, State Historic Preservation Office, South Carolina Institute of Archaeology and Anthropology, and The Council of South Carolina Professional Archaeologists. "South Carolina Standards and Guidelines for Archaeological Investigations." South Carolina State Historic Preservation Office and the South Carolina Institute of Archaeology and Anthropology, 2024. https://scdah.sc.gov/sites/scdah/files/Documents/Historic%20Preservation%20(SHPO)/Programs/Programs/Review%20and%20Compliance/Standards_Guidelines_2024.pdf.

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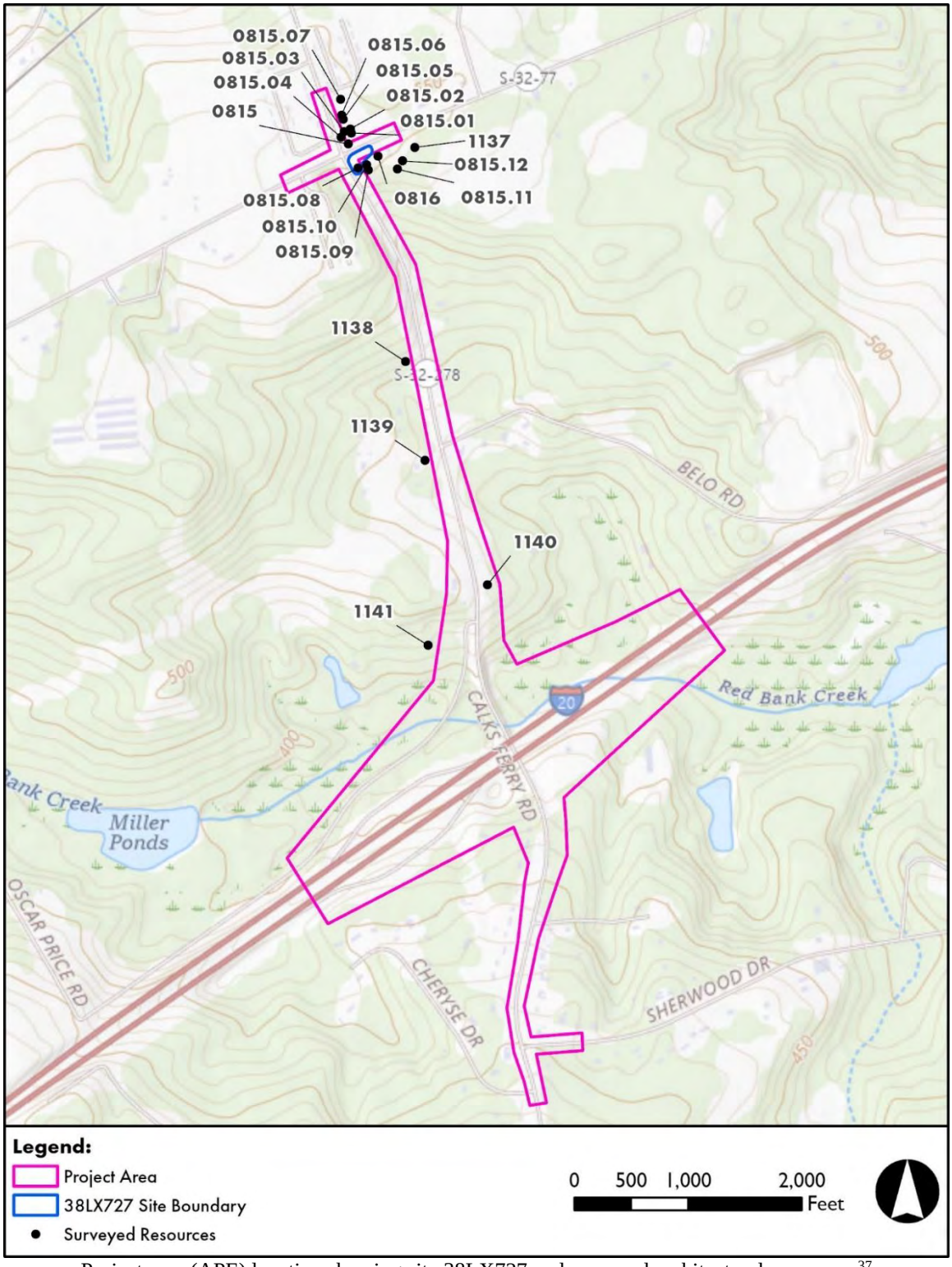
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Appendix A. Project Location Map, Archaeological Results Maps, and Maps of Surveyed Architectural Resources



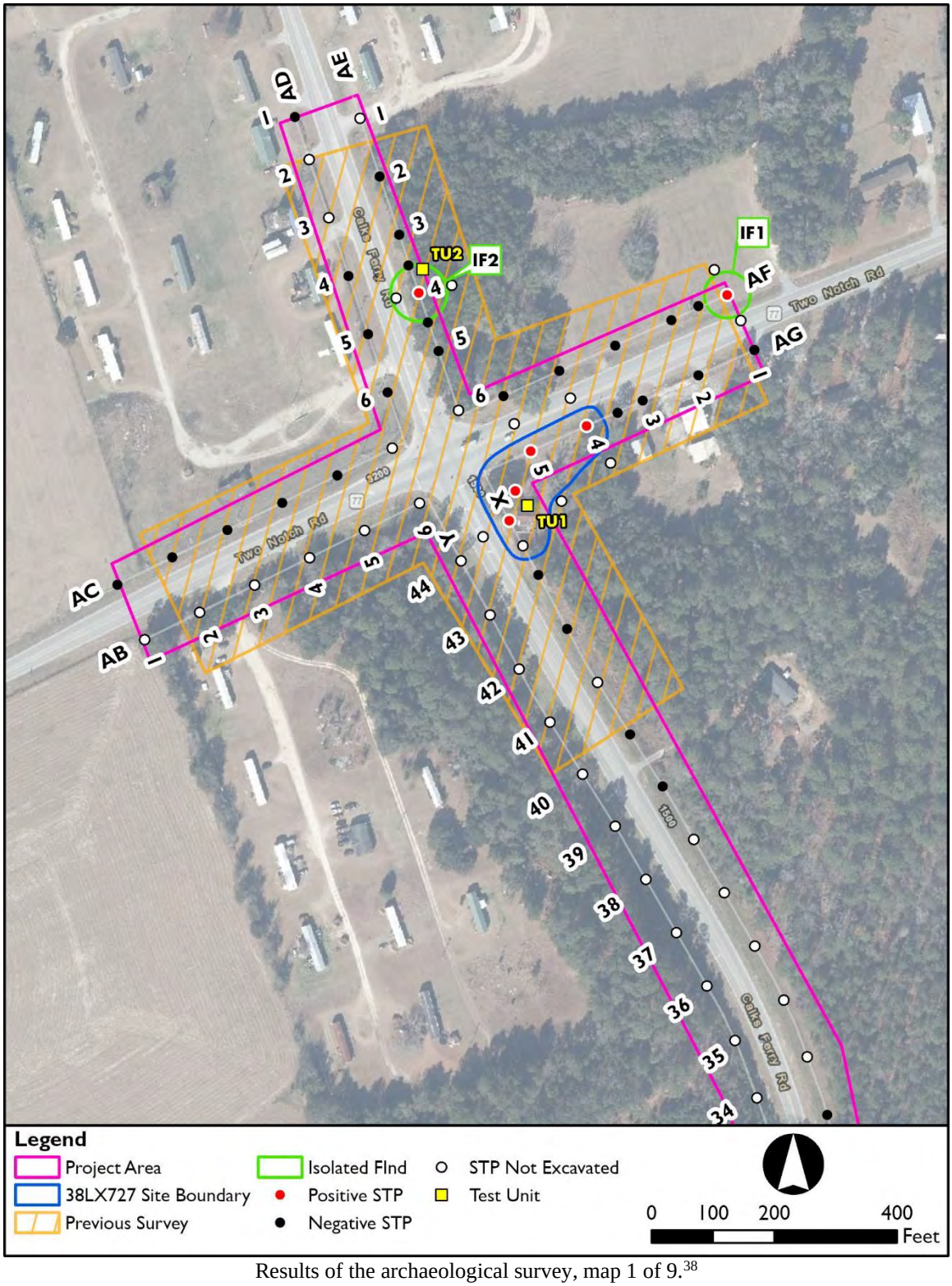
Project area (APE) location in Lexington County, South Carolina.[36]

[36] "USGSTopo" (United States Geological Survey, 2025), https://basemap.nationalmap.gov/arcgis/rest/services/USGSTopo/MapServer.



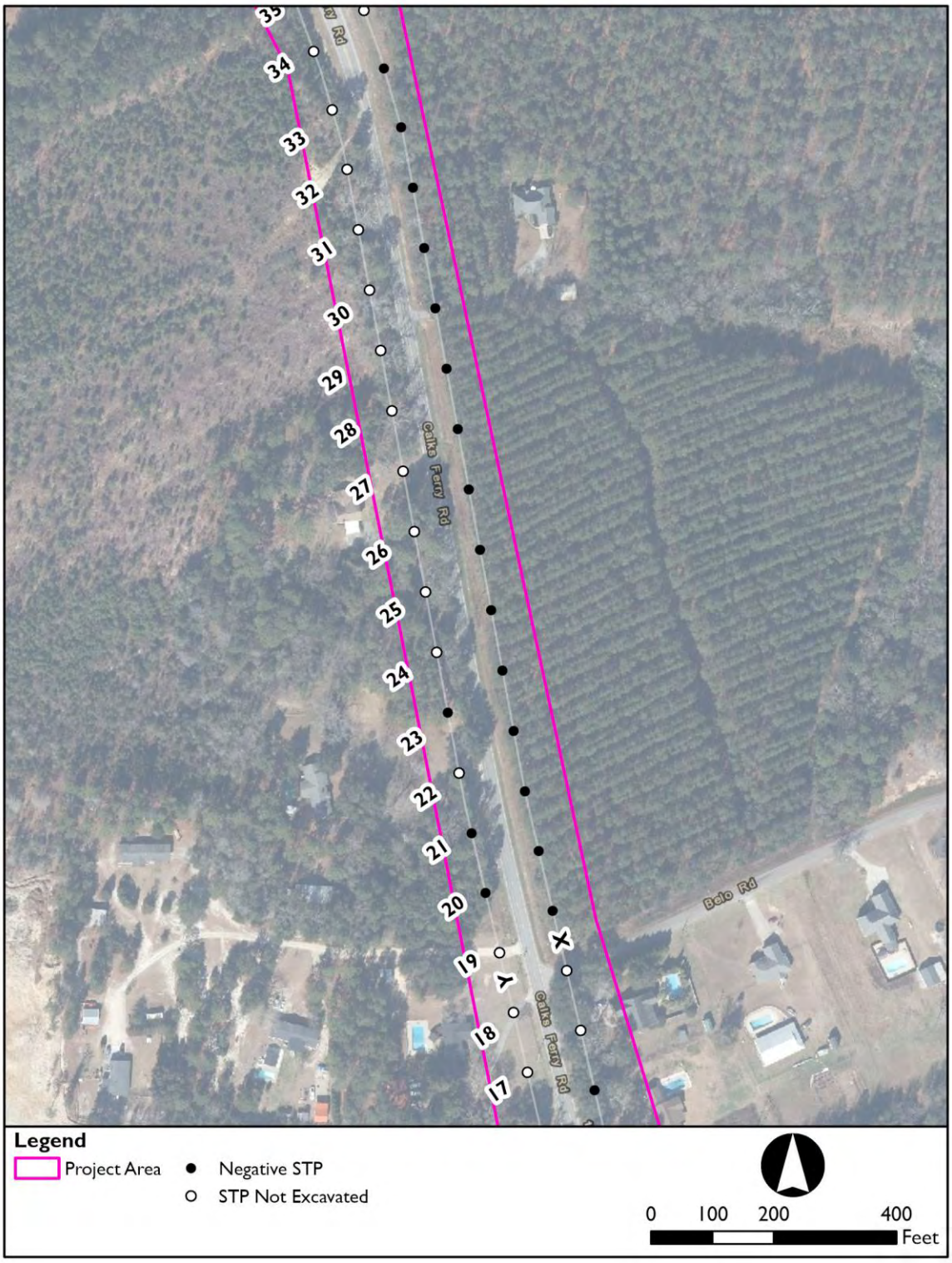
Project area (APE) location showing site 38LX727 and surveyed architectural resources.[37]

[37] "USGSTopo."



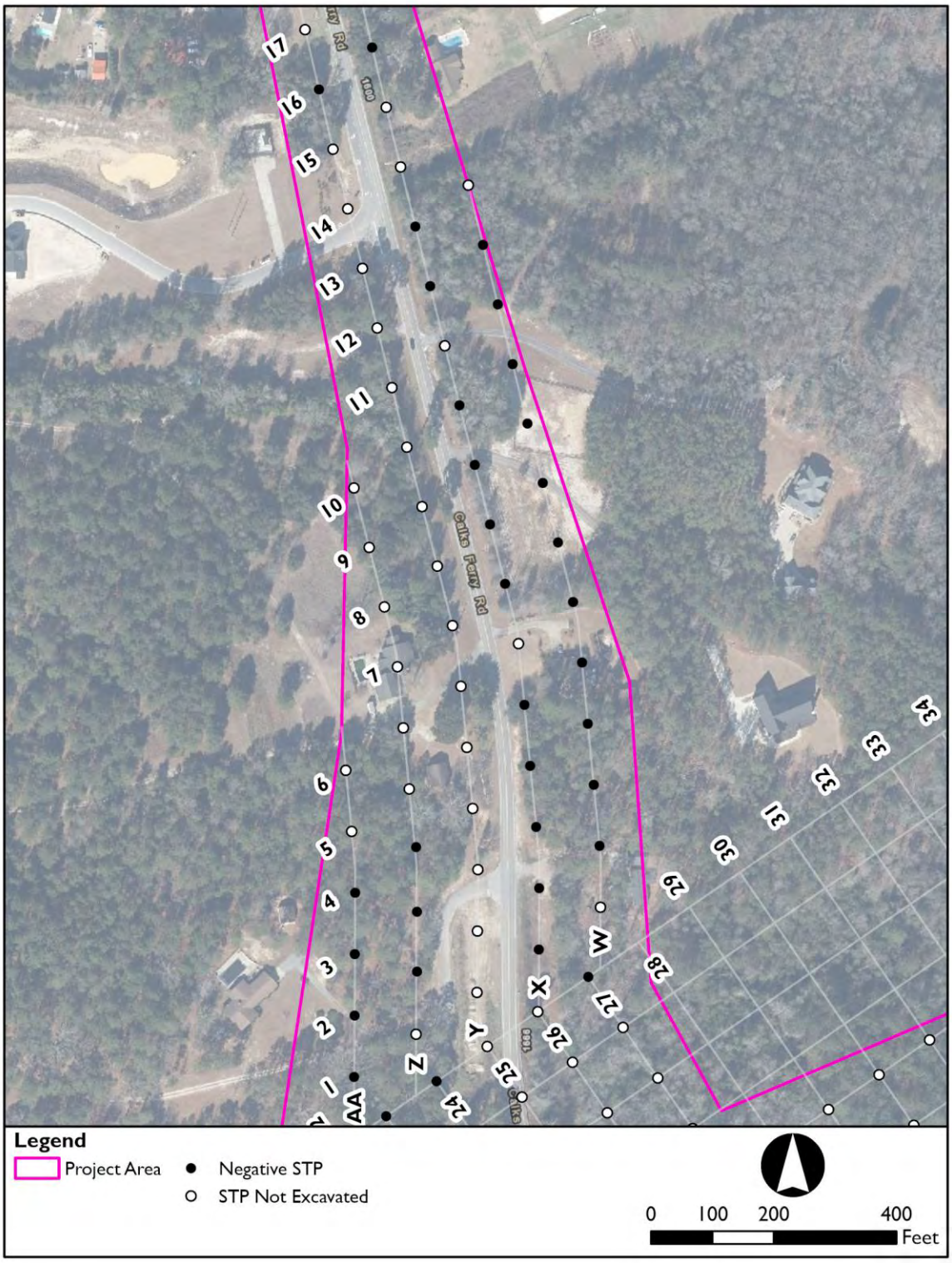
Results of the archaeological survey, map 1 of 9.[38]

[38] "BASEMAP - Statewide 2023 RGB Imagery South Carolina" (Virginia Geographic Information Network, 2024), https://data-scdnr.opendata.arcgis.com/maps/scdnr::basemap-sc-imagery-2023/about.



Results of the archaeological survey, map 1 of 9.[39]

[39] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



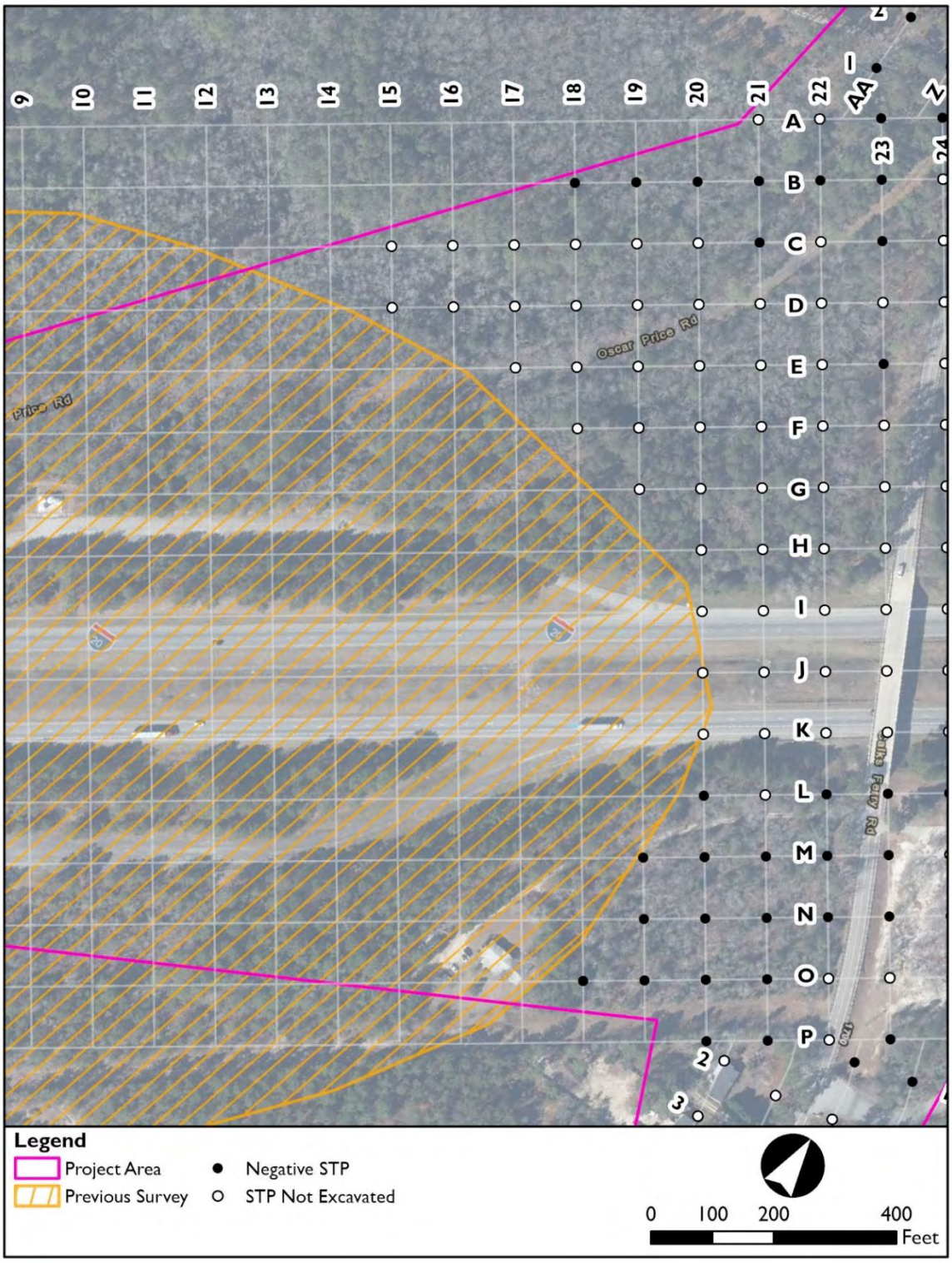
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[40] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



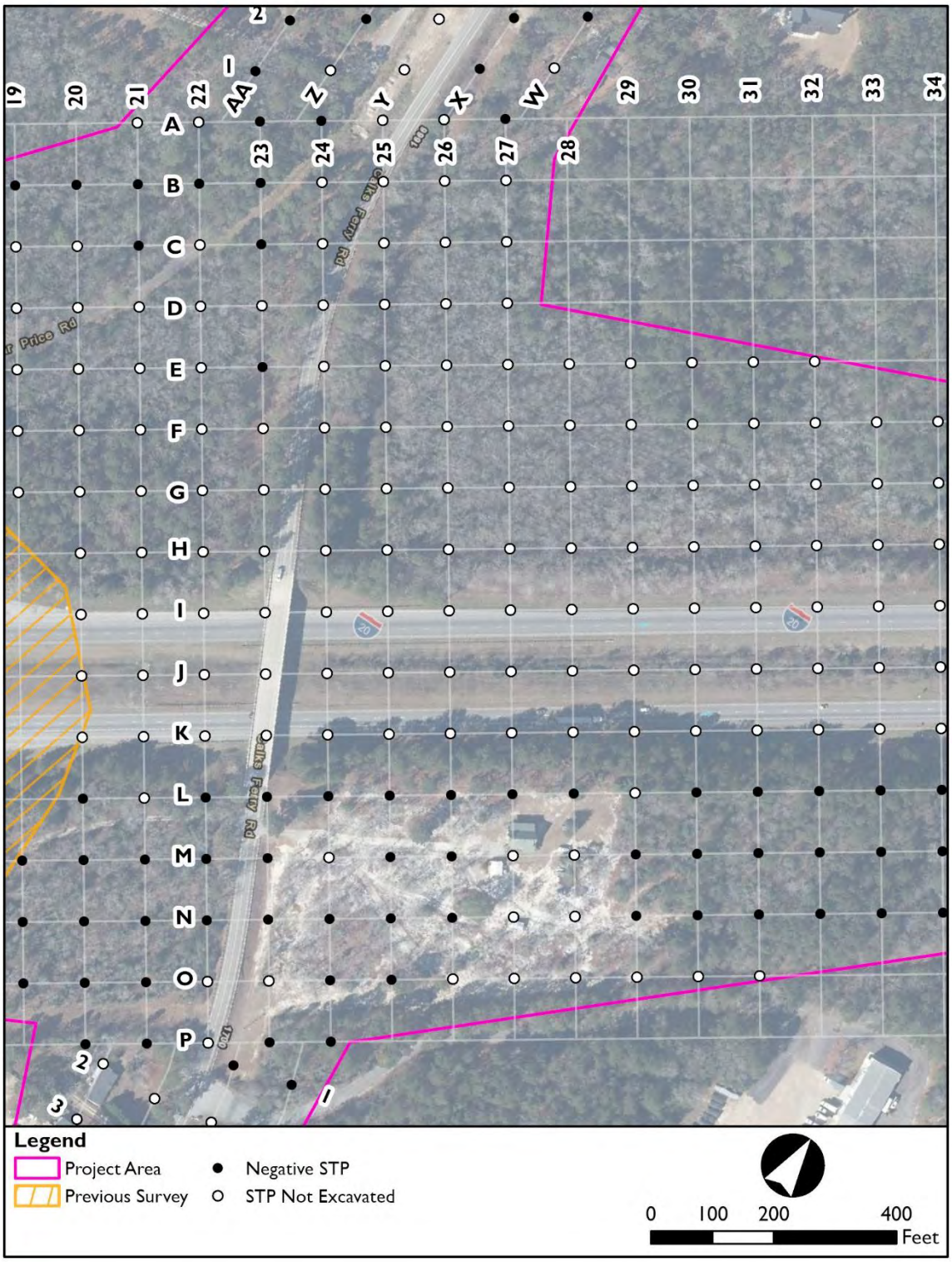
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[41] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



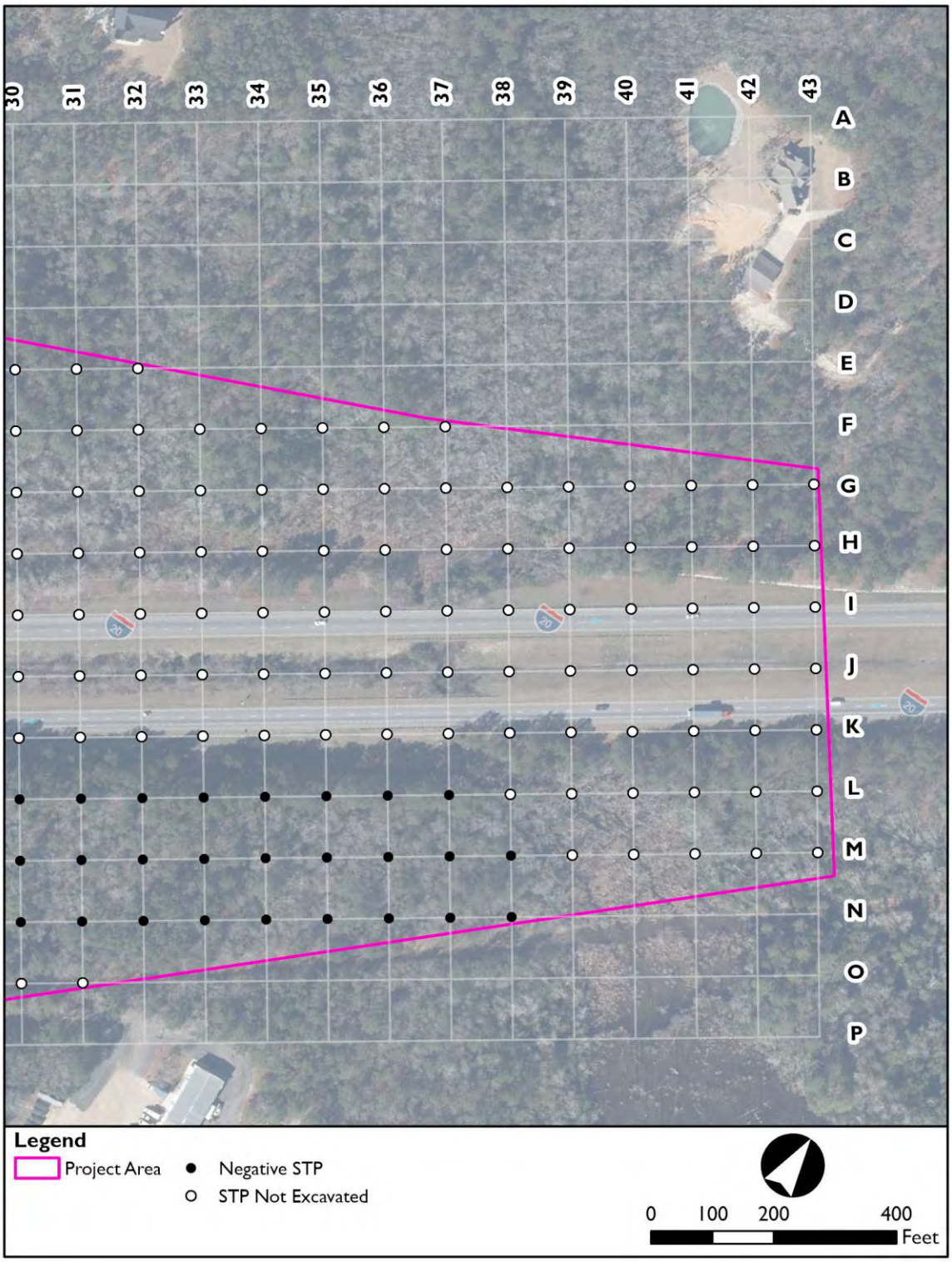
Results of the archaeological survey, map 1 of 9.[42]

[42] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



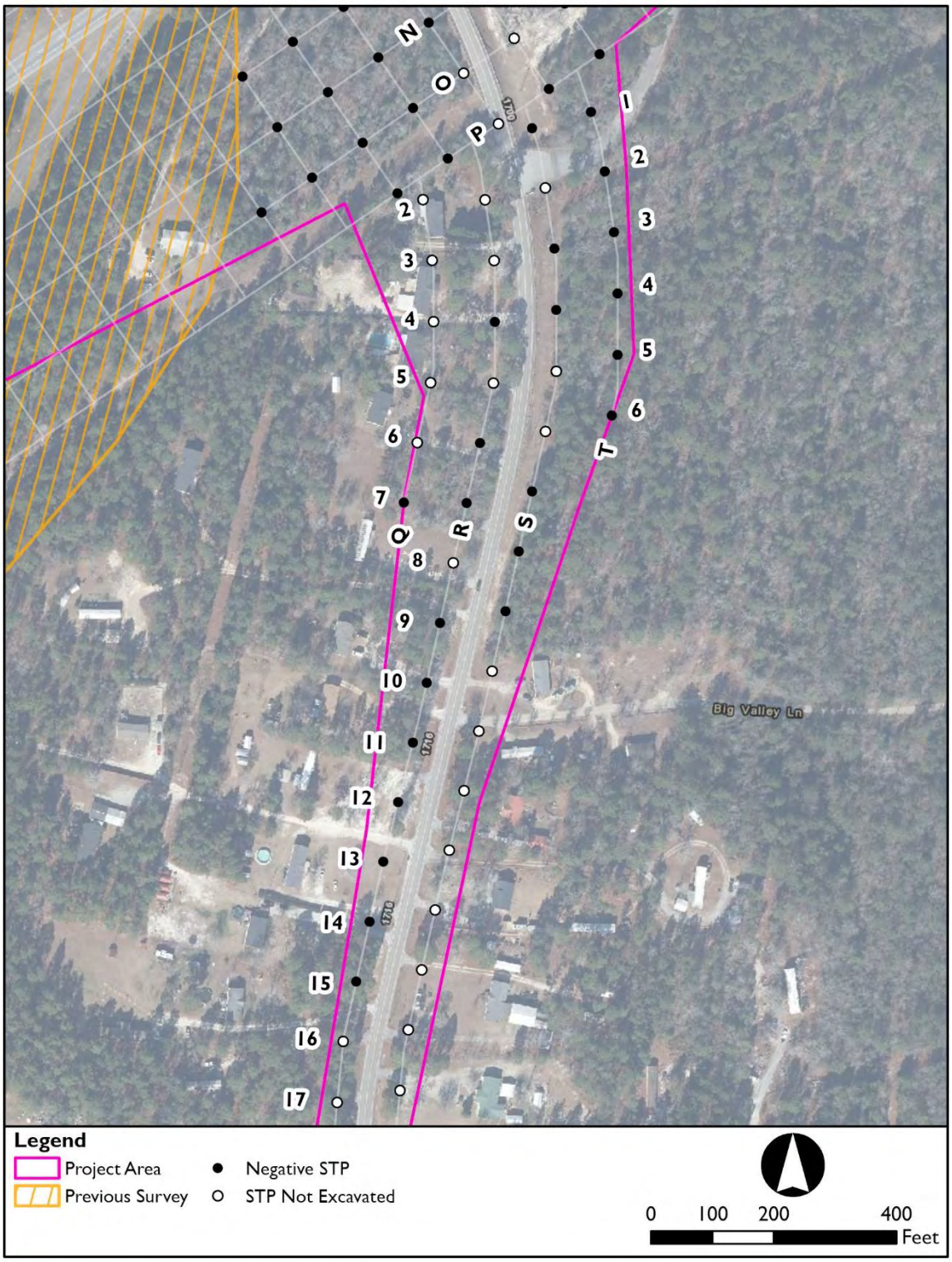
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[43] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



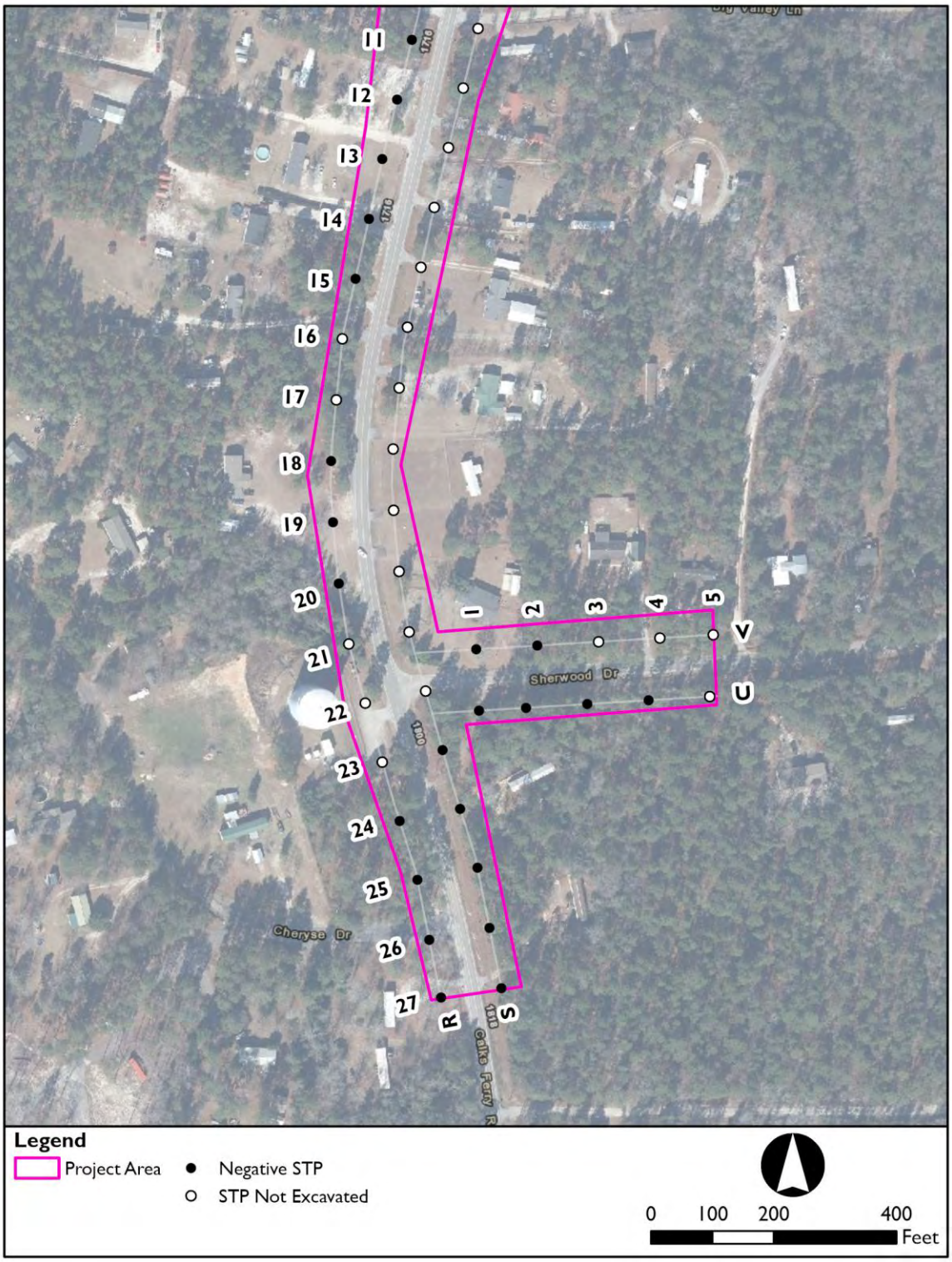
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[44] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



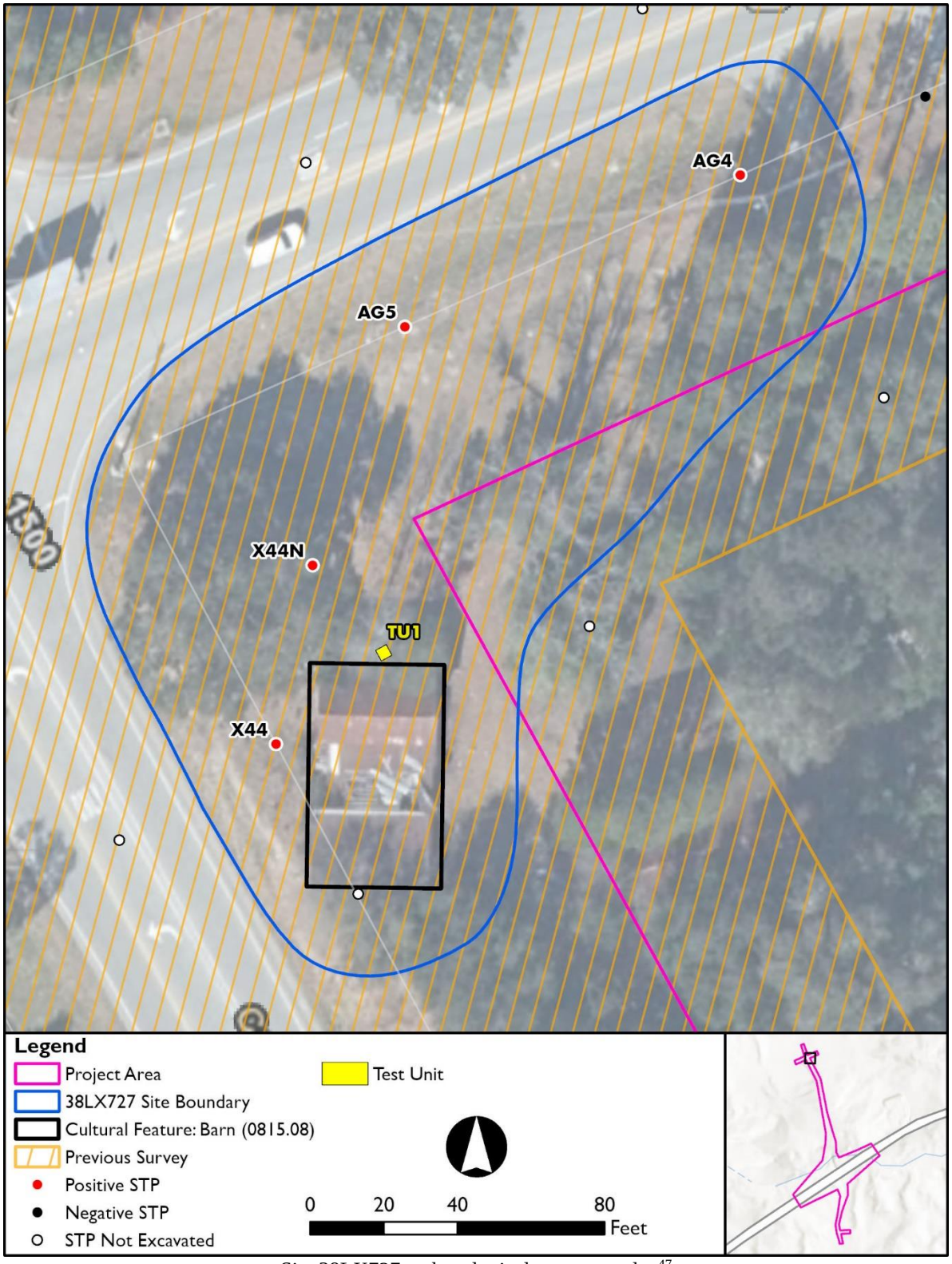
Results of the archaeological survey, map 1 of 9.[45]

[45] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



Results of the archaeological survey, map 1 of 9.[46]

[46] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



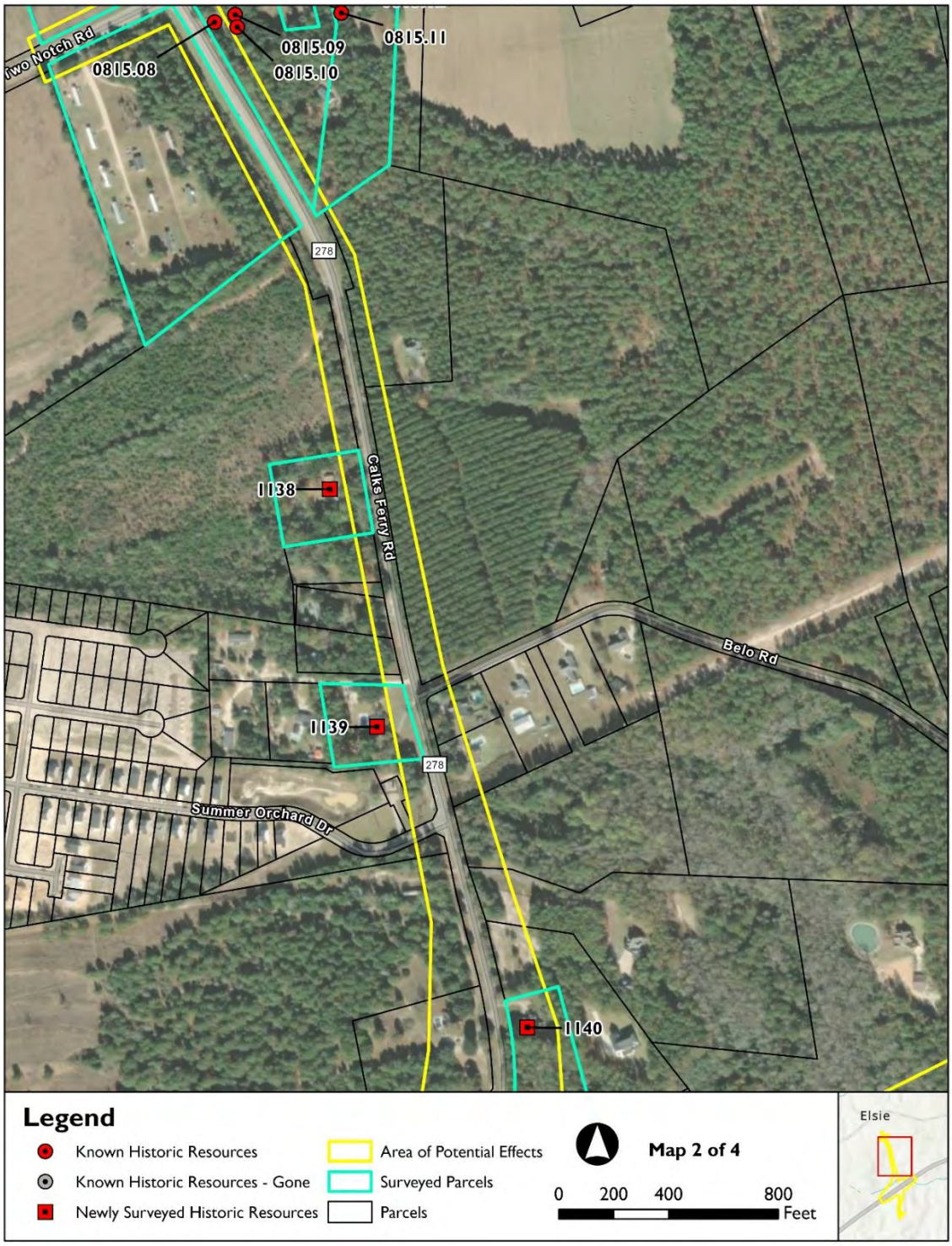
Site 38LX727 archaeological survey results.[47]

[47] "BASEMAP - Statewide 2023 RGB Imagery South Carolina."



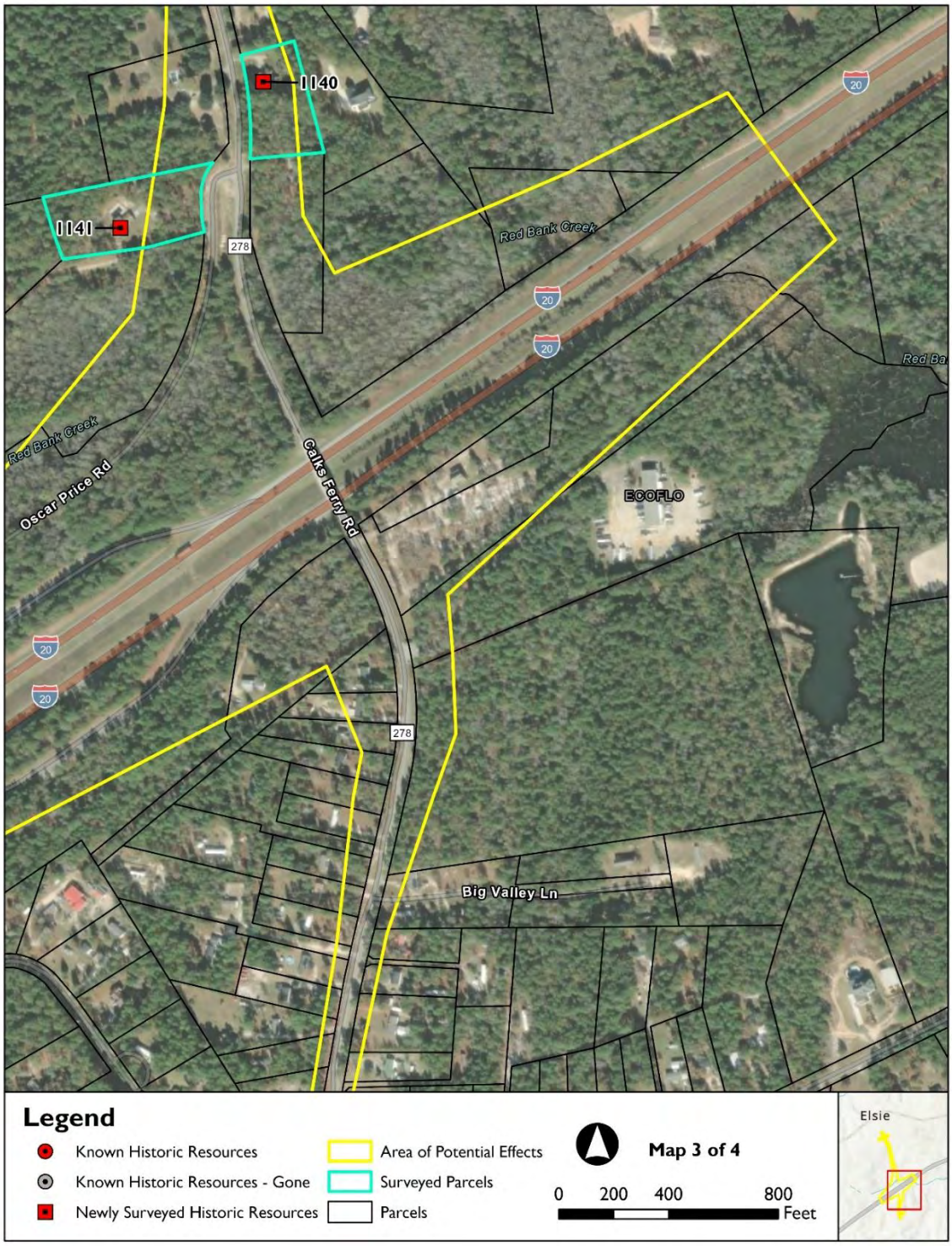
Architectural survey results, map 1 of 4.[48]

[48] Esri et al., "World Imagery," 2025, https://services.arcgisonline.com/ArcGIS/rest/services/World_Imagery/MapServer.



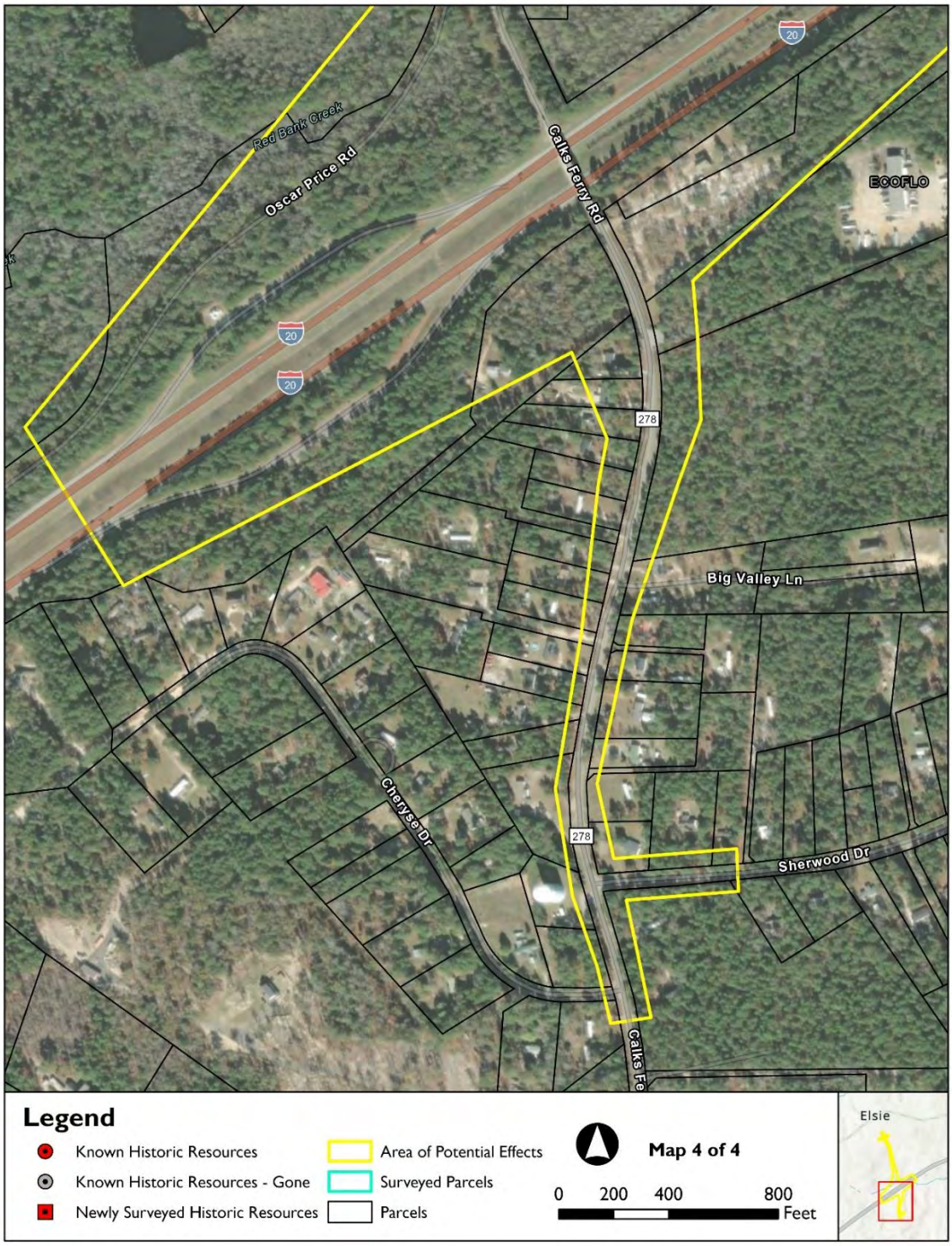
Architectural survey results, map 2 of 4.[49]

[49] Esri et al., "World Imagery."



Architectural survey results map 3 of 4.[50]

[50] Esri et al., "World Imagery."



Architectural survey results, map 4 of 4.[51]

[51] Esri et al., "World Imagery."

Appendix B. South Carolina Archaeological Site Form

Is this a revisit? No

SOUTH CAROLINA INSTITUTE OF ARCHAEOLOGY AND ANTHROPOLOGY
UNIVERSITY OF SOUTH CAROLINA
SITE INVENTORY RECORD
(68-1 Rev. 2015)

STATE: SC COUNTY: Lexington SITE NUMBER: 38LX727

Recorded By: Luke Donohue Affiliation: Mead & Hunt, Inc. Date (MM/DD/YYYY): 06/09/2025

A. GENERAL INFORMATION

1. Site name: Two Notch Site Project: Calks Ferry Interchange
2. USGS Quadrangle: Barr Lake, SC Date: 2024 Scale: 7.5 minute
3. UTM: Zone 17 Easting 469441 Northing 3753772 Reference Datum/Year NAD 27
4. Other map reference:
5. Descriptive site type (see handbook):
   Prehistoric Historic Farm outbuilding and artifact scatter
6. Archaeological investigation: Survey Y Testing Y Excavation
7. Property owner: Jody Miller Phone number:
8. Address: 298 Old Church Rod, Lexington SC 29072
9. Other site designations: Temp 1
10. National Register of Historic Places recommendation: Eligible Not Eligible Y Additional work
11. Level of significance: National State Local
12. Justification:

Site is a low-density artifact scatter between Calks Ferry Road and an early-twentieth-century, tin-roofed wood barn in poor condition related to the Miller family farmstead. Artifacts have a terminus post quem that extends back into the late nineteenth century but the assemblage appears to be a mid- to late-twentieth-century artifact scatter adjacent to the road. No intact deposits or features were identified. There are no known significant associations between the site and a significant historical event or pattern of events (Criterion A). Additionally, the Miller family is not a historically significant family to the history of Lexington ... (cont. G. 6. Additional management information/comments)

Office Use Only

Determined eligible: Determined not eligible: Date:
On NRHP: Date Listed:

B. ENVIRONMENT AND LOCATION

1. General physiographic province: Upper Coastal Plain
2. Landform location: River Terrace Site elevation (above MSL): 555 (in feet)
3. On site soil type: sand Soil classification: Mapped in Vaucluse loamy sand, but looks more like adj. Lakeland
4. Major river system: Santee Nearest river/stream: Red Bank Creek
5. Current vegetation: Pine/coniferous Hardwood Mixed pine/hardwood Y Old Field
   Grass/pasture Y Agricultural/crops Wetlands/freshwater
   Wetlands/saltwater Other Comments: opewn grass area next to mixed forest
6. Description of groundcover: Moderate

C. SITE CHARACTERISTICS

1. Estimated site dimensions: 75 meters by 35 meters
2. Site depth: 45 cm.
3. Cultural features (type and number):

front-gable barn with a side lean-to, an upper loft for storage, and open equipment bays on the ground level; SHPO site number 0815.08

4. Presence of: Midden Floral remains Faunal remains Shell Charcoal
5. Human skeletal remains: Absent Preservation: Poor
6. General site description:

Site is a low density historic artifact scatter adjacent to a twentieth-century barn that is in poor condition. Soils are likely disturbed by construction of adjacent Two North and Calks Ferry Roads intersection and nearby low-density residential development. While the site is primarily located in a grass lawn adjacent to the intersection, there is some moderate-growth mixed coniferous and deciduous forest surrounding the barn in the site vicinity. Artifacts included a flooring tile, two colorless container glass fragments, and three pieces of plastic from two objects.

7. Verbal description of location:

The site is located in the southeast quadrant of the intersection of Calks Ferry Road and Two Notch Road. The intersection is approximately 1.6 km north of the intersection of Calks Ferry Road and Interstate 20.

----------INCLUDE SITE MAP(S) AT END OF FORM----------

D. ARCHAEOLOGICAL COMPONENT

Paleo Indian		Late Woodland		16th Century	
Early Archaic		Any Woodland		17th Century	
Middle Archaic		Mississippian		18th Century	
Late Archaic		Late Prehistoric		19th Century	Y
Any Archaic		Contact Era Prehistoric		20th Century	Y
Early Woodland		Unknown Prehistoric		Unknown Historic	
Middle Woodland					

E. DATA RECOVERED

-------**INCLUDE INVENTORY AT END OF FORM**------- total number of artifacts: 6

F. DATA RECOVERY METHODS

1. Ground surface visibility: 0% _____ 1-25% Y 26-50% _____ 51-75% _____ 76-100% _____
2. Number of person hours spent collecting (total hours X total people): 0
3. Description of surface collection methods:

Type:			Extent:		
	grid collection			complete	
	grab collection			selective	
	controlled sampling			no collection made	Y
	other (specify):				

4. Description of testing methods:

Method Systematic

Comments: STPs on a 30-m interval with radials at 15-m intervals

	Number	Size	Depth	
Auger				cm
Posthole				cm
Shovel	4	30cm x 30cm	45	cm
Other				cm

5. Description of excavation units:

Number	Size	Depth		Comments:
1	1m by 1m	50	cm	One TU was excavated near the cluster of artifacts due to the presence of the nearby barn. It revealed soils typical of adjacent STPs and no further artifacts

Put additional sizes in comments.

G. MANAGEMENT INFORMATION

1. Present land use:

Agricultural		Residential, high density	
Forest		Commercial	
Fallow		Industrial	
Residential, low density	Y	Other (specify)	

2. Present condition/integrity of site:

Type Damaged Extent Moderate

Nature of Damage		
	erosion	
	cultivation	
	logging	
	development	Y
	vandalism	
	inundation	
	other (specify)	

3. Potential impacts and threats to site:

Potential threat: High

Nature of Threat			
	erosion		
	cultivation		
	logging		
	development	Y	Impact Zone Direct Impact Zone
	vandalism		
	inundation		
	other (specify)		

4. Recommendations for further work:
Survey _____ Testing _____ Excavation _____ Archival _____ None Y Other: _____
Comments:
Site is a low density artifact scatter of six artifacts primarily from the twentieth century, with some terminus post quem dates stretching into the nineteenth century. Overall the assemblage is suggestive of a mid- to late-twentieth century site, in line with the nearby barn from the Miller family farmstead and use of the adjacent road

5. References: Historic/archival documentation _____

Archaeological documentation Yes

Upcoming archaeological short-form report: Cultural Resources Survey of Calks Ferry Road Interchange Improvements, Mead & Hunt

6. Additional management information/comments:
(cont. from A. 12. Justification) ... County or the state of South Carolina, so there are no known associations with significant persons (Criterion B) and there were no artifacts or features that illustrate distinctive characteristics of a type, period, or method of construction (Criterion C). There are only six artifacts identified within the site, and as they were identified in a landscaped area alongside Calks Ferry Road, they likely are not in their original context and artifact scatter sites generally do not represent good opportunities for future research potential. Therefore, the potential for further work at the site to reveal new data on area history is low. These factors suggest further excavation at the site does not have the potential to yield significant data about the historic occupation of the area (Criterion D). As such, the site is recommended not eligible for NRHP listing under Criteria A–D

7. Location of existing collections: Mead & Hunt, Fredericksburg, Virginia, to be curated with SCIAA per SCDOT

8. Location of photographs: Mead & Hunt, Fredericksburg, VA

9. Location of special samples: N/A
Type of special samples: _____

Signature of observer: Luke Donohue Date: 6/6/2025

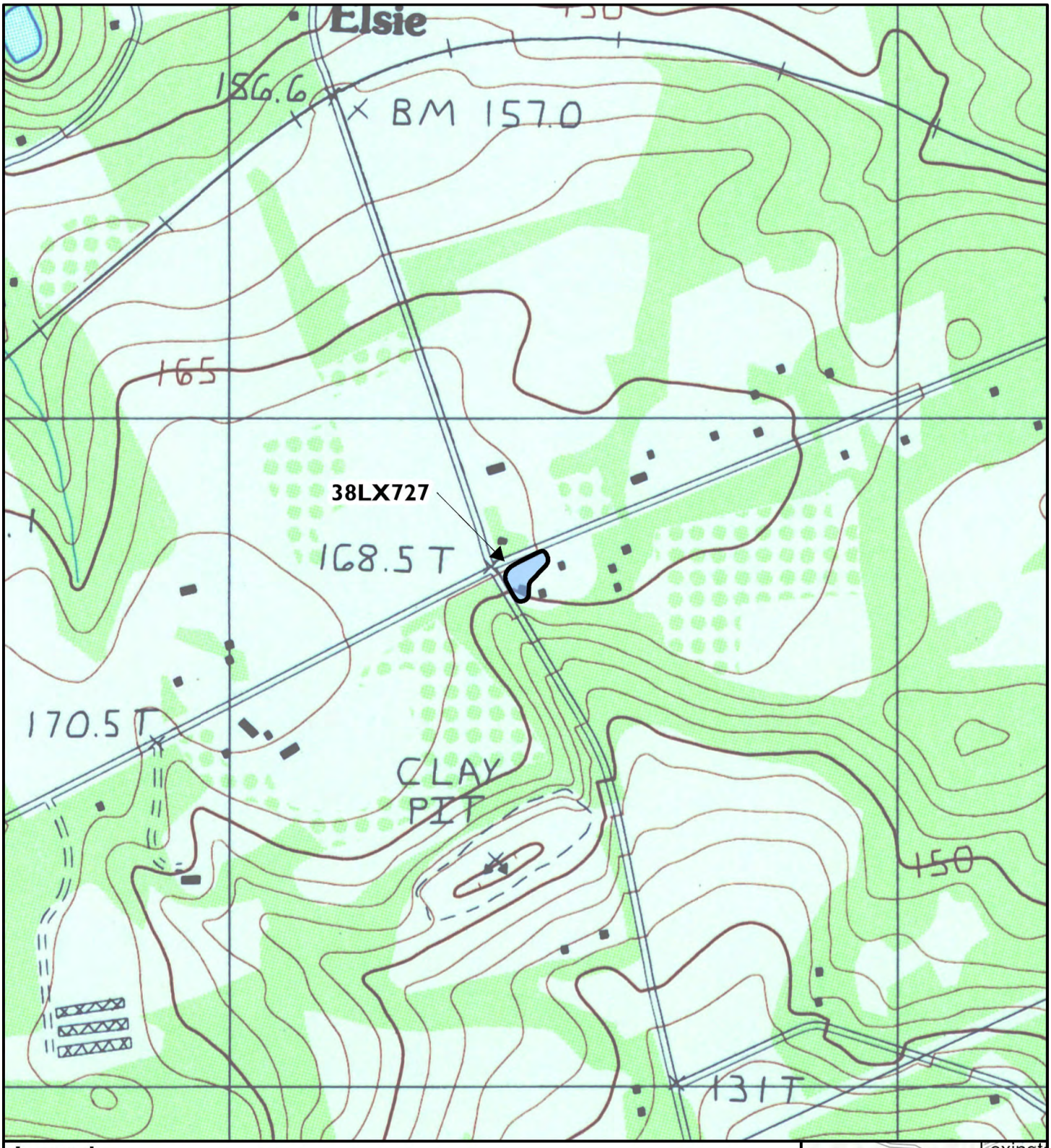
----------**INITIAL THE FOLLOWING**----------

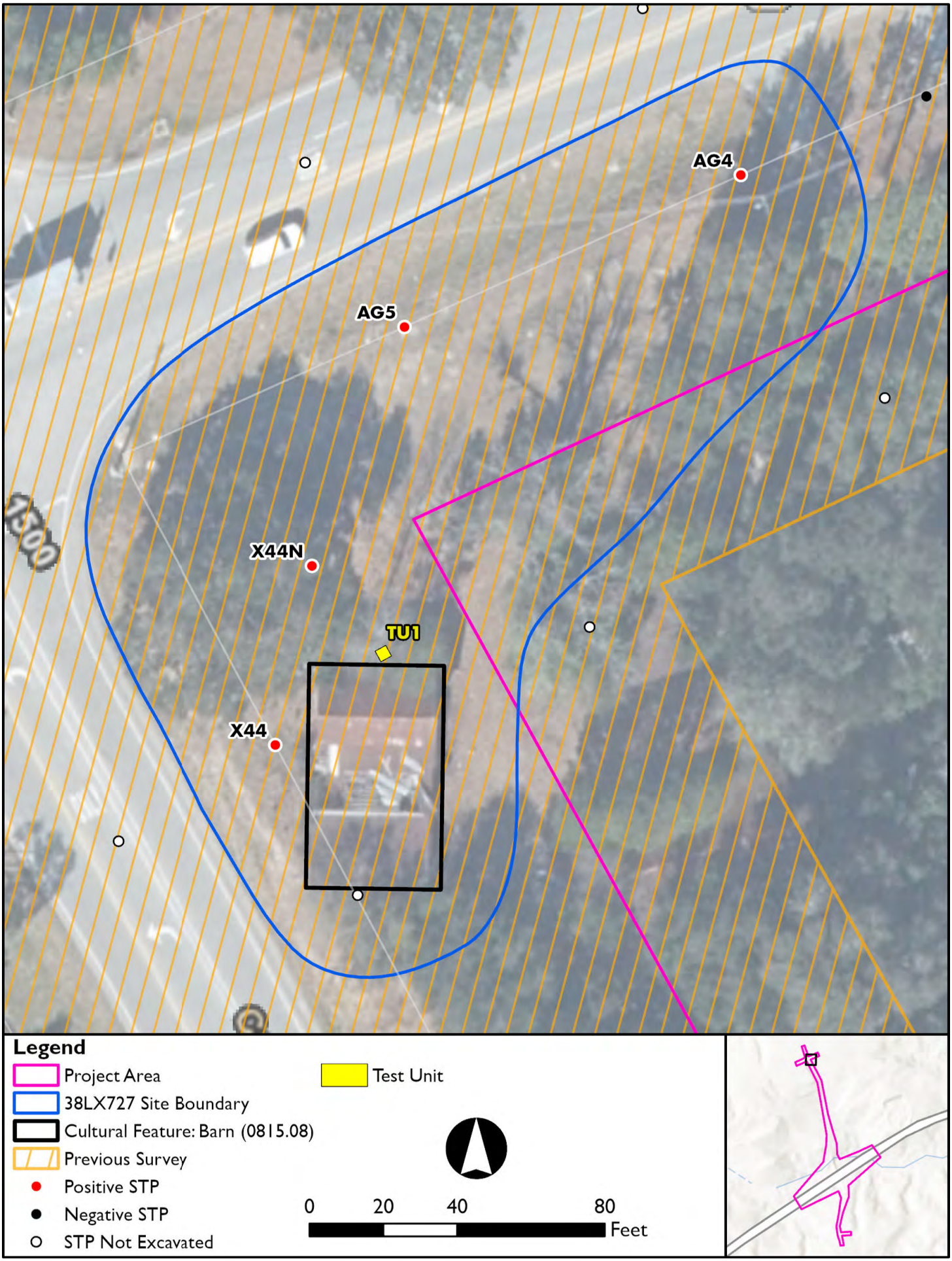
I have compared the map location to the GPS coordinates: LTD

I have included a site map: LTD

I have included an artifact inventory: LTD

Please combine your site map and artifact tables with the Site Form in **a single PDF**, placing them at the end of the document. The PDF should be emailed to dertingk@mailbox.sc.edu or delievered using www.wetransfer.com. Shapefiles/geodatabases are welcome additions to the submission.


Elsie
186.6
BM 157.0
165
38LX727
168.5 T
170.5 T
CLAY
PIT
150
131 T
Legend
38LX727 Site Boundary
0 300 600 1,200
Feet
Lexington
Red Ba
Lexington


AG4
AG5
X44N
TU1
X44
1500
Legend
Project Area
38LX727 Site Boundary
Cultural Feature: Barn (0815.08)
Previous Survey
Positive STP
Negative STP
STP Not Excavated
Test Unit
0
20
40
80
Feet

Site Num	Prov Type	Prov Name	Strat	Level	Count	Object	Part	Material	Color	Color 2	Manu Tech	Comments
38LX727	STP	AG-4	I	1	1	Indet.	Fragment	Plastic	Tan		Machine-made	
38LX727	STP	AG-5	I	1	1	Indet.	Indet. Part	Glass	Colorless		Indet.	
38LX727	STP	X-44	I	1	1	Container Glass	Body Fragment	Glass	Colorless		Molded	
38LX727	STP	X-44	I	1	2	Indet.	Fragment	Plastic	Blue		Machine-made	
38LX727	STP	X-44-N	I	1	1	Tile	Fragment	Other	Black	Yellow	Machine-made	synthetic flooring, likely vinyl linoleum

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427

February 23, 2026

Attention: Rebecca Shepherd
SCDOT
P.O. Box 191
Columbia, SC 29202-0191

Re. THPO #	TCNS #	Project Description
2026-66-4		Calks Ferry Road Interchange Improvements, Lexington Co., SC

Dear Ms. Shepherd,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions, please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Caitlin Rogers for

Wenonah G. Haire
Tribal Historic Preservation Officer

South Carolina
Department of Transportation

Environmental Services Office
803-737-1395 | 803-737-1394 Fax

January 21, 2026

Ms. Mary Sherrer
Review Coordinator for Transportation Projects
State Historic Preservation Office
SC Department of Archives & History
8301 Parklane Road
Columbia, SC 29223

RE: Cultural Resources Survey, Calks Ferry Road Interchange Improvements, Lexington County, South Carolina

SCDOT Project #: P045258

Dear Ms. Sherrer:

Please find attached a copy of the above referenced report that describes cultural resources investigations conducted for the Calks Ferry Road Interchange Improvement Project in Lexington County.

Lexington County proposes improvements to Calks Ferry Road (S-32-278) at its Interstate 20 (I-20) overpass. The improvements will relieve traffic congestion at I-20 Exit 51 at Longs Pond Road by adding a new interstate interchange at Calks Ferry Rd, approximately two miles southwest of Exit 51. The project requires an Interchange Justification Report for the Federal Highway Administration (FHWA). The Area of Potential Effect (APE) extends approximately 1.75 miles from Calks Ferry Road's northern intersection at Two Notch Road, across the I-20 overpass, and southeast to its intersection at Sherwood Drive. The width of the APE extends approximately 100 feet on either side of the Calks Ferry Road centerline but widens at the I-20 overpass to encompass potential exit designs. Additionally, the APE widens to approximately 600 feet in all directions at the two end intersections. The archaeological survey covered the APE, while the historic architectural survey included all parcels within and adjacent to the APE.

The archaeological survey identified one new site, 38LX727, and two isolated finds (IF 1 and 2). Site 38LX727 is a mid-late twentieth century artifact scatter associated with a partially collapsed barn (SHPO Site No. 0815.08). The site is recommended **not eligible** for inclusion on the National Register of Historic Places (NRHP). Isolated Finds 1 and 2 both contained a single fragment of clear container glass. Isolated finds are by definition **not eligible** for inclusion on the NRHP. The historic architectural survey revisited two previously recorded resources and 12 sub-resources (SHPO Site Nos. 0815-0815.012 and 0816) and identified five new resources (SHPO Site Numbers 1137-1141). SHPO Site No. 0815 is a c. 1935 residence and associated farm outbuildings. SHPO No. 0816 is a related c. 1935 residence. The newly recorded resources are all mid-century residences. All of the revisited and newly recorded resources are recommended **not eligible** for inclusion on the NRHP.

Based on the results of the background research and field investigations, the SCDOT has determined that there will be no historic properties affected as a result of this undertaking. Per the terms of the Section 106 Programmatic Agreement executed on October 6, 2017, the Department is providing

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this information on behalf of the FHWA. It is requested that you review the enclosed material, and, if appropriate, indicate your concurrence in the Department's findings. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,

Rebecca Shepherd
Chief Archaeologist

Enclosures: Cultural resources survey report

I ([redacted]) concur in the above determination.

Signed: _____ Date: 1/21/24

ec: Aaron Dawson, FHWA
Russell Townsend, Eastern Band of Cherokee Indians
Stephen J. Yerka, Eastern Band of Cherokee Indians
Elizabeth Toombs, Cherokee Nation
LeeAnne Wendt, Muscogee (Creek) Nation
Whitney Warrior, United Keetoowah

cc: Wenonah G. Haire, Catawba Nation
Chris Saunders, SCIAA

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APPENDIX G

NATURAL RESOURCES TECHNICAL REPORT

NATURAL RESOURCES TECHNICAL REPORT

I-20 AT CALKS FERRY INTERCHANGE

LEXINGTON COUNTY, SOUTH CAROLINA

PREPARED FOR

COUNTY OF LEXINGTON, SOUTH CAROLINA

PREPARED BY:

MEAD & HUNT, INC.

AUGUST 2026

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1.0 INTRODUCTION

1.1 Project Description

The County of Lexington, South Carolina proposes to construct an interchange at Calks Ferry Road (State Road S-32-278) and Interstate 20 (I-20) located in unincorporated Lexington County, South Carolina. Specifically, the project is located 7.0 aerial miles southwest of the Town of Lexington. A Project Study Area (PSA) has been established for this project that is approximately 158.9 acres and extends the length of the project corridor generally centered along Calks Ferry Road where the roadway crosses over I-20, spanning from the intersection with Two Notch Road to the north and Cheryse Road to the south. It is anticipated that the project would include the following elements: installation of a new interchange and ramps at an existing overpass; replacement of the Calks Ferry bridge/overpass over I-20; and widening of Calks Ferry Road from two to four lanes.

At the request of SCDOT, an Environmental Assessment (EA) is being performed, which outlines potential alternatives to satisfy the purpose and need of the project. These alternatives are being assessed to determine the least damaging practicable alternative with respect to construction impacts on the human and natural environment, while maintaining appropriate design criteria. The project, as proposed, would result in certain modifications to the human and natural environment. However, SCDOT has not identified any significant impacts that would occur based on the data collected, and therefore the project meets the criteria under 23 CFR 771.115(c) for processing as an Environmental Assessment.

In association with the EA, Mead & Hunt, Inc. (Mead & Hunt), along with subconsultants (Project Team), has been contracted to provide an environmental review of the proposed PSA, including documentation of existing natural resources. This Natural Resources Technical Report (NRTR) summarizes the findings of the environmental review.

Mead & Hunt reviewed a PSA approximately 158.9 acres in size, centered where I-20 crosses beneath the Calks Ferry Road bridge/overpass, extending approximately 1.1 mile north to Two Notch Road and approximately 0.6 mile south to Cheryse Road along Calks Ferry Road. The intersection of Calks Ferry Road and Two Notch Road and the intersection of Calks Ferry Road and Sherwood Drive are also included in the PSA; please see **Appendix A, Figure 1** for the approximate location and extent of the reviewed area and **Appendix B** for representative photographs.

This report provides an overall description of the project vicinity and specifically describes natural resources within the PSA, including wetlands, water resources, plant communities, and protected species. The qualifications of the personnel involved in the preparation of this report are located in **Appendix E**.

1.2 Purpose

The purpose of the project is to improve the system linkage of I-20 to the western portion of the Town of Lexington and Lexington County to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity.

1.3 Methodology

Prior to conducting fieldwork, Mead & Hunt reviewed the following reference material:

- U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle. Barr Lake, South Carolina (1986).
- U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). Soil Survey Geographic (SSURGO) Database; South Carolina, Statewide (2025).
- USDA Soil Conservation Service (SCS) Soil Survey of Lexington County, South Carolina (1976).
- USFWS Information for Planning and Consultation (IPaC) (Accessed May 2025).
- SCDNR Natural Heritage Database. Geographic Database of Rare, Threatened, and Endangered Species Inventory Species Found in Beaufort County (Last Updated May 2025).
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Seamless Wetlands Data for South Carolina (Accessed April 2025).
- South Carolina Department of Environmental Services (SCDES). 2020-2022 *Section 303(d) List of Impaired Waters.*
- SCDES. *Total Maximum Daily Load Development for the Congaree Creek Basin (Hydrological Unit Code: 03050110-020); Stations: C-005, C-008, C-025, and C-067* (2004).
- U.S. Geographic Service (USGS) Light Detection and Ranging (LiDAR), Savannah Pee Dee, SC (2020).
- Federal Emergency Management Agency (FEMA) Floodplain Map Service Center (Accessed July 2026).
- SCDES Watershed Atlas (Accessed July 2026).
- SCDES Watershed Water Quality Assessment, Saluda River Basin (2011).

Field reviews of the PSA were conducted on May 21-22, June 17-18, July 8, 2025, and July 23, 2026, by Mead & Hunt Environmental Planners Olivia Roach and Siobhan Gordon. Investigations for the presence of wetlands and other "waters of the U.S." and community types were carried out. The boundaries of waters of the U.S., including wetlands, were also flagged (delineated) in the field at that time. Wetlands were determined using the Routine On-Site Determination Method as defined in the Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987) and the Atlantic and Gulf Coastal Plain Regional Supplement to the Manual (USACE, 2010). Delineated waters were subsequently located using a handheld iPad attached to a Trimble DA2 Global Positioning System (GPS) unit capable of sub-meter accuracy.

Field reviews of the PSA for protected species habitat were conducted on May 27 and May 30, 2025 by Three Oaks Engineering (TOE) Environmental Scientists Wade Biltoft and Pam Ferral and on July 23, 2026 by Mead & Hunt. A full report of methodology and findings of federal and state species surveys can be found in **Appendix D**.

2.0 PHYSICAL RESOURCES

2.1 Land Use

The proposed project is located in unincorporated Lexington County, South Carolina. Land use within the project vicinity, an area defined as extending one mile on all sides of the proposed project, is comprised primarily of undeveloped woodland, low-density residential development, newly developed suburban neighborhoods, and agricultural land. Red Bank Creek is estimated to originate approximately 0.3-mile northwest of the PSA and flows through the PSA in a southeastern direction.

Land use directly within the project limits is primarily comprised of mixed pine forest, bottomland hardwood forest, roadway and utility rights-of-way (R/Ws), and low-density residential development. Mixed pine forest, observed in areas of higher elevation within the PSA, is comprised of slash pine (*Pinus elliottii*) and loblolly pine (*Pinus taeda*). Bottomland hardwood forest within the PSA is comprised of tulip poplar (*Liriodendron tulipifera*), red maple (*Acer rubrum*), swamp laurel oak (*Quercus laurifolia*), American holly (*Ilex opaca*), southern magnolia (*Magnolia virginiana*), netted chain fern (*Woodwardia areolata*), and swamp loosestrife (*Decodon certicillatus*). Roadway and utilities R/Ws are dominated by maintained grasses.

2.2 Physiography and Topography

The PSA is located in the Upper Coastal Plain physiographic province of South Carolina and is specifically situated within the Southeastern Plains (65) Level III Ecoregion (Griffith, et al., 2002). This region encompasses a mosaic of cropland, pasture, woodland, and forest. Historically, forest communities that cover this region were mostly longleaf pine and oak-hickory pine forests with some areas of southern mixed forest. However, in the past three centuries, industry has removed almost all the longleaf pine forests.

The PSA is further characterized as being situated within the Sand Hills (65c) Level IV Ecoregion (Griffith, et al., 2002). The Sand Hills are a rolling to hilly region with soils composed primarily of marine sands and clays. Stream flow is typically consistent, and seepage is common in this region because of the large groundwater storage capability of the sand aquifer. In drier areas, turkey oak and blackjack oak grow alongside longleaf pines with wiregrass ground cover. Shortleaf-loblolly pine forests and other oak-pine forests are more common due to a history of fire suppression and logging in the region. In moist areas, southern mixed forests are common, including sweetgum, magnolia, laurel, live oaks, and various pine species.

Based on USGS topographic mapping (**Appendix A, Figure 2**), elevations in the study area range from approximately 370-560 feet above Mean Sea Level (MSL). The lowest elevations in the PSA appear to be associated with the floodplain of Red Bank Creek and the surrounding wetlands. The elevation increases throughout the PSA, with the highest elevations towards northernmost and southernmost areas.

2.3 Geology and Soils

The origins of soil parent materials within Lexington County are marine or fluvial deposits. These deposits vary in water velocity and differ widely in the amounts of sand, silt, and clay. Soils were deposited or formed during the Pleistocene or glacial epoch. During this period the ocean moved over the area, perhaps several times. As the ocean retreated, it left formations and terraces indicating abandoned shorelines and soils of varying ages.

According to the USDA NRCS Soil Survey of Lexington County, nine (9) soil map units (SMUs) are mapped within the PSA. The SMUs mapped within the PSA are depicted in **Appendix A, Figure 3**. Farmland Classification and Hydric Rating for each SMU is located in **Table 1** on the following page.

TABLE 1
SOIL MAP UNITS WITHIN THE PROJECT STUDY AREA

Symbol	Soil Unit Name	Farmland Classification*	Hydric Rating*
LkD	Lakeland sand, 6-15% slopes	Not prime farmland	Non-hydric (0%)
LAB	Lakeland soils, undulating	Not prime farmland	Non-hydric (0%)
JO	Johnston soils	Not prime farmland	Hydric (100%)
WaB	Wahee sandy loam, 0-4% slopes	Farmland of statewide importance	Predominantly non-hydric (4%)
VaE	Vaucluse loamy sand, 10-25% slopes	Not prime farmland	Non-hydric (0%)
BnC	Blaney sand, 2-10% slopes	Not prime farmland	Non-hydric (0%)
FaB	Fuquay loamy sand, 0-6% slopes	Farmland of statewide importance	Non-hydric (0%)
PeB	Pelion loamy sand, 2-6% slopes	Farmland of statewide importance	Non-hydric (0%)
Lw	Lumbee sandy loam	Farmland of statewide importance	Hydric (100%)

** Reference: USDA-NRCS Web Soil Survey. (http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx).*

A description of each SMU mapped within the PSA can be found below:

The ***Lakeland Series*** consists of deep, excessively drained, rapidly to very rapidly permeable soils on broad to narrow uplands in the Southern Coastal Plain. Natural vegetation consists of blackjack oak, turkey oak, post oak with scattered longleaf pines. These soils are often cleared for growing peanuts, watermelons, peaches, corn, tobacco, and pastureland. ***Lakeland sand, 6-15% slopes (LkD)*** is a Lakeland series soil located within the southern central portion of the PSA that accounts for approximately twenty-eight (28) percent of the total area. ***Lakeland soils, undulating (LAB)*** is a Lakeland series soil encompassing the southern portion of the PSA that accounts for approximately nineteen (19) percent of the total area. Both LkD and LAB soils are classified as non-hydric and are not classified as prime farmland (USDA, 2025).

***Johnston soils* (JO)** consists of very deep, very poorly drained, acidic, moderately permeable soils formed in the lower to upper coastal plain, typically formed along floodplains. Slopes are typically between zero and two percent. This soil type encompasses approximately sixteen (16) percent of the PSA. Natural vegetation consists of water oak, yellow poplar, sweetgum, inkberry, and American holly. JO soil is classified as hydric, is included on the South Carolina list of hydric soils, and is not considered prime farmland.

W***ahee sandy loam, 0-4% slopes (WaB)*** consists of nearly level, deep, and somewhat poorly drained soils that are formed from clayey Coastal Plain sediment. This soil type is found in the east central portion of the PSA that accounts for fifteen (15) percent of the total area. WaB soil is classified as predominantly non-hydric, is included on the South Carolina list of hydric soils, and is classified as farmland of statewide importance.

Vaucluse loamy sand, 10-25% slopes (VaE) is a very deep, well drained, slow to moderately slow permeable soil that forms on summits, shoulders, and backslopes in the middle or upper coastal plain. This soil is found mostly in woodlands where principal trees loblolly pine and longleaf pine are located. VaE soils are present throughout the northern portion of the PSA and account for approximately ten (10) percent of the total area. This soil type is considered non-hydric and is not prime farmland.

Blaney sand, 2-10% slopes (BnC) is a very deep, well drained, moderately slow permeable soil that is formed from marine and fluviomarine deposits in the upper coastal plain and sandhills regions. This soil type is typically located in wooded areas, and typical vegetation includes loblolly pine, longleaf pine, and slash pine. This soil type is found in the northern portion of the PSA, predominantly within upland areas, and accounts for five (5) percent of the total area. BnC soil is classified as non-hydric, is included on the South Carolina list of hydric soils, and is classified as farmland of statewide importance.

Fuquay loamy sand, 0-6% slopes (FaB) is a very deep, well drained, moderate to slowly permeable soil that is formed in the upper coastal plain, typically on uplands and flats. Typical vegetation predominantly consists of loblolly pine, longleaf pine, and slash pine. Some hardwoods and understory vegetation such as American holly, flowering dogwood, persimmon, and greenbrier are also common. This soil type is found in the northernmost portion of the study area and accounts for two (2) percent of the PSA. FaB soil is classified as farmland of statewide importance and is non-hydric.

Pelion loamy sand, 2-6% slopes (PeB) is a very deep, moderately well drained, moderately slow or slowly permeable soil that is typically found in uplands of the sandhills and coastal plain. This soil type is very acidic and is often found along side slopes. Typical vegetation includes pine and hardwood forests. PeB soil is found in the northern portion of the project corridor and encompasses approximately two (2) percent of the PSA. This soil type is considered farmland of statewide importance and is non-hydric.

Lumbee sandy loam (Lw) is a very deep, poorly drained, moderately permeable soil with 0-2% slopes. This soil is found mostly on stream terraces and flats in the lower and middle coastal plain river valleys, and typical vegetation includes loblolly pine, slash pine, sweetgum, water oak, and red maple. This soil type is found in the easternmost portion of the PSA and accounts for one (1) percent of the total area. Lw soil is classified as hydric, is included on the South Carolina list of hydric soils, and is classified as farmland of statewide importance.

The project will also have both short-term construction related impacts as well as long-term operational impacts on soils in the PSA; however, these impacts are not considered significant given the scope of the project.

2.4 Water Resources and Water Quality

2.4.1 Water Resources

River Basin

The PSA is located within the Saluda River major river basin. More specifically, the project is located within the Congaree River (Hydrological Unit Code (HUC) 03050110) and the Saluda River (HUC 03050109) Basins. All delineated waters within the PSA are located within the Saluda River Basin, specifically the Congaree Creek watershed (HUC 0305011001).

The Saluda River Basin encompasses 21 watersheds and 2,523 square miles. The Saluda River Basin extends from the Blue Ridge through the Piedmont into the Sand Hills region. Of the 1,614,856 acres, 53.7% is forested land, 26.1% is agricultural land, 12.9% is urban land, 4.2% is water, 2.1% is forested wetland, and 1.0% is barren land. The urban land percentage is comprised of the Cities of Greenville and Columbia, and to a lesser extend the Cities of Laurens and Newberry. There are approximately 5,609 stream miles and 68,198 acres of lake waters in this basin.

The Oolenoy River flows into the South Saluda River, which merges with the North Saluda River to form the Saluda River. Downstream from the confluence, the Saluda River flows past the City of Greenville and is joined by Georges Creek, Big Brushy Creek, Big Creek, and Broad Mouth Creek before forming the headwaters of Lake Greenwood. The Reedy River is joined by Huff Creek and flows through Boyd Mill Pond before joining the Saluda River in the Lake Greenwood headwaters. Rabon Creek flows out of Lake Rabon and into the Reedy River arm of Lake Greenwood. Just downstream of the lake, Ninety Six Creek flows into the Saluda River near the Town of Greenwood. The Little River originates near the City of Laurens and drains into the Saluda River between Lake Greenwood and Lake Murray. The Saluda River emerges

from the Lake Murray dam and joins the Broad River Basin at the City of Columbia to form the Congaree River.

Watershed

Of the watersheds that make up the Saluda River Basin, the Congaree Creek watershed (HUC 0305011001) is located within the PSA. This watershed is located in Lexington County and consists primarily of Congaree Creek and its tributaries. Land use/land cover in the watershed includes: 34.2% forested land, 28.3% agricultural land, 27.7% urban land, 7.7% forested wetland (swamp), 1.0% water, 0.8% barren land, and 0.3% nonforested wetland (marsh). Within the watershed, West and East Fork join to form Scouter Branch which flows through Redmond Pond and Shealy Pond to enter Congaree Creek. Congaree Creek then flows through Hunt Pond before accepting drainage from Red Bank Creek.

2.4.2 303 (d) List of Impaired Waters

In accordance with Section 303(d) of the 1972 Federal Clean Water Act (CWA), the South Carolina Department of Environmental Services (SCDES) evaluates water bodies identified as impaired for appropriate inclusion on the Section 303(d) list. The 303(d) list is a State list of waters that are not meeting water quality standards or have impaired uses. The 303(d) list targets water bodies that do not meet water quality standards set for the state for water quality management, as well as identifying the cause(s) of the impairment and the designated classifications.

According to SCDES's 2024 Section 303(d) List of Impaired Waters, Red Bank Creek Station C-067, located downstream of the PSA, was listed in 2000 for fecal coliform bacteria and was removed from the list in 2004 due to an approved Total Maximum Daily Load (TMDL) for the station.

2.4.3 Total Maximum Daily Loads

A TMDL, or Total Maximum Daily Load, is the amount of a single pollutant (e.g., bacteria, nutrients, metals) that can enter a waterbody on a daily basis and still meet water quality standards set forth by the State. "TMDL" refers to both a calculation of a pollutant entering a waterbody as well as a document which includes this calculation along with source assessments, watershed and land use information, reductions and allocations information, implementation and other relevant information, maps, figures and pictures (SCDES, 2007).

TMDLs are a requirement found in Section 303(d) of the 1972 Federal Clean Water Act (CWA). Once a site is included on the 303(d) list of impaired waters, a TMDL must be developed within two to thirteen years of initial listing. In South Carolina, TMDLs are developed and proposed by SCDES and then forwarded to EPA Region 4 for final approval.

TMDLs are calculated by adding all the point and nonpoint sources for the pollutant causing the impairment. After a TMDL is calculated, the amount of load entering from point and nonpoint sources is compared to the water quality standards for that waterbody. Then this total loading is

reduced to the levels where the water quality standards can be met. This reduced loading is then divided among all the point and nonpoint sources.

The goal of a TMDL is to identify potential pollution sources, calculate and quantify the reduction of those sources, and provide general implementation information needed in order to meet water quality standards and improve water quality. After the approval of the TMDL, an implementation plan can be developed to realize the goals of the written TMDL document. Implementation of a TMDL has a potential to reduce sources of pollution within a watershed and a potential to restore the full use of the waterbody.

According to the South Carolina Department of Health and Environmental Control (SCDHEC, now SCDES) *Total Maximum Daily Load Development for the Congaree Creek Basin (Hydrological Unit Code: 03050110-020); Stations: C-005, C-008, C-025, and C-067* (2004), water quality monitoring station C-067, which is located along Red Bank Creek downstream of the PSA, was listed in the 2000 303(d) list of impaired waters approved by the United States Environmental Protection Agency (the EPA) for violations of the fecal coliform bacteria standard and was subsequently prioritized for protection. This station was removed in 2004 due to an approved TMDL for the station being established. The TMDL document referenced above details restrictions, permits, and water quality targets for Station C-067.

2.4.4 National Pollutant Discharge Elimination System

Point source discharge means a discharge which is released to the waters of the State by a discernible, confined and discrete conveyance, including but not limited to a pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, vessel, or other floating craft from which waste is or may be discharged. The National Pollutant Discharge Elimination System (NPDES) Permit Program was created by Section 402 of the Clean Water Act (CWA). In 1975, the Bureau of Water received authority from the EPA to administer the NPDES Permit Program in South Carolina. The SCDES Bureau of Water is responsible for the permitting, compliance, monitoring and enforcement activities of the program.

Persons with point source discharges to surface waters are required to have NPDES permits. Typical regulated point source discharges are:

- discharges from wastewater treatment systems owned by municipalities, industries, private utilities, State and Federal government, etc.;
- discharges such as cooling water, boiler blow down, etc.;
- stormwater discharges from municipal separate storm sewer systems (MS4s);
- stormwater discharges associated with industrial activity; and,
- stormwater dischargers from construction sites.

According to the Water Quality Assessment Reports for the Saluda River Basin (SCDHEC, 2010), Miller Pond Dam (Dam #D0946), a NPDES permitted facility, is operating upstream of the proposed project where Red Bank Creek flows from Miller Pond.

2.4.5 Water Quality Summary

Mead & Hunt reviewed the SCDES Watershed and Water Quality Information, provided by an online query in July 2026. The project drains southeast through a wetland network associated with the floodplain of Red Bank Creek. Red Bank Creek then eventually converges with Congaree Creek, approximately eleven (11) aerial miles east of the Red Bank Creek headcut. The five (5) closest SCDES water quality stations to the project along Red Bank Creek and Congaree Creek have either: parameters not assessed at station, standards fully supported, parameter not supported and located within a Total Maximum Daily Load (TMDL) site, or parameter assessed upstream. While the closest water quality station, C-580, did not assess *E. coli*, water quality station C-067, located further downstream along Red Bank Creek, lists the *E.coli* parameter not supported and is located within TMDL for fecal coliform. Please see **Appendix C** for a copy of the SCDES Watershed and Water Quality Information Report.

The proposed project is not anticipated to contribute to these impairments or have long term impacts on water quality within the watershed. A SCDES Notice of Intent (NOI) application for Stormwater Discharges from Construction Activities will be submitted to abide to any and all water quality protection measures during and after construction.

3.0 BIOTIC RESOURCES

3.1 Terrestrial Plant Communities

Vegetative terrestrial communities in the PSA were distinguished by plant species, location in the landscape, past disturbances, and hydrologic characteristics. For the purpose of this report, only habitats located directly within the PSA are summarized. Based on the field review, four (4) terrestrial habitat community/land use types are present within the PSA, including Maintained Lands (roadsides, utility rights-of-way, lawns, and fields), Mixed Pine/Hardwood Forest, Bottomland Hardwood Forest, and Maintained Pine Forest. A brief summary of the terrestrial habitat communities found within the PSA follows:

<u>Bottomland Hardwood Forest</u>

Bottomland Hardwood Forest is located in lower elevations near the center portion of the study area, encompassing Red Bank Creek and its associated tributaries, wetlands, and floodplain. Coastal plain stream swamp communities are located within these areas, ranging from forested wetlands to marshes where inundation has eliminated the forest canopy. Vegetation is composed of species with a variety of moisture needs, from very wet to mesic. Dominant vegetation consists of hardwood tree species, including red maple, tulip poplar (*Liriodendron tulipifera*), sweetbay (*Magnolia virginiana*), and American hornbeam (*Carpinus caroliniana*) with some loblolly pine on wetland edges. A sparse shrub layer consisting of American holly (*Ilex opaca*), redbay (*Persia borbonia*), inkberry (*Ilex glabra*), and sweetbay is also present. Groundcover vegetation is relatively sparse but includes a diverse array of herbaceous species and grasses including netted chain fern, fetterbush (*Lyonia lucida*), and Virginia fern (*Woodwardia virginica*).

Mixed Pine/Hardwood Forest

Mixed Pine/Hardwood Forest is present in upslope from bottomland hardwood forest communities and adjacent to ruderal forest-edge communities throughout the PSA. Within the PSA, dominant vegetation consists of pine and hardwood tree species in varying stages of development. Dominant vegetation consists of pine and hardwood tree species, including loblolly pine, southern magnolia, red maple, and mockernut hickory (*Carya tomentosa*).

Maintained & Disturbed Lands

Maintained and disturbed roadside, utility easements, and residential areas are present throughout the PSA, primarily centered around the Calks Ferry Road and I-20 Corridors. Most of the roadside areas are comprised of maintained planted grasses and some ruderal species. Utility easements are dominated by bahia grass (*Paspalum notatum*) and dogfennel (*Eupatorium capillifolium*). Wetland vegetation is present in low areas within powerline rights-of-way, including whip nutrush (*Scleria triglomerata*), netted chain fern (*Woodwardia areolata*), and various sedges.

Maintained Pine Forest

Maintained Pine Forest is present in upland areas throughout the PSA, concentrated in uplands in the northern and southern portions of the PSA outside of bottomland hardwood communities. Within the PSA, dominant vegetation consists of pine and some hardwood tree species in varying stages of development. In some areas, mature pine plantations were mixed with codominant hardwood species. Dominant overstory vegetation includes loblolly pine, southern magnolia, and various oak species, while common species in the understory includes American hornbeam, wood oats (*Chasmanthium spp.),* roundleaf greenbrier (*Smilax rotundifolia*), muscadine (*Vitis rotundifolia*), and Virginia creeper (*Parthenocissus quinquefolia*).

3.2 Wetland Plant Communities

Wetland communities located within the PSA include six (6) freshwater forested wetlands (Cowardin classification PFO1/4E), two (2) freshwater marsh wetlands (PEM1H) associated with the Red Bank Creek floodplain, and one (1) impounded freshwater forested wetland (PFO1Ah). More information on the aforementioned wetland areas, including approximate size, dominant vegetation, soils, indicators of hydrology and hydric soils, and jurisdictional status is included in Section 4.0 Delineated Waters of the U.S.

4.0. WATERS OF THE U.S.

The boundaries of waters of the U.S. were delineated on May 21-22, June 17-18, and July 8, 2025 and July 23, 2026. Wetlands were determined using the Routine On-Site Determination Method as defined in the Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987) and the Atlantic and Gulf Coastal Plain Regional Supplement to the Manual (USACE, 2010). Wetlands were delineated with pink flagging tape, pre-printed with the words “Wetland Delineation” in black letters. Tributaries, perennial streams, and ditches were delineated with blue flagging. Delineated waters were subsequently located using a handheld

iPad attached to a Trimble DA2 Global Positioning System (GPS) unit capable of sub-meter accuracy. Jurisdictional determination and verification of delineated wetland/waters of the U.S. boundaries by the U.S. Army Corps of Engineers (USACE) will be submitted in anticipation of obtaining a permit.

Prior to conducting fieldwork, Mead & Hunt reviewed National Wetlands Inventory (NWI) Seamless Wetlands Data provided by the U.S. Fish and Wildlife Service (USFWS, 2025). NWI elements mapped within the PSA are defined as:

- Two (2) palustrine, or freshwater, forested, broad leaved deciduous, temporarily flooded wetlands;
- Three (3) palustrine, forested, broad leaved deciduous, seasonally saturated wetlands;
- Two (2) palustrine, forested, broad leaved deciduous, seasonally flooded wetlands;
- One (1) palustrine, scrub-shrub, evergreen, seasonally saturated wetland;
- One (1) riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated feature; and
- One (1) riverine, unknown perennial, unconsolidated bottom, permanently flooded feature.

Please see **Appendix A, Figure 4** for the location and extent of NWI elements within the PSA.

4.1 Wetlands

A total of seven (7) wetland communities were identified within the PSA during site reviews, as listed in **Table 2** and depicted on Delineated Waters of the U.S. Maps (**Appendix A, Figures 6-1 through 6-3**).

TABLE 2
WETLANDS WITHIN THE PROJECT STUDY AREA

Feature	Wetland Type	Latitude	Longitude	Figure	Area of Feature (acres)
Wetland 1 (Non-tidal)	PFO1/4A	33.911618	-81.329304	6-1, 6-2	3.415
Wetland 2 (Non-tidal)	PEM1H	33.911128	-81.330066	6-1	0.169
Wetland 3 (Non-tidal)	PFO1Ah	33.911006	-81.329071	6-1, 6-2	0.410
Wetland 4 (Non-tidal)	PFO1/4A	33.912333	-81.327484	6-2	0.794
Wetland 5 (Non-tidal)	PFO1/4A	33.910519	-81.326532	6-2	0.009
Wetland 6 (Non-tidal)	PFO1/4A	33.913540	-81.324497	6-2, 6-3	7.548
Wetland 7 (Non-tidal)	PEM1H	33.913487	-81.320945	6-3	1.418
TOTAL Freshwater Wetlands					**13.763**

Wetland 1

Wetland 1 is a palustrine, forested wetland associated with the floodplain of Non-wetland waters 1 (NWW-1), NWW-3 (Red Bank Creek), and NWW-12, located west of Calks Ferry Road and north of Oscar Price Road. Approximately 3.415 acres of the wetland is located within the PSA. The overstory of Wetland 1 is dominated by tulip poplar and sweetbay. Understory vegetation is sparse and includes American holly, fetterbush, netted chain fern, Chinese privet (*Lingustrum* sinense), sweet pepperbush (*Clethra alnifolia*), and cinnamon fern (*Osmundastrum cinnamomeum*). Primary and secondary wetland hydrology indicators within Wetland 1 include: high water table, saturation, and thin muck surface. Hydric soil indicators, including '5 cm mucky mineral' and 'Umbric surface,' were also observed in the wetland. Wetland 1 is depicted on the USFWS NWI Wetland Mapper as a freshwater forested wetland (PFO1A). Representative photographs of Wetland 1 are included in Appendix B, Photographs 03-04.

Wetland 2

Wetland 2 is a palustrine, shrub-scrub wetland located west of Calks Ferry Road and north of Oscar Price Road. This wetland is bordered by forested Wetland 1 to the east and west within the PSA. Approximately 0.169 acre of the wetland is located within the PSA. No overstory was observed, but several dead trees with no foliage were present within the wetland area. Emergent and shrub/scrub vegetation is dense and includes swamp loosestrife (*Decodon verticillatus*), false nettle (*Boehmeria cylindrica*), red maple saplings (*Acer rubrum*), and water hickory (*Carys aquatica*) saplings. Primary and secondary wetland hydrology indicators within Wetland 2 include: surface water, high water table, saturation, water-stained leaves, geomorphic position, and FAC-neutral test. Hydric soil indicators, including 'Organic bodies,' '5 cm mucky mineral,' '1 cm muck,' 'Depleted below dark surface,' and 'Loamy gleyed matrix' were also observed in the wetland. Wetland 2 is depicted on the USFWS NWI Wetland Mapper as a freshwater forested wetland (PFO1A). A representative photograph of Wetland 2 is included in Appendix B, Photograph 06.

Wetland 3

Wetland 3 is a palustrine, forested wetland located south of Oscar Price Road and north of the former overnight truck parking area along I-20. The entire wetland is contained within the PSA, encompassing 0.410 acre. Wetland 3 was observed to be bermed on all sides and does not have a clear surface connection to other aquatic features. The overstory of Wetland 3 is dominated by common sweetleaf (*Symplocos tinctoria*), red maple, and green ash (*Fraxinus pennsylvanica*). Understory vegetation includes netted chain fern, green arrow arum (*Peltandra virginica*), and giant cane (*Arundinaria gigantea*). Primary and secondary wetland hydrology indicators within Wetland 3 include: surface water, high water table, and geomorphic position. Tree buttressing was also observed within the flooded area of the wetland. Hydric soil indicators, including '5 cm mucky mineral,' were also observed in the wetland. Wetland 3 is not depicted on the USFWS NWI Wetland Mapper. Representative photos of Wetland 3 are included in Appendix B, Photographs 13-14.

Wetland 4

Wetland 4 is a palustrine, forested wetland located west of Calks Ferry Road and south of Oscar Price Road. The entire wetland is contained within the PSA, encompassing 0.794 acre. The

overstory of Wetland 4 is dominated by tulip poplar and swamp laurel oak. Understory vegetation is sparse and includes inkberry, sourwood (*Oxydendrum arboretum*) saplings, netted chain fern, and green arrow arum. Primary and secondary wetland hydrology indicators within Wetland 4 include: high water table, saturation, and geomorphic position. Hydric soil indicators, including '5 cm mucky mineral,' were also observed in the wetland. Wetland 4 is partially depicted on the USFWS NWI Wetland Mapper as a freshwater forested wetland (PFO1C). A representative photograph of Wetland 4 is included in Appendix B, Photograph 15.

Wetland 5

Wetland 5 is a palustrine, forested wetland located west of Calks Ferry Road and south of I-20. The wetland area appeared to receive stormwater from the southwest and was located near a culvert inlet for NWW-5. The entire wetland is contained within the PSA, encompassing 0.009 acre. The overstory of Wetland 5 is dominated by red maple and sweetbay. Understory vegetation is sparse and includes American holly saplings, inkberry, red maple saplings, and pale cow-hair moss (*Ditrichum pallidum*). Primary and secondary wetland hydrology indicators within Wetland 5 include: sparsely vegetated concave surface, drainage patterns, and geomorphic position. Hydric soil indicators, including 'Dark surface,' were also observed in the wetland. Wetland 5 is not depicted on the USFWS NWI Wetland Mapper. A representative photograph of Wetland 5 is included in Appendix B, Photograph 17.

Wetland 6

Wetland 6 is a palustrine, forested wetland associated with the floodplain of NWW-3 (Red Bank Creek), NWW-8, NWW-9, and NWW-10, located east of Calks Ferry Road and north of I-20. Approximately 7.548 acres of the wetland is located within the PSA. The overstory of Wetland 6 is dominated by red maple, tulip poplar, and sourwood. Understory vegetation is sparse and includes netted chain fern, green arrow arum, shallow sedge (*Carex lurida*), and cinnamon fern. Primary and secondary wetland hydrology indicators within Wetland 6 include: high water table, saturation, and geomorphic position. Hydric soil indicators, including '5 cm mucky mineral' and 'Depleted matrix,' were also observed in the wetland. Wetland 6 is depicted on the USFWS NWI Wetland Mapper as a freshwater forefsted wetland (PFO1B). Representative photographs of Wetland 6 are included in Appendix B, Photographs 24, 28 and 32.

Wetland 7

Wetland 7 is a palustrine, emergent wetland associated with the floodplain of NWW-3 (Red Bank Creek), located east of Calks Ferry Road and south of I-20. Approximately 1.418 acres of the wetland is located within the PSA. Overstory vegetation, including tulip poplar and swamp laurel oak, is only present on wetland edges where inundation has not eliminated the forest canopy. Understory vegetation includes tulip poplar saplings, sweetbay saplings, netted chain fern, broadleaf arrowhead (*Sagittaria latifolia*), common rush (*Juncus effusus*), shallow sedge, giant cane (*Arundinaria gigantea*), and cinnamon fern. Primary and secondary wetland hydrology indicators within Wetland 7 include: high water table, saturation, and thin muck surface. Hydric soil indicators, including '5 cm mucky mineral' and 'Umbric surface,' were also observed in the wetland. Wetland 7 is depicted on the USFWS NWI Wetland Mapper as a freshwater forested/shrub wetland (PFO1C). A representative photograph of Wetland 7 is included in **Appendix B**, Photograph 36.

4.1 Non-Wetlands Waters

A total of fourteen (14) streams and one roadside ditch were identified within the PSA during site reviews, as listed in **Table 3** and depicted on Delineated Waters of the U.S. Maps (**Appendix A, Figures 6-0 through 6-3**).

TABLE 3
NON-WETLANDS WATERS WITHIN THE PROJECT STUDY AREA

Stream ID	Water Type	Figure	Area of Jurisdiction	
			Linear Feet	Acres
Non-wetlands waters 1 (Non-tidal)	R2UBH	6-1	706	0.077
Non-wetlands waters 2 (Non-tidal)	R4UB	6-2	251	0.015
Non-wetlands waters 3 (Non-tidal; Red Bank Creek)	R2UBH	6-2, 6-3	3,180	0.528
Non-wetlands waters 4 (Non-tidal)	R4UB	6-2	440	0.044
Non-wetlands waters 5 (Non-tidal)	R4UB	6-2	512	0.048
Non-wetlands waters 6 (Non-tidal)	R4UB	6-2	200	0.013
Non-wetlands waters 7 (Non-tidal)	R4UB	6-3	169	0.012
Non-wetlands waters 8 (Non-tidal)	R4UB	6-3	172	0.012
Non-wetlands waters 9 (Non-tidal)	R4UB	6-3	57	0.003
Non-wetlands waters 10 (Non-tidal)	R4UB	6-3	370	0.023
Non-wetlands waters 11 (Non-tidal)	R2UBH	6-3	286	0.034
Non-wetlands waters 12 (Non-tidal)	R4UB	6-1	88	0.006
Non-wetlands waters 13 (Non-tidal)	R6UB	6-2	59	0.001
Non-wetlands waters 14 (Non-tidal)	R6UB	6-2	60	0.002
Non-wetlands waters 15 (Non-tidal)	PEM1Ax	6-2	80	-
TOTAL Tributaries			**6,630 lf**	**0.818 acre**

Non-wetlands waters 1 (NWW-1)
NWW-1 is an unnamed, perennial tributary to NWW-3 (Red Bank Creek). NWW-1 originates northwest of the PSA and drains northeast through the PSA before discharging to Wetland 1. Within the PSA, NWW-1 is approximately 3 to 10 feet in width. Approximately 706-lf (0.077 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, gently sloping banks, moderate to high sinuosity, and a substrate consisting of silt and sand. Amphibians were observed within NWW-1. Within the PSA, NWW-1 accepts drainage from NWW-12 and Wetland 1. NWW-1 is not depicted on USGS topographic

mapping or the National Hydrography Dataset. Representative photographs of NWW-1 are included in **Appendix B**, Photographs 01 and 03.

Non-wetlands waters 2 (NWW-2)

NWW-2 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-2 is located approximately 630 feet northwest of the existing Calks Ferry Road overpass. NWW-2 originates from a groundwater seep, within the PSA, and drains in a southerly direction before discharging to Red Bank Creek. Within the PSA, NWW-2 is approximately 2 to 5 feet in width, with bank heights ranging from 0 to 2 feet. Approximately 251-lf (0.015 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, moderate sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-2. Within the PSA, NWW-2 accepts drainage from groundwater, Wetland 1, and the surrounding upland forest. NWW-2 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. Representative photographs of NWW-2 are included in **Appendix B**, Photographs 09-10.

Non-wetlands waters 3 (NWW-3; Red Bank Creek)

NWW-3 (Red Bank Creek) originates northwest of the PSA and drains in the southeast direction through the PSA. NWW-3 crosses Oscar Price Road via a single box culvert located approximately 570 feet northwest of the existing overpass, after which it flows northeast before crossing Calks Ferry Road through a box culvert approximately 460 feet from the overpass. NWW-3 continues from the culvert in a northeast direction through the PSA before crossing I-20 approximately 1,360 feet northwest of the overpass. Red Bank Creek then continues southeast beyond the PSA. Beyond the PSA, Red Bank Creek drains east approximately 11.3 river miles (9.6 aerial miles) to Congaree Creek. Within the PSA, NWW-3 is approximately 5 to 20 feet in width, with bank heights of 3 inches to three (3) feet. Approximately 3,180 linear feet (0.528 acre) of the water is located within the PSA. During field investigations, the stream channel exhibited high flow, variable sinuosity and a substrate consisting primarily of sandy loam. Red Bank Creek exhibits an ordinary high-water mark, inundation, and aquatic life such as fish and amphibians. Within the PSA, the stream accepts drainage from Wetland 1, Wetland 4, Wetland 6, Wetland 7, NWW-2, NWW-4, NWWs 6-13, roadside drainage, and the surrounding upland forest. NWW-3 is depicted on USGS topographic mapping as a solid blue-line stream and included in the National Hydrography Dataset. Representative photographs of NWW-3 are included in **Appendix B**, Photographs 08, 11, 26-27, 33, and 38-39.

Non-wetlands waters 4 (NWW-4)

NWW-4 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-4 is located approximately 500 feet northwest of the Calks Ferry Road overpass. NWW-4 originates within the PSA at a headcut and drains in a northeasterly direction through the PSA for approximately 440 feet before draining to Red Bank Creek. Within the PSA, NWW-4 is approximately 2 to 5 feet in width, with bank heights ranging from 0 to 1 foot. Approximately 440-lf (0.044 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, low sinuosity, and a substrate consisting of silt, sand, and organic matter. Aquatic life was not directly observed within NWW-4. Within the PSA, NWW-4 accepts drainage from a groundwater seep, the surrounding upland forest, Wetland 4, and

roadside drainage from Oscar Price Road. NWW-4 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. A representative photograph of NWW-4 is included in **Appendix B**, Photograph 12.

Non-wetlands waters 5 (NWW-5)

NWW-5 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-5 is located approximately 140 feet west of the Calks Ferry Road overpass. NWW-5 originates within the PSA at a headcut south of I-20 and immediately crosses I-20 via culvert. NWW-5 continues north through the PSA before discharging into Red Bank Creek. Within the PSA, NWW-5 is approximately 2 to 6 feet in width, with bank heights ranging from 1 to 4 feet. Approximately 512-lf (0.048 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited low to moderate flow, low sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-5. Within the PSA, NWW-5 accepts drainage from Wetlands 4 and 5, NWW-6, the surrounding upland forest, and roadside drainage from I-20 and Calks Ferry Road. NWW-5 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. Representative photographs of NWW-5 are included in **Appendix B**, Photographs 18 and 21-22.

Non-wetlands waters 6 (NWW-6)

NWW-6 is an unnamed, seasonal tributary to NWW-5. Within the PSA, NWW-6 is located approximately 150 feet west of the existing Calks Ferry Road overpass. NWW-6 originates within the PSA from NWW-14 (Ephemeral) and drains in an easterly direction before discharging to NWW-5. Within the PSA, NWW-6 is approximately 1 to 3 feet in width, with bank heights ranging from 0 to 2 feet. Approximately 200-lf (0.013 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, low sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-6. Within the PSA, NWW-6 accepts drainage from groundwater, NWW-14 (Ephemeral) and NWW-15 (Roadside Ditch), roadside drainage from I-20, and the surrounding upland forest. NWW-6 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. Representative photographs of NWW-6 are included in **Appendix B**, Photographs 20-21.

Non-wetlands waters 7 (NWW-7)

NWW-7 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-7 is located approximately 1,560 feet northeast of the existing Calks Ferry Road overpass. NWW-7 originates within the PSA and drains in a westerly direction before discharging to Wetland 6. Within the PSA, NWW-7 is approximately 2 to 4 feet in width, with bank heights ranging from 0.5 to 3 feet. Approximately 169-lf (0.012 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited isolated pools, low sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-7. Within the PSA, NWW-7 accepts drainage from the surrounding upland forest and stormwater drainage infrastructure along I-20. NWW-7 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. A representative photograph of NWW-7 is included in **Appendix B**, Photograph 31.

Non-wetlands waters 8 (NWW-8)

NWW-8 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-8 is located approximately 600 feet northeast of the existing Calks Ferry Road overpass. NWW-8 originates from a groundwater seep, within the PSA, and drains in a southerly direction before discharging to Red Bank Creek. Within the PSA, NWW-8 is approximately 2 to 5 feet in width, with bank heights ranging from 0 to 1 foot. Approximately 172-lf (0.012 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, moderate sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-8. Within the PSA, NWW-8 accepts drainage from groundwater, Wetland 6, and the surrounding upland forest. NWW-8 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. A representative photograph of NWW-8 is included in **Appendix B**, Photograph 29.

Non-wetlands waters 9 (NWW-9)

NWW-9 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-9 is located approximately 610 feet northeast of the existing Calks Ferry Road overpass. NWW-9 originates within the PSA as an offshoot of NWW-8 and drains in a southerly direction before discharging to Red Bank Creek. Within the PSA, NWW-9 is approximately 1 to 3 feet in width, with bank heights ranging from 0 to 1 foot. Approximately 57-lf (0.003 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, low sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-9. Within the PSA, NWW-9 accepts drainage from groundwater, NWW-8, Wetland 6, and the surrounding upland forest. NWW-9 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. A representative photograph of NWW-9 is included in **Appendix B**, Photographs 30.

Non-wetlands waters 10 (NWW-10)

NWW-10 is an unnamed, seasonal tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-10 is located approximately 870 feet northeast of the existing Calks Ferry Road overpass. NWW-10 originates north of the PSA and drains in a southerly direction through the PSA before discharging to Red Bank Creek. Within the PSA, NWW-10 is approximately 1 to 5 feet in width, with bank heights ranging from 0 to 1 foot. Approximately 370-lf (0.023 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited moderate flow, moderate sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-10. Within the PSA, NWW-10 accepts drainage from groundwater, Wetland 6, and the surrounding upland forest. NWW-10 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset.

Non-wetlands waters 11 (NWW-11)

NWW-11 is an unnamed, perennial tributary to NWW-3 (Red Bank Creek). Within the PSA, NWW-11 is located approximately 1,150 feet northeast of the existing Calks Ferry Road overpass. NWW-11 originates within the PSA and drains to the northeast, paralleling I-20, before discharging to Red Bank Creek. Within the PSA, NWW-11 is approximately 2 to 12 feet in width, with bank heights ranging from 1 to 3 foot. Approximately 286-lf (0.034 acre) of the stream is found within the PSA. During field investigations, the stream channel exhibited

moderate flow, low sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-11. Within the PSA, NWW-11 accepts drainage from groundwater, runoff from I-20, Wetland 7, and the surrounding upland forest. NWW-11 is not depicted on USGS topographic mapping or included in the National Hydrography Dataset. A representative photograph of NWW-11 is included in **Appendix B**, Photograph 35.

Non-wetlands waters 12 (NWW-12)

NWW-12 is an unnamed, seasonal tributary to NWW-1. NWW-12 originates within the western portion of the PSA from a groundwater seep and drains in the northeast direction through the PSA before discharging to NWW-1. Within the PSA, NWW-12 is approximately 2 to 3 feet in width. Approximately 88-lf (0.006 acre) of the feature is found within the PSA. During field investigations, its channel exhibited low flow, gently sloping banks, moderate sinuosity, and a substrate consisting of silt, sand, and organic material. Evidence of iron-oxidizing bacteria was observed within the stream bed. Aquatic life was not directly observed within NWW-12. Within the PSA, NWW-12 accepts drainage from roadway runoff, groundwater, Wetland 1, and the surrounding upland forest. NWW-12 is not depicted on USGS topographic mapping or the National Hydrography Dataset. A representative photograph of NWW-12 is included in **Appendix B**, Photograph 02.

Non-wetlands waters 13 (NWW-13)

NWW-13 is an ephemeral feature that originates within the west-central portion of the PSA and drains in the eastern direction through the PSA before discharging to NWW-3 (Red Bank Creek). Within the PSA, NWW-13 is approximately 1 foot in width. Approximately 59-lf (0.001 acre) of the feature is found within the PSA. During field investigations, its channel exhibited low flow, a poorly defined OHWM, moderate sinuosity, and a substrate consisting of silt, sand, and organic material. Aquatic life was not directly observed within NWW-13. Within the PSA, this feature accepts drainage from roadway runoff, Wetland 1, and the surrounding upland forest. NWW-13 is not depicted on USGS topographic mapping or the National Hydrography Dataset.

Non-wetlands waters 14 (NWW-14)

NWW-14 is an ephemeral feature that originates within the western portion of the PSA and drains in the northeast direction through the PSA before discharging to NWW-6. Within the PSA, NWW-14 is approximately 1 to 2 feet in width. Approximately 60-lf (0.002 acre) of the feature is found within the PSA. During field investigations, its channel exhibited low flow, gently sloping banks, moderate sinuosity, and a substrate consisting of silt and sand. Aquatic life was not directly observed within NWW-14. Within the PSA, this feature accepts drainage from NWW-15 (Roadside Ditch), roadway runoff and the surrounding upland forest. NWW-14 is not depicted on USGS topographic mapping or the National Hydrography Dataset. A representative photograph of NWW-14 is included in **Appendix B**, Photograph 19.

Non-wetlands waters 15 (NWW-15; Roadside Ditch)

NWW-15 (Roadside Ditch) is a roadside ditch excavated for the purpose of conveying stormwater drainage. NWW-15 originates within the west-central portion of the PSA and drains parallel to I-20 through the PSA before transitioning to NWW-14, an ephemeral feature. Within the PSA, this roadside ditch is approximately 1-2 feet in width. Approximately 80-lf of the

feature is found within the PSA. During field investigations, its channel was dry and sparsely vegetated. Within the PSA, this feature accepts drainage from roadway runoff and the surrounding upland forest. NWW-15 is not depicted on USGS topographic mapping or the National Hydrography Dataset.

4.3 Permitting

A Clean Water Act Section 404/401 permit is anticipated as the proposed project may impact wetlands or other Waters of the U.S. (WoUS). Should a Section 404/401permit be needed, a Individual Permit (IP) would be utilized for impacts over 0.5 acres, and a SCDES 401 Water Quality Certification (WQC) would also be obtained. Waters considered by SCDES to be sensitive may also require additional consideration during the 401 WQC process. These include, but are not limited to, Outstanding Resource Waters (ORW), Shellfish Harvesting Waters (SFH), trout waters, areas draining to waters included on the 303(d) list of impaired waters, and areas draining to waters with an approved TMDL. As discussed in Section 2.4, the PSA drains to Red Bank Creek which is listed as a water within an approved TMDL. Depending on the type of impairments, extent of the project, and other factors, SCDES may require additional water quality protection and stormwater treatment measures during and after construction.

Additional permits that are required and will be filed include a SCDES NOI for stormwater discharges from construction activities and a South Carolina Department of Transportation (SCDOT) Encroachment Permit.

Compensatory Mitigation

Compensatory mitigation is normally required to offset unavoidable losses of waters of the U.S. The Council on Environmental Quality (CEQ) has defined mitigation in 40 CFR Part 1508.20 to include: avoiding impacts, minimizing impacts, rectifying impacts, reducing impacts over time, and compensating for impacts. Three general types of mitigation include avoidance, minimization and compensatory mitigation. Compensatory mitigation consists usually of the restoration of existing degraded wetlands or waters, or the creation of wetlands/waters of equal or greater value than those to be impacted. This type of mitigation is only undertaken after avoidance and minimization actions are exhausted and should be undertaken, when practicable, in areas near the impact site (i.e., on-site compensatory mitigation). The USACE typically requires compensatory mitigation for any wetland impacts for which a Section 404 permit application is submitted.

It is anticipated that compensatory mitigation for permanent project impacts will be attained through purchase of mitigation credits from a USACE approved mitigation bank. Specific mitigation requirements will be established during the Section 404 permitting process.

5.0 FLOODPLAINS

Floodplains are low-lying areas adjacent to rivers, streams, and other waterbodies that are susceptible to inundation during rain events. These areas provide important functions in the natural environment such as providing storage for flood waters, protecting the surrounding

environment from erosion, and providing habitat for wildlife. As such, agencies are required to take actions that reduce the risk of impacts to floodplains and their associated floodway, or main channel of flow.

Floodplain and floodway protection is required under several federal, state, and local laws, including Executive Order 11988, entitled "Floodplain Management," which requires federal agencies to avoid making modifications to and supporting development in floodplains wherever practical. Floodplains subject to inundation by the one-percent-annual-chance (100-year) flood event are regulated by the Federal Emergency Management Agency (FEMA).

FEMA publishes maps which depict areas of regulated floodplains and floodways. The Flood Insurance Rate Map (FIRM) is the most common of these flood maps. FIRMs depict the boundaries of flood hazard areas and differentiates them by Zone.

Zone A floodplains are areas subject to inundation by the 1-percent-annual-chance flood event and are generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, Base Flood Elevations (BFEs) or flood depths are not available for Zone A floodplains.

Zone AE floodplains are areas subject to inundation by the 1-percent-annual-chance flood event and are determined by detailed methods. BFEs are available for Zone AE floodplains and are provided on FIRMs.

In accordance with Executive Order 11988, a hydraulic analysis must be conducted for an encroachment of a FEMA-regulated floodplain. The hydraulic analysis is used to determine if the project is likely to increase the risk of flooding within the floodplain. In order to meet the requirements of a "No-Rise" condition, FEMA requires projects which would encroach on Regulated Floodways and Zone AE floodplains to result in a change no greater than 0.1 feet from the established 100-year flood elevations. Furthermore, SCDOT requires all Zone A crossings to be analyzed for the 100-year flood to insure that the floodplain encroachment does not cause one (1) foot or more of backwater when compared to unrestricted or natural conditions.

Based upon a review of the floodplain mapping (FIRMette #45063C0237J, effective 07/05/2018), a Zone AE floodway, Zone AE flood hazard area, Zone A flood hazard area, and surrounding Zone X flood hazard area are located north of I-20 within the PSA, associated with Red Bank Creek. The extent of floodplain in the vicinity of the project is illustrated in **Appendix A, Figures 7-8**.

If project actions are necessary that would require impacts to FEMA-regulated floodplains, a preliminary hydraulic analysis will be performed for each floodplain encroachment and a detailed hydraulic analysis will be performed during final design.

6.0 THREATENED AND ENDANGERED SPECIES

The Federal Endangered Species Act (ESA) of 1973, as amended, is the federal regulatory tool

that serves to administer permits, implement recovery plans, and monitor federally protected (endangered and threatened) species. The ESA is administered and regulated by the U.S. Fish and Wildlife Service (USFWS) and/or National Oceanic and Atmospheric Administration-National Marine Fisheries Service (NOAA-NMFS).

Because of the federal nexus of the proposed project, consultation with the USFWS is required under Section 7 of the ESA, as amended (16 USC 1531-1534), for proposed projects that "may affect" federally endangered and threatened species. This assessment analyzes potential impacts to federally endangered and threatened species associated with the proposed project, and is intended to initiate informal consultation, as needed.

Federal Protected Species - Species with the federal classification of Endangered (E), Threatened (T), or Threatened due to Similarity of Appearance (T [S/A]) are protected under the ESA of 1973, as amended (16 U.S.C. 1531 et seq.). The term "endangered species" is defined as "any species which is in danger of extinction throughout all or a significant portion of its range", and the term "threatened species" is defined as "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" (16 U.S.C. 1532).

State Protected Species – Animal species that are on the South Carolina state protected species list receive protection under the South Carolina Nongame and Endangered Species Conservation Act (South Carolina Code, Title 50). State endangered species are defined as any species or subspecies of wildlife whose prospects of survival or recruitment within the state are in jeopardy or are likely within the foreseeable future to become so. It is unlawful for any person to take, possess, transport, export, process, sell or offer for sale or ship, and for any common or contract carrier knowingly to transport or receive for shipment any species or subspecies of wildlife appearing on the state list of protected species without appropriate authorization.

Migratory Birds – The Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703 - 712) implements four different treaties or conventions between the U.S., Great Britain (on behalf of Canada), Mexico, Japan, and the Soviet Union (Russia) for the protection of migratory birds. The MBTA protects more than 800 species of birds by prohibiting take—the pursuing, hunting, taking, capturing, killing, or attempting of any of the foregoing to migratory bird species as well as to their eggs and nests—without permission from the USFWS.

A search of the USFWS Information for Planning and Consultation (IPaC) database on May 30th, 2025 (updated July 29, 2026) provided existing information concerning the potential occurrence of threatened or endangered species within the PSA (please see **Appendix D**). This database identified two (2) federally threatened or endangered species that may occur within the PSA, as listed in **Table 4**. The bald eagle is no longer protected under the ESA but is afforded protection through the Bald and Golden Eagle Protection Act (BGEPA) of 1940.

The South Carolina Department of Natural Resources (SCDNR) Natural Heritage database, accessed May 30th, 2025 and updated July 30th, 2026, was also reviewed for information regarding species with state endangered or threatened status in Lexington County (please see

Appendix D). Six (6) state threatened or endangered species that may occur within the PSA were identified.

TABLE 4
POTENTIAL FEDERAL OR STATE-LISTED SPECIES WITHIN THE PROJECT STUDY AREA

Protected Species		Protection	
Common Name	**Scientific Name**	**Federal**	**State**
Birds			
Bald eagle	*Haliaeetus leucocephalus*	BGEPA; MBTA	T
Red-cockaded woodpecker	*Dryobates borealis*	T; MBTA	E
Mammals			
Tri-colored bat	*Perimyotis subflavus*	PE	-
Plants			
Smooth coneflower	*Echinacea laevigata*	T	-
Insects			
Monarch butterfly	*Danaus plexippus*	PT	-
Reptiles			
Gopher tortoise	*Gopherus polyphemus*	-	E
Spotted turtle	*Clemmys guttata*	-	T
Southern hog-nosed snake	*Heterodon simus*	PT	T
Shortnose sturgeon	*Acipenser brevirostrum*	-	E

BGEPA = Bald and Golden Eagle Protection Act, E = Endangered, T = Threatened, P = Proposed, MBTA = Migratory Bird Treaty Act

**Federal listed species were obtained from USFWS IPaC and list protected species within the PSA. State listed species were obtained from SCDNR Natural Heritage database and list protected species within Lexington County.*

6.1 Methodology

TOE Environmental Scientists performed literature and field reviews to determine the likelihood of protected species within the PSA and the potential for project-related impacts. The list of federal protected species within the PSA and state protected species within Lexington County was reviewed, and field reviews were conducted within the PSA on May 27th and May 30th, 2025 by TOE and July 23rd, 2026 by Mead & Hunt. Areas that matched the descriptions of preferred habitat for protected species were classified as protected species habitat and were surveyed for the presence of protected species.

The SCDNR Natural Heritage database was also reviewed to determine the presence of known populations of protected species within the vicinity of the project.

6.2 Results

Information obtained from the SCDNR Natural Heritage database (as of July 30th, 2026) indicates that there are no federal or state-listed threatened or endangered species known to be present within the PSA. All other historical sightings within a two-mile radius of the project are fish species that are not currently afforded federal or state protection.

Bald Eagle (BGEPA/State Threatened)
No potential nesting or foraging habitat for the bald eagle is present within the PSA, as there are no large, open bodies of water within or near the project study area. The nearest large, open body of water is Lake Murray, located approximately five (5) miles from the PSA. No individuals or evidence of nesting activity was observed within the PSA during field investigations.

Red-cockaded Woodpecker (Federal Threatened/State Endangered)
No suitable habitat for the red-cockaded woodpecker is present within the PSA due to the lack of mature pine stands with sparse understory and suitable cavity trees. No evidence of red-cockaded woodpeckers was observed during field investigations.

Tri-colored Bat (Federal Proposed Endangered)
Suitable habitat exists for the tricolored bat. Suitable roosting structures, including mature trees and cavities in trees, were present on site. No individuals were observed during field investigations.

Smooth Coneflower (Federal Threatened)
No suitable habitat for smooth coneflower is present within the PSA due to the lack of fire maintained open areas.

Monarch Butterfly (Federal Proposed Threatened)
Suitable foraging habitat for the Monarch butterfly is present within the PSA due to the presence of open areas with sun exposure within roadway and utility R/Ws.

Gopher Tortoise (State Endangered)
Marginally suitable habitat for the gopher tortoise is present within the PSA due to the presence of areas containing deep sandy soils. No active burrows or individuals have been observed to date.

Spotted Turtle (State Threatened)
Suitable habitat for the spotted turtle is abundant within the PSA, specifically within the bottomland hardwood wetlands located within the central portion of the study area. No sightings of this species were observed during surveys on May 27th and May 30th, 2025. However, this species is notoriously difficult to survey for.

Southern Hog-nosed Snake (Federal Proposed Threatened/State Threatened)
Marginally suitable habitat is present for the southern hog-nosed snake within the PSA due to the presence of sandy areas in sandhill habitats. No individuals have been observed within the PSA.

Shortnose Sturgeon (State Endangered)
No suitable habitat is present for the shortnose sturgeon due to the lack of major rivers within the PSA. No individuals have been observed within the PSA.

Migratory Birds
Suitable nesting habitat for migratory birds, as well as individual eastern phoebes (*Saynoris phoebe)* and barn swallows (*Hirundo rustica*), were observed in culverts within the PSA.

6.3 Biological Conclusions

Based on the literature and field reviews, it is determined that the project will have a biological conclusion of 'No Effect' on the red-cockaded woodpecker and smooth coneflower. No observable sightings of any of these federally proposed species were noted during field investigations on May 27th and 30th, 2025 and July 23rd, 2026; however, suitable habitat in the study area does exist. Based on the habitat criteria and assumed presence of monarch butterfly, tricolored bat, and southern hog-nosed snake, SCDOT will initiate consultation with the USFWS, if necessary, prior to completion of the project should any species be elevated from 'Proposed' to Threatened or Endangered.'

Two state listed species, the gopher tortoise and spotted turtle, may be affected by the project activities due to suitable habitat observed within the PSA. No observable sightings of any state listed species were noted during field investigations. If any individual state species are observed, Lexington County will coordinate with SCDNR. Special provisions for the spotted turtle can be found in **Appendix E**.

No individual eagles or nests were observed during field surveys. However, suitable habitat for the Bald Eagle was observed adjacent to the PSA. According to the South Carolina Natural Heritage Program (SCNHP) species reviewer, bald eagles have been documented within a two-mile buffer of the PSA. Effect conclusions are not required under the ESA; however, the project is not anticipated to result in mortality of any bald eagles or limit the ability of the species to adequately breed, feed, or shelter.

Evidence of migratory bird species as well as individual eastern phoebes and barn swallows were observed in culverts within the PSA during field surveys. The contractor shall notify the Resident Construction Engineer (RCE) at least four (4) weeks prior to construction/demolition/maintenance of culverts. The RCE will coordinate with Lexington County and SCDOT Environmental Services Office (ESO), Compliance Division, to determine if there are any active birds using the structure. After this coordination, it will be determined when construction/demolition/maintenance can begin. If a nest is observed that was not discovered after construction/demolition/maintenance has begun, the contractor will cease work and immediately notify the RCE, who will notify the County and ESO Compliance Division. The County and ESO Compliance Division will determine the next course of action.

A full biological evaluation and state species memo can be found in **Appendix D**.

7.0 REFERENCES

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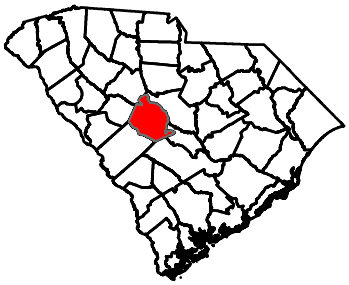
APPENDIX A

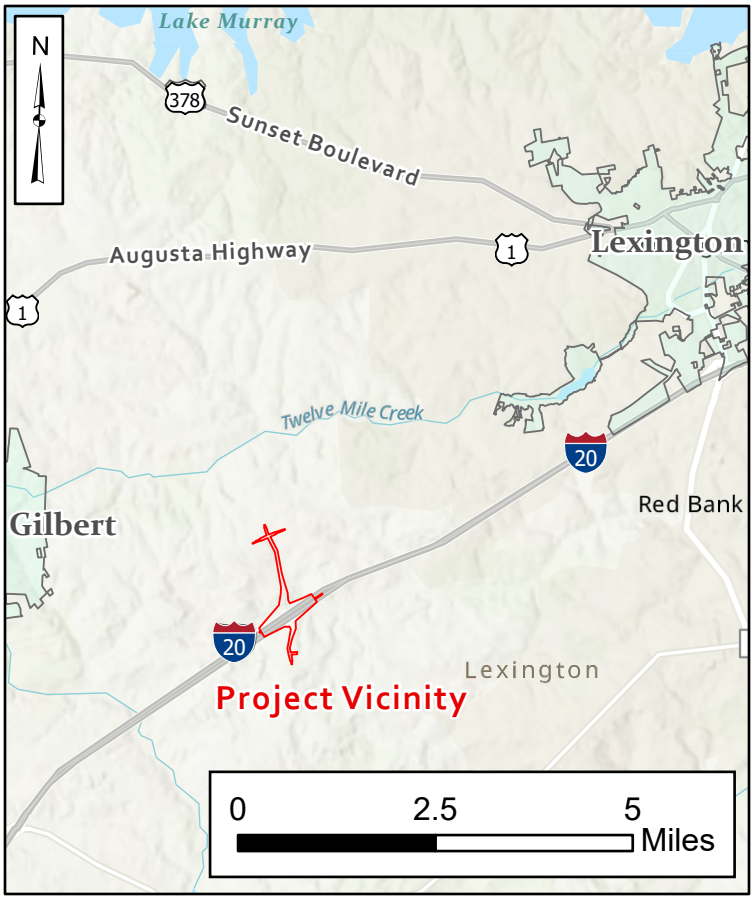
FIGURES

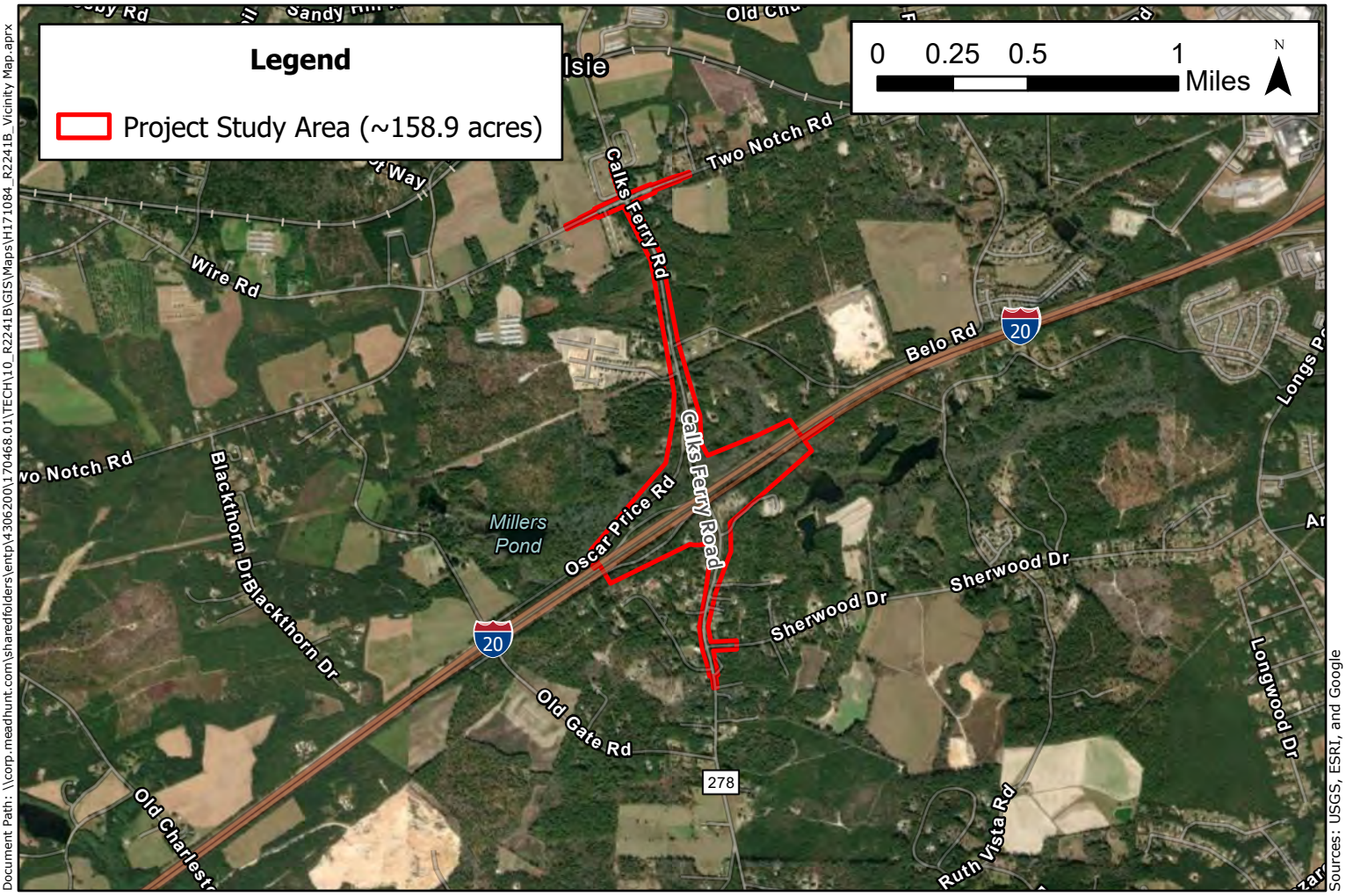
Figure 1
Project Vicinity

COUNTY OF LEXINGTON

I-20 at Calks Ferry Interchange
Proposed New Interchange
Lexington County
Lexington, South Carolina

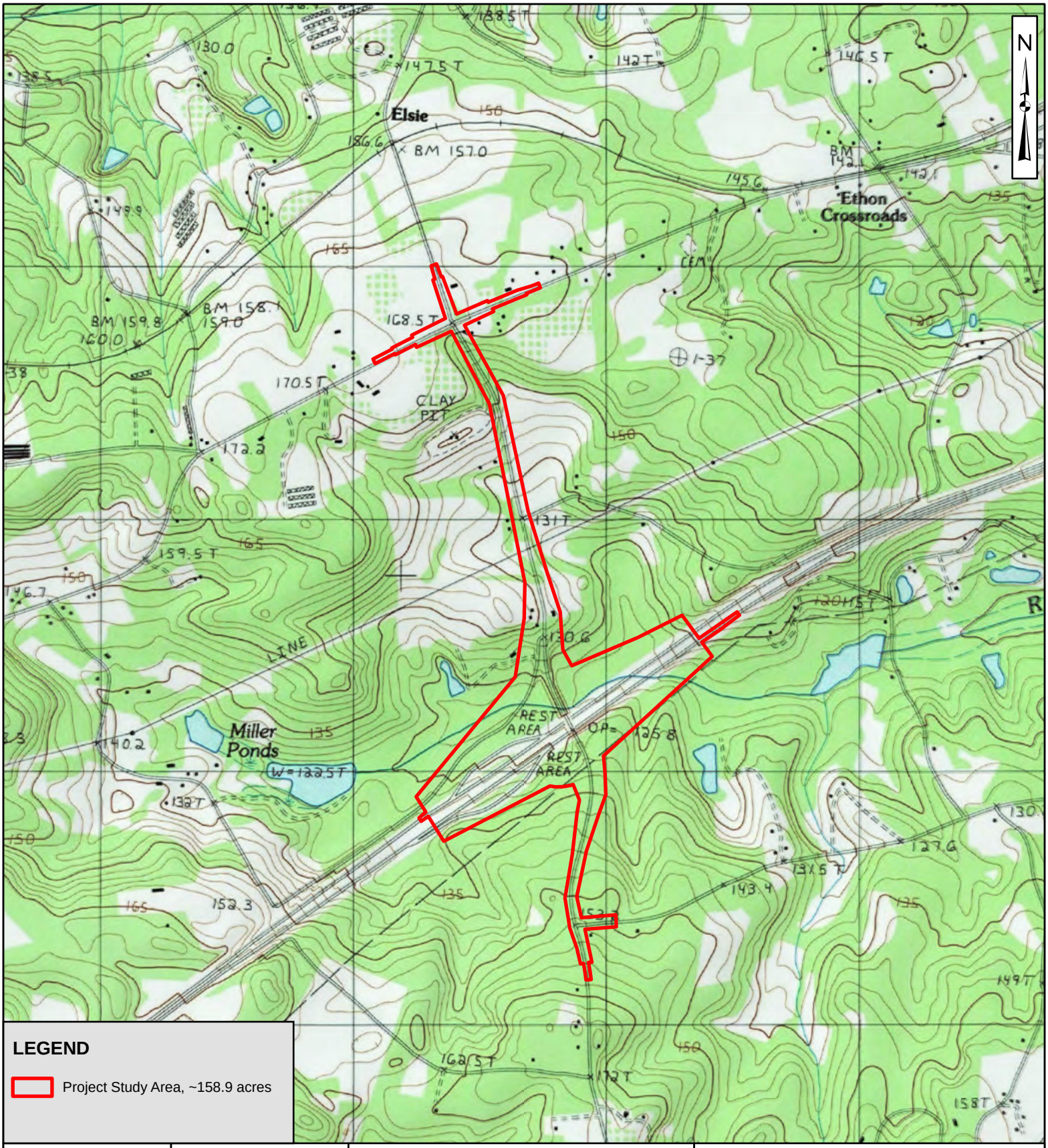






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Sources: USGS, ESRI, and Google



LEGEND

Project Study Area, ~158.9 acres

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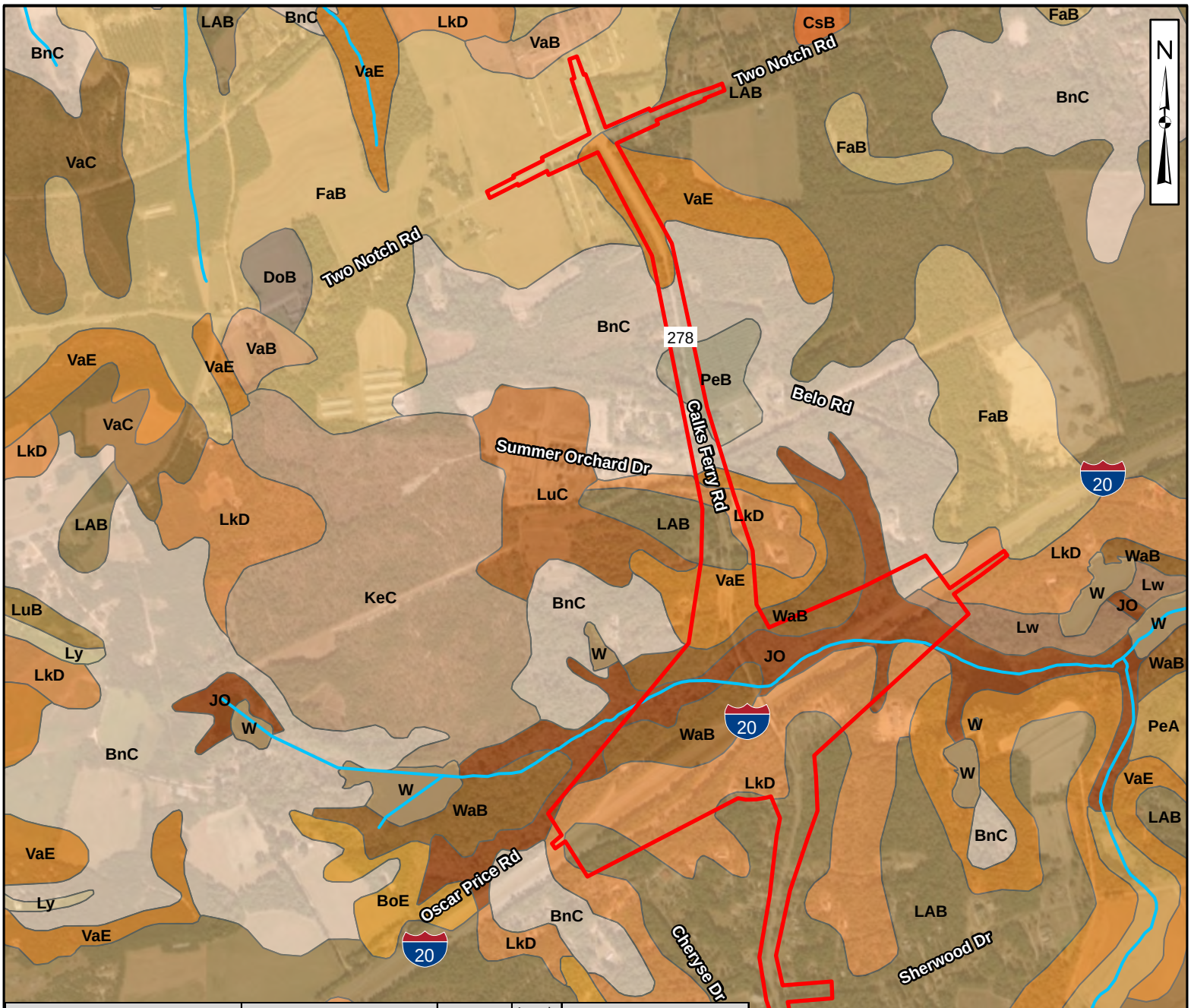
I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

0 750 1,500 3,000 Feet

USGS Topographic Map

M&H PROJ: R4035500-250712.01	SOURCE: USGS TOPOGRAPHIC QUAD [BARR LAKE, SC (1986)]	DRAWN BY: OGR	QAQC BY: VMM
		DATE: 07/24/2026	FIGURE 2



Soil Map Unit (SMU) within PSA	Farmland Classification	% of acreage	Acres in PSA	Hydric Rating
LkD - Lakeland sand, 6-15% slopes	Not prime farmland	28%	45.3	Non-hydric (0%)
LAB - Lakeland soils, undulating	Not prime farmland	20%	31.2	Non-hydric (0%)
JO - Johnston soils	Not prime farmland	16%	25.1	Hydric (100%)
WaB - Wahee sandy loam, 0-4% slopes	Farmland of statewide importance	14%	22.9	Predominantly Non-Hydric (4%)
VaE - Vaucluse loamy sand, 10-25% slopes	Not prime farmland	10%	16.2	Non-hydric (0%)
BnC - Blaney sand, 2-10% slopes	Not prime farmland	5%	8.1	Non-hydric (0%)
FaB - Fuquay loamy sand, 0-6% slopes	Farmland of statewide importance	3%	5.3	Non-hydric (0%)
PeB - Pelion loamy sand, 2-6% slopes	Farmland of statewide importance	2%	3.4	Non-hydric (0%)
Lw - Lumbee sandy loam	Farmland of statewide importance	1%	1.9	Hydric (100%)

LEGEND

- National Hydrography Dataset Flowline
- Project Study Area, ~158.9 acres

0 750 1,500 3,000 Feet

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I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

NRCS Soils Map

M&H PROJ: R4035500-250712.01

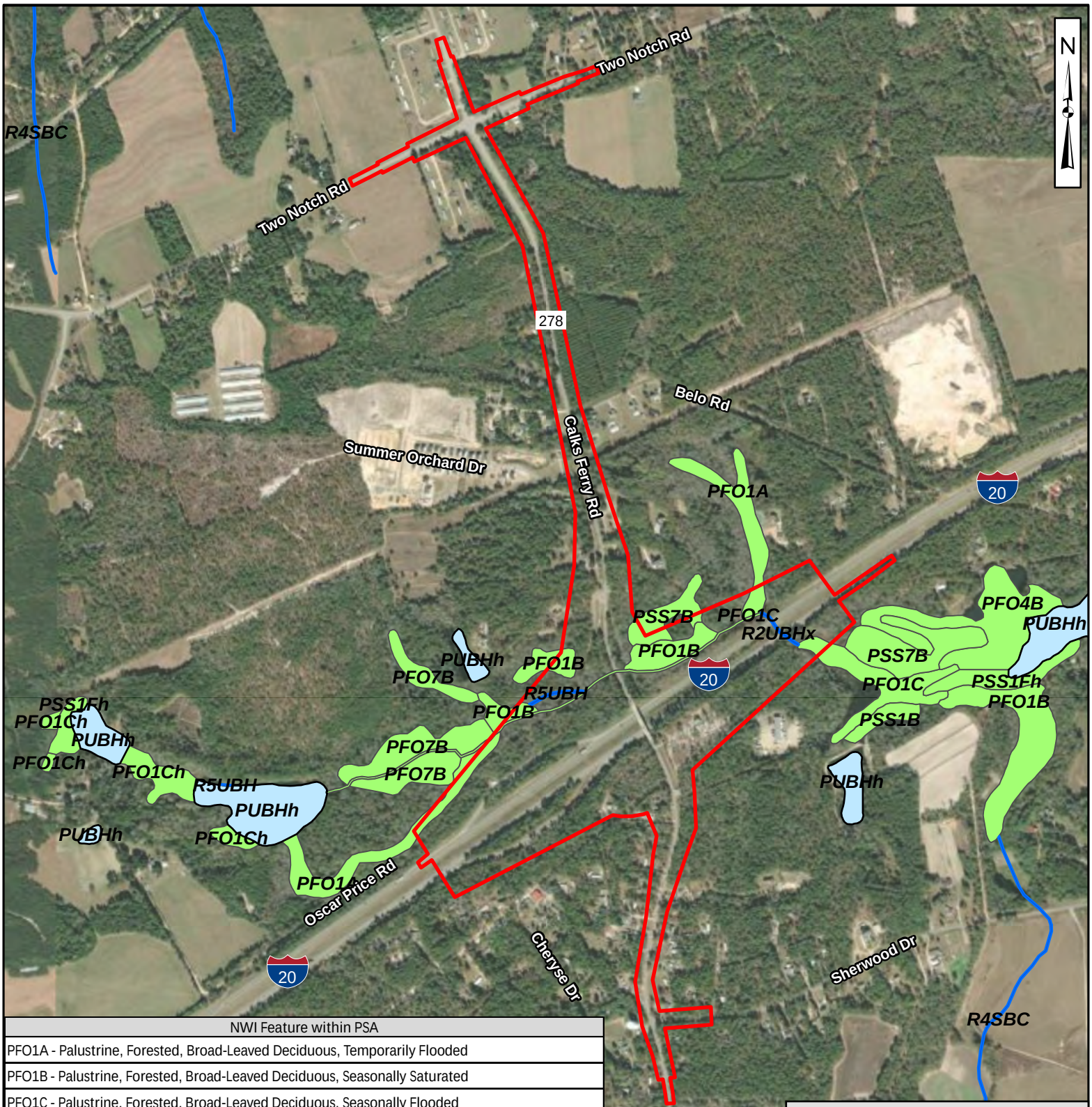
SOURCE: USDA NRCS Soils Data (Lexington County, 2025)

DRAWN BY: OGR

QAQC BY: VMM

DATE: 07/24/2026

FIGURE 3



NWI Feature within PSA
PFO1A - Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded
PFO1B - Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Saturated
PFO1C - Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded
PSS7B -Palustrine, Scrub-Shrub, Evergreen, Seasonally Saturated
R2UBHx - Riverine, Lower Perennial, Unconsolidated Bo t om, Permanently Flooded, Excavated
R5UBH - Riverine, Unknown Perennial, Unconsolidated Bo t om, Permanently Flooded

LEGEND

Project Study Area, ~158.9 acres

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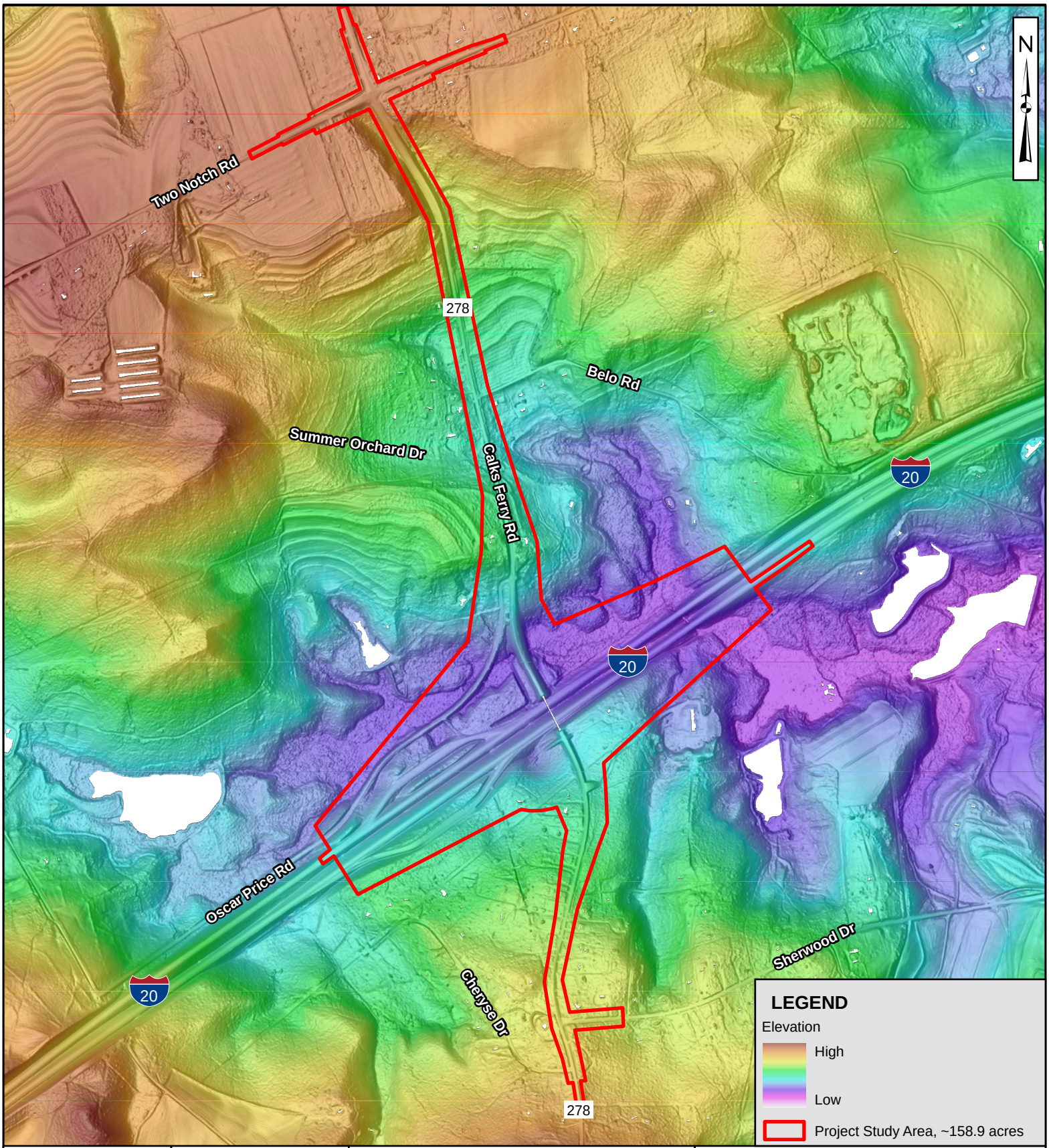
I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

0 500 1,000 2,000 Feet

National Wetlands Inventory Map

M&H PROJ: R4035500-250712.01	SOURCE: USFWS NWI (2025)	DRAWN BY: OGR	QAQC BY: VMM
		DATE: 07/24/2026	FIGURE 4



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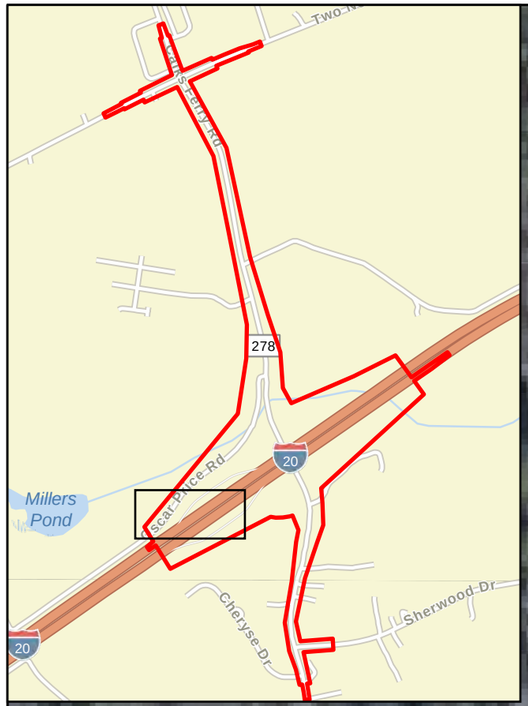
I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

0 500 1,000 2,000 Feet

LiDAR Map

M&H PROJ: R4035500-250712.01	SOURCE: USGS SAVANNAH PEEDEE LIDAR [(2020)	DRAWN BY: OGR	QAQC BY: VMM
		DATE: 07/24/2026	FIGURE 5



Wetland 2 (Non-tidal)
0.169 acre

Wetland 1 (Non-tidal)
3.415 acres
(total; cont'd Figure 1B)

Wetland 3 (Non-tidal)
0.410 acre

Non-wetlands waters 12 (Non-tidal)
0.006 acre
88 linear feet

Non-wetlands waters 1 (Non-tidal)
0.077 acre
706 linear feet

Oscar Price Rd

N

LEGEND

- Stream
- Wetland
- Project Study Area, ~158.9 acres

0 100 200 400 Feet

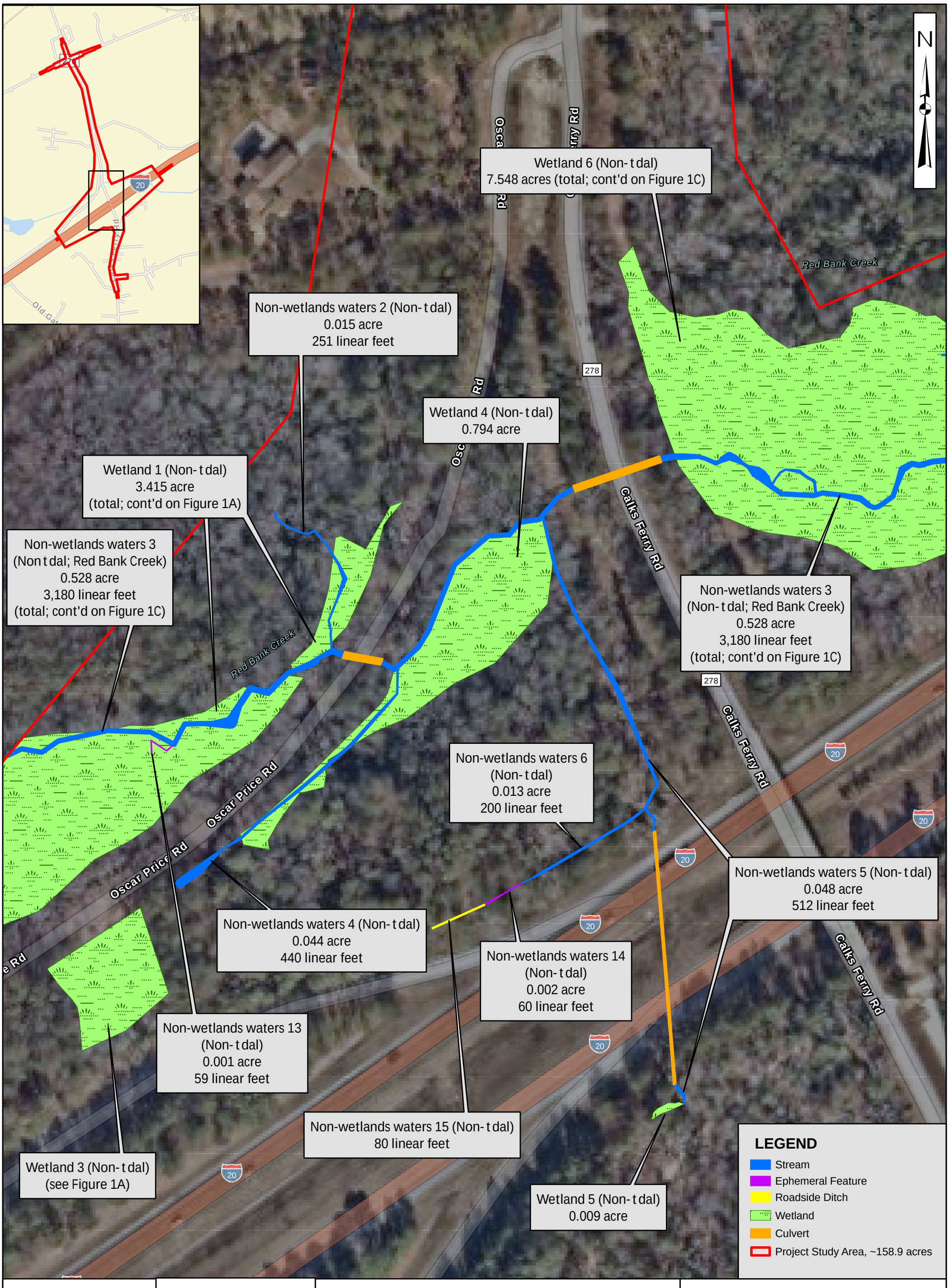
I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

Delineation Map

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M&H PROJ: R4035500-250712.01	SOURCE: Nearmap January 2025
DRAWN BY: OGR	QAQC BY: VMM
DATE: 07/24/2026	FIGURE 6-1



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www.meadhunt.com

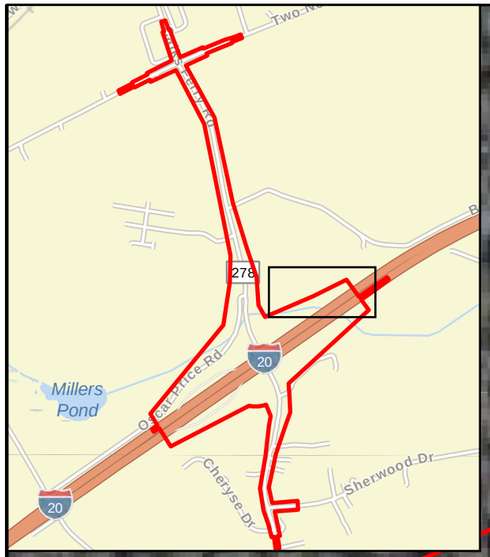
I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

0 75 150 300 Feet

Delineated Waters Map

M&H PROJ: R4035500-250712.01	SOURCE: Nearmap January 2025
DRAWN BY: OGR	QAQC BY: VMM
DATE: 07/24/2026	FIGURE 6-2



Wetland 6 (Non-tidal)
7.548 acres (total; cont'd on Figure 1B)

Non-wetlands waters 10 (Non-tidal)
0.023 acre
370 linear feet

Non-wetlands waters 7 (Non-tidal)
0.012 acre
169 linear feet

Non-wetlands waters 8
(Non-tidal)
0.012 acre
172 linear feet

Non-wetlands waters 9
(Non-tidal)
0.003 acre
57 linear feet

Red Bank Creek

Wetland 7 (Non-tidal)
1.418 acres

Non-wetlands waters 11
(Non-tidal)
0.034 acre
286 linear feet

Non-wetlands waters 3
(Non-tidal; Red Bank Creek)
0.528 acre
3,180 linear feet
(total; cont'd on Figure 1B)

Non-wetlands waters 3
(Non-tidal; Red Bank Creek)
0.528 acre
3,180 linear feet
(total; cont'd on Figure 1B)

N

LEGEND

- Stream
- Wetland
- Culvert
- Project Study Area, ~158.9 acres

0 100 200 400 Feet

I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

Delineated Waters Map

Mead & Hunt
878 S Lake Drive
Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

M&H PROJ: R4035500-250712.01

SOURCE: Nearmap January 2025

DRAWN BY: OGR

QAQC BY: VMM

DATE: 07/24/2026

FIGURE 6-3



Basemap Imagery Source: USGS National Map 2023

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/27/2026 at 10:39 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX B

REPRESENTATIVE PHOTOGRAPHS

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 01 Description: View of NWW-1, facing upstream. Photograph is taken north of Oscar Price Road, facing southwest.
	Date: 05/23/2025 Taken By: Olivia Roach Photograph 02 Description: View of NWW-12, facing downstream. Photograph is taken north of Oscar Price Road, facing northeast.

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 03 Description: View of transition from NWW- 1 to Wetland 1. Photograph is taken north of Oscar Price Road, facing northeast.
	Date: 05/23/2025 Taken By: Olivia Roach Photograph 04 Description: View of Wetland 1, facing down-gradient. Photograph is taken from the southern boundary of the wetland, facing north.

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 05 Description: View of upland area outside of Wetland 1, facing across gradient. Photograph is taken near Oscar Price Road, facing northeast.
	Date: 05/23/2025 Taken By: Olivia Roach Photograph 06 Description: View of Wetland 2, facing down-gradient. Photograph is taken from the southern boundary of the wetland, facing north.

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 07 Description: View of upland area outside of Wetland 2, facing up gradient. Photograph is taken near Oscar Price Road, facing south.
	Date: 05/23/2025 Taken By: Olivia Roach Photograph 08 Description: View of NWW-3 (Red Bank Creek), facing upstream. Photograph is taken north of Oscar Price Road, facing west.

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 09 Description: View of the origination point (headcut) of NWW-2. Photograph is taken facing north.
	Date: 06/05/2025 Taken By: Olivia Roach Photograph 10 Description: View of Wetland 1, facing down gradient. Photograph is taken adjacent to NWW-2, facing south.

	Date: 05/23/2025 Taken By: Olivia Roach Photograph 11 Description: View of NWW-3 (Red Bank Creek), facing downstream. Photograph is taken from the top of the box culvert under Oscar Price Road, facing southeast.
	Date: 06/05/2025 Taken By: Olivia Roach Photograph 12 Description: View of NWW-4, facing upstream. Photograph is taken south of Oscar Price Road, facing southwest.

	Date: 06/05/2025 Taken By: Olivia Roach Photograph 13 Description: View of Wetland 3, facing down-gradient. Photograph is taken from the northern edge of the wetland, facing south.
	Date: 11/18/2015 Taken By: Olivia Roach Photograph 14 Description: View of Wetland 3 boundary, facing across gradient. Photograph is taken south of Oscar Price Road, facing northeast.

	Date: 06/05/2025 Taken By: Olivia Roach Photograph 15 Description: View of Wetland 4, facing down-gradient. Photograph is taken from the southern edge of the wetland, facing north.
	Date: 06/05/2025 Taken By: Olivia Roach Photograph 16 Description: View of upland area outside of Wetland 4, facing down gradient. Photograph is taken near Calks Ferry Road, facing southwest.



Date: 07/08/2025

Taken By: Olivia Roach

Photograph 17

Description: View of Wetland 5, facing up gradient. Photograph is taken south of I-20, facing east.



Date: 07/08/2025

Taken By: Olivia Roach

Photograph 18

Description: View of the origination point (headcut) of NWW-5. Photograph is taken facing southwest.

	Date: 06/05/2025 Taken By: Olivia Roach Photograph 19 Description: View of NWW-14 facing downstream. Photograph is taken north of I-20, facing east.
	Date: 06/05/2025 Taken By: Olivia Roach Photograph 20 Description: View of NWW-6, facing upstream. Photograph is taken north of I-20, facing west.

	Date: 06/05/2025 Taken By: Olivia Roach Photograph 21 Description: View of NWW-6, facing upstream. Photograph is taken at the convergence point with NWW-5, facing west.
	Date: 06/05/2025 Taken By: Olivia Roach Photograph 22 Description: View of NWW-5, facing upstream. Photograph is taken at the convergence point with NWW-6, facing south.

	Date: 07/08/2025 Taken By: Olivia Roach Photograph 23 Description: View of uplands in southwest quadrant of PSA. Photograph is taken south of former truck parking area along I-20, facing southwest.
	Date: 06/19/2025 Taken By: Olivia Roach Photograph 24 Description: View of Wetland 6 facing down gradient. Photograph is taken within a utility easement east of Calks Ferry Road, facing south.

	Date: 06/19/2025 Taken By: Olivia Roach Photograph 25 Description: View of upland area outside of Wetland 6, facing up gradient. Photograph is taken east of Calks Ferry Road, facing north.
	Date: 06/19/2025 Taken By: Olivia Roach Photograph 26 Description: View of NWW-3 (Red Bank Creek), facing upstream. Photograph is taken within Wetland 6, facing northwest.

	Date: 06/19/2025 Taken By: Olivia Roach Photograph 27 Description: View of NWW-3 (Red Bank Creek), facing downstream. Photograph is taken within Wetland 6, facing east.
	Date: 07/08/2025 Taken By: Olivia Roach Photograph 28 Description: View of Wetland 6, facing down-gradient. Photograph is taken the central portion of the wetland, facing north.

	Date: 06/19/2025 Taken By: Olivia Roach Photograph 29 Description: View of NWW-8, facing downstream. Photograph is taken near the northern boundary of Wetland 6, facing south.
	Date: 06/19/2025 Taken By: Olivia Roach Photograph 30 Description: View of NWW-9, facing downstream. Photograph is taken just downstream of the divergence from NWW-8, facing southeast.

	Date: 06/19/2025 Taken By: Olivia Roach Photograph 31 Description: View of NWW-7, facing upstream. Photograph is taken north of I-20, facing northeast.
	Date: 06/19/2025 Taken By: Olivia Roach Photograph 32 Description: View of Wetland 6, facing down gradient. Photograph is taken downstream from NWW-7, facing southwest.

	Date: 06/19/2025 Taken By: Olivia Roach Photograph 33 Description: View of NWW-3 (Red Bank Creek), facing upstream. Photograph is taken from the top of the box culvert under I-20, facing north.
	Date: 07/08/2025 Taken By: Olivia Roach Photograph 34 Description: View of uplands in the southeast quadrant of PSA, facing down gradient. Photograph is taken west of Wetland 7, facing west.

	Date: 07/08/2025 Taken By: Olivia Roach Photograph 35 Description: View of the origination point (headcut) of NWW-11. Photograph is taken facing southwest.
	Date: 07/08/2025 Taken By: Olivia Roach Photograph 36 Description: View of Wetland 7, facing down-gradient. Photograph is taken from the northern boundary of the wetland, facing south.



Date: 07/08/2025
Taken By: Olivia Roach
Photograph 37
Description: View of upland area outside of Wetland 7, facing up gradient. Photograph is taken south of I-20, facing north.



Date: 07/08/2025
Taken By: Olivia Roach
Photograph 38
Description: View of NWW-3 (Red Bank Creek), facing upstream. Photograph is taken from near the northern boundary of Wetland 7, facing west.



Date: 07/08/2025

Taken By: Olivia Roach

Photograph 39

Description: View of NWW-3 (Red Bank Creek), facing downstream. Photograph is taken from near the northern boundary of Wetland 7, facing south.

APPENDIX C

WATERSHED AND WATER QUALITY INFORMATION

SC Department of Environmental Services

Watershed and Water Quality Information

General Information

Applicant Name: Lexington County
Address: Calks Ferry Rd, Lexington, SC, 29072
MS4 Designation: Not in designated area
Within Coastal Critical Area: No
Waterbody Name:
Permit Type: Construction
Latitude/Longitude: 33.912460 / -81.326178
Monitoring Station: C-580
Water Classification (Provisional):
Entered Waterbody Name:

Parameter Description

NH3N	Ammonia	CD	Cadmium	CR	Chromium
CU	Copper	HG	Mercury	NI	Nickel
PB	Lead	ZN	Zinc	DO	Dissolved Oxygen
PH	pH	TURBIDITY	Turbidity	ECOLI	Escherichia coli (Freshwaters)
FC	Fecal Coliform (Shellfish)	BIO	Macroinvertebrates (Bio)	TP	(Lakes) Phosphorus
TN	(Lakes) Nitrogen	CHLA	(Lakes) Chlorophyll a	ENTERO	Enterococcus (Coastal Waters)
HGF	Mercury (Fish Tissue)	PCB	PCB (Fish)		

Impaired Status (downstream sites)

Station	NH3N	CD	CR	CU	HG	NI	PB	ZN	DO	PH	TURBIDITY	ECOLI	FC	BIO	TP	TN	CHLA	ENTERO	HGF	PCB
C-580	X	X	X	X	X	X	X	X	X	X	X	X	X	F	X	X	X	X	X	X
C-067	X	X	X	X	X	X	X	X	X	X	X	InTN	X	A	X	X	X	X	X	X
RS-07216	X	X	X	X	X	X	X	X	X	X	X	A	X	A	X	X	X	X	X	X
C-008	X	X	X	X	X	X	X	X	X	X	X	A	X	A	X	X	X	X	X	X
C-070	F	F	F	F	F	F	F	F	F	F	F	A	X	A	X	X	X	X	X	X

F = Standards full supported
N = Standards not supported
A = Assessed at upstream station
X = Parameter not assessed at station
WnTN = Within TMDL, parameter not supported
InTN = In TMDL, parameter not supported
WnTF = Within TMDL, parameter full supported
InTF = In TMDL, parameter full supported

Parameters to be addressed (those not supporting standards)

ECOLI - Escherichia coli (Freshwaters)

Fish Consumption Advisory

Waters of Concern (WOC)

TMDL Information - TMDL Parameters to be addressed

In TMDL Watershed: Yes
TMDL Report No: 010-04
TMDL Document Link: https://des.sc.gov/sites/des/files/docs/HomeAndEnvironment/Docs/tmdl_congareeck_fc.pdf
TMDL Site: C-067
TMDL Parameter: Fecal

Report Date: July 17, 2026

APPENDIX D

BIOLOGICAL EVALUATION & STATE SPECIES MEMO

Biological Evaluation

Calks Ferry Interchange Improvements

Lexington County, South Carolina
IPaC PROJECT CODE: 2025-0103771

Prepared for: Lexington County

South Carolina
County of Lexington

July 2026

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LIST OF ACRONYMS

B	
BE	Biological Evaluation
C	
CFR	Code of Federal Regulations
CWA	Clean Water Act of 1972
D	
dbh	diameter at breast height
E	
ESA	Endangered Species Act of 1973, as amended
I	
IPaC	Information for Planning and Consultation
M	
MBTA	Migratory Bird Treaty Act
MS4	Municipal Separate Storm Sewer System
MSL	Mean Sea Level
N	
NWI	National Wetland Inventory
P	
PSA	Project Study Area
S	
SCDES	South Carolina Department of Environmental Services
SCDNR	South Carolina Department of Natural Resources
T	
TMDL	Total Maximum Daily Load
U	
USACE	US Army Corps of Engineers
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
W	
WOTUS	Waters of the United States

1 INTRODUCTION

The County of Lexington (County), through coordination with SC Department of Transportation (SCDOT) and Federal Highway Administration (FHWA), proposes a new full access interchange at the existing Interstate 20 (I-20) overpass at Calks Ferry Road (S-278). The project also includes additional roadway improvements along Calks Ferry Road such as potential widening, turn lanes, and intersection improvements. The Project Study Area (PSA) encompasses I-20 approximately 2000-feet northeast and southwest of the overpass. The northern terminus of the PSA is the intersection of Two Notch Road, and the southern terminus incorporates the intersections of Sherwood Drive and Cheryse Drive.

As required by Section 7 of the Endangered Species Act of 1973 (ESA), as amended, potential effects to federally protected species must be evaluated. The purpose of this Biological Evaluation (BE) is to identify the presence, or potential presence of, species with federal protection and document potential project-related effects within the PSA.

2 FEDERALLY LISTED SPECIES AND CRITICAL HABITAT

Based on the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC),[1] threatened and endangered species that may occur in the PSA are presented in **Table 1**. The PSA was uploaded to IPaC, and a list of protected species was generated on July 29, 2026. A literature review was completed for each listed species to determine their description and habitat requirements. South Carolina Department of Natural Resources (SCDNR) SC Natural Heritage Species Reviewer[2] was utilized to determine known occurrences of the listed species within a two-mile buffer of the PSA (Appendix A).

[1] USFWS. 2026. Information for Planning and Consultation (IPaC). https://ipac.ecosphere.fws.gov/. Accessed July 29, 2026.

[2] SCDNR. 2026. SC Natural Heritage Species Reviewer. https://natural-heritage-program-scdnr.hub.arcgis.com/. Accessed July 30, 2026.

Table 1. Federally Protected Species		
Common Name	**Scientific Name**	**Federal Status**
Bird Species		
Bald eagle	*Haliaeetus leucocephalus*	BGEPA; MBTA
Red-cockaded woodpecker	*Dryobates borealis*	T; MBTA
Insect Species		
Monarch butterfly	*Danaus plexippus*	PT*
Mammal Species		
Tricolored bat	*Perimyotis subflavus*	PE*
Plant Species		
Smooth coneflower	*Echinacea laevigata*	T
Reptile Species		
Southern hognose snake	*Heterodon simus*	PT*

E = Endangered; T = Threatened; PT= Proposed Threatened; PE = Proposed Endangered; MBTA = Migratory Bird Treaty Act; BGEPA= Bald and Golden Eagle Protection Act

* Species that are proposed for listing are not subject to Section 7 compliance until they are formally listed.

2.1 Birds

2.1.1 Bald eagle (*Haliaeetus leucocephalus*) – BGEPA; MBTA



Photo by Gordon Murphy (Three Oaks)

Bald eagles are large raptors (6-foot wingspan) which are mottled brown and white until they reach maturity at four to five years old when they develop a brown body with a white head and tail. They primarily feed on fish, but also feed on waterfowl, and carrion. When prime food options are absent, they will also eat small terrestrial animals. They hunt by sight and are often seen soaring or perched high in a tree near water. Fresh, brackish, and marine habitats provide suitable foraging sites and include open water, marsh, and riverine types. Prime habitats are characterized by having shallow, slow moving water with abundant fish and waterfowl.[3] It nests in canopies of large trees usually within half of a mile from coastlines, rivers, and lakes. Nests are usually around 4 to 6 feet across and 3 feet deep. Nests are constructed out of large limbs and lined with soft plant fibers. They typically return to the same areas each year and reuse the same nest. They can be found nesting and rearing young in South Carolina from

[3] South Carolina Department of Natural Resources, et al. 2015. South Carolina's State Wildlife Action Plan: Supplemental Volume: Species of Conservation Concern: Bald Eagle (*Haliaeetus leucocephalus*). South Carolina Department of Natural Resources. Columbia, SC.

October until May.[4] Bald eagle nest locations are required to have a buffer zone ranging from 330 to 660 feet around nests, depending on site-specific conditions.[5]

Bald eagle populations declined due to a series of human-caused events such as habitat degradation and loss, shooting, and the use of chemical compounds such as pesticides.[6] Bald eagles were listed in the ESA in 1973 and were delisted in 2007 due to their strong recovery.[3] Bald eagles remain under federal protection by the BGEPA which protects eagles from "take." Take is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest or disturb."[7]

2.1.2 Red-cockaded woodpecker (*Dryobates borealis*) – Endangered

Red-cockaded woodpeckers are small (7 inches long) cooperative breeding woodpeckers. They are black with white horizontal stripes on the body, a large white cheek patch on the face, and a black cap and nape. The males have a small patch of red feathers (the cockade) which can be found in the upper corner of the cheek patch but are only exposed when agitated. They only nest in cavities of living, mature (at least 70-year-old) pine trees. They prefer longleaf pines (*Pinus palustris*) that have been maintained by a frequent (less than five years) fire regimen. Each breeding group maintains a cluster of active cavity trees within their foraging habitat. Maintained, in-use cavity trees are obvious due to sap drips around the cavity hole that turn white when hardened. They forage for insects in the bark of pine trees which are at least 30 years old and over 10 inches in diameter at breast height (dbh).[8] Threats to red-cockaded woodpeckers are predominantly the suppression of fire which has resulted in the loss of adequate habitat.

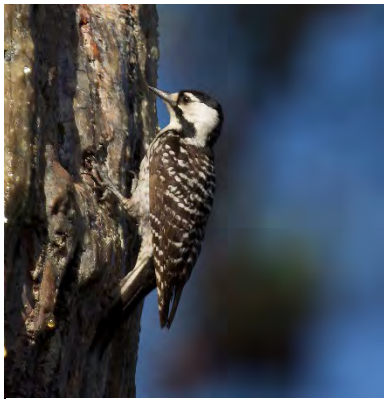


Photo by Gordon Murphy (Berkeley County, SC)

2.2 Insects

2.2.1 Monarch butterfly (*Danaus plexippus*) – Proposed Threatened

Monarchs are large butterflies with orange wings that are bordered by a black band.[9] The black band contains many white spots; however, the spots do not occur on the black veins of the wing. Their



Photo by Gordon Murphy (Richland County, SC)

[4] U.S. Fish and Wildlife Service. 2007. National Bald Eagle Management Guidelines.

[5] U.S. Fish and Wildlife Service. 2020. Bald Eagle Natural History and Sensitivity to Human Activity Information. https://www.fws.gov/Alaska-eagle-nesting. Accessed January 2025.

[6] U.S. Fish and Wildlife Service. 1989. Southeastern States Bald Eagle Recovery Plan. Atlanta, GA.

[7] U.S. Fish and Wildlife Service. 1940. Bald Eagles and Golden Eagle Protection Act.

[8] USFWS. 2003. Recovery plan for the red-cockaded woodpecker (*Picoides borealis*): second revision. U.S. Fish and Wildlife Service, Atlanta, GA. 296 pp.

[9] USFWS. 2020. Monarch (Danaus plexippus) Species Status Assessment Report. V2.1 96 pp + appendices.

wingspan ranges from 3.5 to 4.0 inches.[10] The typical habitat consists of open areas with sun exposure where they feed on the nectar of flowering plants and lay eggs on their host plant.[10] The monarch host plant consists of members of the milkweed family (*Asclepias* ssp.).[9] Small white eggs are deposited on the underside of milkweed leaves and the growing caterpillars forage on the leaves. The caterpillars ingest and retain a toxic substance contained in the milkweed leaves which deters predators when they reach adulthood.[9] Some areas of the United States have resident populations while many monarchs migrate as much as 1,864 miles to their overwintering locations.[9]

2.3 Mammals

2.3.1 Tricolored bat (*Perimyotis subflavus*) – Proposed Endangered

Tricolored bats are small bats with yellowish-brown fur. The term "tricolored" refers to the three distinct bands of color on the dorsal fur: dark at the base, yellowish-brown in the middle, and dark at the tips. Their mass ranges from about 0.158 to 0.282 ounces, and the wingspan ranges from about 8.27 to 10.24 inches, with the females being larger than the males.[11]



Photo by Wade Biltoft (Orangeburg County, SC)

Tricolored bats are found throughout the eastern United States, extending north and east into Nova Scotia and Quebec, and southwest to the eastern edge of Mexico and northern Honduras. They have been found statewide throughout South Carolina.[12] Tricolored bats often roost in trees near areas of mixed agricultural use during the summer, although they will also roost in heavily forested areas without agricultural use.[13] [14] In the winter, they are often found in places where the temperature stays constant, such as caves, rock crevices, and mines.[14] This species will readily roost in bridges and culverts.[14] They are known to forage near trees, as well as forest perimeters and along waterways.[15]

[10] Daniels, Jaret C. 2003. Butterflies of the Carolinas Field Guide. Adventure Publications, Inc., Cambridge, MN.

[11] USFWS. 2025. Tricolored Bat. https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus. Accessed January 22, 2025.

[12] South Carolina Department of Natural Resources. 2024. SC Natural Heritage Species Reviewer. https://natural-heritage-program-scdnr.hub.arcgis.com/. Accessed December 10, 2024.

[13] North Carolina Bat Working Group. 2013. Tricolored Bat. https://www.ncbwg.org/tri-colored-bat-perimyotis-subflavus/. Accessed: August 25, 2022

[14] Newman, B.A., S.C. Loeb, D.S. Jachowski. 2021. Winter roosting ecology of tricolored bats (*Perimyotis subflavus*) in trees and bridges. Journal of Mammalogy, Vol. 102, No. 5, October 2021, 1331-1341 pp.

[15] Fujita, M.S. and T.H. Kunz. 1984. *Pipistrellus subflavus*. American Society of Mammalogists, Mammalian Species No. 228. 6 pp.

2.4 Plants

2.4.1 Smooth coneflower (*Echinacea laevigata*) – Endangered

Smooth coneflower is a perennial wildflower that can grow up to five feet tall with smooth stems and few leaves. The basal leaves can be eight inches long and three inches wide. They are elliptical, rough to the touch, and have long petioles. The stem leaves are smaller and have shorter petioles.[16] Smooth coneflower has purple rays and blooms from late May through October. It is found in the piedmont and mountain physiographic provinces in open woods, roadsides, and utility easements. [17]



Photo by Gordon Murphy (Oconee County, SC)

2.5 Reptiles

2.5.1 Southern hognose snake (*Heterodon simus*) – Proposed Threatened

Southern hognose snakes are stout snakes up to 24 inches in length. Female southern hognose snakes are larger than males and the young resemble miniature adults. Southern hognose snakes are gray, tan, or reddish in color with dark brown blotches down the center of the back and alternating smaller blotches along the sides. Easily distinguished from most snakes by their pointed, upturned snouts.[18] They occupy sandy pine habitats with open canopies. They are fossorial and secretive, spending a good portion of their lives using underground shelters, such as stump holes, rodent burrows, root channels or gopher tortoise burrows.[19]



Photo by USFWS

[16]Beacham, Walton, et. al., editors. Beacham's Guide to the Endangered Species of North America. 2001. Farmington Hills, MI: Gale Group.

[17] USFWS. 2011. Smooth Coneflower (*Echinacea laevigata*). 5-Year Review: Summary and Evaluation. U.S. Fish and Wildlife Service, Southeast Region, South Carolina Ecological Services Field Office, Charleston, SC.

[18] Savannah River Ecology Laboratory. 2025. UGA Herpetology – Southern Hognose Snake. Southern Hognose Snake (Heterodon simus). Accessed October 2025.

[19] NatureServe. 2025. NatureServe Explorer – *Heterodon simus*. Heterodon simus | NatureServe Explorer. Accessed October 2025.

3 ENVIRONMENTAL BASELINE

3.1 Project Study Area

The PSA is situated in the Sandhills Level IV ecoregion, as defined by the US Environmental Protection Agency (USEPA).

"The Sand Hills are a rolling to hilly region composed primarily of Cretaceous-age marine sands and clays, capped in places with Tertiary sands, deposited over the crystalline and metamorphic rocks of the Piedmont..."[20]

"Stream flow is consistent; streams seldom flood or dry up because of the large infiltration capacity of the sandy soil and the great ground-water storage capability of the sand aquifer. On drier sites, turkey oak and blackjack oak grow with longleaf pine and a wiregrass ground cover. Shortleaf-loblolly pine forests and other oak-pine forests are now more widespread due to fire suppression and logging. The Sand Hills are a center of rare plant diversity in the Carolinas. The region in most areas has soils that are poorly suited to crops due to the droughtiness and rapid leaching of plant nutrients. Many areas are in woodland, and some areas are used for pasture. Portions of the region are also known for its peach orchards, golf courses, and horse farms."

The project is within the Congaree Creek watershed (Hydrologic Unit Code 030501100101), which is a part of the Congaree River watershed.[21]

The overall terrain within the PSA is hilly and approximately 400-550 feet above Mean Sea Level (MSL). (US Geological Survey, Barr Lake, SC, 7.5 Minute Quadrangle).

3.2 Biotic Communities

Project biologists used field observations and data collected on-site to refine the descriptions of the habitat types within the PSA. Aquatic and terrestrial biotic habitats identified within the PSA are described below. Aquatic habitat types were classified using the Cowardin naming convention. Terrestrial habitats follow natural community descriptions by Nelson and Schafale, respectively.[22,23]

3.2.1 Aquatic Habitats

Aquatic habitats are evaluated for species that spend their entire life cycles in water. They do not utilize upland or palustrine wetlands to breed or migrate. Species considered during aquatic habitat evaluations include fish, shellfish, crustaceans, certain aquatic herpetofauna, mammals, and insects.

[20] Griffith, G., J. Omernik and J. Comstock. 2002. Ecoregions of South Carolina. 8pp.

[21] South Carolina Department of Health and Environmental Control. 2022. SC Watershed Atlas. https://gis.dhec.sc.gov/watersheds/ Accessed June, 2025.

[22] Nelson, J. B. 1986. The natural communities of South Carolina: Initial classification and description. South Carolina Wildlife and Marine Resources Department, Division of Wildlife and Freshwater Fisheries, Columbia, SC. 55 pp.

[23] Schafale, M. 2024. Classification of the Natural Communities of North Carolina, 4th Approximation. North Carolina Department of Environment, Health, and Natural Resources, Division of Parks and Recreation, Natural Heritage Program, Raleigh, NC.

3.2.1.1 Lower Perennial Riverine

Lower perennial riverine habitats are streams with low flow velocity, well-defined floodplain areas, and sandy to silty substrate. These riverine habitats flow through the uplands and palustrine forested wetlands. They are typically non-vegetated or minimally vegetated. Streams increase in flow with increased precipitation. They often provide a connection between wetlands and major waterbodies within the watershed. [24] Within the PSA, this habitat type describes Red Bank Creek.

3.2.1.2 Lower Intermittent Riverine

Lower intermittent riverine habitats are streams or stream-like ditches that have low flow velocity, intermittent or seasonal baseflow, and an unconsolidated substrate of sand, silt, and detritus.[24] These stream habitats are tributaries to Red Bank Creek.

3.2.2 Terrestrial Habitats

Terrestrial habitats are evaluated for species that may occur in dry upland areas and palustrine wetland areas that receive seasonal or intermittent flooding. Physical parameters of terrestrial habitats that determine the type or quality of habitat are soils, hydrology, and plant communities.

3.2.2.1 Ruderal

The PSA is primarily rural/suburban residential. These areas typically have very little natural habitat since they are planted in native and exotic grasses, shrubs, and trees. Non-native species around existing home sites include azalea (*Rhododendron sp*.), mimosa (*Mimosa sp*.) thorny olive (*Elaeagnus pungens*) and jasmine (*Jasminum sp*.). Native species common around home sites include live oak (*Quercus virginiana*), longleaf pine (*Pinus palustris*), loblolly pine (*Pinus taeda*), water oak (*Quercus nigra*), sweet gum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), southern red oak (*Quercus falcata*), black cherry (*Prunus serotina*), muscadine (*Vitis rotundifolia*), yellow jessamine (*Gelsemium sempervirens*), and Virginia creeper (*Parthenocissus quinquefolia*).

The ruderal communities also include powerline line rights-of-way and fallow agricultural fields. These areas are dominated by bahia grass (*Paspalum notatum*), dogfennel (*Eupatorium capillifolium*), broomsedge (*Andropogon virginicus*), Chinese bushclover (*Lespedeza cuneata*), rabbitfoot clover (Trifolium arvense), English plantain (*Plantago lanceolata*), daisy fleabane (*Erigeron annuus*) and other early colonizing vegetation.

3.2.2.2 Mixed Pine/Hardwood – Managed Pine

Mixed pine/hardwoods occur upslope from small stream swamp communities along Red Bank Creek and adjacent to ruderal communities. These communities are mature loblolly pine plantations mixed with codominant hardwood species. Common species observed in the canopy include bull bay (*Magnolia grandiflora*), black oak (*Quercus nigra*), white oak (*Quercus alba*), red maple, sweetgum, water oak, mockernut hickory (*Carya tomentosa*), and pignut hickory (*Carya glabra*). Understory and shrubs include American hornbeam (*Ostrya virginiana*), Common groundcover and vines include wood oats (*Chasmanthium spp*.), ebony spleenwort (*Asplenium platyneuron*), muscadine, Virginia creeper, and greenbrier (*Smilax rotundifolia*).

[24] USFWS. 1979. Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe. Classification of wetlands and deepwater habitats of the United States. U. S. Department of the Interior, Fish and Wildlife Service, Washington, D.C.

3.2.2.3 Coastal Plain Small Stream Swamp

The riparian wetlands along the PSA adjacent to Red Bank Creek are coastal plain small stream swamp communities. These communities are composed of species with a wide range of moisture needs, from very wet to mesic[23]. The swamp is composed of both forested wetlands and marsh. The marsh communities have developed where inundation of surface water has eliminated the forest canopy.

The forested portions of swamp include a canopy of sweetgum, black oak, red maple, loblolly pine (*Pinus taeda*), tulip poplar (*Liriodendron tulipifera*), black gum (*Nyssa sylvatica*), The understory and shrubs include American hornbeam (*Carpinus caroliniana*), American holly (*Ilex opaca*), red bay (*Persea borbonia*), American witch-hazel (*Hamamelis virginiana*), fetterbush (*Lyonia lucida*) and Chinese privet (*Ligustrum sinense*). Herbs and vines include sensitive fern (*Onoclea sensibilis*), cinnamon fern (*Osmundastrum cinnamomeum*), southern lady fern (*Athyrium aspleniodes*), poison ivy (*Toxicodendron radicans*), greenbrier, muscadine and sphagnum moss (*Sphagnum sp.*). One area within the forested swamp was inundated by surface water and contained a dense cover of swamp loosestrife (*Decodon verticillatus*).

The marsh communities occur along the eastern portion of the PSA adjacent to Red Bank Creek. The vegetation is primarily emergent herbaceous with some woody shrubs. Standing dead snags were observed throughout the area. Common species observed include redbay (*Persea borbonia*), possumhaw viburnum (*Viburnum nudum*), common rush (*Juncus effussus*), southern waxy sedge (*Carex glaucenscens*), woolgrass (*Scirpus cyperinus*), deer tongue (*Dichanthelium clandestinum*), smart weed (*Persicaria sp.*), arrow arum (*Peltandra sagittifolia*), golden club (*Orontium aquaticum*)

3.3 Water Quality

The South Carolina Department of Environmental Services (SCDES) develops a priority list of waterbodies that do not currently meet state water quality standards pursuant to Section 303(d) of the Clean Water Act (CWA) and 40 CFR § 130.7. It is commonly referred to as the 303(d) List of Impaired Waters.

SCDES monitors the water quality of South Carolina with ambient water quality monitoring stations. These stations are used for "assessment of current conditions, assessment of long-term trends, determination of priority waterbodies, determination of waterbody designated use attainment or nonsupport, and identification of continuing or emerging problem areas."[25] The proposed project is not in an MS4 watershed but is located in a watershed with an established total maximum daily load (TMDL) for fecal coliform (010-04 Fecal). The C-067 monitoring station is located at Red Bank Creek near Sandy Springs Lane, approximately 7.5 miles downstream of the PSA. Red Bank Creek is a tributary to Congaree Creek. Congaree Creek, at monitoring station C-070, is included on the 2022 303(d) list of impaired waterbodies. This monitoring station is located approximately 11.5 miles downstream of monitoring station C-67 and is not within an approved TMDL.[21] [25]

[25]SCDES. 2023. Technical Report No. 001-2023: State of South Carolina Monitory Strategy for Calendar Year 2023. 2025.

4 EFFECT DETERMINATION

The USFWS defines "take" as: to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct [ESA §3(19)]. [26] Harm is further defined by USFWS to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering. Harass is defined by USFWS as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns, which include, but are not limited to, breeding, feeding, or sheltering. [50 CFR §17.3].

The evaluation for the presence of protected species in the PSA was based on field observations made on May 27, 2025, and May 30, 2025. Online databases, such as SCDNR's SC Natural Heritage Species Viewer,[2] were utilized to determine previous observations of the listed species within a two-mile buffer of the PSA (see SCDNR report in Appendix A).

4.1 Birds

4.1.1 Bald eagle (Haliaeetus leucocephalus) – BGEPA; MBTA

Suitable nesting habitat was found adjacent to the PSA. No eagles or nests were observed during field surveys. According to SCDNR Natural Heritage species reviewer, bald eagles have been documented within a two-mile buffer of the PSA. Effect conclusions for the bald eagle are not required under the ESA. However, the project is not anticipated to result in the mortality of any bald eagles or limit the ability of the species to adequately breed, feed, or shelter.

4.1.2 Red-cockaded woodpecker (*Dryobates borealis*) – Threatened

No suitable habitat was observed during the field surveys. According to the SC Natural Heritage Species Reviewer, there are no known occurrences of red-cockaded woodpeckers within the PSA or two-mile PSA buffer. No evidence of red-cockaded woodpeckers was observed during field investigations. The proposed project will have **no effect** on the red-cockaded woodpecker.

4.2 Insects

4.2.1 Monarch butterfly (*Danaus plexippus*) – Proposed Threatened

Suitable foraging habitat is present within the PSA. According to SC Natural Heritage Species Reviewer, there are no known occurrence of monarch butterfly within the two-mile buffer of the PSA. Because the monarch butterfly is not officially listed, an effects determination is not provided in this report. SCDOT will initiate consultation with USFWS, if necessary, prior to completion of the project.

4.3 Mammals

4.3.1 Tricolored bat (*Perimyotis subflavus*) – Proposed Endangered

Suitable roosting structures observed within the PSA during the field surveys consist of trees greater than three inches in diameter, live and dead leaf clusters in trees, and cavities or openings in trees, and culverts. According to the SC Natural Heritage Species Reviewer, there are no known tricolored bat occurrences within the PSA or the two-mile PSA buffer. No individuals of the

[26] USFWS. 1973 The Endangered Species Act of 1973, as Amended through the 108th Congress. 16 U.S.C. 1531-1544, Washington D.C.

species were observed during field investigations. Because the tricolored bat is not officially listed, an effects determination is not provided in this report. SCDOT will initiate consultation with USFWS, if necessary, prior to completion of the project.

4.4 Plants

4.4.1 Smooth coneflower (*Echinacea laevigata*) – Threatened

No suitable habitat was observed within the PSA for smooth coneflower. According to the SC Natural Heritage Species Reviewer, there are no known occurrences within the PSA or two-mile PSA buffer. No individuals of the species were observed during field investigations. The project is anticipated to have **no effect** on smooth coneflower.

4.5 Reptiles

4.5.1 Southern hognose snake ((*Heterodon simus*)) – Proposed Threatened

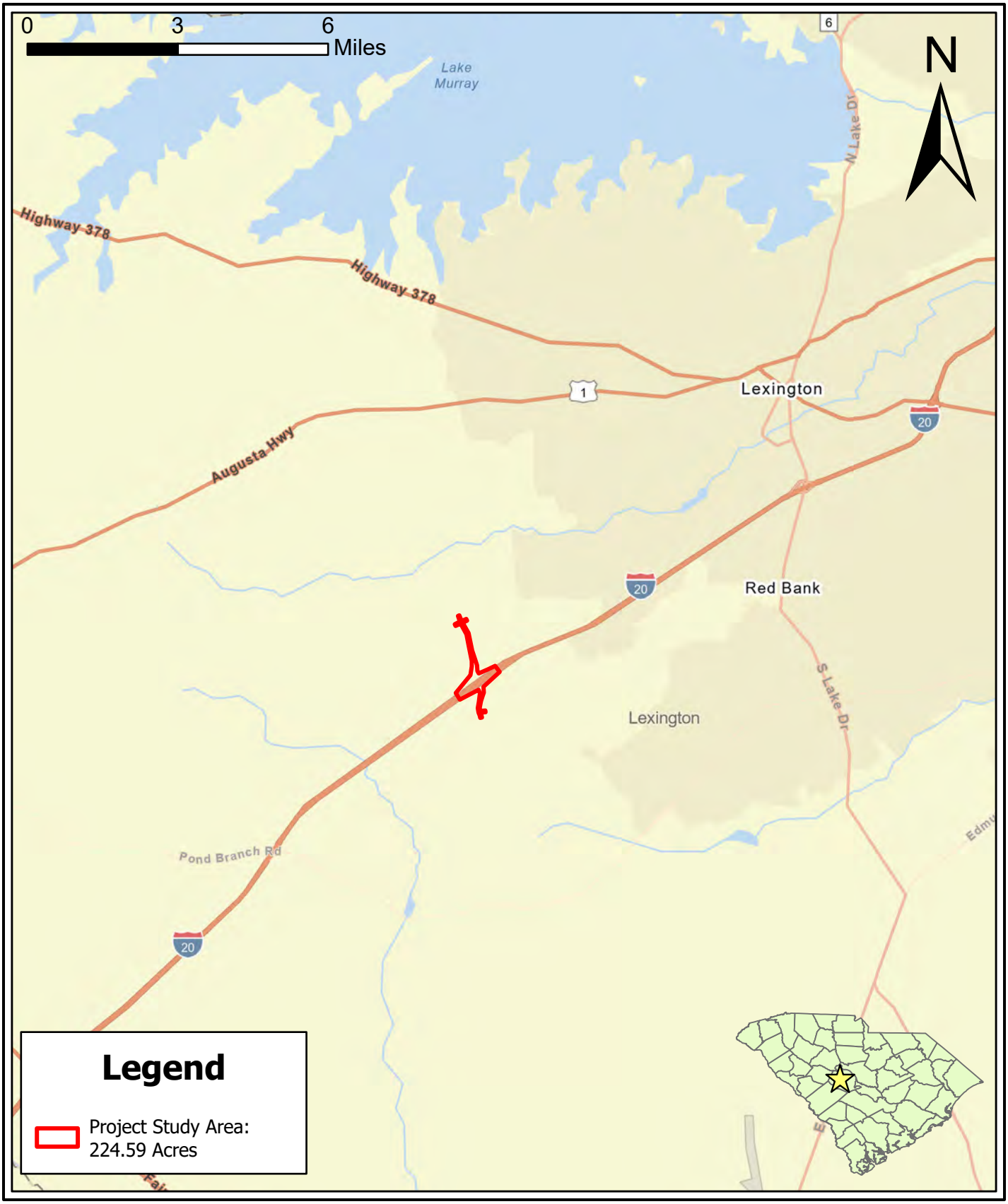
Suitable habitat was observed within the PSA for southern hognose snake. According to the SC Natural Heritage Species Reviewer, there are no known occurrences within the PSA or two-mile PSA buffer. No individuals of the species were observed during field investigations. Because the southern hognose snake is not officially listed, an effects determination is not provided in this report. SCDOT will initiate consultation with USFWS, if necessary, prior to completion of the project.

5 CONCLUSION

After completing a literature search, field surveys, and habitat assessments, it was determined the proposed project would have **no effect** on the red-cockaded woodpecker, and smooth coneflower. Based on the habitat criteria and assumed presence of monarch butterfly, tricolored bat, and southern hognose snake, SCDOT will initiate consultation with USFWS, if necessary, prior to completion of the project.

APPENDIX A

Figures



Calks Ferry Road/I-20
Interchange Improvement Project
Location Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=3mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
1



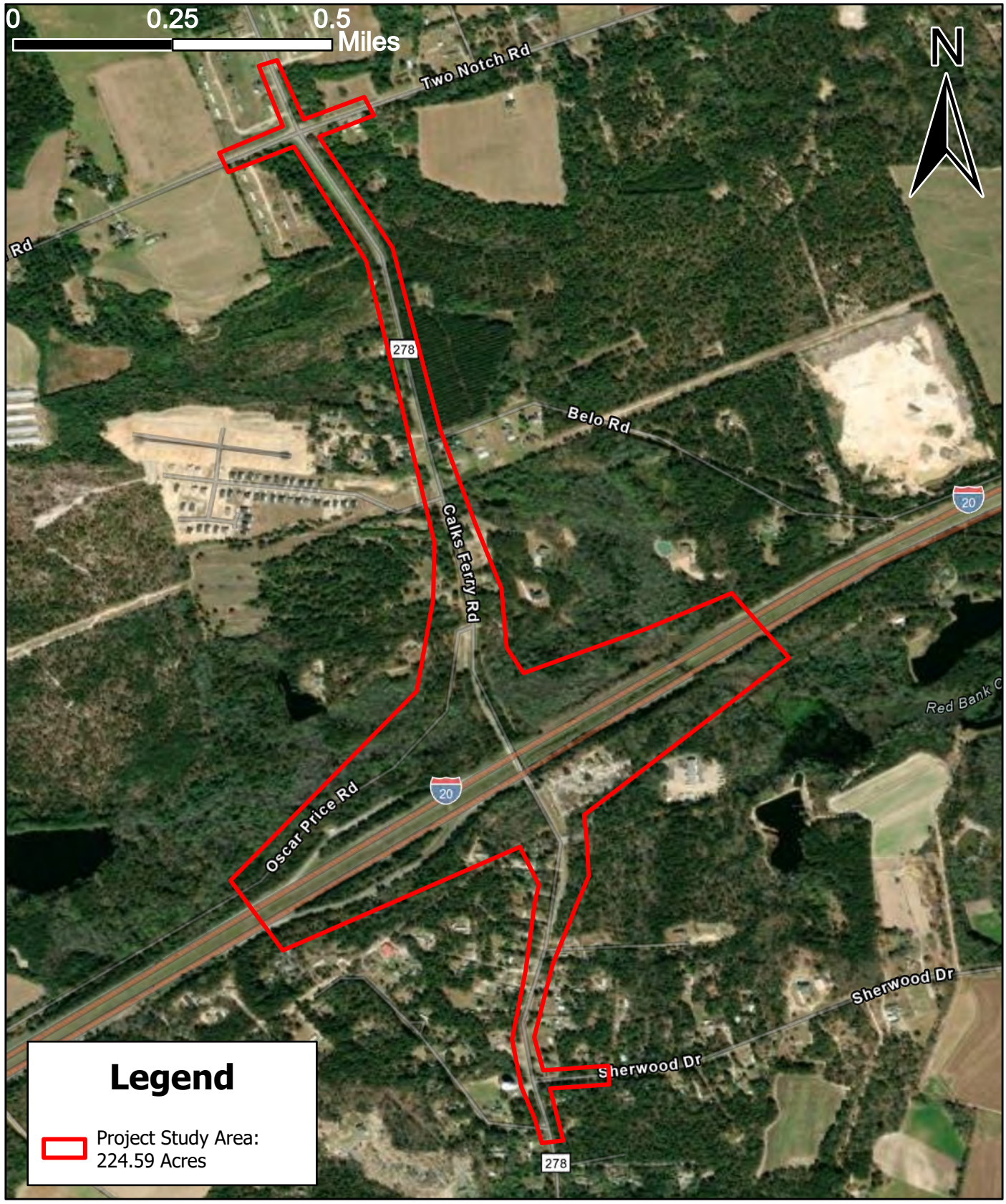
THREE OAKS ENGINEERING

Calks Ferry Road/I-20
Interchange Improvement Project
Vicinity Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=0.25mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
2



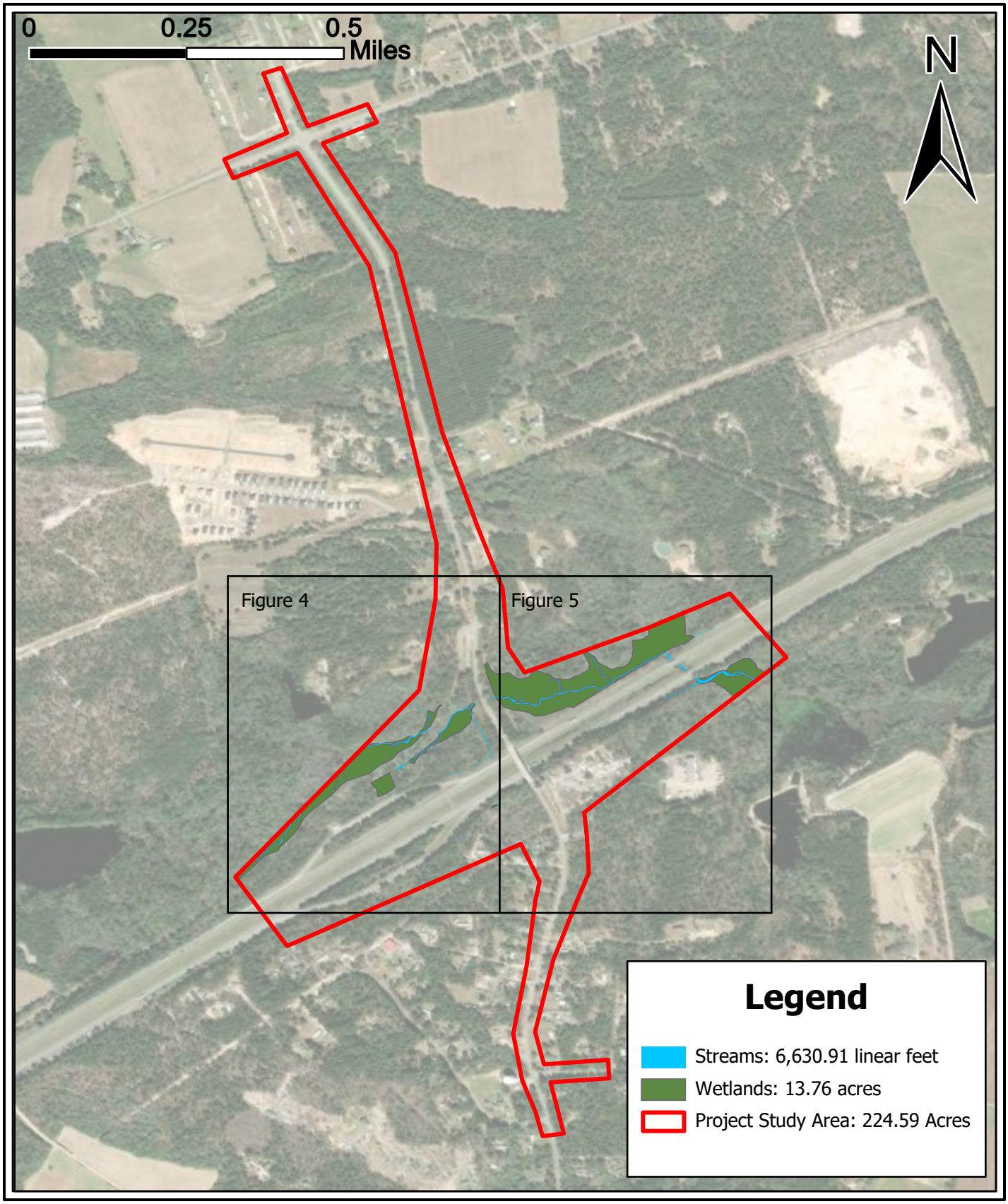
THREE OAKS ENGINEERING

Calks Ferry Road/I-20
Interchange Improvement Project
Aerial Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=0.25mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
3

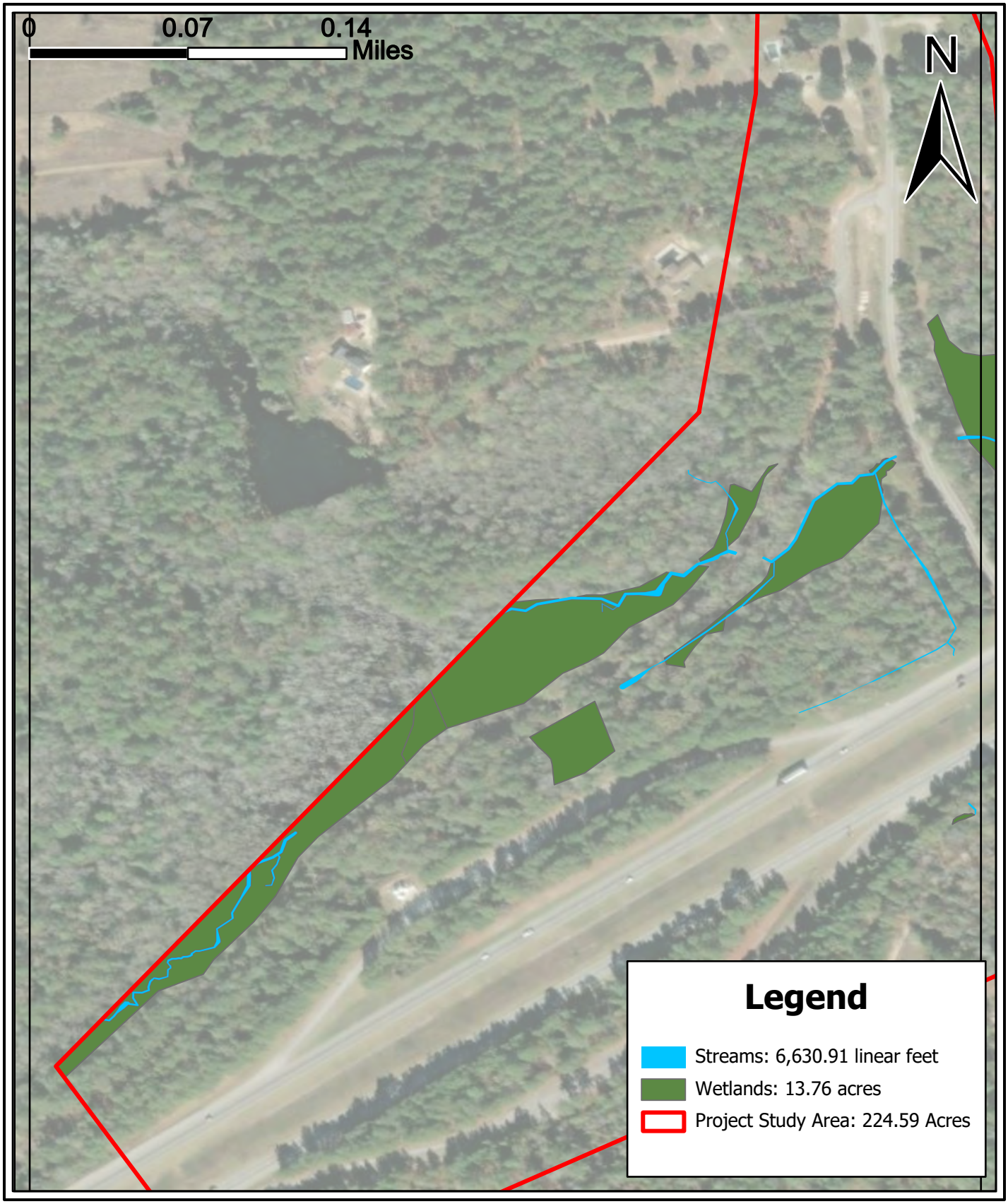


Calks Ferry Road/I-20
Interchange Improvement Project
Aquatic Resources Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=0.25mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
4



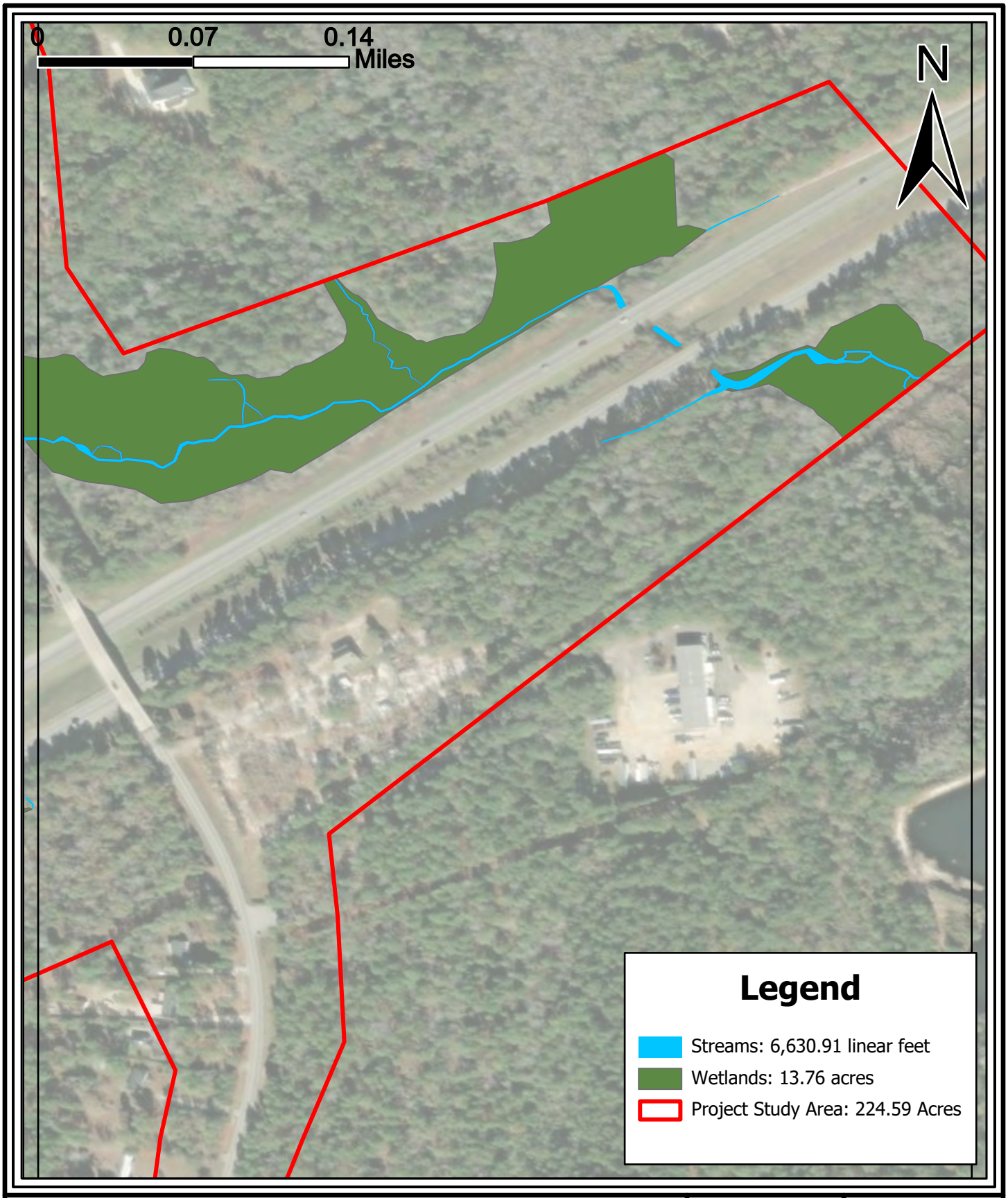
THREE OAKS ENGINEERING

Calks Ferry Road/I-20
Interchange Improvement Project
Aquatic Resources Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=0.07mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
5



THREE OAKS ENGINEERING

Calks Ferry Road/I-20
Interchange Improvement Project
Aquatic Resources Map

South Carolina
County of Lexington

Date: 7/11/25	
Scale: 1in=0.07mi	
Job #: 25-627	
Drawn By: MM	Checked By: WB

Figure
6

APPENDIX B

Species Lists and Reports

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218

In Reply Refer To: 07/29/2026 14:49:21 UTC
Project Code: 2025-0103771
Project Name: Caulks Ferry Road Interchange Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
(843) 727-4707

PROJECT SUMMARY

Project Code: 2025-0103771
Project Name: Caulks Ferry Road Interchange Improvements
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Lexington County has secured a Legislative Earmark to fund an Interchange Justification Report (IJR) for I-20 at Calks Ferry Road in Lexington County, SC. This study will be to determine the viability to constructing a new full interchange at the existing crossing of Calk Ferry Road that will improve operational efficiencies along the I-20 corridor and downtown Lexington.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.914943449999996,-81.32712153271962,14z



Counties: Lexington County, South Carolina

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515 General project design guidelines: https://ipac.ecosphere.fws.gov/project/NCYDCIO23FFBRA2K5HR646K3NU/documents/generated/12882.pdf	Proposed Endangered

BIRDS

NAME	STATUS
Red-cockaded woodpecker *Dryobates borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614 General project design guidelines: https://ipac.ecosphere.fws.gov/project/NCYDCIO23FFBRA2K5HR646K3NU/documents/generated/12166.pdf	Threatened

REPTILES

NAME	STATUS
Southern hognose snake *Heterodon simus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3248 General project design guidelines: https://ipac.ecosphere.fws.gov/project/NCYDCIO23FFBRA2K5HR646K3NU/documents/generated/11603.pdf	Proposed Threatened

INSECTS

NAME	STATUS
Monarch butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743 General project design guidelines: https://ipac.ecosphere.fws.gov/project/NCYDCIO23FFBRA2K5HR646K3NU/documents/generated/11602.pdf	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Smooth coneflower *Echinacea laevigata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3473 General project design guidelines:	Threatened

NAME STATUS

https://ipac.ecosphere.fws.gov/project/NCYDCIO23FFBRA2K5HR646K3NU/documents/generated/9753.pdf

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

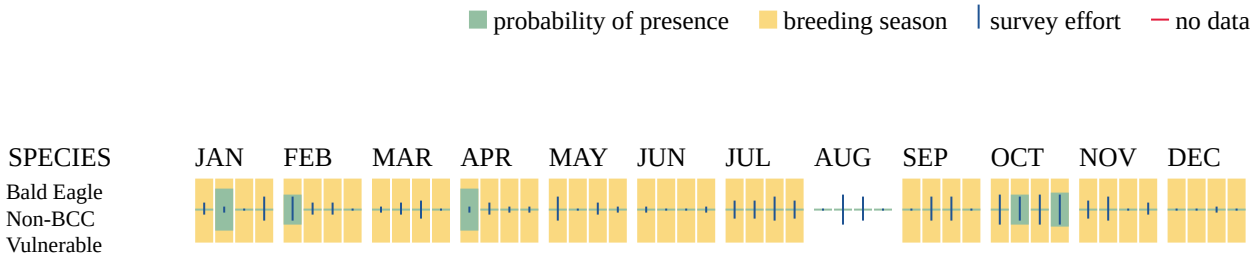
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Chuck-will's-widow *Antrostomus carolinensis* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9604	Breeds May 10 to Jul 10
Coastal (Waynes) Black-throated Green Warbler *Setophaga virens waynei* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11879	Breeds May 1 to Aug 15
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Painted Bunting *Passerina ciris* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9511	Breeds Apr 25 to Aug 15
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prairie Warbler *Setophaga discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31

NAME	BREEDING SEASON
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Ruddy Turnstone *Arenaria interpres morinella* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

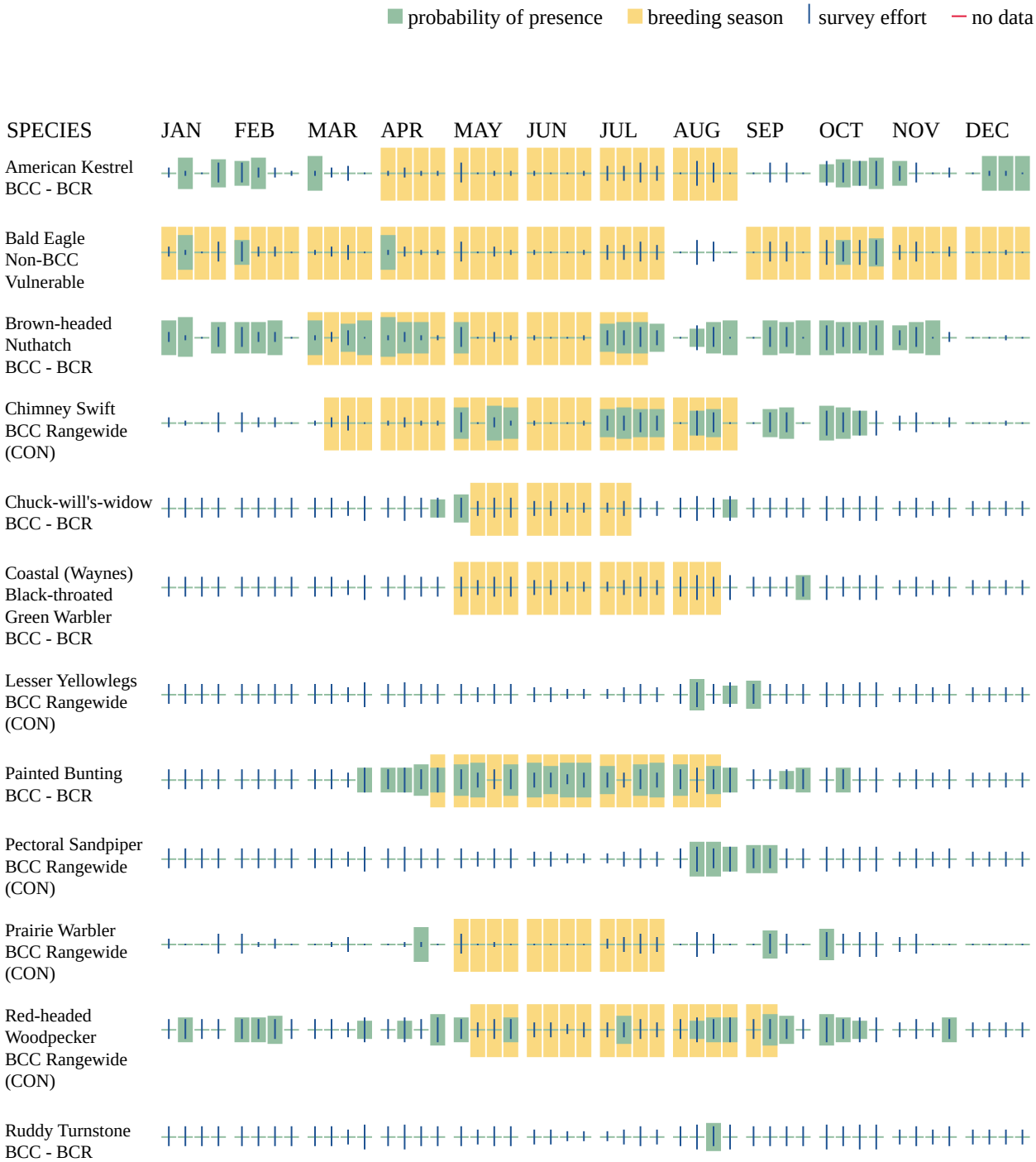
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

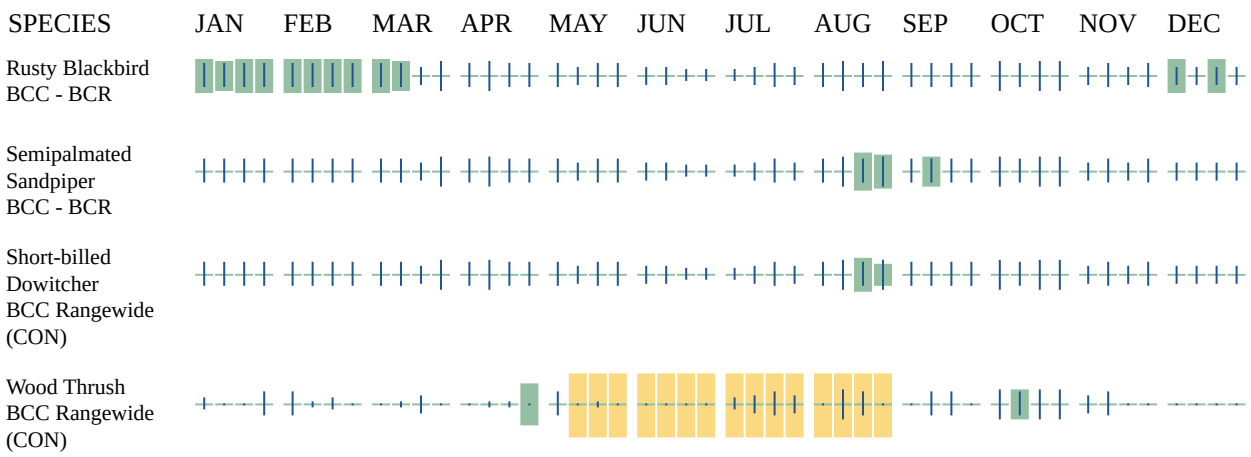
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Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

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Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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- Nationwide avoidance and minimization measures for birds
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WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A
- PFO1C
- PSS7B
- PFO1B

RIVERINE

- R5UBH
- R2UBHx

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Megan McCann
Address:	1022 State St
Address Line 2:	Building #2
City:	Cayce
State:	SC
Zip:	29033
Email	megan.mccann@threeoaksengineering.com
Phone:	5136128763

United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Carolina Ecological Services
176 Croghan Spur Road, Suite 200
Charleston, SC 29407-7558
Phone: (843) 727-4707 Fax: (843) 727-4218

In Reply Refer To: 07/29/2026 15:25:44 UTC
Project code: 2025-0103771
Project Name: Caulks Ferry Road Interchange Improvements

Subject: Consistency letter for 'Caulks Ferry Road Interchange Improvements' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the South Carolina Ecological Services Field Office (ESFO) Determination Key (DKey) for project review and guidance for federally listed species.

Megan McCann:

The U.S. Fish and Wildlife Service (Service) received on **July 29, 2026** your effect determination(s) for the 'Caulks Ferry Road Interchange Improvements' (the Action) using the South Carolina ESFO DKey for project review and guidance for federally-listed species within the Information for Planning and Consultation (IPaC) application. The Service developed this application in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service's South Carolina ESFO DKey, you made the following effect determination(s) for the proposed Action:

Species	Listing Status	Determination
Red-cockaded woodpecker (*Dryobates borealis*)	Threatened	No effect

Consultation Status

Your agency has met consultation requirements for the species listed above by informing the Service of the "no effect" determinations. No further consultation for this project is required for these species. This consistency letter confirms you may rely on effect determinations you reached by considering the South Carolina ESFO DKey to satisfy agency consultation requirements under Section 7(a) (2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.; ESA).

The following species and/or critical habitats may also occur in your project area and **are not** covered by this conclusion:

- Monarch butterfly *Danaus plexippus* Proposed Threatened
- Smooth coneflower *Echinacea laevigata* Threatened
- Southern hognose snake *Heterodon simus* Proposed Threatened
- Tricolored bat *Perimyotis subflavus* Proposed Endangered

Please note that due to obligations under the ESA, potential impacts of this project must be reconsidered if: (1) new information reveals impacts of this identified action may affect any listed species or critical habitat in a manner not previously considered; (2) this action is subsequently modified in a manner which was not considered in this assessment; or (3) a new species is listed or critical habitat is designated that may be affected by the identified action. If any of the above conditions occurs, additional consultation with the South Carolina ESFO should take place before project changes are final or resources committed.

Bald and Golden Eagle Protection Act (BGEPA): Bald and golden eagles are not included in this section 7(a)(2) consultation and this information does not constitute a determination of effects by the Service. The Service developed the National Bald Eagle Management Guidelines to advise landowners, land managers, and others who share public and private lands with bald eagles when and under what circumstances the protective provisions of the BGEPA may apply to their activities. The guidelines should be consulted prior to conducting new or intermittent activity near an eagle nest.

If the Federal Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) may be required. Please contact Ulgonda Kirkpatrick (phone: 321/972-9089, e-mail: ulgonda_kirkpatrick@fws.gov) with any questions regarding potential impacts to bald or golden eagles.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Caulks Ferry Road Interchange Improvements

2. Description

The following description was provided for the project 'Caulks Ferry Road Interchange Improvements':

> Lexington County has secured a Legislative Earmark to fund an Interchange Justification Report (IJR) for I-20 at Calks Ferry Road in Lexington County, SC. This study will be to determine the viability to constructing a new full interchange at the existing crossing of Calk Ferry Road that will improve operational efficiencies along the I-20 corridor and downtown Lexington.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.915211299999996,-81.32710969493911,14z



QUALIFICATION INTERVIEW

1. Does the proposed project involve research or other actions that include the collection, capture, handling, or harassment of any individual federally listed threatened, endangered or proposed species?

   No

2. Is the action authorized, funded, or being carried out by a Federal agency?

   No

3. Is the project an existing structure that requires maintenance, repair, or replacement?

   Yes

4. Will all project take place within the existing structure's footprint?

   No

5. Does the project intersect the red-cockaded woodpecker AOI?

   Automatically answered
   Yes

6. Is the action area located within suitable Red-cockaded woodpecker foraging habitat (pine or pine/hardwood stands in which 50% or more of the dominant trees are pines and the dominant pine trees are 30 years of age or older or >10-inches diameter breast height (dbh) and the midstory height does not exceed 12 feet)?

   No

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Megan McCann
Address:	1022 State St
Address Line 2:	Building #2
City:	Cayce
State:	SC
Zip:	29033
Email	megan.mccann@threeoaksengineering.com
Phone:	5136128763

MEMORANDUM

To: *Mead & Hunt*

From: *Three Oaks Engineering*

Date: *July 30, 2026*

Subject: *Calks Ferry Interchange Improvements – State-Listed Species*

The South Carolina Department of Natural Resources (SCDNR) is charged with protecting species listed as endangered or threatened within the state of South Carolina. Currently, there are no allowances for the take of state-listed species except for scientific, zoological, or educational purposes (§50-15-40(D)). Species protected under §50-15-40(D) do not include plant species.

The project study area (PSA) was entered into the Natural Heritage Species Reviewer on July 30, 2026, to generate a report (attached) of protected species known to occur within both the PSA and a two-mile buffer area around the PSA. Although the Species Reviewer report provides information on known occurrences of these species, the SCDNR State Listed Species Protection Guidance states that the lack of occurrence records does not equate to absence of these species from a site. These species are mobile, and occurrence records may either be dated or lack precise location information. Therefore, the county list is recommended to evaluate the potential presence of protected species. The list of protected species for Allendale and Hampton Counties, the protection status of each species, and their habitat information are provided in **Table 1**.

According to the SC Natural Heritage Species Reviewer report, there are no occurrence records for state listed species within the PSA or within a two-mile buffer area of the PSA.

The presence of suitable habitat for state-listed species within the PSA was evaluated during the field surveys for federally listed species in Lexington. Several of the state-listed species are also protected by the US Fish and Wildlife Service (USFWS), and more details on those species and PSA habitats can be found in the Biological Evaluation (BE). The presence or absence of suitable habitat for each state-listed species in Lexington County is provided in **Table 1**. **Table 2** summarizes SCDNR's avoidance and minimization protocols for state-listed species for which habitat exists within the PSA.

Table 1. State Listed Species Known to Occur within Lexington County

Species	State Status	Federal Status	Habitat Type	Habitat Present in PSA
Bird Species				
Bald eagle (*Haliaeetus leucocephalus*)	Threatened	BGEPA	Tall trees (nesting); open water, marsh, and rivers (foraging)	Yes
Red-cockaded woodpecker (*Dryobates borealis*)	Endangered	Threatened	Mature pines (nesting); pines >10" DBH (foraging)	No
Reptile Species				
Gopher tortoise (*Gopherus polyphemus*)	Endangered	Not Listed	Open pineland in the sandhills and inner coastal plain	Yes
Southern hognosed snake (*Heterodon simus*)	Threatened	Not Listed	Sandhills, pine flatwoods, coastal dunes	Yes
Spotted turtle (*Clemmys guttata*)	Threatened	At-Risk-Species	Bogs, drainage ditches, pine flatwoods, wet meadows	Yes
Fish Species				
Shortnose sturgeon (*Acipenser brevirostrum*)	Endangered	Endangered	Freshwater riverine, estuaries and saltwater	No

BGEPA = Bald and Golden Eagle Protection Act

Table 2. Avoidance and Minimization for State-Listed Species with Habitat in the PSA

Species	Avoidance and Minimization
Bald eagle (*Haliaeetus leucocephalus*)	No individuals or evidence of nesting activity was observed within the PSA during field investigations. Bald eagles are a state-listed threatened species and are federally protected under the Bald and Golden Eagle Protection Act. If bald eagle nests are found to be within 660 feet of the project area, consult with the USFWS and the National Bald Eagle Management Guidelines to ensure that impacts are avoided to this species before proceeding with any construction activities.
Gopher tortoise (*Gopherus polyphemus*)	Marginally suitable habitat is present in the PSA. If any individuals of the species are observed, Lexington County will coordinate with SCDNR. Gopher tortoise activity peaks in the spring (April and May) and early Fall (September and October) when conditions are warm but mild. Surveying during these periods can provide the best sense of occupancy and activity within the population. No active burrows or individuals have been observed to date.
Southern Hog-nosed snake (*Heterodon simus*)	Marginally suitable habitat is present in the PSA. No individuals have been observed in the PSA. If any individuals of the species are observed, Lexington County will coordinate with SCDNR.

Species	Avoidance and Minimization
Spotted turtle (*Clemmys guttata*)	Habitat is abundant throughout the PSA. Lexington County may coordinate with SCDNR to determine if surveys are appropriate prior to activities within suitable habitat. Tree clearing should only occur August to December to prevent impacts to spotted turtles during reproduction. However, if wetlands are dry January to June, they may be cleared, but they must be completely dry (no surface water present).

APPENDIX E

BIOLOGICAL EVALUATION & STATE SPECIES MEMO

Environmental Restrictions - Spotted Turtle

Due to the potential presence of a state-listed Spotted Turtle, the Contractor shall comply with the following requirements related to the installation of temporary barrier fencing (TBF), clearing and grubbing operations, and perimeter silt fence installation.

1. Allowable Work Windows

The Contractor may proceed under one of the following two options:

A. Work Conducted Between November 15 and January 15
If the initial installation of TBF, clearing and grubbing, and perimeter silt fence installation are both initiated and completed within this timeframe, work may proceed without additional Spotted Turtle survey requirements.

B. **Work Conducted Between January 16 and November 14**
If any portion of TBF installation, clearing, grubbing, or perimeter silt fence installation is initiated during this timeframe, Spotted Turtle surveys shall be required prior to each activity, as described below.

- Installation of temporary barrier fence (TBF)
- Clearing operations
- Grubbing operations
- Installation of perimeter silt fence

- Each activity listed above shall require a separate survey prior to initiation.

- Surveys shall continue until full perimeter silt fence exclusion and protection of the project limits is achieved.

2. Contractor Coordination Responsibilities

- Prior to requesting surveys, the Contractor shall ensure that all project limits are clearly staked or marked in the field to facilitate survey efforts.

- The Contractor shall notify the SCDOT Environmental Services Office (ESO) no less than **72 hours in advance** of any planned TBF installation, clearing, grubbing, or BMP installation activities requiring survey.

- The Contractor shall have all required TBF and silt fence BMP materials on site and available for installation within **24 hours** of receiving a no presence survey results, as communicated by SCDOT ESO to the Resident Construction Engineer (RCE).

3. Scheduling Impacts and Monitoring

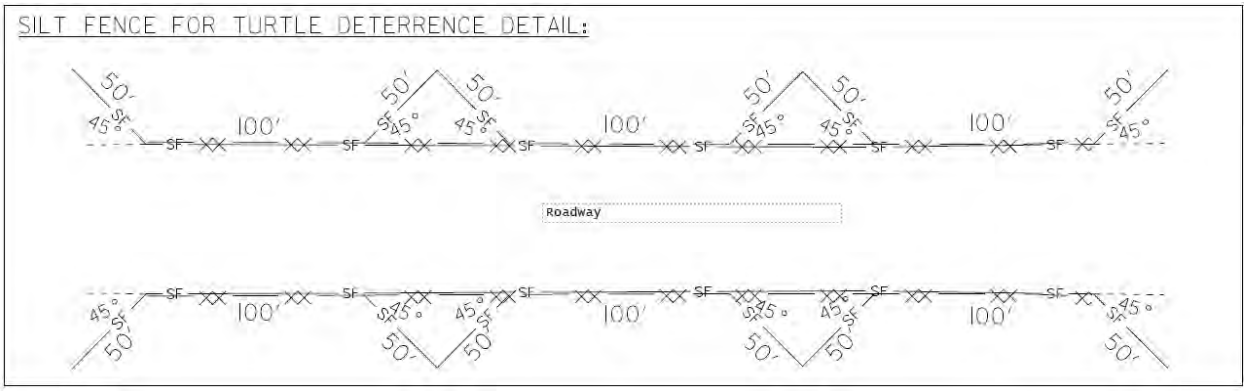
- The Contractor is advised that up to a **72-hour delay** may occur prior to initiation of each activity to allow for completion of the required Spotted Turtle survey.

- Upon completion of perimeter silt fence installation, SCDOT ESO or its representative shall inspect the project area to confirm that no Spotted Turtles are trapped within the project limits.

- Additional monitoring and/or surveys may be required during wet seasons or wet site conditions, including the presence of standing water.

4. Other

- The Contractor shall install standard perimeter control silt fencing around the project limits prior to any other ground disturbance. Once construction begins, monitor silt fencing weekly for integrity to prevent Spotted Turtles from entering the project site. Where practicable adjacent to wetlands/streams, install silt fence arms on the outside of the perimeter control fencing at 45-degree angles at lengths suitable for the given locations to guide wildlife away from the construction area. This “turtle deterrence fence” should have a series of 45-degree angle (max.) to direct the Spotted Turtles away from the project. Additionally, silt fence arms should extend at least 50 feet in each direction so that each 45-degree angle (max.) meet to form a triangle. See standard detail below. The turtle deterrence fence should not go beyond the ROW; for this reason, angles less than the ideal 45 degrees may be necessary and will be at the discretion of the RCE.



- All USACE permitted wetland areas must be delineated with Double Row Silt Fence and Temporary Barrier Fence after the area has been surveyed for presence of Spotted Turtle. TBF and outer row of Silt Fence can use the same post, as long as posts are spaced per Silt Fence specifications.
- The Contractor shall contact SCDOT ESO if a Spotted Turtle is encountered during construction. SCDOT ESO will coordinate relocation of the Spotted Turtle with SCDNR. For this reason, Contractor is put on notice that if a Spotted Turtle is located on site during a survey, delays may occur due to coordination with SCDNR.

APPENDIX F

QUALIFICATIONS OF MEAD & HUNT PERSONNEL

The following Mead & Hunt employees were responsible for the preparation of this document:

Investigator:	Olivia Roach
Education:	B.S. Environmental and Natural Resources; Clemson University, 2023
Experience:	Environmental Scientist, Mead & Hunt 2024-Present; Environmental Analyst, Kimley-Horn and Associates 2023-2024 Basic and Advanced Wetland Delineation Training Certified; Interagency Consultation for Endangered Species (Section 7) Training Certified.
Responsibilities:	Wetland delineation, terrestrial community ID, GPS point collection, GIS products

Investigator:	Veronica Miller
Education:	Masters of Environmental Science; Florida Gulf Coast University, 2018 B.S. Biology; The University of Scranton, 2015
Experience:	Environmental Scientist, Mead & Hunt 2018-Present; Basic and Advanced Wetland Delineation Training Certified; Interagency Consultation for Endangered Species (Section 7) Training Certified.
Responsibilities:	QAQC of environmental documentation

Investigator:	Siobhan Gordon
Education:	B.S. Biology; College of Charleston, 2005
Experience:	Over 15 years' experience in environmental consulting; Environmental Services Senior Planner with Mead & Hunt. Basic Wetland Delineation Training Certified.
Responsibilities:	Wetland delineation, terrestrial community ID, QAQC of environmental documentation.

Contributor	Responsibility						
	Stream Determinations	Wetland Delineations	Terrestrial Community ID	ESA Assessments	Document Preparation	QA/QC Review	Other
Olivia Roach	X	X	X		X		
Veronica Miller						X	
Siobhan Gordon	X	X	X	X		X	
Wade Biltoft				X			
Pam Ferral				X			

APPENDIX H

SCDOT FLOODPLAIN CHECKLIST

South Carolina Department of Transportation
Location and Hydraulic Design of Encroachments on Floodplains Checklist

23 CFR 650, this regulation shall apply to all encroachments and to all actions which affect base floodplains, except for repairs made with emergency funds. Note: These studies shall be summarized in the environmental review documents prepared pursuant to 23 CFR 771.

I. PROJECT DESCRIPTION

Lexington County, in coordination with the SCDOT and FHWA, proposes a new full access interchange at the I-20 overpass at Calks Ferry Road (S-278). A new bridge is to be constructed on alignment adjacent/parallel to the existing overpass, which will ultimately be removed. The project also proposes to widen Calks Ferry Road and improve intersections in the project vicinity.

A. Narrative Describing Purpose and Need for Project
   a. Relevant Project History:
   b. General Project Description and Nature of Work (attach Location and Project Map):
   c. Major Issues and Concerns:

See attached Purpose and Need Summary.

B. Are there any floodplain(s) regulated by FEMA located in the project area?
   Yes☒ No☐

C. Will the placing of fill occur within a 100-year floodplain?
   Yes☒ No☐

D. Will the existing profile grade be raised within the floodplain?

The existing roadway will be realigned with adjustments to the roadway grade as necessary to provide the appropriate roadway geometry.

E. If applicable, please discuss the practicability of alternatives to any longitudinal encroachments.

Several conceptual alternatives were considered. The preferred alternative creates the least floodplain impacts while providing the desired traffic movements and required roadway geometry. Other alternatives considered include a cloverleaf interchange, which was more impactful to the floodplain.

F. Please include a discussion of the following: commensurate with the significance of the risk or environmental impact for all alternatives containing encroachments and those actions which would support base floodplain development:

a. What are the risks associated with implementation of the action?

Impacting floodplains risks reducing floodwater storage capacity and can increase flooding impacts. However, upon preliminary hydraulic assessment, a No-Rise Certification is anticipated for this project.

b. What are the impacts on the natural and beneficial floodplain values?

Lateral fill in floodplains risks impacting the flood carrying capacity of the floodplain. Avoidance and minimization efforts will be made as the design progresses with the goal of maintaining the floodplain's flood carrying capacity.

c. What measures were used to minimize floodplain impacts associated with the action?

As the interchange conceptual alternatives were being developed, a cloverleaf alternative was changed to partial cloverleaf in order to reduce floodplain impacts in the northeast quadrant.

d. Were any measures used to restore and preserve the natural and beneficial floodplain values impacted by the action?

The preferred alternative was selected to reduce impacts to the floodplain. As design progresses, avoidance and minimization efforts will be made.

G. Please discuss the practicability of alternatives to any significant encroachments or any support of incompatible floodplain development.

Due to the proximity of the floodplain to existing I-20 westbound lanes, no practicable alternatives that completely avoid floodplain encroachment exist.

H. Were local, state, and federal water resources and floodplain management agencies consulted to determine if the proposed highway action is consistent with existing watershed and floodplain management programs and to obtain current information on development and proposed actions in the affected? Please include agency documentation.

No floodplain management agency coordination was completed at this early stage in the project lifecycle. The appropriate agencies will be consulted as the project progresses.

_____ _____

SCDOT Hydraulic Engineer Date

APPENDIX I

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Mead & Hunt
878 South Lake Drive
Lexington, South Carolina 29072
803-996-2900
meadhunt.com

December 8, 2025

Brent Hyatt
Director of Public Works
Lexington County Government
440 Ball Park Road
Lexington, SC 29072

Subject: Phase I Environmental Site Assessment
Approximately 154.3 acres of Property within Lexington County centered along Calks Ferry Road and I-20
Mead & Hunt Project Number: 4035500-250712.01

Dear Mr. Hyatt:

Mead & Hunt, Inc. (Mead & Hunt) has performed a Phase I Environmental Site Assessment of the above referenced property. The report was prepared pursuant to the agreement between Mead & Hunt and Lexington County, dated March 12, 2025. One (1) copy of the final report is attached for your use.

Mead & Hunt appreciates the opportunity to provide our services to you on this important project. If you have any questions or if we can be of additional service, please feel free to contact us at (803) 520-2994.

Sincerely,
MEAD & HUNT, Inc.

Veronica Miller
Environmental Planner

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Approximately 154.3 acres of Property within Lexington County centered along Calks Ferry Road and I-20

Prepared For:

South Carolina
County of Lexington

440 Ball Park Road
Lexington, SC 29072

Mead & Hunt Project Number: 4035500-250712.01

December 8, 2025

Mead & Hunt
878 South Lake Drive
Lexington, South Carolina 29072
803-785-2090
meadhunt.com

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SUMMARY

Mead & Hunt, Inc. has completed a Phase I Environmental Site Assessment (ESA), according to ASTM E 1527-21 and in accordance with the agreement between Mead & Hunt and Lexington County (County), dated March 12, 2025 (**Appendix A**), for a proposed interchange at Calks Ferry Road (State Road S-32-278) and Interstate 20 (I-20) in Lexington County, SC.

This summary is intended as an overview of the Phase I ESA, for the convenience of the reader. The complete report must be reviewed in its entirety prior to making decisions regarding this property.

A project study area has been developed to include property that may be acquired by Lexington County (subject property). Based on information provided by Lexington County, Mead & Hunt understands the subject property is approximately 154.3 acres of land within Lexington County. A list of all tax parcels within this subject property is included in **Appendix B**. The subject property is centered along Calks Ferry Road and I-20, spanning from the intersection with Two Notch Road to Cheryse Road to the south. The property is mostly undeveloped and forested with scattered residential properties.

No on-site (within the subject property) findings of note were identified in the Environmental Data Resources, Inc. (EDR) report. The Phase I Map (**Appendix C - Figure 6)** shows Sites 01-12 that were documented during field investigations conducted by Mead & Hunt Environmental Planners in May and July of 2025. These sites contained mostly miscellaneous items including asphalt, roof shingles, tires, and trash along Oscar Price Road and Calks Ferry Road (northwest of I-20). Two (2) residential properties with history of structure demolition with asbestos were identified, and details are included in **Appendix E**. No visible signs of past or existing contamination were observed on-site.

Off-site findings of note identified in the EDR report included a total of four (4) sites located within 0.5-mile of the subject property, included in Appendix E. Clusters represent a single address with multiple sites. Map ID Cluster A (1, A4, A5, A6, A7, A8) and Cluster B (B10, B11) are associated with *Republic Services (*formerly *Ecoflo)*, a waste management service. EDR found multiple hazardous materials and generators held at this site. However, no records of spills or contamination were noted. Mead & Hunt Environmental Planners attempted to survey the business on November 6, 2025, for additional information but were not permitted on the gated property. Personnel asked them to leave and stated that no hazardous liquid was held on-site. Map ID 17 is associated with *Carolina Dielectrics*, a fiberglass company for boat production. EDR

noted the business on ECHO and FINDS databases. However, no records of spills or contamination were noted. Mead & Hunt Environmental Planners did not note any significant findings along the perimeter of the property during field investigations. Cluster D (D18, D19) is associated with an abandoned market, *Hancock Grocery*. One (1) 500-gallon petroleum underground storage tank (UST) was reported to have leaked in 1997 with a clean-up completed in 2001. Given the distance and location of the UST from the subject property, as well as the length of time that has passed since reported clean-up completion, this site does not have an impact on the subject property.

PLEASE NOTE: (1) Map ID Cluster C (C13, C14, C15) is misrepresented and is not located at 3066 Two Notch Road. It is located at 2546 Two Notch Road, approximately 2.0-miles east. (2) Map ID 1 is associated with Cluster A.

Any remaining off-site RECs are either too far from the subject property (beyond 0.25-mile), are at a lower elevation than the subject property, or did not have any listed site violations. Therefore, these RECs have no impact on the subject property.

Based on this Phase I ESA, Mead & Hunt found no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property.

1.0 INTRODUCTION

Mead & Hunt, Inc. (Mead & Hunt) conducted a Phase I Environmental Site Assessment (ESA) of approximately 154.3 acres associated with Lexington County (subject property). A list of all tax parcel properties within this subject property is included in **Appendix B**. The ESA was conducted using the American Society for Testing and Materials (ASTM) E 1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* and in accordance with the agreement between Mead & Hunt and the County, dated March 12, 2025 (see **Appendix A**).

1.1 Purpose

The purpose of the Phase I ESA is to identify, pursuant to ASTM Standard Practice E 1527-21, *Recognized Environmental Conditions* (RECs) in connection with the subject property.

ASTM defines the term recognized environmental condition to mean (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A *de minimis* condition is not a REC.

1.2 Detailed Scope of Services

Mead & Hunt's approach to performing this Phase 1 Environmental Site Assessment consisted of three (3) major tasks in general accordance with ASTM Standard Practice E 1527-21.

Task 1 - A review of *reasonably ascertainable* public records for the site and the immediate vicinity was conducted. This review was performed to characterize environmental features of the site and identify past and present land use activities on or in the vicinity of the site, which may indicate a potential for RECs. The review of the reasonably ascertainable public records included:

1. Examination of federal, state, tribal and reasonably ascertainable local public records for the site and immediate vicinity.
2. Examination of one or more of the following standard sources: aerial photographs, fire insurance maps, tax files, building department records, zoning/land use records, city directories, and topographic maps of the site and vicinity for evidence suggesting past uses that might have involved hazardous substances or petroleum products.

Task 2 - Site reconnaissance was performed to identify visible signs of past or existing contamination on or adjacent to the site. This reconnaissance was also performed to evaluate evidence found in the public record review that might indicate activities resulting in hazardous substances or petroleum products use or deposited on the site. Site reconnaissance included the following activities:

1. On-site reconnaissance of the subject property and adjacent properties was performed to look for evidence of current and past property uses, signs of spills, stressed vegetation, buried waste, underground or above ground storage tanks, subsidence, transformers, or unusual soil discoloration that may indicate the possible presence of contaminants on the property. Photographs are provided in **Appendix D** to document these conditions.
2. Discussion with Eric Castillo, site employee of the *Republic Services (*formerly *Ecoflo)* business, was carried out to determine the history of the property and any past/current presence of Underground Storage Tanks. Eric informed Mead & Hunt planners that no liquid storage was on-site and shared his contact information. Access to the property was not possible.
3. Exterior reconnaissance involved visual inspection of the periphery of the property and a walk-through of accessible areas of the site interior.
4. Structures on the subject property were reviewed to the extent that these structures were publicly accessible and safe for entry.

Task 3 - Report preparation and review.

Unless specifically authorized as an addition to the Phase I ESA work scope, the assessment did not include any assessment of environmental conditions not specifically included in the ASTM E 1527-21 standard. This includes the assessment of business risk issues, such as lead in drinking water; mold, fungi or bacteria in on-site buildings; regulatory compliance; cultural/historic risks; industrial hygiene; health/safety; ecological resources; endangered species; indoor air quality including possible vapor intrusion; and radon or high voltage power lines.

1.3 Significant Assumptions

A significant assumption used in evaluating potential impacts to the subject property from off-site facilities or incidents was that the slope of the water table under static conditions (no pumping interference) often approximates the land surface topography. Thus, the movement of groundwater is assumed to be in approximately the same direction as the topographic slope of the surrounding subject property. Intermittent or perennial surface waters (creeks, streams, rivers, etc.) are assumed to act as a discharge point for groundwater flow.

Another significant assumption employed was that information acquired from public record and interviews is accurate and reliable.

1.4 Limitations & Exceptions

This Phase I Environmental Site Assessment was conducted using ASTM E 1527-21. The findings of this report are applicable, and representative of conditions encountered at the subject property the date this assessment was conducted and may not represent conditions at a later date.

The review of public records was limited to that information which was available to Mead & Hunt at the time this report was prepared. Information was derived from *reasonably ascertainable* and *practically reviewable* sources in compliance with our understanding of the standards set forth by ASTM E 1527-21. The history of the subject property could not be documented at approximately five-year intervals because standard historical sources in the form of topographic maps were not provided at such intervals.

Specific limitations to this assessment are chain-of title and environmental lien or activity and use limitations information was not provided by Lexington County (User). The User was responsible for reviewing and providing any land title and judicial records for environmental liens or activity and use limitations. Interviews with local government officials, other than the User, were not attempted.

1.5 Special Terms, Conditions & Reliance

This Phase I ESA was conducted in accordance with agreement between Mead & Hunt and the County, dated March 12, 2025. A copy of the work authorization is included in **Appendix A**.

1.6 User Reliance

The resulting report is provided for the sole use of the User and their assignees. Use of this report by any third parties will be at such party's sole risk except, when granted under written permission by Mead & Hunt. Any such authorized use or reliance by third parties will be subject to the same contract/agreement under which the work was conducted for the User.

Additional party's use and reliance on the report will be subject to the same rights, obligations, and limitations imposed on the client by our work authorization. However, the total liability of Mead & Hunt to all parties of the Phase I ESA shall be limited to the remedies and amounts as provided in the work authorization as a single contract. The additional party's use and reliance

on the report shall signify the additional party's agreement to be bound by the proposal and contract that make up the work authorization between the County and Mead & Hunt.

According to standards set forth by ASTM E 1527-21, components of the Phase I ESA will expire 180 days from the date of completion of that component and may therefore require updating if the date of property acquisition exceeds this time. The following table lists the dates of completion for pertinent components:

Component	**Date of Completion**
Environmental Database Search	October 3, 2025
Site Reconnaissance	November 6, 2025

2.0 SITE DESCRIPTION

2.1 Location

The subject property is approximately 154.3 acres of land within Lexington County. A list of all tax parcel properties within this subject property is included in **Appendix B**. The subject property is centered along Calks Ferry Road and I-20, spanning from the intersection with Two Notch Road to Cheryse Road to the south. A map of the subject property is included in **Appendix C**.

2.2 Site & Vicinity Description

The subject property is located approximately 7 miles southwest of the Town of Lexington, SC. Adjacent properties to the subject property are mostly undeveloped forestland, farmland and residential properties. One (1) active business is located directly adjacent to the subject property, *Republic Services (*formerly *Ecoflo)*, a waste management service. Specifically, the business is located southeast of the I-20/Calks Ferry Road overpass. Beyond the adjacent properties, residential and commercial properties continue to grow east of the subject property, towards the Town of Lexington.

2.3 Current Use of the Property

The subject property is currently occupied by residential properties and undeveloped forestland. A FEMA special flood hazard A/AE zone is located within the forested portion of the subject property just north of I-20, running west to east crossing Calks Ferry Road. Please see **Appendix C** for Aerial Photography Map of the property.

2.4 Descriptions of Roads, Structures, & Other Improvements on the Site

All roads and road crossings, including Calks Ferry Road, Two Notch Road, Oscar Price Road, Belo Road, and Sherwood Drive, are all secondary roads. Interstate 20 (I-20) runs east/west through the subject property and is an Interstate highway. I-20 is a major east–west Interstate Highway in the Southern United States. I-20 runs 1,539 miles beginning at an interchange with I-10 in Reeves County, Texas, and ending at an interchange with I-95 in Florence, South Carolina.

All other structures within the subject property are residential homes. Typically, paved driveways lead to homes north of I-20 whereas dirt/gravel driveways lead to homes south of I-20. A large swath of forestland was cleared in late 2024/early 2025 west of Calks Ferry Road and north of I-20 for the construction of a large subdivision of residential homes.

2.5 Current Uses of the Adjoining Properties

Uses of adjacent properties include mostly undeveloped forestland, residential and farmland, with one (1) active business located directly adjacent to the subject property, *Republic Services (*formerly *Ecoflo)*, a waste management service. Specifically, the business is located southeast of the I-20/Calks Ferry Road overpass. Another non-residential structure is located at 3135 Two Notch Road identified on Google Maps as *Big J Ranch.* It appears to be abandoned and may be used for local farm produce sales. West of Calks Ferry Road and directly across the street from Sherwood Drive is the *Joint Municipal Water & Sewer Commission* water tank, which is completely fenced and barb wired.

3.0 USER PROVIDED INFORMATION

This section summarizes information provided by the User that may help in the identification of RECs. Pursuant to ASTM Practice E 1527-21, the environmental professional does not typically generate this information.

3.1 Title Records

Title records were not provided by the User.

3.2 Environmental Liens or Activity & Use Limitations

The User did not indicate knowledge of liens or activity use limitations.

3.3 Specialized Knowledge

The User did not indicate specialized knowledge of the property, only the future plan for the property in the future once acquired.

3.4 Valuation Reduction for Environmental Issues

The User did not indicate that there was a valuation reduction for environmental issues.

3.5 Owner, Property Manager & Occupant Information

Discussion with Eric Castillo, site employee of the *Republic Services (*formerly *Ecoflo)* business, was carried out to determine the history of the property and any past/current presence of Underground Storage Tanks. Eric informed Mead & Hunt planners that no liquid storage was on-site. Access to the property was not possible. Contact information for Eric was given if needed to reach out again. No other property owners or occupants were interviewed.

3.6 Reason for Performing Phase I ESA

Mead & Hunt understands the overall purpose of this Phase I ESA is to assist the County in identifying RECs associated with the subject property for potential ROW acquisition. No other environmental aspects were assessed beyond the scope of ASTM E 1527-21 in connection with this Phase I ESA.

4.0 RECORDS REVIEW

4.1 Standard Environmental Record Sources

Mead & Hunt contracted with Environmental Data Resources, Inc. (EDR) to conduct an environmental search and prepare a Site Assessment Report which compiles federal and state environmental database information from the regulatory records of the United States Environmental Protection Agency (USEPA) and the State of South Carolina. The purpose of the EDR Report was to identify environmental sites and activities within a radius of potential concern from the subject property, as outlined by ASTM E 1527-21. The following table lists databases included in the search. EDR identified a total of nine (9) sites within 0.25-2 miles of the subject property, four (4) of which was a cluster (single addresses with multiple database findings). The EDR report, including detailed descriptions of the databases and acronyms used below, is included in **Appendix E**.

PLEASE NOTE: (1) Map ID Cluster C (C13, C14, C15) is misrepresented and is not located at 3066 Two Notch Road. It is located at 2546 Two Notch Road, approximately 2.0-miles east. (2) Map ID 1 is associated with Cluster A.

Database	Search Distance	Number of Sites
Standard Environmental Records		
NPL	1.5 miles	0
Proposed NPL	1.5 miles	0
Delisted NPL	1.5 miles	0
NPL Liens	1.5 miles	0
CERCLA	1.0 mile	0
CERCLA – NFRAP	1.0 mile	0
CORRACTS	1.5 miles	0
RCRA-TSDF	1.0 mile	0
RCRA-LQG	0.75 mile	0
RCRA-SQG	0.75 mile	0
RCRA-VSQG	**0.75 mile**	**1**
US ENG CONTROLS	1.0 mile	0
US INST CONTROL	1.0 mile	0
LUCIS	1.0 mile	0
ERNS	0.5 mile	0
SHWS	1.5 miles	0
SWF/LF	**1.0 mile**	**1**
LUST	**1.0 mile**	**1**
INDIAN LUST	1.0 mile	0
FEMA UST	0.75 mile	0
UST	**0.75 mile**	**2**
AST	0.75 mile	0
INDIAN UST	0.75 mile	0

Database	Search Distance	Number of Sites
GWT	0.5 mile	0
RCR	1.0 mile	0
AUL	1.0 mile	0
VCP	1.0 mile	0
INDIAN VCP	1.0 mile	0
BRONWFIELDS	1.0 mile	0
Additional Environmental Records within Search Distance		
PADS	**0.5 mile**	**1**
FINDS	**0.5 mile**	**7**
ECHO	**0.5 mile**	**3**
PFAS ECHO	**0.75 mile**	**1**
UST Finder Release	**1.0 mile**	**1**
UST Finder	**0.75 mile**	**2**
E MANIFEST	**0.75 mile**	**2**
ASBESTOS	**0.5 mile**	**3**
WI MANIFEST	**0.75 mile**	**1**
TX Ind. Haz Waste	**0.75 mile**	**1**
EDR High Risk Historical Records		
MGP	1.5 miles	0
Hist Auto	0.625 mile	0
Hist Cleaner	0.625 mile	0
EDR Recovered Government Archives		
RGA HWS	0.5 mile	0
RGA LF	0.5 mile	0
RGA LUST	0.5 mile	0

*Republic Services (*formerly *Ecoflo)* is associated with Map ID 1, Cluster A and Cluster B located at 1740 and 1741 Calks Ferry Road, located within 0.10-mile of the subject property. This is a waste management service. Several standard environmental database findings were associated with both properties including:

- SWF/LF
- RCRA-VSQG

Joint Municipal Water & Sewer Commission is associated with Map ID Cluster C located *improperly* at 3066 Two Notch Road. The correct location is 2546 Two Notch Road, which is identified properly in the EDR report under latitude/longitude coordinates (33°55'54.8"N 81°17'40.6"W) located just a little over 2-miles east from the subject property. The following standard environmental database findings were associated with this site including:

- SC UST

Lastly, Map ID Cluster D is associated with an abandoned business, *Hancock Grocery,* located approximately 0.6-mile east of the subject property. It's unclear when the business was abandoned, but sometime post-2001. Several standard environmental database findings were associated with this site including:

- SC LUST
- SC UST

Please Note: The EDR report states that due to poor or inadequate address information, one site was not mapped or included in detail. Specifically, *Exxon* with database findings of SC CDL and SC LUST and UST. The closest *Exxon* is approximately 2.3-miles east of the subject property. Given the lack of information for this site and the distance to the subject property, this additional finding will not be included in the Phase I assessment.

4.2 Additional Environmental Record Sources

*Republic Services (*formerly *Ecoflo)* is associated with Map ID 1, Cluster A and Cluster B located at 1740 and 1741 Calks Ferry Road, located within 0.10-mile of the subject property. This is a waste management service. The following environmental record database findings were associated with these sites:

- E MANIFEST (2)
- TX Ind. Haz Waste
- FINDS (3)
- PFAS ECHO

- PADS
- WI MANIFEST
- ECHO (2)

Several sites pertaining to residential properties within 0.5-mile of the subject property are associated with Map ID 2, 3, and 16 were identified with additional environmental record finding, ASBESTOS, during structure demolition.

The *Joint Municipal Water & Sewer* is associated with Map ID Cluster C located *improperly* at 3066 Two Notch Road. The correct location is actually 2546 Two Notch Road, which is identified properly in the EDR report under latitude/longitude coordinates (33°55'54.8"N 81°17'40.6"W) located just a little over 2 miles east from the subject property. The following additional environmental record database findings were associated with this site including:

- UST FINDER
- FINDS

Several other residential properties within 0.1-mile of the subject property are associated with Map ID 9 and 12 were each associated with additional environmental record finding, FINDS, associated with the drinking water system.

Map ID 17 is associated with *Carolina Dielectrics*, a fiberglass company for boat production located 0.5-mile east of the subject property. EDR noted the business on additional environmental record findings, ECHO and FINDS, for an active VSQG.

Lastly, Map ID Cluster D is associated with an abandoned business, *Hancock Grocery,* located approximately 0.6-mile east of the subject property. It's unclear when the business was abandoned, but sometime post-2001. Several additional environmental record database findings were associated with this site including:

- UST FINDER

UST FINDER RELEASEA search of the Environmental Protection Agency (EPA) Envirofacts database was also conducted, and no sites of environmental concern were identified within or adjacent to the subject property.

The property is not located on or near any tribal lands. According to the U.S. Census, the Catawba Indian Nation in York County is the only federally recognized tribe in South Carolina.

4.3 Physical Setting Sources

4.3.1 Review of Topographic Map

Based on USGS topographic mapping (Barr Lake Quad, **Appendix C, Figure 2**), elevations in the study area range from approximately 360-550 feet above Mean Sea Level (MSL). The lowest elevations in the subject property appear to be associated with the floodplain of Red Bank Creek and the surrounding wetlands within the central portion of the subject property. The elevation increases throughout the subject property, with the highest elevations towards northernmost and southernmost areas; highest near Two Notch Road. One solid blue line stream, Red Bank Creek, is identified crossing Calks Ferry Road and I-20, continuing to drain east of the subject property.

4.3.2 Regional Hydrogeology and Geology

The subject property is located within the Saluda River Basin. More specifically, the project is located within the Congaree River Basin (Hydrological Unit Code (HUC) 03050110) and the Saluda River Basin (HUC 03050109).

The Congaree River serves as the boundary between portions of Lexington County, Calhoun County and Richland County. Its watershed encompasses 689 square miles in Richland, Lexington and Calhoun Counties. Generally, land cover in the watershed is primarily forested land (54.2%), followed by forested wetland (21.8%), agricultural land (11.9%), urban land (7.4%), water (2.3%), barren land (2.0%), and non-forested wetland (0.4%). On the Richland County side of the Congaree River, 95% of existing land use is rural in nature with the remainder being suburban (Congaree River Keeper, Accessed November 2025).

The Saluda River basin covers approximately 2,523 square miles (sq mi) and is wholly contained within South Carolina, making up 8 percent of the state's total area (U.S. Census Bureau 2010). Land cover in the Saluda River basin varies from rural farmland and forested areas to sprawling urban areas. Agricultural lands are scattered throughout the basin but are mostly in the central and southern portions. Developed land and agricultural land have comparable acreage in the basin. Woodland is the dominant land cover in the basin (Saluda River Basin Plan, 2025).

Soils identified within the subject property are located in the table below. A NRCS Soils Map is included in **Appendix C, Figure 3**.

Symbol	Soil Unit Name	Farmland Classification	Hydric Rating	Drainage Properties	Pesticide Leaching Potential
LkD	Lakeland sand, 6-15% slopes	Not prime farmland	Non-hydric (0%)	Excessively Drained	Very Limited
LAB	Lakeland soils, undulating	Not prime farmland	Non-hydric (0%)	Excessively Drained	Very Limited
JO	Johnston soils	Not prime farmland	Hydric (100%)	Very Poorly Drained	Very Limited
WaB	Wahee sandy loam, 0-4% slopes	Farmland of statewide importance	Predominantly non-hydric (4%)	Somewhat Poorly Drained	Very Limited
VaE	Vaucluse loamy sand, 10-25% slopes	Not prime farmland	Non-hydric (0%)	Well Drained	Very Limited
BnC	Blaney sand, 2-10% slopes	Not prime farmland	Non-hydric (0%)	Well Drained	Very Limited
FaB	Fuquay loamy sand, 0-6% slopes	Farmland of statewide importance	Non-hydric (0%)	Well Drained	Very Limited
PeB	Pelion loamy sand, 2-6% slopes	Farmland of statewide importance	Non-hydric (0%)	Moderately Well Drained	Very Limited
Lw	Lumbee sandy loam	Farmland of statewide importance	Hydric (100%)	Poorly Drained	Very Limited

** Reference: USDA-NRCS Web Soil Survey. (http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx).*

Pesticide leaching potential is a measure of a soil's potential to transmit pesticides or other pollutants through the profile to contaminate groundwater. A classification of "not limited" indicates that the soil has a low leaching potential, while "very limited" indicates that the soil has a high leaching potential.

4.4 Historical Use Information on the Property

The historical use of the subject site was determined by reviewing various historical sources listed below. A copy of historic data sources is included in **Appendix F**.

Aerial Photographs

Aerial photography taken between 1938 and 2023 was reviewed to observe previous conditions and development of the subject property and immediately adjacent properties. Please note

that the subject property outline on EDR materials is representative and is not the same as the true boundaries as shown in **Appendix C** mapping. The following table presents the findings of the aerial photograph review.

Source	Date	Scale	Comments
USDA/NAIP	2023	1"=1125'	Similar to 2019 photography, with the residential neighborhood west of Calks Ferry Road (between Two Notch Road and I-20) starting construction.
USDA/NAIP	2019	1"=1125'	Similar to 2015 photography.
USDA/NAIP	2015	1"=1125'	Similar to 2011 photography, with some de-forested parcels of land southeast of the subject property.
USDA/NAIP	2011	1"=1125'	Similar to 2006 photograph.
USDA/NAIP	2006	1"=1125'	An increase in residential structures along Calks Ferry Road and south of I-20 is observed. More land east of the subject property has been de-forested.
USGS/DOQQ	1994	1"=1125'	An increase in residential structures is observed along Two Notch Road; west of Calks Ferry Road and north of I-20; and west of Sherwood Drive/Calks Ferry Road and south of I-20. The *Republic Services* (formerly *Ecoflo*) business is built just southeast of the subject property.
USDA	1981	1"=1125'	Similar to 1974 photography.
USGS	1974	1"=1125'	Interstate 20 (I-20) is seen developed, along with Oscar Price Road.
USGS	1964	1"=1125'	Similar to 1961 photography.
USGS	1961	1"=1125'	Similar to 1951 photography. A few more roads and ponds appear adjacent to the subject property to the south.
USDA	1951	1"=1125'	Similar to 1943 photography, with a slight increase in de-forested sections within and adjacent to the northern portion of the subject property.
USDA	1943	1"=1125'	Similar to 1938 photography, with minimal increase in de-forested sections.
USDA	1938	1"=1125'	Land use within the subject property is entirely undeveloped and forested, with some pieces of land perhaps used for agriculture. No structures are observed. Several roadways are shown including Two Notch Road, Belo Road, Calks Ferry Road, and Sherwood Drive.

There was no direct or outstanding evidence on the reviewed aerial photography suggesting the use, storage, and disposal of hazardous waste or hazardous material. Please see **Appendix F** for a copy of the EDR Aerial Photo Decade Package.

Topographic Maps

Mead & Hunt reviewed historic topographic maps for the subject property acquired from EDR. EDR provided maps of the subject property and surrounding vicinity from the years 1943, 1944, 1986, 2014, 2017, and 2020. Please note that the subject property outline on EDR materials is representative and is not the same as the true boundaries as shown in the **Appendix C, Figure 2** map. Please see **Appendix F** for a copy of the EDR Topographic Mapping Package.

Year	USGS Quadrangle Map(s)	Series	Comments
2020	Barr Lake	7.5-minute, 24,000	A few more secondary roadways appear since 2017 and some more roadway signages are now depicted.
2017	Barr Lake	7.5-minute, 24,000	No change from 2014 besides riverine wetlands along Red Bank Creek are depicted.
2014	Barr Lake	7.5-minute, 24,000	No change within or surrounding the subject property are observed. Slight increase in residential roadways are depicted.
1986	Barr Lake	7.5-minute, 24,000	The development/completion of the I-20 roadway and an increase in structures within and surrounding the subject property are depicted.
1944	Gilbert	15-minute, 62,500	No changes from 1943.
1943	Gilbert	15-minute, 50,000	The subject property is depicted on a downward slope towards Red Bank Creek at the central portion of the subject property. Red Bank Creek is a blue line stream that flows west to east through the subject property. Most roadways including Two Notch Road and Calks Ferry Road are depicted. I-20 has not been constructed to date. Sparse level of development.

Sanborn Maps

Mead & Hunt contracted with EDR to conduct a database search of Sanborn Fire Insurance Maps. The search defined the subject property as an “Unmapped Property” and no additional information was provided. A copy of this correspondence can be found in **Appendix F**.

City Directories

Mead & Hunt contracted with EDR to conduct a database search of City Directories that included the subject property. The following table shows properties along the target street (Calks Ferry Road) that were included in the directories from 1992-2022. Given the large size of the subject property and the long list of properties, no table will be provided in this report. The complete list of properties included in the City Directory search are included in **Appendix F**.

Zoning/Land Use Records

The subject property is intended to include all areas of potential ROW acquisition; therefore, the subject property is not an independent tax parcel but instead, touches 75 County/City Tax Parcels. The majority of these parcels are residential properties. These parcels along with their tax parcel identification, current zoning uses, and owner information are included in a table in **Appendix B.** A tax parcel map is included in **Appendix C, Figure 6 & 7.**

4.5 Historical Use Information of Adjoining Properties

The historical use of the adjoining properties was determined by reviewing historic topographic maps, historic aerial photographs, county tax assessor records, and city directories.

Through history, much of the land adjacent to the subject property remained undeveloped or used for residential purposes. Otherwise, adjacent properties have been owned by Lexington County Joint Water & Sewer, South Carolina Highway Department, or businesses owned by private owners. Descriptions of these properties is found in the table below with mapping of these properties in **Appendix C, Figure 6 & 7**.

For the purposes of this report, adjoining properties will be defined as those portions of the county/city tax parcels included above that are not contained within the boundaries of the subject property.

TMS	Owner	Historical & Present Use
007400-04-084	LEXINGTON CTY JOINT MUN WATER & SEWER CO	Between 1994 and 2004, construction of a water tank associated with Lexington County Joint Municipal Water & Sewer Company.
007400-04-083	LEXINGTON CTY JOINT MUN WATER & SEWER CO	Land adjacent to the water tank that has remained undeveloped.
006316-01-202	LEXINGTON CTY JOINT MUN WATER & SEWER CO	Utilities associated with residential neighborhood located west of Calks Ferry Road and north of I-20 along Summer Orch Drive. Construction appears to have begun in 2021 and was forested prior to development.

TMS	Owner	Historical and Present Use
006300-03-042	MILLER, JODY A & TERESA B	*Big J Ranch* located on 3135 Two Notch Road that was built sometime between 1994 and 2004. Presently appears to be vacant and may have been used to sell produce.
007400-02-009	SC HIGHWAY DEPT	Forested parcel north of I-20. No development has occurred on this parcel.
007400-03-041	RABLEY & DUNNAGAN	The *Republic Services* (formerly *Ecoflo*) business is built just southeast of the subject property in 1994. Prior to this the parcel remained forested.

5.0 SITE RECONNAISSANCE

Olivia Roach and Siobhan Gordon, Environmental Planners with Mead & Hunt, conducted site reconnaissance on May 22nd, July 8th and November 6th, 2025, to observe the current uses of the site, adjoining properties, and area properties, as well as the geologic, hydrogeologic, and topographic conditions of the site and the surrounding area. Photographs were taken of various portions of the subject site to document existing conditions. Relevant photographs are included in **Appendix D**.

5.1 Methodology & Limiting Conditions

The subject property was observed by walking and/or driving both the perimeter and interior of the property where accessible. The interior of the subject property was observed by systematically traversing the area to provide an overlapping field-of-view where accessible.

A vehicular tour of the area was made to confirm nearby land use. Observation was limited to areas visible in the line-of-sight from the subject property or the public right-of-way. Mead & Hunt entered adjacent tax parcels where publicly accessible.

5.2 General Site Setting

5.2.1 Current Use(s) of the Property

As shown in **Appendix C, Figure 6,** site photographs 01-12 (found in **Appendix D**) were taken within the subject property, all within SCDOT right-of-way. Various trash and materials were observed including asphalt, tires, roof shingles, and miscellaneous trash along Oscar Price Road and more abandoned tires along Calks Ferry Road northwest of I-20. No liquids or environmental concerns were observed within the subject property. The remaining subject property is forested/undeveloped, riverine wetlands, or residential.

5.2.2 Past Use(s) of the Property

Historic aerial photography revealed the subject property was undeveloped and forested until 1994-2006 when an increase in residential structures and roadways appear. I-20 was constructed between 1964 and 1974.

5.2.3 Current Uses of Adjoining Properties

North – Residential properties, largely mobile homes, are observed north of the subject property along Two Notch Road. *Big J Ranch,* a business located southeast of the Two Notch Road and Calks Ferry Road intersection, appears to be abandoned.

West – West of Calks Ferry Road are more residential properties. New subdivisions appear to be under construction/newly built north of I-20. Sporadic single-family homes with dirt driveways are identified south of I-20. A water tank associated with the *Joint Municipal Water & Sewer Commission* is located west of Calks Ferry Road and Sherwood Drive.

South – The area south of the subject property is forested with sporadic single-family homes.

East – Property east of Calks Ferry Road is largely forested and undeveloped with sporadic residential properties and *Republic Services (*formerly *Ecoflo)* located southeast of Calks Ferry Road and I-20.

5.2.4 Past Uses of Adjoining Properties

Information pertaining to the past uses of adjoining properties can be found in **Section 4.5**.

5.2.5 Geologic, Hydrogeologic, Hydrologic, & Topographic Conditions

Information pertaining to geologic and hydrogeologic conditions obtained from standard resources is provided in **Section 4.3**.

Topography in the vicinity of the subject property slopes central towards Red Bank Creek and the regulated FEMA special flood hazard A/AE zone is located. Regional groundwater flow can be assumed to roughly mimic the surface topographic slope and flows towards Red Bank Creek. No confirmation of groundwater conditions was made during the site reconnaissance.

5.2.6 General Description of Roads, Structures & Other Improvements

See **Section 2.4** for description of roads, structures and other improvements within the subject property.

5.2.7 Potable Water Supply & Sewage Disposal System

Water and sewer are provided to properties in this area by Lexington County, and access was noted in the field through metering and manholes within the subject property.

5.3 Exterior Observations

No structures within the subject property were observed to exhibit present or historic records of environmental concern. Historic records in the EDR Report (**Appendix E**) only noted two (2) residential properties with asbestos release from home demolitions within the subject property. Map ID 1 in the EDR Report is meant to be associated with Cluster A and therefore, not within the subject property. Various trash and materials were observed including asphalt, tires, roof shingles, and miscellaneous trash along Oscar Price Road and some more abandoned tires along Calks Ferry Road northwest of I-20. No past or present evidence of spills or leaks were observed.

Within the subject property, no stained soils, stressed vegetation, landfilling, or foul odors were noted. No pits, ponds, or lagoons were identified on the subject property. Please see **Section 7.1** for on-site exterior environmental findings.

Concerning adjacent properties, Mead & Hunt Environmental Planners attempted to survey *Republic Services (*formerly *Ecoflo)*, on November 6, 2025, for additional information but were not permitted on the property as it was gated and personnel asked them to leave. An employee stated that no hazardous liquid was held on-site. Mead & Hunt Environmental Planners also investigated *Carolina Dielectrics*, a fiberglass company for boat production located 0.5-mile east of the subject property and did not note any significant findings along the perimeter of the property. Lastly, an abandoned market, *Hancock Grocery,* was investigated approximately 0.6-mile east of the subject property. One (1) 500-gallon petroleum UST was reported to have leaked in 1997 with a clean-up completion in 2001 and fully abandoned. No signs of leaks or environmental contaminants were observed.

5.4 Interior Observations

Access within any structures in the subject property was not granted, nor deemed necessary given what was externally observed and structures being residential in nature.

Only one (1) abandoned structure off-site (*Hancock Grocery*) was entered by Mead & Hunt planners. It was abandoned for some time and copious amounts of trash littered the floor

inside the dilapidated structure. Trash included clothes, objects, cans, etc. No signs of leaks or environmental contaminants were observed inside.

6.0 INTERVIEWS

6.1 Interview with Owner

Interviews with property owners were not conducted.

6.2 Interview with Key Site Manager

Discussion with Eric Castillo, site employee of the *Republic Services (*formerly *Ecoflo)* business, was carried out to determine the history of the property and any past/current presence of Underground Storage Tanks. Eric informed Mead & Hunt planners that no liquid storage was on-site. Access to the property was not possible. Contact information for Eric was given if needed to reach out again.

6.3 Interviews with Occupants

No interviews with additional property occupants were conducted.

6.4 Interviews with Local Government Officials

No interviews with local government officials were conducted.

6.5 Interviews with Others

No interviews with others were conducted.

7.0 FINDINGS

7.1 On-Site Findings

No on-site (within the subject property) findings of note were identified in the Environmental Data Resources, Inc. (EDR) report; only two (2) residential properties with history of structure demolition with asbestos present. **Appendix C, Figure 6** shows Sites 01-12 that were noted during field investigations by Mead & Hunt Environmental Planners in May and July of 2025. These sites encompassed mostly miscellaneous items including asphalt, roof shingles, tires, and trash. No visible signs of past or existing contamination were observed.

7.2 Off-Site Findings

Off-site findings of note identified in the EDR report included a total of four (4) sites located within 0.5-mile of the subject property. These sites correspond to Map ID Cluster (single

addresses with multiple sites) A, Cluster B, 17, and Cluster D. Clusters A & B are associated with *Ecoflo (*now owned by *Republic Services)*, a waste management service. EDR found multiple hazardous materials and generators held at this site. However, no records of spills or contamination were noted. Mead & Hunt Environmental Planners attempted to survey the business on November 6, 2025, for additional findings but were not allowed on the property as it was gated and personnel asked them to leave but were informed no hazardous liquid was held on-site. Map ID 17 is associated with *Carolina Dielectrics*, a fiberglass company for boat production. EDR noted the business on ECHO and FINDS databases. However, no records of spills or contamination were noted. Mead & Hunt Environmental Planners also did not note any significant findings along the perimeter of the property during field investigations. Lastly, Cluster D is associated with an abandoned market, *Hancock Grocery*. One (1) 500-gallon petroleum UST was reported to have leaked in 1997 with a clean-up completion in 2001 and fully abandoned. Given the distance and location of the UST from the subject property, as well as the significant time that has passed since the cleanup of the LUST, this site does not have an impact on the subject property.

NOTE: (1) Map ID Cluster C is misrepresented and is not located at 3066 Two Notch Road. It is located at 2546 Two Notch Road, approximately 2.0-miles east. (2) Map ID 1 is associated with Cluster A.

Any remaining off-site RECs are either too far from the subject property (beyond 0.25-mile), are at a lower elevation than the subject property, or did not have any listed site violations. Therefore, these RECs have no impact on the subject property.

NOTE: The EDR report states that due to poor or inadequate address information, one (1) site was not mapped or included in detail. Specifically, Exxon with database findings of SC CDL and SC LUST and UST. The closest Exxon is approximately 2.3-miles east of the subject property. Given the lack of information for this site and the distance to the subject property, this additional finding will not be included in the Phase I assessment.

Identified sites and findings are detailed below. For more information on these findings, please see **Appendix E**.

Map ID 1, Cluster A, Cluster B are associated with *Republic Services (*formerly *Ecoflo)* at 1740 and 1741 Calks Ferry Road, located within 0.10-mile of the subject property. This is a waste management service. The following environmental database findings were associated with these sites:

- SWF/LF
- RCRA-VSQG
- E MANIFEST (2)
- TX Ind. Haz Waste
- FINDS (3)
- PFAS ECHO
- PADS
- WI MANIFEST
- ECHO (2)

Cluster C is associated with the *Joint Municipal Water & Sewer Commission*. It is located incorrectly at 3066 Two Notch Road. The correct location is 2546 Two Notch Road, which is identified properly in the EDR report under latitude/longitude coordinates (33°55'54.8"N 81°17'40.6"W) located just a little over 2-miles east from the subject property. The following environmental database findings were associated with this site:

- SC UST
- UST FINDER
- FINDS

Cluster D is associated with *Hancock Grocery*, an abandoned business located approximately 0.6-mile east of the subject property. It's unclear when the business was abandoned, but sometime post-2001. The following environmental database findings were associated with this site:

- SC LUST
- SC UST
- UST FINDER
- UST FINDER RELEASE

Map IDs 2, 3, & 16 are residential properties within 0.5-mile of the subject property that were associated with environmental record finding, ASBESTOS, during structure demolition.

Map IDs 9 & 12 are residential properties within 0.1-mile of the subject property that were associated with environmental record finding, FINDS, associated with the drinking water system.

Map ID 17 is associated with *Carolina Dielectrics*, a fiberglass company for boat production located 0.5-mile east of the subject property. EDR noted the business on environmental record findings, ECHO and FINDS, for an active VSQG.

8.0 OPINIONS

8.1 On-Site Opinions

No on-site incidents were recorded in the EDR report and no on-site evidence of historic existing spills or contamination of RECs at the subject property were noted. Therefore, no RECs have no impact on the subject property as none are identified within the property.

8.2 Off-Site Opinions

Any of the off-site RECs are either too far from the subject property (beyond 0.25-mile), are at a lower elevation from the subject property, or did not list any violations associated with the site within the last 25 years. Therefore, these RECs have no impact on the subject property.

8.3 Data Gaps

Historical sources were not reviewed in strict five-year intervals because the documentation was not readily available. However, given the consistent land use documented in the available sources, and the variety of sources consulted for this investigation, this data gap is not considered to be significant. Mead & Hunt was not provided with a User Provided Questionnaire, including chain-of title, environmental liens or activity or use limitations, user specialized knowledge of the site, or reduction of value due to environmental conditions. At the time this additional information is provided, it will be reviewed and an addendum letter to this Phase I ESA report will be issued if the provided information alters the findings and conclusions presented herein.

9.0 CONCLUSIONS

Mead & Hunt has performed a Phase I ESA of the 154.3 acres of subject property within Lexington County located along Calks Ferry Road at the I-20 overpass in Lexington, SC in conformance with our understanding of the scope and limitations of ASTM Practice E 1527-21. Any exceptions to, or deletions from, this practice are described in Sections 1.4 and 10.0 of this report. **This assessment has revealed no evidence of RECs in connection with the subject property**.

10.0 DEVIATIONS

Mead & Hunt has endeavored to perform this Phase I ESA in conformance with our understanding of the scope and limitations of ASTM E 1527-21. However, the User did not provide environmental lien, activity and use limitations, or information regarding engineering controls for the property. No other deviations to ASTM Practice E 1527-21 were made in the completion of this Phase I ESA.

11.0 ADDITIONAL SERVICES

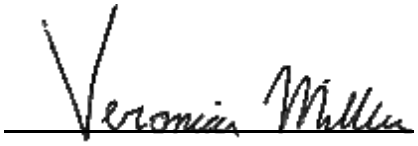
No other additional services were performed for this Phase I ESA.

12.0 REFERENCES

1. *ASTM Standards on Environmental Site Assessments for Commercial Real Estate. E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* American Society for Testing & Materials (ASTM), Philadelphia, PA, 2013.
2. Code of Federal Regulations, Title 40 - Protection of Environment, Chapter I - ENVIRONMENTAL PROTECTION AGENCY, Subchapter I - SOLID WASTES, Part 265 - INTERIM STATUS STANDARDS FOR OWNERS AND OPERATORS OF HAZARDOUS WASTE TREATMENT, STORAGE, AND DISPOSAL FACILITIES, Parts 172-174 (40 CFR 265.172-174).
3. Congaree River Keeper. *Congaree River Basin*. Accessed November 2025.
4. Environmental Protection Agency (EPA) Envirofacts Website - http://www.epa.gov/enviro/
5. FEMA Floodplain Mapper. Accessed November 2025.
6. Lexington County, GIS Technology, Tax Parcels One Mapping. Accessed November 2025.
7. S.C. Department of Environmental Services (SCDES). Saluda River Basin Plan 2025.
8. U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle; Barr Lake, SC (1986).
9. USDA Natural Resource Conservation Service (NRCS) Web Soil Survey. Accessed November 2025.

13.0 Signature(s) of Environmental Professional(s)

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR Part 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Veronica Miller
Environmental Planner

14.0 Qualification(s) of Environmental Professional(s)

The environmental professional responsible for this project is Ms. Veronica Miller. Veronica received her bachelor's degree from the University of Scranton in Biology and a master's degree from Florida Gulf Coast University in Environmental Science. Ms. Miller has spent her nearly 9-year career focusing on environmental permitting, natural resources, and Phase I reports. She has attended training hosted by ASTM on Standard Practice for Environmental Site Assessments. Based on her work history and education, Ms. Miller meets the qualifications per 312.10 of 40 CFR Part 312. Resume is found in **Appendix G**.

APPENDIX A

Agreement between Mead & Hunt and Lexington County

COUNTY OF LEXINGTON

Procurement Services
212 South Lake Drive, Suite 503, 5th Floor
Lexington, South Carolina 29072-3493

Phone (803) 785-8175
Fax (803) 785-2240

March 12, 2025

Mead and Hunt
Attn: Berry Still
878 South Lake Drive
Lexington, SC 29072

Re: CONTRACT
BID NUMBER: 2025-RFPQ-11
ENGINEERING SERVICES FOR CALKS FERRY ROAD INTERCHANGE IMPROVEMENTS

Dear Mr. Still;

Enclosed is a copy of the contract between your company and Lexington County. Upon review and approval, please print, sign and send the original signed contract along with a copy of your company's certificate of insurance to my office. If your company would like an original signed copy, please send a second copy and one will be mailed back to you. In order to fully execute this document, make sure that it is dated properly.

If your company has not done business with the County of Lexington, please contact me for a "Vendor Application" and "W-9 Form". We will require these forms to be filled out and returned to our office in order to add your company to our payment database. You may download these forms from our website at http://www.lex-co.sc.gov/departments/DeptIQ/procurement/Pages/VendorRegistration.aspx.

For all billing inquiries, your Accounts Payable contact will be Jennifer Crider at (803) 785-8165. ***Please be sure to note this contact information with your company's Accounts Receivable department.***

We look forward to working with you on this project. Please let me know if you should you have any questions or concerns regarding this contract.

Sincerely,

Shannon N Sharpe
Procurement Manager

STATE OF SOUTH CAROLINA)
COUNTY OF LEXINGTON)

CONTRACT FOR ENGINEERING SERVICES FOR CALKS FERRY ROAD INTERCHANGE IMPROVEMENTS (2025-RFPQ-11)

THIS AGREEMENT is entered into by and between the **County of Lexington, 212 South Lake Drive, Suite 503, Lexington, South Carolina 29072** (hereinafter referred as "County"), and **Mead and Hunt, 878 South Lake Drive, Lexington, South Carolina 29072** (hereinafter referred to as "Company").

NOW THEREFORE, for and in consideration of the mutual covenants and conditions set forth herein, the parties hereto agree as follows:

1. **Scope of Contract.** Company shall provide all of the work and services required by **2025-RFPQ-11,** which is incorporated herein and made a part hereof, for the **Engineering Services for Calks Ferry Road Interchange Improvements.**

2. **Term of Contract**. The term of this contract shall commence on **March 24, 2025** and shall continue until project is complete. This contract may be extended upon County written notice not less than **thirty (30) days** prior to the expiration of the initial term or any extension hereof.

3. **Compensation**. County agrees to pay Company according to the schedule of charges attached hereto and incorporated herein as Exhibit A and there shall be no deviation from these charges without a written change order as provided for herein. The charges shall include all tariffs, taxes, fees and other assessments imposed from time to time by any federal, state, or local governments.

4. **Payment Terms.** Invoicing will be allowed on a monthly basis. Application for payment shall reflect services completed through the last day of the month. Payment of invoices shall be due within thirty (30) days after receipt of an accurate, undisputed, and properly submitted invoice to the County after acceptance of completed order/project.

5. **Insurance**. Company shall provide insurance as set forth in the RFPQ.

6. **Modification / Change Orders**. Any change orders, alternations, amendments or other modifications hereunder shall not be effective unless reduced to writing, signed by the County and Company, and executed with the same formality as this contract.

7. **Termination**. This contract may be terminated pursuant to the RFPQ.

8. **Warranty**. Company's services are warranted to be performed in a timely and workmanlike manner and such services shall meet in addition to the response to the RFPQ.

9. **Indemnification**. Company shall provide indemnification as set forth in the RFPQ.

10. **Breach / Waiver**. No term or provision hereof shall be deemed waived unless breach thereof is waived in writing and signed by the party claimed to have waived and consented. No consent by any party to, or waiver of, a breach by the other, whether expressed or implied, shall constitute a consent to, or waiver of, or excuse for, any difference or subsequent breach.

11. **Severability**. If any term or provision of this contract shall be found to be illegal or unenforceable, then, notwithstanding any such illegality or unenforceability, the remainder of said contact

shall remain in full force and effect and such term or provision shall be deemed to be deleted and severable there from.

12. **Entire Agreement and Priority of Documents**. This document, together with all subordinate and other documents incorporated by reference herein, will constitute the entire agreement between the parties with respect to the subject matter contained herein and may only be modified by an amendment executed in writing by both parties. Company hereby agrees, except where this contract specifically indicates otherwise, all written bids, specifications, brochures and sales materials presented by Company to County leading to this contract, and all other Company representations, commitments, warranties prior to and in connection with this contract, shall be deemed to be, and are, incorporated by reference into and made a part of this contract. Except as otherwise expressly stated, in the event of a conflict in the interpretation of the contract, the order of priority in descending order is (I) this document, (ii) the BID, and then (iii) the Response.

IN WITNESS WHEREOF, the Company and the County have signed and executed this contract this 14 day of March, 2025.

WITNESSES:

MEAD AND HUNT
LEXINGTON, SOUTH CAROLINA

BY: _____

ITS: Vice President

COUNTY OF LEXINGTON,
SOUTH CAROLINA

BY: _____

Shannon N Sharpe
Procurement Manager

Madison Stack
Director of Procurement

EXHIBIT A

SCHEDULE OF CHARGES:

TASK	COST
PROJECT MANAGEMENT	$110,000.00
FIELD SURVEY	$90,000.00
TRAFFIC ANALYSIS AND MODELING	$215,000.00
ENVIRONMENTAL DOCUMENTATION & NEPA COMPLIANCE	$465,000.00
CONCEPTUAL ROADWAY DESIGN	$75,000.00
INTERCHANGE ROADWAY DESIGN	$40,000.00
TOTAL CONCEPTUAL COST NTE	**$995,000.00**

APPENDIX B

Tax Parcel List

TMS	Owner	Property Address 1			Property Address 2	Property Address 3	Property Type
006300-03-010	MILLER, ALLEN R & LUCY L LIFE ESTATES	3129	TWO NOTCH	ROAD	1505 CALKS FERRY RD		RURAL - IMPROVED
007421-01-002	GONZALEZ, JOSE ROBERTO GARCIA & JOSE P	1728	CALKS FERRY	ROAD			DETITLED MOBILE HOME
007421-01-003	LLOYD, FREDERICK G & CAROLANN B	1730	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-04-028	RUSSELL, ERNIE LEWIS & LADONNA RENA	1604	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-04-110	HAMILTON, MARGARET M LIFE ESTATE	1770	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-04-141	WRIGHT, VICTORIA C & BROWDER, ROXANNE	1700	CALKS FERRY	ROAD			DETITLED MOBILE HOME
007400-03-059	SLH-2021 LLC		CALKS FERRY	ROAD			RURAL - UNIMPROVED
006300-10-005	SEBOE, MELVIN A & JAYNE A	1701	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-001	BAILEY-LLOYD, RYAN AUSTIN	1726	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-007	FRAZIER, JOHN A	1738	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-006	NEFF, GERALD SCOTT	1736	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-004	ANDERSON, JENNIFER	1732	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-016	WILLIAMSON, DOUG & ANTHONY & CHERYL	1756	CALKS FERRY	ROAD	1758 CALKS FERRY RD		DETITLED MOBILE HOME
007419-01-007	PROBST, RICHARD	1779	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-009	MENDIOLA, SOTO	1742	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007419-01-004	AMICK, BARBARA D LIFE ESTATE	1767	CALKS FERRY	ROAD	1769 CALKS FERRY RD		MOBILE HOME C/W REAL ESTATE RECORD
007421-01-015	BINKLEY, STEVEN GRAY	1754	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007421-01-011	BRIGHT, WILLIAM N & PHYLLIS A	1746	CALKS FERRY	ROAD			MOBILE HOME C/W REAL ESTATE RECORD
007419-01-015	SOUTH, DAVID SHELDON	520	SHERWOOD	DRIVE			RESIDENTIAL - IMPROVED
007419-01-011	WIRTZ, JEREMY RUSSELL	536	SHERWOOD	DRIVE			DETITLED MOBILE HOME
007419-01-009	OSBORN, WILLIAM T & MARIETA J	544	SHERWOOD	DRIVE			DETITLED MOBILE HOME
007419-01-014	GROSECLOSE, RICKIE	528	SHERWOOD	DRIVE			RESIDENTIAL - IMPROVED
007421-01-005	REVES, GIOVANNI CASTRO & FLORES, AVIGAIL	1734	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-04-142	WATERS, MELISSA D & JOEY D	1762	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007419-01-006	HALL FAMILY TRUST	1775	CALKS FERRY	ROAD			MOBILE HOME C/W REAL ESTATE RECORD
007419-01-012	BANNISTER, JAMES M & BOWERS, CHERYL F	532	SHERWOOD	DRIVE			RESIDENTIAL - IMPROVED
007421-01-012	GRAINGER, JONATHAN W	1748	CALKS FERRY	ROAD	1748B CALKS FERRY RD		MOBILE HOME C/W REAL ESTATE RECORD
007400-03-001	PALMS INVESTMENT GROUP LLC	101	BIG VALLEY	LANE	100 BIG VALLEY LN	114 BIG VALLEY LN	MOBILE HOME PARK
007421-01-010	TAYLOR, THOMAS L & MARIA A	1744	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-03-027	MILLER, MELANIE & CHRISTOPHER	531	SHERWOOD	DRIVE			RESIDENTIAL - IMPROVED
007400-04-083	LEXINGTON CTY JOINT MUN WATER & SEWER CO	104	CHERYSE	DRIVE			LEXINGTON JOINT WATER/SEWER
007421-01-017	HILLER, JAQUELINE M	1752	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-04-084	LEXINGTON CTY JOINT MUN WATER & SEWER CO	1780	CALKS FERRY	ROAD			LEXINGTON JOINT WATER/SEWER
006300-03-042	MILLER, JODY A & TERESA B	3135	TWO NOTCH	ROAD			GARAGES & STORAGE
006300-04-002	SHEALY, RICHARD A & CAROLYN Y	1578	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-03-054	ELLIOTT, WANDA	1609	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-03-053	TIDWELL, MARY HELEN & WARR, SHAWN	1603	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-04-027	CRAPPS, KAY K (NOW KEISLER)	1594	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-03-021	RILEY, PHILIP D & BEVERLY K	1651	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-04-032	KEISLER, W KAY	0	CALKS FERRY	ROAD			RESIDENTIAL - UNIMPROVED
006300-04-110	KEISLER, KAY	0	CALKS FERRY	ROAD			RESIDENTIAL - UNIMPROVED
007400-03-021	HUTTO, SHEILA LEE ETALS	541	SHERWOOD	DRIVE	1811 CALKS FERRY RD		RURAL - IMPROVED
006300-04-031	KEISLER, W KAY	1594	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-04-038	HUPPERTZ, LISA W & WRIGHT, WILSON R	1598	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-03-004	GOBBEL, DENNIS	1231	BELO	ROAD	1229 BELO RD		RURAL - IMPROVED
007419-01-002	HOLOVACKO, ROBERT C	1759	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007419-01-001	JONES, CALEB	1755	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007419-01-008	MILLER, PATSY KEITH	1783	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007400-04-076	ROOF, WILLIAM TODD	1816	CALKS FERRY	ROAD	1818 CALKS FERRY RD		RESIDENTIAL - IMPROVED
007400-04-034	PEGUES, RUFUS ERAN	1824	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
007419-01-003	GUIJOSA, ALVARO	1763	CALKS FERRY	ROAD	1765 CALKS FERRY RD		RESIDENTIAL - IMPROVED
006300-04-001	MILLER, ROBERT G	3261	TWO NOTCH	ROAD			RURAL - IMPROVED
006300-03-057	HENZLER, JOHN TRAVIS & JENNIFER CONNELLY		BELO	ROAD			RURAL - UNIMPROVED
006300-03-058	HENZLER, JOHN T & JENNIFER C	1639	CALKS FERRY	ROAD			RURAL - IMPROVED
007400-04-082	BURKETT, WENDY	194	CHERYSE	DRIVE	196 CHERYSE DR		RESIDENTIAL - IMPROVED
007400-04-080	HALL, HANNAH F & MICHAEL BRANDON	188	CHERYSE	DRIVE			RESIDENTIAL - IMPROVED
006300-03-025	BRAZELLE, SUSAN ETALS		CALKS FERRY	ROAD			RESIDENTIAL - UNIMPROVED
006300-03-062	BROWN, ERIC D & SHAWNEQUA L TRUSTEES		CALKS FERRY	ROAD			RURAL - UNIMPROVED
006300-03-059	JAMES, DUANE LEWIS & REBECCA	1243	BELO	ROAD			RURAL - IMPROVED
007400-04-004	BROWN, MICHAEL TRAVIS	115	CHERYSE	DRIVE	113 CHERYSE DR		RURAL - IMPROVED
007400-03-034	SEBOE, MELVIN A & JAYNE A	1701	CALKS FERRY	ROAD			RURAL - UNIMPROVED
007400-03-041	RABLEY & DUNNAGAN	1741	CALKS FERRY	ROAD			WAREHOUSE
006300-10-004	DEJESUS, TY	0	CALKS FERRY	ROAD			RESIDENTIAL - UNIMPROVED
006316-01-202	JOINT MUNICIPAL WATER & SEWER COMMISSION		SUMMER ORCHARD	DRIVE			LEXINGTON JOINT WATER/SEWER
006316-01-200	COUNTY OF LEXINGTON		SUMMER ORCHARD	DRIVE			DETENTION POND/ DRAINAGE EASEMENT
006300-05-017	HP FARMS LLC	0	TWO NOTCH	ROAD			RURAL - UNIMPROVED
006300-03-041	ELLEDGE, CHAD RICHARD & CHRISTOPHER	1555	CALKS FERRY	ROAD			RURAL - IMPROVED
006300-04-039	ELLEDGE, PATRICIA	0	CALKS FERRY	ROAD			RURAL - UNIMPROVED
006300-02-006	MILLER, JODY A	3160	TWO NOTCH	ROAD	3211 TWO NOTCH RD		MOBILE HOME PARK
006300-03-061	BUMGARNER JR, PERRY E	1661	CALKS FERRY	ROAD			RESIDENTIAL - IMPROVED
006300-03-007	BROWN, ERIC D & SHAWNEQUA L TRUSTEES	1647	CALKS FERRY	ROAD			RURAL - IMPROVED
007400-02-009	S C HIGHWAY DEPT		OSCAR PRICE	ROAD			SOUTH CAROLINA DEPT OF HIGHWAYS
006300-04-006	ELLEDGE, PATRICIA B		OSCAR PRICE	ROAD			RURAL - UNIMPROVED
006300-04-023	ELLEDGE, PATRICIA B	1043	OSCAR PRICE	ROAD			RESIDENTIAL - IMPROVED
006316-01-201	SUMMER ORCHARD HOMEOWNERS ASSOCIATION		SUMMER ORCHARD	DRIVE			HOMEOWNERS ASSOC - UNIMPROVED
006301-01-007							
006301-01-006							
006301-01-442							
006301-01-443							
006301-01-447							
006301-01-444							
006301-01-002							
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006301-01-008							

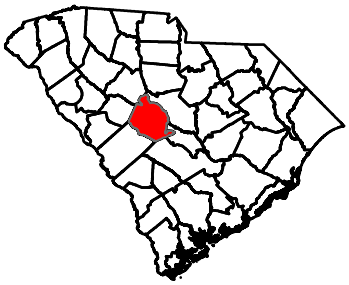
APPENDIX C

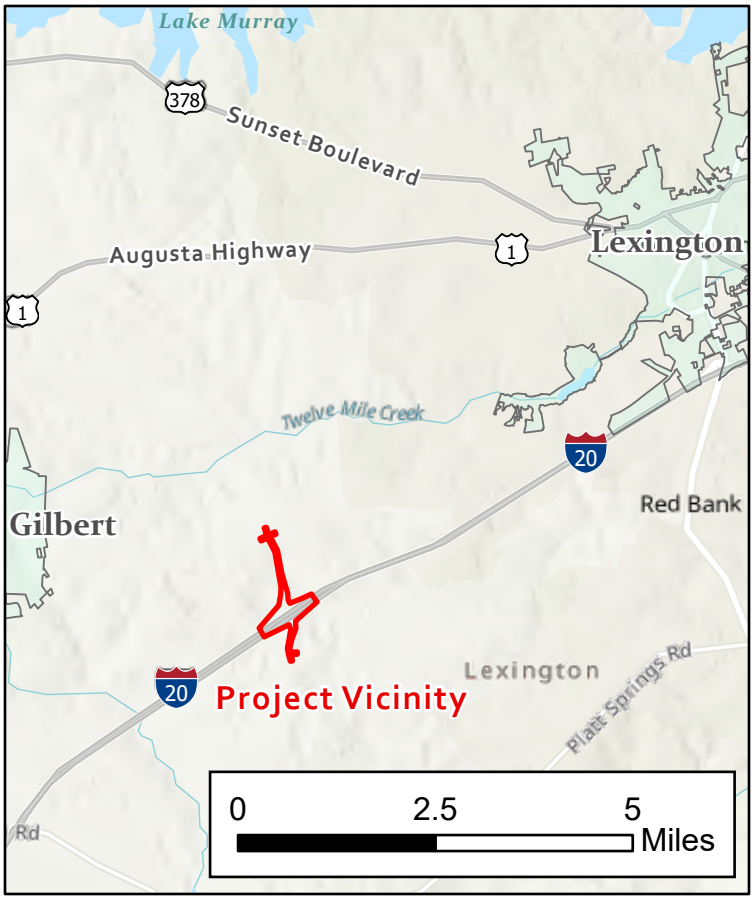
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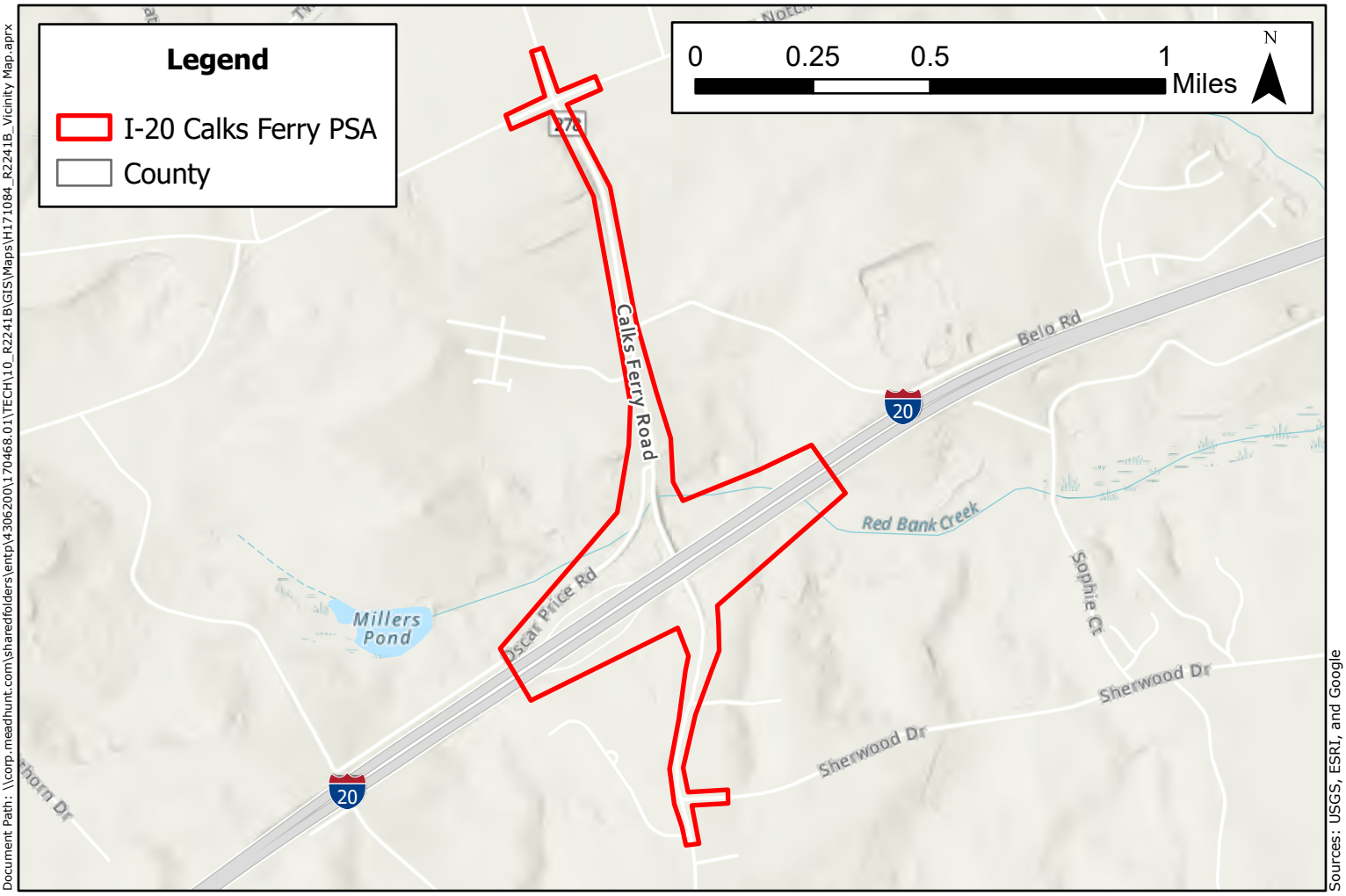
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Project Vicinity

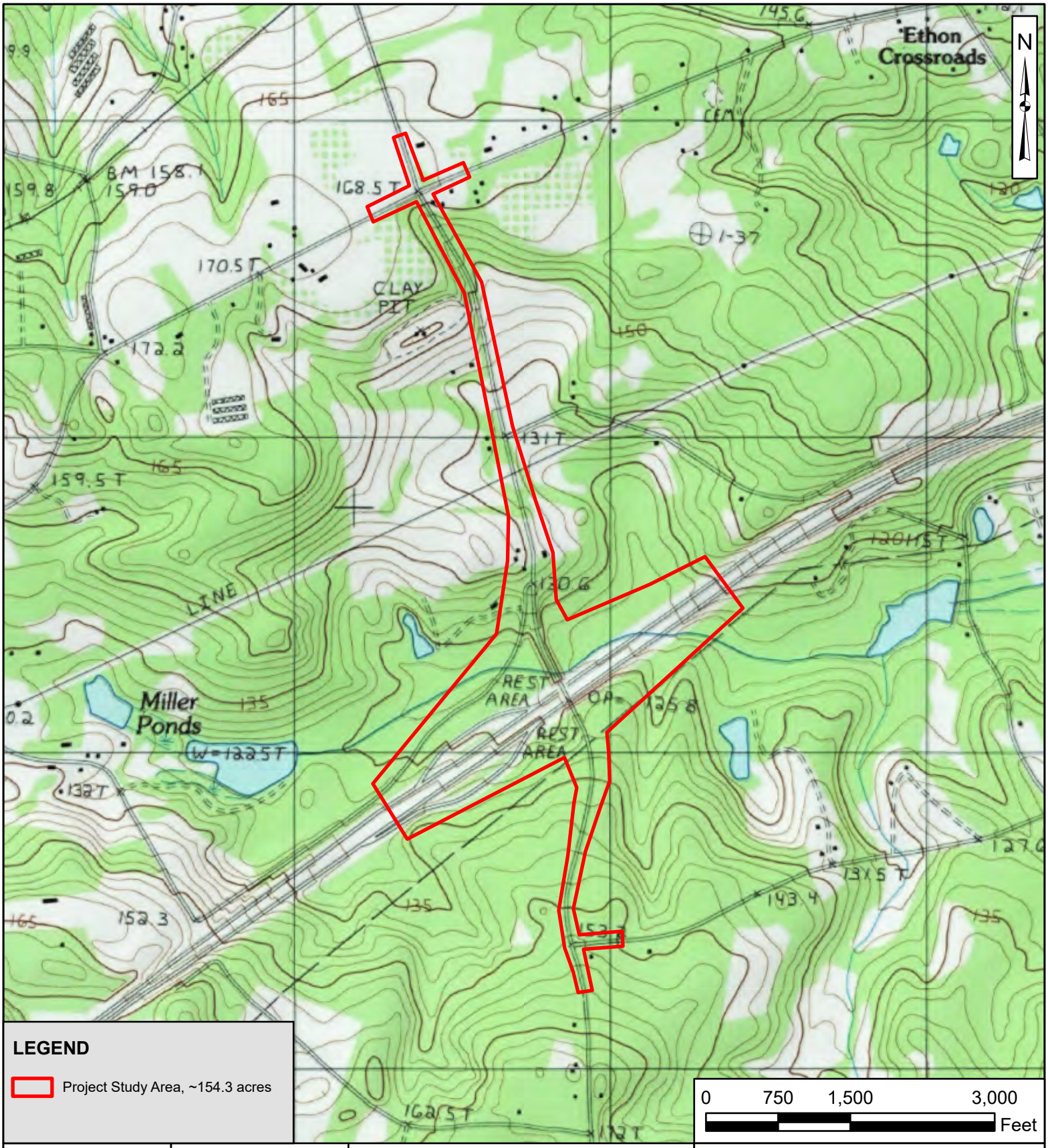
COUNTY OF LEXINGTON

I-20 at Calks Ferry Interchange
Proposed New Interchange
Lexington County
Lexington, South Carolina









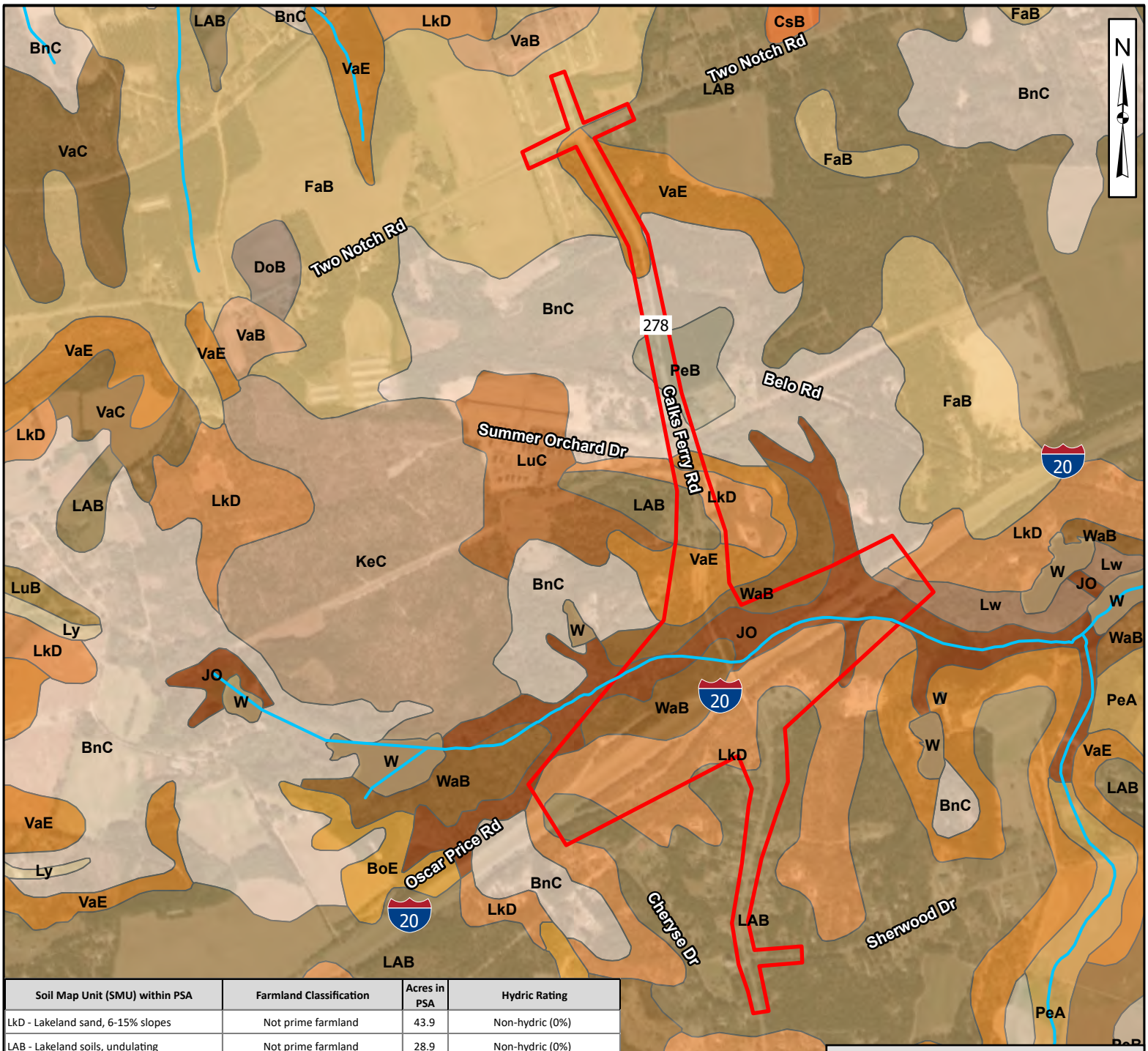
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Lexington, SC 29072
Tel. 803.996.2900
www.meadhunt.com

I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

USGS Topographic Map

M&H PROJ: R4035500-250712.01	SOURCE: USGS TOPOGRAPHIC QUAD [BARR LAKE, SC (1986)]	DRAWN BY: OGR	QAQC BY: SOG
		DATE: 04/23/2025	FIGURE 2



Soil Map Unit (SMU) within PSA	Farmland Classification	Acres in PSA	Hydric Rating
LkD - Lakeland sand, 6-15% slopes	Not prime farmland	43.9	Non-hydric (0%)
LAB - Lakeland soils, undulating	Not prime farmland	28.9	Non-hydric (0%)
JO - Johnston soils	Not prime farmland	25.1	Hydric (100%)
WaB - Wahee sandy loam, 0-4% slopes	Farmland of statewide importance	22.9	Predominantly Non-Hydric (4%)
VaE - Vaucluse loamy sand, 10-25% slopes	Not prime farmland	16.2	Non-hydric (0%)
BnC - Blaney sand, 2-10% slopes	Not prime farmland	8.1	Non-hydric (0%)
FaB - Fuquay loamy sand, 0-6% slopes	Farmland of statewide importance	3.8	Non-hydric (0%)
PeB - Pelion loamy sand, 2-6% slopes	Farmland of statewide importance	3.4	Non-hydric (0%)
Lw - Lumbee sandy loam	Farmland of statewide importance	1.9	Hydric (100%)

LEGEND

- Project Study Area, ~154.3 acres
- NHD Flowline

0 750 1,500 3,000 Feet

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Lexington County

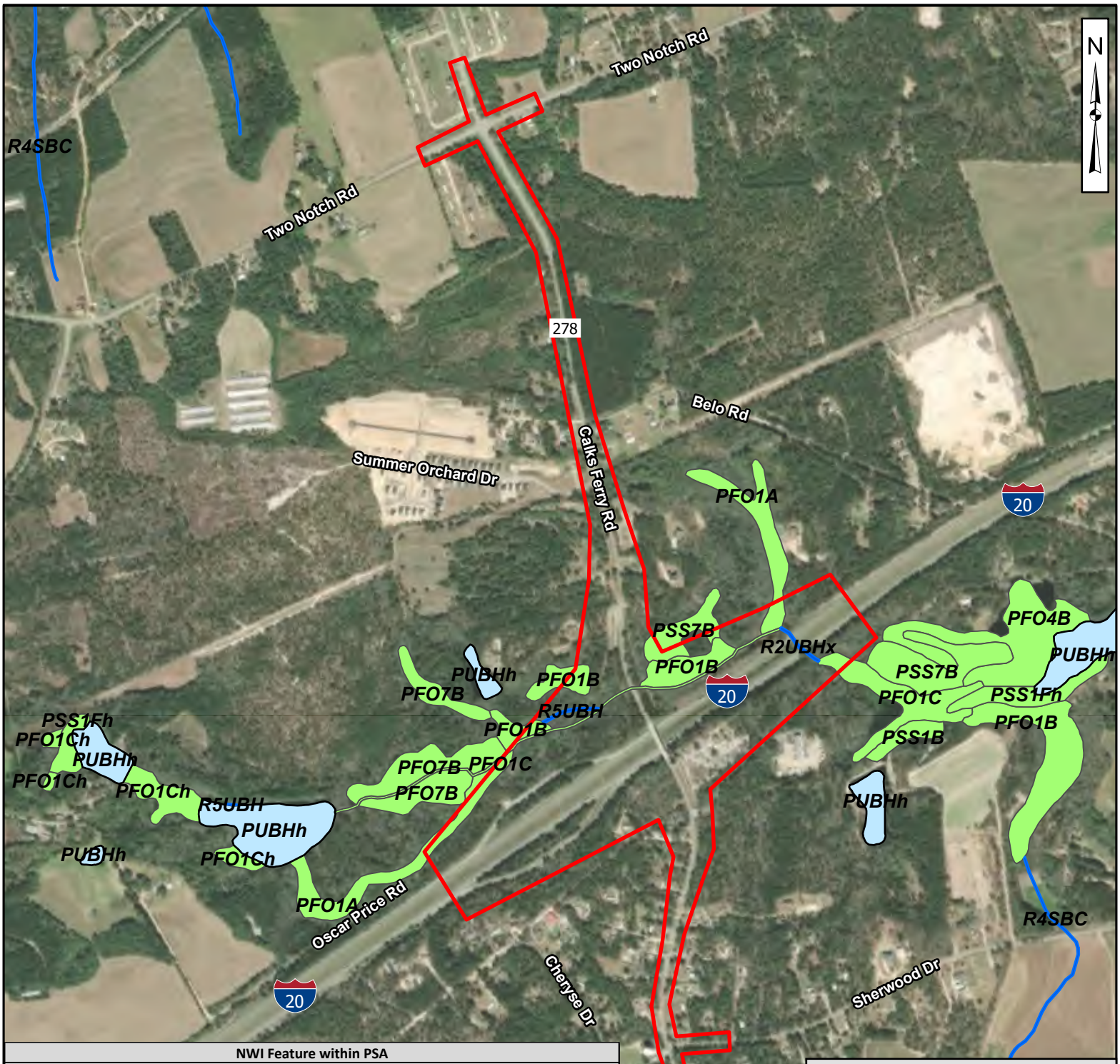
NRCS Soils Map

M&H PROJ: R4035500-250712.01

SOURCE: USDA NRCS Soils Data (Lexington County, 2025)

DRAWN BY: OGR | QAQC BY: SOG

DATE: 04/24/2025 | FIGURE 3



NWI Feature within PSA
PFO1A - Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded
PFO1B - Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Saturated
PFO1C - Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded
PSS7B -Palustrine, Scrub-Shrub, Evergreen, Seasonally Saturated
R2UBHx - Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded, Excavated
R5UBH - Riverine, Unknown Perennial, Unconsolidated Bottom, Permanently Flooded

LEGEND

Project Study Area, ~154.3 acres

0 500 1,000 2,000 Feet

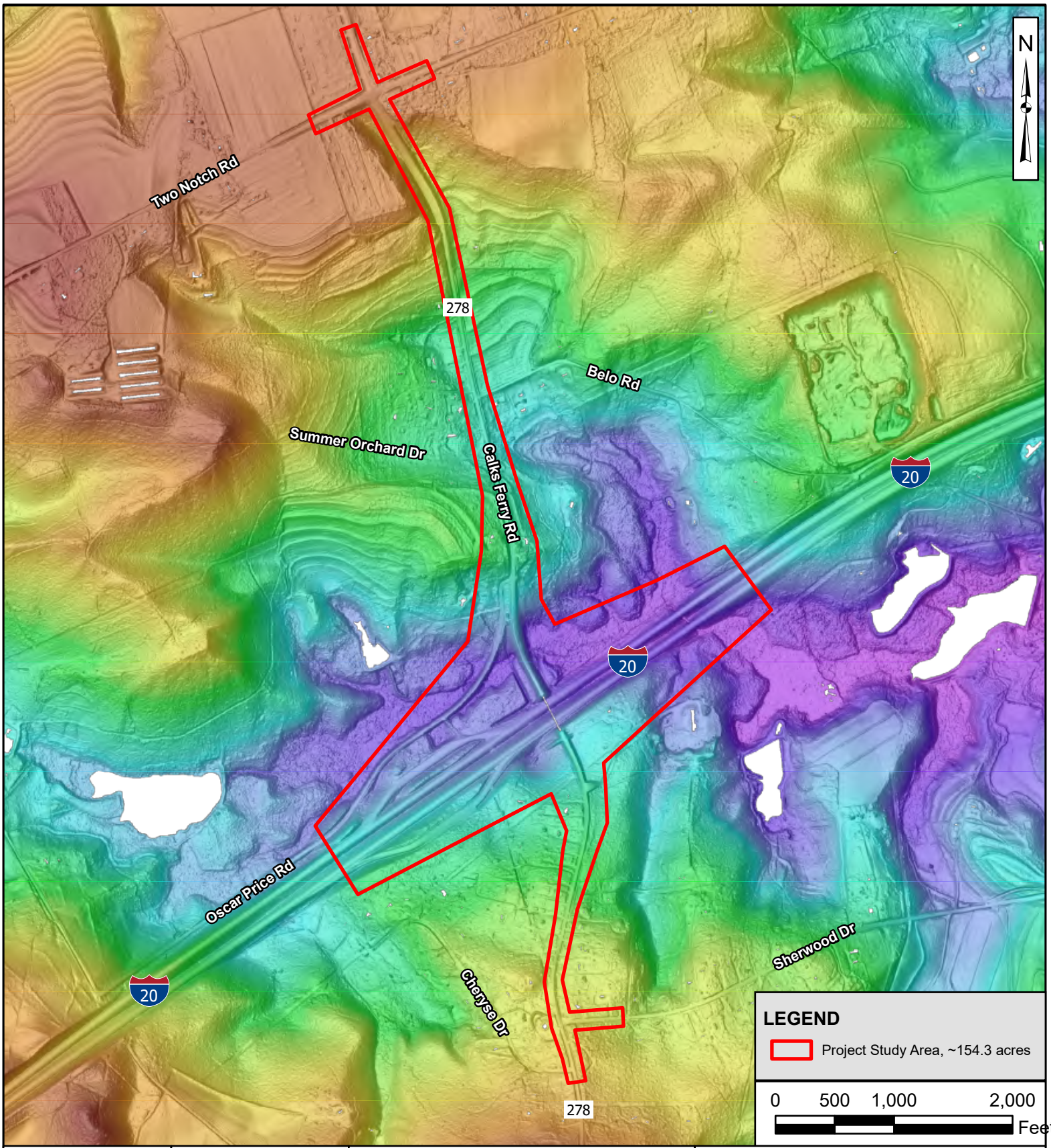
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I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

National Wetlands Inventory Map

M&H PROJ: R4035500-250712.01	SOURCE: USFWS NWI (2025)	DRAWN BY: OGR	QAQC BY: SOG
		DATE: 04/24/2025	FIGURE 4



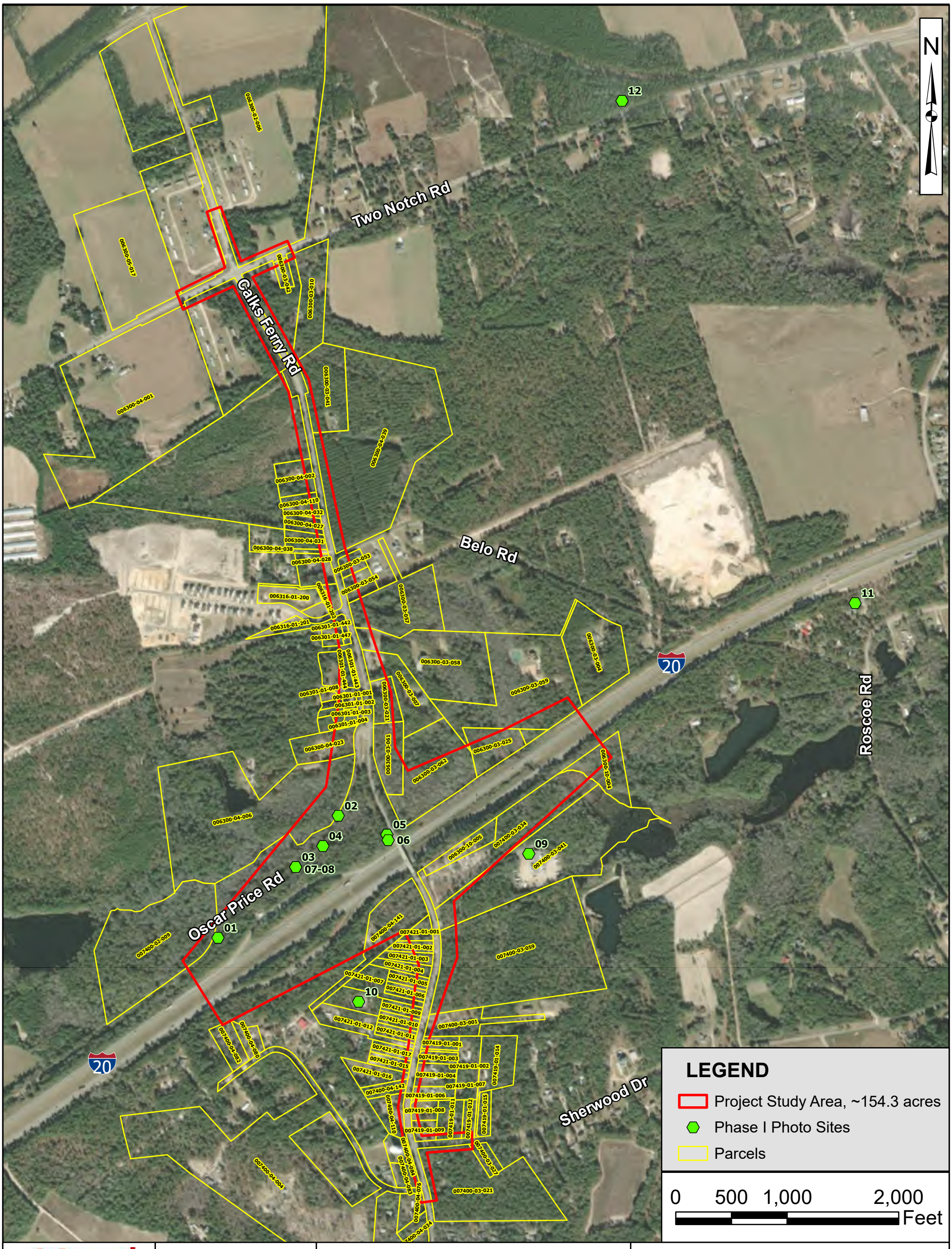
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Tel. 803.996.2900
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I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

LiDAR Map

M&H PROJ: R4035500-250712.01	SOURCE: USGS SAVANNAH PEEDEE LIDAR [(2020)	DRAWN BY: OGR	QAQC BY: SOG
		DATE: 05/06/2025	FIGURE 4



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I-20 at Calks Ferry Interchange
Proposed New Interchange

Lexington County

Phase I Map

M&H PROJ: R4035500-250712.01	SOURCE: ESRI Aerial	DRAWN BY: VMM	QAQC BY: SOG
		DATE: 11/18/2025	FIGURE 6

Fig. 7 - Lexington County Tax Parcel Map



11/14/2025, 10:55:32 AM

1:16,000

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

I-20 Calks Ferry PSA (draft)

Roads

Arterial

Collector

Local

Limited Access Highway

Parcels

Printed from Lexington County One Map. Lexington County makes no warranty, representation or guaranty... View the full data disclaimer at https://lex-co.sc.gov/departments/planning-gis/gis-

APPENDIX D

Site Photographs

	Date: May 22, 2025 Taken By: Olivia Roach Photograph 01 – Site 01 Description: View of dumped asphalt off Oscar Price Road.
	Date: May 22, 2025 Taken By: Olivia Roach Photograph 02 – Site 02 Description: View of abandoned tires off Oscar Price Road.

	Date: May 22, 2025 Taken By: Olivia Roach Photograph 03 – Site 03 Description: View of trash and abandoned tires off Oscar Price Road.
	Date: May 22, 2025 Taken By: Olivia Roach Photograph 04 – Site 04 Description: View of roof shingles off Oscar Price Road.

	Date: May 22, 2025 Taken By: Olivia Roach Photograph 05 – Site 05 Description: View of abandoned tires off Calks Ferry Road.
	Date: May 22, 2025 Taken By: Olivia Roach Photograph 06 – Site 06 Description: View of underground fiber optic cable off Calks Ferry Road.

	Date: July 8, 2025 Taken By: Olivia Roach Photograph 07 – Site 07/08 Description: View of abandoned tires within Wetland 3 off Oscar Price Road.
	Date: July 8, 2025 Taken By: Olivia Roach Photograph 08 – Site 07/08 Description: View of abandoned tires adjacent to Wetland 3 off Oscar Price Road.

	Date: November 6, 2025 Taken By: Olivia Roach Photograph 09 – Site 09 Description: View of gate to *Ecoflo* (now owned by *Republic Services*), a waste management business. This correlates to Map ID 'A' on the EDR Radius Report where multiple hazardous databases were reported. No access was granted for photographs.
	Date: November 6, 2025 Taken By: Olivia Roach Photograph 10 – Site 10 Description: View of property also owned by *Ecoflo* (now owned by *Republic Services*) business located west of Calks Ferry Road. This correlates to Map ID 'B' on the EDR Radius Report. No leaks or spills were observed. Only ECHO and FINDS databases reported.

	Date: November 6, 2025 Taken By: Olivia Roach Photograph 11 – Site 11 Description: View of empty drums/trash located at *Carolina Dielectrics*. This correlates to Map ID '17' on the EDR Radius Report. No leaks or spills were observed. Only ECHO and FINDS databases reported.
	Date: November 6, 2025 Taken By: Olivia Roach Photograph 12 – Site 12 Description: View of trash located in abandoned *Hancock Grocery*. This correlates to Map ID 'D' on the EDR Radius Report. No recent leaks or spills were observed. Database notes historical presence of UST/LUST.

APPENDIX E

EDR Database Report

I-20 At Calks Ferry Interchange Proposed New Inter
I-20/Calks Ferry Road
Gilbert, SC 29054

Inquiry Number: 8117509.2s
September 23, 2025

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
Map Findings Summary	4
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Orphan Summary	101
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting SSURGO Soil Map	A-5
Physical Setting Source Map	A-12
Physical Setting Source Map Findings	A-14
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

I-20/CALKS FERRY ROAD
GILBERT, SC 29054

COORDINATES

Latitude (North):	33.9117720 - 33° 54' 42.37''
Longitude (West):	81.3261010 - 81° 19' 33.96''
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	469853.4
UTM Y (Meters):	3752227.2
Elevation:	389 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	15655094 BARR LAKE, SC
Version Date:	2020
South Map:	15655160 PELION WEST, SC
Version Date:	2020
Southwest Map:	15655180 STEEDMAN, SC
Version Date:	2020
West Map:	15655110 GILBERT, SC
Version Date:	2020

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20230412
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
I-20/CALKS FERRY ROAD
GILBERT, SC 29054

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	ECOFLO CLASS 3 PROCE		SC SWF/LF	Higher	1 ft.
2	BRIDGE #327027800200	1701 CALKS FERRY RD	SC ASBESTOS	Higher	1 ft.
3	1650 CALKS FERRY ROA	1650 CALKS FERRY RD	SC ASBESTOS	Higher	1 ft.
A4	A & D ENVIRONMENTAL	1741 CAULKS FERRY RO	E MANIFEST	Higher	238, 0.045, East
A5	A & D ENVIRONMENTAL	1741 CALKS FERRY RD	TX Ind. Haz Waste	Higher	238, 0.045, East
A6	A & D ENVIRONMENTAL	1741 CALKS FERRY RD	RCRA-VSQG, PADS, FINDS, ECHO, PFAS ECHO, E...	Higher	238, 0.045, East
A7	A&D ENVIRONMENTAL SE	1741 CALKS FERRY RD	FINDS	Higher	238, 0.045, East
A8	A & D ENVIRONMENTAL	1741 CALKS FERRY RD	WI MANIFEST	Higher	238, 0.045, East
9	OAK HILL MHP	(PARK)3211 TWO NOTCH	FINDS	Higher	323, 0.061, NNW
B10	ECOFLO INC	1740 CALKS FERRY ROA	ECHO	Higher	409, 0.077, SSW
B11	ECOFLO INC	1740 CALKS FERRY ROA	FINDS	Higher	409, 0.077, SSW
12	CALKS FERRY MHP	1469 CALKS FERRY	FINDS	Higher	494, 0.094, NNW
C13	JOINT MUNICIPAL WATE	3066 TWO NOTCH RD	UST FINDER	Higher	1416, 0.268, North
C14	JOINT MUNICIPAL WATE	3066 TWO NOTCH RD	FINDS	Higher	1416, 0.268, North
C15	JOINT MUNICIPAL WATE	3066 TWO NOTCH RD	SC UST	Higher	1416, 0.268, North
16	MCCARTHA RESIDENCE	3323 TWO NOTCH RD.	SC ASBESTOS	Higher	2304, 0.436, NW
17	CAROLINA DIELECTRICS	1372 ROSCOE ROAD	FINDS, ECHO	Higher	2573, 0.487, ENE
D18	HANCOCK GROCERY	2990 TWO NOTCH RD	UST FINDER, UST FINDER RELEASE	Higher	3217, 0.609, NNE
D19	HANCOCK GROCERY	2990 TWO NOTCH RD	SC LUST, SC UST	Higher	3217, 0.609, NNE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROLS ---------- Institutional Controls Sites List

EXECUTIVE SUMMARY

Federal ERNS list

ERNS ---------- Emergency Response Notification System

Lists of state- and tribal hazardous waste facilities

SC SHWS ---------- Site Assessment Section Project List

Lists of state and tribal leaking storage tanks

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

Lists of state and tribal registered storage tanks

FEMA UST ---------- Underground Storage Tank Listing
SC AST ---------- Aboveground Storage Tank List
INDIAN UST ---------- Underground Storage Tanks on Indian Land
SC GWT ---------- GWT Management Tracking

State and tribal institutional control / engineering control registries

SC RCR ---------- Registry of Conditional Remedies
SC AUL ---------- Land Use Controls

Lists of state and tribal voluntary cleanup sites

SC VCP ---------- Voluntary Cleanup Sites
INDIAN VCP ---------- Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

SC BROWNFIELDS ---------- Brownfields Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SC SWRCY ---------- Solid Waste Recycling Facilities
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---------- Open Dump Inventory
IHS OPEN DUMPS ---------- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---------- Delisted National Clandestine Laboratory Register
SC ALLSITES ---------- Site Assessment & Remediation Public Record Database
SC CDL ---------- Clandestine Drug Lab Sites
US CDL ---------- National Clandestine Laboratory Register

EXECUTIVE SUMMARY

Local Land Records

LIENS 2	CERCLA Lien Information

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
SC SPILLS	Spills Database List
SC SPILLS 90	SPILLS 90 data from FirstSearch
SC SPILLS 80	SPILLS 80 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
MINES MRDS	Mineral Resources Data System
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
PFAS NPL	Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES	Federal Sites PFAS Information
PFAS TSCA	PFAS Manufacture and Imports Information
PFAS TRIS	List of PFAS Added to the TRI
PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing

PFAS ATSDR ---------- PFAS Contamination Site Location Listing
PFAS WQP ---------- Ambient Environmental Sampling for PFAS
PFAS NPDES ---------- Clean Water Act Discharge Monitoring Information
PFAS PROJECT ---------- NORTHEASTERN UNIVERSITY PFAS PROJECT
PFAS ECHO FIRE TRAIN ---------- Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 139 AIRPORT ---------- All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC ---------- Aqueous Foam Related Incidents Listing
BIOSOLIDS ---------- ICIS-NPDES Biosolids Facility Data
SC PFAS ---------- Surface Water PFAS Information Listing
SC AIRS ---------- Permitted Airs Facility Listing
SC COAL ASH ---------- Coal Ash Disposal Sites
SC DRYCLEANERS ---------- Drycleaner Database
SC Financial Assurance ---------- Financial Assurance Information Listing
SC GWCI ---------- Groundwater Contamination Inventory
SC MANIFEST ---------- Hazardous Waste Manifest Data
SC NPDES ---------- Waste Water Treatment Facilities Listing
SC UIC ---------- Underground Injection Wells Listing

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---------- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---------- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

SC RGA HWS ---------- Recovered Government Archive State Hazardous Waste Facilities List
SC RGA LF ---------- Recovered Government Archive Solid Waste Facilities List
SC RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-VSQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-VSQG list, as provided by EDR, and dated 06/02/2025 has revealed that there is 1 RCRA-VSQG site within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***
EPA ID:: SCD987598331				

Lists of state and tribal landfills and solid waste disposal facilities

SC SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Department of Health & Environmental Control's Permitted Landfills List/Inactive MSWLF List.

A review of the SC SWF/LF list, as provided by EDR, and dated 06/03/2025 has revealed that there is 1 SC SWF/LF site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ECOFLO CLASS 3 PROCE		0 - 1/8 (0.000 mi.)	1	8
Status: Active				
Facility Id: PROC-00045				

Lists of state and tribal leaking storage tanks

SC LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Health & Environmental Control's Leaking UST list.

A review of the SC LUST list, as provided by EDR, and dated 04/17/2025 has revealed that there is 1 SC LUST site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HANCOCK GROCERY	***2990 TWO NOTCH RD***	***NNE 1/2 - 1 (0.609 mi.)***	***D19***	***99***
No Action Required: 08/21/2001				
Substance: PETRO				
Facility Id: 16327				

Lists of state and tribal registered storage tanks

SC UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Health & Environmental Control's list: Comprehensive Underground Storage Tanks.

A review of the SC UST list, as provided by EDR, and dated 10/07/2024 has revealed that there are 2 SC UST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JOINT MUNICIPAL WATE Facility Id: 09841 Status: Abandoned	3066 TWO NOTCH RD	N 1/4 - 1/2 (0.268 mi.)	C15	96
HANCOCK GROCERY Facility Id: 16327 Status: Abandoned	***2990 TWO NOTCH RD***	***NNE 1/2 - 1 (0.609 mi.)***	***D19***	***99***

ADDITIONAL ENVIRONMENTAL RECORDS

Other Ascertainable Records

PADS: The PCB Activity Database identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the United States Environmental Protection Agency of such activities. The source of this database is the U.S. EPA.

A review of the PADS list, as provided by EDR, and dated 07/01/2024 has revealed that there is 1 PADS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL EPAID:: SCD987598331	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 04/22/2025 has revealed that there are 7 FINDS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL Registry ID:: 110004942260	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***
A&D ENVIRONMENTAL SE	1741 CALKS FERRY RD	E 0 - 1/8 (0.045 mi.)	A7	92

Registry ID:: 110068854966				
OAK HILL MHP Registry ID:: 110008571045	(PARK)3211 TWO NOTCH	NNW 0 - 1/8 (0.061 mi.)	9	93
ECOFLO INC Registry ID:: 110071502936	1740 CALKS FERRY ROA	SSW 0 - 1/8 (0.077 mi.)	B11	94
CALKS FERRY MHP Registry ID:: 110002202839	1469 CALKS FERRY	NNW 0 - 1/8 (0.094 mi.)	12	95
JOINT MUNICIPAL WATE Registry ID:: 110016984147	3066 TWO NOTCH RD	N 1/4 - 1/2 (0.268 mi.)	C14	96
CAROLINA DIELECTRICS Registry ID:: 110004938220	***1372 ROSCOE ROAD***	***ENE 1/4 - 1/2 (0.487 mi.)***	***17***	***97***

ECHO: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

A review of the ECHO list, as provided by EDR, and dated 06/22/2025 has revealed that there are 3 ECHO sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL Registry ID: 110004942260	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***
ECOFLO INC Registry ID: 110071502936	1740 CALKS FERRY ROA	SSW 0 - 1/8 (0.077 mi.)	B10	94
CAROLINA DIELECTRICS Registry ID: 110004938220	***1372 ROSCOE ROAD***	***ENE 1/4 - 1/2 (0.487 mi.)***	***17***	***97***

PFAS ECHO: Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

A review of the PFAS ECHO list, as provided by EDR, and dated 06/23/2025 has revealed that there is 1 PFAS ECHO site within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***

UST FINDER RELEASE: US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER RELEASE site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HANCOCK GROCERY	***2990 TWO NOTCH RD***	***NNE 1/2 - 1 (0.609 mi.)***	***D18***	***98***

EXECUTIVE SUMMARY

UST FINDER: EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there are 2 UST FINDER sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JOINT MUNICIPAL WATE	3066 TWO NOTCH RD	N 1/4 - 1/2 (0.268 mi.)	C13	95
HANCOCK GROCERY	***2990 TWO NOTCH RD***	***NNE 1/2 - 1 (0.609 mi.)***	***D18***	***98***

E MANIFEST: EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

A review of the E MANIFEST list, as provided by EDR, and dated 06/02/2025 has revealed that there are 2 E MANIFEST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL	1741 CAULKS FERRY RO	E 0 - 1/8 (0.045 mi.)	A4	9
A & D ENVIRONMENTAL	***1741 CALKS FERRY RD***	***E 0 - 1/8 (0.045 mi.)***	***A6***	***13***

SC ASBESTOS: Asbestos abatement & demolition project list

A review of the SC ASBESTOS list, as provided by EDR, and dated 04/17/2025 has revealed that there are 3 SC ASBESTOS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BRIDGE #327027800200	1701 CALKS FERRY RD	0 - 1/8 (0.000 mi.)	2	8
1650 CALKS FERRY ROA	1650 CALKS FERRY RD	0 - 1/8 (0.000 mi.)	3	9
MCCARTHA RESIDENCE	3323 TWO NOTCH RD.	NW 1/4 - 1/2 (0.436 mi.)	16	97

WI MANIFEST: Hazardous waste manifest information.

A review of the WI MANIFEST list, as provided by EDR, and dated 05/31/2018 has revealed that there is 1 WI MANIFEST site within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL ACT Status: A FID: 399070430 EPA ID: SCD987598331	1741 CALKS FERRY RD	E 0 - 1/8 (0.045 mi.)	A8	92

EXECUTIVE SUMMARY

TX Ind. Haz Waste: The Industrial and Hazardous Waste Database contains summary reports by waste handlers, generators and shippers in Texas.

A review of the TX Ind. Haz Waste list, as provided by EDR, and dated 03/28/2025 has revealed that there is 1 TX Ind. Haz Waste site within approximately 0.75 miles of the target property.

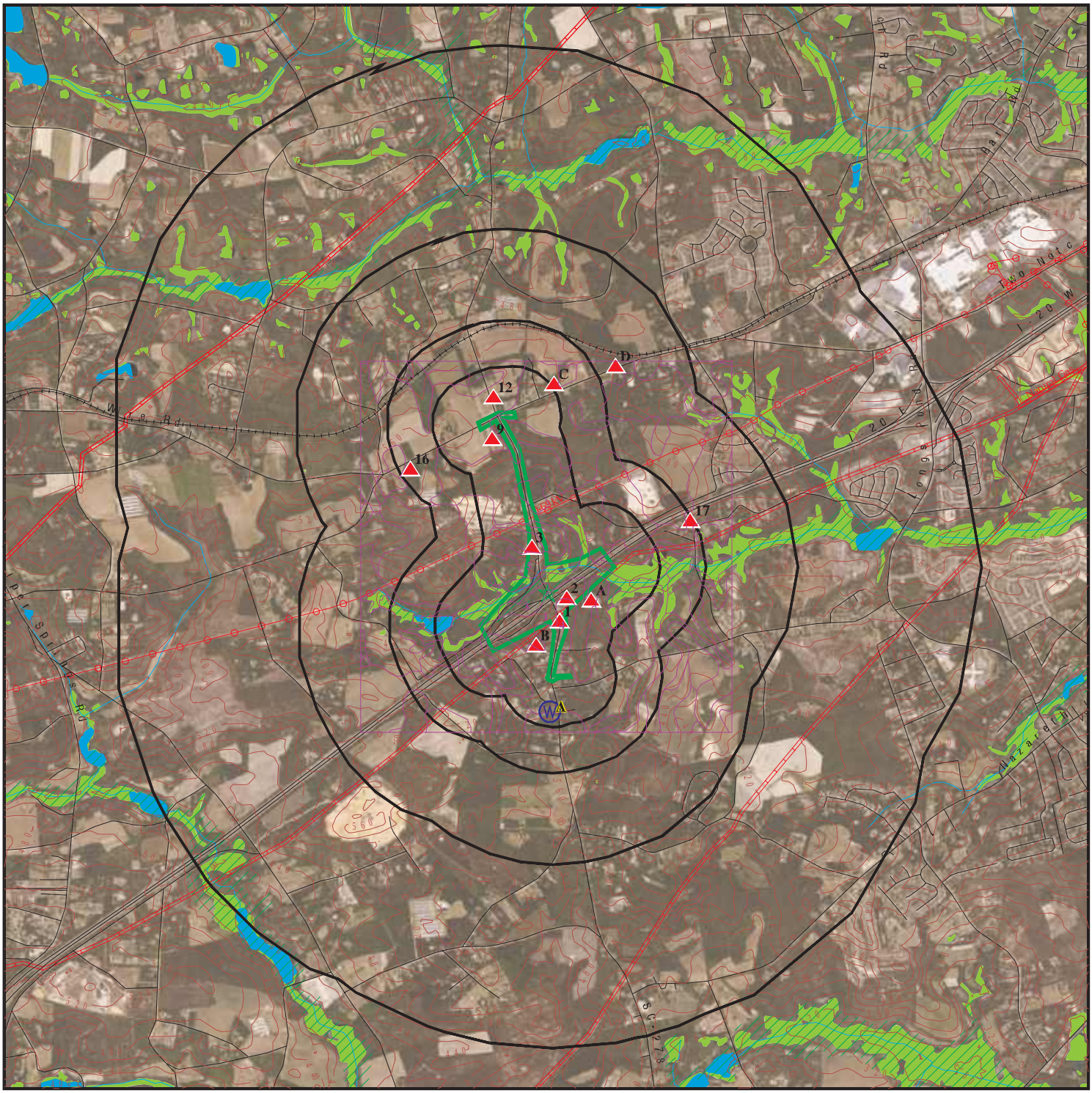
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A & D ENVIRONMENTAL Registration Number: 86442	1741 CALKS FERRY RD	E 0 - 1/8 (0.045 mi.)	A5	11

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
U-15243 EXXON 4-6920	SC CDL SC LUST, SC UST

OVERVIEW MAP - 8117509.2S



0 3/4 1 1/2 3 Miles

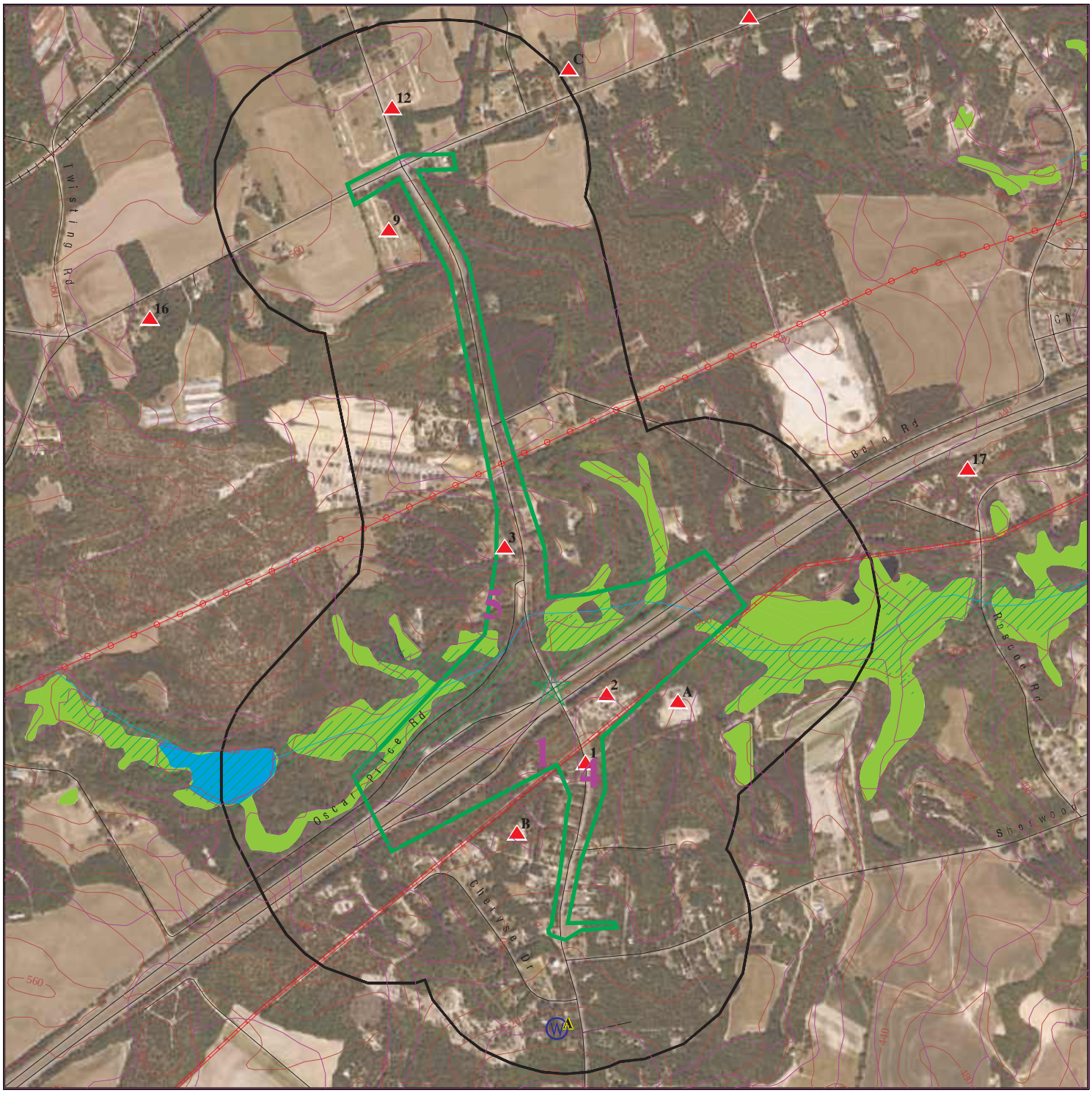
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	I-20 At Calks Ferry Interchange Proposed New Inter	CLIENT:	Mead & Hunt
ADDRESS:	I-20/Calks Ferry Road Gilbert SC 29054	CONTACT:	Veronica Miller
LAT/LONG:	33.911772 / 81.326101	INQUIRY #:	8117509.2s
		DATE:	September 23, 2025 1:02 pm

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DETAIL MAP - 8117509.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	I-20 At Calks Ferry Interchange Proposed New Inter	CLIENT:	Mead & Hunt
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LAT/LONG:	33.911772 / 81.326101	INQUIRY #:	8117509.2s
		DATE:	September 23, 2025 1:03 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.500		0	0	0	0	0	0
Proposed NPL	1.500		0	0	0	0	0	0
NPL LIENS	1.500		0	0	0	0	0	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.500		0	0	0	0	0	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	1.000		0	0	0	0	NR	0
SEMS	1.000		0	0	0	0	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	1.000		0	0	0	0	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.500		0	0	0	0	0	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	1.000		0	0	0	0	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.750		0	0	0	0	NR	0
RCRA-SQG	0.750		0	0	0	0	NR	0
RCRA-VSQG	0.750		1	0	0	0	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	1.000		0	0	0	0	NR	0
US ENG CONTROLS	1.000		0	0	0	0	NR	0
US INST CONTROLS	1.000		0	0	0	0	NR	0
Federal ERNS list								
ERNS	0.500		0	0	0	NR	NR	0
Lists of state- and tribal hazardous waste facilities								
SC SHWS	1.500		0	0	0	0	0	0
Lists of state and tribal landfills and solid waste disposal facilities								
SC SWF/LF	1.000		1	0	0	0	NR	1
Lists of state and tribal leaking storage tanks								
SC LUST	1.000		0	0	0	1	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	1.000		0	0	0	0	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.750		0	0	0	0	NR	0
SC UST	0.750		0	0	1	1	NR	2
SC AST	0.750		0	0	0	0	NR	0
INDIAN UST	0.750		0	0	0	0	NR	0
SC GWT	0.500		0	0	0	NR	NR	0
State and tribal institutional control / engineering control registries								
SC RCR	1.000		0	0	0	0	NR	0
SC AUL	1.000		0	0	0	0	NR	0
Lists of state and tribal voluntary cleanup sites								
SC VCP	1.000		0	0	0	0	NR	0
INDIAN VCP	1.000		0	0	0	0	NR	0
Lists of state and tribal brownfield sites								
SC BROWNFIELDS	1.000		0	0	0	0	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	1.000		0	0	0	0	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SC SWRCY	1.000		0	0	0	0	NR	0
INDIAN ODI	1.000		0	0	0	0	NR	0
DEBRIS REGION 9	1.000		0	0	0	0	NR	0
ODI	1.000		0	0	0	0	NR	0
IHS OPEN DUMPS	1.000		0	0	0	0	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.500		0	0	0	NR	NR	0
SC ALLSITES	1.000		0	0	0	0	NR	0
SC CDL	0.500		0	0	0	NR	NR	0
US CDL	0.500		0	0	0	NR	NR	0
Local Land Records								
LIENS 2	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.500		0	0	0	NR	NR	0
SC SPILLS	0.500		0	0	0	NR	NR	0
SC SPILLS 90	0.500		0	0	0	NR	NR	0
SC SPILLS 80	0.500		0	0	0	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.750		0	0	0	0	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUDS	1.500		0	0	0	0	0	0
DOD	1.500		0	0	0	0	0	0
SCRD DRYCLEANERS	1.000		0	0	0	0	NR	0
US FIN ASSUR	0.500		0	0	0	NR	NR	0
EPA WATCH LIST	0.500		0	0	0	NR	NR	0
2020 COR ACTION	0.750		0	0	0	0	NR	0
TSCA	0.500		0	0	0	NR	NR	0
TRIS	0.500		0	0	0	NR	NR	0
SSTS	0.500		0	0	0	NR	NR	0
ROD	1.500		0	0	0	0	0	0
RMP	0.500		0	0	0	NR	NR	0
RAATS	0.500		0	0	0	NR	NR	0
PRP	0.500		0	0	0	NR	NR	0
PADS	0.500		1	0	0	NR	NR	1
ICIS	0.500		0	0	0	NR	NR	0
FTTS	0.500		0	0	0	NR	NR	0
MLTS	0.500		0	0	0	NR	NR	0
COAL ASH DOE	0.500		0	0	0	NR	NR	0
COAL ASH EPA	1.000		0	0	0	0	NR	0
PCB TRANSFORMER	0.500		0	0	0	NR	NR	0
RADINFO	0.500		0	0	0	NR	NR	0
HIST FTTS	0.500		0	0	0	NR	NR	0
DOT OPS	0.500		0	0	0	NR	NR	0
CONSENT	1.500		0	0	0	0	0	0
INDIAN RESERV	1.500		0	0	0	0	0	0
FUSRAP	1.500		0	0	0	0	0	0
UMTRA	1.000		0	0	0	0	NR	0
LEAD SMELTERS	0.500		0	0	0	NR	NR	0
US AIRS	0.500		0	0	0	NR	NR	0
US MINES	0.750		0	0	0	0	NR	0
ABANDONED MINES	0.750		0	0	0	0	NR	0
MINES MRDS	0.500		0	0	0	NR	NR	0
FINDS	0.500		5	0	2	NR	NR	7
UXO	1.500		0	0	0	0	0	0
DOCKET HWC	0.500		0	0	0	NR	NR	0
ECHO	0.500		2	0	1	NR	NR	3
FUELS PROGRAM	0.750		0	0	0	0	NR	0
PFAS NPL	0.750		0	0	0	0	NR	0
PFAS FEDERAL SITES	0.750		0	0	0	0	NR	0
PFAS TSCA	0.750		0	0	0	0	NR	0
PFAS TRIS	0.750		0	0	0	0	NR	0
PFAS RCRA MANIFEST	0.750		0	0	0	0	NR	0
PFAS ATSDR	0.750		0	0	0	0	NR	0
PFAS WQP	0.750		0	0	0	0	NR	0
PFAS NPDES	0.750		0	0	0	0	NR	0
PFAS PROJECT	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.750		1	0	0	0	NR	1
PFAS ECHO FIRE TRAIN	0.750		0	0	0	0	NR	0
PFAS PT 139 AIRPORT	0.750		0	0	0	0	NR	0
AQUEOUS FOAM NRC	0.750		0	0	0	0	NR	0
BIOSOLIDS	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UST FINDER RELEASE	1.000		0	0	0	1	NR	1
UST FINDER	0.750		0	0	1	1	NR	2
E MANIFEST	0.750		2	0	0	0	NR	2
SC PFAS	0.750		0	0	0	0	NR	0
SC AIRS	0.500		0	0	0	NR	NR	0
SC ASBESTOS	0.500		2	0	1	NR	NR	3
SC COAL ASH	1.000		0	0	0	0	NR	0
SC DRYCLEANERS	0.750		0	0	0	0	NR	0
SC Financial Assurance	0.500		0	0	0	NR	NR	0
SC GWCI	1.000		0	0	0	0	NR	0
SC MANIFEST	0.750		0	0	0	0	NR	0
WI MANIFEST	0.750		1	0	0	0	NR	1
TX Ind. Haz Waste	0.750		1	0	0	0	NR	1
SC NPDES	0.500		0	0	0	NR	NR	0
SC UIC	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.500		0	0	0	0	0	0
EDR Hist Auto	0.625		0	0	0	0	NR	0
EDR Hist Cleaner	0.625		0	0	0	0	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
SC RGA HWS	0.500		0	0	0	NR	NR	0
SC RGA LF	0.500		0	0	0	NR	NR	0
SC RGA LUST	0.500		0	0	0	NR	NR	0
- Totals --		0	17	0	6	4	0	27

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1 **ECOFLO CLASS 3 PROCESSING FACILITY** **SC SWF/LF** **S128146721**
N/A

< 1/8 **LEXINGTON (County), SC**
1 ft.

Relative: **Higher**

Actual: **432 ft.**

LF:

Name:	ECOFLO CLASS 3 PROCESSING FACILITY
Address:	Not reported
City,State,Zip:	SC
Mailing Address:	1741 Calks Ferry Road
Mailing State:	SC
Mailing City:	Lexington
Mailing Zip:	29053
Facility ID:	PROC-00045
Rate Restriction:	50
Rate Units:	tons per year
Cap Units:	Gallons
Online Data:	Solid Waste Processor
GW Mod Reqd:	N
EQC Region:	Midlands
EQC Region Office:	Columbia
Total Capacity:	2090
Status:	Active
Class:	Class 3
UTM-E:	469955.00000
UTM-N:	3752193.00000
Contact Name:	Stuart Stapleton
Contact Phone:	336-617-2733

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2 **BRIDGE #327027800200** **SC ASBESTOS** **S120980479**
1701 CALKS FERRY RD - S-278 **N/A**

< 1/8 **LEXINGTON, SC 29071**
1 ft.

Relative: **Higher**

Actual: **408 ft.**

ASBESTOS:

Name:	Bridge #327027800200
Address:	1701 CALKS FERRY RD - S-278
Address 2:	Not reported
City,State,Zip:	LEXINGTON, SC 29071
Permit No:	N1701376
Activity:	Expired
Bus Phone:	Not reported
Co Name:	DANE CONSTRUCTION
District:	Not reported
Permit Type:	Not reported
Sub Type:	Not reported
Local Facility:	Not reported
Disposition:	Not reported
Description:	Not reported
Glove:	Not reported
Fri:	Not reported
Other:	Not reported
Program:	Air - Asbestos
Category:	AIR-Asbestos Demolition
General Category:	Not reported
Issue Date:	1/30/2017
Permitee:	Dane Construction
Permitee Address:	NC, US, PO BOX 800, MOORESVILLE, 28115
Permitee Phone:	7046645042
Permitee Email:	Not reported

BRIDGE #327027800200 (Continued) **S120980479**

Comments:	Not reported
Compliance Name:	James E Hinkle (INACTIVE)
Agency:	Not reported

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3 **1650 CALKS FERRY ROAD** **SC ASBESTOS** **S132054359**
1650 CALKS FERRY RD **N/A**
< 1/8 **LEXINGTON, SC 29072**
1 ft.

Relative: Higher
Actual: 452 ft.

ASBESTOS:

Name:	1650 Calks Ferry Road
Address:	1650 CALKS FERRY RD
Address 2:	Not reported
City,State,Zip:	LEXINGTON, SC 29072
Permit No:	ASD-004449
Activity:	Expired
Bus Phone:	Not reported
Co Name:	Contour Mining & Construction, LLC
District:	Not reported
Permit Type:	Not reported
Sub Type:	Not reported
Local Facility:	Not reported
Disposition:	Not reported
Description:	Not reported
Glove:	Not reported
Fri:	Not reported
Other:	Not reported
Program:	Air - Asbestos
Category:	AIR-Asbestos Demolition
General Category:	Not reported
Issue Date:	2024-02-26
Permitee:	Contour Mining & Construction, Llc
Permitee Address:	141 CORT RD, COLUMBIA, SC, 29203, US
Permitee Phone:	8037642277
Permitee Email:	sgantt@contourmc.com
Comments:	Not reported
Compliance Name:	Kenneth H. Garcia
Agency:	Not reported

A4 **A & D ENVIRONMENTAL** **E MANIFEST** **1031843911**
East **1741 CAULKS FERRY ROAD** **N/A**
< 1/8 **LEXINGTON, SC 29072**
0.045 mi.
238 ft. **Site 1 of 5 in cluster A**

Relative: Higher
Actual: 399 ft.

E MANIFEST:

Manifest Tracking Number:	013282987JJK
Last Updated Date:	20190916
Shipped Date:	20190910
Received Date:	20190910
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	SCD987598331
Generator Name:	A & D Environmental
Generator Location Street Number:	Not reported

A & D ENVIRONMENTAL (Continued) **1031843911**

Generator Location Street 1:	1741 CAULKS FERRY ROAD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29072
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1741 Caulks Ferry Road
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29072
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NCD980842132
Designated Facility Name:	Ecoflo, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2750 PATTERSON STREET
Designated Facility Mail City:	GREENSBORO
Designated Facility Mail Zip:	27407
Designated Facility Mail State:	NC
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2750 PATTERSON STREET
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	GREENSBORO
Designated Facility Location Zip:	27407
Designated Facility Location State:	NC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	013282987JJK
Transporter Line Number:	1
Transporter EPA ID:	SCD987598331
Transporter Name:	A & D Environmental Services (Sc) Llc

Waste Line:

Manifest Tracking Number:	013282987JJK
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN1950
U.S. DOT Description:	Rq,Un1950,Waste Aerosols, Flammable,2.1,, (D001),Erg#126
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	53
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.0265
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.0265
Waste Quantity, in Kilograms:	24.036295
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	24.036295
Management Method Code:	H061

A & D ENVIRONMENTAL (Continued) **1031843911**

Management Method Description:	FUEL BLENDING
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	Y
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D001
Quantity Haz Kg:	24.036295
Quantity Haz Tons:	0.0265
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	Not reported

A5 **A & D ENVIRONMENTAL SERVICES** **TX Ind. Haz Waste** **S104852355**
East **1741 CALKS FERRY RD** **N/A**
< 1/8 **LEXINGTON, SC 29073**
0.045 mi.
238 ft. **Site 2 of 5 in cluster A**

Relative: **Higher**

Actual: **399 ft.**

Ind. Haz Waste:

Name:	A & D ENVIRONMENTAL SERVICES
Address:	1741 CALKS FERRY RD
City,State,Zip:	LEXINGTON, SC 29073
Permit Number:	Not reported
Registration Number:	86442
Registration Initial Notification Date:	7-Apr-00
Registration Last Amendment Date:	Not reported
EPA Identification:	SCD987598331
Primary NAICS Code:	484121
Status Change Date:	7-Apr-00
Land Type:	Not reported
Description of Facility Site Location:	Not reported
Registration is Generator of Waste:	1
TNRCC Region Number:	Not reported
Registration is Receivers of Waste:	1
Registration is Transporter of Waste:	1
Registration is Transfer Facility:	1
Facility is STEERS Reporter:	1
Reqired to Submit Annual Waste Summary:	1
Facility Involved In Recycling:	1
Revcr Has Monthly Reporting Requirement:	Not reported
Type of Generator HW:	Not reported
Type of Generator:	Not reported
Facility Country:	UNITED STATES
Site Location Latitude:	Not reported
Site Location Longitude:	Not reported
Last Update to NOR Data:	Not reported
Ind. Waste Permit Number:	Not reported
Mun Waste Permit Number:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **S104852355**

Permit Status:	Not reported
Receiver Type:	Not reported
Transporter for Hire:	TRUE
Transport Own Waste:	FALSE
Facility Status:	ACTIVE
RN of Regulated Entity:	RN100657287
Registrations last amendment date:	8-Dec-08
Reverse Distributor Begin Date:	Not reported
Reverse Distributor End Date:	Not reported
Healthcare Facility Opt-In Date:	Not reported
Healthcare Facility Withdraw Date:	Not reported
site is a reverse distributer of industrial/hazardous waste:	FALSE
If the facility must submit a Monthly Waste Receipt Summary:	FALSE
If the site is registered as a Healthcare Provider Facility:	FALSE

Operator:

Operator Name:	A & D ENVIRONMENTAL SERVICES SC LLC
Operator Address:	1741 CALKS FERRY RD
Operator Address 2:	Not reported
Operator Address 3:	Not reported
Operator City,State,Zip:	LEXINGTON, SC 29073
Operator Country:	UNITED STA
Operator Telephone:	1-803-9579175
Operator Fax Number:	1-803-8921225
Operator Email:	Not reported
Operator Business Type:	Unknown
Operator Tax ID:	Not reported
Operator Bankruptcy Code:	Not reported

Owner:

Owner Name:	A & D ENVIRONMENTAL SERVICES SC LLC
Owner Mailing Address:	1741 CALKS FERRY RD
Owner Mailing Address 2:	Not reported
Owner Mailing Address 3:	Not reported
Owner Mailing City,State,Zip:	LEXINGTON, SC 29073
Owner Country:	UNITED STA
Owner Telephone:	1-803-9579175
Owner Fax:	1-803-8921225
Owner Email Address:	Not reported
Owner Business Type:	Unknown
Owner Tax ID:	Not reported
Owner Bankruptcy Code:	Not reported

Contact:

Contact Name:	Not reported
Contact Title:	Not reported
Contact Role:	OPRCON
Contact Address:	1741 CALKS FERRY RD
Contact Address 2:	Not reported
Contact Address 3:	Not reported
Contact City,State,Zip:	LEXINGTON, SC 29073
Contact Phone:	1-803-9579175
Contact Fax:	1-803-8921225
Contact Email:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **S104852355**

Contact Role:	OWNCON
Contact Address:	1741 CALKS FERRY RD
Contact Address 2:	Not reported
Contact Address 3:	Not reported
Contact City,State,Zip:	LEXINGTON, SC 29073
Contact Phone:	1-803-9579175
Contact Fax:	1-803-8921225
Contact Email:	Not reported
Contact Name:	JERRY HALL
Contact Title:	OPERATIONS MANAGER
Contact Role:	PRICONT
Contact Address:	1741 CALKS FERRY RD
Contact Address 2:	Not reported
Contact Address 3:	Not reported
Contact City,State,Zip:	LEXINGTON, SC 29073
Contact Phone:	1-803-9579175
Contact Fax:	1-803-8927790
Contact Email:	Not reported

A6 **A & D ENVIRONMENTAL SERVICES** **RCRA-VSQG** **1000875927**
East **1741 CALKS FERRY RD** **PADS** **SCD987598331**
< 1/8 **LEXINGTON, SC 29073** **FINDS**
0.045 mi. **ECHO**
238 ft. **Site 3 of 5 in cluster A** **PFAS ECHO**
E MANIFEST

Relative:
Higher

Actual:
399 ft.

RCRA Listings:

Date Form Received by Agency:	20201127
Handler Name:	Ecoflo, Inc
Handler Address:	Calks Ferry Rd
Handler City,State,Zip:	LEXINGTON, SC 29076
EPA ID:	SCD987598331
Contact Name:	STUART STAPLETON
Contact Address:	PATTERSON ST
Contact City,State,Zip:	GREENSBORO, NC 27407
Contact Telephone:	336-617-2733
Contact Fax:	866-929-0371
Contact Email:	SSTAPLETON@ECOFLO.COM
Contact Title:	VP ENVIRONMENTAL COMPLIANCE & HHW PROGRAMS
EPA Region:	04
Land Type:	Private
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Sc
State District:	CM
Mailing Address:	CALKS FERRY RD
Mailing City,State,Zip:	LEXINGTON, SC 29076
Owner Name:	Nu Way Environmental Inc
Owner Type:	Private
Operator Name:	Nu Way Environmental Inc
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Mixed Waste Generator:	No
Transporter Activity:	Yes
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20201222
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	Ignitable Waste
Waste Code:	D002
Waste Description:	Corrosive Waste
Waste Code:	D003
Waste Description:	Reactive Waste
Waste Code:	D004
Waste Description:	Arsenic
Waste Code:	D005
Waste Description:	Barium
Waste Code:	D006

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description: Cadmium

Waste Code: D007
Waste Description: Chromium

Waste Code: D008
Waste Description: Lead

Waste Code: D009
Waste Description: Mercury

Waste Code: D010
Waste Description: Selenium

Waste Code: D011
Waste Description: Silver

Waste Code: D012
Waste Description: Endrin (1,2,3,4,10,10-Hexachloro-1,7-Epoxy-1,4,4a,5,6,7,8,8a-Octahydro-1,4-En do, Endo-5,8-Dimeth-Ano-Naphthalene)

Waste Code: D013
Waste Description: Lindane (1,2,3,4,5,6-Hexa-Chlorocyclohexane, Gamma Isomer)

Waste Code: D014
Waste Description: Methoxychlor (1,1,1-Trichloro-2,2-Bis [P-Methoxyphenyl] Ethane)

Waste Code: D015
Waste Description: Toxaphene (C10 H10 Cl8, Technical Chlorinated Camphene, 67-69 Percent Chlorine)

Waste Code: D016
Waste Description: 2,4-D (2,4-Dichlorophenoxyacetic Acid)

Waste Code: D017
Waste Description: 2,4,5-Tp Silvex (2,4,5-Trichlorophenoxypropionic Acid)

Waste Code: D018
Waste Description: Benzene

Waste Code: D019
Waste Description: Carbon Tetrachloride

Waste Code: D020
Waste Description: Chlordane

Waste Code: D021
Waste Description: Chlorobenzene

Waste Code: D022
Waste Description: Chloroform

Waste Code: D023
Waste Description: O-Cresol

Waste Code: D024

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description: M-Cresol

Waste Code: D025
Waste Description: P-Cresol

Waste Code: D026
Waste Description: Cresol

Waste Code: D027
Waste Description: 1,4-Dichlorobenzene

Waste Code: D028
Waste Description: 1,2-Dichloroethane

Waste Code: D029
Waste Description: 1,1-Dichloroethylene

Waste Code: D030
Waste Description: 2,4-Dinitrotoluene

Waste Code: D031
Waste Description: Heptachlor (And Its Epoxide)

Waste Code: D032
Waste Description: Hexachlorobenzene

Waste Code: D033
Waste Description: Hexachlorobutadiene

Waste Code: D034
Waste Description: Hexachloroethane

Waste Code: D035
Waste Description: Methyl Ethyl Ketone

Waste Code: D036
Waste Description: Nitrobenzene

Waste Code: D037
Waste Description: Pentachlorophenol

Waste Code: D038
Waste Description: Pyridine

Waste Code: D039
Waste Description: Tetrachloroethylene

Waste Code: D040
Waste Description: Trichloroethylene

Waste Code: D041
Waste Description: 2,4,5-Trichlorophenol

Waste Code: D042
Waste Description: 2,4,6-Trichlorophenol

Waste Code: D043

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description: Vinyl Chloride

Waste Code: F001
Waste Description: The Following Spent Halogenated Solvents Used In Degreasing: Tetrachloroethylene, Trichlorethylene, Methylene Chloride, 1,1,1-Trichloroethane, Carbon Tetrachloride And Chlorinated Fluorocarbons; All Spent Solvent Mixtures/Blends Used In Degreasing Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Halogenated Solvents Or Those Solvents Listed In F002, F004, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F002
Waste Description: The Following Spent Halogenated Solvents: Tetrachloroethylene, Methylene Chloride, Trichloroethylene, 1,1,1-Trichloroethane, Chlorobenzene, 1,1,2-Trichloro-1,2,2-Trifluoroethane, Ortho-Dichlorobenzene, Trichlorofluoromethane, And 1,1,2, Trichloroethane; All Spent Solvent Mixtures/Blends Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Halogenated Solvents Or Those Solvents Listed In F001, F004, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F003
Waste Description: The Following Spent Nonhalogenated Solvents: Xylene, Acetone, Ethyl Acetate, Ethyl Benzene, Ethyl Ether, Methyl Isobutyl Ketone, N-Butyl Alcohol, Cyclohexanone, And Methanol; All Spent Solvent Mixtures/Blends Containing, Before Use, Only The Above Spent Nonhalogenated Solvents; And All Spent Solvent Mixtures/Blends Containing, Before Use, One Or More Of The Above Nonhalogenated Solvents, And A Total Of Ten Percent Or More (By Volume) Of One Or More Of Those Solvents Listed In F001, F002, F004, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F004
Waste Description: The Following Spent Nonhalogenated Solvents: Cresols, Cresylic Acid, And Nitrobenzene; And The Still Bottoms From The Recovery Of These Solvents; All Spent Solvent Mixtures/Blends Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Nonhalogenated Solvents Or Those Solvents Listed In F001, F002, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F005
Waste Description: The Following Spent Nonhalogenated Solvents: Toluene, Methyl Ethyl Ketone, Carbon Disulfide, Isobutanol, Pyridine, Benzene, 2-Ethoxyethanol, And 2-Nitropropane; All Spent Solvent Mixtures/Blends Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Nonhalogenated Solvents Or Those Solvents Listed In F001, F002, Or F004; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F006
Waste Description: Wastewater Treatment Sludges From Electroplating Operations, Except From The Following Processes: (1) Sulfuric Acid Anodizing Of Aluminum; (2) Tin Plating On Carbon Steel; (3) Zinc Plating (Segregated Basis)

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

On Carbon Steel; (4) Aluminum Or Zinc-Aluminum Plating On Carbon Steel; (5) Cleaning/Stripping Associated With Tin, Zinc, And Aluminum Plating On Carbon Steel; And (6) Chemical Etching And Milling Of Aluminum.

Waste Code: F007
Waste Description: Spent Cyanide Plating Bath Solutions From Electroplating Operations.

Waste Code: F008
Waste Description: Plating Bath Residues From The Bottom Of Plating Baths From Electroplating Operations In Which Cyanides Are Used In The Process.

Waste Code: F009
Waste Description: Spent Stripping And Cleaning Bath Solutions From Electroplating Operations In Which Cyanides Are Used In The Process.

Waste Code: F010
Waste Description: Quenching Bath Residues From Oil Baths From Metal Heat Treating Operations In Which Cyanides Are Used In The Process.

Waste Code: F011
Waste Description: Spent Cyanide Solutions From Slat Bath Pot Cleaning From Metal Heat Treating Operations.

Waste Code: F012
Waste Description: Quenching Wastewater Treatment Sludges From Metal Heat Treating Operations In Which Cyanides Are Used In The Process.

Waste Code: F019
Waste Description: Wastewater Treatment Sludges From The Chemical Conversion Coating Of Aluminum, Except From Zirconium Phosphating In Aluminum Can Washing When Such Phosphating Is An Exclusive Conversion Coating Process.

Waste Code: F020
Waste Description: Wastes (Except Wastewater And Spent Carbon From Hydrogen Chloride Purification) From The Production Or Manufacturing Use (As A Reactant, Chemical Intermediate, Or Component In A Formulating Process) Of Tri- Or Tetrachlorophenol Or Of Intermediates Used To Produce Their Pesticide Derivatives. (This Listing Does Not Include Wastes From The Production Of Hexachlorophene From Highly Purified 2,4,5-Trichlorophenol.)

Waste Code: F021
Waste Description: Wastes (Except Wastewater And Spent Carbon From Hydrogen Chloride Purification) From The Production Or Manufacturing Use (As A Reactant, Chemical Intermediate, Or Component In A Formulating Process) Of Pentachlorophenol, Or Of Intermediates Used To Produce Derivatives.

Waste Code: F022
Waste Description: Wastes (Except Wastewater And Spent Carbon From Hydrogen Chloride Purification) From The Manufacturing Use (As A Reactant, Chemical Intermediate, Or Component In A Formulating Process) Of Tetra-, Penta-, Or Hexachlorobenzenes Under Alkaline Conditions.

Waste Code: F023
Waste Description: Wastes (Except Wastewater And Spent Carbon From Hydrogen Chloride Purification) From The Production Of Materials On Equipment Previously

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Used For The Production Or Manufacturing Use (As A Reactant, Chemical Intermediate, Or Component In A Formulating Process) Of Tri- And Tetrachlorophenols. (This Listing Does Not Include Wastes From Equipment Used Only For The Production Or Use Of Hexachlorophene From Highly Purified 2,4,5-Trichlorophenol.)

Waste Code: F024
Waste Description: Process Wastes Including, But Not Limited To, Distillation Residues, Heavy Ends, Tars, And Reactor Clean-Out Wastes From The Production Of Certain Chlorinated Aliphatic Hydrocarbons By Free Radical Catalyzed Processes. These Chlorinated Aliphatic Hydrocarbons Are Those Having Carbon Chain Lengths Ranging From One To, And Including Five, With Varying Amounts And Positions Of Chlorine Substitution. (This Listing Does Not Include Wastewaters, Wastewater Treatment Sludge, Spent Catalysts, And Wastes Listed In Sections 261.31. Or 261.32)

Waste Code: F025
Waste Description: Condensed Light Ends, Spent Filters And Filter Aids, And Spent Desiccant Wastes From The Production Of Certain Chlorinated Aliphatic Hydrocarbons By Free Radical Catalyzed Processes. These Chlorinated Aliphatic Hydrocarbons Are Those Having Carbon Chain Lengths Ranging From One To, And Including Five, With Varying Amounts And Positions Of Chlorine Substitution.

Waste Code: F026
Waste Description: Wastes (Except Wastewater And Spent Carbon From Hydrogen Chloride Purification) From The Production Of Materials On Equipment Previously Used For The Manufacturing Use (As A Reactant, Chemical Intermediate, Or Component In A Formulating Process) Of Tetra-, Penta-, Or Hexachlorobenzene Under Alkaline Conditions.

Waste Code: F027
Waste Description: Discarded Unused Formulations Containing Tri-, Tetra-, Or Pentachlorophenol Or Discarded Unused Formulations Containing Compounds Derived From These Chlorophenols. (This Listing Does Not Include Formulations Containing Hexachlorophene Synthesized From Prepurified 2,4,5-Trichlorophenol As The Sole Component.)

Waste Code: F028
Waste Description: Residues Resulting From The Incineration Or Thermal Treatment Of Soil Contaminated With Epa Hazardous Waste Nos. F020, F021, F022, F023, F026, And F027.

Waste Code: F032
Waste Description: Wastewaters, Process Residuals, Preservative Drippage, And Spent Formulations From Wood Preserving Processes Generated At Plants That Currently Use, Or Have Previously Used, Chlorophenolic Formulations [Except Potentially Cross-Contaminated Wastes That Have Had The F032 Waste Code Deleted In Accordance With Section 261.35 (I.E., The Newly Promulgated Equipment Cleaning Or Replacement Standards), And Where The Generator Does Not Resume Or Initiate Use Of Chlorophenolic Formulations]. (This Listing Does Not Include K001 Bottom Sediment Sludge From The Treatment Of Wastewater From Wood Preserving Processes That Use Creosote And/Or Pentachlorophenol.)

Waste Code: F034
Waste Description: Wastewaters, Process Residuals, Preservative Drippage, And Spent

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Formulations From Wood Preserving Processes Generated At Plants That Use Creosote Formulations. This Listing Does Not Include K001 Bottom Sediment Sludge From The Treatment Of Wastewater From Wood Preserving Processes That Use Creosote And/Or Pentachlorophenol.

Waste Code: F035
Waste Description: Wastewaters, Process Residuals, Preservative Drippage, And Spent Formulations From Wood Preserving Processes Generated At Plants That Use Inorganic Preservatives Containing Arsenic Or Chromium. This Listing Does Not Include K001 Bottom Sediment Sludge From The Treatment Of Wastewater From Wood Preserving Processes That Use Creosote And/Or Pentachlorophenol.

Waste Code: F037
Waste Description: Petroleum Refinery Primary Oil/Water/Solids Separation Sludge - Any Sludge Generated From The Gravitational Separation Of Oil/Water/Solids During The Storage Or Treatment Of Process Wastewaters And Oily Cooling Wastewaters From Petroleum Refineries. Such Sludges Include, But Are Not Limited To, Those Generated In Oil/Water/Solids Separators; Tanks And Impoundments; Ditches And Other Conveyances; Sumps; And Storm Water Units Receiving Dry Weather Flow. Sludges Generated In Storm Water Units That Do Not Receive Dry Weather Flow, Sludges Generated In Aggressive Biological Treatment Units As Defined In Section 261.31(B)(2) (Including Sludges Generated In One Or More Additional Units After Wastewaters Have Been Treated In Aggressive Biological Treatment Units), And K051 Wastes Are Exempted From This Listing.

Waste Code: F038
Waste Description: Petroleum Refinery Secondary (Emulsified) Oil/Water/Solids Separation Sludge - Any Sludge And/Or Float Generated From The Physical And/Or Chemical Separation Of Oil/Water/Solids In Process Wastewaters And Oily Cooling Wastewaters From Petroleum Refineries. Such Wastes Include, But Are Not Limited To, All Sludges And Floats Generated In Induced Air Flotation (Iaf) Units, Tanks And Impoundments, And All Sludges Generated In Daf Units. Sludges Generated In Stormwater Units That Do Not Receive Dry Weather Flow, Sludges Generated In Aggressive Biological Treatment Units As Defined In Section 261.31(B)(2) (Including Sludges Generated In One Or More Additional Units After Wastewaters Have Been Treated In Aggressive Biological Treatment Units), And F037, K048, And K051 Wastes Are Exempted From This Listing.

Waste Code: F039
Waste Description: Leachate Resulting From The Treatment, Storage, Or Disposal Of Wastes Classified By More Than One Waste Code Under Subpart D, Or From A Mixture Of Wastes Classified Under Subparts C And D Of This Part. (Leachate Resulting From The Management Of One Or More Of The Following Epa Hazardous Wastes And No Other Hazardous Wastes Retains Its Hazardous Waste Code(S): F020, F021, F022, F023, F026, F027, And/Or F028.)

Waste Code: K001
Waste Description: Bottom Sediment Sludge From The Treatment Of Wastewaters From Wood Preserving Processes That Use Creosote And/Or Pentachlorophenol.

Waste Code: K002

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Waste Description:	Wastewater Treatment Sludge From The Production Of Chrome Yellow And Orange Pigments.
Waste Code:	K003
Waste Description:	Wastewater Treatment Sludge From The Production Of Molybdate Orange Pigments.
Waste Code:	K004
Waste Description:	Wastewater Treatment Sludge From The Production Of Zinc Yellow Pigments.
Waste Code:	K005
Waste Description:	Wastewater Treatment Sludge From The Production Of Chrome Green Pigments.
Waste Code:	K006
Waste Description:	Wastewater Treatment Sludge From The Production Of Chrome Oxide Green Pigments (Anhydrous And Hydrated).
Waste Code:	K007
Waste Description:	Wastewater Treatment Sludge From The Production Of Iron Blue Pigments.
Waste Code:	K008
Waste Description:	Oven Residue From The Production Of Chrome Oxide Green Pigments.
Waste Code:	K009
Waste Description:	Distillation Bottoms From The Production Of Acetaldehyde From Ethylene.
Waste Code:	K010
Waste Description:	Distillation Side Cuts From The Production Of Acetaldehyde From Ethylene.
Waste Code:	K011
Waste Description:	Bottom Stream From The Wastewater Stripper In The Production Of Acrylonitrile.
Waste Code:	K013
Waste Description:	Bottom Stream From The Acetonitrile Column In The Production Of Acrylonitrile.
Waste Code:	K014
Waste Description:	Bottoms From The Acetonitrile Purification Column In The Production Of Acrylonitrile.
Waste Code:	K015
Waste Description:	Still Bottoms From The Distillation Of Benzyl Chloride.
Waste Code:	K016
Waste Description:	Heavy Ends Or Distillation Residues From The Production Of Carbon Tetrachloride.
Waste Code:	K017
Waste Description:	Heavy Ends (Still Bottoms) From The Purification Column In The Production Of Epichlorohydrin.
Waste Code:	K018

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Waste Description: Heavy Ends From The Fractionation Column In Ethyl Chloride Production.

Waste Code: K019
Waste Description: Heavy Ends From The Distillation Of Ethylene Dichloride In Ethylene Dichloride Production.

Waste Code: K020
Waste Description: Heavy Ends From The Distillation Of Vinyl Chloride In Vinyl Chloride Monomer Production.

Waste Code: K021
Waste Description: Aqueous Spent Antimony Catalyst Waste From Fluoromethane Production.

Waste Code: K022
Waste Description: Distillation Bottom Tars From The Production Of Phenol/Acetone From Cumene.

Waste Code: K023
Waste Description: Distillation Light Ends From The Production Of Phthalic Anhydride From Naphthalene.

Waste Code: K024
Waste Description: Distillation Bottoms From The Production Of Phthalic Anhydride From Naphthalene.

Waste Code: K025
Waste Description: Distillation Bottoms From The Production Of Nitrobenzene By The Nitration Of Benzene.

Waste Code: K026
Waste Description: Stripping Still Tails From The Production Of Methyl Ethyl Pyridines.

Waste Code: K027
Waste Description: Centrifuge And Distillation Residues From Toluene Diisocyanate Production.

Waste Code: K028
Waste Description: Spent Catalyst From The Hydrochlorinator Reactor In The Production Of 1,1,1-Trichloroethane.

Waste Code: K029
Waste Description: Waste From The Product Steam Stripper In The Production Of 1,1,1-Trichloroethane.

Waste Code: K030
Waste Description: Column Bottoms Or Heavy Ends From The Combined Production Of Trichloroethylene And Perchloroethylene.

Waste Code: K031
Waste Description: By-Product Salts Generated In The Production Of Msma And Cacodylic Acid.

Waste Code: K032
Waste Description: Wastewater Treatment Sludge From The Production Of Chlordane.

Waste Code: K033
Waste Description: Wastewater And Scrub Water From The Chlorination Of Cyclopentadiene In

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The Production Of Chlordane.

Waste Code: K034
Waste Description: Filter Solids From The Filtration Of Hexachlorocyclopentadiene In The Production Of Chlordane.

Waste Code: K035
Waste Description: Wastewater Treatment Sludges Generated In The Production Of Creosote.

Waste Code: K036
Waste Description: Still Bottoms From Toluene Reclamation Distillation In The Production Of Disulfoton.

Waste Code: K037
Waste Description: Wastewater Treatment Sludges From The Production Of Disulfoton.

Waste Code: K038
Waste Description: Wastewater From The Washing And Stripping Of Phorate Production.

Waste Code: K039
Waste Description: Filter Cake From The Filtration Of Diethylphosphorodithioic Acid In The Production Of Phorate.

Waste Code: K040
Waste Description: Wastewater Treatment Sludge From The Production Of Phorate.

Waste Code: K041
Waste Description: Wastewater Treatment Sludge From The Production Of Toxaphene.

Waste Code: K042
Waste Description: Heavy Ends Or Distillation Residues From The Distillation Of Tetrachlorobenzene In The Production Of 2,4,5-T.

Waste Code: K043
Waste Description: 2,6-Dichlorophenol Waste From The Production Of 2,4-D.

Waste Code: K044
Waste Description: Wastewater Treatment Sludges From The Manufacturing And Processing Of Explosives.

Waste Code: K045
Waste Description: Spent Carbon From The Treatment Of Wastewater Containing Explosives.

Waste Code: K046
Waste Description: Wastewater Treatment Sludges From The Manufacturing, Formulation, And Loading Of Lead-Based Initiating Compounds.

Waste Code: K047
Waste Description: Pink/Red Water From Tnt Operations.

Waste Code: K048
Waste Description: Dissolved Air Flotation (Daf) Float From The Petroleum Refining Industry.

Waste Code: K049
Waste Description: Slop Oil Emulsion Solids From The Petroleum Refining Industry.

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Waste Code: K050
Waste Description: Heat Exchanger Bundle Cleaning Sludge From The Petroleum Refining Industry.

Waste Code: K051
Waste Description: Api Separator Sludge From The Petroleum Refining Industry.

Waste Code: K052
Waste Description: Tank Bottoms (Leaded) From The Petroleum Refining Industry.

Waste Code: K060
Waste Description: Ammonia Still Lime Sludge From Coking Operations.

Waste Code: K061
Waste Description: Emission Control Dust/Sludge From The Primary Production Of Steel In Electric Furnaces.

Waste Code: K062
Waste Description: Spent Pickle Liquor From Steel Finishing Operations Of Plants That Produce Iron Or Steel.

Waste Code: K069
Waste Description: Emission Control Dust/Sludge From Secondary Lead Smelting.

Waste Code: K071
Waste Description: Brine Purification Muds From The Mercury Cell Process In Chlorine Production, In Which Separately Prepurified Brine Is Not Used.

Waste Code: K073
Waste Description: Chlorinated Hydrocarbon Waste From The Purification Step Of The Diaphragm Cell Process Using Graphite Anodes In Chlorine Production.

Waste Code: K083
Waste Description: Distillation Bottoms From Aniline Production.

Waste Code: K084
Waste Description: Wastewater Treatment Sludges Generated During The Production Of Veterinary Pharmaceuticals From Arsenic Or Organo-Arsenic Compounds.

Waste Code: K085
Waste Description: Distillation Or Fractionation Column Bottoms From The Production Of Chlorobenzenes.

Waste Code: K086
Waste Description: Solvent Washes And Sludges, Caustic Washes And Sludges, Or Water Washes And Sludges From Cleaning Tubs And Equipment Used In The Formulation Of Ink From Pigments, Driers, Soaps, And Stabilizers Containing Chromium And Lead.

Waste Code: K087
Waste Description: Decanter Tank Tar Sludge From Coking Operations.

Waste Code: K088
Waste Description: Spent Potliners From Primary Aluminum Reduction.

Waste Code: K093
Waste Description: Distillation Light Ends From The Production Of Phthalic Anhydride From

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Ortho-Xylene.

Waste Code: K094
Waste Description: Distillation Bottoms From The Production Of Phthalic Anhydride From Ortho-Xylene.

Waste Code: K095
Waste Description: Distillation Bottoms From The Production Of 1,1,1-Trichloroethane.

Waste Code: K096
Waste Description: Heavy Ends From The Heavy Ends Column From The Production Of 1,1,1-Trichloroethane.

Waste Code: K097
Waste Description: Vacuum Stripper Discharge From The Chlordane Chlorinator In The Production Of Chlordane.

Waste Code: K098
Waste Description: Untreated Process Wastewater From The Production Of Toxaphene.

Waste Code: K099
Waste Description: Untreated Wastewater From The Production Of 2,4-D.

Waste Code: K100
Waste Description: Waste Leaching Solution From Acid Leaching Of Emission Control Dust/Sludge From Secondary Lead Smelting.

Waste Code: K101
Waste Description: Distillation Tar Residues From The Distillation Of Aniline-Based Compounds In The Production Of Veterinary Pharmaceuticals From Arsenic Or Organo-Arsenic Compounds.

Waste Code: K102
Waste Description: Residue From The Use Of Activated Carbon For Decolorization In The Production Of Veterinary Pharmaceuticals From Arsenic Or Organo-Arsenic Compounds.

Waste Code: K103
Waste Description: Process Residues From Aniline Extraction From The Production Of Aniline.

Waste Code: K104
Waste Description: Combined Wastewaters Generated From Nitrobenzene/Aniline Production.

Waste Code: K105
Waste Description: Separated Aqueous Stream From The Reactor Product Washing Step In The Production Of Chlorobenzenes.

Waste Code: K106
Waste Description: Wastewater Treatment Sludge From The Mercury Cell Process In Chlorine Production.

Waste Code: K107
Waste Description: Column Bottoms From Product Separation From The Production Of 1,1-Dimethylhydrazine (Udmh) From Carboxylic Acid Hydrazides.

Waste Code: K108

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Waste Description: Condensed Column Overheads From Product Separation And Condensed Reactor Vent Gases From The Production Of 1,1-Dimethylhydrazine From Carboxylic Acid Hydrazides.

Waste Code: K109
Waste Description: Spent Filter Cartridges From Product Purification From The Product Of 1,1-Dimethylhydrazine From Carboxylic Acid Hydrazides.

Waste Code: K110
Waste Description: Condensed Column Overheads From Intermediate Separation From The Production Of 1,1-Dimethylhydrazine From Carboxylic Acid Hydrazides.

Waste Code: K111
Waste Description: Product Washwaters From The Production Of Dinitrotoluene Via Nitration Of Toluene.

Waste Code: K112
Waste Description: Reaction By-Product Water From The Drying Column In The Production Of Toluenediamine Via Hydrogenation Of Dinitrotoluene.

Waste Code: K113
Waste Description: Condensed Liquid Light Ends From Purification Of Toluenediamine In Production Of Toluenediamine Via Hydrogenation Of Dinitrotoluene.

Waste Code: K114
Waste Description: Vicinals From The Purification Of Toluenediamine In Production Of Toluenediamine Via Hydrogenation Of Dinitrotoluene.

Waste Code: K115
Waste Description: Heavy Ends From Purification Of Toluenediamine In The Production Of Toluenediamine Via Hydrogenation Of Dinitrotoluene.

Waste Code: K116
Waste Description: Organic Condensate From The Solvent Recovery Column In The Production Of Toluene Diisocyanate Via Phosgenation Of Toluenediamine.

Waste Code: K117
Waste Description: Wastewater From The Reactor Vent Gas Scrubber In The Production Of Ethylene Dibromide Via Bromination Of Ethene.

Waste Code: K118
Waste Description: Spent Adsorbent Solids From Purification Of Ethylene Dibromide In The Production Of Ethylene Dibromide Via Bromination Of Ethene.

Waste Code: K123
Waste Description: Process Wastewater (Including Supernates, Filtrates, And Washwaters) From The Production Of Ethylenebisdithiocarbamic Acid And Its Salts.

Waste Code: K124
Waste Description: Reactor Vent Scrubber Water From The Production Of Ethylenebisdithiocarbamic Acid And Its Salts.

Waste Code: K125
Waste Description: Filtration, Evaporation, And Centrifugation Solids From The Production Of Ethylenebisdithiocarbamic Acid And Its Salts.

Waste Code: K126

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Waste Description: Baghouse Dust And Floor Sweepings In Milling And Packaging Operations From Production Or Formulation Of Ethylenebisdithiocarbamic Acid And Its Salts.

Waste Code: K131
Waste Description: Wastewater From The Reactor And Spent Sulfuric Acid From The Acid Dryer From The Production Of Methyl Bromide.

Waste Code: K132
Waste Description: Spent Absorbent And Wastewater Separator Solids From The Production Of Methyl Bromide.

Waste Code: K136
Waste Description: Still Bottoms From The Purification Of Ethylene Dibromide In The Production Of Ethylene Dibromide Via Bromination Of Ethene.

Waste Code: K141
Waste Description: Process Residues From The Recovery Of Coal Tar, Including, But Not Limited To, Tar Collecting Sump Residues From The Production Of Coke From Coal Or The Recovery Of Coke By-Products Produced From Coal. This Listing Does Not Include K087 (Decanter Tank Sludge From Coking Operations).

Waste Code: K142
Waste Description: Tank Storage Residues From The Production Of Coke From Coal Or From The Recovery Of Coke By-Products From Coal.

Waste Code: K143
Waste Description: Process Residues From The Recovery Of Light Oil, Including, But Not Limited To, Those Generated In Stills, Decanters, And Wash Oil Recovery Units From The Recovery Of Coke By-Products Produced From Coal.

Waste Code: K144
Waste Description: Wastewater Sump Residues From Light Oil Refining, Including, But Not Limited To, Intercepting Or Contamination Sump Sludges From The Recovery Of Coke By-Products Produced From Coal.

Waste Code: K145
Waste Description: Residues From Naphthalene Collection And Recovery Operations From The Recovery Of Coke By-Products Produced From Coal.

Waste Code: K147
Waste Description: Tar Storage Residues From Coal Tar Refining.

Waste Code: K148
Waste Description: Residues From Coal Tar Distillation, Including, But Not Limited To, Still Bottoms.

Waste Code: K149
Waste Description: Distillation Bottoms From The Production Of Alpha (Or Methyl-) Chlorinated Tolunes, Ring-Chlorinated Tolunes, Benzoyl Chlorides, And Compounds With Mixtures Of These Functional Groups. [This Waste Does Not Include Still Bottoms From The Distillation Of Benzoyl Chloride]

Waste Code: K150
Waste Description: Organic Residules Excluding Spent Carbon Adsorbent, From The Spent

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Chlorine Gas And Hydrochloric Acid Recovery Processes Associated With The Production Of Alpha (Or Methyl-) Chlorinated Tolunes, Benzoyl Chlorides, And Compounds With Mixtures Of These Functional Groups.

Waste Code: K151
Waste Description: Wastewater Treatment Sludges, Excluding Neutralization And Biological Sludges, Generated During The Treatment Of Wastewaters From The Production Of Alpha (Or Methyl-) Chlorinated Tolunes, Benzoyl Chlorides, And Compounds With Mixtures Of These Functional Groups.

Waste Code: K156
Waste Description: Organic Waste (Including Heavy Ends, Still Bottoms, Light Ends, Spent Solvents, Filtrates, And Decantates) From The Production Of Carbamates And Carbamoyl Oximes.

Waste Code: K157
Waste Description: Wastewaters (Including Scrubber Waters, Condenser Waters, Washwaters, And Separation Waters) From The Production Of Carbamates And Carbamoyl Oximes.

Waste Code: K158
Waste Description: Bag House Dusts And Filter/Separation Solids From The Production Of Carbamates And Carbamoyl Oximes.

Waste Code: K159
Waste Description: Organics From The Treatment Of Thiocarbamate Wastes.

Waste Code: K161
Waste Description: Purification Solids (Including Filtration, Evaporation, And Centrifugation Solids), Bag House Dust And Floor Sweepings From The Production Of Dithiocarbamate Acids And Their Salts. (This Listing Does Not Include K125 Or K126).

Waste Code: K169
Waste Description: Crude Oil Storage Tank Sediment From Petroleum Refining Operations

Waste Code: K170
Waste Description: Clarified Slurry Oil Tank Sediment And/Or In-Line Filter/Separation Solids From Petroleum Refining Operations

Waste Code: K171
Waste Description: Spent Hydrotreating Catalyst From Petroleum Refining Operations,Including Guard Beds Used To Desulfurize Feeds To Other Catalytic Reactors (This Listing Does Not Include Inert Support Media)

Waste Code: K172
Waste Description: Spent Hydrorefining Catalyst From Petroleum Refining Operations, Including Guard Beds Used To Desulfurize Feeds To Other Catalytic Reactors (This Listing Does Not Include Inert Support Media)

Waste Code: K174
Waste Description: Wastewater Treatment Sludges From The Production Of Ethlyene Dichloride Or Vinyl Chloride

Waste Code: K175
Waste Description: Wastewater Treatment Sludge From The Production Of Vinyl Chloride Monomer..

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Waste Code:	K176
Waste Description:	Baghouse Filters From The Production Of Antimony Oxide, Including Filters From The Production Of Intermediates (E.G.,Antimony Metal Or Crude Antimony Oxide)
Waste Code:	K177
Waste Description:	Slag From The Production Of Antimony Oxide That Is Speculatively Accumulated Or Disposed,Including Slag From The Production Of Intermediates (E.G.,Antimony Metal Or Crude Antimony Oxide)
Waste Code:	K178
Waste Description:	Residues From Manufacturing And Manufacturing-Site Storage Of Ferric Chloride From Acids Formed During The Production Of Titanium Dioxide Using The Chloride-Ilmenite Process.
Waste Code:	K181
Waste Description:	Nonwastewaters From The Production Of Dyes And/Or Pigments.
Waste Code:	LABP
Waste Description:	Lab Pack
Waste Code:	P001
Waste Description:	2h-1-Benzopyran-2-One, 4-Hydroxy-3-(3-Oxo-1-Phenylbutyl)-, & Salts, When Present At Concentrations Greater Than 0.3% (Or) Warfarin, & Salts, When Present At Concentrations Greater Than 0.3%
Waste Code:	P002
Waste Description:	1-Acetyl-2-Thiourea (Or) Acetamide, N-(Aminothioxomethyl)-
Waste Code:	P003
Waste Description:	2-Propenal (Or) Acrolein
Waste Code:	P004
Waste Description:	1,4,5,8-Dimethanonaphthalene, 1,2,3,4,10,10-Hexa-Chloro-1,4,4a,5,8,8a,-Hexahydro-, (1alpha, 4alpha, 4abeta, 5alpha, 8alpha, 8abeta)- (Or) Aldrin
Waste Code:	P005
Waste Description:	2-Propen-1-Ol (Or) Allyl Alcohol
Waste Code:	P006
Waste Description:	Aluminum Phosphide (R,T)
Waste Code:	P007
Waste Description:	3(2h)-Isoxazolone, 5-(Aminomethyl)- (Or) 5-(Aminomethyl)-3-Isoxazolol
Waste Code:	P008
Waste Description:	4-Aminopyridine (Or) 4-Pyridinamine
Waste Code:	P009
Waste Description:	Ammonium Picrate (R) (Or) Phenol, 2,4,6-Trinitro-, Ammonium Salt (R)
Waste Code:	P010
Waste Description:	Arsenic Acid H3aso4
Waste Code:	P011
Waste Description:	Arsenic Oxide As2o5 (Or) Arsenic Pentoxide

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Waste Code: P012
Waste Description: Arsenic Oxide As2o3 (Or) Arsenic Trioxide

Waste Code: P013
Waste Description: Barium Cyanide

Waste Code: P014
Waste Description: Benzenethiol (Or) Thiophenol

Waste Code: P015
Waste Description: Beryllium

Waste Code: P016
Waste Description: Dichloromethyl Ether (Or) Methane, Oxybis[Chloro-

Waste Code: P017
Waste Description: 2-Propanone, 1-Bromo- (Or) Bromoacetone

Waste Code: P018
Waste Description: Brucine (Or) Strychnidin-10-One, 2,3-Dimethoxy-

Waste Code: P020
Waste Description: Dinoseb (Or) Phenol, 2-(1-Methylpropyl)-4,6-Dinitro-

Waste Code: P021
Waste Description: Calcium Cyanide (Or) Calcium Cyanide Ca(Cn)2

Waste Code: P022
Waste Description: Carbon Disulfide

Waste Code: P023
Waste Description: Acetaldehyde, Chloro- (Or) Chloroacetaldehyde

Waste Code: P024
Waste Description: Benzenamine, 4-Chloro- (Or) P-Chloraniline

Waste Code: P026
Waste Description: 1-(O-Chlorophenyl)Thiourea (Or) Thiourea, (2-Chlorophenyl)-

Waste Code: P027
Waste Description: 3-Chloropropionitrile (Or) Propanenitrile, 3-Chloro-

Waste Code: P028
Waste Description: Benzene, (Chloromethyl)- (Or) Benzyl Chloride

Waste Code: P029
Waste Description: Copper Cyanide (Or) Copper Cyanide Cu(Cn)

Waste Code: P030
Waste Description: Cyanides (Soluble Cyanide Salts), Not Otherwise Specified

Waste Code: P031
Waste Description: Cyanogen (Or) Ethanedinitrile

Waste Code: P033
Waste Description: Cyanogen Chloride (Or) Cyanogen Chloride (Cn)Cl

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Waste Code: P034
Waste Description: 2-Cyclohexyl-4,6-Dinitrophenol (Or) Phenol, 2-Cyclohexyl-4,6-Dinitro-

Waste Code: P036
Waste Description: Arsonous Dichloride, Phenyl- (Or) Dichlorophenylarsine

Waste Code: P037
Waste Description: 2,7:3,6-Dimethanonaphth[2,3-B]Oxirene, 3,4,5,6,9,9-Hexachloro-1a,2,2a,3,6,6a,7,7a-Octahydro-, (1aalpha, 2beta, 2aalpha, 3beta, 6beta, 6aalpha, 7beta, 7aalpha)- (Or) Dieldrin

Waste Code: P038
Waste Description: Arsine, Diethyl- (Or) Diethylarsine

Waste Code: P039
Waste Description: Disulfoton (Or) Phosphorodithioic Acid, O,O-Diethyl S-[2-(Ethylthio)Ethyl] Ester

Waste Code: P040
Waste Description: O,O-Diethyl O-Pyrazinyl Phosphorothioate (Or) Phosphorothioic Acid, O,O-Diethyl O-Pyrazinyl Ester

Waste Code: P041
Waste Description: Diethyl-P-Nitrophenyl Phosphate (Or) Phosphoric Acid, Diethyl 4-Nitrophenyl Ester

Waste Code: P042
Waste Description: 1,2-Benzenediol, 4-[1-Hydroxy-2-(Methylamino)Ethyl]-, (R)- (Or) Epinephrine

Waste Code: P043
Waste Description: Diisopropylfluorophosphate (Dfp) (Or) Phosphorofluoridic Acid, Bis(1-Methylethyl) Ester

Waste Code: P044
Waste Description: Dimethoate (Or) Phosphorodithioic Acid, O,O-Dimethyl S-[2-(Methylamino)-2-Oxoethyl] Ester

Waste Code: P045
Waste Description: 2-Butanone, 3,3-Dimethyl-1-(Methylthio)-, O-[Methylamino)Carbonyl] Oxime (Or) Thiofanox

Waste Code: P046
Waste Description: Alpha,Alpha-Dimethylphenethylamine (Or) Benzeneethanamine, Alpha, Alpha-Dimethyl-

Waste Code: P047
Waste Description: 4,6-Dinitro-O-Cresol, & Salts (Or) Phenol, 2-Methyl-4,6-Dinitro-, & Salts

Waste Code: P048
Waste Description: 2,4-Dinitrophenol (Or) Phenol, 2,4-Dinitro-

Waste Code: P049
Waste Description: Dithiobiuret (Or) Thioimidodicarbonic Diamide [(H2n)C(S)]2nh

Waste Code: P050

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Waste Description: 6,9-Methano-2,4,3-Benzodioxathiepin,6,7,8,9,10,10-Hexachloro-1,5,5a,6, 9,9a-Hexahydro-,3-Oxide (Or) Endosulfan

Waste Code: P051
Waste Description: 2,7:3,6-Dimethanonaphth[2,3-B]Oxirene, 3,4,5,6,9,9-Hexachloro-1a,2,2a,3,6,6a,7,7a-Octahydro-, (1aalpha, 2beta, 2abeta, 3alpha, 6alpha, 6abeta, 7beta, 7aalpha)- & Metabolites (Or) Endrin (Or) Endrin, & Metabolites

Waste Code: P054
Waste Description: Aziridine (Or) Ethyleneimine

Waste Code: P056
Waste Description: Fluorine

Waste Code: P057
Waste Description: Acetamide, 2-Fluoro- (Or) Fluoroacetamide

Waste Code: P058
Waste Description: Acetic Acid, Fluoro-, Sodium Salt (Or) Fluoroacetic Acid, Sodium Salt

Waste Code: P059
Waste Description: 4,7-Methano-1h-Indene, 1,4,5,6,7,8,8-Heptachloro-3a,4,7,7a-Tetrahydro- (Or) Heptachlor

Waste Code: P060
Waste Description: 1,4,5,8-Dimethanonaphthalene, 1,2,3,4,10,10-Hexa-Chloro-1,4,4a,5,8,8a,-Hexahydro-, (1alpha, 4alpha, 4abeta, 5beta, 8beta, 8abeta)- (Or) Isodrin

Waste Code: P062
Waste Description: Hexaethyl Tetraphosphate (Or) Tetraphosphoric Acid, Hexaethyl Ester

Waste Code: P063
Waste Description: Hydrocyanic Acid (Or) Hydrogen Cyanide

Waste Code: P064
Waste Description: Methane, Isocyanato- (Or) Methyl Isocyanate

Waste Code: P065
Waste Description: Fulminic Acid, Mercury(2+) Salt (R,T) (Or) Mercury Fulminate (R,T)

Waste Code: P066
Waste Description: Ethanimidothioic Acid, N-[[(Methylamino)Carbonyl]Oxy]-, Methyl Ester (Or) Methomyl

Waste Code: P067
Waste Description: 1,2-Propylenimine (Or) Aziridine, 2-Methyl-

Waste Code: P068
Waste Description: Hydrazine, Methyl- (Or) Methyl Hydrazine

Waste Code: P069
Waste Description: 2-Methyllactonitrile (Or) Propanenitrile, 2-Hydroxy-2-Methyl-

Waste Code: P070
Waste Description: Aldicarb (Or) Propanal, 2-Methyl-2-(Methylthio)-,

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O-[(Methylamino)Carbonyl]Oxime

Waste Code: P071
Waste Description: Methyl Parathion (Or) Phosphorothioic Acid, O,O,-Dimethyl O-(4-Nitrophenyl) Ester

Waste Code: P072
Waste Description: Alpha-Naphthylthiourea (Or) Thiourea, 1-Naphthalenyl-

Waste Code: P073
Waste Description: Nickel Carbonyl (Or) Nickel Carbonyl Ni(Co)4, (T-4)-

Waste Code: P074
Waste Description: Nickel Cyanide (Or) Nickel Cyanide Ni(Cn)2

Waste Code: P075
Waste Description: Nicotine, & Salts (Or) Pyridine, 3-(1-Methyl-2-Pyrrolidinyl)-,(S)-, & Salts

Waste Code: P076
Waste Description: Nitric Oxide (Or) Nitrogen Oxide No

Waste Code: P077
Waste Description: Benzenamine, 4-Nitro- (Or) P-Nitroaniline

Waste Code: P078
Waste Description: Nitrogen Dioxide (Or) Nitrogen Oxide No2

Waste Code: P081
Waste Description: 1,2,3-Propanetriol, Trinitrate (R) (Or) Nitroglycerine (R)

Waste Code: P082
Waste Description: Methanimine, N-Methyl-N-Nitroso- (Or) N-Nitrosodimethylamine

Waste Code: P084
Waste Description: N-Nitrosomethylvinylamine (Or) Vinylamine, N-Methyl-N-Nitroso-

Waste Code: P085
Waste Description: Diphosphoramide, Octamethyl- (Or) Octamethylpyrophosphoramide

Waste Code: P087
Waste Description: Osmium Oxide Oso4, (T-4)- (Or) Osmium Tetroxide

Waste Code: P088
Waste Description: 7-Oxabicyclo[2.2.1]Heptane-2,3-Dicarboxylic Acid (Or) Endothall

Waste Code: P089
Waste Description: Parathion (Or) Phosphorothioic Acid, O,O-Diethyl-O-(4-Nitrophenyl) Ester

Waste Code: P092
Waste Description: Mercury, (Acetato-O)Phenyl- (Or) Phenylmercury Acetate

Waste Code: P093
Waste Description: Phenylthiourea (Or) Thiourea, Phenyl-

Waste Code: P094

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Waste Description:	Phorate (Or) Phosphorodithioic Acid, O,O-Diethyl S-[(Ethylthio)Methyl] Ester
Waste Code:	P095
Waste Description:	Carbonic Dichloride (Or) Phosgene
Waste Code:	P096
Waste Description:	Hydrogen Phosphide (Or) Phosphine
Waste Code:	P097
Waste Description:	Famphur (Or) Phosphorothioic Acid O-[4-[(Dimethylamino)Sulfonyl]Phenyl] O,O-Dimethyl Ester
Waste Code:	P098
Waste Description:	Potassium Cyanide (Or) Potassium Cyanide K(Cn)
Waste Code:	P099
Waste Description:	Argentate (1-), Bis(Cyano-C)-, Potassium (Or) Potassium Silver Cyanide
Waste Code:	P101
Waste Description:	Ethyl Cyanide (Or) Propanenitrile
Waste Code:	P102
Waste Description:	2-Propyn-1-Ol (Or) Propargyl Alcohol
Waste Code:	P103
Waste Description:	Selenourea
Waste Code:	P104
Waste Description:	Silver Cyanide (Or) Silver Cyanide Ag(Cn)
Waste Code:	P105
Waste Description:	Sodium Azide
Waste Code:	P106
Waste Description:	Sodium Cyanide (Or) Sodium Cyanide Na(Cn)
Waste Code:	P108
Waste Description:	Strychnidin-10-One, & Salts (Or) Strychnine, & Salts
Waste Code:	P109
Waste Description:	Tetraethyldithiopyrophosphate (Or) Thiodiphosphoric Acid, Tetraethyl Ester
Waste Code:	P110
Waste Description:	Plumbane, Tetraethyl- (Or) Tetraethyl Lead
Waste Code:	P111
Waste Description:	Diphosphoric Acid, Tetraethyl Ester (Or) Tetraethyl Pyrophosphate
Waste Code:	P112
Waste Description:	Methane, Tetranitro- (R) (Or) Tetranitromethane (R)
Waste Code:	P113
Waste Description:	Thallic Oxide (Or) Thallium Oxide Tl2o3
Waste Code:	P114

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Waste Description: Selenious Acid, Dithallium (1+) Salt (Or) Thallium(I) Selenite

Waste Code: P115
Waste Description: Sulfuric Acid, Dithallium (1+) Salt (Or) Thallium(I) Sulfate

Waste Code: P116
Waste Description: Hydrazinecarbothioamide (Or) Thiosemicarbazide

Waste Code: P118
Waste Description: Methanethiol, Trichloro- (Or) Trichloromethanethiol

Waste Code: P119
Waste Description: Ammonium Vanadate (Or) Vanadic Acid, Ammonium Salt

Waste Code: P120
Waste Description: Vanadium Oxide V2o5 (Or) Vanadium Pentoxide

Waste Code: P121
Waste Description: Zinc Cyanide (Or) Zinc Cyanide Zn(Cn)2

Waste Code: P122
Waste Description: Zinc Phosphide Zn3p2, When Present At Concentrations Greater Than 10% (R,T)

Waste Code: P123
Waste Description: Toxaphene

Waste Code: P124
Waste Description: Actinomycin D

Waste Code: P127
Waste Description: P127

Waste Code: P128
Waste Description: P128

Waste Code: P185
Waste Description: 1,3-Dithiolane-2-Carboxaldehyde, 2,4-Dimethyl-, O-[(Methylamino)-Carbonyl]Oxime (Or) Tirpate

Waste Code: P188
Waste Description: Benzoic Acid, 2-Hydroxy-, Compd. With (3as-Cis)-1,2,3,3a,8,8a-Hexahydro-1,3a,8-Trimethylpyrrolo[2,3-B]Indol-5-Yl Methylcarbamate Ester (1:1) (Or) Physostigmine Salicylate

Waste Code: P189
Waste Description: Carbamic Acid, [(Dibutylamino)-Thio]Methyl-, 2,3-Dihydro-2,2-Dimethyl -7-Benzofuranyl Ester (Or) Carbosulfan

Waste Code: P190
Waste Description: Carbamic Acid, Methyl-, 3-Methylphenyl Ester (Or) Metolcarb

Waste Code: P191
Waste Description: Carbamic Acid, Dimethyl-, 1-[(Dimethyl-Amino)Carbonyl]- 5-Methyl-1h-Pyrazol-3-Yl Ester (Or) Dimetilan

Waste Code: P192

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Waste Description: Isolan (Or) Carbamic Acid, Dimethyl-, 3-Methy-L-(1-Methylethyl)-1h-Pyrazol-5-Yl Ester

Waste Code: P194
Waste Description: Ethanimidothioc Acid, 2-(Dimethylamino)-N-[[(Methylamino) Carbonyl]Oxy]-2-Oxo-, Methyl Ester (Or) Oxamyl

Waste Code: P196
Waste Description: Manganese Dimethyldithiocarbamate (Or) Manganese, Bis(Dimethylcarbamodithioato-S,S')-,

Waste Code: P197
Waste Description: Formparanate (Or) Methanimidamide, N,N-Dimethyl-N'-[2-Methyl-4-[[(Methylamino)Carbonyl]Oxy]Phenyl]

Waste Code: P198
Waste Description: Methanimidamide, N,N-Dimethyl-N'-[3-[[(Methylamino)-Carbonyl]Oxy]Phenyl]-, Monohydrochloride (Or) Formetanate Hydrochloride

Waste Code: P199
Waste Description: P199

Waste Code: P201
Waste Description: Phenol, 3-Methyl-5-(1-Methylethyl)-, Methyl Carbamate (Or) Promecarb

Waste Code: P202
Waste Description: M-Cumenyl Methylcarbamate (Or) 3-Isopropylphenyl N-Methylcarbamate (Or) Phenol, 3-(1-Methylethyl)-, Methyl Carbamate

Waste Code: P203
Waste Description: Aldicarb Sulfone (Or) Propanal, 2-Methyl-2-(Methyl-Sulfonyl)-, O-[(Methylamino)Carbonyl] Oxime

Waste Code: P204
Waste Description: Physostigmine (Or) Pyrrolo[2,3-B]Indol-5-Ol, 1,2,3,3a,8,8a-Hexahydro-1,3a,8-Trimethyl-Methylcarbamate (Ester), (3as-Cis)-

Waste Code: P205
Waste Description: Zinc, Bis(Dimethylcarbamodithioato-S,S')-, (Or) Ziram

Waste Code: U001
Waste Description: Acetaldehyde (I) (Or) Ethanal (I)

Waste Code: U002
Waste Description: 2-Propanone (I) (Or) Acetone (I)

Waste Code: U003
Waste Description: Acetonitrile (I,T)

Waste Code: U004
Waste Description: Acetophenone (Or) Ethanone, 1-Phenyl-

Waste Code: U005
Waste Description: 2-Acetylaminofluorene (Or) Acetamide, N-9h-Fluoren-2-Yl

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Waste Code: U006
Waste Description: Acetyl Chloride (C,R,T)

Waste Code: U007
Waste Description: 2-Propenamide (Or) Acrylamide

Waste Code: U008
Waste Description: 2-Propenoic Acid (I) (Or) Acrylic Acid (I)

Waste Code: U009
Waste Description: 2-Propenenitrile (Or) Acrylonitrile

Waste Code: U010
Waste Description: Azirino [2',3':3,4]Pyrrolo[1,2-A]Indole-4,7-Dione, 6-Amino-8-[[(Aminocarbonyl)Oxy]Methyl]-1,1a,2,8,8a,8b-Hexahydro-8a-Methoxy-5-Methyl-, [1as-(1aalpha, 8beta, 8aalpha, 8balpha)]- (Or) Mitomycin C

Waste Code: U011
Waste Description: 1h-1,2,4-Triazol-3-Amine (Or) Amitrole

Waste Code: U012
Waste Description: Aniline (I,T) (Or) Benzenamine (I,T)

Waste Code: U014
Waste Description: Auramine (Or) Benzenamine, 4,4'-Carbonimidoylbis[N,N-Dimethyl-

Waste Code: U015
Waste Description: Azaserine (Or) L-Serine, Diazoacetate (Ester)

Waste Code: U016
Waste Description: Benz[C]Acridine

Waste Code: U017
Waste Description: Benzal Chloride (Or) Benzene, (Dichloromethyl)-

Waste Code: U018
Waste Description: Benz[A]Anthracene

Waste Code: U019
Waste Description: Benzene (I,T)

Waste Code: U020
Waste Description: Benzenesulfonic Acid Chloride (C,R) (Or) Benzenesulfonyl Chloride (C,R)

Waste Code: U021
Waste Description: [1,1'-Biphenyl]-4,4'-Diamine (Or) Benzidine

Waste Code: U022
Waste Description: Benzo[A]Pyrene

Waste Code: U023
Waste Description: Benzene, (Trichloromethyl)- (Or) Benzotrichloride (C,R,T)

Waste Code: U024
Waste Description: Dichloromethoxy Ethane (Or) Ethane,

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1,1'-[Methylenebis(Oxy)]Bis[2-Chloro-

Waste Code: U025
Waste Description: Dichloroethyl Ether (Or) Ethane, 1,1'-Oxybis[2-Chloro-

Waste Code: U026
Waste Description: Chlornaphazin (Or) Naphthalenamine, N,N'-Bis(2-Chloroethyl)-

Waste Code: U027
Waste Description: Dichloroisopropyl Ether (Or) Propane, 2,2'-Oxybis[2-Chloro-

Waste Code: U028
Waste Description: 1,2-Benzenedicarboxylic Acid, Bis(2-Ethylhexyl) Ester (Or) Diethylhexyl Phthalate

Waste Code: U029
Waste Description: Methane, Bromo- (Or) Methyl Bromide

Waste Code: U030
Waste Description: 4-Bromophenyl Phenyl Ether (Or) Benzene, 1-Bromo-4-Phenoxy-

Waste Code: U031
Waste Description: 1-Butanol (I) (Or) N-Butyl Alcohol (I)

Waste Code: U032
Waste Description: Calcium Chromate (Or) Chromic Acid H2cro4, Calcium Salt

Waste Code: U033
Waste Description: Carbon Oxyfluoride (R,T) (Or) Carbonic Difluoride

Waste Code: U034
Waste Description: Acetaldehyde, Trichloro- (Or) Chloral

Waste Code: U035
Waste Description: Benzenebutanoic Acid, 4-[Bis(2-Chloroethyl)Amino]- (Or) Chlorambucil

Waste Code: U036
Waste Description: 4,7-Methano-1h-Indene, 1,2,4,5,6,7,8,8-Octachloro-2,3,3a,4,7,7a-Hexahydro- (Or) Chlordane, Alpha & Gamma Isomers

Waste Code: U037
Waste Description: Benzene, Chloro- (Or) Chlorobenzene

Waste Code: U038
Waste Description: Benzeneacetic Acid, 4-Chloro-Alpha-(4-Chlorophenyl)-Alpha-Hydroxy-, Ethyl Ester (Or) Chlorobenzilate

Waste Code: U039
Waste Description: P-Chloro-M-Cresol (Or) Phenol, 4-Chloro-3-Methyl-

Waste Code: U041
Waste Description: Epichlorohydrin (Or) Oxirane, (Chloromethyl)-

Waste Code: U042
Waste Description: 2-Chloroethyl Vinyl Ether (Or) Ethene, (2-Chloroethoxy)-

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Waste Code: U043
Waste Description: Ethene, Chloro- (Or) Vinyl Chloride

Waste Code: U044
Waste Description: Chloroform (Or) Methane, Trichloro-

Waste Code: U045
Waste Description: Methane, Chloro- (I,T) (Or) Methyl Chloride (I,T)

Waste Code: U046
Waste Description: Chloromethyl Methyl Ether (Or) Methane, Chloromethoxy-

Waste Code: U047
Waste Description: Beta-Chloronaphthalene (Or) Naphthalene, 2-Chloro-

Waste Code: U048
Waste Description: O-Chlorophenol (Or) Phenol, 2-Chloro-

Waste Code: U049
Waste Description: 4-Chloro-O-Toluidine, Hydrochloride (Or) Benzenamine, 4-Chloro-2-Methyl-, Hydrochloride

Waste Code: U050
Waste Description: Chrysene

Waste Code: U051
Waste Description: Creosote

Waste Code: U052
Waste Description: Cresol (Cresylic Acid) (Or) Phenol, Methyl-

Waste Code: U053
Waste Description: 2-Butenal (Or) Crotonaldehyde

Waste Code: U055
Waste Description: Benzene, (1-Methylethyl)- (I) (Or) Cumene (I)

Waste Code: U056
Waste Description: Benzene, Hexahydro- (I) (Or) Cyclohexane (I)

Waste Code: U057
Waste Description: Cyclohexanone (I)

Waste Code: U058
Waste Description: 2h-1,3,2-Oxazaphosphorin-2-Amine, N,N-Bis(2-Chloroethyl)Tetrahydro-, 2-Oxide (Or) Cyclophosphamide

Waste Code: U059
Waste Description: 5,12-Naphthacenedione, 8-Acetyl-10-[(3-Amino-2,3,6-Trideoxy)-Alpha-L-Lyxo-Hexopyranosyl)Oxy]-7,8,9,10-Tetrahydro-6,8,11-Trihydroxy-1-Methoxy-, (8s-Cis)- (Or) Daunomycin

Waste Code: U060
Waste Description: Benzene, 1,1'-(2,2-Dichloroethylidene)Bis[4-Chloro- (Or) Ddd

Waste Code: U061

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Waste Description: Benzene, 1,1'-(2,2,2-Trichloroethylidene)Bis[4-Chloro- (Or) Ddt

Waste Code: U062
Waste Description: Carbamothioic Acid, Bis(1-Methylethyl)-, S-(2,3-Dichloro-2-Propenyl) Ester (Or) Diallate

Waste Code: U063
Waste Description: Dibenz[A,H]Anthracene

Waste Code: U064
Waste Description: Benzo[Rst]Pentaphene (Or) Dibenzo[A,I]Pyrene

Waste Code: U066
Waste Description: 1,2-Dibromo-3-Chloropropane (Or) Propane, 1,2-Dibromo-3-Chloro-

Waste Code: U067
Waste Description: Ethane, 1,2-Dibromo- (Or) Ethylene Dibromide

Waste Code: U068
Waste Description: Methane, Dibromo- (Or) Methylene Bromide

Waste Code: U069
Waste Description: 1,2-Benzenedicarboxylic Acid, Dibutyl Ester (Or) Dibutyl Phthalate

Waste Code: U070
Waste Description: Benzene, 1,2-Dichloro- (Or) O-Dichlorobenzene

Waste Code: U071
Waste Description: Benzene, 1,3-Dichloro- (Or) M-Dichlorobenzene

Waste Code: U072
Waste Description: Benzene, 1,4-Dichloro- (Or) P-Dichlorobenzene

Waste Code: U073
Waste Description: [1,1'-Biphenyl]-4,4'-Diamine, 3,3'-Dichloro- (Or) 3,3'-Dichlorobenzidine

Waste Code: U074
Waste Description: 1,4-Dichloro-2-Butene (I,T) (Or) 2-Butene, 1,4-Dichloro- (I,T)

Waste Code: U075
Waste Description: Dichlorodifluoromethane (Or) Methane, Dichlorodifluoro-

Waste Code: U076
Waste Description: Ethane, 1,1-Dichloro- (Or) Ethylidene Dichloride

Waste Code: U077
Waste Description: Ethane, 1,2-Dichloro- (Or) Ethylene Dichloride

Waste Code: U078
Waste Description: 1,1-Dichloroethylene (Or) Ethene, 1,1-Dichloro-

Waste Code: U079
Waste Description: 1,2-Dichloroethylene (Or) Ethene, 1,2-Dichloro-,(E)-

Waste Code: U080
Waste Description: Methane, Dichloro- (Or) Methylene Chloride

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Waste Code:	U081
Waste Description:	2,4-Dichlorophenol (Or) Phenol, 2,4-Dichloro-
Waste Code:	U082
Waste Description:	2,6-Dichlorophenol (Or) Phenol, 2,6-Dichloro-
Waste Code:	U083
Waste Description:	Propane, 1,2-Dichloro- (Or) Propylene Dichloride
Waste Code:	U084
Waste Description:	1,3-Dichloropropene (Or) 1-Propene, 1,3-Dichloro-
Waste Code:	U085
Waste Description:	1,2:3,4-Diepoxybutane (I,T) (Or) 2,2'-Bioxirane
Waste Code:	U086
Waste Description:	Hydrazine, 1,2-Diethyl- (Or) N,N'-Diethylhydrazine
Waste Code:	U087
Waste Description:	O,O-Diethyl S-Methyl Dithiophosphate (Or) Phosphorodithioic Acid, O,O-Diethyl S-Methyl Ester
Waste Code:	U088
Waste Description:	1,2-Benzenedicarboxylic Acid, Diethyl Ester (Or) Diethyl Phthalate
Waste Code:	U089
Waste Description:	Diethylstilbesterol (Or) Phenol, 4,4'-(1,2-Diethyl-1,2-Ethenediyl)Bis, (E)-
Waste Code:	U090
Waste Description:	1,3-Benzodioxole, 5-Propyl- (Or) Dihydrosafrole
Waste Code:	U091
Waste Description:	[1,1'-Biphenyl]-4,4'-Diamine, 3,3'-Dimethoxy- (Or) 3,3'-Dimethoxybenzidine
Waste Code:	U092
Waste Description:	Dimethylamine (I) (Or) Methanamine, N-Methyl- (I)
Waste Code:	U093
Waste Description:	Benzenamine, N,N-Dimethyl-4-(Phenylazo)- (Or) P-Dimethylaminoazobenzene
Waste Code:	U094
Waste Description:	7,12-Dimethylbenz[A]Anthracene (Or) Benz[A]Anthracene, 7,12-Dimethyl-
Waste Code:	U095
Waste Description:	[1,1'-Biphenyl]-4,4'-Diamine, 3,3'-Dimethyl- (Or) 3,3'-Dimethylbenzidine
Waste Code:	U096
Waste Description:	Alpha,Alpha-Dimethylbenzylhydroperoxide (R) (Or) Hydroperoxide, 1-Methyl-1-Phenylethyl- (R)
Waste Code:	U097
Waste Description:	Carbamic Chloride, Dimethyl- (Or) Dimethylcarbamoyl Chloride

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Waste Code: U098
Waste Description: 1,1-Dimethylhydrazine (Or) Hydrazine, 1,1-Dimethyl-

Waste Code: U099
Waste Description: 1,2-Dimethylhydrazine (Or) Hydrazine, 1,2-Diphenyl-

Waste Code: U101
Waste Description: 2,4-Dimethylphenol (Or) Phenol, 2,4-Dimethyl-

Waste Code: U102
Waste Description: 1,2-Benzenedicarboxylic Acid, Dimethyl Ester (Or) Dimethyl Phthalate

Waste Code: U103
Waste Description: Dimethyl Sulfate (Or) Sulfuric Acid, Dimethyl Ester

Waste Code: U105
Waste Description: 2,4-Dinitrotoluene (Or) Benzene, 1-Methyl-2,4-Dinitro-

Waste Code: U106
Waste Description: 2,6-Dinitrotoluene (Or) Benzene, 2-Methyl-1,3-Dinitro-

Waste Code: U107
Waste Description: 1,2-Benzenedicarboxylic Acid, Dioctyl Ester (Or) Di-N-Octyl Phthalate

Waste Code: U108
Waste Description: 1,4-Diethyleneoxide (Or) 1,4-Dioxane

Waste Code: U109
Waste Description: 1,2-Diphenylhydrazine (Or) Hydrazine, 1,2-Diphenyl-

Waste Code: U110
Waste Description: 1-Propanimine, N-Propyl-(I) (Or) Dipropylamine (I)

Waste Code: U111
Waste Description: 1-Propanamine, N-Nitroso-N-Propyl- (Or) Di-N-Propylnitrosamine

Waste Code: U112
Waste Description: Acetic Acid, Ethyl Ester (I) (Or) Ethyl Acetate (I)

Waste Code: U113
Waste Description: 2-Propenoic Acid, Ethyl Ester (I) (Or) Ethyl Acrylate (I)

Waste Code: U114
Waste Description: Carbamodithioic Acid, 1,2-Ethanediylbis-, Salts & Esters (Or) Ethylenebisdithiocarbamic Acid, Salts & Esters

Waste Code: U115
Waste Description: Ethylene Oxide (I,T) (Or) Oxirane (I,T)

Waste Code: U116
Waste Description: 2-Imidazolidinethione (Or) Ethylenethiourea

Waste Code: U117
Waste Description: Ethane, 1,1'-Oxybis-(I) (Or) Ethyl Ether (I)

Waste Code: U118
Waste Description: 2-Propenoic Acid, 2-Methyl-, Ethyl Ester (Or) Ethyl Methacrylate

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Waste Code: U119
Waste Description: Ethyl Methanesulfonate (Or) Methanesulfonic Acid, Ethyl Ester

Waste Code: U120
Waste Description: Fluoranthene

Waste Code: U121
Waste Description: Methane, Trichlorofluoro- (Or) Trichloromonofluoromethane

Waste Code: U122
Waste Description: Formaldehyde

Waste Code: U123
Waste Description: Formic Acid (C,T)

Waste Code: U124
Waste Description: Furan (I) (Or) Furfuran (I)

Waste Code: U125
Waste Description: 2-Furancarboxaldehyde (I) (Or) Furfural (I)

Waste Code: U126
Waste Description: Glycidylaldehyde (Or) Oxiranecarboxyaldehyde

Waste Code: U127
Waste Description: Benzene, Hexachloro- (Or) Hexachlorobenzene

Waste Code: U128
Waste Description: 1,3-Butadiene, 1,1,2,3,4,4-Hexachloro- (Or) Hexachlorobutadiene

Waste Code: U129
Waste Description: Cyclohexane, 1,2,3,4,5,6-Hexachloro-, (1alpha, 2alpha, 3beta, 4alpha, 5alpha, 6beta)- (Or) Lindane

Waste Code: U130
Waste Description: 1,3-Cyclopentadiene, 1,2,3,4,5,5-Hexachloro- (Or) Hexachlorocyclopentadiene

Waste Code: U131
Waste Description: Ethane, Hexachloro- (Or) Hexachloroethane

Waste Code: U132
Waste Description: Hexachlorophene (Or) Phenol, 2,2'-Methylenebis[3,4,6-Trichloro-

Waste Code: U133
Waste Description: Hydrazine (R,T)

Waste Code: U134
Waste Description: Hydrofluoric Acid (C,T) (Or) Hydrogen Fluoride (C,T)

Waste Code: U135
Waste Description: Hydrogen Sulfide (Or) Hydrogen Sulfide H2s

Waste Code: U136
Waste Description: Arsinic Acid, Dimethyl- (Or) Cacodylic Acid

Waste Code: U137

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description:	Indeno[1,2,3-Cd]Pyrene
Waste Code:	U138
Waste Description:	Methane, Iodo- (Or) Methyl Iodide
Waste Code:	U140
Waste Description:	1-Propanol, 2-Methyl- (I,T) (Or) Isobutyl Alcohol (I,T)
Waste Code:	U141
Waste Description:	1,3-Benzodioxole, 5-(1-Propenyl)- (Or) Isosafrole
Waste Code:	U142
Waste Description:	1,3,4-Metheno-2h-Cyclobuta[Cd]Pentalen-2-One, 1,1a,3,3a,4,5,5,5a,5b,6-Decachlorooctahydro- (Or) Kepone
Waste Code:	U143
Waste Description:	2-Butenoic Acid, 2-Methyl-, 7-[[2,3-Dihydroxy-2-(1-Methoxyethyl)-3-Methyl-1-Oxobutoxy]Methyl]-2,3, 5,7a-Tetrahydro-1h-Pyrrolizin-1-Yl Ester, [1s-[1alpha(Z), 7(2s*,3r*), 7aalpha]]- (Or) Lasiocarpine
Waste Code:	U144
Waste Description:	Acetic Acid, Lead(2+) Salt (Or) Lead Acetate
Waste Code:	U145
Waste Description:	Lead Phosphate (Or) Phosphoric Acid, Lead(2+) Salt (2:3)
Waste Code:	U146
Waste Description:	Lead Subacetate (Or) Lead, Bis(Acetato-O)Tetrahydroxytri-
Waste Code:	U147
Waste Description:	2,5-Furandione (Or) Maleic Anhydride
Waste Code:	U148
Waste Description:	3,6-Pyridazinedione, 1,2-Dihydro- (Or) Maleic Hydrazide
Waste Code:	U149
Waste Description:	Malononitrile (Or) Propanedinitrile
Waste Code:	U150
Waste Description:	L-Phenylalanine, 4-[Bis(2-Chloroethyl)Amino]- (Or) Melphalan
Waste Code:	U151
Waste Description:	Mercury
Waste Code:	U152
Waste Description:	2-Propenenitrile, 2-Methyl- (I,T) (Or) Methacrylonitrile (I,T)
Waste Code:	U153
Waste Description:	Methanethiol (I,T) (Or) Thiomethanol (I,T)
Waste Code:	U154
Waste Description:	Methanol (I) (Or) Methyl Alcohol (I)
Waste Code:	U155
Waste Description:	1,2-Ethanediamine, N,N-Dimethyl-N'-2-Pyridinyl-N'-(2-Thienylmethyl)- (Or) Methapyrilene

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Code: U156
Waste Description: Carbonochloridic Acid, Methyl Ester, (I,T) (Or) Methyl Chlorocarbonate (I,T)

Waste Code: U157
Waste Description: 3-Methylcholanthrene (Or) Benz[J]Aceanthrylene, 1,2-Dihydro-3-Methyl-

Waste Code: U158
Waste Description: 4,4'-Methylenebis(2-Chloroaniline) (Or) Benzenamine, 4,4'-Methylenebis[2-Chloro-

Waste Code: U159
Waste Description: 2-Butanone (I,T) (Or) Methyl Ethyl Ketone (Mek) (I,T)

Waste Code: U160
Waste Description: 2-Butanone, Peroxide (R,T) (Or) Methyl Ethyl Ketone Peroxide (R,T)

Waste Code: U161
Waste Description: 4-Methyl-2-Pentanone (I) (Or) Methyl Isobutyl Ketone (I) (Or) Pentanol, 4-Methyl-

Waste Code: U162
Waste Description: 2-Propenoic Acid, 2-Methyl-, Methyl Ester (I,T) (Or) Methyl Methacrylate (I,T)

Waste Code: U163
Waste Description: Guanidine, N-Methyl-N'-Nitro-N-Nitroso- (Or) Mnng

Waste Code: U164
Waste Description: 4(1h)-Pyrimidinone, 2,3-Dihydro-6-Methyl-2-Thioxo- (Or) Methylthiouracil

Waste Code: U165
Waste Description: Naphthalene

Waste Code: U166
Waste Description: 1,4-Naphthalenedione (Or) 1,4-Naphthoquinone

Waste Code: U167
Waste Description: 1-Napthalenamine (Or) Alpha-Naphthylamine

Waste Code: U168
Waste Description: 2-Napthalenamine (Or) Beta-Naphthylamine

Waste Code: U169
Waste Description: Benzene, Nitro- (Or) Nitrobenzene (I,T)

Waste Code: U170
Waste Description: P-Nitrophenol (I,T) (Or) Phenol, 4-Nitro-

Waste Code: U171
Waste Description: 2-Nitropropane (I,T) (Or) Propane, 2-Nitro- (I,T)

Waste Code: U172
Waste Description: 1-Butanamine, N-Butyl-N-Nitroso- (Or) N-Nitrosodi-N-Butylamine

Waste Code: U173

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description:	Ethanol, 2,2'-(Nitrosoimino)Bis- (Or) N-Nitrosodiethanolamine
Waste Code:	U174
Waste Description:	Ethanamine, N-Ethyl-N-Nitroso- (Or) N-Nitrosodiethylamine
Waste Code:	U176
Waste Description:	N-Nitroso-N-Ethylurea (Or) Urea, N-Ethyl-N-Nitroso-
Waste Code:	U177
Waste Description:	N-Nitroso-N-Methylurea (Or) Urea, N-Methyl-N-Nitroso-
Waste Code:	U178
Waste Description:	Carbamic Acid, Methylnitroso-, Ethyl Ester (Or) N-Nitroso-N-Methylurethane
Waste Code:	U179
Waste Description:	N-Nitrosopiperidine (Or) Piperidine, 1-Nitroso-
Waste Code:	U180
Waste Description:	N-Nitrosopyrrolidine (Or) Pyrrolidine, 1-Nitroso-
Waste Code:	U181
Waste Description:	5-Nitro-O-Toluidine (Or) Benzenamine, 2-Methyl-5-Nitro
Waste Code:	U182
Waste Description:	1,3,5-Trioxane, 2,4,6-Trimethyl- (Or) Paraldehyde
Waste Code:	U183
Waste Description:	Benzene, Pentachloro- (Or) Pentachlorobenzene
Waste Code:	U184
Waste Description:	Ethane, Pentachloro- (Or) Pentachloroethane
Waste Code:	U185
Waste Description:	Benzene, Pentachloronitro- (Or) Pentachloronitrobenzene (Pcnb)
Waste Code:	U186
Waste Description:	1,3-Pentadiene (I) (Or) 1-Methylbutadiene (I)
Waste Code:	U187
Waste Description:	Acetamide, N-(4-Ethoxyphenyl)- (Or) Phenacetin
Waste Code:	U188
Waste Description:	Phenol
Waste Code:	U189
Waste Description:	Phosphorus Sulfide (R) (Or) Sulfur Phosphide (R)
Waste Code:	U190
Waste Description:	1,3-Isobenzofurandione (Or) Phthalic Anhydride
Waste Code:	U191
Waste Description:	2-Picoline (Or) Pyridine, 2-Methyl-
Waste Code:	U192
Waste Description:	Benzamide, 3,5-Dichloro-N-(1,1-Dimethyl-2-Propynyl)- (Or) Pronamide

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Code: U193
Waste Description: 1,2-Oxathiolane, 2,2-Dioxide (Or) 1,3-Propane Sultone

Waste Code: U194
Waste Description: 1-Propanamine (I,T) (Or) N-Propylamine (I,T)

Waste Code: U196
Waste Description: Pyridine

Waste Code: U197
Waste Description: 2,5-Cyclohexadiene-1,4-Dione (Or) P-Benzoquinone

Waste Code: U200
Waste Description: Reserpine (Or) Yohimban-16-Carboxylic Acid, 11,17-Dimethoxy-18-[(3,4,5-Trimethoxybenzoyl)Oxy]-, Methyl Ester, (3beta, 16beta, 17alpha, 18beta, 20alpha)-

Waste Code: U201
Waste Description: 1,3-Benzenediol (Or) Resorcinol

Waste Code: U203
Waste Description: 1,3-Benzodioxole, 5-(2-Propenyl)- (Or) Safrole

Waste Code: U204
Waste Description: Selenious Acid (Or) Selenium Dioxide

Waste Code: U205
Waste Description: Selenium Sulfide (Or) Selenium Sulfide Ses2 (R,T)

Waste Code: U206
Waste Description: D-Glucose, 2-Deoxy-2-[[(Methylnitrosoamino)-Carbonyl]Amino]- (Or) Glucopyranose, 2-Deoxy-2-(3-Methyl-3-Nitrosoureido)-,D- (Or) Streptozotocin

Waste Code: U207
Waste Description: 1,2,4,5-Tetrachlorobenzene (Or) Benzene, 1,2,4,5-Tetrachloro-

Waste Code: U208
Waste Description: 1,1,1,2-Tetrachloroethane (Or) Ethane, 1,1,1,2-Tetrachloro-

Waste Code: U209
Waste Description: 1,1,2,2-Tetrachloroethane (Or) Ethane, 1,1,2,2-Tetrachloro-

Waste Code: U210
Waste Description: Ethene, Tetrachloro- (Or) Tetrachloroethylene

Waste Code: U211
Waste Description: Carbon Tetrachloride (Or) Methane, Tetrachloro-

Waste Code: U213
Waste Description: Furan, Tetrahydro-(I) (Or) Tetrahydrofuran (I)

Waste Code: U214
Waste Description: Acetic Acid, Thallium(1+) Salt (Or) Thallium(I) Acetate

Waste Code: U215
Waste Description: Carbonic Acid, Dithallium(1+) Salt (Or) Thallium(I) Carbonate

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Code: U216
Waste Description: Thallium Chloride Tlcl (Or) Thallium(I) Chloride

Waste Code: U217
Waste Description: Nitric Acid, Thallium(1+) Salt (Or) Thallium(I) Nitrate

Waste Code: U218
Waste Description: Ethanethioamide (Or) Thioacetamide

Waste Code: U219
Waste Description: Thiourea

Waste Code: U220
Waste Description: Benzene, Methyl- (Or) Toluene

Waste Code: U221
Waste Description: Benzenediamine, Ar-Methyl- (Or) Toluenediamine

Waste Code: U222
Waste Description: Benzenamine, 2-Methyl-, Hydrochloride (Or) O-Toluidine Hydrochloride

Waste Code: U223
Waste Description: Benzene, 1,3-Diisocyanatomethyl- (R,T) (Or) Toluene Diisocyanate (R,T)

Waste Code: U225
Waste Description: Bromoform (Or) Methane, Tribromo-

Waste Code: U226
Waste Description: Ethane, 1,1,1-Trichloro- (Or) Methyl Chloroform

Waste Code: U227
Waste Description: 1,1,2-Trichloroethane (Or) Ethane, 1,1,2-Trichloro-

Waste Code: U228
Waste Description: Ethene, Trichloro- (Or) Trichloroethylene

Waste Code: U234
Waste Description: 1,3,5-Trinitrobenzene (R,T) (Or) Benzene, 1,3,5-Trinitro-

Waste Code: U235
Waste Description: 1-Propanol, 2,3-Dibromo-, Phosphate (3:1) (Or) Tris(2,3,-Dibromopropyl) Phosphate

Waste Code: U236
Waste Description: 2,7-Naphthalenedisulfonic Acid,3,3'-[(3,3'-Dimethyl[1,1'-Biphenyl]-4,4'-Diyl)Bis(Azo)Bis[5-Amino -4-Hydroxy]-, Tetrasodium Salt (Or) Trypan Blue

Waste Code: U237
Waste Description: 2,4-(1h,3h)-Pyrimidinedione, 5-[Bis(2-Chloroethyl)Amino]- (Or) Uracil Mustard

Waste Code: U238
Waste Description: Carbamic Acid, Ethyl Ester (Or) Ethyl Carbamate (Urethane)

Waste Code: U239
Waste Description: Benzene, Dimethyl- (I,T) (Or) Xylene (I)

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Code: U240
Waste Description: 2,4-D, Salts & Esters (Or) Acetic Acid, (2,4-Dichlorophenoxy)-, Salts & Esters (Or) Dichlorophenoxyacetic Acid 2,4-D

Waste Code: U243
Waste Description: 1-Propene, 1,1,2,3,3,3-Hexachloro- (Or) Hexachloropropene

Waste Code: U244
Waste Description: Thioperoxydicarbonic Diamide [(H2n)C(S)]2s2, Tetramethyl- (Or) Thiram

Waste Code: U246
Waste Description: Cyanogen Bromide (Cn)Br

Waste Code: U247
Waste Description: Benzene, 1,1'-(2,2,2-Trichloroethylidene)Bis[4-Methoxy- (Or) Methoxychlor

Waste Code: U248
Waste Description: 2h-1-Benzopyran-2-One, 4-Hydroxy-3-(3-Oxo-1-Phenyl-Butyl)-, & Salts, When Present At Concentrations Of 0.3% Or Less (Or) Warfarin, & Salts, When Present At Concentrations Of 0.3% Or Less

Waste Code: U249
Waste Description: Zinc Phosphide Zn3p2, When Present At Concentrations Of 10% Or Less

Waste Code: U271
Waste Description: Benomyl (Or) Carbamic Acid, [1-[(Butylamino)Carbonyl]-1h-Benzimidazol-2-Yl]-, Methyl Ester

Waste Code: U278
Waste Description: Bendiocarb (Or) 1,3-Benzodioxol-4-Ol, 2,2-Dimethyl-, Methyl Carbamate

Waste Code: U279
Waste Description: U279

Waste Code: U280
Waste Description: Barban (Or) Carbamic Acid, (3-Chlorophenyl)-, 4-Chloro-2-Butynyl Ester

Waste Code: U328
Waste Description: Benzenamine, 2-Methyl- (Or) O-Toluidine

Waste Code: U353
Waste Description: Benzenamine, 4-Methyl- (Or) P-Toluidine

Waste Code: U359
Waste Description: Ethanol, 2-Ethoxy- (Or) Ethylene Glycol Monoethyl Ether

Waste Code: U364
Waste Description: Bendiocarb Phenol (Or) 1,3-Benzodioxol-4-Ol, 2,2-Dimethyl-

Waste Code: U367
Waste Description: 7-Benzofuranol, 2,3-Dihydro-2,2-Dimethyl- (Or) Carbofuran Phenol

Waste Code: U372
Waste Description: Carbamic Acid, 1h-Benzimidazol-2-Yl, Methyl Ester (Or) Carbendazim

Waste Code: U373

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Waste Description: Carbamic Acid, Phenyl-, 1-Methylethyl Ester (Or) Propham

Waste Code: U378
Waste Description: Carbamodithioic Acid, (Hydroxymethyl) Methyl-, Monopotassium Salt (Or) Potassium N-Hydroxymethyl- N-Methyldi-Thiocarbamate

Waste Code: U387
Waste Description: Carbamothioic Acid, Dipropyl-, S-(Phenylmethyl) Ester (Or) Prosulfocarb

Waste Code: U389
Waste Description: Carbamothioic Acid, Bis(1-Methylethyl)-, S-(2,3,3-Trichloro-2-Propenyl) Ester (Or) Triallate

Waste Code: U394
Waste Description: A2213 (Or) Ethanimidothioic Acid, 2-(Dimethylamino)-N-Hydroxy-2-Oxo-, Methyl Ester

Waste Code: U395
Waste Description: Diethylene Glycol, Dicarbamate (Or) Ethanol, 2,2'-Oxybis-, Dicarbamate

Waste Code: U404
Waste Description: U404

Waste Code: U409
Waste Description: Carbamic Acid, [1,2-Phenylenebis (Iminocarbonothioyl)]Bis-, Dimethyl Ester (Or) Thiophanate-Methyl

Waste Code: U410
Waste Description: Ethanimidothioic Acid, N,N'-[Thiobis[(Methylimino)Carbonyloxy]]Bis-, Dimethyl Ester (Or) Thiodicarb

Waste Code: U411
Waste Description: U411

Waste Code: U480
Waste Description: 2,4,6, Tribromphenol (I.E.; Discarded Commercial Chemical Products, Off-Specification Species, Container Residues, And Spill Residues Thereof)

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RABLEY BROTHERS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 21 STRATFORD DR
Owner/Operator City,State,Zip: IRMO, SC 29063
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ECOFLO INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2750 PATTERSON ST
Owner/Operator City,State,Zip: GREENSBORO, NC 27407
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RABLEY BROTHERS
Legal Status: Private
Date Became Current: 19910501
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 21584
Owner/Operator City,State,Zip: COLUMBIA, SC 29221
Owner/Operator Telephone: 803-317-8323
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: JRABLEY@GMAIL.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ECOFLO INC
Legal Status: Private
Date Became Current: 20201101
Date Ended Current: Not reported
Owner/Operator Address: 2750 PATTERSON ST
Owner/Operator City,State,Zip: GREENSBORO, NC 27407
Owner/Operator Telephone: 336-617-2733
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: SSTAPLETON@ECOFLO.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421
Date Ended Current: Not reported
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A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421
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Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
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Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: 20090421
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: 20090421
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: 20010101
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: NU WAY ENVIRONMENTAL INC
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RABLEY BROTHERS
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 21 STRATFORD DR
Owner/Operator City,State,Zip: IRMO, SC 29063
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: RABLEY BROTHERS
Legal Status: Private
Date Became Current: 19910501
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 21584
Owner/Operator City,State,Zip: COLUMBIA, SC 29221
Owner/Operator Telephone: 803-317-8323
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Owner/Operator Email: JRABLEY@GMAIL.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: A&D ENVIRONMENTAL SERVICES SC LLC
Legal Status: Private
Date Became Current: 20090421
Date Ended Current: Not reported
Owner/Operator Address: 1741 CALKS FERRY RD
Owner/Operator City,State,Zip: LEXINGTON, SC 29073
Owner/Operator Telephone: 803-957-9175
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ECOFLO INC
Legal Status: Private
Date Became Current: 20201101
Date Ended Current: Not reported
Owner/Operator Address: 2750 PATTERSON ST
Owner/Operator City,State,Zip: GREENSBORO, NC 27407
Owner/Operator Telephone: 336-617-2733
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: SSTAPLETON@ECOFLO.COM

Historic Generators:
Receive Date: 19940217
Handler Name: NU WAY INDUSTRIAL SERVICES
Federal Waste Generator Description: Not a generator, verified
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20020327
Handler Name: NU WAY INDUSTRIAL SERVICES
Federal Waste Generator Description: Not a generator, verified
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20080226
Handler Name: NUWAY ENVIRONMENTAL SERVICES LLC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Sc

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20081208
Handler Name: A&D ENVIRONMENTAL SERVICES SC LLC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20090421
Handler Name: A&D ENVIRONMENTAL SERVICES SC LLC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20191108
Handler Name: A&D ENVIRONMENTAL SERVICES SC LLC
Federal Waste Generator Description: Very Small Quantity Generator (formerly Conditionally-Exempt Small Quantity Generator
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20201110
Handler Name: A&D ENVIRONMENTAL SERVICES SC LLC
Federal Waste Generator Description: Very Small Quantity Generator (formerly Conditionally-Exempt Small Quantity Generator
State District Owner: Sc
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No
Receive Date:	20201127
Handler Name: ECOFLO, INC	
Federal Waste Generator Description:	Very Small Quantity Generator (formerly Conditionally-Exempt Small Quantity Generator
State District Owner:	Sc
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No
Receive Date:	20201026
Handler Name: ECOFLO, INC	
Federal Waste Generator Description:	Very Small Quantity Generator (formerly Conditionally-Exempt Small Quantity Generator
State District Owner:	Sc
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	484230
NAICS Description:	Specialized Freight (Except Used Goods) Trucking, Long-Distance
NAICS Code:	562112
NAICS Description:	Hazardous Waste Collection
NAICS Code:	562910
NAICS Description:	Remediation Services
NAICS Code:	562998
NAICS Description:	All Other Miscellaneous Waste Management Services

Has the Facility Received Notices of Violations:

Found Violation:	No
Agency Which Determined Violation:	Not reported
Violation Short Description:	Not reported
Date Violation was Determined:	Not reported
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	Not reported
Scheduled Compliance Date:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	State Statute or Regulation
Date Violation was Determined:	20111208
Actual Return to Compliance Date:	20130128
Return to Compliance Qualifier:	Observed
Violation Responsible Agency:	State
Scheduled Compliance Date:	20120111
Enforcement Identifier:	001
Date of Enforcement Action:	20111208
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	WRITTEN INFORMAL
Enforcement Responsible Person:	DKMA
Enforcement Responsible Sub-Organization:	BN
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Transporters - General
Date Violation was Determined:	20090324
Actual Return to Compliance Date:	20090422
Return to Compliance Qualifier:	Observed
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	001
Date of Enforcement Action:	20090417
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	LETTER OF INTENT TO INITIATE ENFORCEMENT ACTION
Enforcement Responsible Person:	SCBKK
Enforcement Responsible Sub-Organization:	PD
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: EPA
Violation Short Description: Transporters - General
Date Violation was Determined: 20090324
Actual Return to Compliance Date: 20090422
Return to Compliance Qualifier: Observed
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: 001
Date of Enforcement Action: 20090324
Enforcement Responsible Agency: EPA
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: No
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: EPA TO STATE ADMINISTRATIVE REFERRAL
Enforcement Responsible Person: ANEWM
Enforcement Responsible Sub-Organization: ECB
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: EPA
Violation Short Description: Transporters - General
Date Violation was Determined: 20090324
Actual Return to Compliance Date: 20090422
Return to Compliance Qualifier: Observed
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier: 001
Date of Enforcement Action: 20090417
Enforcement Responsible Agency: State
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: No
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: LETTER OF INTENT TO INITIATE ENFORCEMENT ACTION
Enforcement Responsible Person: SCBKK
Enforcement Responsible Sub-Organization: PD
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Transporters - General
Date Violation was Determined: 20030103
Actual Return to Compliance Date: 20030103
Return to Compliance Qualifier: Not Resolved
Violation Responsible Agency: State
Scheduled Compliance Date: 20030103

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier: 001
Date of Enforcement Action: 20030103
Enforcement Responsible Agency: State
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: No
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: WRITTEN INFORMAL
Enforcement Responsible Person: TN466
Enforcement Responsible Sub-Organization: 04
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: No
Agency Which Determined Violation: Not reported
Violation Short Description: Not reported
Date Violation was Determined: Not reported
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: Not reported
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number:Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:
Evaluation Date: 20150408
Evaluation Responsible Agency: State
Found Violation: No
Evaluation Type Description: NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier: AOO
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20120615
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	CASE DEVELOPMENT INSPECTION
Evaluation Responsible Person Identifier:	COLL
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20120615
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	COMPLIANCE ASSISTANCE VISIT
Evaluation Responsible Person Identifier:	COLL
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20120328
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	AOO
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20111208
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	DKMA
Evaluation Responsible Sub-Organization:	BN
Actual Return to Compliance Date:	20130128
Scheduled Compliance Date:	20120111
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Evaluation Date:	20091209
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	FOCUSED COMPLIANCE INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20090422
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	COMPLIANCE SCHEDULE EVALUATION
Evaluation Responsible Person Identifier:	SCSLJ
Evaluation Responsible Sub-Organization:	A2
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20090324
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	SCBKK
Evaluation Responsible Sub-Organization:	A2
Actual Return to Compliance Date:	20090422
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20090324
Evaluation Responsible Agency:	EPA
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	ANEWM
Evaluation Responsible Sub-Organization:	ECB
Actual Return to Compliance Date:	20090422
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20090324
Evaluation Responsible Agency:	EPA
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	ANEWM

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Evaluation Responsible Sub-Organization:	ECB
Actual Return to Compliance Date:	20090422
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20090225
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	AOO
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20080505
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	AOO
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20060403
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	FOCUSED COMPLIANCE INSPECTION
Evaluation Responsible Person Identifier:	AOO
Evaluation Responsible Sub-Organization:	SWU
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20030122
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NO LONGER A SIGNIFICANT NON-COMPLIER
Evaluation Responsible Person Identifier:	TN094
Evaluation Responsible Sub-Organization:	00
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20030116
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	FOCUSED COMPLIANCE INSPECTION
Evaluation Responsible Person Identifier:	AOO
Evaluation Responsible Sub-Organization:	ECS
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20030103
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	TN466
Evaluation Responsible Sub-Organization:	04
Actual Return to Compliance Date:	20030103
Scheduled Compliance Date:	20030103
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20030103
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	SIGNIFICANT NON-COMPLIER
Evaluation Responsible Person Identifier:	TN094
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20000817
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	SW
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20000725
Evaluation Responsible Agency:	State

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	R4SMR
Evaluation Responsible Sub-Organization:	NV
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20000725
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	PR
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

Evaluation Date:	20000725
Evaluation Responsible Agency:	State
Found Violation:	No
Evaluation Type Description:	NON-FINANCIAL RECORD REVIEW
Evaluation Responsible Person Identifier:	R2KJT
Evaluation Responsible Sub-Organization:	WC
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

PADS:

Name:	A&D ENVIRONMENTAL SERVICES
Address:	1741 CALKS FERRY RD.
Address 2:	Not reported
City,State,Zip:	LEXINGTON, SC 29073
EDR ID:	1000875927
EPAID:	SCD987598331
Region:	04
Generator:	N
Storer:	N
Disposer:	N
Transporter:	Y
Smelter:	N
Research Facility:	N
Mailing Address:	1741 CALKS FERRY RD.
Mailing Address 2:	Not reported
Mailing City:	LEXINGTON
Mailing State:	SC
Mailing Zip:	29073

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Mailing Country:	US
Owner Name:	JONATHAN RABLEY
Certification Date:	07/25/2014
Contact Name:	ARTHUR CAMPBELL
Contact Title:	FLEET MANAGER
Contact Telephone:	803-821-6031
Contact Text:	Not reported
Contact Email:	Not reported

FINDS:
Registry ID: 110004942260

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The South Carolina Department of Health and Environmental Control (DHEC) Environmental Facility Information System (SC-EFIS) integrates information on environmental facilities, permits, violations, enforcement actions, and compliance activities needed to support regulatory requirements and target environmental quality improvements for the water, air, solid waste, and hazardous waste program areas.
The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000875927
Registry ID:	110004942260

DFR URL:

Name:	A & D ENVIRONMENTAL SERVICES
Address:	1741 Calks Ferry Rd
City,State,Zip:	LEXINGTON, SC 29073

PFAS ECHO:

Facility ID:	110004942260
Name:	A & D Environmental Services
Address:	1741 CALKS FERRY RD
City,State,Zip:	LEXINGTON, SC 29073
Latitude:	33.906468
Longitude:	-81.325604
Count:	1
County:	LEXINGTON
Status:	Active
Region:	04
Industry:	Waste Management

ECHO Facility Report:

Facility Percent Minority:	13.72
Facility Derived Tribes:	-
Facility Population:	227.57

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

EPA Programs:	RCRA
Federal Facility:	No
Federal Agency:	-
Facility FIPS Code:	45063
Facility Indian Country Flag:	N
Facility Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Facility Derived HUC:	03050110
Facility Derived WBD:	030501100101
Facility Derived CD113:	02
Facility Derived CB2010:	450630210092020
Facility Major Flag:	-
Facility Active Flag:	Y
Facility Inspection Count:	0
Facility Date Last Inspection:	3/24/2009
Facility Days Last Inspection:	5,933
Facility Informal Count:	0
Facility Date Last Informal Action:	12/8/2011
Facility Formal Action Count:	0
Facility Date Last Formal Action:	-
Facility Total Penalties:	0
Facility Penalty Count:	-
Facility Date Last Penalty:	-
Facility Last Penalty AMT:	0
Facility QTRS With NC:	0
Facility Programs With SNC:	0
Facility Compliance Status:	No Violation Identified
Facility SNC Flag:	N
AIR Flag:	N
NPDES Flag:	N
SDWIS Flag:	N
RCRA Flag:	Y
TRI Flag:	N
GHG Flag:	N
AIR IDS:	-
CAA Permit Types:	-
CAA NAICS:	-
CAA SICS:	-
NPDES IDS:	-
CWA Permit Types:	-
CWA NAICS:	-
CWA SICS:	-
RCRA IDS:	SCD987598331
RCRA Permit Types:	Transporter, VSQG
RCRA NAICS:	562112
SDWA IDS:	-
SDWA System Types:	-
SDWA Compliance Status:	-
SDWA SNC Flag:	N
TRI IDS:	-
TRI Releases Transfers:	-
TRI On Site Releases:	-
TRI Off Site Transfers:	-
TRI Reporter:	-
Facility IMP Water Flag:	-

E MANIFEST:

Manifest Tracking Number:	008157796JJK

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Last Updated Date:	20200630
Shipped Date:	20200617
Received Date:	20200617
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NCD121700777
Designated Facility Name:	Aerc Acquisition Corporation D/B/A Dart, A Clean Earth Company
Designated Facility Mail Street Number:	4132
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	POMPANO ROAD
Designated Facility Mail City:	CHARLOTTE
Designated Facility Mail Zip:	28216
Designated Facility Mail State:	NC
Designated Facility Location Street Number:	4132
Designated Facility Location Street 1:	POMPANO ROAD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	CHARLOTTE
Designated Facility Location Zip:	28216
Designated Facility Location State:	NC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157768JJK
Last Updated Date:	20200205
Shipped Date:	20200102
Received Date:	20200120
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	SCD987598331
Generator Name:	A & D Environmental Services (Sc), Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1741 CALKS FERRY RD
Generator Mail Street 2:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	OHD048415665
Designated Facility Name:	Ross Incineration Services Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	36790 GILES RD
Designated Facility Mail City:	GRAFTON
Designated Facility Mail Zip:	44044
Designated Facility Mail State:	OH
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	36790 GILES RD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	GRAFTON
Designated Facility Location Zip:	44044
Designated Facility Location State:	OH
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157775JJK
Last Updated Date:	20210622
Shipped Date:	20200403
Received Date:	20200507
Manifest Status:	Corrected
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services
Generator Location Street Number:	Not reported
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1741 Calks Ferry Rd
Generator Mail Street 2:	Not reported
Generator Mail City:	Lexington
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	A&D Environmental Services
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	008157794JJK
Last Updated Date:	20200630
Shipped Date:	20200617
Received Date:	20200617
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NCD121700777
Designated Facility Name:	Aerc Acquisition Corporation D/B/A Dart, A Clean Earth Company
Designated Facility Mail Street Number:	4132
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	POMPANO ROAD
Designated Facility Mail City:	CHARLOTTE
Designated Facility Mail Zip:	28216
Designated Facility Mail State:	NC
Designated Facility Location Street Number:	4132
Designated Facility Location Street 1:	POMPANO ROAD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	CHARLOTTE
Designated Facility Location Zip:	28216
Designated Facility Location State:	NC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	008157795JJK
Last Updated Date:	20200630
Shipped Date:	20200617
Received Date:	20200617
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NCD121700777
Designated Facility Name:	Aerc Acquisition Corporation D/B/A Dart, A Clean Earth Company
Designated Facility Mail Street Number:	4132
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	POMPANO ROAD
Designated Facility Mail City:	CHARLOTTE
Designated Facility Mail Zip:	28216
Designated Facility Mail State:	NC
Designated Facility Location Street Number:	4132
Designated Facility Location Street 1:	POMPANO ROAD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	CHARLOTTE
Designated Facility Location Zip:	28216
Designated Facility Location State:	NC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157798JJK
Last Updated Date:	20200701
Shipped Date:	20200617
Received Date:	20200617
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	SCD036275626
Designated Facility Name:	Giant Resource Recovery Sumter Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO BOX 1755
Designated Facility Mail City:	SUMTER
Designated Facility Mail Zip:	29151

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Designated Facility Mail State:	SC
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	755 INDUSTRIAL BLVD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	SUMTER
Designated Facility Location Zip:	29150-6705
Designated Facility Location State:	SC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157799JJK
Last Updated Date:	20200630
Shipped Date:	20200618
Received Date:	20200618
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	SCD036275626
Designated Facility Name:	Giant Resource Recovery Sumter Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO BOX 1755
Designated Facility Mail City:	SUMTER
Designated Facility Mail Zip:	29151
Designated Facility Mail State:	SC
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	755 INDUSTRIAL BLVD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	SUMTER
Designated Facility Location Zip:	29150-6705
Designated Facility Location State:	SC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157807JJK
Last Updated Date:	20200630
Shipped Date:	20200619
Received Date:	20200622
Manifest Status:	Signed
Submission Type:	DataImage5Copy

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NCD121700777
Designated Facility Name:	Aerc Acquisition Corporation D/B/A Dart, A Clean Earth Company
Designated Facility Mail Street Number:	4132
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	POMPANO ROAD
Designated Facility Mail City:	CHARLOTTE
Designated Facility Mail Zip:	28216
Designated Facility Mail State:	NC
Designated Facility Location Street Number:	4132
Designated Facility Location Street 1:	POMPANO ROAD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	CHARLOTTE
Designated Facility Location Zip:	28216
Designated Facility Location State:	NC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157808JJK
Last Updated Date:	20200729
Shipped Date:	20200624
Received Date:	20200716
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Web
Generator EPA ID:	SCD987598331
Generator Name:	A&D Environmental Services Sc Llc
Generator Location Street Number:	1741
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	1741
Generator Mail Street 1:	CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	SCD036275626

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Designated Facility Name:	Giant Resource Recovery Sumter Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO BOX 1755
Designated Facility Mail City:	SUMTER
Designated Facility Mail Zip:	29151
Designated Facility Mail State:	SC
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	755 INDUSTRIAL BLVD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	SUMTER
Designated Facility Location Zip:	29150-6705
Designated Facility Location State:	SC
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	008157809JJK
Last Updated Date:	20200724
Shipped Date:	20200626
Received Date:	20200710
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	SCD987598331
Generator Name:	A & D Environmental Services (Sc), Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1741 CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	OHD048415665
Designated Facility Name:	Ross Incineration Services Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	36790 GILES RD
Designated Facility Mail City:	GRAFTON
Designated Facility Mail Zip:	44044
Designated Facility Mail State:	OH
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	36790 GILES RD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	GRAFTON
Designated Facility Location Zip:	44044
Designated Facility Location State:	OH
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Manifest Tracking Number:	008157810JJK
Last Updated Date:	20200724
Shipped Date:	20200626
Received Date:	20200710
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	SCD987598331
Generator Name:	A & D Environmental Services (Sc), Llc
Generator Location Street Number:	Not reported
Generator Location Street 1:	1741 CALKS FERRY RD
Generator Location Street 2:	Not reported
Generator Location City:	LEXINGTON
Generator Location State:	SC
Generator Location Zip:	29073
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	1741 CALKS FERRY RD
Generator Mail Street 2:	Not reported
Generator Mail City:	LEXINGTON
Generator Mail Zip:	29073
Generator Mail State:	SC
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	OHD048415665
Designated Facility Name:	Ross Incineration Services Inc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	36790 GILES RD
Designated Facility Mail City:	GRAFTON
Designated Facility Mail Zip:	44044
Designated Facility Mail State:	OH
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	36790 GILES RD
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	GRAFTON
Designated Facility Location Zip:	44044
Designated Facility Location State:	OH
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Transporter:

Manifest Tracking Number:	008157812JJK
Transporter Line Number:	1
Transporter EPA ID:	SCD987598331
Transporter Name:	A&D Environmental Services (Sc) Llc
Manifest Tracking Number:	008157812JJK
Transporter Line Number:	2
Transporter EPA ID:	NCD986232221
Transporter Name:	A&D Environmental & Ind. Svcs
Manifest Tracking Number:	008157812JJK
Transporter Line Number:	3
Transporter EPA ID:	SCD987598331
Transporter Name:	A&D Environmental Services (Sc) Llc
Manifest Tracking Number:	008157812JJK

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Transporter Line Number: 4
Transporter EPA ID: MAD039322250
Transporter Name: Clean Harbors Environmental Services, Inc.

Manifest Tracking Number: 008157812JJK
Transporter Line Number: 5
Transporter EPA ID: MAD039322250
Transporter Name: Clean Harbors Environmental Services, Inc.

Waste Line:
Manifest Tracking Number: 008157812JJK
Waste Line Number: 1
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN3082
U.S. DOT Description: Un3082, Environmentally Hazardous Substances, Liquid, N.O.S., 9, Pg Iii
Non-Hazardous Waste Description: Not reported
Number of Containers: 1
Container Type Code: DM
Container Type Description: Metal drums, barrels, kegs
Waste Quantity: 15
Quantity Unit of Measure Code: G
Quantity Unit of Measure Description: Gallons
Waste Quantity, in Tons: 0.062552124
Acute Waste Quantity, in Tons: 0
Non-Acute Waste Quantity, in Tons: 0.062552124
Waste Quantity, in Kilograms: 56.736656
Acute Waste Quantity, in Kilograms: 0
Non-Acute Waste Quantity, in Kilorgrams: 56.736656
Management Method Code: H040
Management Method Description: INCINERATION
Waste Residue Indicator: N
Quantity Discrepancy Indicator: N
Waste Type Discrepancy Indicator: N
Waste Density: Not reported
Waste Density Unit of Measure Code: Not reported
Waste Density Unit of Measure Description: Not reported
Form Code: Not reported
Form Code Description: Not reported
Source Code: Not reported
Source Code Description: Not reported
Waste Minimization Code: Not reported
Waste Minimization Code Description: Not reported
Consent Number: Not reported
EPA Waste Indicator: N
Federal Waste Codes: Not reported
Quantity Haz Kg: 0
Quantity Haz Tons: 0
Quantity Non Haz Kg: 56.736656
Quantity Non Haz Tons: 0.062552124
State Waste Codes: Not reported

Manifest Tracking Number: 008157812JJK
Waste Line Number: 2
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN3264
U.S. DOT Description: Rq, Un3264, Waste Corrosive Liquid, Acidic, Inorganic, N.O.S., 8, Pg

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

	Ii (D002)
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	55
Quantity Unit of Measure Code:	G
Quantity Unit of Measure Description:	Gallons
Waste Quantity, in Tons:	0.2293578
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.2293578
Waste Quantity, in Kilograms:	208.03441
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	208.03441
Management Method Code:	H040
Management Method Description:	INCINERATION
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D002
Quantity Haz Kg:	208.03441
Quantity Haz Tons:	0.2293578
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	Not reported
Manifest Tracking Number:	008157812JJK
Waste Line Number:	3
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN3266
U.S. DOT Description:	Rq, Un3266, Waste Corrosive Liquid, Basic, Inorganic, N.O.S., 8, Pg Ii (D002)
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	55
Quantity Unit of Measure Code:	G
Quantity Unit of Measure Description:	Gallons
Waste Quantity, in Tons:	0.2293578
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.2293578
Waste Quantity, in Kilograms:	208.03441
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	208.03441
Management Method Code:	H040

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Management Method Description:	INCINERATION
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D002
Quantity Haz Kg:	208.03441
Quantity Haz Tons:	0.2293578
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	Not reported

Manifest Tracking Number:	008157812JJK
Waste Line Number:	4
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN1791
U.S. DOT Description:	Un1791, Waste Hypochlorite Solutions, 8, Pg Ii
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	5
Quantity Unit of Measure Code:	G
Quantity Unit of Measure Description:	Gallons
Waste Quantity, in Tons:	0.020850709
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.020850709
Waste Quantity, in Kilograms:	18.912218
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	18.912218
Management Method Code:	H040
Management Method Description:	INCINERATION
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Federal Waste Codes:	D002

A & D ENVIRONMENTAL SERVICES (Continued) **1000875927**

Quantity Haz Kg:	18.912218
Quantity Haz Tons:	0.020850709
Quantity Non Haz Kg:	0
Quantity Non Haz Tons:	0
State Waste Codes:	Not reported

Click this hyperlink while viewing on your computer to access
7 additional US EManifest: record(s) in the EDR Site Report.

A7 **A&D ENVIRONMENTAL SERVICES SC** **FINDS** **1023502530**
East **1741 CALKS FERRY RD** **N/A**
< 1/8 **LEXINGTON, SC 29073**
0.045 mi.
238 ft. **Site 4 of 5 in cluster A**

Relative:
Higher

Actual:
399 ft.

FINDS:
Registry ID: 110068854966

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
MN-TEMPO is the Minnesota Pollution Control Agency's (MPCA) permitting, compliance, and enforcement information management system, which facilitates the issuance of permits and manages compliance.

Click this hyperlink while viewing on your computer to access
additional FINDS: detail in the EDR Site Report.

A8 **A & D ENVIRONMENTAL SERVICES LLC** **WI MANIFEST** **S111157428**
East **1741 CALKS FERRY RD** **N/A**
< 1/8 **LEXINGTON, SC 29073**
0.045 mi.
238 ft. **Site 5 of 5 in cluster A**

Relative:
Higher

Actual:
399 ft.

WI MANIFEST:

Name:	A & D ENVIRONMENTAL SERVICES LLC
Address:	1741 CALKS FERRY RD
City,State,Zip:	LEXINGTON, SC 29073
Year:	2010
EPA ID:	SCD987598331
FID:	399070430
ACT Code:	290
ACT Status:	A
ACT Code 1:	290
ACT Name:	Hazardous Waste Transporter - Commercial
Contact Title:	HR MGR
Contact Name:	NIKKI BROOKS
Contact Address:	1741 CALKS FERRY RD
Contact City/State/Zip:	LEXINGTON, SC 29073
Contact Telephone:	8039579175
Contact EMail Address:	nbrooks@adenviro.com

Transport:

Year:	2010
Manifest Doc ID:	004510521JJK
Transporter EPA ID:	SCD987598331
Transport Order Num:	1

A & D ENVIRONMENTAL SERVICES LLC (Continued) **S111157428**

Transport Date: 07/30/2010

Waste:
Year: 2010
Manifest DOC ID: 004510521JJK
Waste Page No: 1
Waste Line No: 1
Waste Code: F007
Waste Amount: 492
Unit of Measure: P
Waste Lbs: 492

Year: 2010
Manifest Doc ID: 004510524JJK
Transporter EPA ID: SCD987598331
Transport Order Num: 1
Transport Date: 07/30/2010

Waste:
Year: 2010
Manifest DOC ID: 004510524JJK
Waste Page No: 1
Waste Line No: 1
Waste Code: F007
Waste Amount: 468
Unit of Measure: P
Waste Lbs: 468

Year: 2010
Manifest Doc ID: 004510525JJK
Transporter EPA ID: SCD987598331
Transport Order Num: 1
Transport Date: 12/02/2010

Waste:
Year: 2010
Manifest DOC ID: 004510525JJK
Waste Page No: 1
Waste Line No: 1
Waste Code: F007
Waste Amount: 1753
Unit of Measure: P
Waste Lbs: 1753

9
NNW
< 1/8
0.061 mi.
323 ft.

OAK HILL MHP **FINDS** **1007454343**
(PARK)3211 TWO NOTCH RD **N/A**
LEXINGTON, SC 29072

Relative:
Higher

Actual:
548 ft.

FINDS:
Registry ID: 110008571045

Click Here for FRS Facility Detail Report:

OAK HILL MHP (Continued) **1007454343**

Environmental Interest/Information System:
The South Carolina Department of Health and Environmental Control (DHEC) Environmental Facility Information System (SC-EFIS) integrates information on environmental facilities, permits, violations, enforcement actions, and compliance activities needed to support regulatory requirements and target environmental quality improvements for the water, air, solid waste, and hazardous waste program areas.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

B10
SSW
< 1/8
0.077 mi.
409 ft.

ECOFLO INC **ECHO** **1029142491**
1740 CALKS FERRY ROAD **N/A**
LEXINGTON, SC 29073

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
453 ft.

ECHO:
Envid: 1029142491
Registry ID: 110071502936

DFR URL:
Name: ECOFLO INC
Address: 1740 Calks Ferry Road
City,State,Zip: LEXINGTON, SC 29073

B11
SSW
< 1/8
0.077 mi.
409 ft.

ECOFLO INC **FINDS** **1028121650**
1740 CALKS FERRY ROAD **N/A**
LEXINGTON, SC 29073

Site 2 of 2 in cluster B

Relative:
Higher

Actual:
453 ft.

FINDS:
Registry ID: 110071502936

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The National Pollutant Discharge Elimination System (NPDES) module of the Integrated Compliance Information System (ICIS). Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

12
NNW
< 1/8
0.094 mi.
494 ft.

CALKS FERRY MHP
1469 CALKS FERRY
LEXINGTON, SC 29072

FINDS **1008009449**
N/A

Relative:
Higher

Actual:
551 ft.

FINDS:
Registry ID: 110002202839

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The South Carolina Department of Health and Environmental Control (DHEC) Environmental Facility Information System (SC-EFIS) integrates information on environmental facilities, permits, violations, enforcement actions, and compliance activities needed to support regulatory requirements and target environmental quality improvements for the water, air, solid waste, and hazardous waste program areas.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

C13
North
1/4-1/2
0.268 mi.
1416 ft.

JOINT MUNICIPAL WATER WORKS
3066 TWO NOTCH RD
LEXINGTON, SC

Site 1 of 3 in cluster C

UST FINDER **1028702445**
N/A

Relative:
Higher

Actual:
530 ft.

UST FINDER:

Object ID:	393569
Facility ID:	SC9841
Name:	JOINT MUNICIPAL WATER WORKS
Address:	3066 TWO NOTCH RD
City,State,Zip:	LEXINGTON, SC
Address Match Type:	Not reported
Open USTs:	0
Closed USTs:	1
TOS USTs:	0
Population 1500ft:	Not reported
Private Wells 1500ft:	7
Within 100yr Floodplain:	No
Land Use:	Not reported
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	No
WHPA PWS Facility ID:	Not reported
WHPA Water Type:	Not reported
WHPA Facility Type:	Not reported
WHPA HUC12:	Not reported
Facility Status:	Closed UST(s)
Date of Last Inspection:	Not reported
EPA Region:	4
Tribe:	Not reported
Coordinate Source:	State
X Coord:	-81.2946166999999
Y Coord:	33.9318847700001
Latitude:	33.93188477
Longitude:	-81.2946167

JOINT MUNICIPAL WATER WORKS (Continued) **1028702445**

UST FINDER:
Object ID: 1018642
Facility ID: SC9841
Tank ID: SC9841_1
Tank Status: Closed
Installation Date: Not reported
Removal Date: Not reported
Tank Capacity: 500
Substances: GN
Tank Wall Type: Not reported

C14 **JOINT MUNICIPAL WATER WORKS** **FINDS** **1007227262**
North **3066 TWO NOTCH RD** **N/A**
1/4-1/2 **LEXINGTON, SC 29072**
0.268 mi.
1416 ft. **Site 2 of 3 in cluster C**

Relative:
Higher

Actual:
530 ft.

FINDS:
Registry ID: 110016984147

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The South Carolina Department of Health and Environmental Control (DHEC) Environmental Facility Information System (SC-EFIS) integrates information on environmental facilities, permits, violations, enforcement actions, and compliance activities needed to support regulatory requirements and target environmental quality improvements for the water, air, solid waste, and hazardous waste program areas.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

C15 **JOINT MUNICIPAL WATER WORKS** **SC UST** **U003522837**
North **3066 TWO NOTCH RD** **N/A**
1/4-1/2 **LEXINGTON, SC 29072**
0.268 mi.
1416 ft. **Site 3 of 3 in cluster C**

Relative:
Higher

Actual:
530 ft.

UST:
Name: JOINT MUNICIPAL WATER WORKS
Address: 3066 TWO NOTCH RD
City: LEXINGTON
Facility ID: 09841
Permit: N 09841
Owner: LEXINGTON COUNTY
Owner Address: 212 S LAKE DR
Owner City, st, zip: LEXINGTON SC 29072-3410
Owner Phone: 803-785-8225

Tank ID: 1
Status: **Abandoned**
Capacity: 500
Product: Gasoline
Calcage: Not reported

16
NW
1/4-1/2
0.436 mi.
2304 ft.

MCCARTHA RESIDENCE
3323 TWO NOTCH RD.
LEXINGTON, SC 29072

SC ASBESTOS **S131449593**
N/A

Relative:
Higher

Actual:
570 ft.

ASBESTOS:

Name:	Mccartha Residence
Address:	3323 TWO NOTCH RD.
Address 2:	Not reported
City,State,Zip:	LEXINGTON, SC 29072
Permit No:	ASR-011724
Activity:	Expired
Bus Phone:	Not reported
Co Name:	Brand Construction Services
District:	Not reported
Permit Type:	NF NESHAP
Sub Type:	Not reported
Local Facility:	Not reported
Disposition:	Not reported
Description:	Not reported
Glove:	Not reported
Fri:	Not reported
Other:	Not reported
Program:	Air - Asbestos
Category:	AIR-Asbestos Removal
General Category:	NFNESHAP
Issue Date:	2023-09-06
Permitee:	Brand Construction Services
Permitee Address:	P.O. Box 489, Lugoff, SC, 29078, US
Permitee Phone:	8039604578
Permitee Email:	customerservice@brandconstruction.net
Comments:	Not reported
Compliance Name:	Kenneth H. Garcia
Agency:	Not reported

17
ENE
1/4-1/2
0.487 mi.
2573 ft.

CAROLINA DIELECTRICS INCORPORATED
1372 ROSCOE ROAD
LEXINGTON, SC 29073

FINDS **1016120554**
ECHO **N/A**

Relative:
Higher

Actual:
412 ft.

FINDS:
Registry ID: 110004938220

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The South Carolina Department of Health and Environmental Control (DHEC) Environmental Facility Information System (SC-EFIS) integrates information on environmental facilities, permits, violations, enforcement actions, and compliance activities needed to support regulatory requirements and target environmental quality improvements for the water, air, solid waste, and hazardous waste program areas. The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

CAROLINA DIELECTRICS INCORPORATED (Continued) **1016120554**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1016120554
Registry ID: 110004938220

DFR URL:
Name: CAROLINA DIELECTRICS INCORPORATED
Address: 1372 Roscoe Road
City,State,Zip: LEXINGTON, SC 29073

D18 **HANCOCK GROCERY** **UST FINDER** **1028692155**
NNE **2990 TWO NOTCH RD** **UST FINDER RELEASE** **N/A**
1/2-1 **LEXINGTON, SC 29072**
0.609 mi.
3217 ft. **Site 1 of 2 in cluster D**

Relative:
Higher

Actual:
501 ft.

UST FINDER:
Object ID: 393556
Facility ID: SC16327
Name: HANCOCK GROCERY
Address: 2990 TWO NOTCH RD
City,State,Zip: LEXINGTON, SC 29072
Address Match Type: Not reported
Open USTs: 0
Closed USTs: 1
TOS USTs: 0
Population 1500ft: Not reported
Private Wells 1500ft: 13
Within 100yr Floodplain: No
Land Use: Not reported
Within SPA: No
SPA PWS Facility ID: Not reported
SPA Water Type: Not reported
SPA Facility Type: Not reported
SPA HUC12: Not reported
Within WHPA: No
WHPA PWS Facility ID: Not reported
WHPA Water Type: Not reported
WHPA Facility Type: Not reported
WHPA HUC12: Not reported
Facility Status: Closed UST(s)
Date of Last Inspection: Not reported
EPA Region: 4
Tribe: Not reported
Coordinate Source: State
X Coord: -81.31970215
Y Coord: 33.9298706100001
Latitude: 33.92987061
Longitude: -81.31970215

UST FINDER:
Object ID: 988304
Facility ID: SC16327
Tank ID: SC16327_1
Tank Status: Closed
Installation Date: Not reported

HANCOCK GROCERY (Continued) **1028692155**

Removal Date:	Not reported
Tank Capacity:	500
Substances:	GN
Tank Wall Type:	Not reported

UST FINDER RELEASE:

Object ID:	19680
Facility ID:	SC16327
Lust ID:	SC16327_1
Name:	HANCOCK GROCERY
Address:	2990 TWO NOTCH RD
City,State,Zip:	LEXINGTON, SC 29072
Address Match Type:	Not reported
Reported Date:	1997/04/24 15:59:59+00
Status:	No Further Action
Substance:	PETRO
Population within 1500ft:	42
Domestic Wells within 1500ft:	13
Land Use:	Non-Developed
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	No
WHPA PWS Facility ID:	Not reported
WHPA Water Type:	Not reported
WHPA Facility Type:	Not reported
WHPA HUC12:	Not reported
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	4
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	State
X Coord:	-81.31970215
Y Coord:	33.9298706100001
Latitude:	33.92987061
Longitude:	-81.31970215

D19 **HANCOCK GROCERY** **SC LUST** **U002040651**
NNE **2990 TWO NOTCH RD** **SC UST** **N/A**
1/2-1 **LEXINGTON, SC 29072**
0.609 mi.
3217 ft. **Site 2 of 2 in cluster D**

Relative:
Higher

Actual:
501 ft.

LUST:

Name:	HANCOCK GROCERY
Address:	2990 TWO NOTCH RD
City,State,Zip:	LEXINGTON, SC 29072
Release Number:	1
Facility ID:	16327
Release Status Number:	5

HANCOCK GROCERY (Continued) **U002040651**

Substance:	PETRO
Tank Owner Company Name:	HANCOCK, LOUISE
Tank Owner Last Name:	HANCOCK
Tank Owner First name:	LOUISE
NFA Date:	08/21/2001
Tank Owner City:	LEXINGTON
Confirmed Date:	04/24/1997
Release Date:	04/24/1997
EID:	1790931
Local Facility District:	Columbia EQC Office
SCRBCA Class Number:	5A
Release Fin Type Code:	WT
Qualified:	N
Release Source:	UST
Local Fac Last Name:	HANCOCK GROCERY
Local Fac First Name:	Not reported
User Name:	MINERRS
Cleanup Initiated Date:	04/24/1997
Prefix:	N
Total Score:	Not reported

GW Flow:

Release Date:	04/24/1997
Cleanup Complete Date:	08/21/2001
Depth to Ground Water:	Not reported
Ground Water Flow Direction:	Not reported
Release Number:	1
Confirmed date:	04/24/1997
RP Name:	HANCOCK
RP Address:	2990 TWO NOTCH RD
RP City:	LEXINGTON
RP State:	SC
RP Zip:	29072
SCRBCA Class Code:	CLASS5A
Project Manager:	MINER, READ S
Release Fin Type Code:	WT

UST:

Name:	HANCOCK GROCERY
Address:	2990 TWO NOTCH RD
City:	LEXINGTON
Facility ID:	16327
Permit:	N 16327
Owner:	HANCOCK, LOUISE S
Owner Address:	2990 TWO NOTCH RD
Owner City, st, zip:	LEXINGTON SC 29072
Owner Phone:	Not reported
Tank ID:	1
Status:	**Abandoned**
Capacity:	500
Product:	Gasoline
Calcage:	25

Count: 2 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LEXINGTON	U004254358	U-15243 EXXON 4-6920	I-20 & HWY #6		SC LUST, SC UST
LEXINGTON	S111100381		HWY 378 AT I-20		SC CDL

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/05/2025
Date Data Arrived at EDR: 06/20/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 68

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/20/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/03/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 13

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 03/11/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 06/24/2025
Number of Days to Update: 83

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/29/2025
Next Scheduled EDR Contact: 11/17/2025
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 05/19/2025
Date Data Arrived at EDR: 05/20/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/15/2025
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 05/19/2025
Date Data Arrived at EDR: 05/20/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/15/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/10/2025
Date Data Arrived at EDR: 06/12/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 4

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

SHWS: Site Assessment Section Project List

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 03/04/2025
Date Data Arrived at EDR: 03/11/2025
Date Made Active in Reports: 05/28/2025
Number of Days to Update: 78

Source: Department of Environmental Services
Telephone: 803-898-0835
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Semi-Annually

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Permitted Landfills List

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 06/03/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 08/29/2025
Number of Days to Update: 86

Source: Department of Environmental Services
Telephone: 803-734-5165
Source: Department of Health and Environmental Control, GIS Section
Telephone: 803-896-4084
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Semi-Annually

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank List

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 04/17/2025
Date Data Arrived at EDR: 04/17/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 82

Source: Department of Environmental Services
Telephone: 803-898-4350
Last EDR Contact: 07/09/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Quarterly

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 04/08/2025
Date Data Arrived at EDR: 04/23/2025
Date Made Active in Reports: 04/24/2025
Number of Days to Update: 1

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

UST: Comprehensive Underground Storage Tanks
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 10/07/2024
Date Data Arrived at EDR: 10/09/2024
Date Made Active in Reports: 12/30/2024
Number of Days to Update: 82

Source: Department of Environmental Services
Telephone: 803-896-7957
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

AST: Aboveground Storage Tank List
Registered Aboveground Storage Tanks.

Date of Government Version: 03/25/2004
Date Data Arrived at EDR: 08/04/2004
Date Made Active in Reports: 09/23/2004
Number of Days to Update: 50

Source: Department of Environmental Services
Telephone: 803-898-4350
Last EDR Contact: 08/12/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: No Update Planned

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 11/08/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/15/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/07/2025
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 11/18/2024
Date Data Arrived at EDR: 01/16/2025
Date Made Active in Reports: 04/07/2025
Number of Days to Update: 81

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

GWT: GWT Management Tracking

Groundwater Tracking information. Active sites reflect the list of current open releases at ASTs but also pipelines, spills, heating oil tanks, or otherwise non-permitted petroleum releases. There is no way to separate them out in the database unfortunately. NFA does not reflect all sites closed.

Date of Government Version: 04/24/2025
Date Data Arrived at EDR: 04/25/2025
Date Made Active in Reports: 04/28/2025
Number of Days to Update: 3

Source: Department of Environmental Services
Telephone: 803-898-8137
Last EDR Contact: 07/22/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

RCR: Registry of Conditional Remedies

The Bureau of Land and Waste Management established this Registry to help monitor and maintain sites that have conditional remedies. A Conditional Remedy is an environmental remedy that includes certain qualifications. These qualifications are divided into two major categories: Remedies requiring Land Use Controls and Conditional No Further Actions.

Date of Government Version: 10/01/2024
Date Data Arrived at EDR: 12/04/2024
Date Made Active in Reports: 12/12/2024
Number of Days to Update: 8

Source: Department of Environmental Services
Telephone: 803-896-4000
Last EDR Contact: 09/18/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Varies

AUL: Land Use Controls

The term Land Use Controls or "LUCs" encompass institutional controls, such as those involved in real estate interests, governmental permitting, zoning, public advisories, deed notices, and other legal restrictions. The term also includes restrictions on access, whether achieved by means of engineered barriers (e.g., fence or concrete pad) or by human means (e.g., the presence of security guards). Additionally, the term includes both affirmative measures to achieve the desired restrictions (e.g., night lighting of an area) and prohibitive directives (e.g., restrictions on certain types of wells for the duration of the corrective action). Considered altogether, the LUCs for a facility will provide a tool for how the property should be used in order to maintain the level of protectiveness that one or more corrective actions were designed to achieve.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/02/2025
Date Made Active in Reports: 08/28/2025
Number of Days to Update: 87

Source: Department of Environmental Services
Telephone: 803-896-4049
Last EDR Contact: 09/03/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/09/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Varies

VCP: Voluntary Cleanup Sites

Sites participating in the Voluntary Cleanup Program. Once staff and a non-responsible party have agreed upon an approved scope of work for a site investigation and/or remediation, the party enters into a voluntary cleanup contract. Staff oversees the cleanup efforts to ensure that activities are performed to our satisfaction. Upon completion of the negotiated work in the voluntary cleanup contract, the non-responsible party receives State Superfund liability protection.

Date of Government Version: 03/11/2025
Date Data Arrived at EDR: 03/13/2025
Date Made Active in Reports: 03/25/2025
Number of Days to Update: 12

Source: Department of Environmental Services
Telephone: 803-896-4049
Last EDR Contact: 07/07/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Brownfields Sites Listing
The Brownfields component of the Voluntary Cleanup Program allows a non-responsible party to acquire a contaminated property with State Superfund liability protection for existing contamination by agreeing to perform an environmental assessment and/or remediation.

Date of Government Version: 03/11/2025
Date Data Arrived at EDR: 03/13/2025
Date Made Active in Reports: 05/28/2025
Number of Days to Update: 76
Source: Department of Environmental Services
Telephone: 803-896-4069
Last EDR Contact: 07/07/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/09/2024
Date Data Arrived at EDR: 09/11/2024
Date Made Active in Reports: 12/06/2024
Number of Days to Update: 86
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/04/2025
Next Scheduled EDR Contact: 12/22/2025
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: Solid Waste Recycling Facilities
A listing of recycling center locations.

Date of Government Version: 06/30/2019
Date Data Arrived at EDR: 03/13/2020
Date Made Active in Reports: 05/22/2020
Number of Days to Update: 70
Source: Department of Environmental Services
Telephone: 803-896-8985
Last EDR Contact: 09/10/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52
Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/15/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137
Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 11/13/2024
Date Made Active in Reports: 11/19/2024
Number of Days to Update: 6
Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 07/17/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 04/04/2025
Date Data Arrived at EDR: 06/02/2025
Date Made Active in Reports: 08/12/2025
Number of Days to Update: 71
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: No Update Planned

ALLSITES: Site Assessment & Remediation Public Record Database
The South Carolina Department of Health and Environmental Control is pleased to have the Public Record for your review. The purpose of this database is two-fold. First, it will provide to communities another form of notice of cleanup activity, allowing them to have more information about assessment and cleanup activities in their area and in the State. Second, it can assist those seeking to redevelop brownfield properties within South Carolina.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/02/2025
Date Made Active in Reports: 08/28/2025
Number of Days to Update: 87
Source: Department of Environmental Services
Telephone: 803-896-4000
Last EDR Contact: 09/03/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Quarterly

CDL: Clandestine Drug Lab Sites
A listing of clandestine drug lab site locations.

Date of Government Version: 01/24/2012
Date Data Arrived at EDR: 01/26/2012
Date Made Active in Reports: 02/24/2012
Number of Days to Update: 29
Source: Department of Environmental Services
Telephone: 803-896-4288
Last EDR Contact: 08/20/2025
Next Scheduled EDR Contact: 12/08/2025
Data Release Frequency: Varies

CDL 2: Clandestine Drug Lab Listing
A listing of clandestine drug lab site locations.

Date of Government Version: 05/15/2025
Date Data Arrived at EDR: 05/21/2025
Date Made Active in Reports: 08/13/2025
Number of Days to Update: 84
Source: South Carolina Law Enforcement Division
Telephone: 803-896-7136
Last EDR Contact: 08/12/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 04/04/2025
Date Data Arrived at EDR: 06/02/2025
Date Made Active in Reports: 08/12/2025
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Quarterly

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/11/2025
Date Data Arrived at EDR: 06/12/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 4

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

SPILLS: Spill List

Spills and releases of petroleum and hazardous chemicals reported to the Oil & Chemical Emergency Response division.

Date of Government Version: 12/09/2024
Date Data Arrived at EDR: 12/09/2024
Date Made Active in Reports: 12/27/2024
Number of Days to Update: 18

Source: Department of Environmental Services
Telephone: 803-898-4111
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Semi-Annually

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 10/25/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 03/26/2001
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 12

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 07/23/2025
Date Data Arrived at EDR: 07/23/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 6

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 07/23/2025
Next Scheduled EDR Contact: 11/24/2025
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/07/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/07/2025
Next Scheduled EDR Contact: 11/17/2025
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/03/2025
Date Made Active in Reports: 06/16/2025
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/24/2025
Next Scheduled EDR Contact: 11/10/2025
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 07/31/2025
Next Scheduled EDR Contact: 11/10/2025
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/11/2025
Next Scheduled EDR Contact: 12/22/2025
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/11/2025
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 7

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/11/2025
Next Scheduled EDR Contact: 11/24/2025
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 04/14/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 84

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/14/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/29/2025
Date Data Arrived at EDR: 08/04/2025
Date Made Active in Reports: 08/12/2025
Number of Days to Update: 8

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 12/08/2025
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/05/2025
Date Data Arrived at EDR: 04/11/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/09/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 28
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 11/10/2025
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 10/02/2024
Date Made Active in Reports: 01/10/2025
Number of Days to Update: 100
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/02/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 05/07/2025
Date Data Arrived at EDR: 05/07/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 27
Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 07/08/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 10/16/2024
Date Made Active in Reports: 01/14/2025
Number of Days to Update: 90
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 08/28/2025
Next Scheduled EDR Contact: 12/08/2025
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/08/2025
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 07/31/2025
Next Scheduled EDR Contact: 11/10/2025
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 09/17/2025
Next Scheduled EDR Contact: 01/05/2026
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 04/22/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 86

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/17/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2025
Date Data Arrived at EDR: 05/02/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 76

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/19/2025
Date Made Active in Reports: 03/07/2025
Number of Days to Update: 16

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/28/2025
Next Scheduled EDR Contact: 11/10/2025
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 05/15/2025
Date Data Arrived at EDR: 05/15/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 75

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/11/2025
Next Scheduled EDR Contact: 11/24/2025
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 06/26/2025
Date Data Arrived at EDR: 07/01/2025
Date Made Active in Reports: 07/17/2025
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/01/2025
Date Data Arrived at EDR: 05/20/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 70

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/18/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 04/01/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 06/24/2025
Number of Days to Update: 83

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 04/08/2025
Date Data Arrived at EDR: 05/20/2025
Date Made Active in Reports: 08/12/2025
Number of Days to Update: 84

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 06/04/2024
Date Data Arrived at EDR: 11/22/2024
Date Made Active in Reports: 02/18/2025
Number of Days to Update: 88

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 05/28/2025
Date Data Arrived at EDR: 05/28/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 6

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/09/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/22/2025
Date Data Arrived at EDR: 05/05/2025
Date Made Active in Reports: 05/21/2025
Number of Days to Update: 16

Source: EPA
Telephone: (404) 562-9900
Last EDR Contact: 08/21/2025
Next Scheduled EDR Contact: 12/08/2025
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 02/14/2025
Date Data Arrived at EDR: 03/11/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 84
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/02/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/12/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/22/2025
Date Data Arrived at EDR: 06/25/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 63
Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/25/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/07/2025
Date Data Arrived at EDR: 05/13/2025
Date Made Active in Reports: 07/29/2025
Number of Days to Update: 77
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/07/2025
Next Scheduled EDR Contact: 11/24/2025
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information
EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62
Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information
Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62
Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 03/23/2025
Date Data Arrived at EDR: 04/02/2025
Date Made Active in Reports: 05/05/2025
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 07/16/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/15/2024
Date Data Arrived at EDR: 03/06/2025
Date Made Active in Reports: 06/03/2025
Number of Days to Update: 89

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 09/02/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/26/2025
Date Made Active in Reports: 08/27/2025
Number of Days to Update: 62

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 04/13/2025
Date Data Arrived at EDR: 04/15/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 07/10/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 08/13/2025
Next Scheduled EDR Contact: 11/17/2025
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 08/13/2025
Next Scheduled EDR Contact: 11/17/2025
Data Release Frequency: Varies

E MANIFEST: Hazardous Waste Electronic Manifest System

EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 06/02/2025
Date Data Arrived at EDR: 06/04/2025
Date Made Active in Reports: 08/13/2025
Number of Days to Update: 70

Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 09/16/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Varies

PFAS ASWP: Ambient Surface Water Project PFAS Information Listing

As part of DHEC’s strategy of determining the fate and transport of PFAS chemicals in South Carolina, samples of several aquatic species, including freshwater fish, oysters and blue crabs, were collected.

Date of Government Version: 09/19/2024
Date Data Arrived at EDR: 09/20/2024
Date Made Active in Reports: 10/15/2024
Number of Days to Update: 25

Source: Department of Health & Environmental Control
Telephone: 803-898-3546
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

PFAS DWS: Surface Water PFAS Information Listing

Sampling and analyses for community water systems where drinking water is supplied by surface waters have been completed by BOW staff.

Date of Government Version: 09/19/2024
Date Data Arrived at EDR: 09/20/2024
Date Made Active in Reports: 10/15/2024
Number of Days to Update: 25

Source: Department of Health & Environmental Control
Telephone: 803-898-3546
Last EDR Contact: 06/26/2025
Next Scheduled EDR Contact: 10/06/2025
Data Release Frequency: Quarterly

AIRS: Permiited Airs Facility Listing

A listing of permitted airs facilities.

Date of Government Version: 05/19/2025
Date Data Arrived at EDR: 05/20/2025
Date Made Active in Reports: 08/13/2025
Number of Days to Update: 85

Source: Department of Environmental Services
Telephone: 803-898-4279
Last EDR Contact: 08/18/2025
Next Scheduled EDR Contact: 12/01/2025
Data Release Frequency: Varies

ASBESTOS: Asbestos Notification Listing

Asbestos abatement & demolition project list

Date of Government Version: 04/17/2025
Date Data Arrived at EDR: 04/17/2025
Date Made Active in Reports: 07/08/2025
Number of Days to Update: 82

Source: Department of Environmental Services
Telephone: 803-898-3882
Last EDR Contact: 07/09/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH: Coal Ash Disposal Sites
A listing of sites with coal ash ponds.

Date of Government Version: 03/20/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/25/2018
Number of Days to Update: 34

Source: Department of Environmental Services
Telephone: 803-898-3964
Last EDR Contact: 09/04/2025
Next Scheduled EDR Contact: 12/22/2025
Data Release Frequency: Varies

DRYCLEANERS: Drycleaner Database
The Drycleaning Facility Restoration Trust Fund database is used to access, prioritze and cleanup contaminated registered drycleaning sites.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/18/2023
Number of Days to Update: 82

Source: Department of Environmental Services
Telephone: 803-898-3882
Last EDR Contact: 07/24/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Annually

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial assurance information for aolid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 01/06/2025
Date Data Arrived at EDR: 01/08/2025
Date Made Active in Reports: 03/25/2025
Number of Days to Update: 76

Source: Department of Environmental Services
Telephone: 803-896-4067
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Semi-Annually

FIN ASSURANCE 2: Financial Assurance Information Listing
Hazardous waste financial assurance information.

Date of Government Version: 06/23/2025
Date Data Arrived at EDR: 06/23/2025
Date Made Active in Reports: 09/18/2025
Number of Days to Update: 87

Source: Department of Environmental Services
Telephone: 803-898-3880
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Varies

FIN ASSURANCE 3: Financial Assurance Information Listing
UST financial assurance information.

Date of Government Version: 10/07/2024
Date Data Arrived at EDR: 10/09/2024
Date Made Active in Reports: 12/30/2024
Number of Days to Update: 82

Source: Department of Environmental Services
Telephone: 803-898-3880
Last EDR Contact: 06/24/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Varies

GWCI: Groundwater Contamination Inventory
An inventory of all groundwater contamination cases in the state.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 11/06/2008
Date Made Active in Reports: 11/19/2008
Number of Days to Update: 13

Source: Department of Environmental Services
Telephone: 803-898-3798
Last EDR Contact: 09/10/2025
Next Scheduled EDR Contact: 12/29/2025
Data Release Frequency: Annually

SC MANIFEST: Hazardous Waste Manifest Data
A generator who transports, or offers for transportation, hazardous waste for off-site treatment, storage or disposal must prepare a hazardous waste manifest to accompany such shipment.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 02/03/2022
Date Made Active in Reports: 05/02/2022
Number of Days to Update: 88

Source: Department of Environmental Services
Telephone: 803-898-3796
Last EDR Contact: 07/22/2025
Next Scheduled EDR Contact: 11/10/2024
Data Release Frequency: Annually

NPDES: Waste Water Treatment Facilities Listing
A listing of waste water treatment facility locations.

Date of Government Version: 01/26/2025
Date Data Arrived at EDR: 04/17/2025
Date Made Active in Reports: 04/23/2025
Number of Days to Update: 6

Source: Department of Environmental Services
Telephone: 803-898-4300
Last EDR Contact: 07/09/2025
Next Scheduled EDR Contact: 10/27/2025
Data Release Frequency: Varies

UIC: Underground Injection Wells Listing
A listing of underground injection wells locations.

Date of Government Version: 03/05/2025
Date Data Arrived at EDR: 03/07/2025
Date Made Active in Reports: 03/25/2025
Number of Days to Update: 18

Source: Department of Environmental Services
Telephone: 803-898-3799
Last EDR Contact: 07/16/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Semi-Annually

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Health and Environmental Control in South Carolina.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/03/2014
Number of Days to Update: 186

Source: Department of Environmental Services
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Health and Environmental Control in South Carolina.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/15/2014
Number of Days to Update: 198

Source: Department of Environmental Services
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Health and Environmental Control in South Carolina.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/03/2014
Number of Days to Update: 186

Source: Department of Environmental Services
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/04/2025
Date Data Arrived at EDR: 05/06/2025
Date Made Active in Reports: 07/21/2025
Number of Days to Update: 76

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 07/31/2025
Next Scheduled EDR Contact: 11/17/2025
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 06/23/2025
Next Scheduled EDR Contact: 10/13/2025
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/17/2025
Next Scheduled EDR Contact: 11/03/2025
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/01/2025
Next Scheduled EDR Contact: 10/20/2025
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/06/2025
Next Scheduled EDR Contact: 11/24/2025
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 08/27/2025
Next Scheduled EDR Contact: 12/15/2025
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

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GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Day Care List
Source: Department of Social Services
Telephone: 803-898-7345

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Natural Resources
Telephone: 803-734-9494

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

I-20 AT CALKS FERRY INTERCHANGE PROPOSED NEW INTER
I-20/CALKS FERRY ROAD
GILBERT, SC 29054

TARGET PROPERTY COORDINATES

Latitude (North):	33.911772 - 33° 54' 42.38''
Longitude (West):	81.326101 - 81° 19' 33.96''
Universal Tranverse Mercator:	Zone 17
UTM X (Meters):	469853.4
UTM Y (Meters):	3752227.2
Elevation:	389 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	15655094 BARR LAKE, SC
Version Date:	2020
South Map:	15655160 PELION WEST, SC
Version Date:	2020
Southwest Map:	15655180 STEEDMAN, SC
Version Date:	2020
West Map:	15655110 GILBERT, SC
Version Date:	2020

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

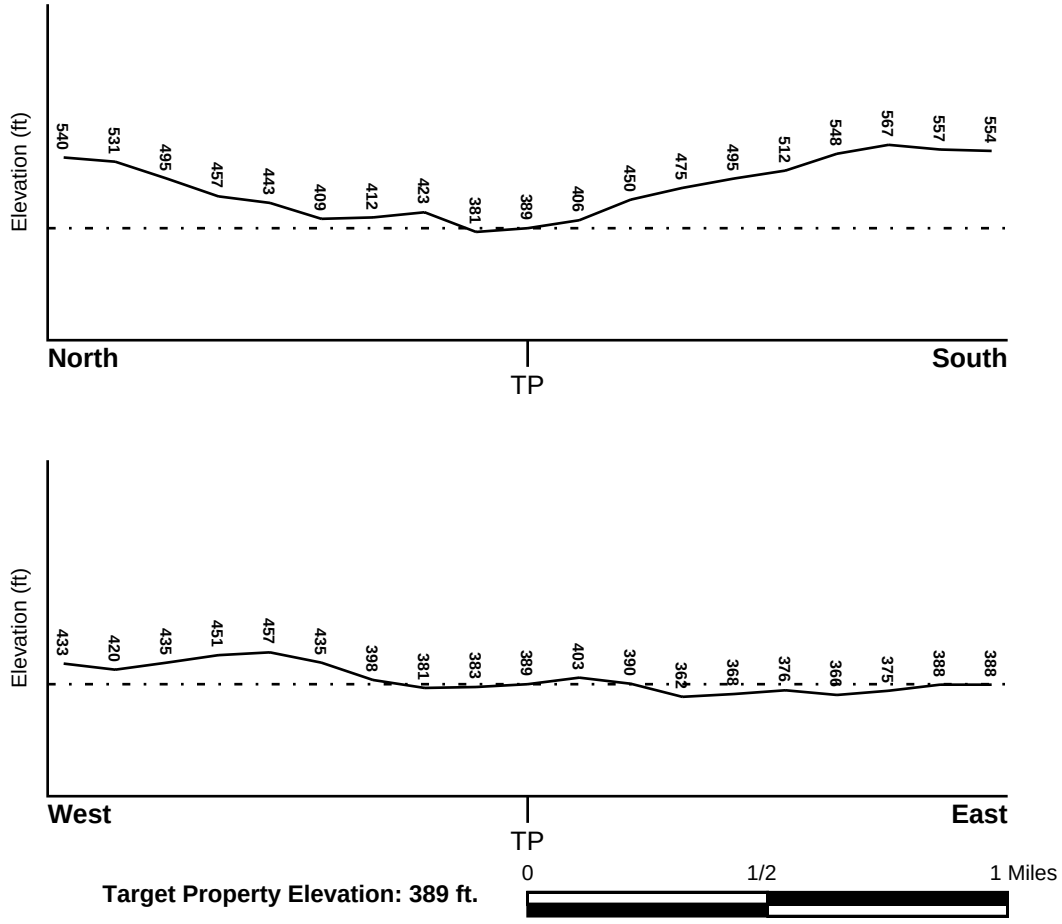
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
45063C0237G	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
45063C0241G	FEMA FIRM Flood data
45063C0243G	FEMA FIRM Flood data
45063C0239G	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
BARR LAKE	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

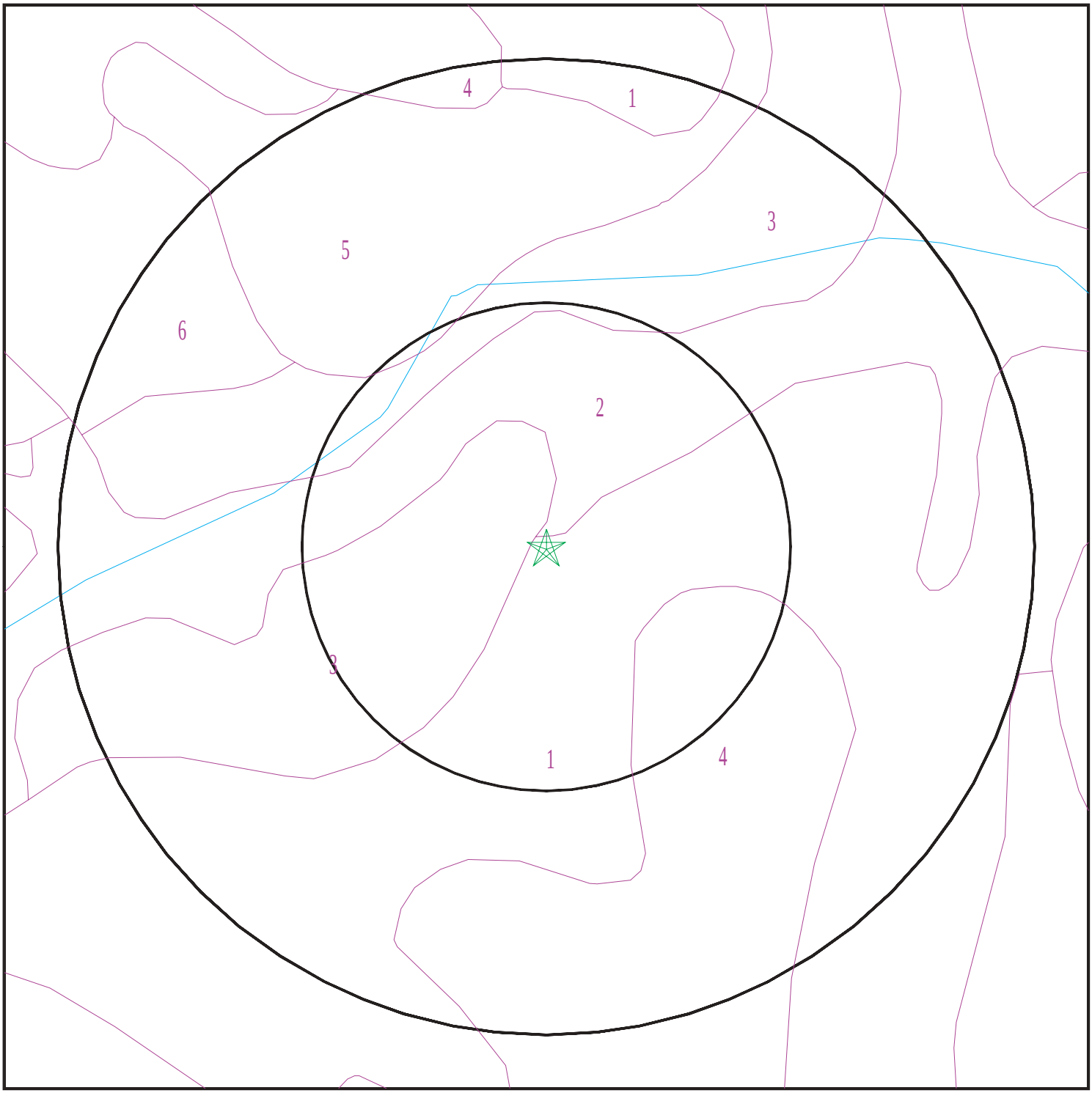
Era:	Mesozoic
System:	Cretaceous
Series:	Woodbine and Tuscaloosa Groups
Code:	uK1 *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 8117509.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	I-20 At Calks Ferry Interchange Proposed New Inter	CLIENT:	Mead & Hunt
ADDRESS:	I-20/Calks Ferry Road Gilbert SC 29054	CONTACT:	Veronica Miller
LAT/LONG:	33.911772 / 81.326101	INQUIRY #:	8117509.2s
		DATE:	September 23, 2025 1:04 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Lakeland

Soil Surface Texture: sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 141 Min: 42	Max: 6.5 Min: 3.6
2	3 inches	90 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 141 Min: 42	Max: 6.5 Min: 3.6

Soil Map ID: 2

Soil Component Name: Johnston

Soil Surface Texture: mucky sandy loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Very poorly drained

Hydric Status: All hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	12 inches	35 inches	mucky sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
2	0 inches	12 inches	mucky loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
3	35 inches	70 inches	stratified loamy sand to sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6

Soil Map ID: 3

Soil Component Name: Wahee

Soil Surface Texture: loamy sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 15 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	5 inches	11 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
2	0 inches	5 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
3	11 inches	14 inches	sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
4	14 inches	57 inches	clay	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
5	57 inches	74 inches	stratified sandy loam to sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6

Soil Map ID: 4

Soil Component Name: Lakeland

Soil Surface Texture: sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	3 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 141 Min: 42	Max: 6.5 Min: 3.6
2	3 inches	90 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 141 Min: 42	Max: 6.5 Min: 3.6

Soil Map ID: 5

Soil Component Name: Vaucluse

Soil Surface Texture: sand

Hydrologic Group: Class C - Slow infiltration rates. Soils with layers impeding downward movement of water, or soils with moderately fine or fine textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
2	5 inches	9 inches	sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
3	9 inches	24 inches	sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
4	24 inches	59 inches	sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
5	59 inches	74 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 4	Max: 6 Min: 3.6

Soil Map ID: 6

Soil Component Name: Blaney

Soil Surface Texture: sand

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	3 inches	9 inches	sand	Not reported	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
2	50 inches	64 inches	sandy loam	Not reported	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
3	37 inches	50 inches	sandy clay loam	Not reported	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
4	0 inches	3 inches	sand	Not reported	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6
5	9 inches	37 inches	sandy clay loam	Not reported	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 42 Min: 4	Max: 6 Min: 3.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

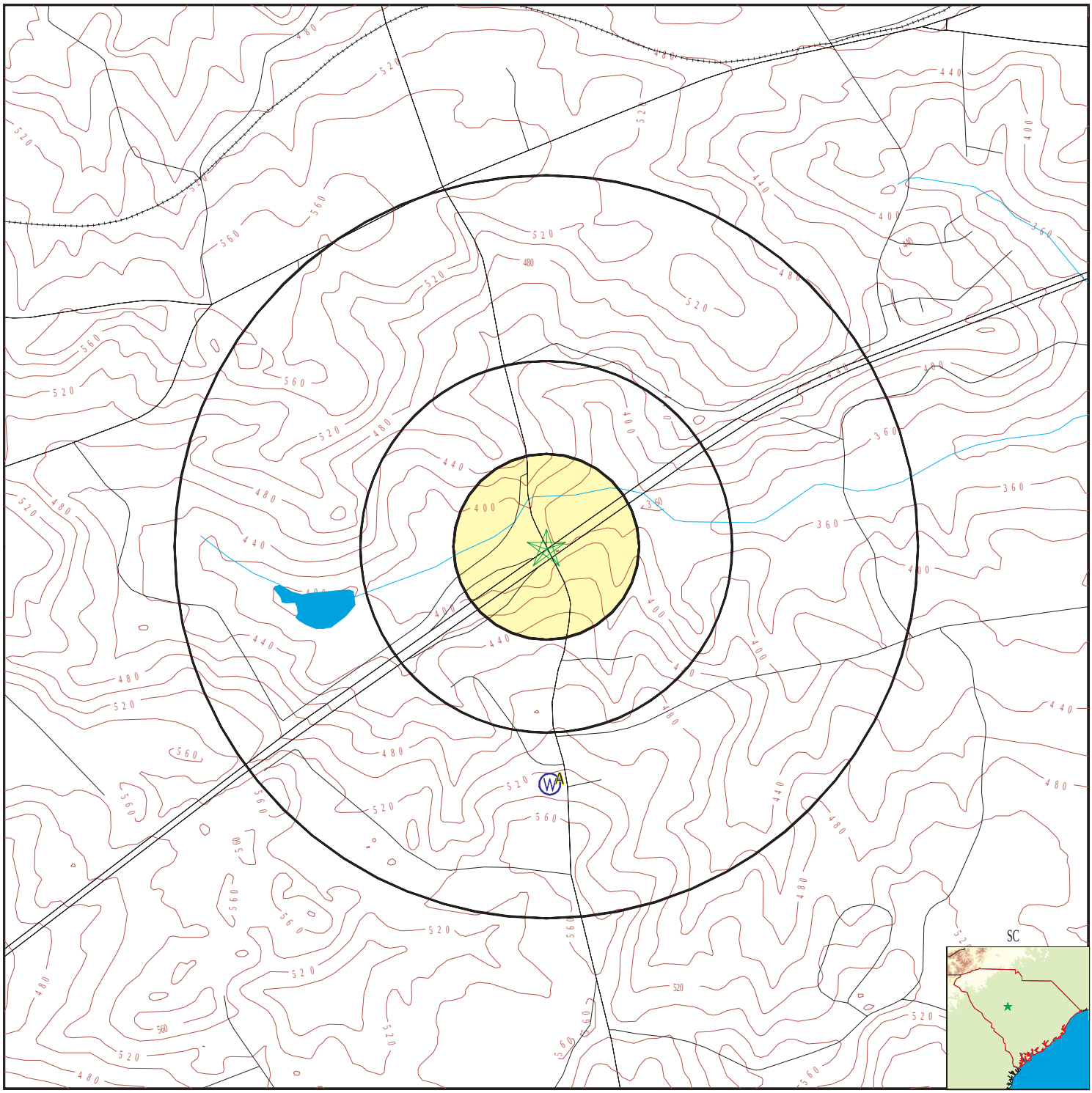
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	SCWC70000011657	1/2 - 1 Mile South
A2	SCWC70000011658	1/2 - 1 Mile South

PHYSICAL SETTING SOURCE MAP - 8117509.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location

SITE NAME:	I-20 At Calks Ferry Interchange Proposed New Inter	CLIENT:	Mead & Hunt
ADDRESS:	I-20/Calks Ferry Road Gilbert SC 29054	CONTACT:	Veronica Miller
LAT/LONG:	33.911772 / 81.326101	INQUIRY #:	8117509.2s
		DATE:	September 23, 2025 1:03 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
South
1/2 - 1 Mile
Higher

SC WELLS **SCWC70000011657**

WELLS:

Well #:	LEX-1482	Elevation (ft):	521
Well Use:	Domestic	Well Depth(ft):	83
Completion Depth (ft):	83	Top Casing Diameter (in):	4
Bottom Casing Diameter (in):	Not Reported	Open Hole Casing Depth (ft):	Not Reported
Top Screen Depth (ft):	63	Bottom Screen Depth (ft):	83
Year Completed:	2001	Yield (g/m):	25
Year Yield Measured:	2001	Geographical Logs:	Not Reported
Driller Logs:	0	Pump Test Data:	0
Chemical Analysis:	Not Reported	Static Water Level (ft):	60
Year SWL Measured:	2001	Driller Name:	AAA Well Drilling
Comments:	Not Reported		

A2
South
1/2 - 1 Mile
Higher

SC WELLS **SCWC70000011658**

WELLS:

Well #:	LEX-1483	Elevation (ft):	526
Well Use:	Domestic	Well Depth(ft):	104
Completion Depth (ft):	104	Top Casing Diameter (in):	4
Bottom Casing Diameter (in):	Not Reported	Open Hole Casing Depth (ft):	Not Reported
Top Screen Depth (ft):	84	Bottom Screen Depth (ft):	104
Year Completed:	2001	Yield (g/m):	12
Year Yield Measured:	2001	Geographical Logs:	Not Reported
Driller Logs:	0	Pump Test Data:	0
Chemical Analysis:	Not Reported	Static Water Level (ft):	95
Year SWL Measured:	2001	Driller Name:	Sharpe Well Drilling
Comments:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: SC Radon

Radon Test Results

Zipcode	Average	Num Tests	Minimum	Maximum	% > 4 pCi/L
29054	0.9	35	0.3	5.2	2.9

Federal EPA Radon Zone for LEXINGTON County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 29054

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.900 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Department of Natural Resources
Telephone: 803-734-9494

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

South Carolina Water Well Database
Source: Department of Natural Resources
Telephone: 803-734-6440
Water wells in the Coastal Plain counties of South Carolina.

Water Well Database
Source: Department of Natural Resources
Telephone: 864-654-1671
A listing of water wells in the Piedmont (upstate) counties.

OTHER STATE DATABASE INFORMATION

RADON

State Database: SC Radon
Source: Department of Health & Environmental Control
Telephone: 864-241-1090
Radon Test Results by Zip Code

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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APPENDIX F

Historic Records

I-20 At Calks Ferry Interchange Proposed New Inter

I-20/Calks Ferry Road

Gilbert, SC 29054

Inquiry Number: 8117509.8

September 23, 2025

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

09/23/25

Site Name:

I-20 At Calks Ferry Interchange
I-20/Calks Ferry Road
Gilbert, SC 29054
EDR Inquiry # 8117509.8

Client Name:

Mead & Hunt
878 South Lake Dr
Lexington, SC 29072
Contact: Veronica Miller

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2023	1"=1125'	Flight Year: 2023	USDA/NAIP
2019	1"=1125'	Flight Year: 2019	USDA/NAIP
2015	1"=1125'	Flight Year: 2015	USDA/NAIP
2011	1"=1125'	Flight Year: 2011	USDA/NAIP
2006	1"=1125'	Flight Year: 2006	USDA/NAIP
1994	1"=1125'	Acquisition Date: January 18, 1994	USGS/DOQQ
1981	1"=1125'	Flight Date: February 05, 1981	USDA
1974	1"=1125'	Flight Date: May 13, 1974	USGS
1964	1"=1125'	Flight Date: September 02, 1964	USGS
1961	1"=1125'	Flight Date: October 01, 1961	USGS
1951	1"=1125'	Flight Date: May 16, 1951	USDA
1943	1"=1125'	Flight Date: May 02, 1943	USDA
1938	1"=1125'	Flight Date: November 30, 1938	USDA

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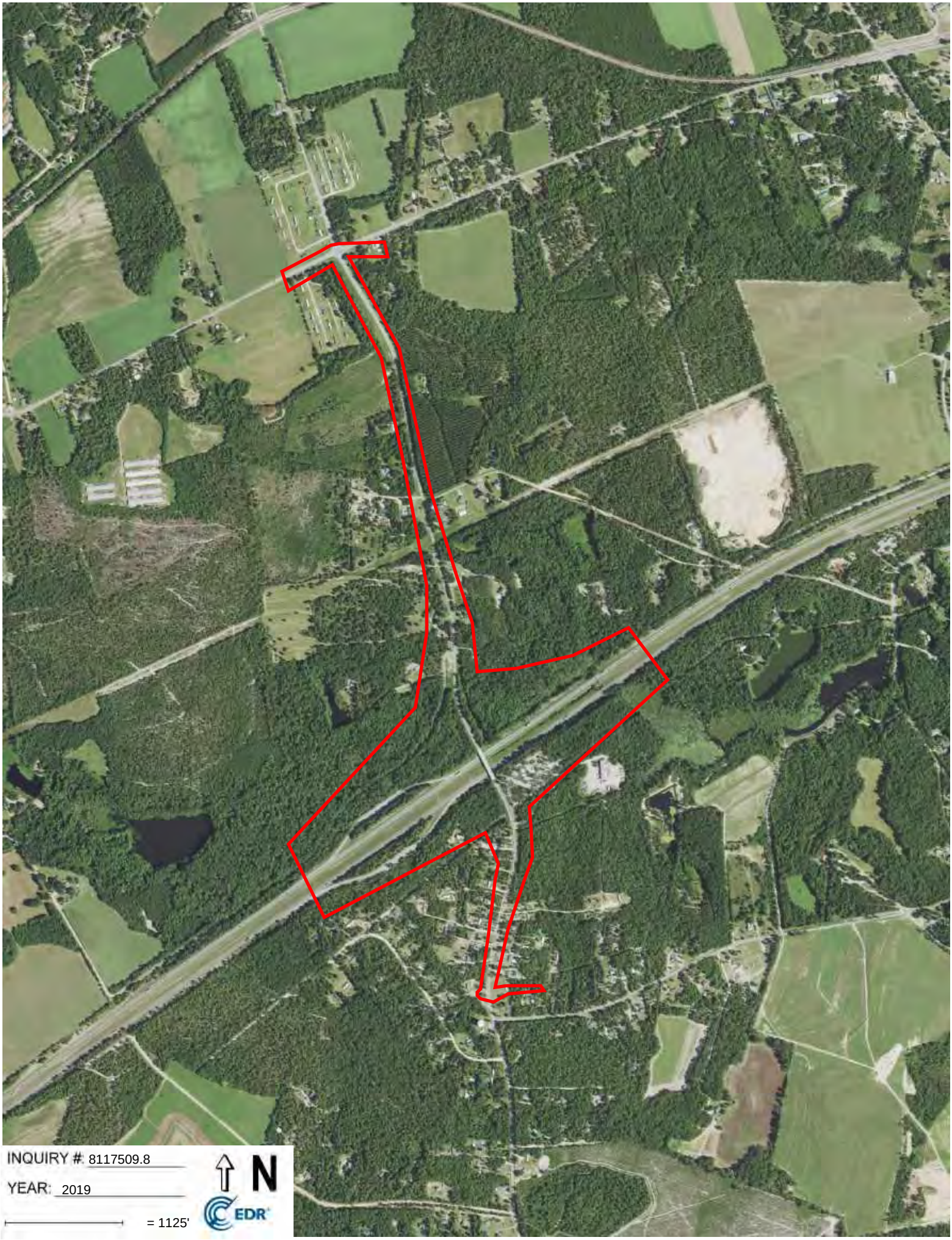
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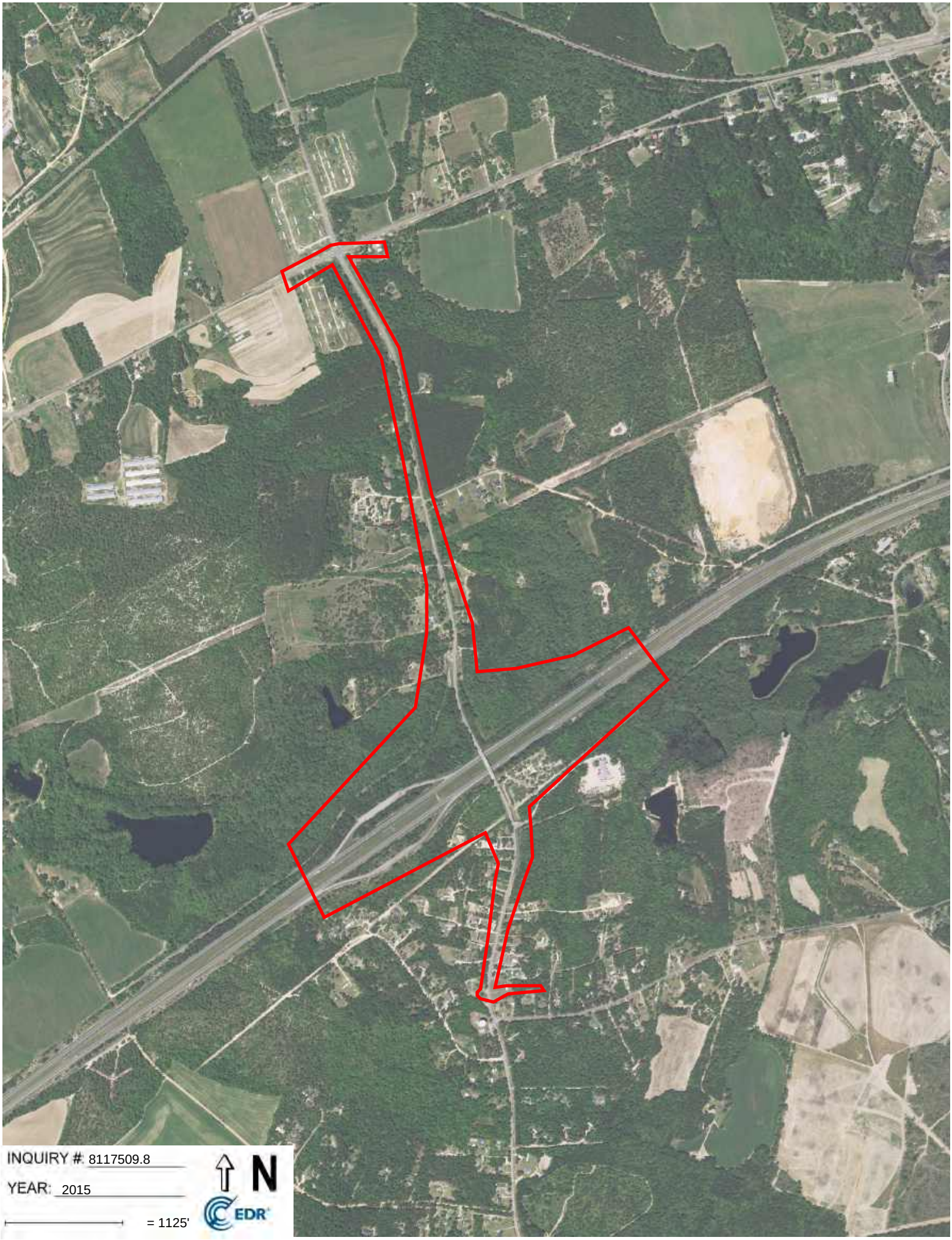
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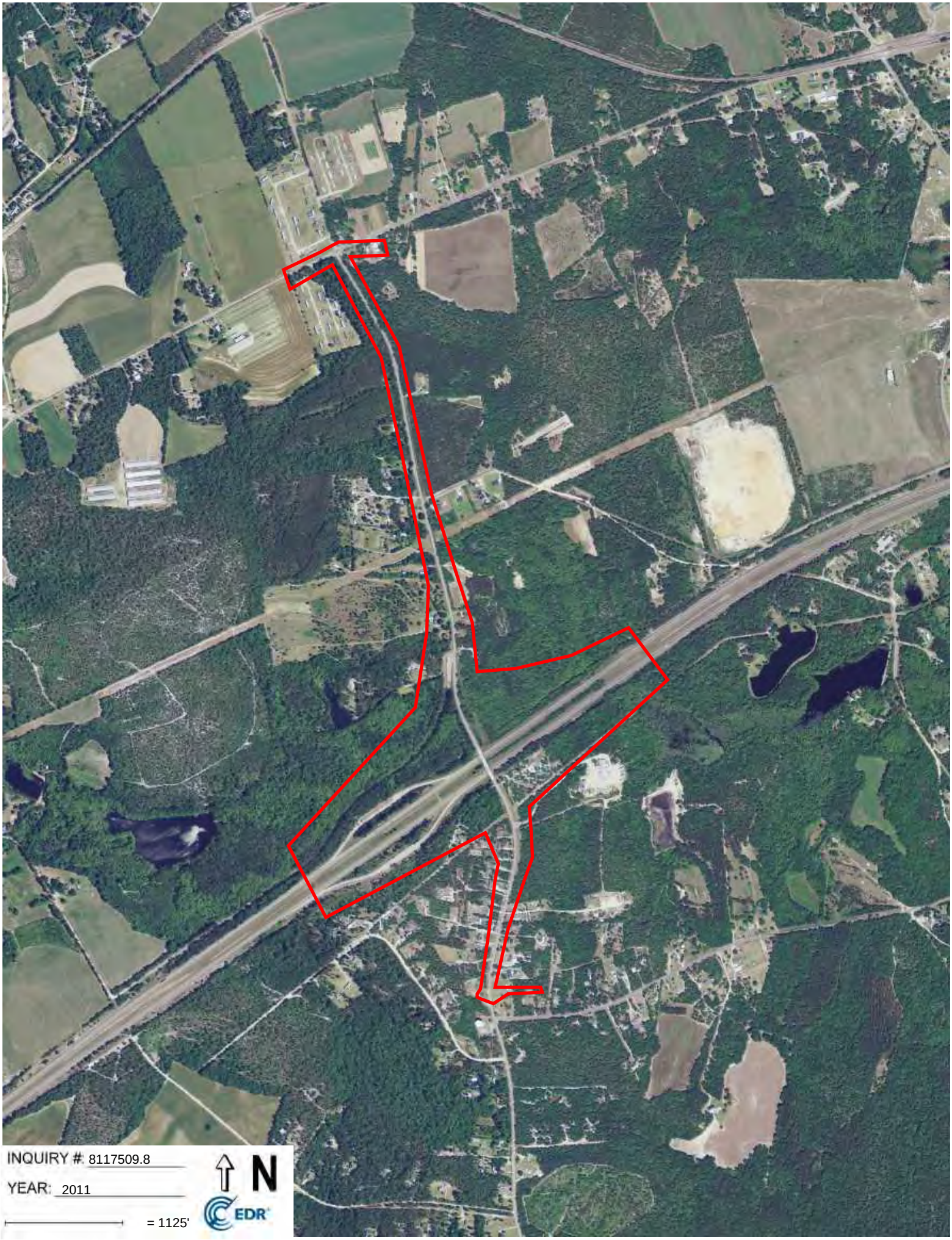
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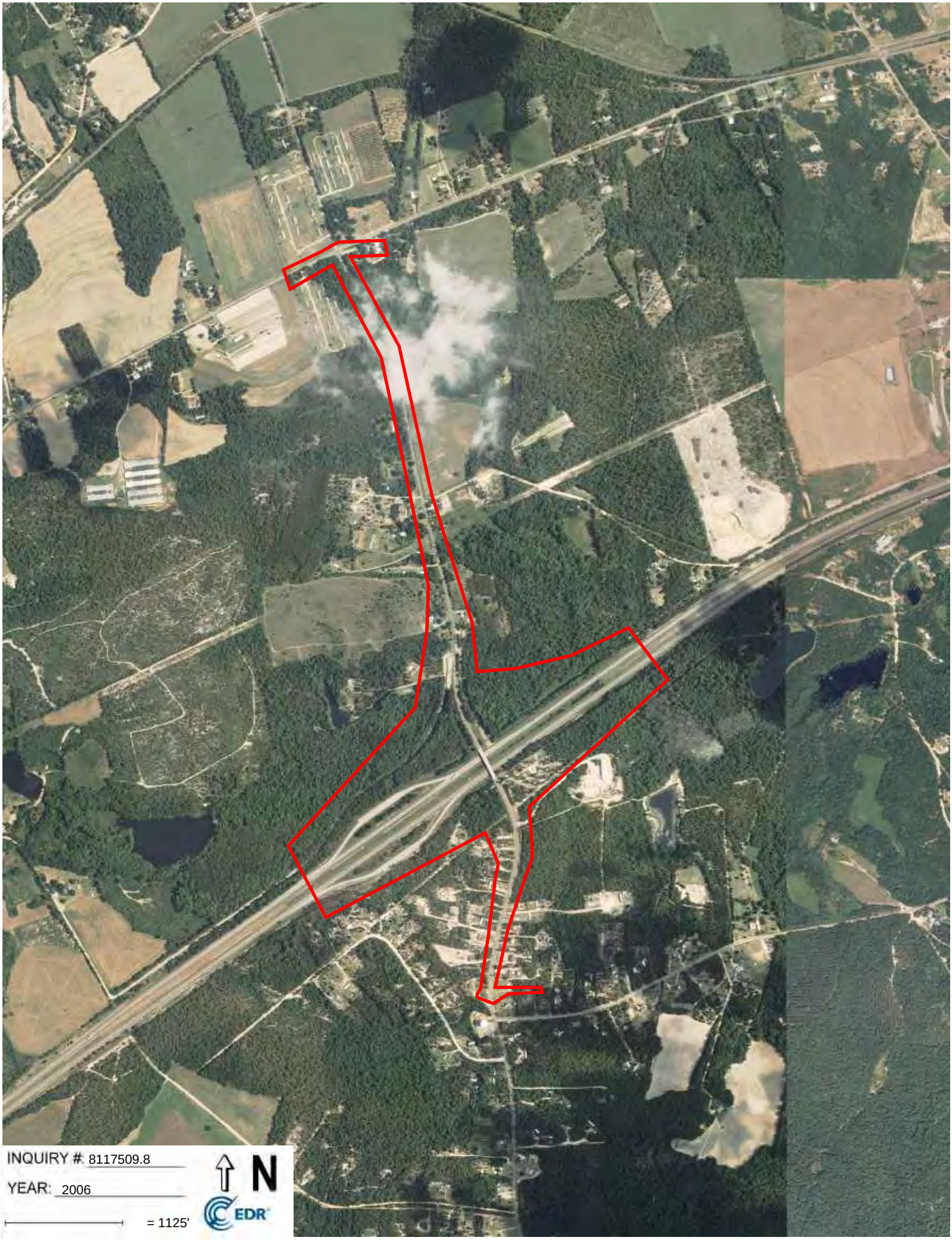
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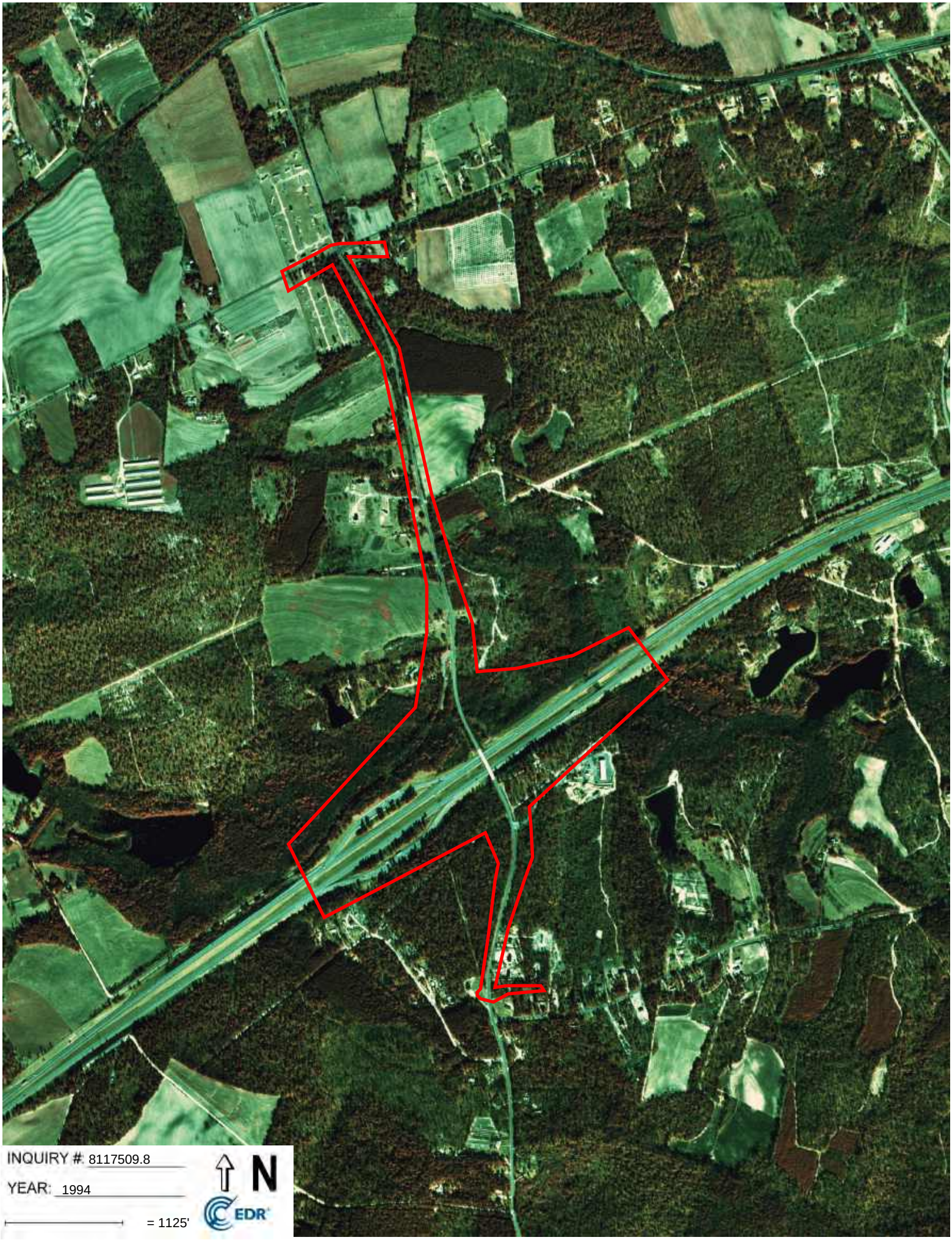

INQUIRY #: 8117509.8
YEAR: 2023
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 2019
= 1125'
N
EDR

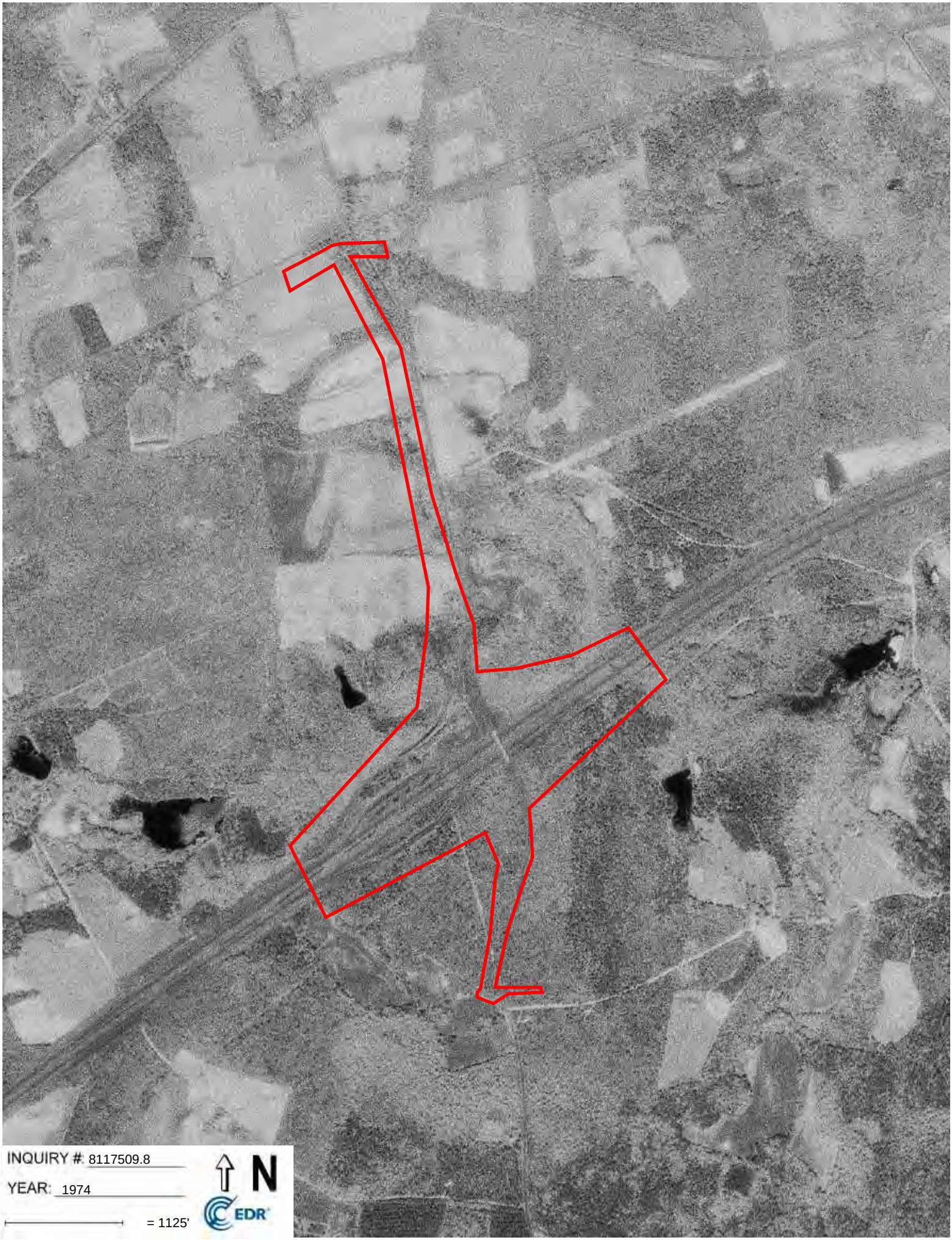

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YEAR: 2015
= 1125'
N
EDR

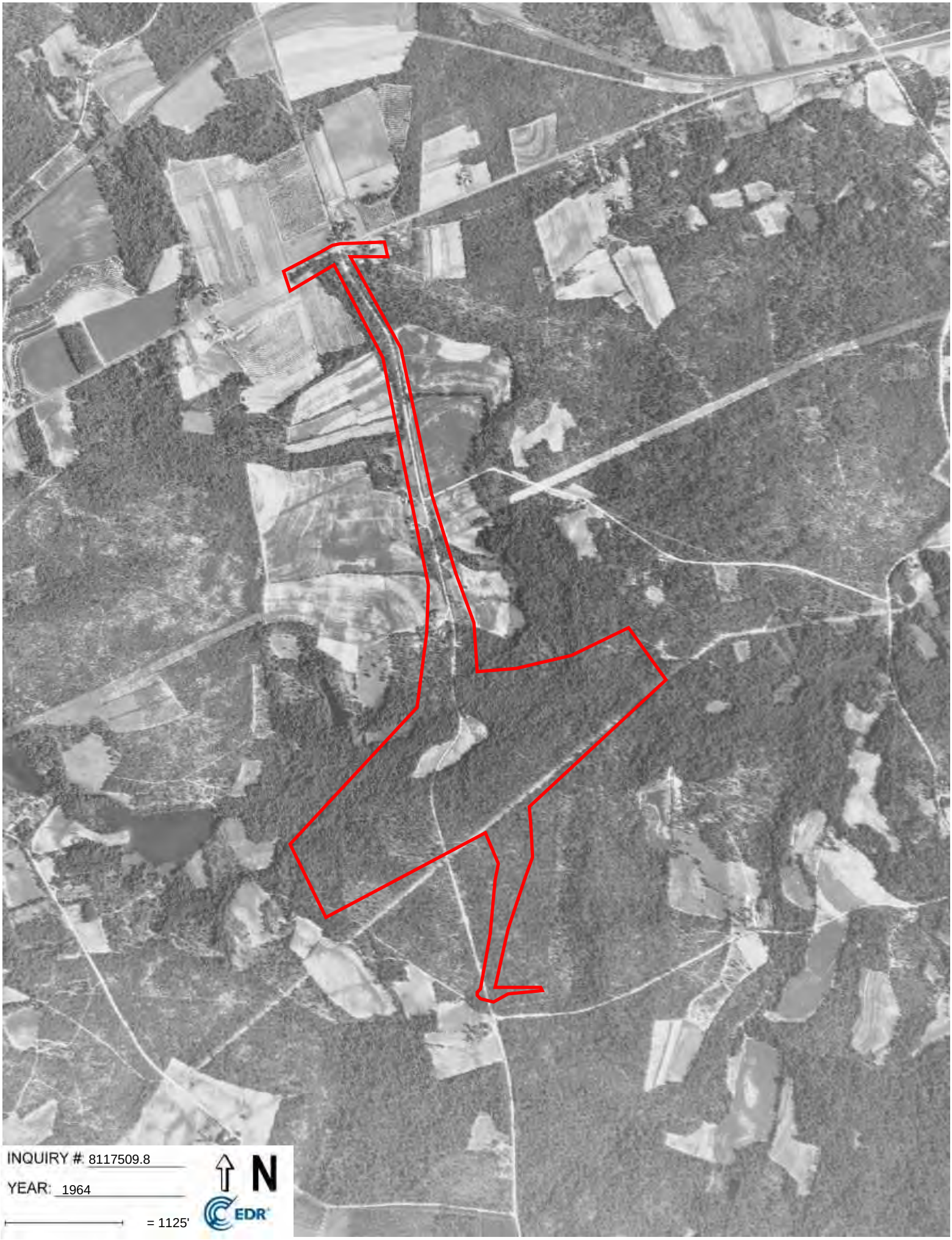

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YEAR: 2011
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 2006
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 1994
= 1125'
N
EDR

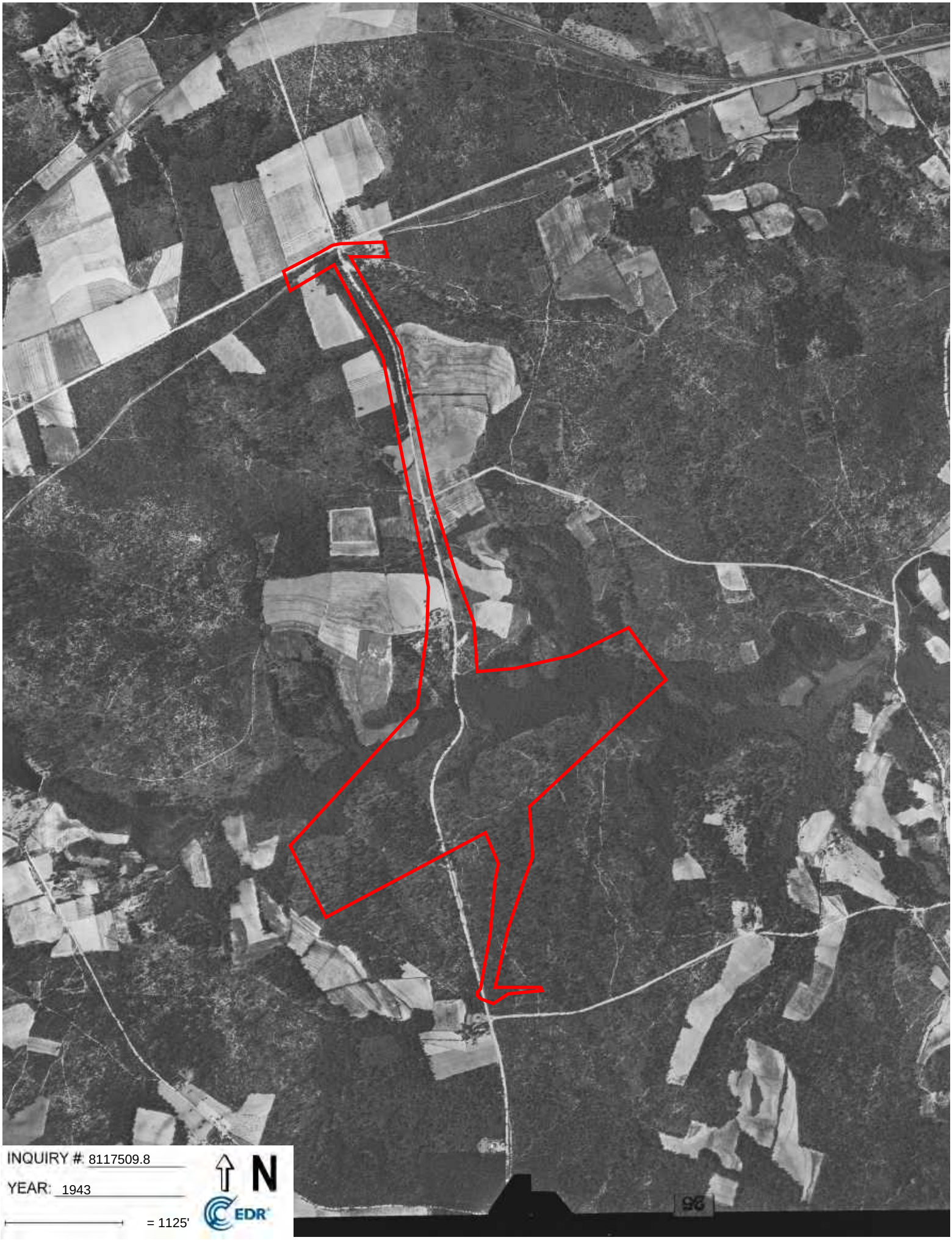

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YEAR: 1981
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N
EDR

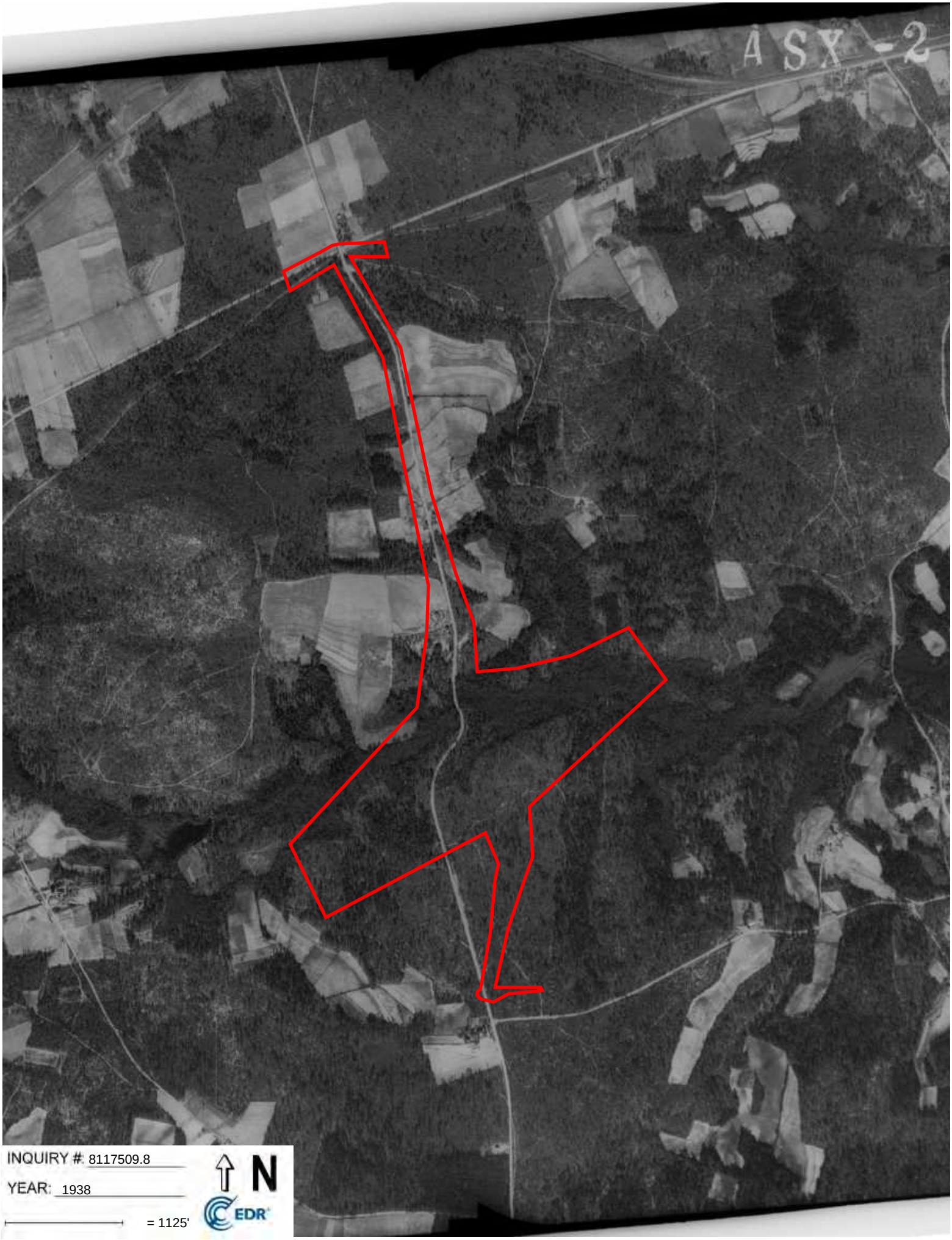

INQUIRY #: 8117509.8
YEAR: 1974
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 1964
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 1961
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 1951
= 1125'
N
EDR


INQUIRY #: 8117509.8
YEAR: 1943
= 1125'
N
EDR


ASX-2
INQUIRY #: 8117509.8
YEAR: 1938
= 1125'
N
EDR

I-20 At Calks Ferry Interchange Proposed New Inter

I-20/Calks Ferry Road

Gilbert, SC 29054

Inquiry Number: 8117509.4

September 23, 2025

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

09/23/25

Site Name:	Client Name:
I-20 At Calks Ferry Interchange	Mead & Hunt
I-20/Calks Ferry Road	878 South Lake Dr
Gilbert, SC 29054	Lexington, SC 29072
EDR Inquiry # 8117509.4	Contact: Veronica Miller

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Mead & Hunt were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:		*Coordinates:*	
P.O.#	NA	**Latitude:**	33.911772 33° 54' 42" North
Project:	I-20 at Calks Ferry Interchang	**Longitude:**	-81.326101 -81° 19' 34" West
		UTM Zone:	Zone 17 North
		UTM X Meters:	469854.12
		UTM Y Meters:	3752421.37
		Elevation:	389.75' above sea level

Maps Provided:

2020
2017
2014
1986
1944
1943

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2020 Source Sheets



Barr Lake
2020
7.5-minute, 24000

2017 Source Sheets



Barr Lake
2017
7.5-minute, 24000

2014 Source Sheets



Barr Lake
2014
7.5-minute, 24000

1986 Source Sheets



Barr Lake
1986
7.5-minute, 24000
Aerial Photo Revised 1981

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1944 Source Sheets



Gilbert
1944
15-minute, 62500
Aerial Photo Revised 1943

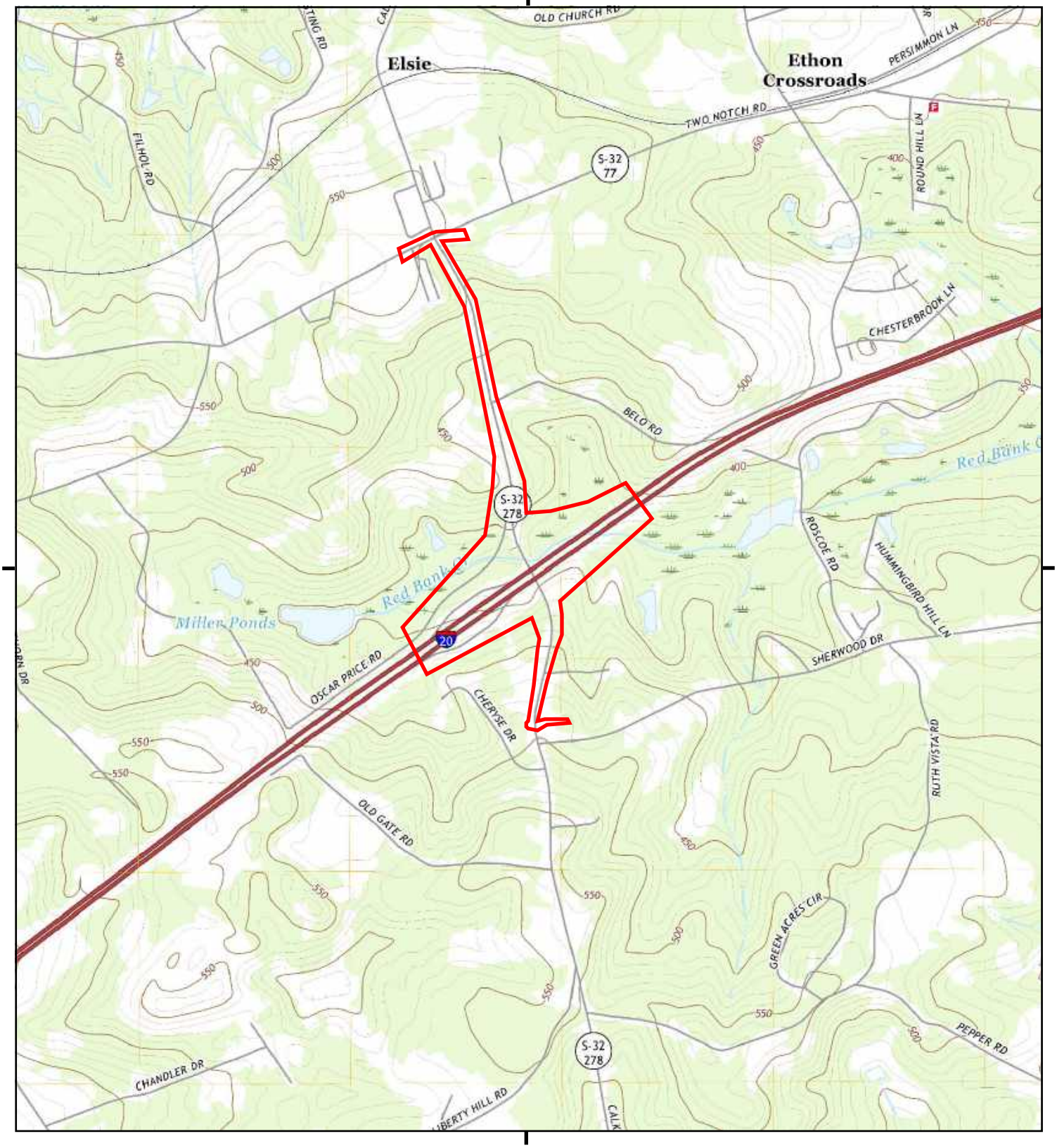
1943 Source Sheets



GILBERT
1943
15-minute, 50000

Historical Topo Map

2020



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

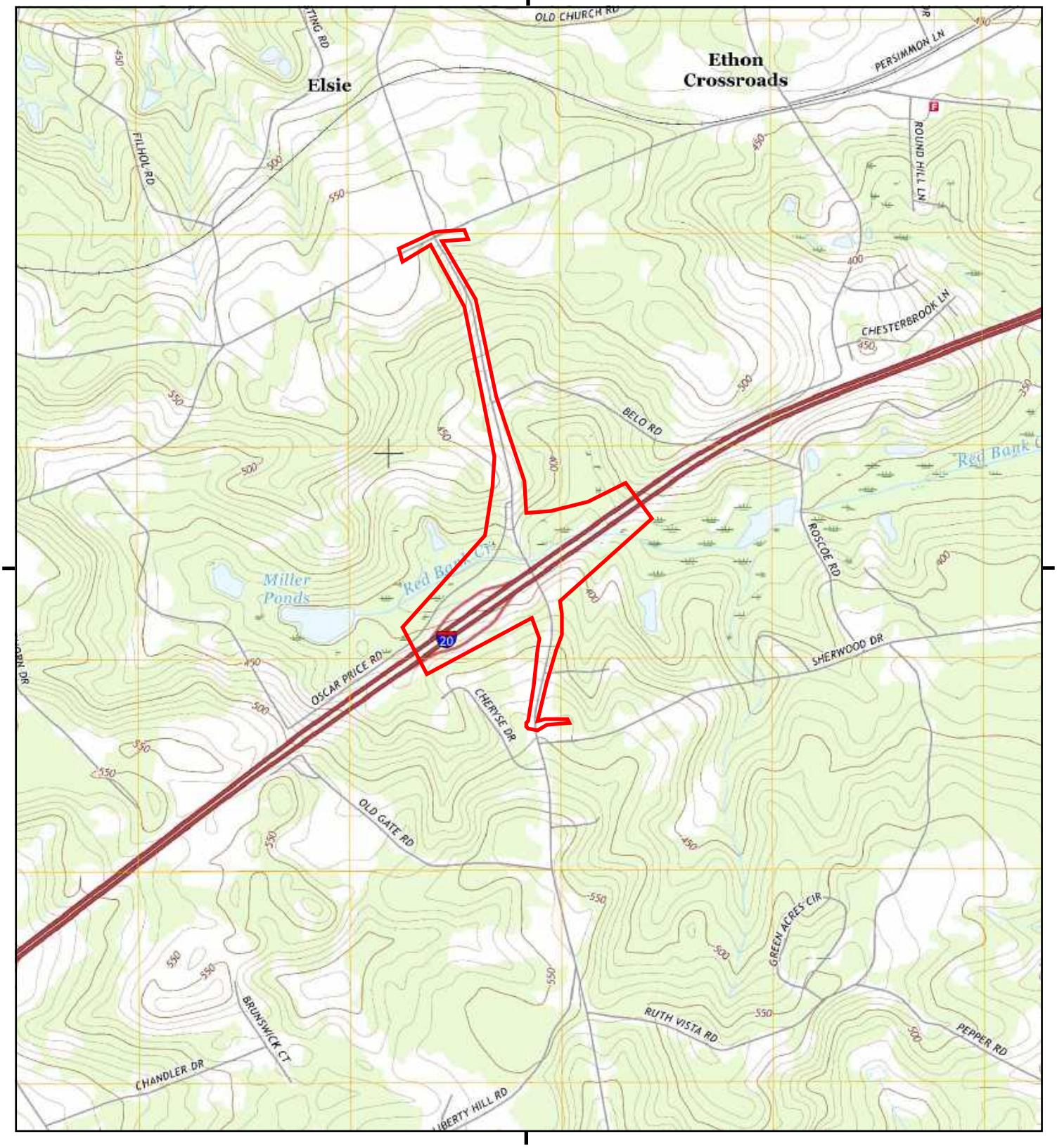
TP, Barr Lake, 2020, 7.5-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N

Historical Topo Map

2017



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

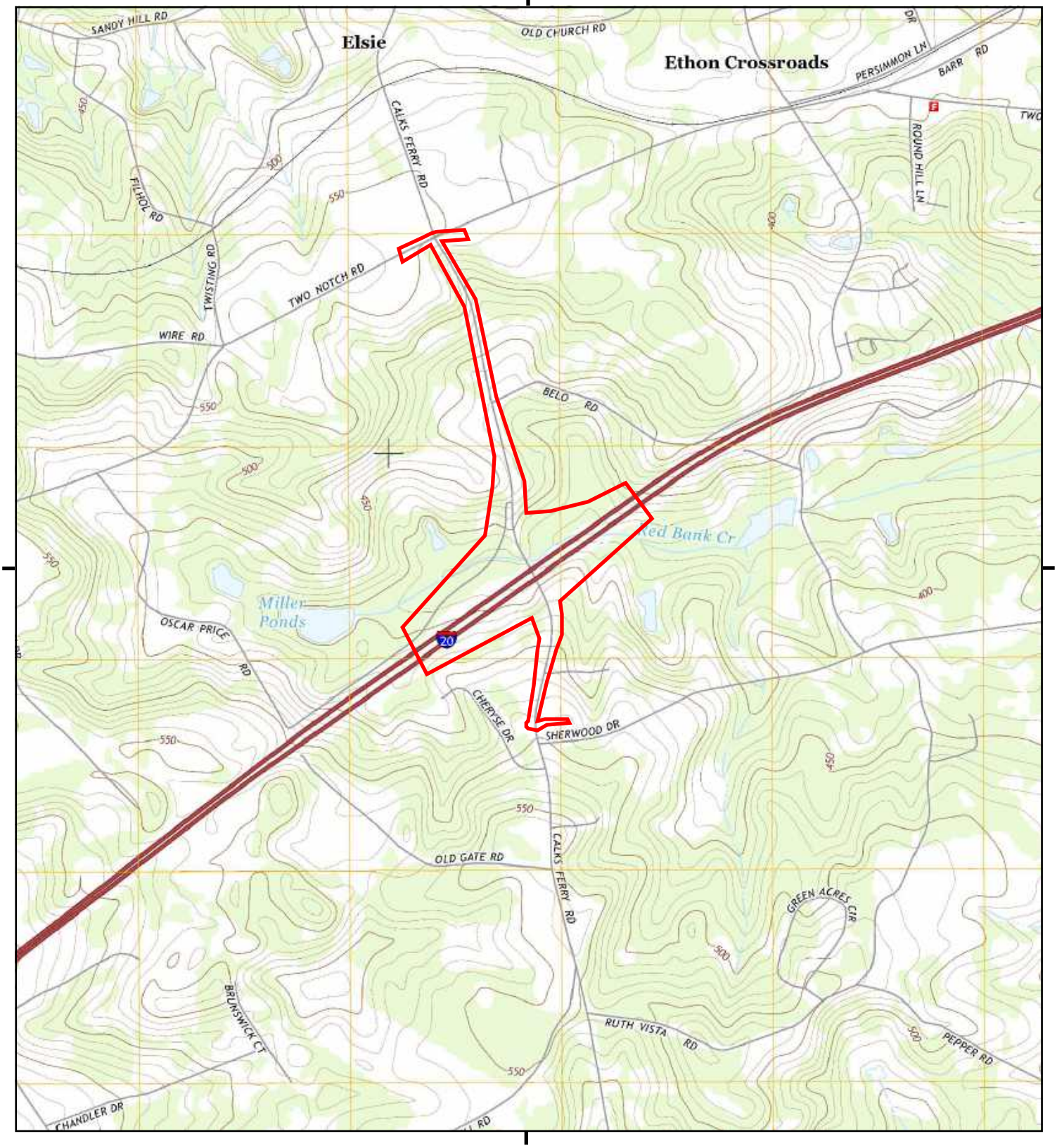
TP, Barr Lake, 2017, 7.5-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N

Historical Topo Map

2014



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

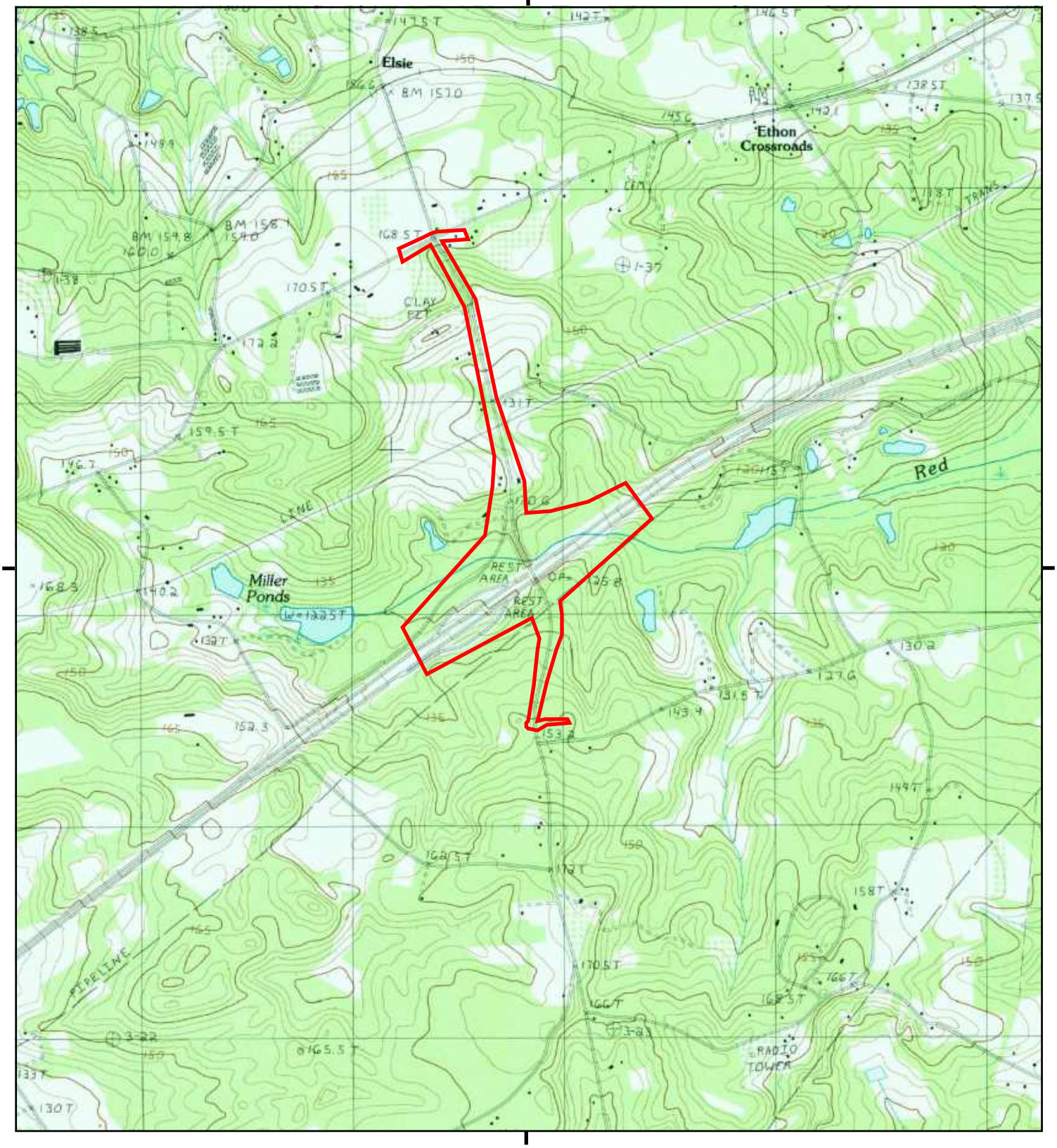
TP, Barr Lake, 2014, 7.5-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N

Historical Topo Map

1986



This report includes information from the following map sheet(s).

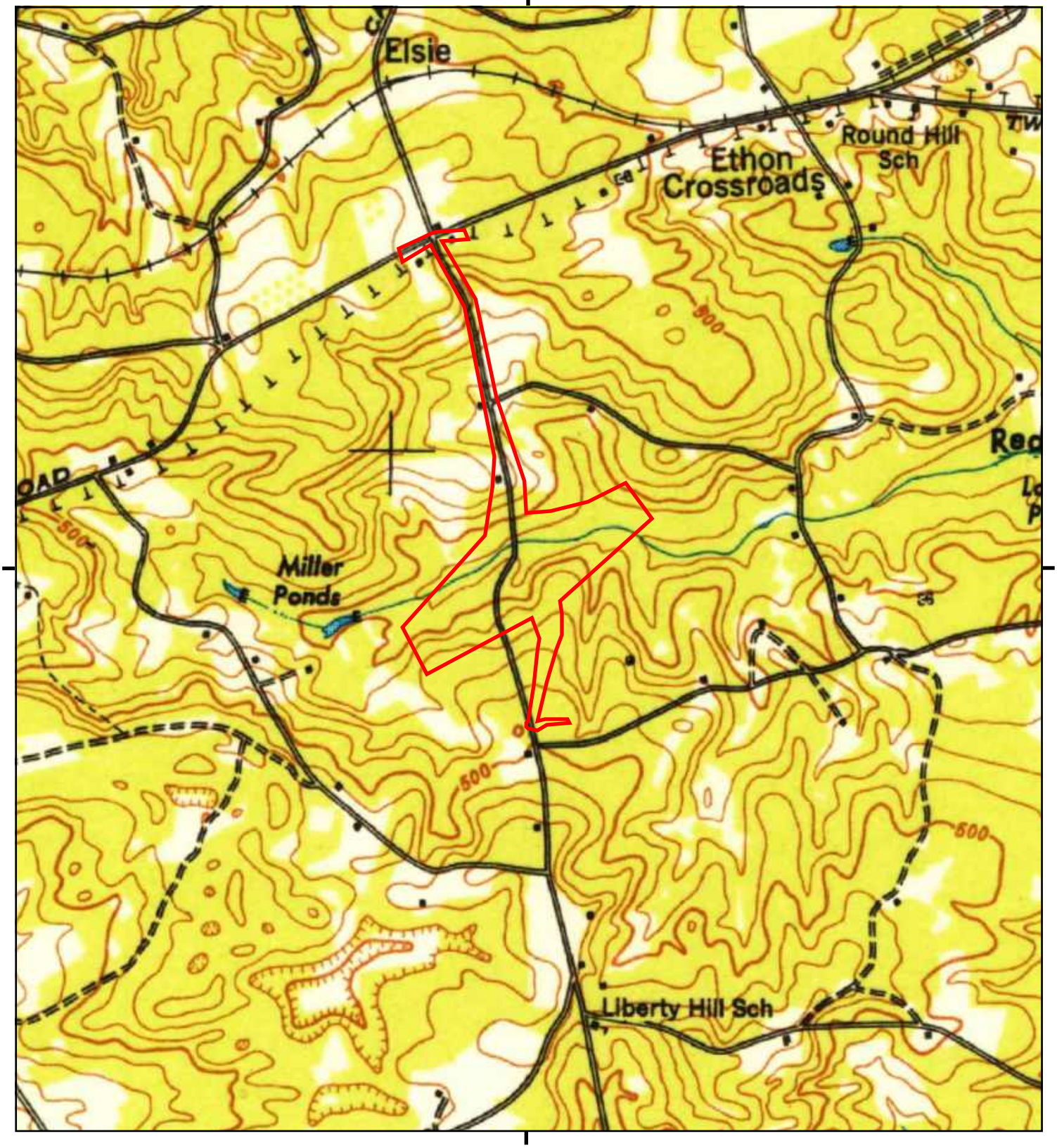
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Barr Lake, 1986, 7.5-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

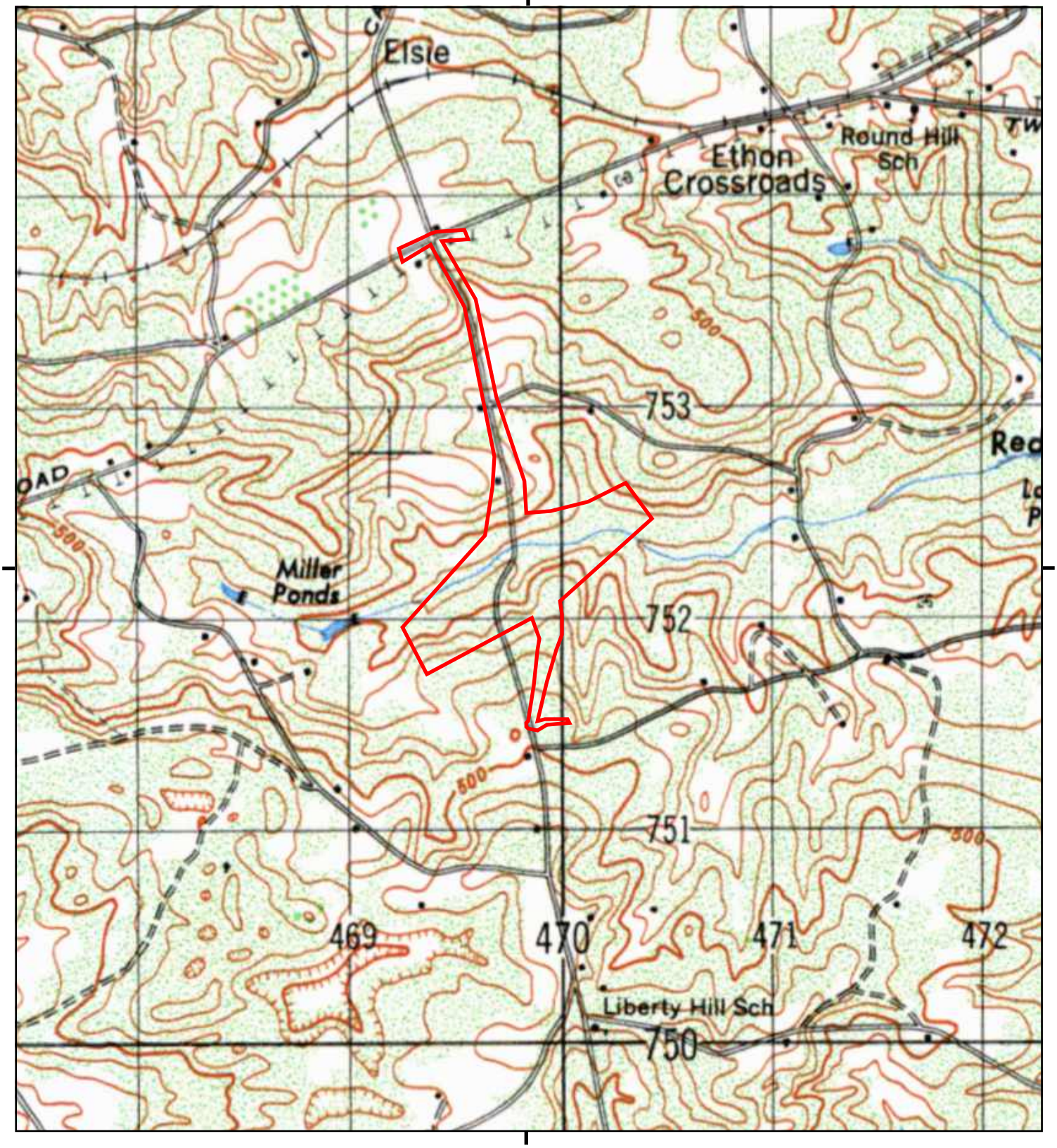
TP, Gilbert, 1944, 15-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N

Historical Topo Map

1943



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, GILBERT, 1943, 15-minute

SITE NAME: I-20 At Calks Ferry Interchange Proposec
ADDRESS: I-20/Calks Ferry Road
Gilbert, SC 29054
CLIENT: Mead & Hunt

N

I-20 At Calks Ferry Interchange Proposed New Inter

I-20/Calks Ferry Road

Gilbert, SC 29054

Inquiry Number: 8117509.3

September 23, 2025

Certified Sanborn® Map Report

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Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

09/23/25

Site Name:

I-20 At Calks Ferry Interchange
I-20/Calks Ferry Road
Gilbert, SC 29054
EDR Inquiry # 8117509.3

Client Name:

Mead & Hunt
878 South Lake Dr
Lexington, SC 29072
Contact: Veronica Miller

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The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # A2E2-4243-9981

PO # NA

Project I-20 at Calks Ferry Interchang

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: A2E2-4243-9981

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- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

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I-20 At Calks Ferry Interchange Proposed New Inter
I-20/Calks Ferry Road
Gilbert, SC 29054

Inquiry Number: 8117509.5
September 23, 2025

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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City Directory Images

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2022	☑	☐	EDR Digital Archive
2017	☑	☐	Cole Information
2014	☑	☐	Cole Information
2010	☑	☑	Cole Information
2005	☑	☐	Cole Information
2000	☑	☐	Cole Information
1995	☑	☐	Cole Information
1992	☑	☐	Cole Information

FINDINGS

TARGET PROPERTY STREET

I-20/Calks Ferry Road
Gilbert, SC 29054

Year	*CD Image*	*Source*
CALKS FERRY RD		
2022	pg A2	EDR Digital Archive
2017	pg A8	Cole Information
2014	pg A11	Cole Information
2010	pg A15	Cole Information
2005	pg A21	Cole Information
2000	pg A24	Cole Information
1995	pg A26	Cole Information
1992	pg A27	Cole Information
CALKSFERRY RD		
2014	pg A14	Cole Information

FINDINGS

CROSS STREETS

Year	*CD Image*	*Source*

CALKS FERRY RD

2010	pg. A18	Cole Information

City Directory Images

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

CALKS FERRY RD 2022

1700	ABBI WRIGHT
	VICTORIA WRIGHT
1701	AMERICAN MESSAGING
	BRANDON SEBLE
	BRANDON SEBOE
	JAYNE SEBOE
	KATHI SEBOE
	MELVIN SEBOE
1726	SARA GASSAWAY
1728	JOSE GONZALEZ
1730	CAROLANN LLOYD
	FREDERICK LLOYD
	RYAN LLOYD
1732	JENNIFER ANDERSON
1734	BRENDA BOLEN
1736	GERALD NEFF
	MANDY NEFF
	SCOTT NEFF
1738	DANYELLE FRAZIER
	JENNIFER FRAZIER
	LYLE FRAZIER
1740	RAY KEITH
	THELMA KEITH
1741	A & D ENVIRONMENTAL SERVICES INC
	A&D ENVIRONMENTAL SERVICES
	A&D ENVIRONMENTAL SERVICES INC
	CHAD GRUBBS
	DARREN MEEKS
	SALVATORE INGARO
1742	MENDIOLA SOTO
1744	LEANNE TAYLOR
	MARIA TAYLOR
	THOMAS TAYLOR
1746	AMANDA BRIGHT
	BRIAN BRIGHT
	PHYLLIS BRIGHT
	WILLIAM BRIGHT
1748	JONATHAN GRAINGER
1750	STERLING ROSS
1752	JAQUELINE HILLER
1754	MARYLEE WINKEMAN
1755	CALEB JONES
1756	CHERYL WILLIAMSON
	DOUGLAS WILLIAMSON
1758	ROSEMARIE HEATH
1759	PATRICIA HOLOVACKO
	ROBERT HOLOVACKO
1762	JASON WATERS
1763	ALVARO GUIJOSA
1767	BARBARA AMICK

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

CALKS FERRY RD 2022 (Cont'd)

1767	RONALD AMICK
1770	MARGARET HAMILTON
1775	AUBREY HALL
	AUSTIN HALL
	BILLY HALL
	DIANNE HALL
	HALEIGH HALL
	MICHAEL HALL
1779	RICHARD PROBST
1811	SHEILA HUTTO
1816	LORETTA WEST
1818	JAMES DINKINS
1821	GLENDA CHARLAND
1823	NORMAN BOWERS
	TERRA WILSON
	TIMOTHY WILSON
1824	KEITT PEGUES
	RUFUS PEGUES
1825	ALICE BRANDON
	JAMES BRANDON
1829	ROBERT GASKIN
	SHERREY GASKIN
1842	LYNDA GLASSER
1850	IMOGENE HIATT
1854	FRANK SHARPE
1861	COURTNEY TINDAL
1862	FRANCES PUE
1866	REBECCA SMITH
1867	INGRID WILLIAMS
1868	MARGARET CASTLES
1910	BRITTANY HARRELSON
	RICKY HARRELSON
1921	CHERYL MILLER
	GROVER MILLER
	JESSICA MILLER
	RANDY MILLER
	RONDA MILLER
1922	ELISE ROBERSON
	MARLO ROBERSON
	NICOLE ROBERSON
	RICKY ROBERSON
1925	PAUL MILLER
1929	JOHNNY NEWTON
	RONDA NEWTON
1940	JACOB HALTIWANGER
	PEARLINE HALTIWANGER
	TINA HALTIWANGER
1975	ANGELA SUMMER
	ASHTON SUMMER
	CHRIS SUMMER

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

CALKS FERRY RD 2022 (Cont'd)

1975	WILLIAM SUMMER
2007	JAMES SPAULDING
	KYLE SPAULDING
	MICHELLE SPAULDING
	VANESSA SPAULDING
2010	DANIEL ENNIS
	TERRI ENNIS
2012	JOSHUA GILMORE
2013	DRAYTON KEISLER
	ELENA KEISLER
2019	KIMBERLY WYATT
2036	JOSEPH NELSON
	LINDA NELSON
2038	LINDA NELSON
2040	FRED THORN
2041	DENNIS RICARD
	ROSE RICARD
2049	CARLA GEORGE
	DALTON GEORGE
2050	MARTHA PROVEAUX
2053	LEE RICARD
2063	MEGAN HALTIWANGER
	PAUL HALTIWANGER
	TERESA HALTIWANGER
2069	MISSY RICARD
2089	KELLEN CRAFT
	LESLIE CRAFT
2090	WESLEY RICARD
2136	LARRY RICARD
	RICARDS CLEARING & GRADING LLC
2141	EARLINE MOORE
2158	JASON LOWERY
2166	HERMAN RICARD
2178	MARY RICARD
2184	GARY RICARD
	HERMAN RICARD
	NICK RICARD
	TAMMY RICARD
2226	NOW RICARD
	PAULA RICARD
	RONNIE RICARD
2231	LONNIE RICARD
	NANCY RICARD
	WAYNE RICARD
2234	LOUISE SHUMPERT
	RONALD SHUMPERT
2256	ASHLEY JEFFCOAT
	CHRISTOPHER JEFFCOAT
2279	JOYCE WAITS
	VANESSA WAITS

CALKS FERRY RD 2022 (Cont'd)

2280 JENNIFER MONROE
KEVIN WATTERS
PHILLIP NIX
2288 DAVID WAITS
VANESSA WAITS
2290 KIM MACK
PAMELA MACK
SAMANTHA MACK
TIMOTHY MACK
2329 MARY MILLER
2330 LISE SIMONS
SCOTT SIMONS
SIMONS CONSTRUCTION LLC
2331 MARY MILLER
2334 A SIMONS
ARTHUR SIMONS
CROSS CREEK FARM, INC.
SANDRA SIMONS
SCOTT SIMONS
2338 KYLE WILLIAMSON
MADELINE WILLIAMSON
MATHEW WILLIAMSON
2367 BOILING SPRINGS UNITED METHODIST CHURCH PARSONAGE
2373 BOILING SPRINGS UNITED METHODIST CHURCH
ROBERT REEVES
2377 CAMERON SHARPE
COLBY SHARPE
JILL SHARPE
KIRK SHARPE
S JILL SHARPE
2556 AMIN KHIMANI
KEISLERS STORE INC
2602 CLINTON KEISLER
JUANI KEISLER
SIDNEY KEISLER
2630 GWYNN D KEISLER
KEISLER FAMILY FARM
2639 BOILING SPRINGS EMS
LEXINGTON COUNTY FIRE STATION 4
2642 FREDA KEISLER
KEISLER FAMILY FARM
2655 DOMINICK PAGANO
NICOLE PAGANO
2702 CRYSTAL RISH
DOROTHY RISH
EDWIN RISH
JAMES RISH
JENNIFER RISH
RISH FAMILY FARM
2714 AMI STEELE

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

CALKS FERRY RD 2022 (Cont'd)

2714	ARMELLE STEELE
2720	DAVID HINELINE
	KRISTA HINELINE
2732	MARY PATCHETT
2738	KELLY MASON
2745	BEONKA GUNTER
	DENISE GUNTER
	JOSEPH GUNTER
2751	BLAKE FULMER
	DENISE FULMER
	GRAHAM FULMER
2756	LARRY MICOL
2762	CORLISSA MORROW
	ELIJAH MORROW
	LAURENCE MORROW
	YVONNE MORROW
2768	DENNIS MAJEWSKI
	MARY MAJEWSKI
2774	MANDY BRADY
	MICHAEL BRADY
	NATHAN BRADY
	RUSSELL BRADY
2786	ALANAH PROVEAUX
2823	NICHOLAS GANTT
2829	LISA MCCULLOUGH
2832	LEWIS WILLIS
2834	LILA RISH
	WALTER RISH
2836	ANGIE RISH
	DONNA RISH
	RICHARD RISH
2838	ALLISON BEATTY
2841	ALVIN PRICE
	JESSICA PRICE
	KEVIN PRICE
	TONYA PRICE
2848	HAZEL SHEFFIELD
	HOWARD SHEFFIELD
	REBECCA SHEFFIELD
	WILLIAM SHEFFIELD
2850	MICHAEL STANLEY
2856	CHARLOTTE WOLF
	ROBERT WOLF
2872	COREY COCHCROFT
2915	JANICE CRAPS
	JUNIUS CRAPS
2939	GRACEN CRAPS
	LEN CRAPS
	LENORA CRAPS
	NEIL CRAPS

Target Street	Cross Street	Source
✔	-	EDR Digital Archive

CALKS FERRY RD 2022 (Cont'd)

3140 DELL KYZER
DRURY KYZER
FLOYD KYZER

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2017

1700	BROWDER, SCOOTER
1701	AMERICAN MESSAGING
	SEBOE, MELVIN A
1726	BAILEY, RITA A
1728	HERNANDEZ, FABIOLA
1730	LLOYD, CAROL A
1732	ANDERSON, JENNIFER
1734	WILLHOIT, MEGAN
1738	FRAZIER, JOHN A
1740	KEITH, RAY D
1741	A & D ENVIRONMENTAL SERVICES INC
1742	JONES, L
1744	TAYLOR, THOMAS L
1746	BRIGHT, WILLIAM E
1748	GRAINGER, JONATHAN W
	SEWARD, LORI A
1750	RILEY, GREGORY D
1752	HILLER, JAQUELINE M
1755	IRETON, LAWRENCE L
1756	WILLIAMSON, FRANK
1758	WILLIAMSON, DOUGLAS W
1759	HOLOVACKO, ROBERT C
1763	GUIJOSA, ALVARO
1767	AMICK, RONALD D
1769	BENNETT, ANGELA
1770	HAMILTON, MARGARET M
1775	HALL, BILLY D
1779	PROBST, RICHARD
1811	LEE, JASON
1816	ELLISOR, MICHELLE R
1818	MARSHALL, ALICIA
1823	WILSON, TIM L
1824	PEGUES, RUFUS E
1825	BRANDON, JAMES N
1829	GASKIN, ROBERT A
1842	GLASSER, LYNDA S
1850	HIATT, IMOGENE D
1854	SHARPE, FRANK A
1862	SMITH, ANTHONY
1866	SMITH, GLEN D
1867	WILLIAMS, ROBERT W
1910	HARRELSON, RICKY D
1921	MILLER, RANDY R
1922	ROBERSON, RICKY A
1940	HALTIWANGER, FREDDIE L
1975	SUMMER, CHRIS L
2007	PAUGH, BRUCE A
2012	GILMORE, JOSHUA
2013	WICKHAM, DRAYTON C
2040	TREADAWAY, JAMES

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2017 (Cont'd)

2041	RICARD, DENNIS L
2049	GEORGE, CARLA R
2050	PROVEAUX, DAVID L
2063	HALTIWANGER, PAUL F
2069	RICARD, STANLEY D
2089	CRAFT, LESLIE
2132	SANDERS, NOAH L
2136	RICARD, LARRY D
2158	LANCASTER, CHARIS L
2166	RICARD, HERMAN
2178	RICARD, AMY M
2180	RICARD, MARY E
2184	RICARD, GARY W
2214	SNAPP, BENJAMIN S
2226	RICARD, RONNIE G
2231	RICARD, WAYNE W
2234	SHUMPERT, RONALD J
2256	GUSKY, FRANK C
2279	WAITS, JOYCE K
2280	ROPER, DAVID S
2288	WAITS, DAVID O
2290	MACK, TIMOTHY A
2329	SIMONS, SANDRA L
2330	SIMONS, SCOTT L
2334	SIMONS, ARTHUR L
2338	WILLIAMSON, KYLE
2367	BOILING SPRINGS UNITED METHODIST CHU
2373	BOILING SPRINGS UNITED METHODIST CHU
2377	SHARPE, KIRK L
2556	KEISLERS STORE
2602	KEISLER, CLINTON K
2630	STUCKEY, CARL L
2639	BOILING SPRINGS EMS
2642	KEISLER, GWYNN D
2655	PAGANO, DOMINICK
2667	TAYLOR, MELVIN C
2696	LUNDBLADE, SUMMER
2702	RISH, EDWIN M
2714	STEELE, ARMELLE M
2720	HINELINE, DAVID W
2732	FAW, JUSTIN
2738	QUALLS, JOHN
2745	GUNTER, JOSEPH L
2751	JALLOS, JASON C
2757	MCCABE, DONALD R
2762	GRANT, EARL L
2774	BRADY, MICHAEL L
2786	PROVEAUX, CHARLES H
2832	WILLIS, LEWIS
2836	UMBARGER, JAMES A

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2017 (Cont'd)

2838	BLEVINS, THOMAS
2841	PRICE, KEVIN L
2848	SHEFFIELD, REBECCA D
2850	BROWN, DENEE
2856	WOLF, CHARLOTTE M
2915	CRAPS, JUNIUS W
2939	CRAPS, NEIL W

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2014

1700	OCCUPANT UNKNOWN,
1701	AMERICAN MESSAGING
	SEBOE, MELVIN A
1726	BAILEY, JAMES
1728	OCCUPANT UNKNOWN,
1730	LLOYD, FREDRICK G
1732	ANDERSON, JENNIFER
1734	OCCUPANT UNKNOWN,
1736	NEFF, GERALD S
1738	FRAZIER, JOHN A
1740	KEITH, RAY D
1741	A & D ENVIRONMENTAL SERVICES INC
1742	VOGEL, EDWARD
1744	TAYLOR, THOMAS L
1746	BRIGHT, WILLIAM E
1748	GRAINGER, JONATHAN W
	POSESKIE, FRANK
	SEWARD, LORI A
1750	ROSS, MAXINE S
1752	HILLER, JAQUELINE M
1754	OCCUPANT UNKNOWN,
1755	WHITTENBURG, ALFRED
1756	WILLIAMSON, FRANK
1757	OCCUPANT UNKNOWN,
1758	WILLIAMSON, DOUGLAS W
1759	HOLOVACKO, ROBERT C
1762	OCCUPANT UNKNOWN,
1767	AMICK, RONALD D
1769	AMICK, ERIK R
1770	HAMILTON, MARGARET M
1775	HALL, BILLY D
1779	PROBST, RICHARD
1783	MILLER, DAVID L
1816	ASKINS, JAMES
1818	DINKINS, JAMES
1821	CHARLAND, GLENDA N
1824	PEGUES, RUFUS E
1825	BRANDON, JAMES N
1829	GASKIN, SHERREY S
1831	OCCUPANT UNKNOWN,
1842	OCCUPANT UNKNOWN,
1850	HIATT, IMOGENE D
1854	SHARPE, FRANK A
1861	MILLER, RANDY R
1862	BRENTLINGER, GAIL S
1866	SMITH, GLEN D
1867	WILLIAMS, ROBERT W
1868	OCCUPANT UNKNOWN,
1870	OCCUPANT UNKNOWN,
1910	HARRELSON, RICKY D

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2014 (Cont'd)

1921	MILLER, GROVER W
1922	ROBERSON, RICKY A
1929	NEWTON, JOHNNY R
1940	HALTIWANGER, FREDDIE L
1975	SUMMER, CHRIS L
2007	PAUGH, BRUCE A
2010	ENNIS, BOBBY D
2012	GILMORE, JOSHUA
2013	CAULDER, ROBINA
2019	WYATT, KIMBERLY D
2036	NELSON, JOSEPH L
2038	SHINDLEDECKER, TAMMY N
2040	OCCUPANT UNKNOWN,
2041	RICARD, DENNIS L
2048	OCCUPANT UNKNOWN,
2049	GEORGE, CARLA R
2050	PROVEAUX, DAVID L
2053	RICARD, DENNIS L
2063	HALTIWANGER, PAUL F
2069	OCCUPANT UNKNOWN,
2090	RICARD, WESLEY G
2132	OCCUPANT UNKNOWN,
2136	RICARD, LARRY D
2141	BLACKWELL, DAVID W
2166	RICARD, HERMAN
2178	RICARD, MARY E
2180	RICARD, AMY M
2184	RICARD, GARY W
2226	RICARD, RONNIE G
2231	RICARD, WAYNE W
2234	SHUMPERT, RONALD J
2256	GUSKY, FRANK C
2279	WAITS, JOYCE K
2280	ROPER, DAVID S
2286	OCCUPANT UNKNOWN,
2288	WAITS, DAVID O
2290	MACK, TIMOTHY A
2329	SIMONS, SANDRA L
2330	SIMONS, SCOTT L
2334	SIMONS, ARTHUR L
2338	OCCUPANT UNKNOWN,
2367	BOILING SPRINGS UNITED METHODIST TOTH STEPHEN REV
2373	BOILING SPRINGS UNITED METHODIST
2377	SHARPE, KIRK L
2556	KEISLERS STORE INC
2602	KEISLER, CLINTON K
2630	OCCUPANT UNKNOWN,
2639	BOILING SPRINGS EMS
2642	KEISLER, GWYNN D

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2014 (Cont'd)

2655	PAGANO, DOMINICK
2667	TAYLOR, CINDY G
2696	LANE, DEREK C
2702	RISH, EDWIN M
2714	STEELE, ANNELLE M
2732	CROUT, ANDREW J
2738	JACOBS, KIRK
2740	HOY, GENE R
2745	GUNTER, JOSEPH L
2751	OCCUPANT UNKNOWN,
2755	OCCUPANT UNKNOWN,
2756	COOK, CHRIS M
2757	OCCUPANT UNKNOWN,
2762	MORROW, LAURENCE R
2763	OCCUPANT UNKNOWN,
2768	MAJEWSKI, DENNIS W
2774	BRADY, MICHAEL L
2786	PROVEAUX, DONNA B
2799	GUNTER, JO
2823	MONTS, CHRIS
2829	OCCUPANT UNKNOWN,
2832	WILLIS, LEWIS
2836	RISH, DONNA L
2838	BLEVINS, THOMAS
2841	MENJIVAR, JOSELITO
2848	SHEFFIELD, HAZEL W
2850	LAWSON, STEVE S
2856	WOLF, ROBERT J
2860	OCCUPANT UNKNOWN,
2872	DUKES, DAVID F
2915	CRAPS, JUNIUS W
2939	CRAPS, NEIL W
3021	OCCUPANT UNKNOWN,
3140	KYZER, DELL B

Target Street	Cross Street	Source
✔	-	Cole Information

CALKSFERRY RD 2014

2762 MORROW, LAURENCE R

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2010

1700	WRIGHT, VICTORIA C
1701	SEBOE, MELVIN A
1726	BAILEY, RITA A
1728	GULLARD, NORMAN M
1730	LLOYD, RYAN
1734	SMITH, ASHLEY
1736	NEFF, GERALD S
1738	FRAZIER, JOHN A
1740	KEITH, RAY M
1741	NUWAY ENVIRONMENTAL INC
1742	VOGEL, ANDREW W
1744	OCCUPANT UNKNOWN,
1746	BRIGHT, WILLIAM N
1748	GRAINGER, JONATHAN L
	GUERRERO, BELINDA M
	OCCUPANT UNKNOWN,
	POSESKIE, FRANK
1750	ROSS, MAXINE S
1752	HILLER, JAQUELINE M
1754	BINKLEY, STEVEN G
1755	IRETON, LAWRENCE L
1756	WILLIAMSON, ANTHONY B
1757	OCCUPANT UNKNOWN,
1758	OCCUPANT UNKNOWN,
1759	HOLOVACKO, ROBERT C
1762	OCCUPANT UNKNOWN,
1763	GUIJOSA, ALVARO
1767	OCCUPANT UNKNOWN,
1769	AMICK, DWIGHT J
1770	HAMILTON, MARGARET M
1775	OCCUPANT UNKNOWN,
1779	PROBST, RICHARD
1783	MILLER, DAVID D
1816	OCCUPANT UNKNOWN,
1818	JONES, AMBER A
1821	CHARLAND, GLENDA A
1823	BOWERS, JERRY L
1824	PEGUES, RUFUS E
1825	BRANDON, JAMES N
1829	GASKIN, ROBERT A
1831	OCCUPANT UNKNOWN,
1842	OCCUPANT UNKNOWN,
1850	GLASSER, LYNDA S
1854	SHARPE, FRANK A
1861	MILLER, RANDY R
1862	BRENTLINGER, GAIL S
1866	OCCUPANT UNKNOWN,
1867	WILLIAMS, ROBERT W
1868	OCCUPANT UNKNOWN,
1870	SMITH, TONY R

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2010 (Cont'd)

1910	HARRELSON, RICKY D
1921	MILLER, GROVER W
1922	ROBERSON, MARLO E
1929	NEWTON, JOHNNY R
1940	HALTIWANGER, ERIC B
1975	SUMMER, CHRIS L
2007	PAUGH, HARRIET S
2010	ENNIS, BOBBY D
2012	MCCUTCHEON, RICK
2013	GRAHAM, EDWARD J
2019	WYATT, KIMBERLY D
2036	NELSON, JOSEPH L
2038	SHINDLEDECKER, TAMMY N
2041	OCCUPANT UNKNOWN,
2048	OCCUPANT UNKNOWN,
2049	GEORGE, CARLA R
2050	PROVEAUX, JAMES B
2053	RICARD, DENNIS L
2063	HALTIWANGER, PAUL F
2069	RICARD, MALISSA P
2090	RICARD, WESLEY G
2136	RICARD, LARRY D
2141	MOORE, EARLINE R
2158	OCCUPANT UNKNOWN,
2166	RICARD, ROBBIE L
2178	RICARD, JAMES M
2180	RICARD, AMY M
2184	RICARD, GARY W
2214	RICARD, ESTELLE H
2226	RICARD, RONNIE G
2231	RICARD, WAYNE W
2234	SHUMPERT, RONALD J
2256	OCCUPANT UNKNOWN, SOUTH CAROLINA JETS GIRLS FAST
2279	WAITS, JOYCE K
2280	MONROE, JENNIFER
2286	OCCUPANT UNKNOWN,
2288	WAITS, DAVID O
2290	MACK, TIMOTHY A
2330	SIMONS, SCOTT L
2334	SIMONS, ARTHUR L
2338	MUSICO, ADOLFO
2373	BOILING SPRINGS METHODIST CHR
2377	SHARPE, KIRK L
2556	KEISLERS STORE
2602	OCCUPANT UNKNOWN,
2630	KEISLER, GWYNN D
2639	BOILING SPRINGS EMS
2642	KEISLER, SHUFORD S
2655	PAGANO, DOMINICK

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2010 (Cont'd)

2667	TAYLOR, MELVIN C
2687	OCCUPANT UNKNOWN,
2696	LANE, DEREK C
2702	RISH, EDWIN M
2738	JACOBS, RONALD K
2745	GUNTER, JOSEPH L
2755	OCCUPANT UNKNOWN,
2756	COOK, CHRIS
2757	OCCUPANT UNKNOWN,
2762	MORROW, LAURENCE R
	MORROW, LAURENCE R
2763	OCCUPANT UNKNOWN,
2768	DWM LAWN SVC LLC
	MAJEWSKI, DENNIS W
2799	GUNTER, JOANN H
2823	KELLY, THOMAS R
2829	OCCUPANT UNKNOWN,
2832	WILLIS, RICHARD
2834	RISH, WALTER L
2836	RISH, DONNA
2841	PRICE, ALVIN L
2848	SHEFFIELD, HAZEL W
2850	LAWSON, PAT A
2860	OCCUPANT UNKNOWN,
2872	DUKES, DAVID F
2915	CRAPS, JUNIUS W
2939	CRAPS, LENORA S
3021	OCCUPANT UNKNOWN,
3140	OCCUPANT UNKNOWN,

Target Street	Cross Street	Source
-	✓	Cole Information

CALKS FERRY RD 2010

1700	WRIGHT, VICTORIA C
1701	SEBOE, MELVIN A
1726	BAILEY, RITA A
1728	GULLARD, NORMAN M
1730	LLOYD, RYAN
1734	SMITH, ASHLEY
1736	NEFF, GERALD S
1738	FRAZIER, JOHN A
1740	KEITH, RAY M
1741	NUWAY ENVIRONMENTAL INC
1742	VOGEL, ANDREW W
1744	OCCUPANT UNKNOWN,
1746	BRIGHT, WILLIAM N
1748	GRAINGER, JONATHAN L
	GUERRERO, BELINDA M
	OCCUPANT UNKNOWN,
	POSESKIE, FRANK
1750	ROSS, MAXINE S
1752	HILLER, JAQUELINE M
1754	BINKLEY, STEVEN G
1755	IRETON, LAWRENCE L
1756	WILLIAMSON, ANTHONY B
1757	OCCUPANT UNKNOWN,
1758	OCCUPANT UNKNOWN,
1759	HOLOVACKO, ROBERT C
1762	OCCUPANT UNKNOWN,
1763	GUIJOSA, ALVARO
1767	OCCUPANT UNKNOWN,
1769	AMICK, DWIGHT J
1770	HAMILTON, MARGARET M
1775	OCCUPANT UNKNOWN,
1779	PROBST, RICHARD
1783	MILLER, DAVID D
1816	OCCUPANT UNKNOWN,
1818	JONES, AMBER A
1821	CHARLAND, GLENDA A
1823	BOWERS, JERRY L
1824	PEGUES, RUFUS E
1825	BRANDON, JAMES N
1829	GASKIN, ROBERT A
1831	OCCUPANT UNKNOWN,
1842	OCCUPANT UNKNOWN,
1850	GLASSER, LYNDA S
1854	SHARPE, FRANK A
1861	MILLER, RANDY R
1862	BRENTLINGER, GAIL S
1866	OCCUPANT UNKNOWN,
1867	WILLIAMS, ROBERT W
1868	OCCUPANT UNKNOWN,
1870	SMITH, TONY R

Target Street	Cross Street	Source
-	✓	Cole Information

CALKS FERRY RD 2010 (Cont'd)

1910	HARRELSON, RICKY D
1921	MILLER, GROVER W
1922	ROBERSON, MARLO E
1929	NEWTON, JOHNNY R
1940	HALTIWANGER, ERIC B
1975	SUMMER, CHRIS L
2007	PAUGH, HARRIET S
2010	ENNIS, BOBBY D
2012	MCCUTCHEON, RICK
2013	GRAHAM, EDWARD J
2019	WYATT, KIMBERLY D
2036	NELSON, JOSEPH L
2038	SHINDLEDECKER, TAMMY N
2041	OCCUPANT UNKNOWN,
2048	OCCUPANT UNKNOWN,
2049	GEORGE, CARLA R
2050	PROVEAUX, JAMES B
2053	RICARD, DENNIS L
2063	HALTIWANGER, PAUL F
2069	RICARD, MALISSA P
2090	RICARD, WESLEY G
2136	RICARD, LARRY D
2141	MOORE, EARLINE R
2158	OCCUPANT UNKNOWN,
2166	RICARD, ROBBIE L
2178	RICARD, JAMES M
2180	RICARD, AMY M
2184	RICARD, GARY W
2214	RICARD, ESTELLE H
2226	RICARD, RONNIE G
2231	RICARD, WAYNE W
2234	SHUMPERT, RONALD J
2256	OCCUPANT UNKNOWN, SOUTH CAROLINA JETS GIRLS FAST
2279	WAITS, JOYCE K
2280	MONROE, JENNIFER
2286	OCCUPANT UNKNOWN,
2288	WAITS, DAVID O
2290	MACK, TIMOTHY A
2330	SIMONS, SCOTT L
2334	SIMONS, ARTHUR L
2338	MUSICO, ADOLFO
2373	BOILING SPRINGS METHODIST CHR
2377	SHARPE, KIRK L
2556	KEISLERS STORE
2602	OCCUPANT UNKNOWN,
2630	KEISLER, GWYNN D
2639	BOILING SPRINGS EMS
2642	KEISLER, SHUFORD S
2655	PAGANO, DOMINICK

Target Street	Cross Street	Source
-	✓	Cole Information

CALKS FERRY RD 2010 (Cont'd)

2667 TAYLOR, MELVIN C
2687 OCCUPANT UNKNOWN,
2696 LANE, DEREK C
2702 RISH, EDWIN M
2738 JACOBS, RONALD K
2745 GUNTER, JOSEPH L
2755 OCCUPANT UNKNOWN,
2756 COOK, CHRIS
2757 OCCUPANT UNKNOWN,
2762 MORROW, LAURENCE R
MORROW, LAURENCE R
2763 OCCUPANT UNKNOWN,
2768 DWM LAWN SVC LLC
MAJEWSKI, DENNIS W
2799 GUNTER, JOANN H
2823 KELLY, THOMAS R
2829 OCCUPANT UNKNOWN,
2832 WILLIS, RICHARD
2834 RISH, WALTER L
2836 RISH, DONNA
2841 PRICE, ALVIN L
2848 SHEFFIELD, HAZEL W
2850 LAWSON, PAT A
2860 OCCUPANT UNKNOWN,
2872 DUKES, DAVID F
2915 CRAPS, JUNIUS W
2939 CRAPS, LENORA S
3021 OCCUPANT UNKNOWN,
3140 OCCUPANT UNKNOWN,

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2005

1700	CATO, VICTORIA C
1701	SEBOE, MELVIN A
1726	BAILEY, BERNIE F
1734	BOLEN, CRAIG A
1736	NEFF, SCOTT
1738	FRAZIER, JOHN A
1740	OCCUPANT UNKNOWN,
1741	NU WAY ENVIRONMENTAL INC
	NU WAY INDUSTRIAL SERVICES
	RABLEY BROTHERS LLC
1742	VOGEL, ANDREW W
1744	TAYLOR, THOMAS E
1746	BRIGHT, WILLIAM N
1748	POSESKIE, FRANK
1750	REVIS, DAVID S
1752	HILLER, J
1754	WINKELMAN, MICHAEL A
1756	OCCUPANT UNKNOWN,
1757	OCCUPANT UNKNOWN,
1759	HOLOVACKO, ROBERT C
1762	WRIGHT, MARION E
1763	BRANHAM, JOHNNY J
1767	AMICK, RONALD D
1769	AMICK, DWIGHT J
1770	HAMILTON, MARGARET M
1775	HALL, BILLY D
1779	PROBST, RICHARD
1783	OCCUPANT UNKNOWN,
1816	RAY, ROBERT L
1818	OCCUPANT UNKNOWN,
1821	CHARLAND, GLENDA A
1823	BOWERS, JERRY L
1824	OCCUPANT UNKNOWN,
1825	BRANDON, JAMES N
1829	GASKIN, ROBERT A
1831	OCCUPANT UNKNOWN,
1850	HIATT, IMOGENE D
1853	COOK, MARY E
1854	FRAZIER, SHERRY A
1855	RAMSEY, JAMES O
1859	OCCUPANT UNKNOWN,
1861	MILLER, RANDY R
1862	SEGARS, RICKY
1865	SHARPE, PATRICIA A
1866	SMITH, GLEN
1867	WILLIAMS, INGRID M
1868	SMITH, C
1870	SMITH, LAURA A
1910	HARRELSON, RICKY D
1921	MILLER, GROVER W

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2005 (Cont'd)

1922 ROBERSON, MARLO E
1929 NEWTON, JOHNNY R
1940 HALTIWANGER, FREDDIE L
1975 SUMMER, CHRIS L
2007 PAUGH, BRUCE A
2010 ENNIS, TERRI H
2012 OCCUPANT UNKNOWN,
2013 PARKER, REGGIE
2019 CLACK, RONNIE G
2041 RICARD, DENNIS
2048 OCCUPANT UNKNOWN,
2049 GEORGE, LAWRENCE F
2050 PROVEAUX, DAVID L
2053 RICARD, LEE
2063 HALTIWANGER, PAUL F
2069 RICARD, MALISSA P
2136 RICARD, LARRY O
2141 MOORE, EARLINE R
2158 LANCASTER, CHARIS L
2166 RICARD, ROBBIE L
2178 RICARD, JAMES M
2180 RICARD, AMY M
2184 RICARD, GARY W
2214 RICARD, ESTELLE H
2226 RICARD, PAULA H
2231 RICARD, WAYNE W
2234 SHUMPERT, RONALD J
2256 KEISLER, LARRY N
2279 WAITS, LUTHER D
2280 OCCUPANT UNKNOWN,
2286 WAITES, MARION L
2288 WAITS, DAVID O
2290 MACK, TIMOTHY A
2330 SIMONS, SCOTT L
2334 CROSS CREEK FARM INC
SIMONS, ARTHUR L
2338 MUSICO, ADOLFO
2373 BOILING SPRINGS UNITED METHODIST CHU
2377 SHARPE, KIRK L
2556 KEISLERS STORE
2602 OCCUPANT UNKNOWN,
2630 KEISLER, GWYNN D
2639 OCCUPANT UNKNOWN,
2642 KEISLER, SHUFORD S
2655 MILES, CHARLES E
2667 TAYLOR, MELVIN C
2687 SABBAGHA, ANDREW Z
2696 LANE, LUTHER A
2702 OCCUPANT UNKNOWN,
2740 GUNTER, JIMMIE A

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2005 (Cont'd)

2745	GUNTER, JOSEPH L
2763	OCCUPANT UNKNOWN,
2799	GUNTER, JOANN H
2823	OCCUPANT UNKNOWN,
2832	WILLIS, MILTON Y
2834	RISH, WALTER L
2836	RISH, ANGIE M
2841	PRICE, ALVIN L
2848	PARNELL, WANDA G
2856	WOLF, ROBERT J
2860	OCCUPANT UNKNOWN,
2872	DUKES, DAVID F
2915	CRAPS, JUNIUS W
2939	CRAPS, LENORA S
3021	SMITH, PAULA J

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2000

1700	LAM, MATTHEW
1730	LLOYD, F G
1736	CROSSLAND, BRIAN N
1738	FRAZIER, JOHN
1740	KEITH, RAY
1741	NU WAY ENVIRONMENTAL INCORPORATED
1746	BRIGHT, WILLIAM
1748	GRAINGER, J W
1750	COOKE, THOMAS R
1755	BLIZZARD, GARY
1757	CASTEEN, CHANDOS
1767	AMICK, RONALD D
1770	HAMILTON, M M
1775	HALL, BILLY
1779	PROBST, RICHARD
1783	MILLER, DAVID D
1821	CHARLAND, G A
1823	BOWERS, JERRY
1825	BRANDON, JAMES N
1829	GASKIN, SHERREY S
1831	CLEMONS, RICHARD B
1853	COOK, MARY E
1855	RAMSEY, JANIE
1861	MILLER, RANDY
	SEGARS, R M
1865	SHARPE, P A
1866	SMITH, GLEN
1867	WILLIAMS, INGRID M
1870	SMITH, TONY
1921	MILLER, GROVER W
1922	ROBERSON, MARLO E
1929	NEWTON, JOHNNY
1940	HALTIWANGER, FREDDIE L
2041	RICARD, DENNIS
2050	PROVEAUX, DAVID L
2053	RICARD, LEE
2063	HALTIWANGER, PAUL
2069	RICARD, MALISSA P
2090	RICARD, WESLEY G
2136	RICARD, LARRY D
2141	MOORE, EARLINE R
2166	RICARD, LENDA G
2178	RICARD, JAMES M
2180	RICARD, AMY M
2184	RICARD, GARY W
2214	RICARD, R G
2226	RICARD, RONNIE G
2231	RICARD, WAYNE
2234	SHUMPERT, LOUISE R
2256	KEISLER, LARRY N

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 2000 (Cont'd)

2279	WAITS, LUTHER D
2280	WAITS, MARION L
2286	KEISLER, JULIA R
2288	WAITS, DAVID
2290	MACK, TIMOTHY A
2330	SIMONS, SCOTT L
2334	MUSICO, ADOLFO
	SIMONS, ARTHUR L
2367	BOILING SPRINGS UNITED METHODIST CHURCH
2373	BOILING SPRINGS UNITED METHODIST CHURCH
2377	SHARPE, KIRK
2556	KEISLERS STORE
2639	BOILING SPRINGS EMS

Target Street	Cross Street	Source
✔	-	Cole Information

CALKS FERRY RD 1995

1741	KLEEN SITES GEOSERVICES INC
	NU WAY ENVIRONMENTAL INC
	NU-WAY ENVIRONMENTAL
1759	SMITH, DAVID M
1763	CLARK, JOHN P
1775	HALL, BILLY
1779	PROBST, RICHARD
1831	LAUBACK, DENNIS
2070	METZ, AUDRA
2090	CHASTAIN, TONY
2367	SMITH, STUART R
2373	BOILING SPGS UNITED METH CHURCH DAY CARE
	BOILING SPRINGS METHODIST CHR
2556	KEISLERS STORE
2602	LINCOLN LOG HOMES
2639	BOILING SPRINGS EMS
2667	TANKERSLEY, RONALD
2799	GUNTER, JO A
2823	S & M CUSTOM LEATHER WORKS
3021	CORDER, REBECCA

Target Street	Cross Street	Source
✔	-	Cole Information

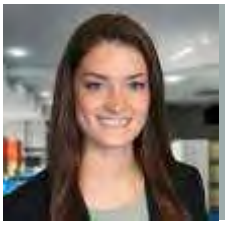
CALKS FERRY RD 1992

2166 GOULD, ED
2373 BOILING SPGS UNITED METH CHURCH DAY CARE
BOILING SPRINGS UNITED METH CHURCH
2556 KEISLER'S STORE
2799 GUNTER, JOANN H

APPENDIX G

Resumes

Mead&Hunt



Veronica Miller

ENVIRONMENTAL PLANNER

Areas of Expertise

- Geospatial analytics
- Clean Water Act permitting
- Regulatory Coordination
- Wetland Delineations
- Threatened and Endangered Species Surveys
- Water Quality Sampling
- Mitigation Planning
- Phase I Assessments
- Environmental Compliance Studies

Education

- MS, Environmental Science, Florida Gulf Coast University, 2018
- BS, Biology, University of Scranton, 2013

Memberships

- NCAEP
- NAEP-SC
- NAEP

Registration/Certifications

- Basic Wetland Delineation, Duncan & Duncan WEST
- Advanced Wetland Delineation, Duncan & Duncan WEST
- Section 7 Endangered Species Act, Duncan & Duncan WEST
- Surface Water Identification Training & Certification, NCDEQ
- Southeastern Plants of the Wetland Boundary Training & Certification, Wetland Training Institute

Past Employment

- Hertz Corporation: 2017-2018
- Rookery Bay Research Reserve: 2016-2018
- Millennium Pipeline: 2015

No. of Years with Mead & Hunt

- Hired 11/10/2018

Veronica Miller is an environmental planner whose academic and professional experiences focus on Clean Water Act permitting, Phase I Assessments, natural resources studies, GIS mapping, and agency coordination. She performs threatened and endangered species surveys, wetland and stream delineations pursuant to Section 404 of the Clean Water Act (CWA), and Section 404/401 documentation and submission. Veronica coordinates closely with the U.S. Army Corps of Engineers, NCDOT, SCDOT, municipalities, and other agencies to avoid impacts to wetlands, threatened and endangered species, and critical habitats.

PROJECT EXPERIENCE

NC 55 Intersection at Technology Drive and East Williams Street Conversion to Interchange (HL-0007)
North Carolina Department of Transportation (NCDOT)
Wake County, North Carolina

Mead & Hunt was selected by NCDOT Division 5 to provide project management, environmental services and final design plans for the conversion of the intersection of NC 55 at SR 1191 (Technology Drive) and SR 6107 (East Williams Street) to an interchange. This project is funded through CAMPO Bonus Allocation as a result of the Complete 540 project, and is the largest project in the 2020 Bonus Allocation programming.

Our environmental services have included extensive field work of approximately 300 acres of mostly undeveloped property, Jurisdictional Determination, Section 7 surveys, and Natural Resources Technical Memo. Preliminary mapping showed minimal potential stream and wetland features. However, field delineations lead by Veronica Miller uncovered 20 jurisdictional streams and 3 jurisdictional wetlands. Due to the location of the project within a Neuse River Riparian Buffer, stream origin determinations were confirmed by the NC Division of Water Resources (NCDWR). A combined Approved/Preliminary Jurisdictional Determination was submitted and approved following field work confirmed by the USACE, NCDOT, and NCDWR.

Design Date: Ongoing

I-26 (MM 187 - MM 194) Widening
South Carolina Department of Transportation (SCDOT)
Berkeley County, South Carolina

Veronica assisted with wetland delineations and Individual Corps Permit submittal, including addressing comments issued during public notice and 401 Water Quality Certification for this interstate widening and interchange improvement project. The South Carolina Department of Transportation (SCDOT) proposed to widen approximately six miles of I-26 from SC 27 to one mile west of Jedburg Road. The

purpose of the project is to improve traffic operations, increase capacity along the corridor, and reduce congestion. The I-26 project will add a travel lane in each direction of I-26 toward the existing median, reconstruct the SC 27 interchange to a rural diamond with multi-lane roundabouts at the ramp terminals, replace the Cypress Campground Road bridge over I-26 on new alignment, replace the I-26 mainline dual bridges over Cypress Swamp, add median safety improvements, and provide drainage improvements. The project will accommodate future levels of service resulting from increased truck traffic from the Port of Charleston and Volvo. Mead & Hunt provided project management, bridge and roadway design, surveys, utility, environmental, construction phase support, and public involvement services for the project.

Design Date: 2018 – 2022
Date: 2018 – Ongoing

S-46 Widening
Beaufort County
Bluffton, South Carolina

Beaufort County proposes to widen the SC 46 roadway for approximately 2 miles from the New River to SC 170. The proposed work will consist of widening SC 46 from two (2) to four (4) lanes. It is assumed that the roadway section will be four lanes with a raised median, designated bike lane, and shared use path with open drainage systems. Veronica led natural resources and permitting, including wetland delineations of 75 acres for a total of 18 acres of wetlands delineated. Threatened and endangered species surveys were conducted several times over the course of 2024, including a bald eagle kayak survey along the New River within 1.0 mile of the project. Future permitting and Phase I will be carried out under phase 2 of the contract.

Design Date: Ongoing

Bridge Replacement, US 321 over Crane Creek
South Carolina Department of Transportation (SCDOT)
Columbia, South Carolina

Veronica assisted in the permitting for this bridge replacement project. Permitting responsibilities included jurisdictional determination field reviews and documentation, geospatial mapping, preparation of the Clean Water Act Section 401/404 permit and documents, and the field work and documentation of a Phase I Environmental Site Assessment. This bridge was damaged during the 2015 floods, and the Department received emergency funding from FEMA to replace the bridge with a construction obligation date of September 2020. Mead & Hunt was selected to expedite this bridge design process. Our design features a 200-foot-long, 79-foot-wide, two-span bridge that accommodates four lanes, a center median, and sidewalks on both sides.

Design date: July 2020

Phase 1 Environmental Site Assessments

TAP City Projects
Greenwood and Abbeville Counties, South Carolina
The South Carolina Department of Transportation (SCDOT), in conjunction with The Town of Ninety-Six, Greenwood County School District 52, and The City of Abbeville (TAP Applicants), proposes to replace existing sidewalks and install lighting along various streets in the City of Abbeville in Abbeville County and to install new sidewalks along various streets in Greenwood County. The purpose of the project is to improve pedestrian access. Veronica performed all necessary requirements to complete all three (3) Phase 1 Environmental Site Assessments (ESA) including property mapping, historic database searches, on-site-reconnaissance, and compiling these findings for each Phase 1 ESA in accordance with ASTM E 1527-13. Veronica performed these tasks under the supervision of a Qualified Environmental Professional in accordance with 312.10 of 40 CFR Part 312.

Date: 2021

Phase 1 Environmental Site Assessment
First Reliance Bank
Moncks Corner, South Carolina
Veronica performed all necessary requirements to complete this Phase 1 Environmental Site Assessment (ESA) including property mapping, historic database searches, on-site-reconnaissance, and compiling these findings for the Phase 1 ESA in accordance with ASTM E 1527-13. Veronica performed these tasks under the supervision of a Qualified Environmental Professional in accordance with 312.10 of 40 CFR Part 312.

Date: June 2020

Roadway Design, Rice Avenue and Midway Drive Connector
Union County
Union County, South Carolina
Veronica performed wetland delineations, threatened and endangered species surveys, and Section 404/401 permitting. A joint Jurisdictional Determination and Nationwide Permit package was submitted and approved by the US Army Corps of Engineers with no comments. Union County proposes to construct a new alignment roadway that would connect Rice Avenue Extension with Midway Drive Extension. The project is located at an undeveloped site off Rice Avenue and Lukesville Road/Midway Drive, approximately 1.3 miles southeast of Buffalo and 2.2 miles west of the City of Union.

Design Date: Ongoing

APPENDIX J

DETAILED TRAFFIC NOISE ANALYSIS

DETAILED TRAFFIC NOISE ANALYSIS

I-20 AT CALKS FERRY ROAD INTERCHANGE

SCDOT Project ID No. P045258



Noise monitoring equipment along Calks Ferry Road within the project study area

Lexington County, South Carolina

October 2026

Prepared for

The County of Lexington

In coordination with the

South Carolina Department of Transportation (SCDOT)

&

Federal Highway Administration (FHWA)

EXECUTIVE SUMMARY

Lexington County, in coordination with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), proposes a new full access interchange at the Interstate 20 (I-20) overpass at Calks Ferry Road (S-278) in Lexington County (as shown in Figure 1). The Preferred Build Alternative is shown in Figure 2.

Lexington County and SCDOT signed an Intergovernmental Agreement (IGA), so SCDOT is providing guidance and review of the project as Project No. P045258. There is currently no federal funding; however, due to proposed alteration of the interstate, an Interchange Justification Report (IJR) is being prepared and the FHWA approval will be required. A Environmental Assessment (EA) has been prepared for this project. The approval date of the draft EA will be the Date of Public Knowledge. After this date, federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed project. SCDOT advocates the use of local government authority to regulate land development, planning, design, and construction in such a way that noise impacts are minimized. Per FHWA Procedures for Abatement of Highway Noise (23 CFR 772.5(2)) and the 2023 Revised SCDOT Traffic Noise Abatement Policy (SCDOT Policy), the proposed project is identified to be a “Type I” project. The proposed I-20 Interchange project is a Type I project, as designated in FHWA 23 CFR 772, because the project increases the number of through-traffic lanes and includes the addition of interchange ramps. This Detailed Traffic Noise Analysis documents the methodologies, results, and recommendations in compliance with 23 CFR 772 and SCDOT Policy.

This detailed noise analysis was prepared utilizing the FHWA Traffic Noise Model (TNM) v.2.5 to establish the Base Year 2026, predicted No-Build scenario, and the Preferred Build Alternative for the year 2045. Additional build alternatives were considered for the project but eliminated based on reasons unrelated to noise in May 2026.

Noise-sensitive sites (residences, restaurants, churches, schools, and sporting areas) within 500 feet of the proposed alternative were identified along the project corridor. A total of 80 receivers were identified and analyzed for noise impacts in the models. Noise-sensitive receptors sites along the proposed project corridor are categorized as activity Category B, C, D or E, according to FHWA Noise Abatement Criteria (NAC) based on their individual land use. The NAC identified receivers to be grouped into a common noise environment (CNE). A CNE is a distinct geographic location containing noise-sensitive land uses that can be considered similar in the acoustical environment. A total of nine CNE’s were developed for the analysis report.

The Design Year 2045 build condition traffic noise is predicted to impact five noise-sensitive receptors near the project for the Build Alternative. Five of the nine CNE's identified one impacted receptor. Consideration for traffic noise abatement measures were given to all impacted receptors. No locations evaluated in this Detailed Noise Analysis were determined to meet the feasibility and reasonableness criteria per the SCDOT Traffic Abatement Noise Policy (March 2023). No traffic noise abatement measures are recommended, and no noise abatement measures are proposed for incorporation into the project's plans.

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AADT	Average Annual Daily Traffic
CFR	Code of Federal Regulations
CNE	Common Noise Environment
dBA	A-weighted decibel
DEM	Digital Elevation Model
EA	Environmental Assessment
FHWA	Federal Highway Administration
I-20	Interstate 20
IJR	Interchange Justification Report
Leq(h)	Hourly Equivalent Sound Level
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
PSA	Project Study Area
SCDOT	South Carolina Department of Transportation
TNM	Traffic Noise Model
TNM v2.5	FHWA Traffic Noise Model Version 2.5

1.0 PROJECT DESCRIPTION

Lexington County, in coordination with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), proposes a new full access interchange at the Interstate 20 (I-20) overpass at Calks Ferry Road (S-278). Specifically, a new bridge is proposed to be constructed adjacent/parallel with the existing overpass, which would ultimately be removed. The project also proposes widening of Calks Ferry Road from Two Notch Road (S-77) to Sherwood Drive (S-1262) and improving intersections at Two Notch Road, Summer Orchard Drive, Oscar Price Road, and Sherwood Drive. The Preferred Build Alternative includes the construction of a partial cloverleaf interchange at I-20. The posted speed limit and design speed along Calks Ferry Road is 45 miles per hour (mph).

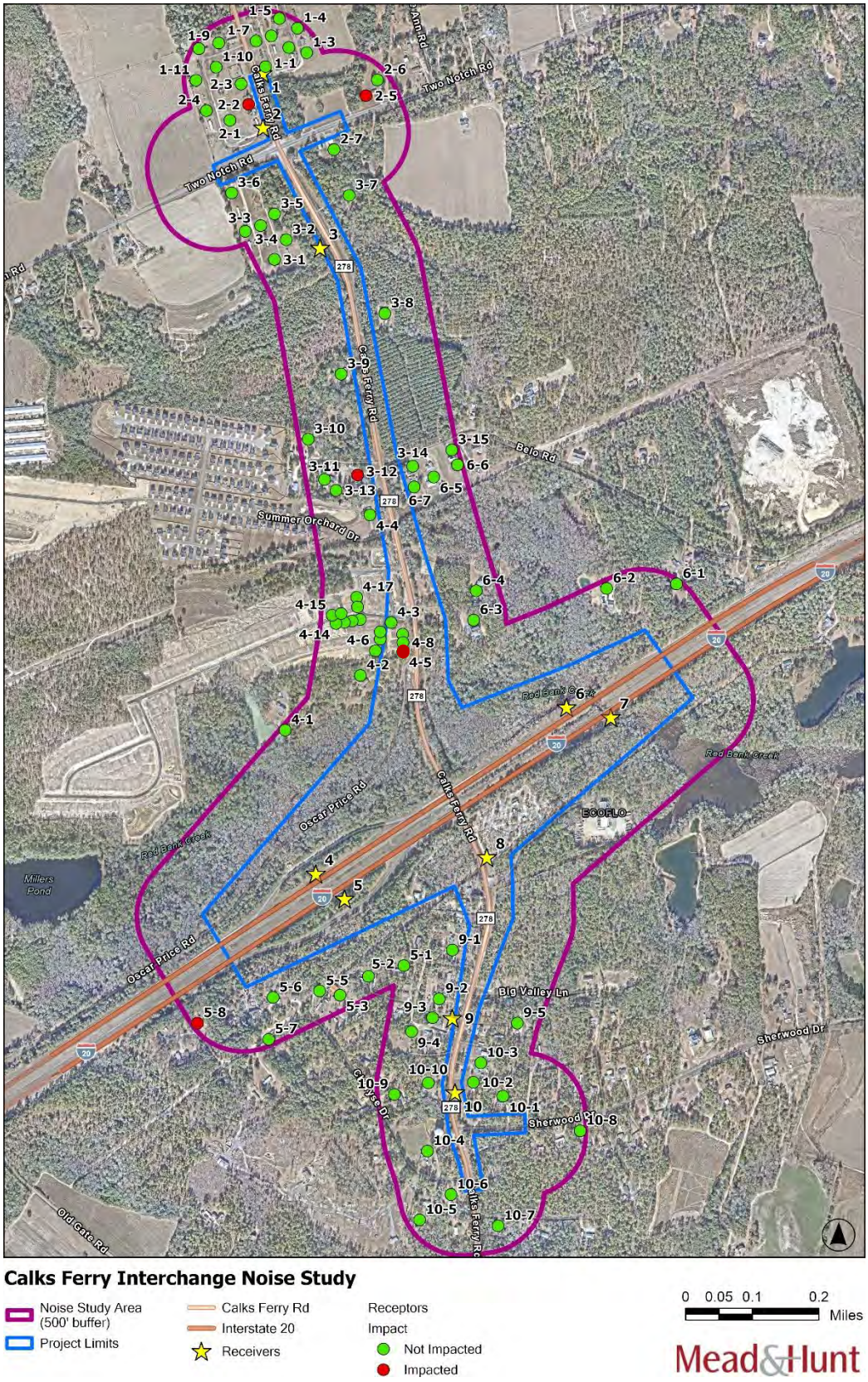


Figure 1: Noise Study Area

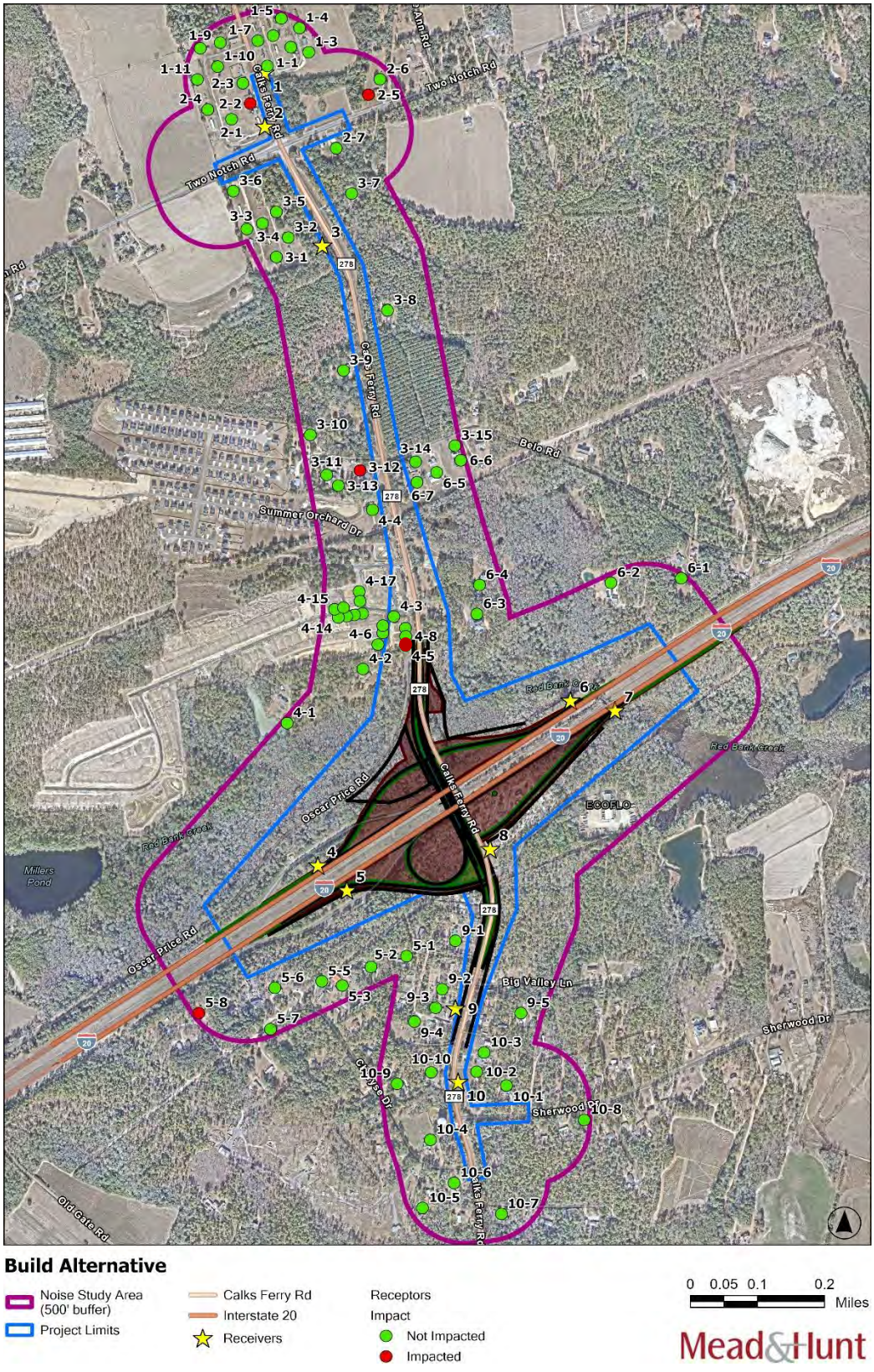


Figure 2: Build Alternative

1.1 PURPOSE AND NEED

The purpose of the proposed project is to improve the system linkage of I-20 to the western portion of the Town of Lexington and Lexington County, to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity. The I-20 at Calks Ferry Interchange Project is needed to address the lack of network connectivity between I-20 and the western portion of the Town of Lexington and Lexington County to accommodate traffic from current and planned growth. Another desirable outcome of the proposed project is the reduction of existing and forecasted traffic congestion at the I-20 interchange at Long Pond Road (Exit 51).

1.2 COMMON NOISE ENVIRONMENT

A common noise environment (CNE) is a group of receptors within the same Activity Category that are exposed to similar noise sources and levels, traffic volumes, traffic mix, speed, and topographic features. The project area was divided into 9 CNEs for purposes of this traffic noise study, shown on Figure 3. Noise Sensitive land uses in the project area total 80 receptors (79 residential, one undeveloped area).

1.2.1 COMMON NOISE ENVIRONMENT A (CNE A)

CNE A contains nine noise-sensitive residential land uses. CNE A is located on the east side of Calks Ferry Rd, north of Two Notch Road.

1.2.2 COMMON NOISE ENVIRONMENT B (CNE B)

CNE B contains eight noise-sensitive residential land uses. CNE B is located on the west side of Calks Ferry Road, north of Two Notch Road.

1.2.3 COMMON NOISE ENVIRONMENT C (CNE C)

CNE C contains eight noise-sensitive residential land uses. CNE C is located on the east side of Calks Ferry Road, south of Two Notch Road and extends north of I-20.

1.2.4 COMMON NOISE ENVIRONMENT D (CNE D)

CNE D contains 12 noise-sensitive residential land uses. CNE D is located on the west side of Calks Ferry Road, south of Two Notch Road and extends north of I-20.

1.2.5 COMMON NOISE ENVIRONMENT E (CNE E)

CNE E contains four noise-sensitive residential land uses. CNE E is located on the east side of Calks Ferry Road, south of Belo Road and north of I-20.

1.2.6 COMMON NOISE ENVIRONMENT F (CNE F)

CNE F contains 16 noise-sensitive residential land uses and one undeveloped land use, for a total of 17 noise-sensitive land uses. CNE F is located on the west side of Calks Ferry Road, south of Summer Orchard Drive and north of I-20.

1.2.7 COMMON NOISE ENVIRONMENT G (CNE G)

CNE G contains four noise-sensitive residential land uses. CNE G is located on the east side of Calks Ferry Rd, north of Sherwood Drive and south of I-20.

1.2.8 COMMON NOISE ENVIRONMENT H (CNE H)

CNE H contains 16 noise-sensitive residential land uses. CNE H is located on the west side of Calks Ferry Rd, north of Sherwood Drive and south of I-20.

1.2.9 COMMON NOISE ENVIRONMENT I (CNE I)

CNE I contains two noise-sensitive residential land uses. CNE I is located on the east side of Calks Ferry Rd, south of Sherwood Drive and south of I-20.

1.3 PROCEDURES

This Noise Report represents an analysis of predicted traffic noise impacts from the I-20 at Calks Ferry Road Interchange Project (Project ID No. P045258). FHWA TNM v.2.5 was used to establish Base Year 2026 (existing), predicted No-Build and Build scenario for Design Year 2045. The model used the traffic volumes from 2026 and 2045 provided in the “I-20 at Calks Ferry Rd Interchange Justification Report (IJR).”Noise-sensitive land uses identified in the study area were generally surrounded by agricultural and undeveloped land, and single-family residences. During noise measurement fieldwork completed between July 27 land August 3, 2026 uses were identified/confirmed, weather data and unusual events were recorded. Field data was logged, measurement sites were sketched, and noise measurement locations were photographed (refer to Appendix A).

A TNM v.2.5 model representing existing conditions was created utilizing roadways, receptors, terrain lines, barriers (to represent structures), and ground zones. Traffic data collected during measurement field work was applied to the model for validation purposes. A TNM v.2.5 model was created to represent the Build condition. Design elements were incorporated into the model based on the latest design information available at the time of the modeling. As defined in the SCDOT Traffic Noise Abatement Policy (March 2023), the build condition design elements were incorporated into the validated existing-condition TNM v.2.5 model. Traffic noise impacts were assessed per FHWA’s Noise Abatement Criteria (NAC) (Table 2), and Substantial Increase

Criteria defined by an increase of 15 dB(A)or greater in predicted design year loudest-hour equivalent noise levels over existing base year loudest-hour equivalent noise levels).

1.4 STATEMENT OF COMPLIANCE

Federal funding is being applied for the design and construction of this project. FHWA approval will be required. An Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI) is being prepared for this project.

This noise study will *FHWA 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and *South Carolina Department of Transportation Traffic Noise Abatement Policy, March 2023.*

According to FHWA and SCDOT, there are three types of projects:

- **Type I Project** – a proposed federal or federal-aid highway project for the construction of a highway at a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.
- **Type II Project** – a proposed federal or federal-aid highway project for noise abatement on an existing highway.
- **Type III Project** – a federal or federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

The proposed project is considered a Type I project, as designated in FHWA 23 CFR 772 because it includes the construction of a new interchange.

2.0 CHARACTERISTICS OF NOISE

Noise is defined as unwanted sound. It is emitted from many natural and man-made sources. Highway traffic noise is usually a composite of noises from engine exhaust, drive train, and tire-roadway interaction. **Table 1** illustrates common noise sources and their sound levels. The intensity of sound is usually measured in decibels and is expressed as “dB”. A-weighted decibels, abbreviated “dB(A)”, are an expression of the relative loudness of sounds in air as perceived by the human ear. In the A-weighted system, the decibel values of sounds at low frequencies are reduced.

Table 1: Common Outdoor and Indoor Noise Levels

Common Outdoor Noise Levels	Noise Level (dB(A))	Common Indoor Noise Level
	110	Rock Band
Jet Flyover at 1,000 feet	100	Inside Subway Train (NY)
Gas Lawn Mower at 3 feet	95	
Diesel Truck at 50 feet	90	Food Blender at 3 feet
Noisy Urban Daytime	80	Garbage Disposal at 3 feet
Gas Lawn Mower at 100 feet	70	Vacuum cleaner at 10 feet
Commercial Area	65	Normal speech at 3 feet
	55	Large business office
Quiet Urban Daytime	50	Dishwasher in adjacent room
Quiet Urban Nighttime	40	Small theater, large conference room (Background)
Quiet Suburban Nighttime	35	
	30	Library
Quiet Rural Nighttime	25	Bedroom at night, concert hall (Background)
	15	Broadcast and Recording Studio
	0	Threshold of Hearing

Source: FHWA

The magnitude of noise is usually described by a ratio of its sound pressure to a reference sound pressure, which is usually twenty micro-Pascals (20μPa). Since the range of sound pressure ratios varies greatly – over many orders of magnitude, a base-10 logarithmic scale is used to express sound levels in dimensionless units of decibels (dB). The commonly accepted limits of detectable human hearing sound magnitudes is between the threshold of hearing at 0 dB and the threshold of pain at 140 dB.

Sound frequencies are reported in units of Hertz (Hz), which correspond to the number of vibrations per second of a given tone. The commonly accepted limitation of human hearing to detect sound frequencies is between 20 Hz and 20,000 Hz, and human hearing is most sensitive to the frequencies between 1,000 Hz – 6,000 Hz. Although people are generally not as sensitive

to lower-frequency sounds as they are to higher frequencies, most people lose the ability to hear high-frequency sounds as they age. To accommodate varying receptor sensitivities, frequency sound levels are commonly adjusted, or 'filtered', before being logarithmically added and reported as a single 'sound level' magnitude of that filtering scale. The 'A-weighted' decibel filtering scale applies numerical adjustments to sound frequencies to emphasize the frequencies at which human hearing is sensitive, and to minimize the frequencies to which human hearing is not as sensitive.

The degree of disturbance or annoyance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing (ambient) sound environment; and
3. The situation in which the disturbing noise is heard

Individuals have varying sensitivity to noise. Loud noises bother some people more than other people. The time patterns and durations of noise(s) also affect perception as to whether it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

Individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime, an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks. Appropriately, regulations exist for noise control or mitigation from many particularly offensive sources, including airplanes, factories, railroads, and highways.

Noise levels in this analysis are based on the equivalent sound level (L_{eq}), which is the steady-state (constant sound) A-weighted sound level with the same acoustic energy as the actual time-varying sound levels during the same time period. The varying sound levels of traffic over the course of a day are represented based on a constant noise level with the same energy content.

3.0 TRAFFIC NOISE REGULATIONS

FHWA has established noise abatement criteria (NAC) and procedures under the guidance of 23 Code of Federal Regulations (CFR) Part 772 in the planning and design of highways. The purpose of 23 CFR, Part 772 is "To provide procedures for noise studies and noise abatement measures to help protect the public's health, welfare and livability, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to title 23 U.S.C."

The SCDOT Traffic Noise Abatement Policy (*March 2023*) establishes official policy on highway noise. This policy describes the SCDOT process that is used in determining traffic noise impacts, construction noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for traffic noise abatement. SCDOT has adopted FHWA's federal NACs in the state's approach to implementation. The SCDOT Policy is located on the SCDOT website and is hereby incorporated by reference: (https://www.scdot.org/content/dam/scdot-legacy/business/pdf/envtoolshed/trafficnoise/Approved%20Noise%20Policy_2_24_2023.pdf)

3.1 NOISE ABATEMENT CRITERIA

The noise abatement criteria (NAC) listed in 23 CFR 772 and the SCDOT Traffic Noise Policy provide noise level thresholds for different activity categories. A noise sensitive receptor is considered impacted and noise abatement must be considered when either of the following two conditions occur:

a) The predicted worst noise hour Leq(h) traffic noise levels for the Design Year approach (reach one decibel less than), equal, or exceed the Noise Abatement Criteria (NAC) contained in 23 CFR 772 and in Table 1 of the SCDOT Traffic Noise Policy (**Table 2**), or
b) The predicted worst noise hour Leq(h) traffic noise levels for the Design Year substantially exceed existing noise by 10 dB(A) or more.

A receptor is a discrete or representative location within a noise sensitive area for any of the land uses listed in **Table 2**. For multifamily dwellings, each residence is counted as one receptor when determining impacted and benefited receptors. Predicted impacted, non-residential receptors are

represented by equivalent receptors calculated according to direction contained in the SCDOT Traffic Noise Manual.

Table 2: FHWA Noise Abatement Criteria

Activity Category	Leq dBA	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A through D or F.
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	-	Undeveloped lands that are not permitted.

Source: 23 CFR Part 772, Table 1

4.0 AMBIENT NOISE LEVELS

Ambient noise is that noise which is all around us caused by natural and man-made events. It includes weather, birds, insects, household appliances, commercial operations, lawn mowers, airplanes, automobiles, etc. To assess ambient noise conditions within the project study area, short-term noise monitoring was conducted. The purpose of noise monitoring is to gather data that will be compared to the traffic noise prediction from the TNM model. Data collected in the field was utilized to validate the model to the local existing conditions to ensure confidence in the TNM future noise level predictions.

Short-term noise measurements (15-minute duration) were collected at 10 sites in the project area between July 27th, 2026, and August 3rd, 2026, using an Extech Instruments sound level meter, an integrating sound level analyzer. The equivalent continuous sound level (Leq) was recorded using the "A"-weighted scale. The instruments were calibrated prior to the measurement session (Certificate No. 324038, calibrated July 9, 2026) to ensure accuracy (Appendix B). **Table 3** presents a summary of the ambient noise monitoring data.

Table 3: Ambient Noise Data Collection

Ambient Noise Measurement Site	CNE Section	Measured Sound Levels (Leq)	Modeled Sound Levels (Leq)	Modeled Minus Measured, dBA
1	A	60.2 dBA	59.9 dBA	-0.3 dBA
2	A	61 dBA	62.8 dBA	1.8 dBA
3	B	67.8 dBA	65.3 dBA	-2.5 dBA
4	C	74.8 dBA	75.6 dBA	0.8 dBA
5	C	74.3 dBA	73.9 dBA	-0.4 dBA
6	D	72.3 dBA	74.1 dBA	1.8 dBA
7	D	75.4 dBA	77.4 dBA	2.0 dBA
8	E	62.9 dBA	63.3 dBA	0.4 dBA
9	F	65.4 dBA	63.4 dBA	-2.0 dBA
10	F	73.5 dBA	70.9 dBA	-2.6 dBA

Weather conditions have some effect on the noise-measurement readings. Noise measurements should not be taken if the wind speed exceeds 12 miles per hour (mph). A wind screen was used at all measurements to reduce wind noise. The conditions during the monitoring are summarized in **Table *44*.**

Table 4: Ambient Noise Measurement Weather Summary

Condition	Required	Actual
Pavement	Dry	Dry
Humidity	Less than 90%	95%
Temperature	14 to 112 degrees Fahrenheit	93 degrees Fahrenheit
Wind Speed	Less than 12 mph	5 mph

Relative humidity during monitoring was recorded at 95 percent, above the 90 percent condition. Humidity is not expected to have affected the measured levels. Atmospheric absorption of sound due to humidity is most significant at high frequencies and over long propagation distances. All measurements were taken 20 to 90 feet from the roadway, where the effect on A-weighted levels is negligible. Pavement was dry, wind speed (5 mph) was below the 12-mph limit, and a

windscreen was used at all sites. In addition, modeled levels agreed with measured levels within ±3.0 dBA at all 10 sites, indicating that the measurements are representative of actual conditions.

4.1 NOISE MODEL VALIDATION

To validate the accuracy of the model, TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. The model is validated if existing highway traffic noise levels and predicted highway traffic noise levels for the existing condition are within ±3.0 dBA. Traffic volume counts were collected during 15-minute ambient field-noise monitoring periods and were normalized to 1-hour volumes. These normalized volumes were assigned to the corresponding project area roadways to simulate the noise source strength at the roadways during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model.

4.2 PROCEDURE FOR PREDICTING EXISTING AND FUTURE NOISE LEVELS

The FHWA Traffic Noise Model (FHWA TNM v2.5) is the only approved tool for predicting traffic noise levels, for assessing traffic noise impacts, and for determining abatement measure effectiveness. In accordance with industry standards and accepted best practices, and the SCDOT Traffic Noise Manual, detailed computer models were created using FHWA TNM v2.5 and were used to predict traffic noise levels for receptor locations in the vicinity of the proposed project. Screenshots of the TNM models utilized for this report are referenced in Appendix D.

Traffic noise emissions consist of three primary parts: tire/pavement noise, engine noise, and exhaust noise. Of these sources, tire/pavement noise is typically the most offensive at unimpeded travel speeds. Sporadic traffic noises such as horns, squealing brakes, screeching tires, etc. are considered aberrant and are not included within the predictive model algorithm. Traffic noise is not constant; it varies in time depending upon the number, speed, type, and frequency of vehicles that pass by a given receptor. Furthermore, since traffic noise emissions are different for various types of vehicles, the TNM algorithm distinguishes between the source emissions from the following vehicle types: automobiles, medium trucks, and heavy trucks as shown in **Table 5**. The computer traffic noise prediction model uses the number and type of vehicles on the planned roadway, vehicle speeds, the physical characteristics of the road (curves, hills, depressions, elevations, etc.), receptor location and height, and, if applicable, barrier type, barrier ground elevation, and barrier segment top elevations.

Table 5: TNM Vehicle Classification Types

TNM Vehicle Type	Description
Automobile	All vehicles with two axles and four tires, including passenger cars and light trucks, weighing 10,000 pounds or less
Medium Trucks	All vehicles having two axles and six tires, weighing between 10,000 and 26,000 pounds
Heavy Trucks	All vehicles having three or more axles, weighing more than 26,000 pounds

5.0 EXISTING/NO-BUILD/BUILD CONDITIONS

Traffic noise levels for the Existing Year were predicted by inputting base year (2026) traffic volumes. Future traffic noise levels for the No-Build and Build conditions were predicted by inputting design year (2045) traffic volumes from the Traffic Analysis Report (July 2026) into the TNM models. The base year (2026) and future (2045) traffic volumes and the calculations to determine the worst noise hour are included in Appendices E, F, and G.

5.1 TRAFFIC NOISE IMPACTS

Traffic noise impacts occur when the predicted traffic noise levels either: [a] approach or exceed the FHWA noise abatement criteria (with “approach” meaning within 1 dB(A) of the NAC values listed in **Table 2**.; or [b] substantially exceed the existing noise levels in the design year by 15 dB(A) or greater. FHWA and SCDOT require feasibility and reasonableness factors be considered to abate traffic noise at all predicted traffic noise impacts. Measures considered include highway alignment selection, traffic systems management, buffer zones, noise walls and earth berms.

The existing conditions predicted two receptors that approach or exceed the NAC (two – NAC B). The Design Year 2045 No-Build conditions predicted two receptors that approach or exceed the NAC (two– NAC B). The Design Year 2045 Build conditions predicted five receptors that approach or exceed the NAC (five – NAC B). The predicted hourly equivalent traffic noise levels for all receptors in the existing, no-build and build conditions are included in Appendix B.

The number of noise sensitive land use receptors predicted to become impacted by design year 2045 build condition loudest hourly-equivalent traffic noise levels is shown in **Table 5**. Figure 2 shows the location of impacted receptors. Appendix B presents predicted traffic noise levels for all noise-sensitive receptors in the project study area.

Table 6: Traffic Noise Impact Summary for Design Year 2045 Build Condition

Detailed Study Alternative (DSA)	Reason For Noise Impact	Summary of Impacted Receptors[7]							
		By Activity Category							
		A	B	C	D	E	F[5]	G[6]	All Activity Categories
Build Alternative 1	Based on NAC Criteria Only[1]	0	79	0	0	0	0	1	80
	Based on Substantial Increase Criteria Only[2]	0	0	0	0	0	0	0	0
	Based on Both Criteria[3]	0	0	0	0	0	0	0	0
	TOTAL DSA IMPACTS[4]	0	5	0	0	0	0	0	5

Note 1: Predicted traffic noise level impacts due to design year worst hour build-condition noise levels approaching or exceeding the SCDOT Noise Abatement Criteria (NAC)

Note 2: Predicted design year worst hour noise levels exceeding existing worst hour noise levels by 15 dB(A) or greater. (SCDOT Substantial Increase Criteria)

Note 3: Predicted traffic noise level impacts due to both 1 and 2 above.

Note 4: Only one of the Note 1 and Note 2 conditions must be met for an impact to exist.

Note 5: There are no impact criteria for land use facilities in this activity category and no analysis of noise impacts is required.

Note 6: There are no impact criteria for undeveloped land, but some noise levels may need to be provided to local officials to aid them in future land use planning efforts.

Note 7: Values noted for Activity Category C, D, and E include Equivalent Receptor values for these non-residential land uses.

6.0 POTENTIAL TRAFFIC NOISE ABATEMENT MEASURES

Prior to the recommendation of noise abatement measures, FHWA and SCDOT require that feasible and reasonable noise abatement measures be considered and evaluated for the benefit of all predicted build-condition traffic noise impacts. Feasibility and reasonableness are determined per Section 6.1 and 6.3 of the SCDOT Traffic Noise Abatement Policy.

6.1 FEASIBILITY FACTORS

Feasibility is the combination of acoustical and engineering factors considered in the evaluation of a noise barrier. To be feasible acoustically, a noise barrier must achieve a noise reduction of at least five dB(A) for 75% of those receivers determined to be impacted. A minimum of at least three impacted receptors must achieve the five dB(A) reduction. Engineering feasibility of noise barriers considers adverse impacts created by or upon property access, drainage, topography, utilities, safety, and maintenance requirements.

There is a total of five predicted impacted receptors in the Build condition. Out of the nine CNE's located along the project corridor, no CNE's contains more than one predicted impacted receptors.

6.2 REASONABLENESS FACTORS

Three Mandatory Reasonable Factors must be met for a noise abatement measure to be considered reasonable. They are:

Noise Reduction Design Goal – A reduction of at least 8 dBA must be achieved for 80% of receivers determined to be in the first two building rows and considered benefited.

Cost Effectiveness – The allowable cost of the abatement will be based on $35.00 per square foot. If the cost per benefited receptor is less than $30,000, then the barrier is determined to be cost-effective.

Viewpoints of the Property Owners and Residents of the Benefited Receptors – SCDOT shall solicit the viewpoints of all of the benefited receptors and document a decision on either desiring or not desiring the noise abatement measure.

These factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable.

6.3 HIGHWAY ALIGNMENT SELECTION

Highway alignment selection for traffic noise abatement involves modifying the horizontal and vertical geometry of the proposed facility to minimize traffic noise to noise-sensitive receptors. The selection of alternative alignments for noise abatement purposes must consider the balance between noise impacts and other engineering and environmental parameters. For noise abatement, horizontal alignment selection is primarily a matter of locating the roadway at a sufficient distance from noise-sensitive receptors and towards less sensitive receptors. Reductions in traffic noise to sensitive receptors can be made by adjusting the horizontal and vertical highway alignment and/or modifying the proposed cross-section.

The proposed project primarily involves the widening of Calks Ferry Road and the implementation of ramps and loops to the I-20 interchange. Highway alignment modifications would increase impacts on residences and would not be practicable to abate the predicted project noise impacts.

6.4 TRAFFIC SYSTEM MANAGEMENT MEASURES

Traffic control devices, vehicle-type prohibitions, time-of-day restrictions, modified speed limits, and exclusive lane designations were considered. These measures would reduce the capacity the project is intended to provide and conflict with its purpose and need. They are not practicable.

6.5 BUFFER ZONES

Buffer zones are undeveloped open spaces that border a highway. Buffer zones are typically not practical and/or cost effective for noise abatement due to the substantial amount of right-of-way required and would not be a feasible traffic noise abatement strategy for this project. The cost of acquiring the additional right of way for a buffer would likely exceed SCDOT's reasonable abatement costs per benefited receptor.

6.6 NOISE BARRIERS

Passive noise abatement measures are effective because they absorb sound energy, extend the source-to-receptor sound transmission path, or both. Sound absorption is a function of abatement medium (e.g., earth berms absorb more sound energy than noise walls of the same height because earth berms are more massive). The source-to-receptor path is extended by placement of an obstacle, such as a wall, that sufficiently blocks the transmission of sound waves that travel from the source to the receptor.

Traffic noise barriers are primarily constructed as earth berms or solid-mass walls adjacent to full control of access or limited control of access roadways that are in proximity to noise sensitive land

uses. To be effective, a noise barrier must be long enough and tall enough to shield the impacted receptors. Generally, the noise barrier length must be eight times the distance from the barrier to the receptor. For example, if a receptor is 200 feet from the roadway, an effective barrier would be approximately 1,600 feet long – with the receptor in the horizontal center. On roadway facilities with direct access for driveways, sound barriers are typically not feasible because the openings render the barrier ineffective in impeding the transmission of traffic noise. Due to the requisite lengths for effectiveness, sound barriers are typically not economical for isolated or most low-density areas. However, sound barriers may be economical for the benefit of as few as two predicted traffic noise impacts if the barrier can benefit enough total receptors – impacted and non-impacted combined – to meet applicable reasonableness criteria.

As discussed previously, a noise barrier is considered feasible if it achieves a noise reduction of at least five dB(A) for at least three impacted receptors and does not adversely affect property access, drainage, topography, utilities, safety, and maintenance requirements. At this stage of project development, a noise barrier is considered reasonable if the cost per benefited receptor is less than $30,000 (based on the cost of abatement at $35.00 per square foot) and the noise barrier achieves at least a 8 dB(A) noise reduction for 80% of those receivers determined to be in the first two building rows and considered benefited. The preferences of property owners and tenants of benefited receptors regarding noise walls preliminarily recommended will be taken into consideration in the final determination of reasonableness during final design through a balloting process.

Noise barriers were considered but not evaluated for any CNEs with impacted receptors because a noise barrier would not be feasible or reasonable. There were less than three (3) impacted receptors in a CNE (not feasible) or the impacted receptors were spaced too far apart for a barrier or berm to be reasonable.

6.7 NOISE INSULATION

Interior noise insulation was not considered as a potential traffic noise impact mitigation measure as part of the analysis for this Detailed Traffic Noise Analysis because no traffic noise impacts for the I-20 Improvement project are predicted to occur for any interior noise-sensitive areas (NAC “D”) as described in **Table 2**

7.0 CONSTRUCTION NOISE

Earth removal, hauling, grading, and paving are expected to be the predominant construction activities associated with this project. Temporary and localized construction noise impacts may occur as a result of these activities; refer to Table 7 for generalized noise emissions from construction equipment.". It is recommended that construction activities that will produce loud noises be scheduled during times of the day when such noises will create as minimal disturbance as possible.

Construction noise control measures that are low cost and can be easily implemented should be incorporated into the project plans and specifications to the extent possible. These measures include, but are not limited to, work-hour limits, equipment exhaust muffler requirements, haul-road locations, elimination of "tail gate banging", ambient-sensitive backup alarms, construction noise complaint mechanisms, and consistent and transparent community communication.

While discrete construction noise level prediction is difficult for a particular receiver or group of receivers, it can be generally assessed with respect to distance from known or likely project activities. For this project, earth removal, grading, hauling, and paving is anticipated to occur near numerous noise-sensitive receptors.

Although construction noise impact mitigation should not unduly affect project cost or the project construction schedule, pursuant to the requirements of 23 CFR 772.19, it is the recommendation of this traffic noise report that:

1) The Policy requirement to "identify land uses or activities that may be affected by noise from construction of the project" includes land uses near construction haul routes and/or any locations in which project-related construction activities may occur beyond the project corridor. Evaluation of project haul routes and locations in which project-related construction activities will occur or may occur beyond the project corridor is recommended in conjunction with project final design.

2) If construction noise activities must occur during sensitive hours near noise-sensitive areas, discrete construction noise abatement measures including, but not limited to, portable noise barriers and/or other equipment-quieting devices shall be considered.

3) Project earth removal, grading, hauling, and paving near any residences (including use of construction haul routes) should be limited to weekday daytime hours.

4) Construction noise impacts associated with pile-driving and impact hammers should be thoroughly evaluated in conjunction with development of construction phasing plans. It is the recommendation of this Traffic Noise Report that considerations be made for any nearby

residences for all evening and/or nighttime periods (7:00 p.m.–7:00 a.m.) throughout which loud construction activities might occur.

5) The Department utilizes the public involvement process to ensure the public is aware of the schedule of project activities that may create construction noise impacts.

Table 7: Construction Equipment Typical Noise Level Emission

Equipment	Noise Level Emissions (dB(A)) at 50 Feet from Equipment[2]
	70 80 90 100
Pile Driver[3]	
Jack Hammer	
Tractor	
Road Grader	
Backhoe	
Truck	
Paver	
Pneumatic Wrench	
Crane	
Concrete Mixer	
Compressor	
Front-End Loader	
Generator	
Saws	
Roller (Compactor)	

1. Adapted from *Noise Construction Equipment and Operations, Building Equipment, and Home Appliances*. U.S. Environmental Protection Agency. Washington D.C. 1971.
2. Cited noise level ranges are typical for the respective equipment. For "point sources" such as the construction equipment listed above, noise levels generally dissipate at a rate of -6 dB(A) for every doubling of distance. For example, if the noise level from a pile driver at a distance of 50 feet = 100 decibels (dB(A)), then at 400 feet, it might be 82 decibels (dB(A)) or less.
3. Due to project safety and potential construction noise concerns, pile driving activities are typically limited to daytime hours.

8.0 CONCLUSION

The existing conditions predicted two receptors that approach or exceed the NAC (two– NAC B). The Design Year 2045 No-Build conditions predicted two receptors that approach or exceed the NAC (two – NAC B). The Design Year 2045 Build conditions predicted five receptors that approach or exceed the NAC (five – NAC B). Furthermore, construction noise impacts – some of them potentially substantial – may occur due to the proximity of numerous noise-sensitive receptors to project construction activities. It is the recommendation of this Detailed Noise Analysis that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts.

According to the SCDOT Traffic Abatement Noise Policy (March 2023), at least three (3) impacted receptors (at a minimum), must achieve a 5-dB(A) reduction to be considered acoustically feasible. Of the 12 CNE's located along the project corridor, not one of the CNE's contained, at minimum, three (3) impacted receptors. Five of the CNE.s (CNE A, B, D, F and H) resulted in one (1) impacted receptors. Based on the project not meeting the feasibility and reasonableness criteria, no traffic noise abatement measures are recommended, and no traffic noise abatement measures are proposed for incorporation into the project plans.

The Date of Public Knowledge for SCDOT Project ID No. P045258 is the approval date of the anticipated EA/FONSI, which is expected to be November 2, 2026. In accordance with the SCDOT Traffic Noise Policy, the federal/state governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. In accordance with SCDOT Policy, zero noise walls for the Build Alternative meet policy feasibility and reasonableness criteria. No traffic noise abatement measures are recommended, and no noise abatement measures are proposed for incorporation into the project plans. This report completes the traffic noise requirements of Title 23 CFR Part 772 and the SCDOT Traffic Noise Policy (March 2023).

9.0 REFERENCES

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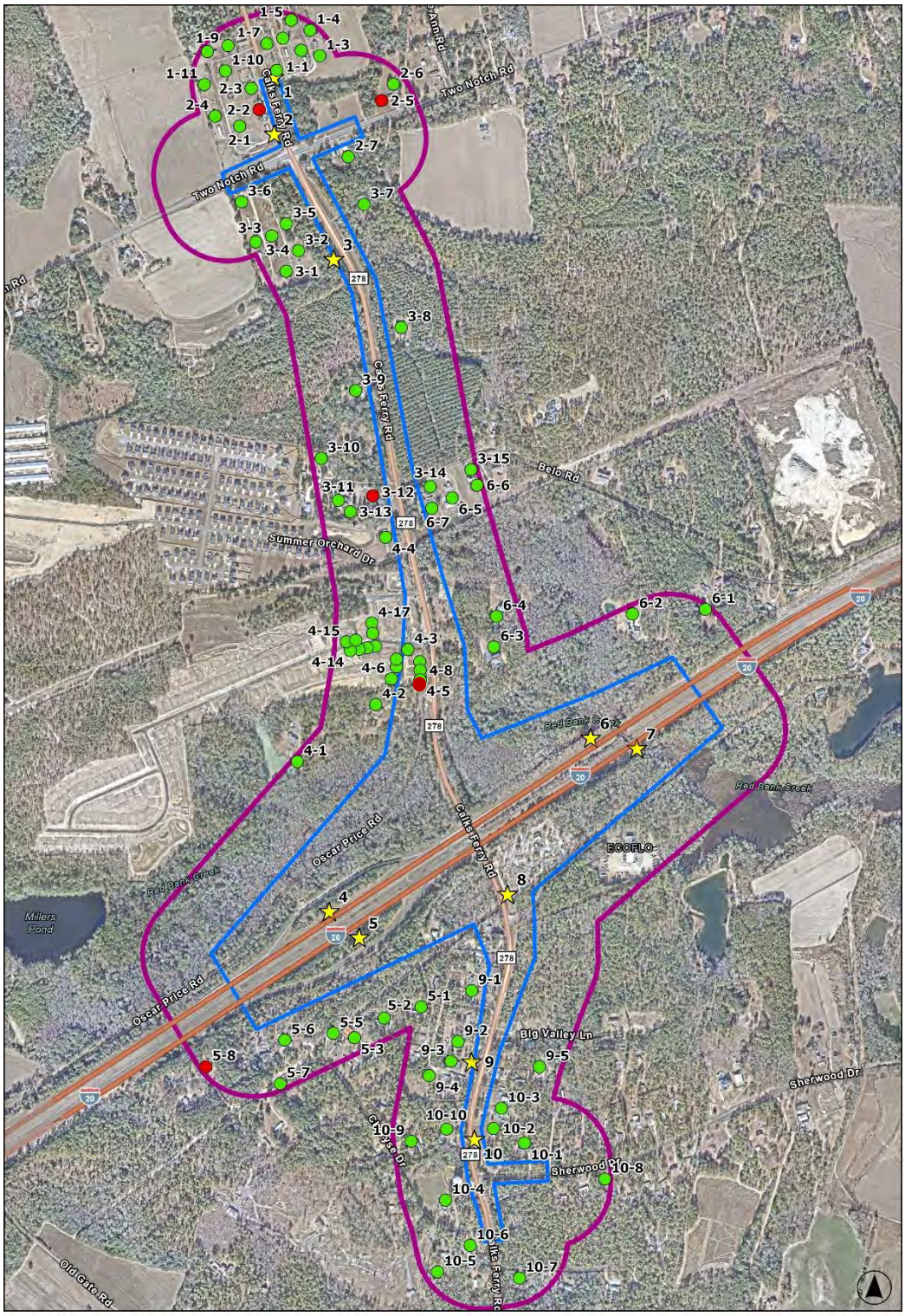
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U.S. Environmental Protection Agency. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. Washington, D.C. 1971.

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10.0 PROJECT MAPPING



Calks Ferry Interchange Noise Study

Noise Study Area (500' buffer)
Project Limits
Calks Ferry Rd
Interstate 20
Receivers
Receptors
Impact
Not Impacted
Impacted
0 0.05 0.1 0.2 Miles
Mead&Hunt

Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County

SCDOT



Legend

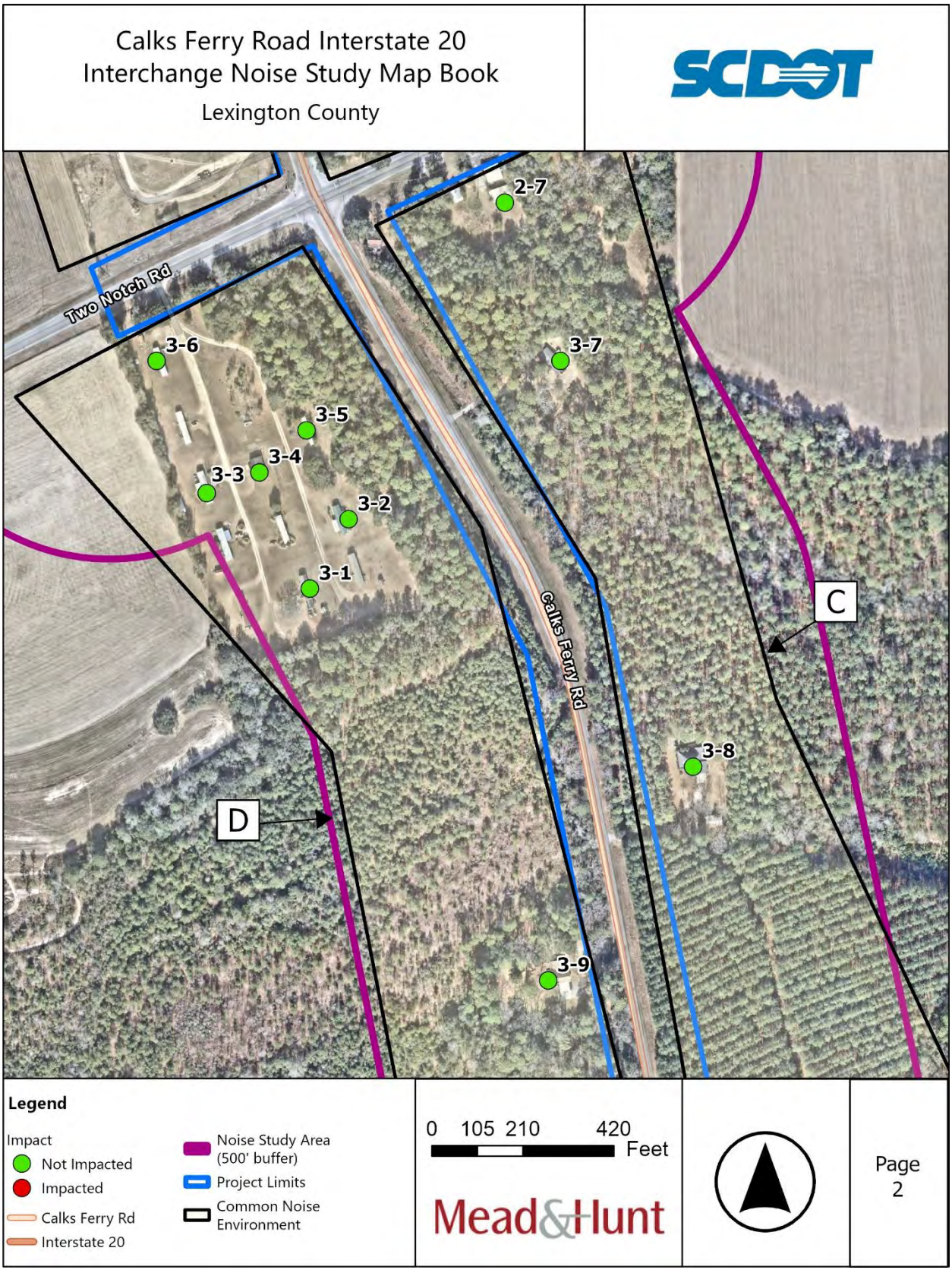
Impact
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- Impacted
- Calks Ferry Rd
- Interstate 20

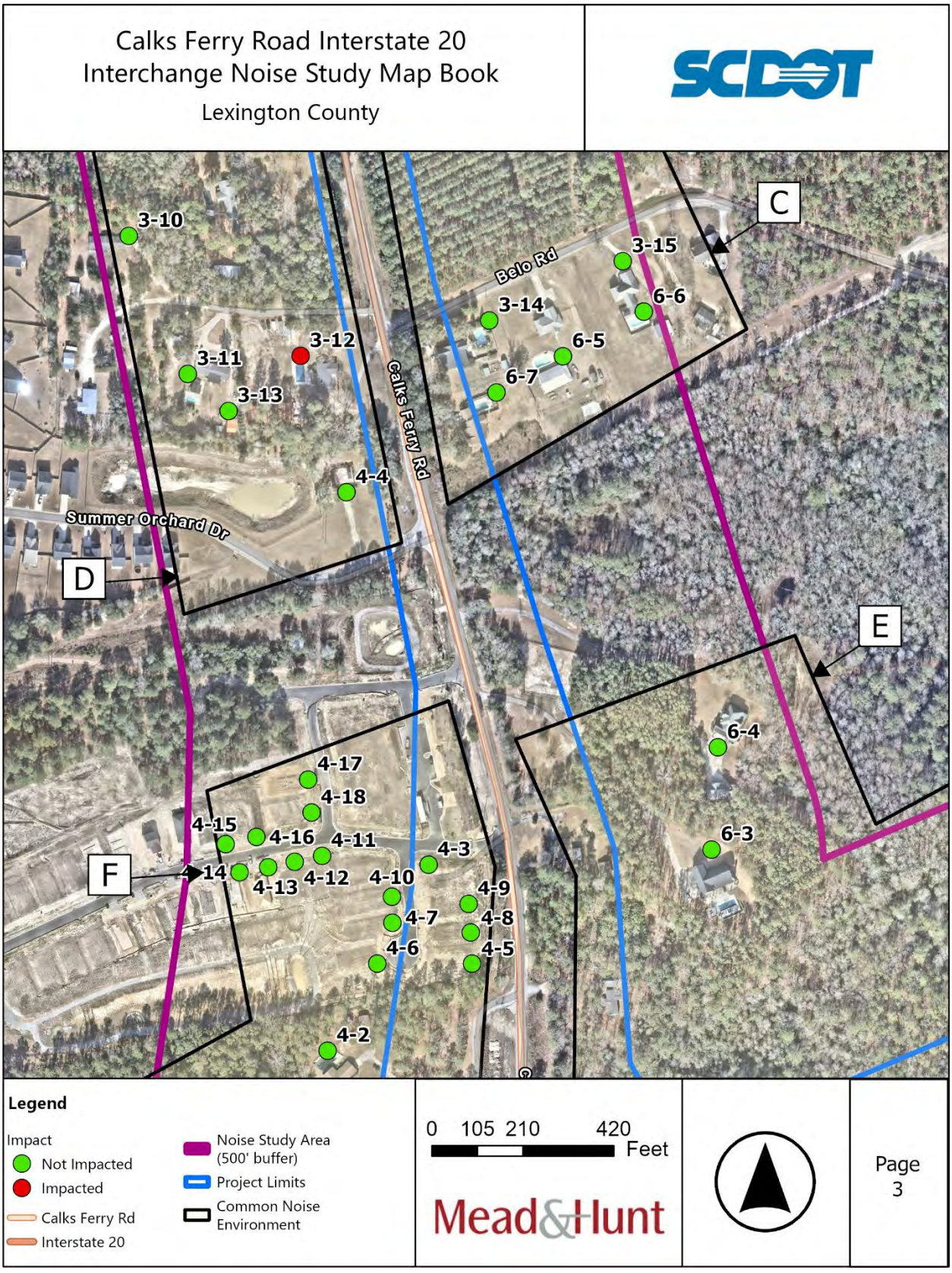
- Noise Study Area (500' buffer)
- Project Limits
- Common Noise Environment

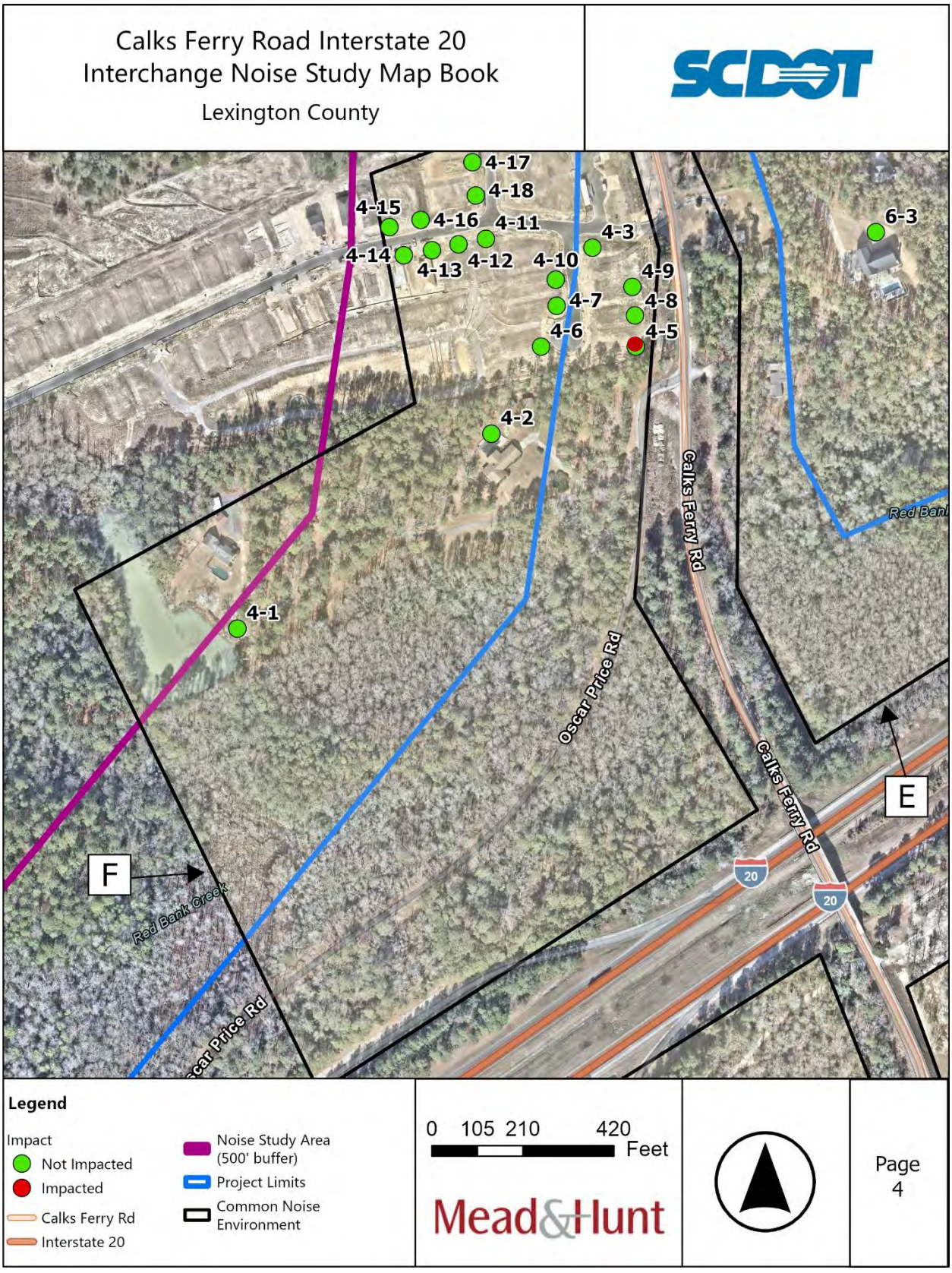
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Mead&Hunt

Page 1

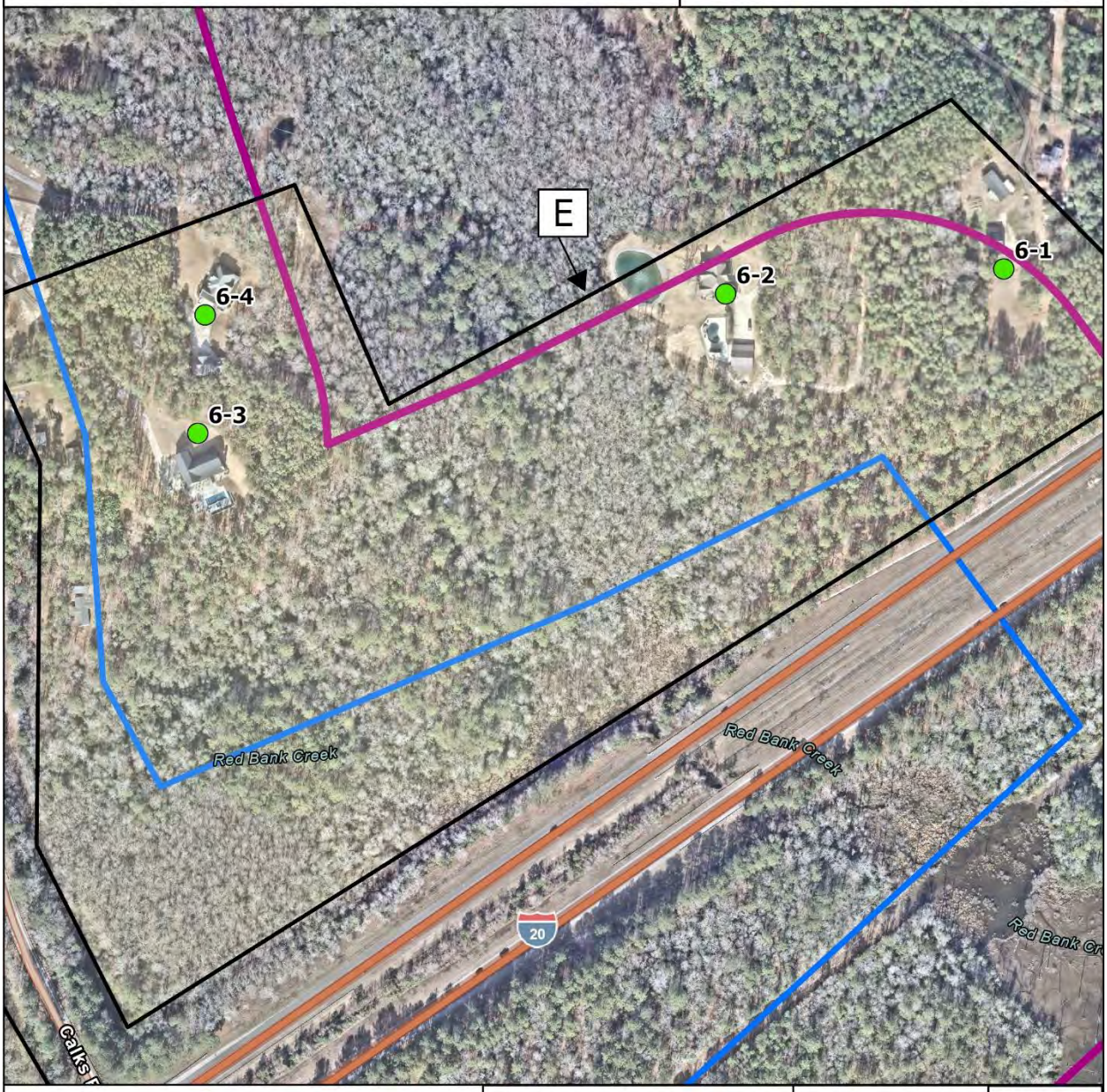

Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County
SCDOT
2-7
Two Notch Rd
3-6
3-7
3-5
3-4
3-3
3-2
3-1
Calks Ferry Rd
C
3-8
D
3-9
Legend
Impact
Not Impacted
Impacted
Calks Ferry Rd
Interstate 20
Noise Study Area (500' buffer)
Project Limits
Common Noise Environment
0 105 210 420
Feet
Mead&Hunt
Page 2


Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County
SCDOT
3-10
3-11
3-12
3-13
3-14
3-15
6-5
6-6
6-7
4-4
Belo Rd
Calks Ferry Rd
Summer Orchard Dr
C
D
E
F
4-17
4-18
4-15
4-16
4-11
4-3
4-14
4-13
4-12
4-10
4-9
4-7
4-8
4-6
4-5
4-2
6-4
6-3
Legend
Impact
Not Impacted
Impacted
Calks Ferry Rd
Interstate 20
Noise Study Area (500' buffer)
Project Limits
Common Noise Environment
0 105 210 420
Feet
Mead&Hunt
Page 3


Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County
SCDOT
4-17
4-18
4-15
4-16
4-11
4-3
4-14
4-13
4-12
4-10
4-9
4-7
4-8
4-6
4-5
4-2
6-3
4-1
Calks Ferry Rd
Oscar Price Rd
Red Bank Creek
E
F
20
Legend
Impact
Not Impacted
Impacted
Calks Ferry Rd
Interstate 20
Noise Study Area (500' buffer)
Project Limits
Common Noise Environment
0 105 210 420
Feet
Mead&Hunt
Page 4

Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County

SCDOT



Legend

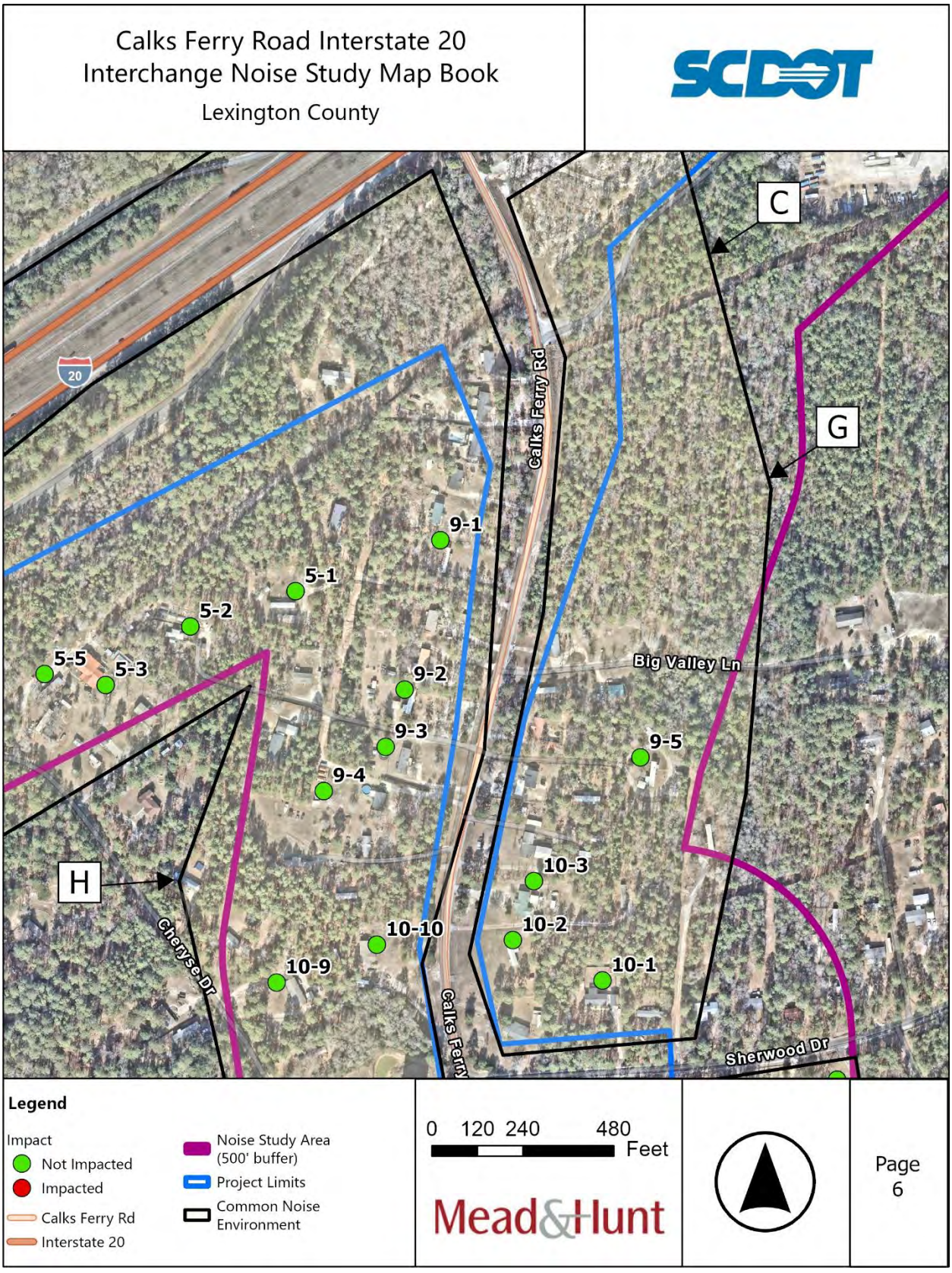
Impact
- Not Impacted
- Impacted
- Calks Ferry Rd
- Interstate 20

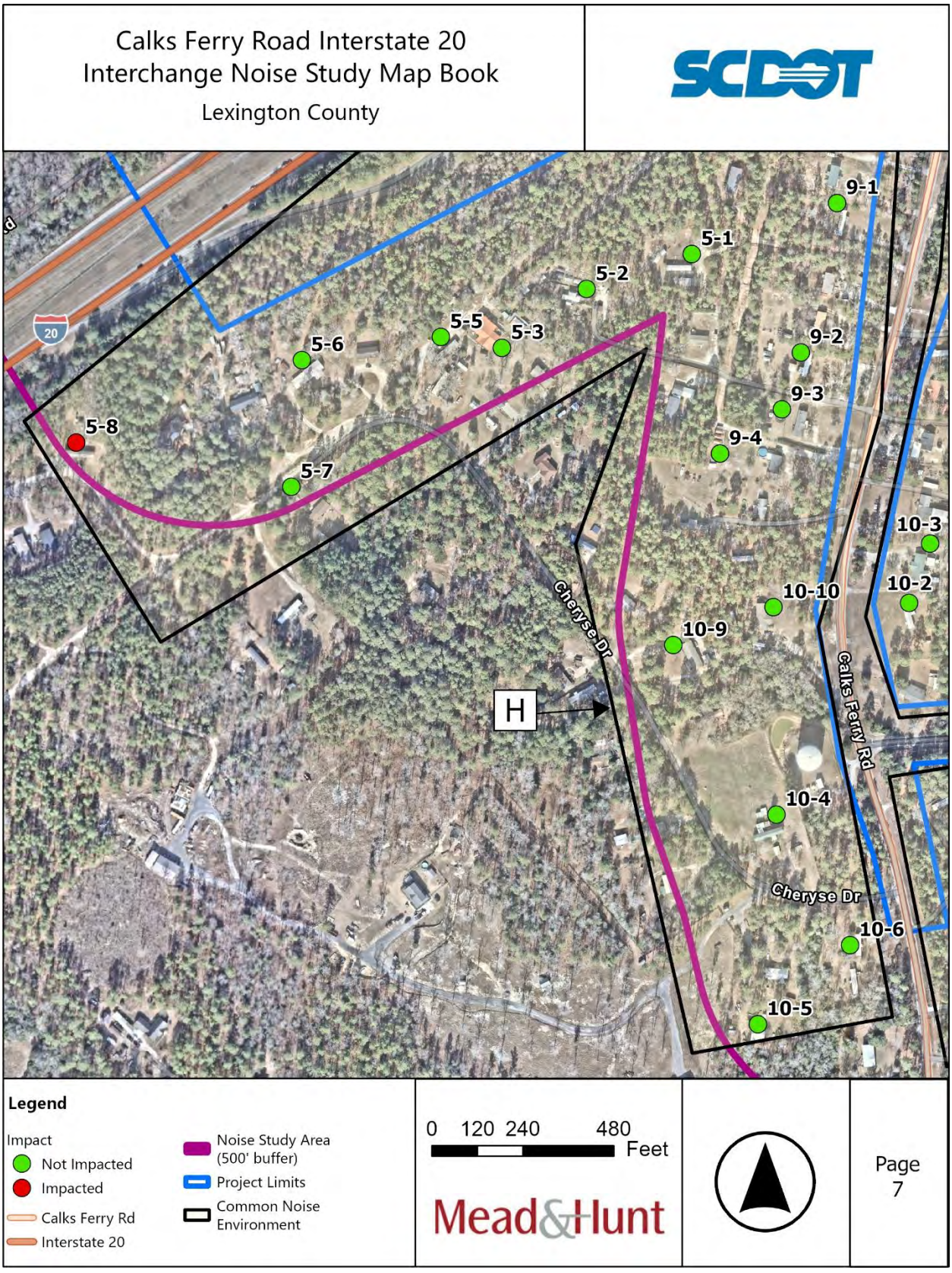
- Noise Study Area (500' buffer)
- Project Limits
- Common Noise Environment

0 105 210 420 Feet

Mead&Hunt

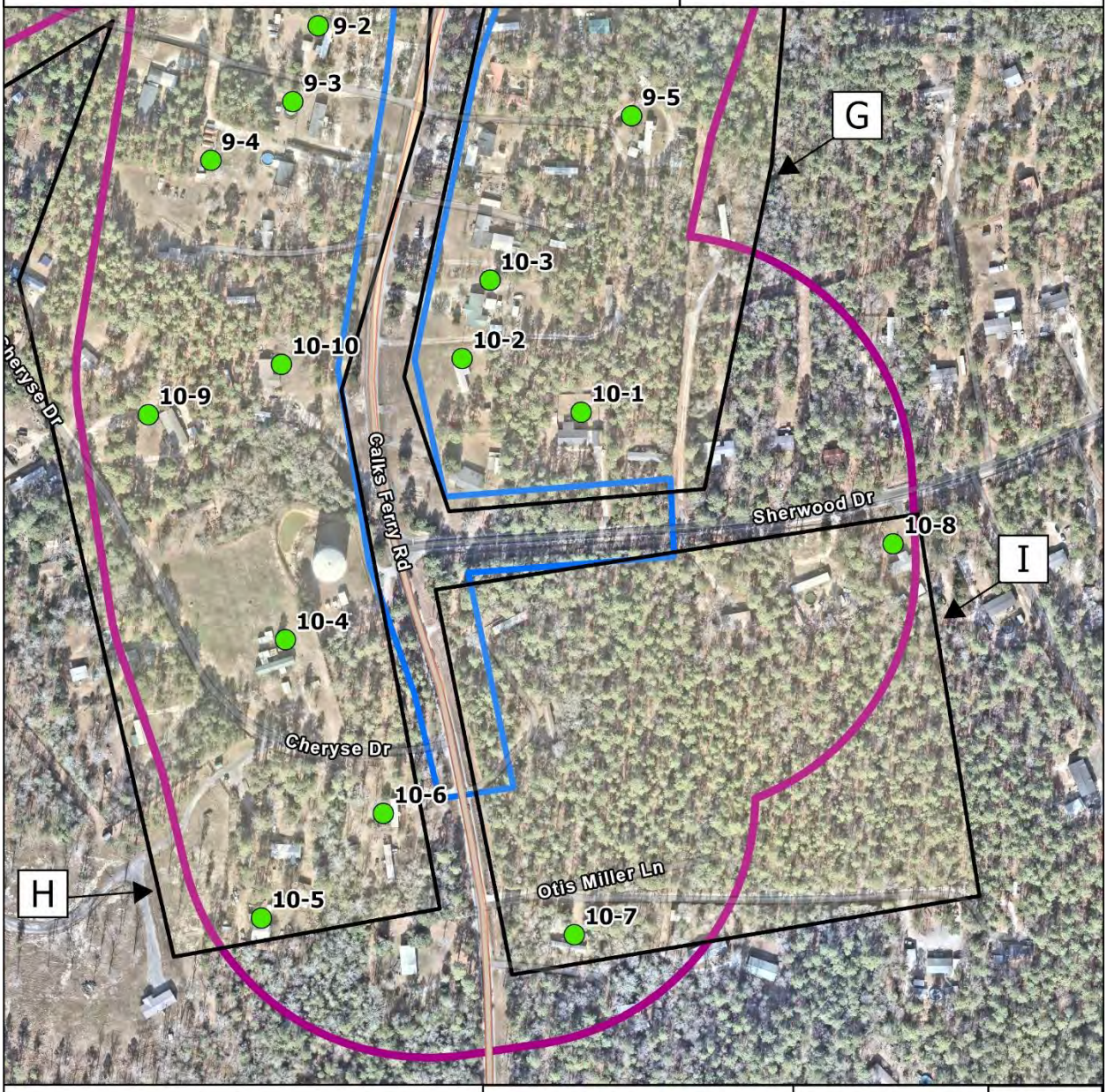
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Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County
SCDOT
C
G
H
20
Calks Ferry Rd
Big Valley Ln
Cherise Dr
Sherwood Dr
9-1
5-1
5-2
5-5
5-3
9-2
9-3
9-4
9-5
10-3
10-2
10-10
10-9
10-1
Legend
Impact
Not Impacted
Impacted
Calks Ferry Rd
Interstate 20
Noise Study Area (500' buffer)
Project Limits
Common Noise Environment
0 120 240 480
Feet
Mead&Hunt
Page 6


Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County
SCDOT
9-1
5-1
5-2
5-5
5-3
5-6
9-2
9-3
5-8
9-4
5-7
10-3
10-10
10-2
10-9
Cheryse Dr
Calks Ferry Rd
H
10-4
Cheryse Dr
10-6
10-5
20
Legend
Impact
Not Impacted
Impacted
Calks Ferry Rd
Interstate 20
Noise Study Area (500' buffer)
Project Limits
Common Noise Environment
0 120 240 480
Feet
Mead&Hunt
Page 7

Calks Ferry Road Interstate 20
Interchange Noise Study Map Book
Lexington County

SCDOT



Legend

Impact
- Not Impacted
- Impacted
- Calks Ferry Rd
- Interstate 20

- Noise Study Area (500' buffer)
- Project Limits
- Common Noise Environment

0 105 210 420 Feet

Mead&Hunt

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11.0 APPENDICES

A: Field Data Sheets

NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #1 **Date:** 7/27/2026

Location ID Coordinates: -81.331549, 33.927651 **Data Collection by:** JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 **GRADE:** 0

BEGIN TIME	END TIME	Measured L_{eq}
3:00 pm	3:15 pm	60.7

TEMP. (F)	WIND	HUMIDITY	PRECIP.
93	0	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

3:05 dog bark, 3:07 dog bark

3:00 – 3:15 Window AC unit running

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response: Fast

Area Between Roadway and Microphone: Grass

Meter Source: Rented From/Owned By CHA

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	N_BL (NEAR)	VPH	S_BL (FAR)	VPH	TOTAL	VPH
AUTO	15	60	16	64	31	124
MT	1	4	0	0	1	4
HT	0	0	2	8	0	8
TOTAL	16	64	18	72	32	136

MICROPHONE LOCATION
DISTANCE (EOP) 30 FT.
ELEVATION (ABV/BLW RDWY) 5 FT.
HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #2 **Date:** 7/27/2026

Location ID Coordinates: -81.331352, 33.926258 **Data Collection by:** JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 **GRADE:** 0

BEGIN TIME	END TIME	Measured L_{eq}
3:20 pm	3:35 pm	61.0

TEMP. (F)	WIND	HUMIDITY	PRECIP.
93	0	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

3:25 dog bark

Traffic Two Notch

EB A 37 WB A 90

EB M 1 WB M 2

EB H 1 WB H2

Calibration Initial: 93.5 Final: 93.6

Manufacturer EXTECH Model # 407780 ANSII Type II

Noise Meter Serial No. 060302899

Response: Fast

Area Between Roadway and Microphone: Grass

Meter Source: Rented From/Owned By CHA

TRAFFIC DATA DURATION _15_ MINUTES VPH=VEHICLES PER HOUR

CLASS	S_BL (NEAR)	VPH	N_BL (FAR)	VPH	TOTAL	VPH
AUTO	22	88	24	96	46	184
MT	1	4	1	4	2	8
HT	1	4	2	8	3	12
TOTAL	24	96	27	108	51	204

MICROPHONE LOCATION

DISTANCE (EOP) 40 FT.

ELEVATION (ABV/BLW RDWY) 5 FT.

HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #3 Date: 7/27/2026

Location ID Coordinates: -81.32952, 33.923525 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
3:45 pm	4:00 pm	67.8

TEMP. (F)	WIND	HUMIDITY	PRECIP.
93	0	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

1 motorcycle

3:49 crow, 3:50 crow, 3:56 tractor

3:59 car music

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone

Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	S_BL (NEAR)	VPH	N_BL (FAR)	VPH	TOTAL	VPH
AUTO	49	196	42	168	91	364
MT	3	12	1	4	4	16
HT	4	16	0	0	4	16
TOTAL	56	224	43	172	99	396

MICROPHONE LOCATION

DISTANCE (EOP) 22 FT.

ELEVATION (ABV/BLW RDWY) 5 FT.

HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #4 Date: 8/3/2026

Location ID Coordinates: -81.328942, 33.910218 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 70 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
8:02 am	8:17 am	74.8

TEMP. (F)	WIND	HUMIDITY	PRECIP.
76	5 MPH	95%	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	W_BL (NEAR)	VPH	E_BL (FAR)	VPH	TOTAL	VPH
AUTO	224	896	317	1268	541	2164
MT	15	60	10	40	25	100
HT	34	136	53	212	87	348
TOTAL	273	1092	88	1520	653	2612

MICROPHONE LOCATION
DISTANCE (CENTER LINE) 46 FT.
ELEVATION (ABV/BLW RDWY) 5 FT.
HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #5 Date: 8/3/2026

Location ID Coordinates: -81.327418, 33.910225 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 70 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
8:37 am	8:52 am	74.3

TEMP. (F)	WIND	HUMIDITY	PRECIP.
76	2 MPH	95 %	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	E_BL (NEAR)	VPH	W_BL (FAR)	VPH	TOTAL	VPH
AUTO	299	1196	217	868	516	2064
MT	15	60	14	56	29	116
HT	50	200	39	156	89	356
TOTAL	364	1456	270	1080	634	2536

MICROPHONE LOCATION
DISTANCE (CENTER LINE) 45 FT.
ELEVATION (ABV/BLW RDWY) 5 FT.
HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #6 Date: 8/3/2026

Location ID Coordinates: -81.325218, 33.912387 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 70 GRADE: 0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

EB 1 motorcycle and 1 bus

BEGIN TIME	END TIME	Measured L_{eq}
9:30 am	9:45 am	72.3

TEMP. (F)	WIND	HUMIDITY	PRECIP.
76	4 MPH	95%	0

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Area Between Roadway and Microphone
Grass

Meter Source: Rented From/Owned By CHA

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	W_BL (NEAR)	VPH	E_BL (FAR)	VPH	TOTAL	VPH
AUTO	196	784	263	1052	459	1836
MT	15	60	6	24	21	84
HT	31	124	48	192	79	316
TOTAL	242	968	317	1268	559	2236

MICROPHONE LOCATION
DISTANCE (CENTER LINE) 49 FT.
ELEVATION (ABV/BLW RDWY) 5 FT.
HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #7 Date: 8/3/2026

Location ID Coordinates: -81.320498, 33.914335 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 70 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
9:03 am	9:18 am	75.4

TEMP. (F)	WIND	HUMIDITY	PRECIP.
76	2 MPH	95%	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	E_BL (NEAR)	VPH	W_BL (FAR)	VPH	TOTAL	VPH
AUTO	231	924	208	832	439	1756
MT	17	68	10	40	27	108
HT	44	176	56	224	100	400
TOTAL	292	1168	274	1096	566	2264

MICROPHONE LOCATION
DISTANCE (CENTER LINE) 29 FT.
ELEVATION (ABV/BLW RDWY) 5 FT.
HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #8 Date: 7/27/2026

Location ID Coordinates: -81.32535, 33.911095 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
4:10 pm	4:25 pm	62.9

TEMP. (F)	WIND	HUMIDITY	PRECIP.
92	3	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

4:12 wind breeze, 4:16 rumble strips

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone:
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	N_BL (NEAR)	VPH	S_BL (FAR)	VPH	TOTAL	VPH
AUTO	40	160	36	144	76	304
MT	2	8	3	12	5	20
HT	1	4	2	8	3	12
TOTAL	43	172	41	164	84	336

MICROPHONE LOCATION

DISTANCE (CENTER LINE) 69 FT.

ELEVATION (ABV/BLW RDWY) 5 FT.

HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #9 Date: 7/27/2026

Location ID Coordinates: -81.325662, 33.906683 Data Collection by: JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 GRADE: 0

BEGIN TIME	END TIME	Measured L_{eq}
4:30 pm	4:45 pm	65.4

TEMP. (F)	WIND	HUMIDITY	PRECIP.
92	0	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

4:33 dog bark, 4:36 birds, 4:42 rumble

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	S_BL (NEAR)	VPH	N_BL (FAR)	VPH	TOTAL	VPH
AUTO	43	172	45	180	88	352
MT	2	8	1	4	3	12
HT	4	16	1	4	5	20
TOTAL	49	196	47	188	96	384

MICROPHONE LOCATION

DISTANCE (EOP) 30 FT.

ELEVATION (ABV/BLW RDWY) 5 FT.

HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



NOISE MEASUREMENT
Data Collection Sheet
for
Calks Ferry Interchange in Lexington County

Location ID: #10 **Date:** 7/27/2026

Location ID Coordinates: -81.325676, 33.909167 **Data Collection by:** JS/KM

ROADWAY: Asphalt

SURFACE CONDITIONS: Dry

EST. SPEED: 45 **GRADE:** 0

BEGIN TIME	END TIME	Measured L_{eq}
4:50 pm	5:05 pm	73.5

TEMP. (F)	WIND	HUMIDITY	PRECIP.
91	0	56	0

COMMENTS/ INDIVIDUALLY IDENTIFIED NOISE SOURCES

1 motorcycle

4:52 4:54 Rumble strip

4:52 4:58 hammer

Calibration
Initial: 93.5
Final: 93.6

Manufacturer EXTECH
Model # 407780
ANSII Type II

Noise Meter
Serial No. 060302899

Response:
Fast

Meter Source: Rented From/Owned By CHA

Area Between Roadway and Microphone
Grass

TRAFFIC DATA DURATION 15 MINUTES VPH=VEHICLES PER HOUR

CLASS	N_BL (NEAR)	VPH	S_BL (FAR)	VPH	TOTAL	VPH
AUTO	47	188	59	236	106	424
MT	4	16	3	12	7	28
HT	0	0	3	12	3	12
TOTAL	51	204	65	260	116	464

MICROPHONE LOCATION

DISTANCE (CENTER LINE) 30 FT.

ELEVATION (ABV/BLW RDWY) 5 FT.

HEIGHT (ABV. GROUND) 5 FT.

Sketch of measurement site with adjacent landmarks clearly labeled

⊗ = MEASUREMENT LOCATION



B: Certificates of Calibration

EXTECH

ISO 9001 Certified

Teledyne FLIR Commercial Systems, Inc. • 110 Lowell Road • Hudson, NH 03051

Certificate of Calibration

Certificate Number: 324038
Document Number: 236569

Customer Details:

Customer Name: CHA CONSULTING INC

Instrument Details:

Manufacturer:	EXTECH INSTRUMENTS	**Calibration Date:**	July 9, 2026
Description:	SOUND LEVEL METER	**Calibration Due:**	July 9, 2027
Model Number:	407780	**Cal. Interval:**	12 MONTHS
Serial Number:	G034493	**As Received:**	IN TOLERANCE
Equip. ID Number:	N/A		

Environmental Details:

Temperature: 21 Deg. +/- 5 C **Relative Humidity:** 40 % +/- 15 %

Procedures Used:

Calibration Procedure: EICM407780-CP

Certification

Extech certifies that the instrument listed above meets the specifications of the manufacturer at the completion of its calibration. Standards used are traceable to the National Institute of Standards and Technology (NIST). Methods used are in accordance with ISO 10012 and ANSI/NCSL Z540-1-1994 and have been derived from accepted values, natural physical constants, or through the use of self-calibration techniques.
This certificate is not to be reproduced other than in full, except with prior written approval of Extech.

Technicians Notes:

Technician: TERI KING

Approved By:

EXTECH

ISO 9001 Certified

Teledyne FLIR Commercial Systems, Inc. • 110 Lowell Road • Hudson, NH 03051

Certificate of Calibration

Certificate Number: 324038
Document Number: 236569
Model Number: 407780 **S/N:** G034493

As Received

Calibration Data

Standard	UUT	Accuracy	High Limit	Low Limit	Error	Status
Function: *dB (A Weighting Curve Ref IEC 651 Type 2)*						
54.6dB (31.5 Hz)	53.3	+/-(3.0 dB)	57.6	51.6	-1.3	PASS
67.8dB (63.0 Hz)	68.1	+/-(2.0 dB)	69.8	65.8	0.3	PASS
77.9dB (125 Hz)	77.8	+/-(1.5 dB)	79.4	76.4	-0.1	PASS
85.4dB (250 Hz)	85.2	+/-(1.5 dB)	86.9	83.9	-0.2	PASS
90.8dB (500 Hz)	90.6	+/-(1.5 dB)	92.3	89.3	-0.2	PASS
94.0dB (1000 Hz)	93.8	+/-(1.5 dB)	95.5	92.5	-0.2	PASS
95.2dB (2000 Hz)	95.4	+/-(2.0 dB)	97.2	93.2	0.2	PASS
95.0dB (4000 Hz)	95.6	+/-(3.0 dB)	98.0	92.0	0.6	PASS
92.9dB (8000 Hz)	92.7	+/-(5.0 dB)	97.9	87.9	-0.2	PASS
Function: *dB (C Weighting Curve Ref IEC 651 Type 2)*						
91.0dB (31.5 Hz)	92.7	+/-(3.0 dB)	94.0	88.0	1.7	PASS
93.2dB (63.0 Hz)	94.2	+/-(2.0 dB)	95.2	91.2	1.0	PASS
93.8dB (125 Hz)	94.7	+/-(1.5 dB)	95.3	92.3	0.9	PASS
94.0dB (250 Hz)	94.8	+/-(1.5 dB)	95.5	92.5	0.8	PASS
94.0dB (500 Hz)	94.5	+/-(1.5 dB)	95.5	92.5	0.5	PASS
94.0dB (1000 Hz)	94.3	+/-(1.5 dB)	95.5	92.5	0.3	PASS
93.8dB (2000 Hz)	94.2	+/-(2.0 dB)	95.8	91.8	0.4	PASS
93.2dB (4000 Hz)	93.8	+/-(3.0 dB)	96.2	90.2	0.6	PASS
91.0dB (8000 Hz)	90.5	+/-(5.0 dB)	96.0	86.0	-0.5	PASS

EXTECH

ISO 9001 Certified

Teledyne FLIR Commercial Systems, Inc. • 110 Lowell Road • Hudson, NH 03051

Certificate of Calibration

Certificate Number: 324038
Document Number: 236569

Final Reading

Calibration Data

Standard	UUT	Accuracy	High Limit	Low Limit	Error	Status
Function: *dB (A Weighting Curve Ref IEC 651 Type 2)*						
54.6 dB (31.5 Hz)	53.4	+/-(3.0 dB)	57.6	51.6	-1.2	PASS
67.8 dB (63.0 Hz)	68.3	+/-(2.0 dB)	69.8	65.8	0.5	PASS
77.9 dB (125 Hz)	78.0	+/-(1.5 dB)	79.4	76.4	0.1	PASS
85.4 dB (250 Hz)	85.3	+/-(1.5 dB)	86.9	83.9	-0.1	PASS
90.8 dB (500 Hz)	90.7	+/-(1.5 dB)	92.3	89.3	-0.1	PASS
94.0 dB (1000 Hz)	94.0	+/-(1.5 dB)	95.5	92.5	0.0	PASS
95.2 dB (2000 Hz)	95.6	+/-(2.0 dB)	97.2	93.2	0.4	PASS
95.0 dB (4000 Hz)	95.7	+/-(3.0 dB)	98.0	92.0	0.7	PASS
92.9 dB (8000 Hz)	92.8	+/-(5.0 dB)	97.9	87.9	-0.1	PASS
Function: *dB (C Weighting Curve Ref IEC 651 Type 2)*						
91.0 dB (31.5 Hz)	92.9	+/-(3.0 dB)	94.0	88.0	1.9	PASS
93.2 dB (63.0 Hz)	94.3	+/-(2.0 dB)	95.2	91.2	1.1	PASS
93.8 dB (125 Hz)	94.9	+/-(1.5 dB)	95.3	92.3	1.1	PASS
94.0 dB (250 Hz)	94.9	+/-(1.5 dB)	95.5	92.5	0.9	PASS
94.0 dB (500 Hz)	94.7	+/-(1.5 dB)	95.5	92.5	0.7	PASS
94.0 dB (1000 Hz)	94.5	+/-(1.5 dB)	95.5	92.5	0.5	PASS
93.8 dB (2000 Hz)	94.3	+/-(2.0 dB)	95.8	91.8	0.5	PASS
93.2 dB (4000 Hz)	93.9	+/-(3.0 dB)	96.2	90.2	0.7	PASS
91.0 dB (8000 Hz)	90.7	+/-(5.0 dB)	96.0	86.0	-0.3	PASS

UUT-Unit Under Test

Standards Used

Manufacturer	Model #	Serial #	Description	Cal. Due Date
BRUEL & KJAER	4226	3083958	SOUND CALIBRATOR	February 26, 2027

C: Hourly Equivalent Traffic Noise Levels

Receptor	Use	NAC	NAC (dBA)	Existing Base Year (2026) (dBA)	Design Year (2045) No-Build (dBA)	Design Year (2045) Build Alternative (dBA)
1-1	Residential	B	67.0	61.0	63.6	64.7
1-2	Residential	B	67.0	48.4	50.8	52.1
1-3	Residential	B	67.0	47.7	50.1	51.6
1-4	Residential	B	67.0	44.4	46.8	48.1
1-5	Residential	B	67.0	50.4	52.8	54.1
1-6	Residential	B	67.0	51.0	53.6	54.3
1-7	Residential	B	67.0	61.5	64.1	64.3
1-8	Residential	B	67.0	53.7	56.3	57.0
1-9	Residential	B	67.0	49.7	52.3	53.4
1-10	Residential	B	67.0	49.3	51.8	53.0.
1-11	Residential	B	67.0	46.7	49.2	50.9
2-1	Residential	B	67.0	55.5	58.1	59.6
2-2	Residential	B	67.0	61.5	64.1	67.1
2-3	Residential	B	67.0	61.1	63.6	65.3
2-4	Residential	B	67.0	50.0	52.6	54.4
2-5	Residential	B	67.0	66.1	67.9	68.8
2-6	Residential	B	67.0	57.5	59.3	62.4
2-7	Residential	B	67.0	56.8	59.0	60.4
3-1	Residential	B	67.0	47.4	49.8	52.3
3-2	Residential	B	67.0	54.5	57.0	59.7
3-3	Residential	B	67.0	49.1	51.6	53.4
3-4	Residential	B	67.0	51.1	53.6	56.0
3-5	Residential	B	67.0	56.4	59.0	61.4
3-6	Residential	B	67.0	56.1	58.6	60.7
3-7	Residential	B	67.0	54.2	56.7	59.6
3-8	Residential	B	67.0	53.8	56.3	60.2
3-9	Residential	B	67.0	56.8	59.2	64.8
3-10	Residential	B	67.0	46.2	48.4	53.1
3-11	Residential	B	67.0	45.3	47.4	51.7
3-12	Residential	B	67.0	60.6	63.1	67.0
3-13	Residential	B	67.0	47.4	49.7	54.9
3-14	Residential	B	67.0	51.1	53.5	55.5
3-15	Residential	B	67.0	44.6	46.9	49.9
4-1	Undeveloped	G	-	56.6	57.7	59.5

4-2	Residential	B	67.0	49.9	51.4	54.3
4-3	Residential	B	67.0	56.7	58.6	59.4
4-4	Residential	B	67.0	56.2	58.7	62.3
4-5	Residential	B	67.0	61.6	63.5	66.2
4-6	Residential	B	67.0	57.6	58.9	60.8
4-7	Residential	B	67.0	57.3	58.7	60.3
4-8	Residential	B	67.0	60.8	62.9	65.7
4-9	Residential	B	67.0	60.4	62.5	65.2
4-10	Residential	B	67.0	54.2	55.9	57.8
4-11	Residential	B	67.0	52.9	54.5	56.7
4-12	Residential	B	67.0	51.2	52.6	54.7
4-13	Residential	B	67.0	50.9	52.3	54.4
4-14	Residential	B	67.0	44.8	46.5	49.1
4-15	Residential	B	67.0	51.7	53.0	54.7
4-16	Residential	B	67.0	50.4	51.9	54.1
4-17	Residential	B	67.0	48.9	51.1	54.2
4-18	Residential	B	67.0	50.0	51.9	54.2
5-1	Residential	B	67.0	55.0	56.3	59.7
5-2	Residential	B	67.0	54.5	55.7	57.7
5-3	Residential	B	67.0	45.2	46.5	47.9
5-5	Residential	B	67.0	55.4	56.5	56.2
5-6	Residential	B	67.0	63.2	64.3	64.5
5-7	Residential	B	67.0	59.0	60.1	60.3
5-8	Residential	B	67.0	67.9	68.9	69.2
6-1	Residential	B	67.0	57.6	58.8	63.2
6-2	Residential	B	67.0	50.4	51.7	54.3
6-3	Residential	B	67.0	48.8	50.5	53.8
6-4	Residential	B	67.0	47.3	49.4	51.8
6-5	Residential	B	67.0	46.0	48.3	50.4
6-6	Residential	B	67.0	45.2	47.5	51.8
6-7	Residential	B	67.0	51.4	53.8	55.7
9-1	Residential	B	67.0	54.8	56.5	60.4
9-2	Residential	B	67.0	55.0	57.3	61.9
9-3	Residential	B	67.0	55.6	57.9	62.5
9-4	Residential	B	67.0	49.4	51.3	53.9
9-5	Residential	B	67.0	51.1	53.0	55.0
10-1	Residential	B	67.0	49.3	51.4	53.1
10-2	Residential	B	67.0	57.0	57.2	60.5
10-3	Residential	B	67.0	52.4	54.7	58.0

10-4	Residential	B	67.0	53.2	55.4	59.1
10-5	Residential	B	67.0	48.0	49.9	51.8
10-6	Residential	B	67.0	58.5	60.8	64.7
10-7	Residential	B	67.0	53.3	55.6	58.0
10-8	Residential	B	67.0	56.4	59.2	59.9
10-9	Residential	B	67.0	52.7	54.3	56.8
10-10	Residential	B	67.0	57.0	59.3	62.6

D: Traffic Noise Models (TNM)

Noise levels were predicted for noise-sensitive receptors in the project area using the FHWA Traffic Noise Model TNM 2.5 (TNM). Traffic noise models were developed within TNM 2.5 for the following scenarios:

Existing Base Year 2026

Design Year 2045 No-Build

Design Year 2045 Build

The Base Year 2026 and Design Year 2045 No-Build TNM files were modeled based on existing conditions and predicted future traffic changes. The existing conditions model was modified using the latest and most up-to-date final design files to develop the traffic noise models for design year 2045 build conditions.

Coordinate System

The traffic noise models developed for this project utilized the South Carolina State Plane Coordinate System based on the North American Datum of 1983. Elevation data for existing conditions was obtained from Digital Elevation Models (DEM) for Lexington County in South Carolina. Elevation data for the Build condition was obtained from project final surveys or final designs.

TNM Objects

The following TNM objects were used to model the project area in TNM:

Roadway Objects

Terrain Lines

Ground Zones

Receptors (Receivers)

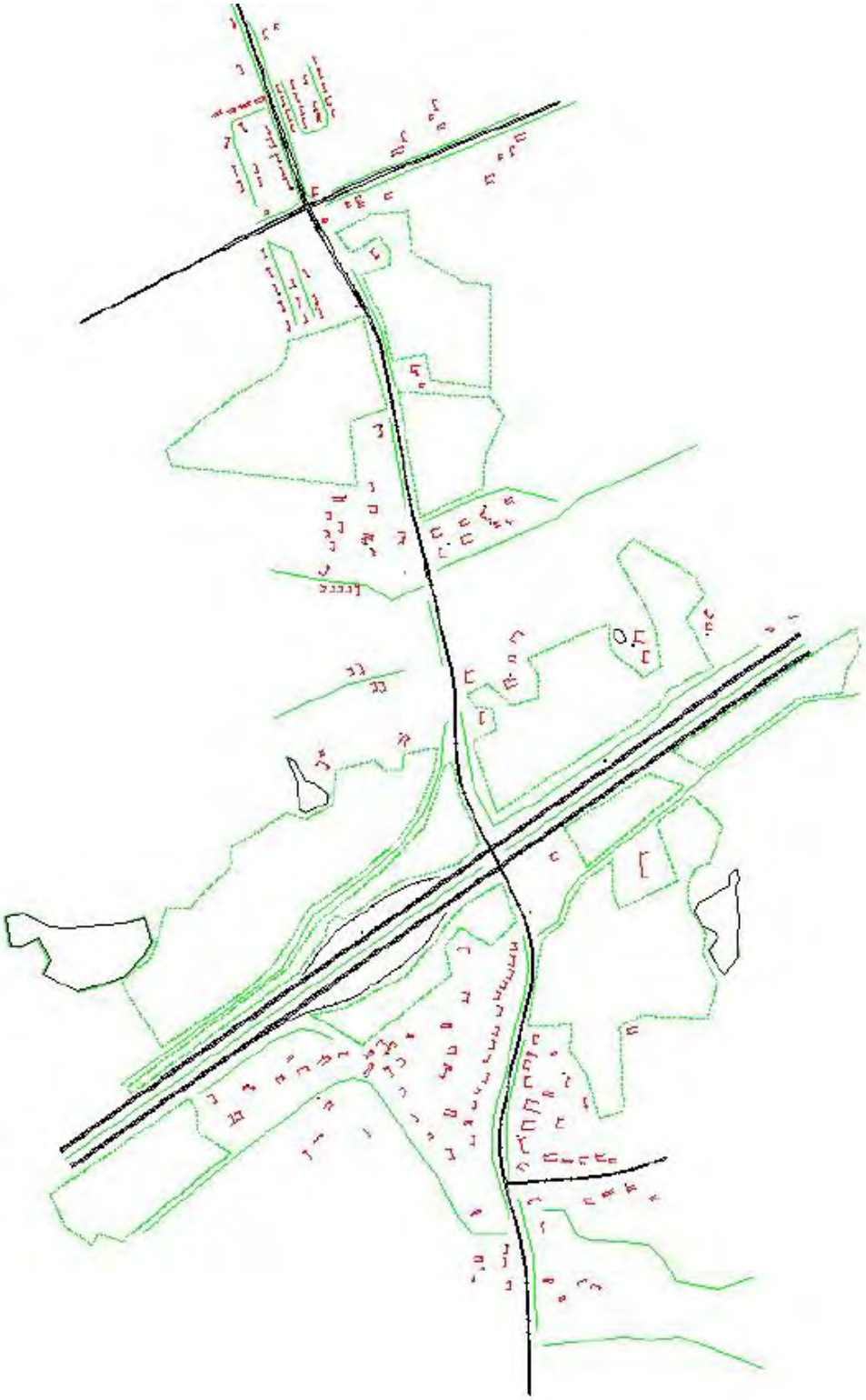


Figure 3: Existing Conditions Model

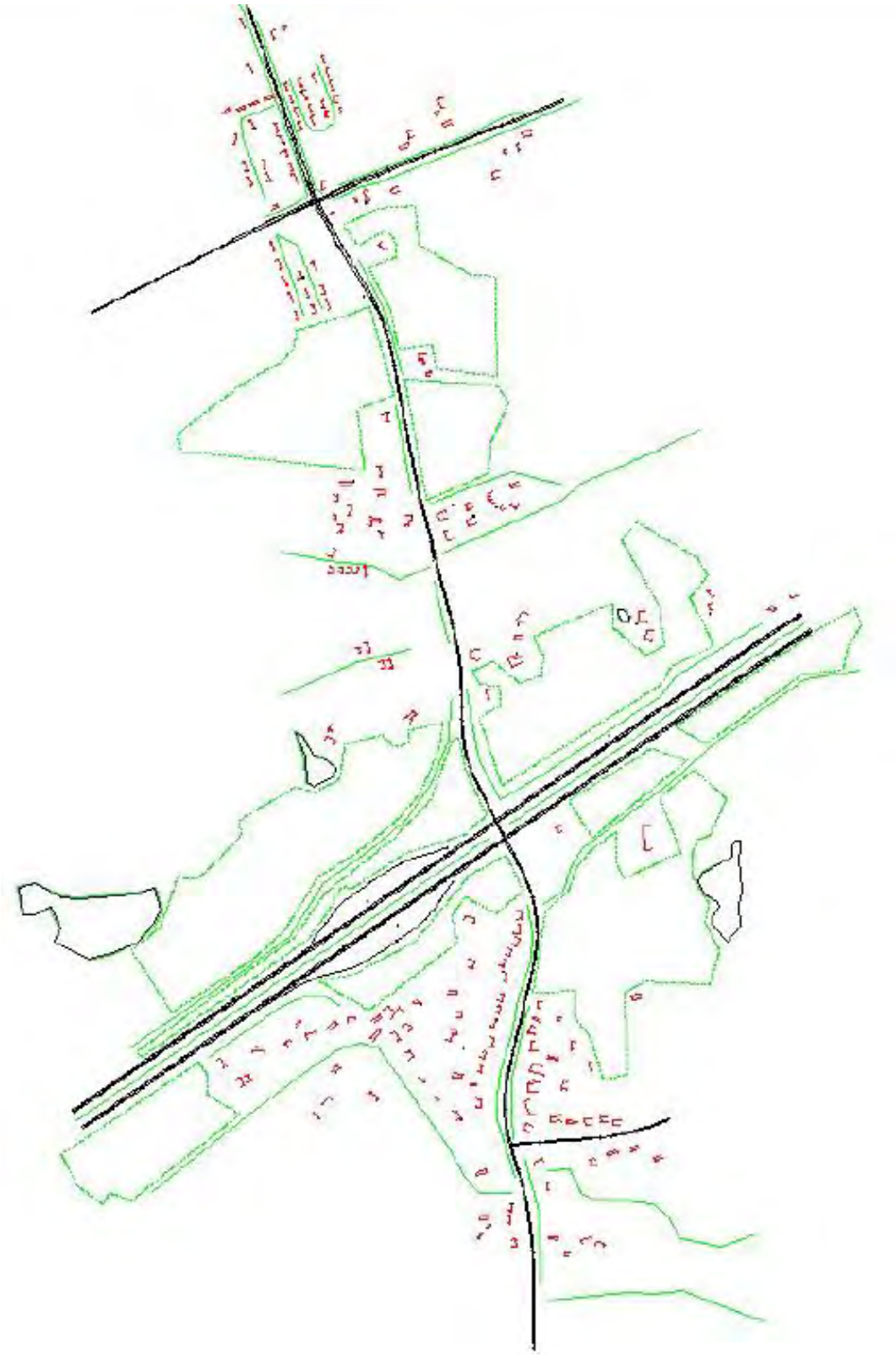


Figure 4: Future No-Build Model

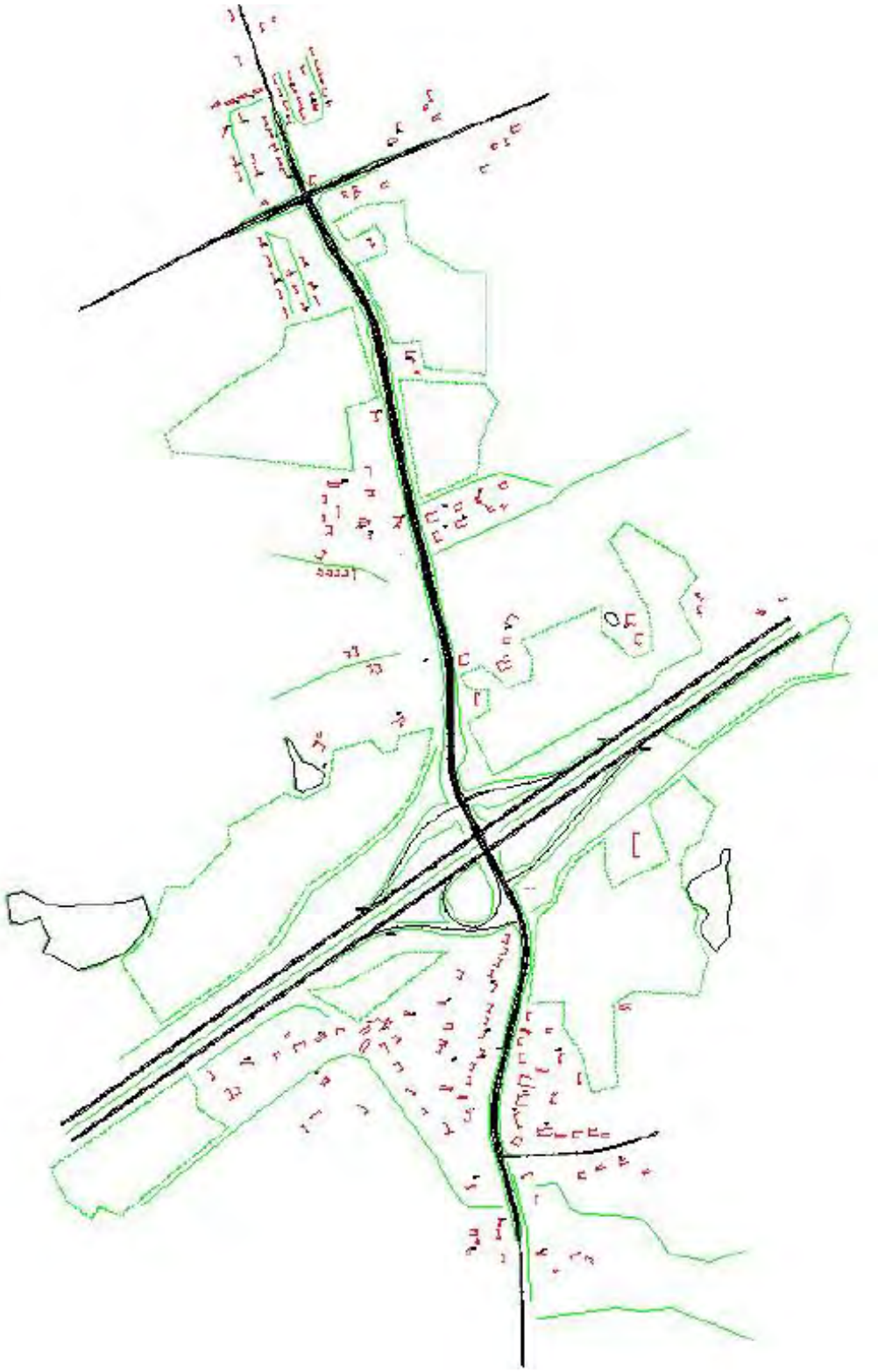


Figure 5: Future Build Model

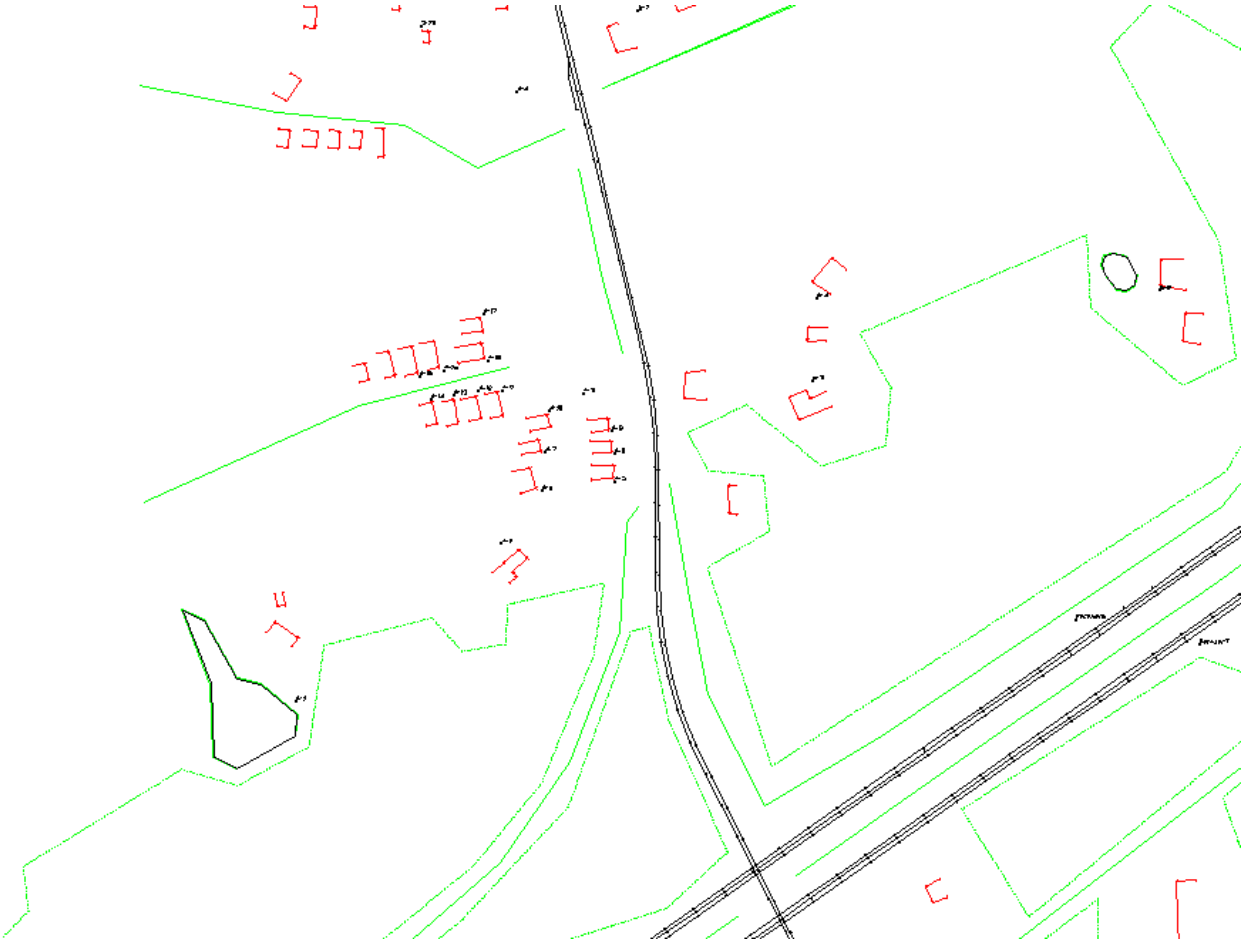


Figure 6: Ferry Grove Community (Added Receptors)

E: Existing Conditions Predicted Traffic Volumes

Segment	Roadway Name	Roadway Limits	Traffic Direction	# of Lane	% MT	% HV	Facility Type	DHV	Trucks	MT	HT	CARS		TNM Input AUTO	TNM Input MT	TNM Input HT	SPEED LIMIT (MPH)
1	I-20 EB	Longs Pond Rd to Pond Branch Rd	EB	2	25%	15%	Freeway	1947	294	74	220	1654		828	38	110	70
	I-20 WB		WB	2	24%	15%		1950	294	72	222	1656		828	36	112	70
2	Calks Ferry Rd	Calks Ferry South of Two Notch	NB	1	70%	5%	Signalized Intersection	454	24	18	6	430		430	18	6	45
	Calks Ferry Rd		NBT	1	70%	5%		155	8	6	2	148		158	6	2	45
	Calks Ferry Rd		NBL	1	70%	5%		128	8	6	2	120		120	6	2	45
	Calks Ferry Rd		SB	1	70%	5%		288	16	12	4	272		272	12	4	45
	Calks Ferry Rd	Calks Ferry North of Two Notch	SB	1	70%	5%		229	12	10	2	218		218	10	2	45
	Calks Ferry Rd		SBT	1	70%	5%		125	8	6	2	118		146	6	2	45
	Calks Ferry Rd		SBL	1	70%	5%		76	4	4	0	72		72	4	0	45
	Calks Ferry Rd		NB	1	70%	5%		198	10	8	2	188		188	8	2	45
3	Two Notch Rd	Two Notch West of Calks Ferry	EB	1	70%	5%	Signalized Intersection	540	28	20	8	512		512	20	8	55
	Two Notch Rd	Two Notch West of Calks Ferry	EBT	1	70%	5%	Signalized Intersection	426	22	16	6	404		482	16	6	55
	Two Notch Rd	Two Notch West of Calks Ferry	EBL	1	70%	5%	Signalized Intersection	31	2	2	0	30		30	2	0	55
	Two Notch Rd	Two Notch East of Calks Ferry	WB	1	70%	5%	Signalized Intersection	466	24	18	6	442		442	18	6	55
	Two Notch Rd	Two Notch East of Calks Ferry	WBT	1	70%	5%	Signalized Intersection	310	16	12	4	294		404	12	4	55
	Two Notch Rd	Two Notch East of Calks Ferry	WBL	1	70%	5%	Signalized Intersection	41	4	4	0	38		38	4	0	55
4	Two Notch Rd	Two Notch East of Calks Ferry	EB	1	70%	5%	Signalized Intersection	673	34	24	10	640		640	24	10	55
	Two Notch Rd	Two Notch West of Calks Ferry	WB	1	70%	5%	Signalized Intersection	405	22	16	6	384		384	16	6	55
5	Calks Ferry Rd	Calks Ferry South of Sherwood	NB	1	70%	5%	Stop-Controlled Intersection	371	20	14	6	352		352	14	6	45
	Calks Ferry Rd	Calks Ferry South of Sherwood	SB	1	70%	5%	Stop-Controlled Intersection	206	12	10	2	194		194	10	2	45
6	Sherwood Dr	Sherwood Dr Westbound	WB	1	70%	5%	Stop-Controlled Intersection	89	6	6	0	84		84	6	0	45
7	Sherwood Dr	Sherwood Dr Eastbound	EB	1	70%	5%	Stop-Controlled Intersection	144	8	6	2	136		136	6	2	45

F: No-Build Condition Predicted Traffic Volumes

Segment	Roadway Name	Roadway Limits	Traffic Direction	# Lanes	% MT	% HT	Facility Type	DHV	Directional Trucks	Directional MT	Directional HT	Directional CARS		TNM Input AUTO	TNM Input MT	TNM Input HT	SPEED LIMIT (MPH)
1	I-20 EB	Longs Pond Rd to Pond Branch Rd	EB	2	25%	15%	Freeway	2472	372	94	278	2100		1050	48	140	70
	I-20 WB		WB	2	24%	15%		2606	392	96	296	2214		1108	48	148	70
2	Calks Ferry Rd	Calks Ferry South of Two Notch	NB	1	70%	5%	Signalized Intersection	802	42	30	12	760		760	30	12	45
	Calks Ferry Rd		NBT	1	70%	5%		274	14	10	4	260		546	10	4	45
	Calks Ferry Rd		NBL	1	70%	5%		226	12	10	2	214		214	10	2	45
	Calks Ferry Rd		SB	1	70%	5%		509	26	20	6	484		484	20	6	45
3	Calks Ferry Rd	Calks Ferry North of Two Notch	SB	1	70%	5%	Signalized Intersection	404	22	16	6	382		382	16	6	45
	Calks Ferry Rd		SBT	1	70%	5%		221	12	10	2	210		256	10	2	45
	Calks Ferry Rd		SBL	1	70%	5%		134	8	6	2	126		126	6	2	45
	Calks Ferry Rd		NB	1	70%	5%		350	18	14	4	332		332	14	4	45
4	Two Notch Rd	Two Notch West of Calks Ferry	EB	1	70%	6%	Signalized Intersection	955	58	42	16	898		898	42	16	55
	Two Notch Rd		EBT	1	70%	6%		753	46	34	12	708		846	34	12	55
	Two Notch Rd		EBL	1	70%	6%		55	4	4	0	52		52	4	0	55
	Two Notch Rd		WB	1	70%	5%		716	36	26	10	680		680	26	10	55
	Two Notch Rd		WB	1	70%	5%		823	42	30	12	782		782	30	12	55
	Two Notch Rd		WBT	1	70%	5%		313	16	12	4	298		648	12	4	55
	Two Notch Rd		WBL	1	70%	5%		141	8	6	2	134		134	6	2	55
5	Two Notch Rd	Two Notch East of Calks Ferry	EB	1	70%	5%	Signalized Intersection	1189	60	42	18	1130		1130	42	18	55
6	Calks Ferry Rd	Calks Ferry South of Sherwood	NB	1	70%	5%	Stop-Controlled Intersection	656	34	24	10	622		622	24	10	45
	Calks Ferry Rd		SB	1	70%	4%		364	16	12	4	348		348	12	4	45
7	Sherwood Dr	Sherwood East of Calks Ferry	WB	1	70%	6%	Stop-Controlled Intersection	157	10	8	2	148		148	8	2	45
	Sherwood Dr		EB	1	70%	6%		255	16	12	4	240		240	12	4	45

G: Build Condition Predicted Traffic Volumes

Segment	Roadway Name	Roadway Limits	Traffic Direction	# Lanes	% MT	% HT	Facility Type	DHV	Directional				TNM Input AUTO	TNM Input MT	TNM Input HT	SPEED LIMIT (MPH)
									Trucks	MT	HT	CARS				
1	Calks Ferry Rd	Calks Ferry North of Two Notch	NB	1	70 %	5%	Signalized Intersection	411	22	16	6	390	390	16	6	45
	Calks Ferry Rd		SB	1	70 %	5%		639	32	24	8	608	608	24	8	45
	Calks Ferry Rd		SB	2	70 %	5%		639	32	24	8	608	304	12	4	45
	Calks Ferry Rd		SBT	2	70 %	5%		456	24	18	6	432	216	10	4	45
	Calks Ferry Rd		SBL	1	70 %	5%		134	8	6	2	126	126	6	2	45
2	Calks Ferry Rd	Calks Ferry South of Two Notch	NB	2	70 %	5%	Signalized Intersection	919	46	34	12	874	438	18	6	45
	Calks Ferry Rd		NB	1	70 %	5%		919	46	34	12	874	874	34	12	45
	Calks Ferry Rd		NBT	2	70 %	5%		314	16	12	4	298	150	6	2	45
	Calks Ferry Rd		NBL	1	70 %	5%		259	14	10	4	246	246	10	4	45
	Calks Ferry Rd		SB	2	70 %	5%		1050	54	38	16	996	498	20	8	45
3	Two Notch Rd	Two Notch West of Calks Ferry	EB	1	70 %	6%	Signalized Intersection	1111	68	48	20	1044	1044	48	20	55
	Two Notch Rd		EBL	1	70 %	6%		55	4	4	0	52	52	4	0	55
	Two Notch Rd		EBT	1	70 %	6%		808	50	36	14	758	758	36	14	55
	Two Notch Rd		EBT	1	70 %	6%		753	46	34	12	708	708	34	12	55
	Two Notch Rd		EBR	1	70 %	6%		303	20	14	6	284	284	14	6	55
	Two Notch Rd		WB	1	70 %	6%		784	48	34	14	736	736	34	14	55
4	Two Notch Rd	Two Notch East of Calks Ferry	WB	1	70 %	6%	Signalized Intersection	831	50	36	14	782	782	36	14	55
	Two Notch Rd		WBT	1	70 %	6%		548	34	24	10	514	514	24	10	55
	Two Notch Rd		WBL	1	70 %	6%		291	18	14	4	274	274	14	4	55
	Two Notch Rd		WBL	2	70 %	6%		291	18	14	4	274	138	8	2	55

	Two Notch Rd		EB	1	70 %	6%		1233	74	52	22	1160		1160	52	22	55
6	Ramp A	Ramp A East of Calks Ferry	WB	1	70 %	20 %	Ramp	572	116	82	34	456		456	82	34	45
	Ramp A		WBL	1	70 %	20 %		297	60	42	18	238		238	42	18	45
	Ramp A		WBR	1	70 %	20 %		275	56	40	16	220		220	40	16	45
7	Ramp B	Ramp B West of Calks Ferry	WB	1	70 %	20 %	Ramp	160	32	24	8	128		128	24	8	45
8	Calks Ferry Rd	Calks Ferry South of Ramp A/B	SB	2	70 %	15 %	Signalized Intersection	1150	174	122	52	976		488	62	26	45
	Calks Ferry Rd		NB	2	70 %	15 %		853	128	90	38	726		364	46	20	45
9	Calks Ferry Rd	Calks Ferry South of Ramp C/D	NB	2	70 %	10 %	Signalized Intersection	1367	138	98	40	1230		616	50	20	45
	Calks Ferry Rd		SB	1	70 %	10 %		676	68	48	20	608		608	48	20	45
12	Ramp D	Ramp D East of Calks Ferry	EB	1	70 %	10 %	Ramp	574	58	42	16	516		516	42	16	45
13	Ramp C	Ramp C West of Calks Ferry	EB	1	70 %	10 %	Ramp	196	20	14	6	176		176	14	6	45
14	Loop C	Loop C West of Calks Ferry	EB	1	70 %	10 %	Loop	602	62	44	18	540		540	44	18	45
15	I-20 EB	I-20 Pond Branch to Calks Ferry	EB	2	25 %	15 %	Interstate	2436	366	92	274	2070		1036	46	138	70
	I-20 WB		WB	2	25 %	15 %		2404	362	92	270	2042		1022	46	136	70
16	I-20 EB	I-20 Ramp C to Loop C	EB	2	25 %	15 %	Interstate	2240	336	84	252	1904		952	42	126	70
17	I-20 EB	I-20 EB Loop C to Ramp D	EB	2	25 %	15 %	Interstate	2842	428	108	320	2414		1208	54	160	70
18	I-20 EB	I-20 EB Ramp D to Longs Pond	EB	2	25 %	15 %	Interstate	2783	418	106	312	2366		1184	54	156	70
19	I-20 WB	I-20 WB Longs Pond to Ramp A	WB	2	25 %	15 %	Interstate	2876	432	108	324	2444		1222	54	162	70
20	I-20 WB	I-20 WB Ramp A to Ramp B	WB	2	25 %	15 %	Interstate	2029	306	78	228	1724		862	40	114	70
21	Calks Ferry Rd	Calks Ferry South of Sherwood	NB	2	70 %	5%	Stop-Controlled Intersection	1197	60	42	18	1138		570	22	10	45
	Calks Ferry Rd		NB	1	70 %	5%		1197	60	42	18	1138		1138	42	18	45
	Calks Ferry Rd		SB	1	70 %	5%		475	24	18	6	452		452	18	6	45

22	Calks Ferry Rd	Calks Ferry North of Sherwood	NB	2	70 %	5%	Stop-Controlled Intersection	1367	70	50	20	1298		650	26	10	45
	Calks Ferry Rd		SBT	1	70 %	4%		422	18	14	4	404		404	14	4	45
	Calks Ferry Rd		SBL	1	70 %	5%		234	12	10	2	222		222	10	2	45
23	Sherwood Dr	Sherwood East of Calks Ferry	WB	1	70 %	6%	Stop-Controlled Intersection	273	18	14	4	256		256	14	4	45
	Sherwood Dr		EB	1	70 %	6%		305	20	14	6	286		286	14	6	45

APPENDIX K

PUBLIC COMMENT SUMMARY

Weston & Sampson SM

westonandsampson.com

1201 Main Street, Suite 930
Columbia, SC 29201

REPORT

August 2026

COUNTY OF
Lexington
New I-20 Interchange at Calks Ferry Road

Public Comment Summary



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2.2.4 Question #4: What transportation problems do you experience in this area today? (Select all that apply) 2-1
2.2.5 Question #5: How important is having a new interchange in this area for improving access to I-20? 2-1
2.2.6 Question #6: What concerns you most about adding a new interchange at this location? (Select all that apply) 2-1
2.2.7 Question #7: Would a new interchange make your trips easier or more convenient? 2-1
2.2.8 Question #8: What is most important to you when considering this project? 2-1
2.2.9 Question #9: Do you support or oppose adding a new interchange on I-20 at this location? 2-2
2.2.10 Question #10: Would you support this project in a future county Transportation Sales Tax Program? 2-2
2.3 Open-ended responses 2-2
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Appendix A ..... Public Meeting Sign-In Sheets

Appendix B ..... Paper Comment Forms

Appendix C ..... SurveyMonkey.com Raw Data

Appendix D ..... All Open-Ended Comments

1.0 GENERAL

The County of Lexington, through coordination with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), proposes the construction of a new full-access interchange at the existing Interstate 20 (I-20) overpass at Calks Ferry Road (S-278). Currently, the project is funded only for conceptual design and FHWA approval of an interchange justification report though a $1 million SC Legislative Earmark.

Planning and environmental studies are in progress and in compliance with the National Environmental Policy Act (NEPA), a public meeting was held on April 23, 2026. A project website was set up to inform the public about the project and collect project questions. A link to a project survey was available on the project website and on the County's social media. Public comments were collected at the meeting and online.

Legal ads were run in local newspapers, namely The Lexington Chronicle and The State. The local television news (WLTX) ran feature reports leading up to the meeting and broadcasted from the public meeting.

1.1 Survey Responses

1.1.1 Paper Responses

One-hundred eleven (111) people signed in at the Public Meeting held from 5:00 p.m. to 7:00 p.m. Thursday, April 23, 2026, at the Boiling Spring Methodist Church at Calks Ferry Road in Lexington, South Carolina (See Appendix A). Fifty-one comment forms were submitted at the meeting, and three additional comment sheets were submitted to the Lexington County Public Works office. The deadline for comments was May 8, 2026.

1.1.2 On-Line Responses

An on-line survey hosted by SurveyMonkey.com was opened in April 2026. The on-line questions mirrored the questions on the paper comment form distributed at the public meeting. Options for free-form responses were also included as they were on the paper forms. Additionally, open-ended comments were collected at the project website and two commentors used this format. While the on-line survey will remain open until November 2, 2026, this report contains the 353 responses that were received as of May 10, 2026.

1.1.3 Duplicate Responses

Responses were evaluated to determine if respondents used both paper and on-line surveys to respond thereby skewing survey results. While several people living at the same address each submitted their own paper survey, only four addresses reported multiple paper and on-line surveys. However, these did not appear to be exact duplicates of each other and had different responses to the survey questions and the open-response section.

2.0 RESPONSES

2.1 Reason for Project Interest

The paper comment forms requested the reason for project interest as typically requested on a South Carolina Department of Transportation (SCDOT) comment form. This question was not included in the online survey, all respondents indicated that they are residents rather than business owners, elected officials, community group representatives, or other.

2.2 Questions

2.2.1 Question #1: How far do you live from the proposed Calks Ferry Interchange project?

The majority of respondents (91%) lived within 5 miles of the project.

2.2.2 Question #2: What is your primary reason for traveling through this area? (Select all that apply)

The majority of respondents (45%) lived nearby with those passing through to another location being the second most popular reason (24%).

2.2.3 Question #3: How often do you travel through this area or along I-20 nearby?

Sixty-one percent of respondents travel this corridor daily.

2.2.4 Question #4: What transportation problems do you experience in this area today? (Select all that apply)

Most respondents (44%) were concerned about traffic delays in the project area. As respondents were allowed to select multiple answers, safety (27%) and poor road conditions (26%) were also selected frequently.

2.2.5 Question #5: How important is having a new interchange in this area for improving access to I-20?

Almost seventy percent of respondents felt that a new interchange in this area was important to improve access to Interstate 20.

2.2.6 Question #6: What concerns you most about adding a new interchange at this location? (Select all that apply)

Concerns about the new interchange were almost evenly distributed among (shown in decreasing order of concern): traffic changes to local roads, impacts to nearby properties, increased traffic, safety, environmental impacts, noise, and other.

2.2.7 Question #7: Would a new interchange make your trips easier or more convenient?

Over half (56%) of the respondents felt a new interchange would make their trips easier while less than a quarter (23%) felt it would make matters worse.

2.2.8 Question #8: What is most important to you when considering this project?

Most respondents (55%) felt that improving access to I-20 was most important while minimizing impacts was the second most important topic (19%).

2.2.9 Question #9: Do you support or oppose adding a new interchange on I-20 at this location?

Two-thirds (66%) of the respondents supported the project while less that one-half (41%) were opposed. Seventeen percent were unsure.

2.2.10 Question #10: Would you support this project in a future county Transportation Sales Tax Program?

Respondents were almost evenly split between supporting this project in a future county sales tax program (49% support, 51% oppose)

2.3 Open-ended responses

The paper comment forms available at the public meeting, the online survey, and the project website offered opportunities for respondents to express other thoughts and concerns.

2.3.1 Response Categories

One hundred ninety-six respondents left comments in the open-ended response section of the survey or at the project website. Topics covered a broad range of concerns and also served as a forum to express opinions on issues beyond the scope of the project. Topics included:

Traffic

As indicated in the survey questions, traffic is a major concern for respondents and ran the full spectrum from concerns that the interchange would add traffic to already high volumes on Calks Ferry Road to whether the proposed interchange would actually help or not (temporary solution).

Zoning

Many comments addressed zoning either explicitly (expressing that there are too many new high-density subdivisions) or implicitly (desiring the proposed interchange to be located at Old Charleston Road which is zoned “restrictive development” and not zoned “intensive development” like Calks Ferry Road).

Location

While most respondents felt that a new interchange was necessary, many of them proposed that the location be elsewhere - namely on Old Charleston Road - while others proposed that the solution could be attained by "fixing" Longs Pond Road.

Right-of-Way, Property Values, and Economic Impacts

Residents and property owners expressed concerns about how the proposed project could affect their homes, properties, and quality of life. Specific concerns included potential impacts to property values, the possibility of property acquisition through the eminent domain process, relocation considerations, and the overall effect of the project on the surrounding community. Some respondents were concerned that the proposed interchange will cause their property taxes to increase.

Design

Comments on design ranged from selecting their favorite design among the three design concepts presented to how to improve the designs (turning radii, consideration of farm equipment and truck-tractor semi-trailer (TTST), bicycle and pedestrian access, etc.) Design comments also included other

"fixes" for nearby locations outside of the scope of this project – paving roads, adding stop signs or traffic lights at other intersections, adjust signal timings, adding through lanes and/or turn lanes, etc.

Social Impacts
Long-time property owners expressed concerns that the proposed interchange would ruin the quality of life and would only spur more development.

Safety
Safety was another concern for many respondents as they cited crashes, speeders, and their current difficulty accessing their properties along existing Calks Ferry Road with the impression that adding an interchange would exacerbate these issues.

Other
Respondents also touched on broad variety of concerns such as increased noise, impacts to the natural environment, cost, nearby farms, increased truck traffic, bike and pedestrian access, and litter.

Support/Oppose
Respondents who explicitly stated in their written comments that they supported or opposed the project were almost evenly split similarly to those that responded to Question No. 9. It appears that the majority of those in favor were newcomers to the area while the majority of long-time residents were opposed – with a few outliers.

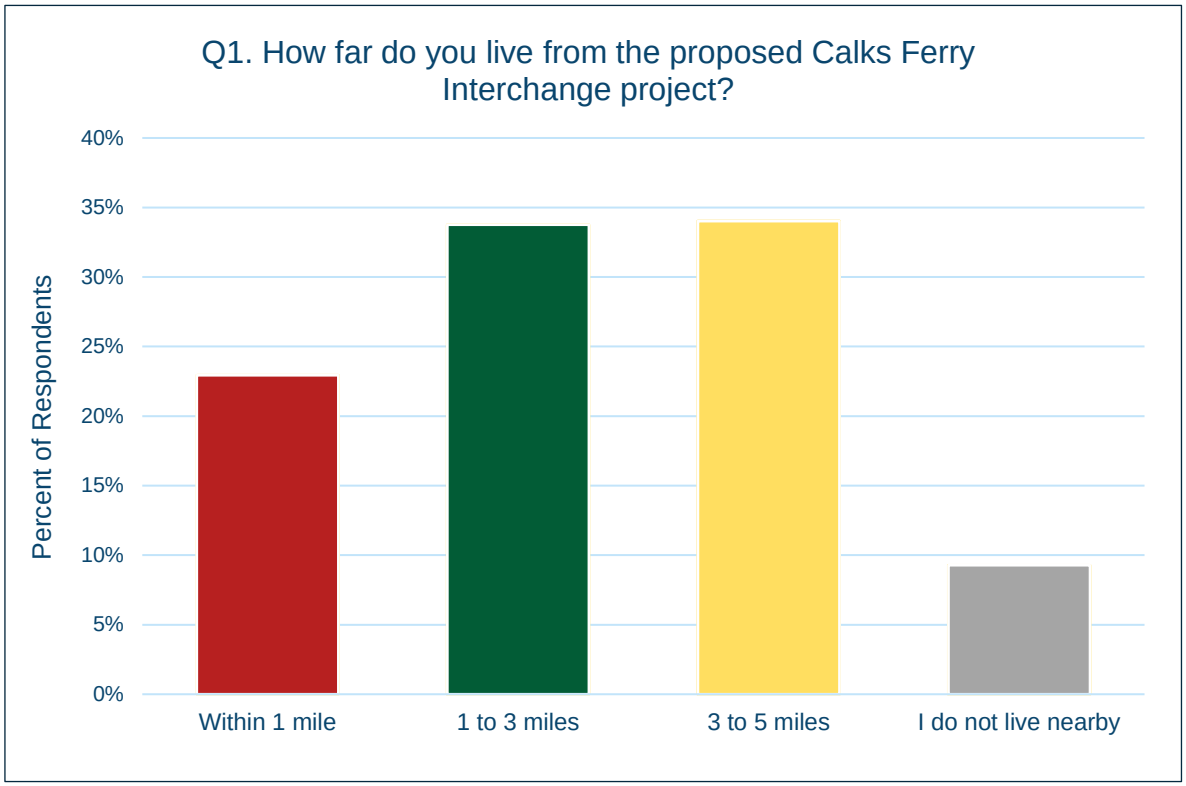
2.3.2 Common Misconceptions

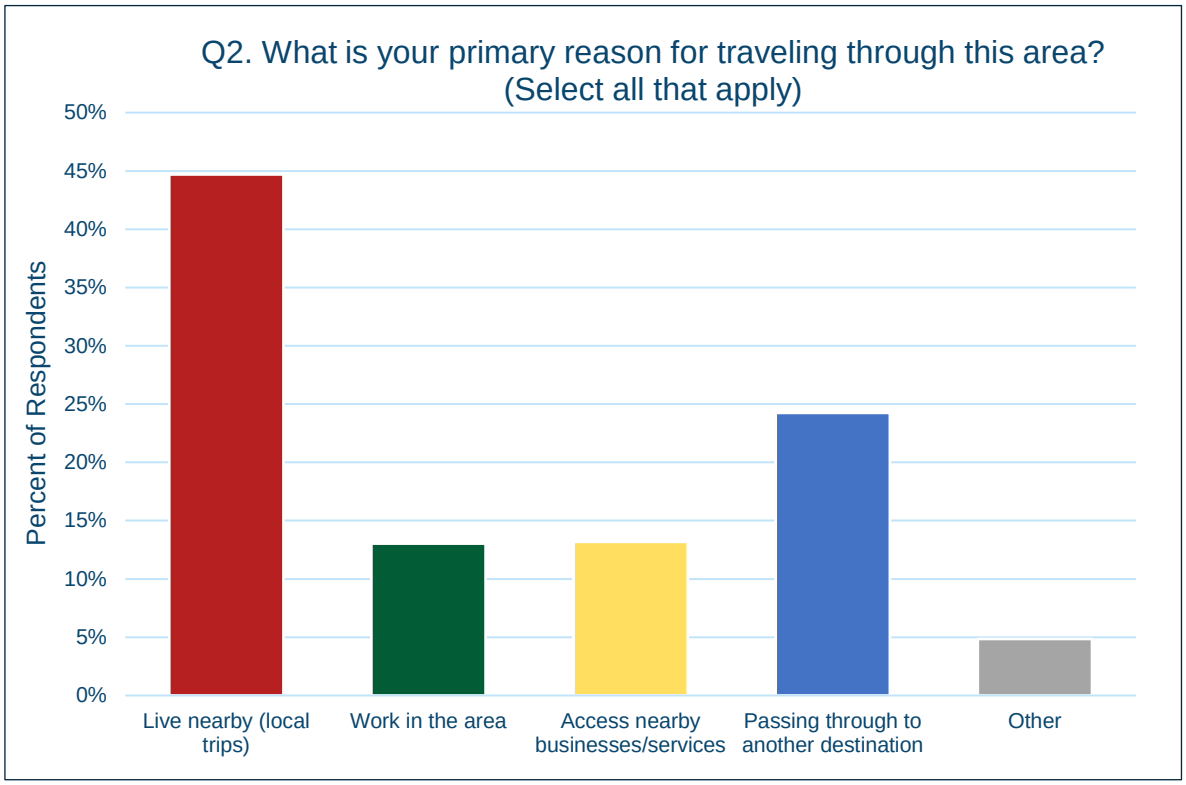
Many commenters held on to several faulty premises despite explanations in written communications and on the website as well as discussions at the public meeting:

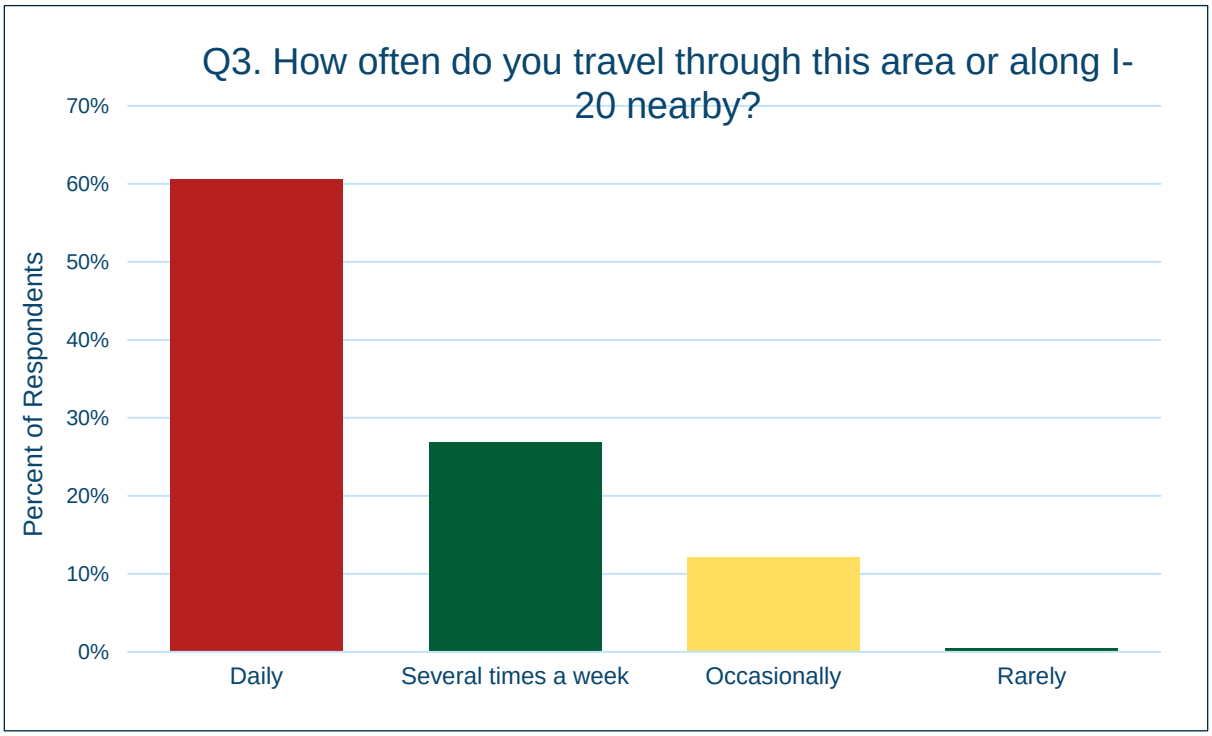
- The primary purpose of the proposed interchange at Calks Ferry Road is to fix Longs Pond Road.
- It would be better to build the proposed interchange at Old Charleston Road.
- Current property owners will be forced from their home and will not be paid fair value for their properties.
- The purpose of the meeting was for the public to vote on their preferred alternative.

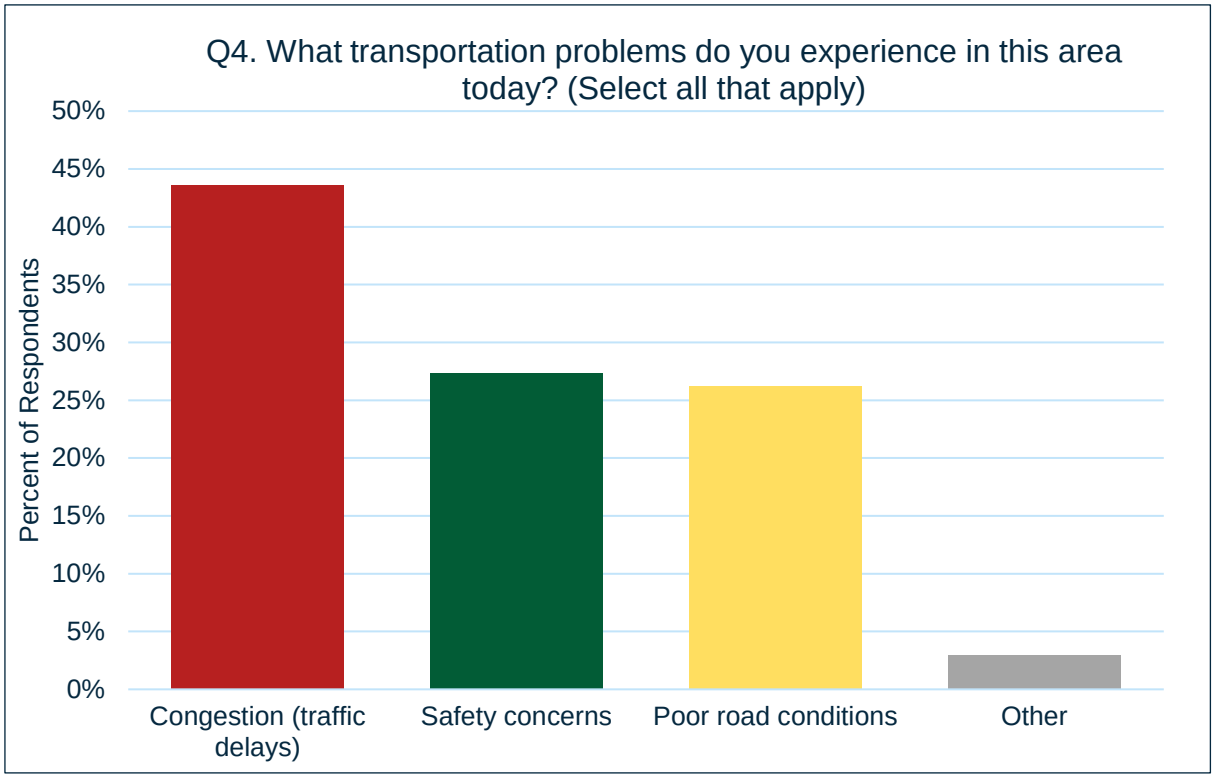
3.0 CHARTS OF RESPONSES

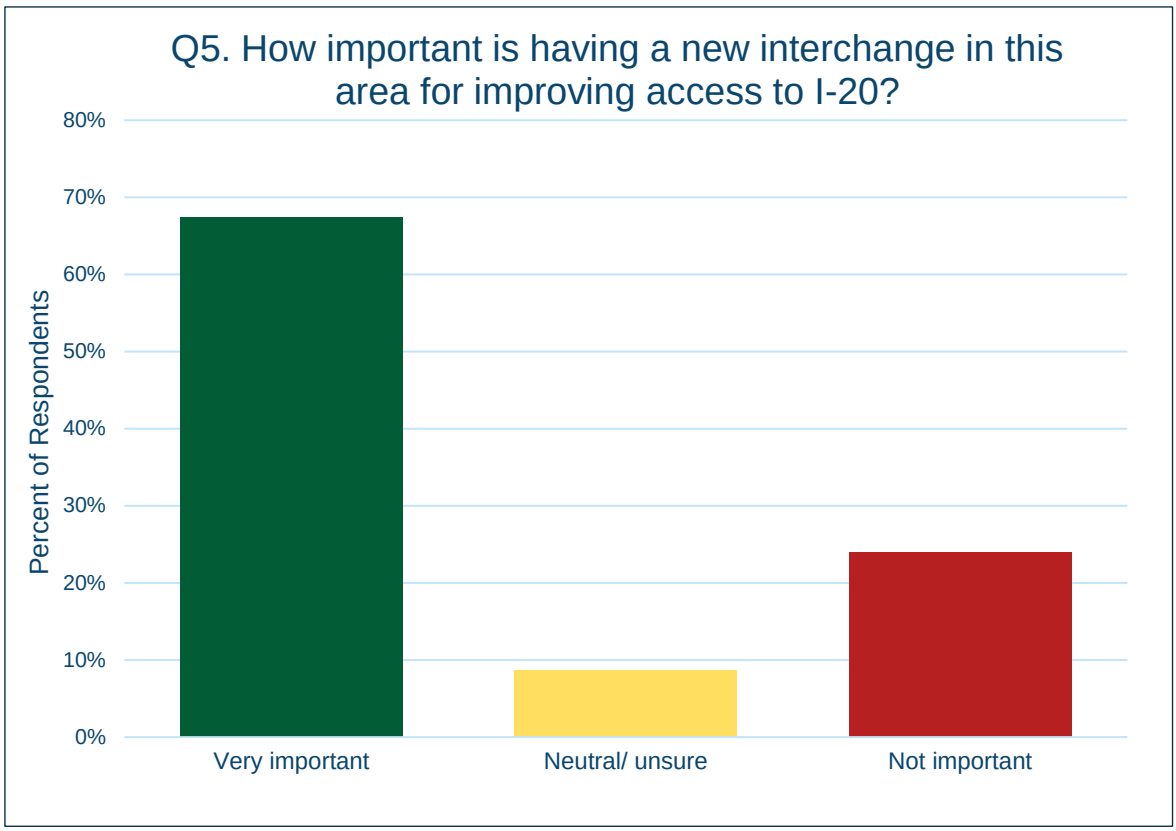
All charts below show the combined hard copy and on-line responses.

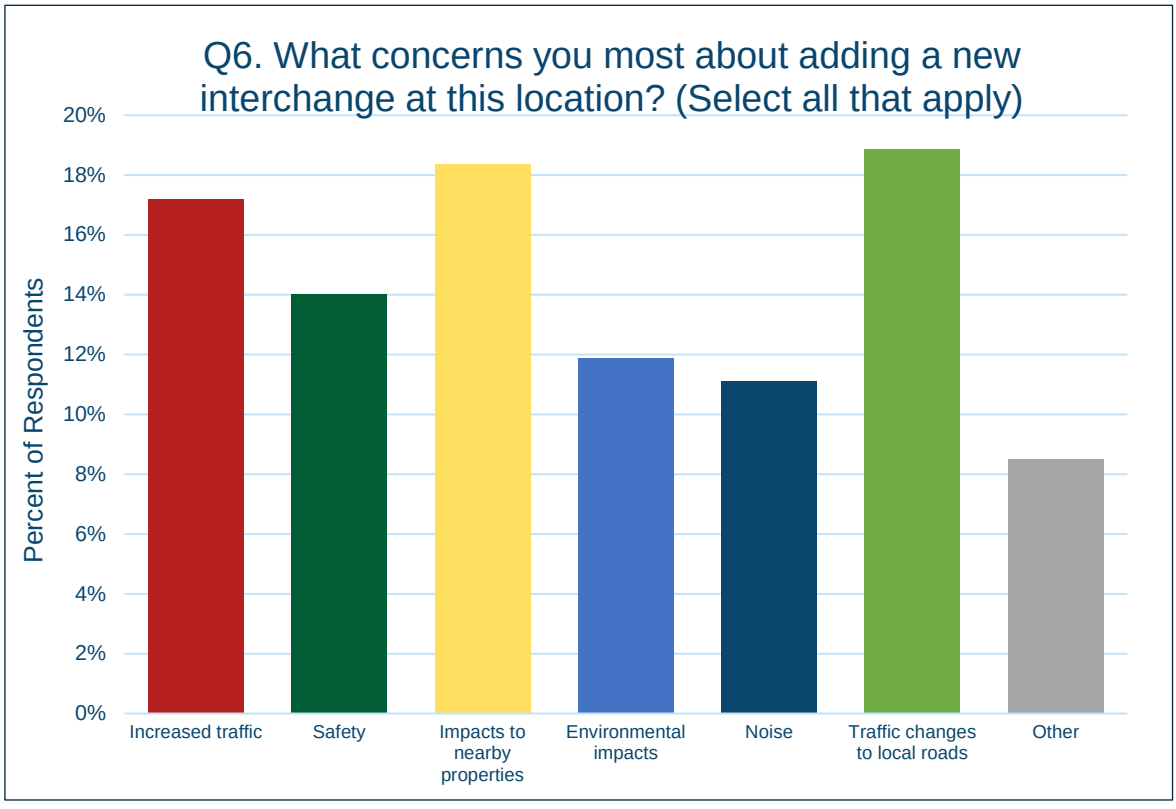


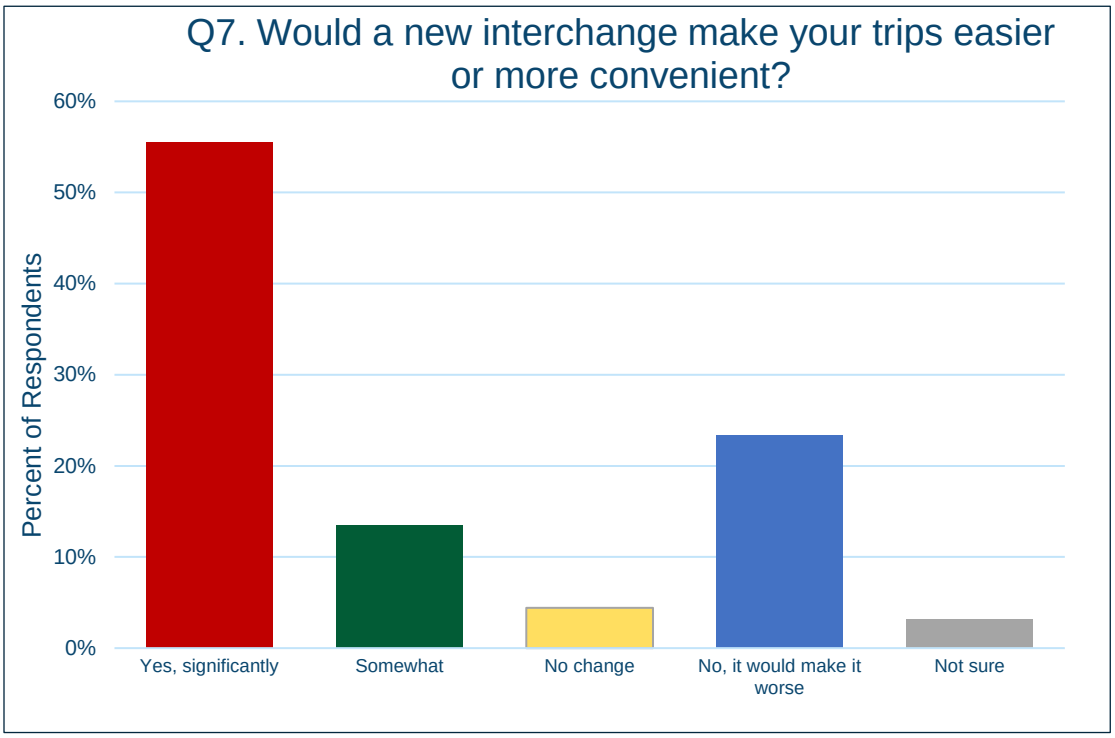


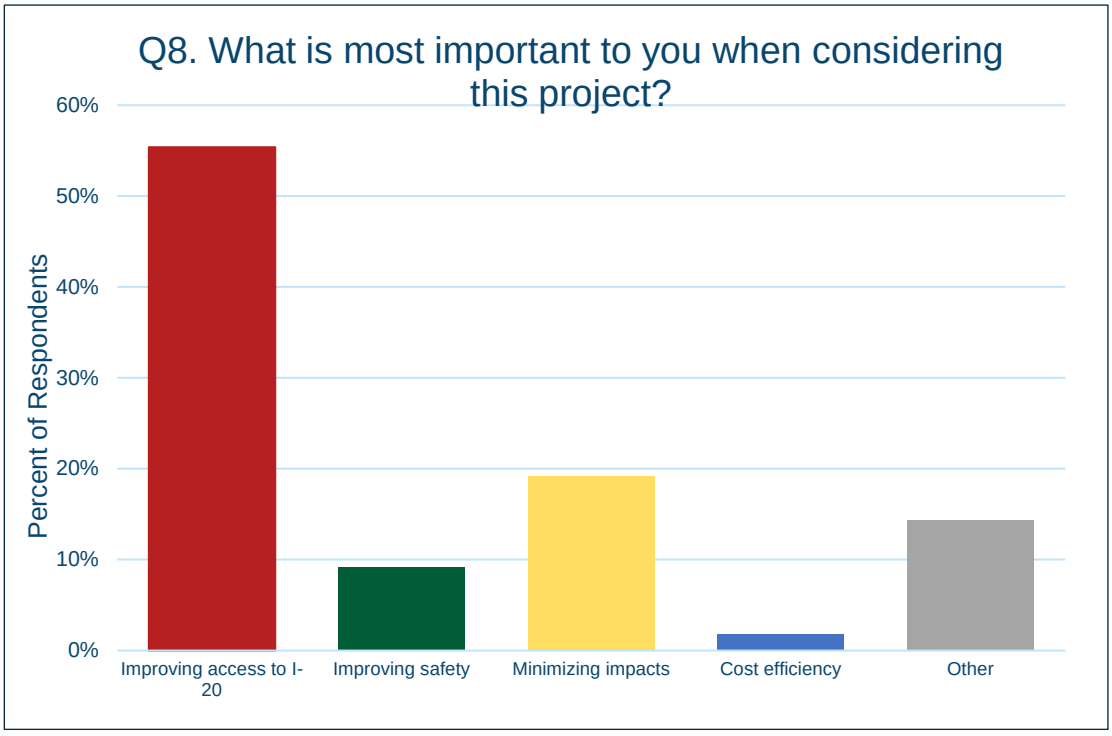

Q3. How often do you travel through this area or along I-20 nearby?
Percent of Respondents
70%
60%
50%
40%
30%
20%
10%
0%
Daily
Several times a week
Occasionally
Rarely

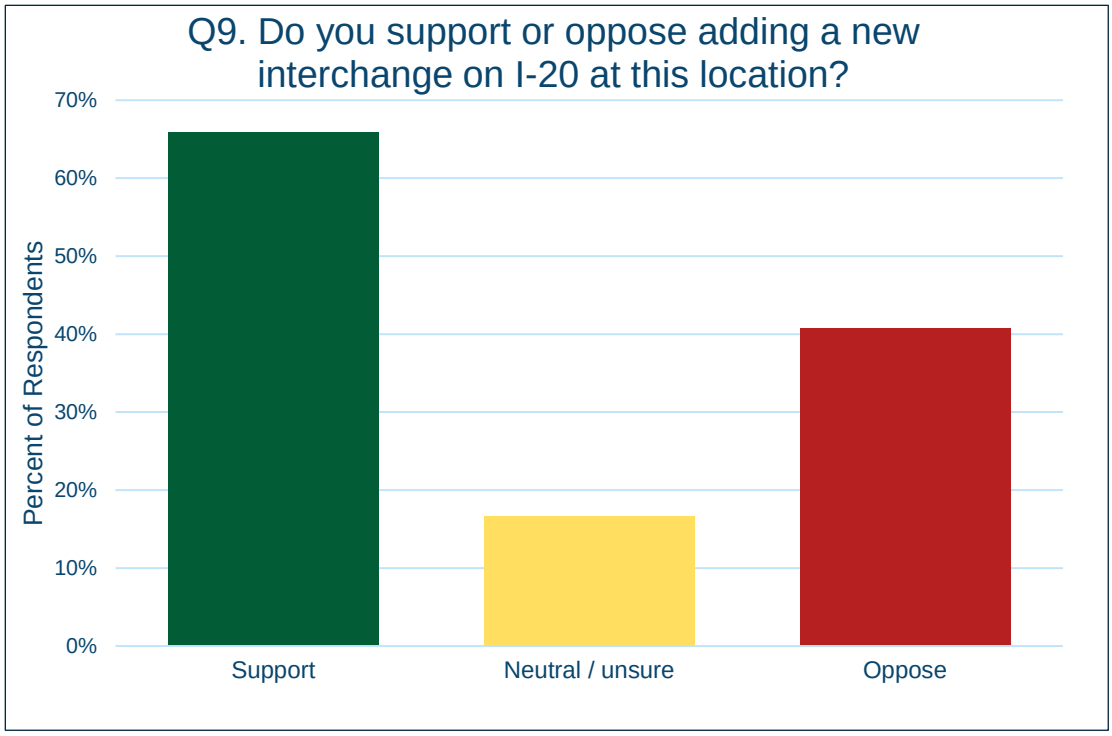

Q4. What transportation problems do you experience in this area today? (Select all that apply)
Percent of Respondents
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Congestion (traffic delays)
Safety concerns
Poor road conditions
Other

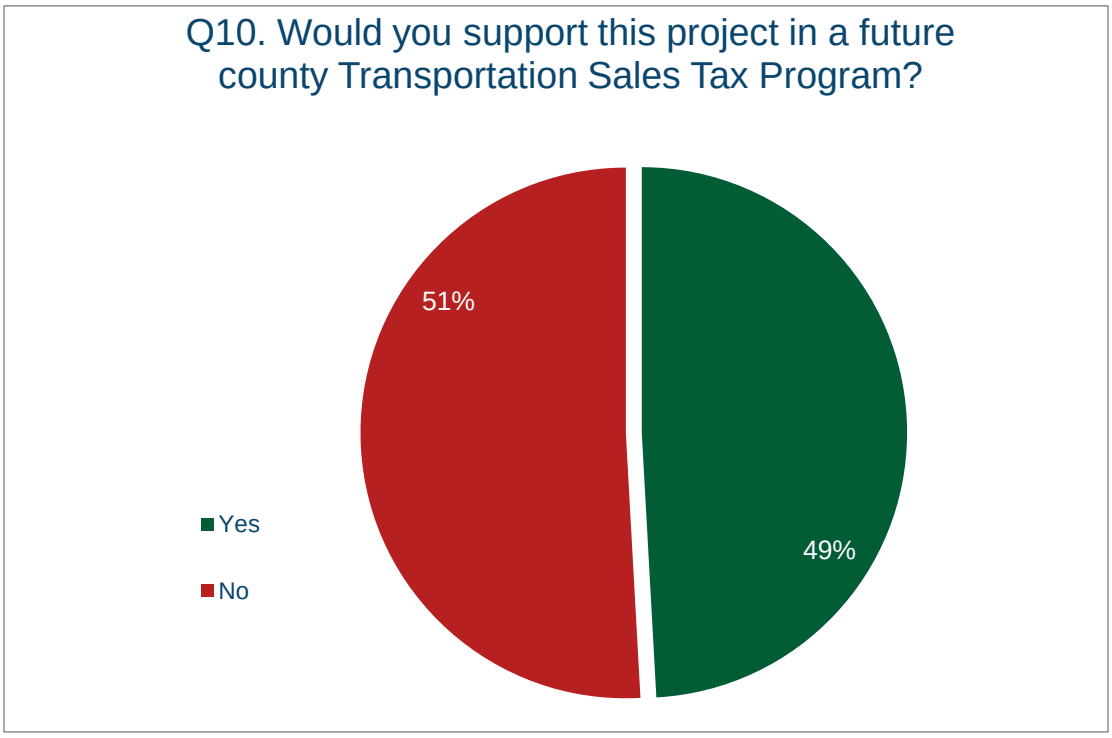

Q5. How important is having a new interchange in this area for improving access to I-20?
Percent of Respondents
80%
70%
60%
50%
40%
30%
20%
10%
0%
Very important
Neutral/ unsure
Not important


Q6. What concerns you most about adding a new interchange at this location? (Select all that apply)
Percent of Respondents
20%
18%
16%
14%
12%
10%
8%
6%
4%
2%
0%
Increased traffic
Safety
Impacts to nearby properties
Environmental impacts
Noise
Traffic changes to local roads
Other


Q7. Would a new interchange make your trips easier or more convenient?
Percent of Respondents
60%
50%
40%
30%
20%
10%
0%
Yes, significantly
Somewhat
No change
No, it would make it worse
Not sure


Q8. What is most important to you when considering this project?
Percent of Respondents
60%
50%
40%
30%
20%
10%
0%
Improving access to I-20
Improving safety
Minimizing impacts
Cost efficiency
Other


Q9. Do you support or oppose adding a new interchange on I-20 at this location?
Percent of Respondents
70%
60%
50%
40%
30%
20%
10%
0%
Support
Neutral / unsure
Oppose


Q10. Would you support this project in a future county Transportation Sales Tax Program?
51%
49%
Yes
No

APPENDIX A

Public Meeting Sign-In Sheets

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
Sara Bailey Lloyd	1726 Calks Ferry Rd Lexington SC 29072	sarabaileylloyd@gmail.com
Lisa Crouch	250 Old Gate Rd Lex, SC 29073	wifemotherof4@gmail.com
Ryan Bailey Lloyd	1726 Calks Ferry Rd Lexington SC 29073	RyanBaileyLloyd@gmail.com
Donna Chapman	459 Sherwood Dr. Lexington, SC 29073	donnaschapman@yahoo.com
William M. Bass	155 OLD GATE ROAD, LEX, SC 29073	BASSWMBL@PBTCOMM.NET
Brenda Bass	"	
Jayce Spell (Spell)	494 SHERWOOD DR, LEX, SC 29073	itseyspell@yahoo.com
Marita Osborn	544 Sherwood Dr. Lex SC 29073	gramita43@yahoo.com
Wm Osborn	" " " "	" "
Jayne Seboe	1701 Calks Ferry	ladyjayne214@gmail.com
George + Natalie Poepping	3108 Two Notch Rd Lex 29072	NRP@COMPORIUM.NET
Art & Marilee Sebe	152 Starhill Ln Lex 29072	ArtSeboe@yahoo.
Dennis Gobbel	1231 Bell Rd Lexington SC	
Robert Hurdle	610 Windy Wood 29073	Bobhurdle99@yahoo.com
Danyelle Atkins	520 Sherwood Dr Lex 29073	datkins721@hotmail.com
Chris South	479 Sherwood Dr Lx 29073	
Darryl & Mary Milford	1032 Indian Mound Rd. 29072	—
Brittany Baker	136 Liberty Hill Rd. Lex 29073	brittanybaker86@gmail.com
Aric Baker	136 Liberty Hill Rd. Lex. 29073	aricbaker87@gmail.com

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
Chuck Taylor SC	170 Windy Wood Rd Lex. SC	CGTaylor3 [illegible]
Carolyn Bailey/Lloyd	1730 CALKS FERRY RD	CBAILEY41040@GMAIL.COM
Guy Lloyd	1730 Calks Ferry RD	Sir.GuyLloyd@Gmail.com
Brenda H Williams	2415 Nazareth Rd. Lexington S.C	brendawilliam@comporium.net
Michael Long	229 Liberty Hill RD Lexington S.C.	greydog550@Aol.com
Vicki Granter	346 Ben Franklin Rd, Gilbert SC	Vbradberry@yahoo.com
[illegible]	1940 Calks Ferry Rd Lex SC	fshalt@comporium.net
Jacob Stoltzfuswager	1910 Calks Ferry Rd Lex, SC	Jakefor@Ghotmail.com
Nathaniel Smith	331 Red Globe Trl	nathaniel.smith003e@gmail.com
Donna Garris/Chad Wooten	1365 Roscoe Rd, Lexington SC	dsgarris@yahoo.com
MEL SEBOE	1701 CALKSferry Lex	
Derek Oswald	273 Boiling Springs Rd	doswald2736@gmail.com
W L Manns	3122 Two Notch Rd	bhMANns@gmail.com
Frankie Wright	1203 Pisgah Ch. Rd.	
Vicki Wright	" " "	Tweetyvcw@aol.com
Matt Brown	Old Gate	Mattfranc7@AOL.com
Sharon Sloan	236 Old Gate Rd	ssloancoop@gmail.com
Shawnequa + Eric Brown	1647 Calks Ferry Road	Shawnequa_brown@yahoo.com
Samuel Shoemaker	174 Summer Orchard Drive	Sam_shoe128@live.com

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
JoAnn H. Gunter	325 Sherwood Dr. Lexington, SC 29073	gonana08@gmail.com
C. Dean Howard	3719 Calks Ferry Rd, Pelion	howardcd@comporium.net
Dennis Fowler	832 Ruth Vista Rd Lexington 29073	dennis.fowler35@me.com
Don + Brenda McManus	262 Liberty Hill Rd 29073	mcmanusDonald@outlook.com
Dirk + Kimmie Burris	216 Cannon Trail Rd	
Rachel + Daniel Bowers	1323 Belo rd. Lexington, SC 29072	rachalexandria@gmail.com
Travis Roberts	1030 Calks Ferry Rd Lexington 29072	roberts.travis1@outlook.com
Tim Mozley	237 Ruth Vista 29073	timothymozley@gmail.com
John Dwyer	112 St. Charles RL Chapin SC	Jondwyer9494@gmail.com
Jacqueline Smith	1752 Calks Ferry Rd Lexington SC 29073	HillerJ67@yahoo.com
Bob + Pauline Charest	491 Sherwood Dr. Lexington, SC 29073	simslanebc@gmail.com
Wanda Elliott	1609 Calks Ferry Rd. Lexington 29073	elliottwanda@outlook.com
Janet Ricard	2478 Nazareth Rd, Lexington 29073	jan_ricard@yahoo
Reed Wright	1600 Calks Ferry Rd Lex. SC 29072	wilsonwright1600@gmail.com
Scott Jalbert	730AC Bowman Rd Gilbert SC	SCOTT@Jalbert.me
Jennifer Anderson	1732 Calks Ferry Rd Lexington SC 29073	Jenn.feranderson-18@yahoo.com
Mary Amick	254 McCrackin Rd	
David Beaty	300 Governors Grant Blvd., Lexington, SC	dsbeaty91@gmail.com
James Tavennor	935 Gold Venture Ct	

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
Joshua Apsitis	709 Smith Pond Rd.	josh.apsitis@ice-eng.com
Tim Stumpert	4480 Calks Ferry Rd Leesville SC 29070	tstumpert@lexingtoncounty.sc.gov
JAMES & MICHELLE SAULDING	2007 CALKS FERRY	SZ637JCS@GMAIL.COM
Marsha Derrick	715 Oscar Price Road Lexington SC 29072	lescmarsha1982@gmail.com
Thomas & Mary Taylor	1744 Calks Ferry Rd Lex. SC 29073	
Elmer Rossell	1604 Calks Ferry Rd Lexington 29072	ELRROSSELL@YAHOO.COM
CARLISLE S HARRISON	1107 RISHA DR LEESVILLE SC 29070	[illegible]
Dale Spires	1554 Calks Ferry Rd	ds29072@Yahoo.com
PATRICIA Elledge	1043 OSCAR PRICE Rd	pelledge@windstream.net
Kayla Shannon	3221 calks Ferry Road	kaylajones10.20.98@gmail.com
William Hupperts	1598 B Calks ferry Road	INDSCTJOHN@yahoo.com
JIM NICHOLSON	246 Two Notch Rd.	jnicholson@cjmusc

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
Kent Record	3603 Two Notch Rd Gilbert SC	KRicRod@AOL.com
Lynn Sturkie	200 Shumpert Rd	CountyAdministrator@LexingtonCounty.SC.Gov
Robert Miller	635 Mallard Dr, Chapin SC	pikemal@gmail.com
Daniel Crook	208 Persimmon Ln Lexington	DanCrook@Alumni.WFU.edu
Robert C Holcomb	1759 Calks Ferry Rd Lex	cardoc1@compotium.net
Vicky Pankow	284 Liberty Hill rd	
Shirley Sprenne	3651 Calks Ferry Rd 29123	SSprenne@gmail.com
David R Helps Jr	813 Ruth Vista Rd	david.helps.jr@gmail.com
Steven Hope Binkley	1754 Calks Ferry Rd Lex 29073	Stevenbinkley3@yahoo.com
Giovanni Castro	1739 Calks Ferry Rd	
Kayla Hupperte	1598A Calks Ferry Rd	

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

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Name	Address	email
Jonathan O'Reilly	420 Elbert Taylor Rd, Gilbert	
Cindy Makuta	2453 Nazareth Rd Gilley	
Tammy Picard	2451 Nazareth Rd. Lex.	
Phyllis Bright	1746 CALKS FERRY RD	
Shawn T. Warr	1603 CALKS FERRY RD.	
Mary H. Tidwell	1603 CALKS FERRY RD.	
TREVOR MATHIAS	223 LIBERTY HILL RD	
MISTY MATHIAS	233 LIBERTY HILL RD	
CHAIS RATLEY	3564 S. Hill Rd. Johnsonville SC.	
Lisa Huppertz	1598-B Calks Ferry Rd, Lexington SC 29072	Loudiemae@gmail.com

19 lines

PUBLIC MEETING SIGN-IN SHEET

Proposed I-20 Interchange at Calks Ferry Road

Lexington County, South Carolina

April 23, 2026 from 5:00 pm to 7:00 pm • Boiling Springs Methodist Church 2373 Calks Ferry Road, Lexington SC 29073

Name	Address	email
Teresa + Jeff Cain	195 Liberty Hill Rd Lex. SC	JCain195@gmail.com
Zacharya Geraldine Dunlap	136 Cherisse Dr. Lex. S.C.	gdunlap51@outlook.com
Ken & Debbie Banks	826 Ruth Vista Rd, Lex, SC	Kbanksdvm@gmail.com
Gail Barnett	759 Ruth Vista Rd Lex	gpb126@gmail.com
Darrel + Liz Briggs	220 Chandler Dr. Gilbert	darrelbriggs8@gmail.com
Rodger ROBERTS	1001 CALKS FERRY RD.	Rodgerc ROBERTS @ GMAIL.COM

19 lines

APPENDIX B

Paper Comment Forms

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: HARVEY AMICK
Address: 249 MCCARTHAN RD
Email Address: _____
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☑ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☑ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☐ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☑ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☐ Daily
- ☑ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☐ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☑ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☐ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☑ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☑ Improving access to I-20
- ☑ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☑ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments: GET IT BUILT NOW

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: ARIC BAKER
Address: 136 LIBERTY HILL RD
Email Address: aricbaker87@gmail.com
Phone Number: 803-873-0421

Your primary reason for interest in this transportation project (check one):

☒ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☒ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☒ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☒ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☐ Congestion (traffic delays)
- ☐ Safety concerns
- ☐ Poor road conditions
- ☒ Other: No issues Stop building 6 homes are

5. How important is having a new interchange in this area for improving access to I-20?
- ☐ Very important
- ☐ Neutral/ unsure
- ☒ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☐ Safety
- ☒ Impacts to nearby properties
- ☒ Environmental impacts
- ☒ Noise
- ☒ Traffic changes to local roads
- ☒ Other: Adding more houses that are all on top of other

7. Would a new interchange make your trips easier or more convenient?
- ☐ Yes, significantly
- ☒ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☒ Other: Just adding more homes and subdivisions

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☐ Support
- ☐ Neutral / unsure
- ☒ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☒ No no more tax

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Stop building homes that are 4-five bedroom that have 3-4 driving people in each house hold homes should be built on at least .5 Acre. Schools are already at capacity. Next the county will have to build a new water tower, and the existing residents will have to drill new wells.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Brittany Baker
Address: 136 Liberty Hill Rd. Lexington, SC 29073
Email Address: brittanybaker86@gmail.com
Phone Number: 803-730-7369

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☑ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☑ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☑ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☐ Congestion (traffic delays)
- ☐ Safety concerns
- ☑ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☐ Very important
- ☐ Neutral/ unsure
- ☑ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☑ Increased traffic
- ☑ Safety
- ☑ Impacts to nearby properties
- ☑ Environmental impacts
- ☑ Noise
- ☑ Traffic changes to local roads
- ☑ Other: Increased housing developments

7. Would a new interchange make your trips easier or more convenient?
- ☐ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☑ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☑ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☐ Support
- ☐ Neutral / unsure
- ☑ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

This is going to cause increased traffic to the local roads that are not well maintained. This will cause issues with the school buses that travel these roads as they have to stop at the house that are being picked up. This will also make it easier for the county to approve more housing developments which will cause more traffic to the area. If any improvements to these intersections will/may fall on Lexington County which may or may not get done. There needs to be improvements done to exit 51 (Longs Pond) as well. Not just adding a new intersection/exit. Please think carefully about how this is going to affect this area, the land and the people that live here and have for many years.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: WILLIAM M. BASS
Address: 155 OLD GATE ROAD
Email Address: BASSWMBL@PBTCOMM.NET
Phone Number: 803-414-2642

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☐ Within 1 mile
☑ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☑ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☐ Neutral/ unsure
☑ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☑ Increased traffic
☑ Safety
☑ Impacts to nearby properties
☑ Environmental impacts
☑ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☐ Somewhat
☐ No change
☑ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☐ Neutral / unsure
☑ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

OF THE 3 ALTERNATIVES SHOWN AT THE MEETING, IF WE DID HAVE TO ACCEPT THAT ONE IS GOING TO BE COMPLETED, I WOULD PREFER #3.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Steven Binkley
Address: 1754 Calks Ferry Rd Lexington, SC 29073
Email Address: Stevenbinkley30@yahoo.com
Phone Number: 803-397-3979

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other:
- [ ] Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- [x] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [x] Live nearby (local trips)
- [ ] Work in the area
- [ ] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other:

3. How often do you travel through this area or along I-20 nearby?
- [x] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [x] Congestion (traffic delays)
- [x] Safety concerns
- [ ] Poor road conditions
- [ ] Other:

5. How important is having a new interchange in this area for improving access to I-20?
- [x] Very important
- [ ] Neutral/ unsure
- [ ] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [x] Increased traffic
- [x] Safety
- [x] Impacts to nearby properties
- [ ] Environmental impacts
- [x] Noise
- [x] Traffic changes to local roads
- [ ] Other:

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [x] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [x] Improving safety
- [x] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other:

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [x] Support with conditions
- [ ] Neutral / unsure
- [ ] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [x] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I live at 1754 Calks Ferry Rd, my biggest concern will be the added traffic and noise we'll get being so close to the new interchange. Here below are some concerns:

1. Traffic Safety - been 3 wrecks in front of my house in past 7 months. With the added flow of traffic coming off the interstate, this will be a much bigger concern.
2. Turning left from my home. It is very difficult at several points throughout the day now (especially morning and afternoon). How can this issue be fixed within this project?
3. Noise - very little noise comes from the interstate now, what will be done to reduce this issue.
4. Property value impacts - no one would want to live this close to an interchange. So unless a national chain (gas or fast food) wants to buy up all the land and all homeowners sell, our land will become much lower in value.
5. How will the intersection of Calks Ferry Rd and Sherwood Rd be improved to handle all this additional traffic plus new housing coming?

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Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Britony Binnuy
Address: 1754 Calks Ferry road Lexington SC 29073
Email Address: Stevenanny30@yahoo.com
Phone Number: (803) 307-3971

Your primary reason for interest in this transportation project (check one):

- ✓ Resident/Property Owner
- ___ Business Owner
- ___ Elected Official
- ___ Other: _____
- ___ Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☑ Within 1 mile
- ☐ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☑ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☐ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☑ Increased traffic
- ☑ Safety
- ☑ Impacts to nearby properties
- ☐ Environmental impacts
- ☑ Noise
- ☑ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☐ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☑ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☑ Improving access to I-20
- ☑ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support w/ conditions
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

We live at 1754 Calks Ferry road Lexington, SC 29073 and our biggest concerns will the noise get worse and increase traffic. We already have a hard time getting out of driveway now and the concern will be this will make it worse. People fly down Calks Ferry road now and it is always wrecks in front of our house. Traffic safety is a big concern.

Concerns - (From my husbands comment page)
6. Will speed limits be adjusted to slow down traffic?
7. Actual wrecks are an issue, but what your data doesn't show are all the near misses - again safety concerns.

Please understand, I am not against this, however I am concerned about the row of homes on the Pelion side of the proposed interchange. These homes will be effected more than anyone else other than the homes being eliminated. This will be a tough situation for those homeow

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Comments should be received by May 8, 2026

Project Comments

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Rachel BOWERS
Address: 1323 Belo rd lexington SC 29072
Email Address: rachalexandria@gmail.com
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

- [X] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Community Group
- [ ] Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- [X] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [X] Live nearby (local trips)
- [ ] Work in the area
- [ ] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [X] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [ ] Congestion (traffic delays)
- [ ] Safety concerns
- [ ] Poor road conditions
- [ ] Other: I dont have concerns about traffic.

5. How important is having a new interchange in this area for improving access to I-20?
- [ ] Very important
- [ ] Neutral/ unsure
- [X] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [X] Increased traffic
- [X] Safety
- [X] Impacts to nearby properties
- [X] Environmental impacts
- [X] Noise
- [X] Traffic changes to local roads
- [ ] Other: _____

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [X] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [ ] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [X] Other: To not build this here in our backyard

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [ ] Support
- [ ] Neutral / unsure
- [X] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [X] No !

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

This project seems like it will hurt the families in this area that have had generational land.

We would not need this (IF) longs pond had been made to withstand the amount of homes allowed in the area, the increasing amount of subdivisions. Family homes & Family land should not have to be taken away.

This will put so much traffic into my own yard and displace some of my best friends.

Our childern in land to learn & grow & our children need nature, not another interstate exchange.

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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Darrel Briggs
Address: 220 Chandler Dr. Gilbert, SC
Email Address: Darrelbriggs8@gmail.com
Phone Number: 803 381 5116

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☐ Within 1 mile
☐ 1 to 3 miles
☑ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☐ Daily
☑ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☑ Safety concerns
☑ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☑ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☐ Increased traffic
☑ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☐ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☑ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☑ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Do not like roundabouts

Crossing lanes is dangerous

Of the 3, #1 is best (partial cloverleaf)

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Phyllis Bright
Address: 1746 Calks Ferry Rd, Lexington, S.C. 29073
Email Address: Pbright925@yahoo.com
Phone Number: 803-760-8782

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☑ Noise
   - ☐ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☑ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☐ Improving safety
   - ☑ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☑ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☑ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

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PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Eric & Shawnequa Brown
Address: 1647 Calks Ferry Rd
Email Address: Shawnequa-brown@yahoo.com
Phone Number: (573)647-1138

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☒ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☒ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☒ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☒ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☒ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☒ Increased traffic
☒ Safety
☒ Impacts to nearby properties
☐ Environmental impacts
☒ Noise
☐ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☒ Yes, significantly
☐ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☒ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☒ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☒ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
Noise barriers are necessary

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Donna Chapman
Address: 457 Sherwood Drive, Lexington, SC 29073
Email Address: donnaschapman@yahoo.com
Phone Number: 803-892-3614

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☐ Daily
☑ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☑ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☑ Very important
☐ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☐ Increased traffic
☐ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☑ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☑ Improving access to I-20
☐ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☑ Support
☐ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
Concerns of affecting nearby homes/property.
But would improve traffic on our road.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Robert D. Charest, Sr + Pauline T. Charest
Address: 491 Sherwood Drive Lexington SC 29073
Email Address: simslanebc@gmail.com
Phone Number: 603-436-2192

Your primary reason for interest in this transportation project (check one):

[X] Resident/Property Owner [ ] Elected Official [ ] Community Group
[ ] Business Owner [ ] Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - [ ] Within 1 mile
   - [X] 1 to 3 miles
   - [ ] 3 to 5 miles
   - [ ] I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - [X] Live nearby (local trips)
   - [ ] Work in the area
   - [ ] Access nearby businesses/services
   - [ ] Passing through to another destination
   - [ ] Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - [X] Daily
   - [ ] Several times a week
   - [ ] Occasionally
   - [ ] Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - [X] Congestion (traffic delays)
   - [ ] Safety concerns
   - [ ] Poor road conditions
   - [ ] Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - [X] Very important
   - [ ] Neutral/ unsure
   - [ ] Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - [X] Increased traffic
   - [ ] Safety
   - [X] Impacts to nearby properties
   - [ ] Environmental impacts
   - [ ] Noise
   - [ ] Traffic changes to local roads
   - [ ] Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - [X] Yes, significantly
   - [ ] Somewhat
   - [ ] No change
   - [ ] No, it would make it worse
   - [ ] Not sure
8. **What is most important to you when considering this project?**
   - [X] Improving access to I-20
   - [ ] Improving safety
   - [ ] Minimizing impacts
   - [ ] Cost efficiency
   - [ ] Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - [X] Support
   - [ ] Neutral / unsure
   - [ ] Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - [ ] Yes
    - [ ] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Like the diamond plan view as it would not involve as much property land grab.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Lisa Crouch
Address: 250 Old Gate Rd
Email Address: wiltemhctraff@gmail.com
Phone Number: 803.609.3154

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☑ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☐ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☐ Neutral/ unsure
   - ☑ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☐ Safety
   - ☑ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☑ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☑ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☑ Improving safety
   - ☑ Minimizing impacts
   - ☑ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☐ Neutral / unsure
   - ☑ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Traffic coming down Calks Ferry is already increasing due to incoming neighborhoods which has made leaving our road [redacted] more difficult. An increased noise pollution is another huge concern as our road gets alot of noise off Calks Ferry, the interstate that dead ends on our road, and the train system on Two Notch. We have seen an increase in foot traffic and vagrents.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: John Dwyer (moving to 1045 Oscar Price Rd)
Address: 112 Saint Charles Pl Chapin SC 29036
Email Address: Johndwyer4444@gmail.com
Phone Number: 803-467-6542

Your primary reason for interest in this transportation project (check one):

___ Resident/Property Owner ___ Elected Official ___ Community Group
___ Business Owner ✓ Other: moving to area

1. How far do you live from the proposed Calks Ferry Interchange project?
☑ Within 1 mile soon to be
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☑ Daily (soon)
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☐ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☐ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☑ Increased traffic
☑ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☑ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☐ Somewhat
☐ No change
☐ No, it would make it worse
☑ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☐ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☐ Neutral / unsure
☑ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

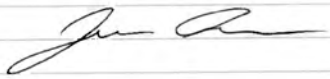
Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
I am against the proposed exit, the exit will increase crime, traffic, and destroy the natural environment around Oscar Price Rd.



Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: PATRICIA Elledge
Address: 1043 Stone Pine Rd Lexington
Email Address: pelledge@windstream.net
Phone Number: 803-354-5684 (h) 803-331-6499 (c)

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☐ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: to get home
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☐ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☐ Neutral/ unsure
   - ☑ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☐ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☑ Noise
   - ☐ Traffic changes to local roads
   - ☑ Other: Roads are not built to handle all the additional traffic
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☒ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☑ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☒ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☐ Neutral / unsure
   - ☑ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

The roads are not adequate to serve this area
The only thing people are interested in is seeing
how many houses you can put on available land.
The sub-division being built on Calks Ferry now
are adding at least an additional 1200 cars
(over 600 houses and that is just allowing 2 per house
when there are 3-5 per home
It has not been needed for 49 yrs + I do not
believe it is needed now.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Wanda Elliott
Address: 1001 Calks Ferry Rd, Lexington, SC 29072
Email Address: elliottwanda@outlook.com
Phone Number: 803-347-2172

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☑ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☐ Neutral/ unsure
☑ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☐ Increased traffic
☐ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☐ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☐ Somewhat
☐ No change
☑ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☑ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I do not want this project to impact my house, land, property in any way. I feel building structures, subdivisions, schools, etc. should not be done before making sure the roads can support it. That good planning should not negatively affect homeowners who have lived here before all this.
I am worried that this will lower my property value or make it difficult to ever sell my house in the future. I have never wanted to sell it, but I would of had I know this.
I do not want it to be a four lane!

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: DENNIS GOBBEL
Address: 1231 Red Rd Lexington SC
Email Address:
Phone Number: 803-509-2921

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other:

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other:
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☐ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other:
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☐ Safety
   - ☑ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☐ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other:
7. **Would a new interchange make your trips easier or more convenient?**
   - ☑ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☑ Improving access to I-20
   - ☐ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other:
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☑ Support
   - ☐ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

IF passed will CAULKS Ferry be closed which CAUSES more TRAFFIC on Longstreet Rd

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: JoAnn H. Gunter
Address: 325 Sherwood Dr. Lexington S.C. 29073
Email Address: gonana081@gmail.com
Phone Number: 803-530-5801

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. **What is your primary reason for traveling through this area? (Select all that apply)**
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. **How often do you travel through this area or along I-20 nearby?**
☐ Daily
☑ Several times a week
☐ Occasionally
☐ Rarely

4. **What transportation problems do you experience in this area today? (Select all that apply)**
☑ Congestion (traffic delays)
☐ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. **How important is having a new interchange in this area for improving access to I-20?**
☑ Very important
☐ Neutral/ unsure
☐ Not important

6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
☐ Increased traffic
☐ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. **Would a new interchange make your trips easier or more convenient?**
☐ Yes, significantly
☑ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. **What is most important to you when considering this project?**
☑ Improving access to I-20
☐ Improving safety
☐ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. **Do you support or oppose adding a new interchange on I-20 at this location?**
☑ Support
☐ Neutral / unsure
☐ Oppose

10. **Would you support this project in a future county Transportation Sales Tax Program?**
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Jacob R Hallwanger
Address: 1940 Calks Ferry Rd
Email Address: Jakefar@Shotmail.com
Phone Number: 803-518-9475

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☑ Very important
   - ☐ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☑ Environmental impacts
   - ☑ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☑ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☑ Improving access to I-20
   - ☑ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☑ Support
   - ☐ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☑ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

1.) Concept 1
2.) Concept 3 Traffic need be big Enough for Eighteen wheelers
3.) Concept 2

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: David Helm, Jr.
Address: 813 Ruth Viola Rd Lexington, SC 29073
Email Address: david.helm.jr@gmail.com
Phone Number: 803 665-6694

Your primary reason for interest in this transportation project (check one):

X Resident/Property Owner ___ Elected Official ___ Community Group
___ Business Owner ___ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☒ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☒ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☒ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☒ Congestion (traffic delays)
- ☒ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☒ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☐ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☒ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☒ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☒ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☒ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☒ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

We NEED this interchange to fix the new Long's Pond traffic issues, since the new school and subdivisions have been added over the past few years!

More new subdivisions are being approved regularly which is going to compound the issue, so since the county does not know how to say "No!", we at least need the roads to be there to allow access for people to get to their jobs.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Christ Hawley
Address: 6010 Windy Wood 29073
Email Address: _____
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

___ Resident/Property Owner ___ Elected Official ___ Community Group
___ Business Owner ___ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☒ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☒ Live nearby (local trips)
- ☐ Work in the area
- ☒ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☒ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☒ Congestion (traffic delays)
- ☐ Safety concerns
- ☒ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☒ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☒ Increased traffic
- ☐ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☒ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☒ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☒ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☒ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☒ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: CARLISLE SHARMON
Address: 1107 RISH DRIVE LEESVILLE, SC 29070
Email Address: nbk4rcbr4ever@...
Phone Number: 803-530-2509

Your primary reason for interest in this transportation project (check one):

___ Resident/Property Owner ___ Elected Official ___ Community Group
___ Business Owner ☑ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☐ 1 to 3 miles
   - ☑ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☑ Access nearby businesses/services
   - ☑ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☐ Daily
   - ☑ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☐ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☑ Very important
   - ☐ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☐ Safety
   - ☐ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☐ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☑ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☑ Improving access to I-20
   - ☐ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☑ Support
   - ☐ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

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Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Pearlie "Gina" Haltiwanger
Address: 1940 Calks Ferry Rd Lexington, SC 29073
Email Address: finalt@comporium.net
Phone Number: 803-622-0603

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry interchange project?
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☑ Congestion (traffic delays)
☑ Safety concerns
☑ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☑ Very important
☐ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☑ Increased traffic
☑ Safety
☑ Impacts to nearby properties
☑ Environmental impacts
☐ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☑ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☑ Improving access to I-20
☑ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☑ Support
☐ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

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Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

#3 Roads about it are not large enough for 18 wheelers or trucks pulling trailers. Engineers need to go to Salina, AZ to see how to make them. One paper or computer do not work in everyday life

#2 1 Lane for all traffic confuses people & traffic back up

#1 Yes Since we live close by we think it will work best.

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Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: C. DEAN HOWARD
Address: 3749 CALKS FERRY RD, PELION, SC 29123-9698
Email Address: howardaed@comporium.net
Phone Number: 803-240-3369

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☑ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☑ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☐ Daily
   - ☑ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☐ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☐ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☑ Environmental impacts
   - ☐ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☑ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☐ Improving safety
   - ☑ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☑ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☑ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

PREFERENCE – ALTERNATIVE 3

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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Scott Jalbert
Address: 710 A C Boulware Rd
Email Address: Scott@Jalbert.me
Phone Number: 803 563 8030

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other: _____
- [ ] Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- [ ] Within 1 mile
- [ ] 1 to 3 miles
- [x] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [x] Live nearby (local trips)
- [x] Work in the area
- [x] Access nearby businesses/services
- [x] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [x] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [x] Congestion (traffic delays)
- [ ] Safety concerns
- [x] Poor road conditions
- [ ] Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- [x] Very important
- [ ] Neutral/ unsure
- [ ] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [x] Increased traffic
- [ ] Safety
- [ ] Impacts to nearby properties
- [ ] Environmental impacts
- [ ] Noise
- [x] Traffic changes to local roads
- [ ] Other: _____

7. Would a new interchange make your trips easier or more convenient?
- [x] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [ ] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [x] Improving access to I-20
- [ ] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [x] Support
- [ ] Neutral / unsure
- [ ] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [x] Yes
- [ ] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I would love to have this as soon as possible with all of the revenue from so many housing developments, which are making this necessary, I dont see that a new Tax Program is necessary.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: CarolAnn Bailey Lloyd
Address: 1730 Calks Ferry Rd
Email Address: CBAILEYLLOYD@GMAIL.COM
Phone Number: 803 667 0548

Your primary reason for interest in this transportation project (check one):

- [X] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Community Group
- [ ] Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- [X] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [X] Live nearby (local trips)
- [ ] Work in the area
- [ ] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [X] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [ ] Congestion (traffic delays)
- [X] Safety concerns
- [ ] Poor road conditions
- [ ] Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- [ ] Very important
- [ ] Neutral/ unsure
- [X] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [X] Increased traffic
- [X] Safety
- [X] Impacts to nearby properties
- [X] Environmental impacts
- [X] Noise
- [X] Traffic changes to local roads
- [X] Other: HAZARDOUS TO those living there

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [X] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [ ] Improving safety
- [X] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [ ] Support
- [ ] Neutral / unsure
- [X] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [X] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Having lived here for nearly 30 years, and fearing the extreme safety hazards that will impact my home, my sons home + neighbors, I am against this. Our homes and land are paid off and it is unfair to create an interchange to benefit those living off exit 51. These folks have moved here in the last 15 years. They will not lose land or property to benefit them. We, however, stand to lose a lot. Especially someone who is disabled, with access ramps, and an aquatherapy pool for treatment. This is overwhelming and causing emotional + psychological distress. I would like to find an alternative option that does not impact families and Lex Co citizens. I would like fairness and if required to move, a decent offer to ensure we who live nearby do not go homeless.

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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Frederick Gay Lloyd
Address: 1330 Calks Ferry RD
Email Address: SirGayLloyd@Gmail.com
Phone Number: 803 [illegible] 0289

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry interchange project?**
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. **What is your primary reason for traveling through this area? (Select all that apply)**
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. **How often do you travel through this area or along I-20 nearby?**
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. **What transportation problems do you experience in this area today? (Select all that apply)**
☑ Congestion (traffic delays)
☑ Safety concerns
☑ Poor road conditions
☐ Other: _____

5. **How important is having a new interchange in this area for improving access to I-20?**
☐ Very important
☐ Neutral/ unsure
☑ Not important

6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
☑ Increased traffic
☑ Safety
☑ Impacts to nearby properties
☑ Environmental impacts
☑ Noise
☑ Traffic changes to local roads
☐ Other: _____

7. **Would a new interchange make your trips easier or more convenient?**
☐ Yes, significantly
☐ Somewhat
☐ No change
☑ No, it would make it worse
☐ Not sure

8. **What is most important to you when considering this project?**
☐ Improving access to I-20
☐ Improving safety
☑ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. **Do you support or oppose adding a new interchange on I-20 at this location?**
☐ Support
☐ Neutral / unsure
☑ Oppose

10. **Would you support this project in a future county Transportation Sales Tax Program?**
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
Just do the right thing for the people living on Calks Ferry

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Ryan Bailey-Lloyd
Address: 1116 Calks Ferry Rd
Email Address: Ryan.BaileyLloyd@yahoo.com
Phone Number: 803-609-2080

Your primary reason for interest in this transportation project (check one):

☒ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
☒ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. **What is your primary reason for traveling through this area? (Select all that apply)**
☒ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☒ Other: Like or affect? Hmm

3. **How often do you travel through this area or along I-20 nearby?**
☒ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. **What transportation problems do you experience in this area today? (Select all that apply)**
☒ Congestion (traffic delays)
☒ Safety concerns
☒ Poor road conditions
☐ Other: _____

5. **How important is having a new interchange in this area for improving access to I-20?**
☐ Very important
☐ Neutral/ unsure
☒ Not important

6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
☒ Increased traffic
☒ Safety
☒ Impacts to nearby properties
☐ Environmental impacts
☒ Noise
☒ Traffic changes to local roads
☒ Other: Would leave my family and I homeless

7. **Would a new interchange make your trips easier or more convenient?**
☐ Yes, significantly
☐ Somewhat
☐ No change
☒ No, it would make it worse
☐ Not sure

8. **What is most important to you when considering this project?**
☐ Improving access to I-20
☐ Improving safety
☒ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. **Do you support or oppose adding a new interchange on I-20 at this location?**
☐ Support
☐ Neutral / unsure
☒ Oppose

10. **Would you support this project in a future county Transportation Sales Tax Program?**
☐ Yes
☒ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Make sure whoever you decide, that you treat the people that live there as you would your own loved ones, vote NOT vote for them.



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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Sara Bailey-Lloyd
Address: 1724 Calks Ferry Rd Lexington SC 29073
Email Address: sarabaileylloyd@gmail.com
Phone Number: 803-087-3274

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☑ Live nearby (local trips)
☐ Work in the area
☐ Access nearby businesses/services
☐ Passing through to another destination
☑ Other: Live at exact location

3. How often do you travel through this area or along I-20 nearby?
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☐ Congestion (traffic delays)
☑ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☐ Very important
☐ Neutral/ unsure
☑ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☐ Increased traffic
☐ Safety
☑ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☐ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☐ Yes, significantly
☐ Somewhat
☐ No change
☒ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☐ Improving access to I-20
☐ Improving safety
☐ Minimizing impacts
☐ Cost efficiency
☒ Other: I am not considering

9. Do you support or oppose adding a new interchange on I-20 at this location?
☐ Support
☐ Neutral / unsure
☒ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☒ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I completely oppose this project, my family & neighbors will lose their homes when neither of us asked for this.

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Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Cindy Makuta
Address: 2453 Nazareth Rd
Email Address: Gilbert3022@yahoo.com
Phone Number: 803-586-7757

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Elected Official
- [ ] Community Group
- [ ] Business Owner
- [ ] Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - [ ] Within 1 mile
   - [x] 1 to 3 miles
   - [ ] 3 to 5 miles
   - [ ] I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - [x] Live nearby (local trips)
   - [x] Work in the area
   - [ ] Access nearby businesses/services
   - [ ] Passing through to another destination
   - [ ] Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - [ ] Daily
   - [ ] Several times a week
   - [x] Occasionally
   - [ ] Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - [x] Congestion (traffic delays)
   - [ ] Safety concerns
   - [ ] Poor road conditions
   - [ ] Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - [ ] Very important
   - [ ] Neutral/ unsure
   - [x] Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - [x] Increased traffic
   - [ ] Safety
   - [ ] Impacts to nearby properties
   - [x] Environmental impacts
   - [ ] Noise
   - [x] Traffic changes to local roads
   - [ ] Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - [ ] Yes, significantly
   - [ ] Somewhat
   - [x] No change
   - [ ] No, it would make it worse
   - [ ] Not sure
8. **What is most important to you when considering this project?**
   - [ ] Improving access to I-20
   - [ ] Improving safety
   - [x] Minimizing impacts
   - [ ] Cost efficiency
   - [ ] Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - [ ] Support
   - [ ] Neutral / unsure
   - [x] Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - [ ] Yes
    - [x] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

If fix Lights on Long Pond so that you can make traffic more efficient

I am concerned that Calks Ferry will be the same as Longs pond.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Misty Mathias
Address: 233 Liberty Hill Road
Email Address: Mistydawn@Reagan.com
Phone Number: (803) 606-3590

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 6 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☑ Environmental impacts
   - ☑ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☑ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☑ Improving safety
   - ☑ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☑ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I've lived in this area for 27 years. I researched the road I live on and was told in 4 years it would be paved, it still isn't and yet more newer roads and housing developments are building all around me.

What about the constituents whom lived here? Why now when 2 NEW housing developments are build - BTW - the dirt lot for the housing development is washing into Muller Pond.

And the county wants to allow 670 NEW HOMES on Clout Place.

This is neglect in my opinion of long time residents. If "SAFETY" is the main issue, then SCDOT + Lexington County needs to Stop "OVERGROWTH" that is the problem!!!

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: TREVOR MATHIAS
Address: 253 LIBERTY HILL RD
Email Address: TREVOR57PANE@OUTLOOK.COM
Phone Number: 803 447-3077

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☑ Work in the area
   - ☑ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: ALL THE ABOVE
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☐ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: 40 years of Dirt Road
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☐ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☐ Noise
   - ☐ Traffic changes to local roads
   - ☐ Other: MORE HOUSING DEV. NOT ENOUGH INFERSTRUCTURE
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☑ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☑ Improving safety
   - ☑ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☑ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

This project is DONE IN THE NAME of SAFTY
When it is actuley IN the NAME OF (MONEY)
Developers & High tax Entitie Mitchellin

The constituents that have live in the area have been told other Road Got paved in the name of safty but, it was money from Bucness

When constituents acteed for area of concern it was overlocked now that Developer want more housing it creates safty problem at exit now we want more Exit to apease Developer and (New Constituents)

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Donald McMANUS
Address: 262 Liberty Hill Rd, Lexington 29073
Email Address: dfmcmanus316@gmail.com
Phone Number: 803 422 1979

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☑ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☑ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☑ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☑ Increased traffic
- ☑ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☐ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☑ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☑ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☑ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

we are in favor of option 1

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Robert Miller
Address: 635 Mallard Dr Chapin, SC 29036
Email Address: Pikemal@gmail.com
Phone Number: 803-917-7080

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☐ 3 to 5 miles
- ☒ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☐ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☐ Passing through to another destination
- ☒ Other: Own Property in Area

3. How often do you travel through this area or along I-20 nearby?
- ☐ Daily
- ☒ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☒ Congestion (traffic delays)
- ☒ Safety concerns
- ☒ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☒ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☐ Safety
- ☒ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☒ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☒ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☒ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☒ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☒ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I really like option 3
Hate option 2

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Jonathan O'Reilly
Address: 420 Elbert Taylor Rd
Email Address:
Phone Number: 803-760-4487

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other:
- [ ] Community Group

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - [ ] Within 1 mile
   - [x] 1 to 3 miles
   - [ ] 3 to 5 miles
   - [ ] I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - [x] Live nearby (local trips)
   - [ ] Work in the area
   - [ ] Access nearby businesses/services
   - [ ] Passing through to another destination
   - [ ] Other:
3. **How often do you travel through this area or along I-20 nearby?**
   - [x] Daily
   - [ ] Several times a week
   - [ ] Occasionally
   - [ ] Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - [ ] Congestion (traffic delays)
   - [ ] Safety concerns
   - [ ] Poor road conditions
   - [ ] Other:
5. **How important is having a new interchange in this area for improving access to I-20?**
   - [ ] Very important
   - [ ] Neutral/ unsure
   - [x] Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - [x] Increased traffic
   - [x] Safety
   - [x] Impacts to nearby properties
   - [x] Environmental impacts
   - [x] Noise
   - [x] Traffic changes to local roads
   - [x] Other: Mel Sebor
7. **Would a new interchange make your trips easier or more convenient?**
   - [ ] Yes, significantly
   - [ ] Somewhat
   - [ ] No change
   - [x] No, it would make it worse
   - [ ] Not sure
8. **What is most important to you when considering this project?**
   - [ ] Improving access to I-20
   - [ ] Improving safety
   - [ ] Minimizing impacts
   - [ ] Cost efficiency
   - [x] Other: Fix Exit 51
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - [ ] Support
   - [ ] Neutral / unsure
   - [x] Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - [ ] Yes
    - [x] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Please do not move forward with this project. The real problem is exit 51, this is like getting shot in the leg & putting a bandaid on your arm. Please address exit 51 before even considering a new interchange.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: William and Marietta Osborn
Address: 544 Sherwood Dr. Lexington SC 29073
Email Address: grammieb43@yahoo.com
Phone Number: 523-579-5459

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other: _____
- [ ] Community Group

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - [x] Within 1 mile ?
   - [ ] 1 to 3 miles
   - [ ] 3 to 5 miles
   - [ ] I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - [x] Live nearby (local trips)
   - [ ] Work in the area
   - [ ] Access nearby businesses/services
   - [ ] Passing through to another destination
   - [ ] Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - [ ] Daily
   - [ ] Several times a week
   - [x] Occasionally
   - [ ] Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - [x] Congestion (traffic delays)
   - [ ] Safety concerns
   - [ ] Poor road conditions
   - [ ] Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - [x] Very important
   - [ ] Neutral/ unsure
   - [ ] Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - [x] Increased traffic
   - [ ] Safety
   - [ ] Impacts to nearby properties
   - [ ] Environmental impacts
   - [x] Noise
   - [x] Traffic changes to local roads
   - [ ] Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - [ ] Yes, significantly
   - [ ] Somewhat
   - [ ] No change
   - [ ] No, it would make it worse
   - [x] Not sure
8. **What is most important to you when considering this project?**
   - [ ] Improving access to I-20
   - [x] Improving safety
   - [ ] Minimizing impacts
   - [ ] Cost efficiency
   - [ ] Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - [ ] Support
   - [x] Neutral / unsure
   - [ ] Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - [ ] Yes ?
    - [ ] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Need a stop light at the corner of Sherwood Dr. + Calksferry Road

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Derek Oswald
Address: 273 Boiling Springs Rd Lex SC 29073
Email Address: doswald273@gmail.com
Phone Number: (803) 237-3725

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☒ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☐ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☑ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☑ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☐ Congestion (traffic delays)
- ☐ Safety concerns
- ☑ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☐ Very important
- ☐ Neutral/ unsure
- ☑ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☑ Safety
- ☑ Impacts to nearby properties
- ☑ Environmental impacts
- ☐ Noise
- ☐ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☐ Yes, significantly
- ☐ Somewhat
- ☑ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☑ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☐ Support
- ☐ Neutral / unsure
- ☑ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

As a concerned citizen/property owner in the area, I am very disappointed/unimpressed with the county's reaction to the disease of overpopulation that is occurring. This area has attracted people for decades because of the rural/country "feel". That feel is long gone and is getting worse every day. In my opinion, this project is going to be only the beginning of the end for this area. The interchange will come in and then the neighboring property owners will move, selling to developers or businesses no doubt. Then there will be a gas station, then a dollar store, then a storage facility for the thousands of houses being built and will continue to be built. Its only a matter of time until the crime rate and homeless population rises, while I realize urban sprawl is an inevitable evil, it seems that it should be done much slower and more regulated. The faith and trust in county governments/infrastructure is lost by most residents that have lived here for long periods of time. I kept hearing that this project is designed to alleviate Exit 31 traffic, would not redesigning that interchange be more cost effective/smarter? Instead of adding to the destruction of our "rural" area of the county?

Also this road is the main route for Rawls Farms and other farms transporting goods & equipment. Seem like disaster waiting to happen.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Kent H. Ricard
Address: 3603 Two Notch Rd. Gilbert, SC 29054
Email Address: KHricard@AOL.com
Phone Number: 803-591-2838

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
☑ Within 1 mile
☐ 1 to 3 miles
☐ 3 to 5 miles
☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
☐ Live nearby (local trips)
☐ Work in the area
☑ Access nearby businesses/services
☐ Passing through to another destination
☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
☑ Daily
☐ Several times a week
☐ Occasionally
☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
☑ Congestion (traffic delays)
☐ Safety concerns
☐ Poor road conditions
☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
☑ Very important
☐ Neutral/ unsure
☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
☑ Increased traffic
☑ Safety
☐ Impacts to nearby properties
☐ Environmental impacts
☐ Noise
☐ Traffic changes to local roads
☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
☑ Yes, significantly
☐ Somewhat
☐ No change
☐ No, it would make it worse
☐ Not sure

8. What is most important to you when considering this project?
☑ Improving access to I-20
☐ Improving safety
☐ Minimizing impacts
☐ Cost efficiency
☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
☑ Support
☐ Neutral / unsure
☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
☐ Yes
☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
We need another interchange close by as to relief the mass congestion at Exit 51

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Tammy Bicard
Address: 2451 Nazareth Rd. Lexington SC 29073
Email Address: asstang84@aol.com
Phone Number: 803-808-3540

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☑ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☑ Work in the area
   - ☐ Access nearby businesses/services
   - ☑ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☐ Neutral/ unsure
   - ☑ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☑ Environmental impacts
   - ☑ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☑ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☐ Improving safety
   - ☑ Minimizing impacts
   - ☑ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☐ Neutral / unsure
   - ☑ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

This will be a temporary solution for a long term issue. Alleviating traffic at longs pond Rd but will cause the same issue at Calks Ferry.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Rodger E. Roberts
Address: 1001 Calks Ferry Rd.
Email Address: Rodgere.Roberts@gmail.com
Phone Number: 803 - 513 - 4126

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☑ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☑ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☐ Neutral/ unsure
   - ☑ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☐ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☑ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☐ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: DON'T WANT THIS
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☐ Support
   - ☐ Neutral / unsure
   - ☑ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☑ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I propose putting the exit ramps on the Old Charleston Rd overpass.
I do not want a four lane highway in front of my residence.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Travis Roberts
Address: 1030 Calks Ferry Road
Email Address: Roberts.Travis1@outlook.com
Phone Number: 803-609-0645

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Community Group
- [ ] Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- [ ] Within 1 mile
- [x] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [x] Live nearby (local trips)
- [ ] Work in the area
- [ ] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [x] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [x] Congestion (traffic delays)
- [x] Safety concerns
- [x] Poor road conditions
- [ ] Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- [ ] Very important
- [ ] Neutral/ unsure
- [x] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [x] Increased traffic
- [x] Safety
- [x] Impacts to nearby properties
- [ ] Environmental impacts
- [x] Noise
- [x] Traffic changes to local roads
- [ ] Other: _____

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [x] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [ ] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [x] Other: Evaluating other locations (see back)

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [ ] Support
- [ ] Neutral / unsure
- [x] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [x] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I am a home owner on Calks Ferry. Speed & Traffic is already a concern. I believe the best option would be to four lane Longs Pond Rd and put an exit at Old Charleston Hwy. The only other exit is the 441 which also causes people to double back to Juniper Springs in order to get to Old Two Notch. An Old Charleston exit would send the traffic into Gilbert where the growth is headed to get ahead of it. Most traffic coming from Longs Pond Rd that goes to highway 1 after making a left on Two Notch goes down Smith Pond Road. If a exit is put on Calks Ferry this is then going to back up the fork at Calks Ferry where it meets Smith Pond. I do NOT want the traffic in front of my home when most people are already running 60-70mph as it is. The road is in poor condition. Please reach out with any questions.

Note: Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Kayla Shannon
Address: 3221 Calks Ferry Road
Email Address: kaylajones10.20.98@gmail.com
Phone Number: 803-724-7466

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☑ 3 to 5 miles ~6mi
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☑ Work in the area
- ☑ Access nearby businesses/services
- ☑ Passing through to another destination
- ☑ Other: Mostly commute from PE to Cola

3. How often do you travel through this area or along I-20 nearby?
- ☑ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☐ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☐ Increased traffic
- ☐ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☑ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☑ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☑ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☑ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I would use this daily commuting from Calks Ferry to Main Street in Columbia (wish [redacted] 126 + 20 traffic better at rush hour not crossing so many lanes). My husband has always lived local (petition) and has wanted an interchange there for over a decade. Personally our household loves roundabouts – keep traffic flowing not stopping at lights. My concern is people learning new traffic flows. Will double roundabout cause confusion? Divergent Diamond looks safe but "wrong" side of road. Do NOT want the clover with further spaced stoplights. Roundabouts or divergent diamond please. Thanks for working on this project and improving our daily commute! Hope we see a cool safe interchange [redacted] soon!

P.S. Texted husband. Two lanes made roundabouts less cool. We both vote for divergent diamond. The big blown up pictures in person helped. → also talking with staff, divergent diamond sounds best!

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: J. DREW Sbar

Address: 736 OLD Gate Rd

Email Address: _____

Phone Number: _____

Your primary reason for interest in this transportation project (check one):

✓ Resident/Property Owner ___ Elected Official ___ Community Group

___ Business Owner ___ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☑ Within 1 mile
   - ☐ 1 to 3 miles
   - ☐ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☑ Daily
   - ☐ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☑ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☐ Very important
   - ☑ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☑ Safety
   - ☑ Impacts to nearby properties
   - ☑ Environmental impacts
   - ☑ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☐ Yes, significantly
   - ☐ Somewhat
   - ☑ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☐ Improving access to I-20
   - ☑ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☑ Support
   - ☐ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☐ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:

Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: JAMES & MICHELLE SPAULDING
Address: 2007 CALKS FERRY
Email Address: 526TJCS@GMAIL.COM
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

☒ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☒ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☐ Live nearby (local trips)
- ☒ Work in the area
- ☒ Access nearby businesses/services
- ☒ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☒ Daily
- ☐ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☐ Congestion (traffic delays)
- ☐ Safety concerns
- ☐ Poor road conditions
- ☒ Other: NONE

5. How important is having a new interchange in this area for improving access to I-20?
- ☐ Very important
- ☐ Neutral/ unsure
- ☒ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☒ Increased traffic
- ☒ Safety
- ☒ Impacts to nearby properties
- ☒ Environmental impacts
- ☒ Noise
- ☒ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☐ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☒ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☒ Other: PROPERTY VALUE

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☐ Support
- ☐ Neutral / unsure
- ☒ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☒ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments: NO!

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Dale Spires
Address: 1594 Calks Ferry Rd Lexington SC 29072
Email Address: ds29072@yahoo.com
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other: _____
- [ ] Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- [x] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [x] Live nearby (local trips)
- [ ] Work in the area
- [x] Access nearby businesses/services
- [x] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [ ] Daily
- [x] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [x] Congestion (traffic delays)
- [ ] Safety concerns
- [ ] Poor road conditions
- [ ] Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- [x] Very important
- [ ] Neutral/ unsure
- [ ] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [x] Increased traffic
- [x] Safety
- [x] Impacts to nearby properties
- [x] Environmental impacts
- [x] Noise
- [ ] Traffic changes to local roads
- [ ] Other: _____

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [x] Somewhat
- [ ] No change
- [ ] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [x] Improving access to I-20
- [ ] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [x] Support
- [ ] Neutral / unsure
- [ ] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [ ] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

In my opinion the most viable option is the partial cloverleaf.
The other two options are not as safe nor as efficient.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Sprenne
Address: 3057 Calks Ferry Rd
Email Address: _____
Phone Number: _____

Your primary reason for interest in this transportation project (check one).

☒ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☐ 1 to 3 miles
- ☐ 3 to 5 miles
- ☒ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☒ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☒ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☐ Daily
- ☒ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☐ Congestion (traffic delays)
- ☐ Safety concerns
- ☒ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☐ Very important
- ☒ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☒ Increased traffic
- ☒ Safety
- ☒ Impacts to nearby properties
- ☒ Environmental impacts
- ☐ Noise
- ☐ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☒ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☒ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☐ Support
- ☒ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☒ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Concerns for infrastructure – planning for congestion additional homes population growth

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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: MARY H. TIDWELL
Address: 1603 CALKS FERRY RD. LEXINGTON, SC 29072
Email Address: N/A (DO NOT E-MAIL)
Phone Number: (803) 261-6775

Your primary reason for interest in this transportation project (check one):

- [x] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other: _____
- [ ] Community Group

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - [ ] Within 1 mile
   - [x] 1 to 3 miles
   - [ ] 3 to 5 miles
   - [ ] I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - [x] Live nearby (local trips) ON CALKS FERRY RD
   - [ ] Work in the area
   - [ ] Access nearby businesses/services
   - [ ] Passing through to another destination
   - [ ] Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - [x] Daily
   - [ ] Several times a week
   - [ ] Occasionally
   - [ ] Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - [ ] Congestion (traffic delays)
   - [x] Safety concerns
   - [ ] Poor road conditions
   - [ ] Other: TRAFFIC "FLIES" DOWN CALKS FERRY
5. **How important is having a new interchange in this area for improving access to I-20?**
   - [ ] Very important
   - [ ] Neutral/ unsure
   - [x] Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - [x] Increased traffic
   - [x] Safety
   - [x] Impacts to nearby properties
   - [ ] Environmental impacts
   - [x] Noise
   - [ ] Traffic changes to local roads
   - [ ] Other: THE DEVALUING OF MY HOME!
7. **Would a new interchange make your trips easier or more convenient?**
   - [ ] Yes, significantly
   - [ ] Somewhat
   - [ ] No change
   - [x] No, it would make it worse
   - [ ] Not sure
8. **What is most important to you when considering this project?**
   - [ ] Improving access to I-20
   - [ ] Improving safety
   - [ ] Minimizing impacts
   - [ ] Cost efficiency
   - [ ] Other: TO DO AWAY WITH THE PROJECT. FORGET IT
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - [ ] Support
   - [ ] Neutral / unsure
   - [x] Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - [ ] Yes
    - [x] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I THINK THIS IS A TERRIBLE PROPOSAL. IT WILL RUIN YARDS, DEVALUE PROPERTIES AND MAKE CALKS FERRY ROAD TOO DANGEROUS TO LIVE ON OR TRAVEL. I WORKED FOR DOT FOR THIRTY YEARS AND I AM ASHAMED THAT I DID. I DIDN'T REALIZE HOW PEOPLE WERE DAMAGED BY WHAT WE DID. THIS ROAD IS A RACETRACK NOW, JUST IMAGINE WHAT IT WILL BECOME IF YOU MAKE THIS HORRIBLE IDEA A REALITY.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Charles D Taylor SR
Address: 1209 Ball Park Road Lexington S.C 29073
Email Address: CGTaylor136@B.mail.com
Phone Number: _____

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   - ☐ Within 1 mile
   - ☐ 1 to 3 miles
   - ☑ 3 to 5 miles
   - ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   - ☑ Live nearby (local trips)
   - ☐ Work in the area
   - ☐ Access nearby businesses/services
   - ☐ Passing through to another destination
   - ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   - ☐ Daily
   - ☑ Several times a week
   - ☐ Occasionally
   - ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   - ☑ Congestion (traffic delays)
   - ☐ Safety concerns
   - ☐ Poor road conditions
   - ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   - ☑ Very important
   - ☐ Neutral/ unsure
   - ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   - ☑ Increased traffic
   - ☐ Safety
   - ☐ Impacts to nearby properties
   - ☐ Environmental impacts
   - ☐ Noise
   - ☑ Traffic changes to local roads
   - ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   - ☑ Yes, significantly
   - ☐ Somewhat
   - ☐ No change
   - ☐ No, it would make it worse
   - ☐ Not sure
8. **What is most important to you when considering this project?**
   - ☑ Improving access to I-20
   - ☐ Improving safety
   - ☐ Minimizing impacts
   - ☐ Cost efficiency
   - ☐ Other: _____
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   - ☑ Support
   - ☐ Neutral / unsure
   - ☐ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    - ☑ Yes
    - ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:
Full speed ahead
Charles Taylor SR

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Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Shawn T. Warr
Address: 1003 Calks Ferry Rd
Email Address: shawnsemail3061@gmail.com
Phone Number: 803-401-9489

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. **How far do you live from the proposed Calks Ferry Interchange project?**
   ☑ Within 1 mile
   ☐ 1 to 3 miles
   ☐ 3 to 5 miles
   ☐ I do not live nearby
2. **What is your primary reason for traveling through this area? (Select all that apply)**
   ☑ Live nearby (local trips)
   ☐ Work in the area
   ☐ Access nearby businesses/services
   ☐ Passing through to another destination
   ☐ Other: _____
3. **How often do you travel through this area or along I-20 nearby?**
   ☑ Daily
   ☐ Several times a week
   ☐ Occasionally
   ☐ Rarely
4. **What transportation problems do you experience in this area today? (Select all that apply)**
   ☐ Congestion (traffic delays)
   ☑ Safety concerns
   ☐ Poor road conditions
   ☐ Other: _____
5. **How important is having a new interchange in this area for improving access to I-20?**
   ☑ Very important
   ☐ Neutral/ unsure
   ☐ Not important
6. **What concerns you most about adding a new interchange at this location? (Select all that apply)**
   ☑ Increased traffic
   ☑ Safety
   ☑ Impacts to nearby properties
   ☑ Environmental impacts
   ☑ Noise
   ☐ Traffic changes to local roads
   ☐ Other: _____
7. **Would a new interchange make your trips easier or more convenient?**
   ☐ Yes, significantly
   ☐ Somewhat
   ☐ No change
   ☑ No, it would make it worse
   ☐ Not sure
8. **What is most important to you when considering this project?**
   ☐ Improving access to I-20
   ☐ Improving safety
   ☐ Minimizing impacts
   ☐ Cost efficiency
   ☑ Other: Scrap Project
9. **Do you support or oppose adding a new interchange on I-20 at this location?**
   ☐ Support
   ☐ Neutral / unsure
   ☑ Oppose
10. **Would you support this project in a future county Transportation Sales Tax Program?**
    ☐ Yes
    ☑ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I am most definitely against this project. It will make my property impossible to sell, should I ever want to. Not only that, but Calks Ferry Road will become too dangerous to walk, children to bike and a death trap for pets, therefore I Hate the idea of this proposal.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Brenda H Williams
Address: 2413 Elizabeth Rd Lexington, SC 29073
Email Address: brenda.williams@icloud.com
Phone Number: 803-348-2134

Your primary reason for interest in this transportation project (check one):

___ Resident/Property Owner ___ Elected Official ___Community Group
___ Business Owner ___ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☐ Within 1 mile
- ☑ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☐ Work in the area
- ☐ Access nearby businesses/services
- ☑ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☐ Daily
- ☑ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☑ Safety concerns
- ☐ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☑ Increased traffic
- ☐ Safety
- ☐ Impacts to nearby properties
- ☐ Environmental impacts
- ☐ Noise
- ☐ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☑ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☐ Improving access to I-20
- ☐ Improving safety
- ☑ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☐ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Wilson Wright
Address: 11000 Calks Ferry Rd. Lex., SC 29072
Email Address: wilsonwright11000@gmail.com
Phone Number: 803.917.9052

Your primary reason for interest in this transportation project (check one):

- [X] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other: _____
- [ ] Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- [X] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [X] Live nearby (local trips)
- [X] Work in the area
- [X] Access nearby businesses/services
- [X] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [X] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [ ] Congestion (traffic delays)
- [ ] Safety concerns
- [X] Poor road conditions
- [ ] Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- [ ] Very important
- [ ] Neutral/ unsure
- [X] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [X] Increased traffic
- [ ] Safety
- [X] Impacts to nearby properties
- [X] Environmental impacts
- [X] Noise
- [X] Traffic changes to local roads
- [ ] Other: _____

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [ ] No change
- [X] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [ ] Improving safety
- [X] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [ ] Support
- [ ] Neutral / unsure
- [X] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [X] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

I would rather Exit 51 undergo improvements similar to I-20/Hwy 6 interchange due to overcrowding from overdevelopment.

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Jayne Seboe
Address: 1701 Calks Ferry Rd
Email Address: ladyjayne2148@gmail
Phone Number: 803-892-5121

Your primary reason for interest in this transportation project (check one):

☑ Resident/Property Owner ☐ Elected Official ☐ Community Group
☐ Business Owner ☐ Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- ☑ Within 1 mile
- ☐ 1 to 3 miles
- ☐ 3 to 5 miles
- ☐ I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- ☑ Live nearby (local trips)
- ☐ Work in the area
- ☑ Access nearby businesses/services
- ☐ Passing through to another destination
- ☐ Other: _____

3. How often do you travel through this area or along I-20 nearby?
- ☐ Daily
- ☑ Several times a week
- ☐ Occasionally
- ☐ Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- ☑ Congestion (traffic delays)
- ☑ Safety concerns
- ☑ Poor road conditions
- ☐ Other: _____

5. How important is having a new interchange in this area for improving access to I-20?
- ☑ Very important
- ☐ Neutral/ unsure
- ☐ Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- ☑ Increased traffic
- ☐ Safety
- ☑ Impacts to nearby properties
- ☑ Environmental impacts
- ☐ Noise
- ☑ Traffic changes to local roads
- ☐ Other: _____

7. Would a new interchange make your trips easier or more convenient?
- ☑ Yes, significantly
- ☐ Somewhat
- ☐ No change
- ☐ No, it would make it worse
- ☐ Not sure

8. What is most important to you when considering this project?
- ☑ Improving access to I-20
- ☐ Improving safety
- ☐ Minimizing impacts
- ☐ Cost efficiency
- ☐ Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- ☑ Support
- ☐ Neutral / unsure
- ☐ Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- ☑ Yes
- ☐ No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: MEL SEBOR

Address: 1701 CALKS FERRY Road, LEXINGTON, SC. 29073

Email Address:

Phone Number: 803-892-5121

Your primary reason for interest in this transportation project (check one):

- [X] Resident/Property Owner
- [ ] Business Owner
- [ ] Elected Official
- [ ] Other:
- [ ] Community Group

1. How far do you live from the proposed Calks Ferry Interchange project?
- [X] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [X] Live nearby (local trips)
- [X] Work in the area
- [X] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other:

3. How often do you travel through this area or along I-20 nearby?
- [X] Daily
- [X] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [X] Congestion (traffic delays)
- [X] Safety concerns
- [X] Poor road conditions
- [ ] Other:

5. How important is having a new interchange in this area for improving access to I-20?
- [ ] Very important
- [X] Neutral/ unsure
- [ ] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [X] Increased traffic
- [ ] Safety
- [X] Impacts to nearby properties
- [X] Environmental impacts
- [X] Noise
- [X] Traffic changes to local roads
- [ ] Other:

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [ ] Somewhat
- [X] No change
- [ ] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [ ] Improving access to I-20
- [ ] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [X] Other: EMINENT DOMAIN

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [ ] Support
- [ ] Neutral / unsure
- [X] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [X] Yes
- [ ] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

SEIZURE OF THIS PROPERTY WILL FORCE US TO MOVE TO ANOTHER LOCATION, AFTER LIVING HERE IN THE TWO-STORY LOG HOME I BUILT FROM A LOG-HOME KIT. THE LOG HOME SETS ON A FULL BASEMENT.
THE 12 ACRES WE BOUGHT & MAINTAINED WILL BE PART OF THE SEIZURE PROCESS.

CAN THIS PROJECT BE MOVED TO "OLD CHARLESTON ROAD", SO WE CAN MAINTAIN OUR OWNERSHIP?

Colonel Mel Sebor - LCSD (53yrs)

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

You may also submit comments or ask us questions by:
Info@CalksFerryInterchange.com **CalksFerryInterchange.com**

PROPOSED I-20 INTERCHANGE AT CALKS FERRY ROAD IN LEXINGTON COUNTY

Public Meeting Date: April 23, 2026

PUBLIC MEETING—COMMENT FORM

Name: Lisa W. Huppertz
Address: 1598-B Calks Ferry Rd Lexington SC 29072
Email Address: Loudiemae@gmail.com
Phone Number: 803-397-1015

Your primary reason for interest in this transportation project (check one):

[X] Resident/Property Owner [ ] Elected Official [ ] Community Group
[ ] Business Owner [ ] Other: _____

1. How far do you live from the proposed Calks Ferry Interchange project?
- [X] Within 1 mile
- [ ] 1 to 3 miles
- [ ] 3 to 5 miles
- [ ] I do not live nearby

2. What is your primary reason for traveling through this area? (Select all that apply)
- [X] Live nearby (local trips)
- [ ] Work in the area
- [ ] Access nearby businesses/services
- [ ] Passing through to another destination
- [ ] Other: _____

3. How often do you travel through this area or along I-20 nearby?
- [X] Daily
- [ ] Several times a week
- [ ] Occasionally
- [ ] Rarely

4. What transportation problems do you experience in this area today? (Select all that apply)
- [X] Congestion (traffic delays)
- [X] Safety concerns - High Speeds
- [ ] Poor road conditions
- [X] Other: Pedestrians, Farm Equipment

5. How important is having a new interchange in this area for improving access to I-20?
- [X] Very important
- [ ] Neutral/ unsure
- [ ] Not important

6. What concerns you most about adding a new interchange at this location? (Select all that apply)
- [X] Increased traffic
- [X] Safety
- [X] Impacts to nearby properties
- [ ] Environmental impacts
- [ ] Noise
- [X] Traffic changes to local roads
- [X] Other: #1 Concern - Impact to Access to Personal Home & driveway

7. Would a new interchange make your trips easier or more convenient?
- [ ] Yes, significantly
- [X] Somewhat
- [ ] No change
- [ ] No, it would make it worse
- [ ] Not sure

8. What is most important to you when considering this project?
- [X] Improving access to I-20
- [X] Improving safety
- [ ] Minimizing impacts
- [ ] Cost efficiency
- [ ] Other: _____

9. Do you support or oppose adding a new interchange on I-20 at this location?
- [X] Support
- [ ] Neutral / unsure
- [ ] Oppose

10. Would you support this project in a future county Transportation Sales Tax Program?
- [ ] Yes
- [X] No

Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project on the other side of this sheet.

Comments should be received by May 8, 2026

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Tim Shumpert
Lexington County Public Works Director
440 Ball Park Road
Lexington, SC 29072

Additional Comments:

Based on current traffic issues & Flow, there should be:

1) Road widening & turn Lanes considered for sub divisions & traffic Flow from Two Notch Road across I-20 to Sherwood Rd
2) Add turn Lanes & stop Light at Sherwood
3) Consideration of access for Pedestrians, bicyclists, scooters, etc. that come with increased residential density
4) Significant traffic Flow of farm equipment, buses, Large trucks & commercial vehicles should be considered when evaluating the design & turn radius of potential interchange solutions.
5) What are the noise impacts on local residents by removal of vegetation & trees?

Note: *Information provided, including name and address, will become part of the project record and is subject to disclosure under the Freedom of Information Act.*

Comments should be received by May 8, 2026

Project Comments

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APPENDIX C

SurveyMonkey.com Raw Data

New Calks Ferry Interchange at I-20 in Lexington, South Carolina

Q1. How far do you live from the proposed Calks Ferry Interchange project?

Answer Choices		Responses
Within 1 mile	17.51%	62
1 to 3 miles	32.77%	116
3 to 5 miles	35.03%	124
I do not live nearby	9.32%	33
Optional: Please provide your home address: (Note your address will be used only to understand where comments are coming from and not to be shared publicly)	27.40%	97
	Answered	**354**
	Skipped	**0**

Respondent ID	Response Date	ddress will be used only to understand where	Tags
119116263331	May 10 2026 0	637 Glacier Rd, Lexington SC 29072	
119114518420	May 07 2026 1	1910 Calks Ferry Road	
119113824843	May 06 2026 0	617 king orchard way	
119112882552	May 05 2026 1	135 Summer Orchard Drive	
119111063741	May 01 2026 0	Old Charleston rd	
119110935232	May 01 2026 0	1032 Indian Mound Rd., Lexington SC 29072	
119110809014	May 01 2026 1	262 Greenview Ct	
119110607529	May 01 2026 0	147 Cedar Branch Ct. Gilbert, SC 29054	
119110473715	May 01 2026 1	819 Peach Festival Rd	
119110444262	Apr 30 2026 1	205 chowning pl	
119110269839	Apr 30 2026 0	228 Secret Cove Dr., Lexington SC	
119109968893	Apr 30 2026 1	1329 Knott's Haven Loop	
119109884836	Apr 30 2026 0	6436 platt springs rd	
119109687185	Apr 30 2026 1	1329 Old Charleston Rd	
119109645647	Apr 29 2026 1	Near Old Cherokee and Old Chapin Roads	
119109622076	Apr 29 2026 0	311 Sandra Dr	
119109602481	Apr 29 2026 0	244 Cotton Branch Road Leesville, SC 29070	
119109599443	Apr 29 2026 0	Summer orchard subdivision	
119109497761	Apr 29 2026 0	400 Downwind Leg Road, Gilbert, SC 29054	
119109319420	Apr 29 2026 0	29072	
119109307416	Apr 29 2026 0	232 Royal Lythan Cir	
119109133292	Apr 29 2026 0	1512 Nandina Ct	
119109102211	Apr 29 2026 0	142 Spring Frost Dr	
119108667682	Apr 28 2026 0	Crout Place rd lexington sc 29073	
119108501624	Apr 28 2026 0	756 Sharpe cir lexington sc	
119107375886	Apr 27 2026 0	425 June Gold Ln, Lexington SC 29072	
119106706183	Apr 25 2026 1	151 Summer Orchard Drive	
119106679806	Apr 25 2026 1	1331 Belo rd, Lexington, SC 29072	
119106564721	Apr 25 2026 0	Kelly Day Rd	
119106432725	Apr 24 2026 0	Summer Orchard Neighborhood	
119106430976	Apr 24 2026 0	Sky Top Lane	
119106299089	Apr 24 2026 0	I will not provide my address, but I have lived 1 mile from Calks Ferry Rd. and 4 miles from the proposed interchange during the past 25 years.	
119106157859	Apr 24 2026 1	Cassique Drive	
119106127705	Apr 24 2026 1	Crout Place rd lexington sc 29073	
119106100353	Apr 24 2026 1	616 Windy Rd., Gilbert	
119106015713	Apr 24 2026 0	362 Pisgah flats circle Lexington	
119105683125	Apr 23 2026 0	3221 calks ferry rd	
119105293432	Apr 23 2026 0	134 Taylors Cove Rd	
119105236151	Apr 23 2026 0	A C Bouknight Road, Gilbert.	

119104484388	Apr 22 2026 0	300 Governors Grant Blvd., Lexington, SC 29170
119104387556	Apr 22 2026 0	188 cheryse dr lex sc 29073
119103263448	Apr 20 2026 0	217 Wild West Ct Lexington, SC 29073
119103170790	Apr 20 2026 0	1762 calks ferry
119102892353	Apr 20 2026 1	133 Peachland Drive, Gilbert SC 29054
119102869268	Apr 20 2026 0	151 carin
119102860770	Apr 20 2026 0	435 Vanway Point
119102496440	Apr 19 2026 0	258 Green Hills Dr
119102407199	Apr 19 2026 1	210 Chandler Drive, Gilbert, SC
119102368285	Apr 19 2026 0	125 Lakeside Cir, Leesville, SC
119102355660	Apr 19 2026 0	3657 calks ferry
119102352072	Apr 19 2026 0	426 lost branch rd Lexington sc 29072
119102321549	Apr 19 2026 0	Ranch Rd Batesburg
119102198301	Apr 18 2026 0	210 sagemont ct lexington sc
119102124506	Apr 18 2026 0	1236 Belo Rd
119102078523	Apr 18 2026 0	Ellie Ln
119101964568	Apr 18 2026 0	124 Fox Branch Rd
119101925374	Apr 18 2026 0	810 Peach Festival Rd
119101913219	Apr 18 2026 0	832 Ruth Vista Rd.
119101777293	Apr 17 2026 0	3291 Calks Ferry Road Pelion SC 29123
119101719309	Apr 17 2026 0	240 Dreher St. Lexington SC
119101714437	Apr 17 2026 0	315 Montrose Dr
119101713413	Apr 17 2026 0	155 Greenside Drive Lexington SC 29072
119101697649	Apr 17 2026 0	1464 Calks Ferry Rd
119101694558	Apr 17 2026 0	1940 Calks Ferry Rd
119101693074	Apr 17 2026 0	Ruth Vista Road
119101642131	Apr 17 2026 0	442 Kelly day road Pelion
119101625193	Apr 17 2026 0	601 Gantt Mill Rd, Leesville SC 29070
119101586735	Apr 17 2026 0	3911 Pond Branch Road.
119101540550	Apr 17 2026 0	124 Karr Ct Lexington SC 29072
119101529195	Apr 17 2026 0	1730 calks ferry road
119101524731	Apr 17 2026 0	331 Red Globe Trl
119101520059	Apr 17 2026 1	1726 Calks Ferry Rd
119101515916	Apr 17 2026 1	Bethlehem circle
119101504612	Apr 17 2026 1	1726 calks ferry rd
119101473809	Apr 17 2026 1	Near Lexington High School
119101432645	Apr 17 2026 1	114 Drummond Way
119101414151	Apr 17 2026 1	1730 calks ferry
119101402702	Apr 17 2026 1	1726 Calks Ferry Rd
119101362887	Apr 17 2026 0	Baneberry Subdivision off Longs Pond Road
119101337690	Apr 17 2026 0	Wire road
119101331511	Apr 17 2026 0	Pelion sc
119101320859	Apr 17 2026 0	325 Smith Pond rd
119101314833	Apr 17 2026 0	809 Sky Top Ln 29072
119101295908	Apr 17 2026 0	520 Sherwood Dr
119101287900	Apr 17 2026 0	3686 Calks Ferry Road
119101277211	Apr 17 2026 0	301 baneberry loop lexington
119101252379	Apr 17 2026 0	1925 calks ferry road, Lexington SC 29073
119101247258	Apr 17 2026 0	I-20 Exit 55
119101112764	Apr 16 2026 1	280 Summerland Court
119101086990	Apr 16 2026 0	Boiling springs rd.
119101086608	Apr 16 2026 0	152 Richmond Farm Circle, Lexington
119101084801	Apr 16 2026 0	1419 Moorgrove Rd Lexington, SC 29073
119101084253	Apr 16 2026 0	825 Shore Rd, Gilbert
119101071905	Apr 16 2026 0	129 Montrose Drive
119101066140	Apr 16 2026 0	1748 Calks Ferry
119101059828	Apr 16 2026 0	312 red Globe Trail
119101053077	Apr 16 2026 0	106 Waverly Drive Lexington SC

Q2. What is your primary reason for traveling through this area? (Select all that apply)

Answer Choices		Responses
Live nearby (local trips)	70.25%	248
Work in the area	22.10%	78
Access nearby businesses/se	21.25%	75
Passing through to another de	41.93%	148
Other (please specify)	7.37%	26
	Answered	**353**
	Skipped	**1**

Respondent ID	Response Date	Other (please specify)	Tags
119113751223	May 06 2026 1	Property on calks ferry	
119110325117	Apr 30 2026 0	Going to my property	
119110269839	Apr 30 2026 0	Community interest	
119109645647	Apr 29 2026 1	I look forward to diverting eastbound traffic off of Highway 1 through the town of Lexington.	
119109602481	Apr 29 2026 0	I travel I-20 to go to work	
119109493064	Apr 29 2026 0	Take I20 to/from work daily and currently use Longs Pond exit to get to Smith Pond.	
119109351667	Apr 29 2026 0	Visit family on Calks Ferry	
119106461551	Apr 24 2026 0	Visit family	
119106436697	Apr 24 2026 0	Family, short cuts	
119105723191	Apr 23 2026 0	Interested in project because it would reduce congestion at I-20 and Longs Pond Rd	
119105293432	Apr 23 2026 0	My children stand Rocky Creek on Calks Fwrry	
119103809061	Apr 21 2026 1	Taking my daughter to school	
119103303010	Apr 20 2026 0	Taking my child to Deerfield Elementary	
119102918676	Apr 20 2026 1	To get to my child's school	
119102566914	Apr 19 2026 0	Schools	
119102368285	Apr 19 2026 0	Commuting to work	
119102189598	Apr 18 2026 0	I live there	
119101713413	Apr 17 2026 0	Reduce traffic on Longs Pond Rd	
119101529195	Apr 17 2026 0	I have lived here for nearly 30 yrs and should not be forced to endure more hazardous traffic to appease newer home ownerstraffic	
119101520059	Apr 17 2026 1	Live here not near by here	
119101479913	Apr 17 2026 1	Commute from Gilbert to lexington for work	
119101402702	Apr 17 2026 1	I live there	
119101378584	Apr 17 2026 0	Allows me to use an alternate route instead of only longs pond road exit	
119101337690	Apr 17 2026 0	Going to work at Lexington medical center from gilbert	
119101320859	Apr 17 2026 0	Fastest route to visit family in Pelion (calls ferry/old Charleston)	
119101053077	Apr 16 2026 0	Friends and Family in the area	

Q3. How often do you travel though this area or along I-20 nearby?

Answer Choices		Responses
Daily	58.64%	207
Several times a week	27.48%	97
Occasionally	13.31%	47
Rarely	0.57%	2
	Answered	**353**
	Skipped	**1**

Q4. What transportation problems do you experience in this area today? (Select all that apply)

Answer Choices		Responses
Congestion (traffic delays)	75.07%	253
Safety concerns	43.92%	148
Poor road conditions	45.10%	152
Other	3.86%	13
Other (please specify)	12.76%	43
	Answered	**337**
	Skipped	**17**

Respondent ID	Response Date	Other (please specify)	Tags
119114877934	May 07 2026 1	This area is not the problem. The problem is longs pond.	
119112882552	May 05 2026 1	Nothing now but with traffic it would be tricky getting out of our development	
119111063741	May 01 2026 0	None, leave this area as it is. An exit or intersection would only introduce traffic problems.	
119110325117	Apr 30 2026 0	More accidents	
119110219683	Apr 30 2026 0	Huge trucks and litter	
119110082932	Apr 30 2026 1	Access to belo rd. It is dirt road and 25 mile speed but cars fly on it and throw dust everywhere	
119110055752	Apr 30 2026 1	The amount of speeding and additional houses being built	
119109954071	Apr 30 2026 1	Traffic is backed up on Longs Pond Rd.	
119109884836	Apr 30 2026 0	None the issue is at exit 51&55	
119109842717	Apr 30 2026 0	Truck traffic	
119109645647	Apr 29 2026 1	Traffic congestion at the intersection of 378 and 1 at the Ford dealership.	
119109352810	Apr 29 2026 0	Access to Calks Ferry from our driveway due to already increased traffic from developments	
119109351667	Apr 29 2026 0	Too many houses on calks ferry and road is not maintained properly	
119107375886	Apr 27 2026 0	No access to I-20. Have to go to Sherwood Dr, then LongsPond Rd, to get to I-20. During school, lots of congestion on LongsPond Dr from the elementary school near Sherwood Dr.	
119106706183	Apr 25 2026 1	Leave it alone. This interchange will increase traffic in the area, making it more difficult for homeowners in the area.	
119106654527	Apr 25 2026 0	Hard to get on I-20	
119106598729	Apr 25 2026 0	Not busy enough for a new exit/on ramp	
119106299089	Apr 24 2026 0	Currently I do not experience any transportation issues on Calks Ferry Road with none on Longs Pond Rd. All is good.	
119106157859	Apr 24 2026 1	none	
119106015701	Apr 24 2026 0	Narrow roads (2 lanes) and limited turn lanes	
119102427981	Apr 19 2026 1	None.	
119102387607	Apr 19 2026 1	Speeding and congestion from all the new homes have caused this road to be very dangerous	
119102337932	Apr 19 2026 0	The kings pond exit is crazy and road needs to be widened.	
119102207975	Apr 18 2026 0	Also would like to mention this would provide another access point to neighborhoods that drastically need one.	
119102189598	Apr 18 2026 0	All of the above to include speeding and careless disregard	
119102181888	Apr 18 2026 0	absolutely NONE	
119102124506	Apr 18 2026 0	None. It's fine how it is currently. The issue comes with congestion on I-20 and Longs Pond due to not having the appropriate infrastructure in place before allowing commercial and big box developers take over.	
119101988263	Apr 18 2026 1	None	
119101904716	Apr 18 2026 0	No problems, there are less problems now than if you were to put an exit ramp here. Once a ramp comes in then development is right behind it.	
119101777293	Apr 17 2026 0	This will relieve morning and afternoon traffic at I-20 (towards Augusta) and Longs Pond which is horrible trying to get on and off. Traffic backs up in emergency lane to exit on Longs Pond. Dangerous!	
119101715988	Apr 17 2026 0	Question 3 is actually 2 different questions.	
119101713413	Apr 17 2026 0	Congestion at Longs Pond Rd	
119101694558	Apr 17 2026 0	Curves, vegetation view blocking roads, new developments, speeding,	
119101548166	Apr 17 2026 0	I get off at exit 44, so none.	
119101535966	Apr 17 2026 0	None	
119101529195	Apr 17 2026 0	It's unsafe due to speeding and people moving here	
119101501738	Apr 17 2026 1	none	
119101400578	Apr 17 2026 1	None	
119101397744	Apr 17 2026 1	I live right by the proposed area.	
119101362887	Apr 17 2026 0	Traffic backing up on I-20 for those needing to turn right onto Longs Pond Road	
119101362072	Apr 17 2026 0	backup ar longs pond	
119101354247	Apr 17 2026 0	LONGS POND RD NEEDS TO BE WIDENED TOO	
119101336878	Apr 17 2026 0	No traffic congestion just speeding	

Q5. How important is having a new interchange in this area for improving access to I-20?

Answer Choices	Responses	
Very important	71.10%	251
Neutral / Unsure	7.08%	25
Not important	21.81%	77
	Answered	**353**
	Skipped	**1**

Q6. What concerns you most about adding a new interchange at this location? (Select all that apply)

Answer Choices	Responses	
Increased traffic	45.64%	136

Safety	37.25%	111
Impacts to nearby properties	50.67%	151
Environmental impacts	33.89%	101
Noise	29.19%	87
Traffic changes to local roads	53.02%	158
Other (please specify)	26.51%	79
	Answered	**298**
	Skipped	**56**

Respondent ID	Response Date	Other (please specify)	Tags
119112299269	May 04 2026 0	None	
119110942696	May 01 2026 0	Lexington County can't take care of the roads that are already their responsibility. Focus on those roads and let the State DOT handle interstates.	
119110448324	Apr 30 2026 1	None	
119110329703	Apr 30 2026 0	No concern	
119110219683	Apr 30 2026 0	Nothing	
119110001965	Apr 30 2026 1	More houses	
119109884836	Apr 30 2026 0	None the community needs this due to the growth coming	
119109645647	Apr 29 2026 1	It won't happen fast enough to avoid further congestion east of Lexington High School	
119109634023	Apr 29 2026 0	NO concerns, this is very needed	
119109615946	Apr 29 2026 0	None	
119109351667	Apr 29 2026 0	It will bring too many people and the residents on calks ferry will never be able to even get pulled out of their driveways	
119109347930	Apr 29 2026 0	As a resident, property access is a concern	
119109307416	Apr 29 2026 0	I have no concerns other than why was this not done years ago	
119108501624	Apr 28 2026 0	Impacts to houses in the area and would like it to be moved further up to accommodate future development	
119106773207	Apr 25 2026 0	None, this is excellent progress	
119106672347	Apr 25 2026 1	None! This should have been done when you widen I-20. You were told and warned the traffic on Longs Pond road would be a disaster. Almost 50% of the traffic goes and comes from the Gilbert direction. This	
119106654527	Apr 25 2026 0	None	
119106299089	Apr 24 2026 0	Rezoning. Residential and Agricultural properties may be rezoned to commercial/retail creating more traffic and noise.	
119106157859	Apr 24 2026 1	bringing more unwanted growth	
119106100353	Apr 24 2026 1	None - minimum 10 years overdue	
119106037700	Apr 24 2026 0	Not addressing the volume of traffic on Longs Pond.	
119105723191	Apr 23 2026 0	I have no concerns. This project would be a benefit to the local community.	
119105293432	Apr 23 2026 0	Increased traffic past Rocky Creek & no safety measures for increased traffic at Calks Ferry & 378, which is already very dangerous	
119104732584	Apr 22 2026 0	Nothing. Ease of movement is key and decongestant other areas via interstate access.	
119103540435	Apr 21 2026 0	Nothing. It can only help	
119103382205	Apr 20 2026 0	None	
119102869268	Apr 20 2026 0	None	
119102789767	Apr 20 2026 0	Nothing out weighs the benefits	
119102566914	Apr 19 2026 0	Delays while being built	
119102566890	Apr 19 2026 0	Delays while being built	
119102505613	Apr 19 2026 0	Nothing I only see benefits.	
119102502643	Apr 19 2026 0	None	
119102479537	Apr 19 2026 0	No concerns. I welcome it with open arms!	
119102451383	Apr 19 2026 0	This is needed for relief for transportation access to these outlying areas and for POLICE, FIRE AND EMS.	
119102352072	Apr 19 2026 0	No concern. We need it.	
119102189598	Apr 18 2026 0	Impacts to nearby property are the greatest concern	
119102078523	Apr 18 2026 0	Nothing concerns me. It's needed because Longspond Rd is too congested.	
119101964568	Apr 18 2026 0	Increased neighborhood developments.	
119101913219	Apr 18 2026 0	No concerns. It's a great idea and needed badly!	
119101904716	Apr 18 2026 0	This would ruin calks ferry road, terrible idea keep the growth going other ways	
119101783864	Apr 17 2026 1	None	
119101768109	Apr 17 2026 0	Growth that handle narrow road in Lexington county the after thought creating this planning going the thing going forward	
119101735420	Apr 17 2026 0	None. Would ease traffic at exit 51	
119101720618	Apr 17 2026 0	Nothing I think it's a great idea!	
119101715988	Apr 17 2026 0	This will not improve this area but impede traffic	
119101714437	Apr 17 2026 0	None	
119101687007	Apr 17 2026 0	N:A	
119101686686	Apr 17 2026 0	Tax dollars would be better spent elsewhere	

119101684647	Apr 17 2026 0!	None
119101642131	Apr 17 2026 0:	None
119101640948	Apr 17 2026 0:	That it won't happen. I'm for it
119101561569	Apr 17 2026 0	I think it's a great idea. It will lighten the traffic flow
119101548166	Apr 17 2026 0	There are 2 exits within 7 miles of this bridge, this project will not help relieve traffic to desired levels on 51
119101540550	Apr 17 2026 0	It will eliminate some traffic on Longs Pond Rd with a new interstate entrance and exit.
119101529195	Apr 17 2026 0	There should be an exit put on two notch road near Michelin where homeowners will not be impacted.
119101524731	Apr 17 2026 0	None, this project is needed
119101520059	Apr 17 2026 1:	I live here,will not tolerate interstate traffic
119101504612	Apr 17 2026 1:	Having to move
119101479913	Apr 17 2026 1:	It is needed!
119101476810	Apr 17 2026 1	No concerns. Need an alternate route to reduce traffic at Exit 51.
119101378584	Apr 17 2026 0!	This interchange will increase the safety of the area. An addition interchange will reduce the amount of cars interfering with the trucks at the longs pond road interchange. Less small collisions.
119101362072	Apr 17 2026 0!	not addressing longs pond 1st
119101354247	Apr 17 2026 0!	NOTHING. SOMETHING HAS TO BE DONE. ITS RIDICULOUS.
119101340971	Apr 17 2026 0!	what to do with all the extra time not sitting in traffic on Exit 51
119101331511	Apr 17 2026 0!	Delays due to congestion that is nonexistent at calks ferry at this time
119101315507	Apr 17 2026 0!	none-it is extremely needed and has been for years.
119101280935	Apr 17 2026 0!	Cost to taxpayers, increase in new developments.
119101247258	Apr 17 2026 0!	N/A
119101246046	Apr 17 2026 0!	Left turn lights. Need of reduce traffic on Long Pond exchange-which needs improvement!
119101126056	Apr 16 2026 1	None
119101112764	Apr 16 2026 1!	It took months to fix one part of the bridge, how long will this take 🙄
119101101123	Apr 16 2026 1!	Would eliminate traffic from longs pond
119101094358	Apr 16 2026 0!	If this interchange is added it would help in the mornings with the partial clover leaf design for those wanting to travel east on I20. The problem will, yet again, be afternoon traffic exiting. The off ramp for west bou
119101091227	Apr 16 2026 0!	No concerns, we need a new vein because longs pond & i20 is crazy
119101086990	Apr 16 2026 0!	Destroying the backroads
119101086608	Apr 16 2026 0!	No concerns…traffic needs to be less on Longs Pond!
119101084801	Apr 16 2026 0!	Delays and detours possibly congesting the area during construction. But, would be worth it.
119101076791	Apr 16 2026 0!	None
119101056841	Apr 16 2026 0!	Just build it

Q7. Would a new interchange make your trips easier or more convenient?

Answer Choices		Responses
Yes, significantly	59.32%	210
Somewhat	12.99%	46
No change	3.95%	14
No, it would make it worse	20.62%	73
Not sure	3.11%	11
	Answered	**354**
	Skipped	**0**

Q8. What is most important to you when considering this project?

Answer Choices		Responses
Improving access to I-20	58.17%	203
Improving safety	9.46%	33
Minimizing impacts	17.19%	60
Cost efficiency	2.01%	7
Other (please specify)	13.18%	46
	Answered	**349**
	Skipped	**5**

Respondent ID	Response Date	Other (please specify)	Tags
119114095636	May 06 2026 0	Moving to another location	
119110942696	May 01 2026 0	Not interested if it involves using county revenue to pay for the project to include future sales taxes.	
119110568215	May 01 2026 0	improving traffic flow	
119110059563	Apr 30 2026 1:	I don't want the noise!	

119110055752	Apr 30 2026 1:	Longs Pond Rd is a disaster. THAT needs to be fixed before another exit is just thrown up.
119110001965	Apr 30 2026 1	Staying off Longs Pond
119109842717	Apr 30 2026 0	Road condition improvement and no truck traffic allowed on it
119109841584	Apr 30 2026 0	Traffic and congestion
119109650461	Apr 29 2026 1(	Not building 10 new subdivisions and schools
119109594037	Apr 29 2026 0(	Reducing development to prevent increase of vehicles on the road
119109352810	Apr 29 2026 0:	That it doesn't make it harder to access my property by increasing traffic in the area
119109351667	Apr 29 2026 0	This was a good spot 20 years ago. The area is over developed now and an interchange here will make pulling out of driveways on calks ferry and neighboring roads impossible
119108501624	Apr 28 2026 0	Improving access to i-20 but also minimizing impacts and connect from calks ferry rd to drawdebil rd
119106672347	Apr 25 2026 1(	The top 3 choices are the most import. It is a package fix.
119106598729	Apr 25 2026 0(	More traffic on this rural rd. Now go7ng to turn it into red bank. Too much traffic.
119106453382	Apr 24 2026 0	What's going to happen to my house
119106299089	Apr 24 2026 0:	The proposed interchange may alleviate traffic from Longs Pond Rd., but the local politicians will magnify the traffic congestion in the future by allowing more residential developments and businesses to be const
119106157859	Apr 24 2026 1	none
119106015713	Apr 24 2026 0(	This is probably the last and easiest solution to the gridlock that has occurred as a result of the development on hwy 1 heading towards batesburg. Calks ferry rd is still substantially less developed than Pisgah (
119105723191	Apr 23 2026 0	Decreased congestion at I-20 and Longs Pond Rd
119105293432	Apr 23 2026 0(	Installing roundabout at the Rocky Creek entrance in Calks Ferry and also at Calks Ferry at 378
119104536208	Apr 22 2026 1(	re-think another alternative, if the reason is to lighten traffic downtown Lexington very little inpact.
119103540435	Apr 21 2026 0	Improving traffic at longs pond
119102457131	Apr 19 2026 0:	No interchange is needed in this area.
119102427981	Apr 19 2026 1:	I dont agree with this project
119102387607	Apr 19 2026 1(	Not adding it at Calks Ferry, old charleston would be better
119102337932	Apr 19 2026 0	It will help longs pond traffic getting on and off
119102278407	Apr 19 2026 0:	Timeliness of getting home at the end of a workday, not sitting on the side of 20 for 10 minutes just trying to get to the exit ramp.
119102189598	Apr 18 2026 0(	The most important thing is finding somewhere else to put the interchange 2 Notch Rd. old Charleston
119101964568	Apr 18 2026 0(	Decreased congestion at exit 51
119101913219	Apr 18 2026 0	Minimize traffic on Ruth Vista Rd. as s short cut to Sherwood Drive
119101715988	Apr 17 2026 0(	Better way to spend funds, this is not it
119101559474	Apr 17 2026 0	Quit letting so many new neighborhoods being constructed BEFORE you have the infrastructure to support them!
119101548166	Apr 17 2026 0	Not a good idea.
119101529195	Apr 17 2026 0	Considering we have been offered nothing in compensation and cannot afford a new home, amd are extremely anxious about safety and hazardous driveways, this is NOT a good location for an interchange. Pe
119101504612	Apr 17 2026 1:	Not doing it
119101402702	Apr 17 2026 1(	Don't consider it period.
119101400578	Apr 17 2026 1(	I don't consider it.
119101354247	Apr 17 2026 0(	TO LESSEN THE TRAFFIC ON LONGS POND ROAD
119101292634	Apr 17 2026 0	Improving access and cost efficiency
119101287900	Apr 17 2026 0	Surrounding roads CANNOT accommodate this amount of traffic. STOP the home building growth to correct the road issues first!!!!!!!
119101247258	Apr 17 2026 0(	Improving access, safety, traffic efficiency
119101114703	Apr 16 2026 1(	Decreasing the traffic on Longe Pond
119101112764	Apr 16 2026 1(	Extending my daily commute to work
119101081306	Apr 16 2026 0(	EFFECTIVELY MANAGE GROWTH AND STOP KILLING OUR SMALL TOWN.
119101068944	Apr 16 2026 0(	None I feel like it should be at bridge in Gilbert before you get to exit 44, there is so many homes in area and I feel like it be more traffic congestion then helping with exit 51. At exit 51 needs become double lane

Q9. Do you support or oppose adding a new interchange on I-20 at this location?

Answer Choices		Responses
Support	69.49%	246
Neutral / unsure	6.50%	23
Oppose	24.01%	85
	Answered	**354**
	Skipped	**0**

Q10. Would you support this project in a future County Transportation Sales Tax Program?

Answer Choices		Responses
Yes	51.85%	182
No	48.15%	169
	Answered	**351**
	Skipped	**3**

Q11. Please provide any other comments or suggestions regarding the Calks Ferry Interchange Project.

Answered 147

Skipped 207

Respondent ID	Response Date	Responses	Tags
119116263331	May 10 2026 0	I think Longs Pond Rd also needs to be fixed at the same time, if you don't do that people will start using Calks Ferry exit too much and cause safety problems. The Longs Pond exit is a heavy trucking exit and th	
119114877934	May 07 2026 1	Fixing and expanding the longs pond road interchange would fix the problem. Making exit 51 like 55 or even 58 would improve all aspects but longs pond would have to be widened. Making an interchange on an	
119114518420	May 07 2026 1	Needs to be placed further down I 20 towards Augusta maybe Old Charleston	
119114095636	May 06 2026 0	Move it to the next bridge less homes around it less problems just have to drive a little more	
119114087741	May 06 2026 0	we live here and this would ruin the area! do something for the community for once	
119113751223	May 06 2026 1	This will only serve the developers with access to undeveloped land. Increase traffic to a rural area. This is a bad idea	
119112882552	May 05 2026 1	We are already close enough to the highway! Summer Orhcard and Ferry Grove developments would be safety hazzards to get out of because traffic is fast on the road. We do not need anymore noise issues o	
119112737246	May 05 2026 0	It's so many other options to build onto exit 51 than to impact the home owners and wetlands needed to make this interchange.	
119112299269	May 04 2026 0	The Longs Pond Rd exit is only going to get worse and worse being a 2 lane road. The Calks Ferry Interchange would greatly benefit us residents.	
119111279557	May 02 2026 1	This should have happened 10 years ago.	
119111063741	May 01 2026 0	Improvement to the longs pond rd exit would be more beneficial for safety and preservation of local land ownership and traffic patterns. This is not a business or industrial area but homes of families that have be	
119110942696	May 01 2026 0	We need to stop the game of the State DOT won't do their responsibilities if local taxes are not added in the project. The State had no problem building an exchange for a billionaire owner of the Panthers footbal	
119110935232	May 01 2026 0	Hope to see this project completed within the next 5 years.	
119110847348	May 01 2026 0	Stop approving all the new subdivisions	
119110568215	May 01 2026 0	If only to improve traffic congestion on Longs Pond - would $$ be better spent on that intersection?	
119110444262	Apr 30 2026 1	We need to relieve traffic from Charter Oak rd. With the new Target coming traffic will be a nightmare	
119110329703	Apr 30 2026 0	I believe the interchange will significantly improve the horrible traffic on Longs Pond Rd.	
119110325117	Apr 30 2026 0	Traffic has already increased due to adding subdivisions	
119110298670	Apr 30 2026 0	Just fix longs pond and don't add a exit at caulks ferry	
119110253446	Apr 30 2026 0	This should have been done years ago. There is no downside to this, only progress	
119110219683	Apr 30 2026 0	Get a litter project going. Truck drivers and plant workers throw garbage on the roads!	
119110082932	Apr 30 2026 1	Please look at belo road. More than three quarters is dirt	
119110061583	Apr 30 2026 1	A new exit at Calks Ferry would be great but first, the existing Long's Pond Exit needs to be expanded which may help alleviate some of the congestion. The exit needs to be widened/changed to allow those war	
119110055752	Apr 30 2026 1	If this exit is constructed/implemented, it will only cause more traffic back ups and congestion. The Longs Pond Rd exit needs to be improved and more lanes implemented before this exit is even considered. A	
119110001965	Apr 30 2026 1	Concerned that will encourage even more mega subdivision development,	
119109968893	Apr 30 2026 1	Don't select the cloverleaf option. The only two you should be considering are the diverging diamond or the dog bone. The cloverleaf will just need to be demolished and changed in 10-20 years.	
119109911823	Apr 30 2026 0	I like the design for Concept 3 the best.	
119109889808	Apr 30 2026 0	Long overdue, too much housing on 51 has made that exit a disaster. I've lived here for 30 years	
119109884836	Apr 30 2026 0	Do the plan with the roundabouts no lights!!	
119109842717	Apr 30 2026 0	Road maintenance is of utmost importance in addition to install a real left turn signal instead of the flashing ones	
119109841584	Apr 30 2026 0	Please NO	
119109838715	Apr 30 2026 0	Roundabouts over intersections with traffic signals to keep traffic moving!!	
119109665674	Apr 29 2026 1	Although this will likely result in more traffic through my daily route, I support this interchange project because it will alleviate the traffic in other parts of the nearby area (specifically Two Notch, Longs Pond, and 2	
119109650461	Apr 29 2026 1	Overdevelopment in this area is out of control people live outside of town not to be in town then all of the other crap just continues to spread itself out. Keep all of that actually in Lexington or Red Bank	
119109617770	Apr 29 2026 0	I see this as a long term fix to help relieve Longs Pond which can no longer handle all the west Lex Cty growth. Caulks Ferry gives Lex Cty relief for many decades. But Longs Pond exit needs a right turn lane go	
119109615946	Apr 29 2026 0	Can't happen fast enough.	
119109609726	Apr 29 2026 0	Calks ferry bridge has already been restored/repaired twice in the last 11 years seems wasteful to tear it down	
119109599443	Apr 29 2026 0	I'm concerned it would bring increased truck traffic to calks ferry	
119109594037	Apr 29 2026 0	Too many new developments trying to compete with existing large businesses like Michelin, US Foods, and Loves. A new interchange will do very little to alleviate traffic if we only continue to add to the problem.	
119109351667	Apr 29 2026 0	Maybe look at adding this interchange where two notch road crosses i20 or even where old Charleston crosses i20. Calks ferry is already too busy for this. It will make travel impossible.	
119109320444	Apr 29 2026 0	I have mixed feelings about the interchange as I know it's needed as I travel Longs Pond quite frequently and the traffic is awful. I've lived out here for most all of my life and never thought it would've grown so m	
119108667682	Apr 28 2026 0	Please no round abouts. Please use traffic lights . As drivers can not seem to navigate round abouts or 4 way intersections	
119108501624	Apr 28 2026 0	Also name it exit 48	
119106773207	Apr 25 2026 0	Think about the future users of these roads, diverged daimonds prevent accidents and have been super transformative in broad river road, we are removing clover leaf interchanges all over the state because th	
119106706183	Apr 25 2026 1	Leave it alone and fix Longs Pond instead.	
119106672347	Apr 25 2026 1	Lexington County pays a lot of taxes and most of it goes to other areas. It is past time we see some improvement in our area. This is your mistake, you fix it by making an exit at Calks Ferry. Gilbert is growing so	
119106598729	Apr 25 2026 0	Need more access from Gilbert not so close to longspond rd. Turn longs pond into a 4 lane rd.I - 20 onramp is already there.	
119106461551	Apr 24 2026 0	Interstate access is needed to alleviate traffic, medians would be safer for Ferry Grove and Summer orchard Neighborhoods. That the light at Two Notch and Calks Ferry Sucks. And that the red light at Calks Fe	
119106436697	Apr 24 2026 0	Medians for Ferry Grove and Summer orchard Neighborhoods. the light at Two Notch and Calks Ferry Sucks. And the red light at Calks Ferry and Augusta Hwy needs turn arrows for all directions not just one.	
119106432725	Apr 24 2026 0	Calks Ferry's condition is horrendous even the fixes are just a quick cheap fix. The new neighborhoods right by the bridge will need turning lanes. The Calks Ferry and two notch red light takes far too long to cha	
119106430976	Apr 24 2026 0	The Ferry Grove and Summer orchard Neighborhoods will need turning lanes/medians for safety reasons as it is a decent hill/blind spot. The Calks Ferry Two Notch light needs turning lanes and to not take forev	
119106331593	Apr 24 2026 0	Pond Branch Rd Exit doesn't have lights, especially 2 in a row, or a roundabout.	

119106299089	Apr 24 2026 0:	Do not proceed further with this project. Local government in Lexington County must slow the development in this area or else it will not be recognized as sub rural in the future. Some state politicians running fo
119106157859	Apr 24 2026 1	The County needs a Sales Tax Program. Other Counties are improving there systems leap and bounds faster than Lexington County.
119106127705	Apr 24 2026 1(	I also believe that an interchange at old Charleston rd and I 20 would be beneficial as well.
119106037700	Apr 24 2026 0(	I feel the new addition of a new interchange could help traffic. However, I believe the bigger problem that would not be address by this interchange, is the volume of traffic on Longs Pond/Pisgah Church. The vol
119106036966	Apr 24 2026 0(	The only way this project will be successful long term is if restrictions are put in place limiting future commercial and residential development in the area of the interchange. If development is allowed this will be a
119106015701	Apr 24 2026 0(	Significant improvements are needed for area roads
119105979457	Apr 24 2026 0(	Adding this interchange would also help with all the congestion on Longs Pond interchange.
119105821310	Apr 23 2026 1	Well, worth the effort
119105815821	Apr 23 2026 1(	This us a great idea, and we need an exit at I-20 and Mineral Springs as well.
119105723191	Apr 23 2026 0	I do not think a DDI interchange would be well received by the local travelers of this area. DDI interchanges are more common for urban interchanges and would likely cause confusion in this area.
119105683125	Apr 23 2026 0!	I've wanted an exit there for years, decades even
119105639594	Apr 23 2026 0	Sales tax only if absolutely necessary. I'm tired of irresponsible spending of tax dollars on ALL levels.
119105293432	Apr 23 2026 0!	The increased traffic that will certainly travel past Rocky Creek ES needs to be addressed, as well as safety at the Calks Ferry and 378 intersection
119104905676	Apr 22 2026 0	It will cause more congestion to that area, and the people that live here won't be able to leave their homes.
119104536208	Apr 22 2026 1(	I belive a better or new study toif this is a good solution. i.e. wetlands, where does the traffic go from interchange
119104387556	Apr 22 2026 0	I do not support this at all. We live here and have friends that live even closer. Some people have driveways right at the interstate putting this will eliminate them from getting off of their property almost completel
119103382205	Apr 20 2026 0!	This must be done to improve safety at the Longs Pond Rd interchange.
119103303010	Apr 20 2026 0	From reading comments on the Facebook post, most people who have lived here longer seem to thing putting the interchange at the next overpass down(heading west, toward Gilbert) would be better, especiall
119103263448	Apr 20 2026 0(	Longs Pond Road @ I-20 in so congested during morning and afternoon rush hours. This would elevate all the traffic backup on 20 westbound exit to Longs Pond.
119102892353	Apr 20 2026 1(	I feel that the location for a new interchang is needed, but is needed at Old Charleston Rd, not at Calks Ferry Rd. Old Charleston Rd is a better connection to Gilbert and when all the parents drop off their kids at
119102789767	Apr 20 2026 0	This has been a necessity for years, and everyone in the area has known about it for at least a decade.
119102496440	Apr 19 2026 0	Please take into account the high growth rate surrounding Gilbert and Batesburg Leesville area. Using the normal expected growth rate may not be suffice for traffic studies.
119102479537	Apr 19 2026 0:	Congestion is so bad when leaving work in the mornings it takes 20 min to get from Michelin to I-20
119102427981	Apr 19 2026 1:	This is mine and others commute route to and from work and my kids school. This will make this area look like exit 51 in the mornings. Super busy
119102407199	Apr 19 2026 1	Adding this interchange should help reduce the traffic volume and improve flow at Longs Pond Road.
119102387607	Apr 19 2026 1(	Old Charleston would be a better place to put the interchange
119102368285	Apr 19 2026 0!	Alleviate Longs Pond Rd and I20 congestion
119102355325	Apr 19 2026 0(	This is long overdue. Longs pond is getting smoked with traffic and is unsafe
119102321549	Apr 19 2026 0(	According to state legislature leaders there is plenty of money coming in for road work in our state as long as other unnecessary spending is stopped. That's why I see it unnecessary for any extra sales tax. But I
119102249239	Apr 19 2026 1:	Would like to see specifics on whose properties will be affected by this interchange. In addition, how will homes close to the new interchange be able to access the road with all the additional traffic coming off the
119102207975	Apr 18 2026 0!	Would be interested to know the new tax amount and program details.
119102198301	Apr 18 2026 0(	Can we pass the expenses to the builders and developers
119102189598	Apr 18 2026 0(	Your studies are fake and misleading
119102181888	Apr 18 2026 0	I don't not believe this is the right intersection to apply this interchange. In my mind, the intersection at Two Notch Road and I20 makes more sense, moving traffic destined for the industrial area from Longs Pon
119102124506	Apr 18 2026 0:	This puts people out who live in the area of the proposed interchange to accommodate to influx of people closer to Lexington. I don’t appreciate the justification that it is going to help the Gilbert people. We move
119102078523	Apr 18 2026 0	Is it more cost effective just to widen Longspond? That would entail a wider bridge. It needs to be at least four lanes. Might be easier to just put in a new exit at Calks Ferry.
119101913219	Apr 18 2026 0	Tax revenue is increasing due to more housing developments in the area. No need for additional taxing. The proposed development located at Krout Place and Calk’s Ferry will definitely impact Ruth Vista Rd. a
119101904716	Apr 18 2026 0(	Spend money at longs pond road and widen it. Make Michelin and fed ex pay for it should have been done years ago before the growth started but instead we let the growth happen then we worry about the roac
119101777293	Apr 17 2026 0!	The exit off I-20 was not created with all the sub-divisions in the area
119101772415	Apr 17 2026 0!	I belive this will help congestion at longs pond rd interchange. I have concerns for business growth after this is completed and taking over the rural area we have here.
119101768109	Apr 17 2026 0!	Plan on more access to interstate 20 due lack of preparation by town of Lexington and Lexington county we don’t have infrastructure to hand the growth
119101735420	Apr 17 2026 0	Exit 51 is overused. This new exit would significantly ease the traffic
119101734525	Apr 17 2026 0	Fix the congestion issues at longs pond instead
119101720618	Apr 17 2026 0(	I live on Sherwood drive closer to Calksferry it would take a lot of traffic of Sherwood drive that would be a big help because it is almost impossible to turn left on to Longspond in the morning
119101719309	Apr 17 2026 0(	Consider a similar interchange at I-20 and Cedar Crest Rd…
119101718513	Apr 17 2026 0(	Quit putting sub divisions out here. Slow the big trucks down!
119101715988	Apr 17 2026 0(	This will destroy the area.
119101694558	Apr 17 2026 0!	Don’t do it
119101693074	Apr 17 2026 0!	Use the DOGE methodology to fund the project :)
119101682576	Apr 17 2026 0!	Fix exit 51 first. There needs to be a change there as well. Stop building all of the housing developments in the area which only bring more traffic to these roads.
119101660085	Apr 17 2026 0	I think its a waste and is too close to another on/off ramp
119101589272	Apr 17 2026 0:	N/A
119101586735	Apr 17 2026 0:	I believe this project is very necessary and will significantly help with traffic congestion in this area.
119101548166	Apr 17 2026 0	The money would be better spent increasing the on/off ramps on exit 51 and re-engineering the stop light system.
119101540550	Apr 17 2026 0	Lexington County has already fallen behind with addressing traffic issues.
119101535966	Apr 17 2026 0	I see no need for an interchange at this location. There are 2 interchanges that people can use 44 & 51.
119101529195	Apr 17 2026 0	Two notch road would be a better location where there are hardly any homes. Also exotic 51 needs a 4 lane.
119101524731	Apr 17 2026 0	This project is very important to a quickly developing community. The traffic at Exit 51 has become unbearable during rush hour.

119101520059	Apr 17 2026 1:	Instead of this location ,two notch road in-between exit 51 and exit 55 would be the best place for an interchange that would be effective and only affect a few businesses and no home owners, businesses are a
119101473809	Apr 17 2026 1	I think the new interchange could help with the congestion at Exit 51 which is congested
119101431132	Apr 17 2026 1	Please do this to help improve the traffic off Longs Pond Road
119101429829	Apr 17 2026 1(	The longstanding pond road to I20 interchange needs to be renovated. This spot is perfectly located however the congestion experienced here is due to a lack of upgraded infrastructure addressing the increasec
119101414151	Apr 17 2026 1(	We do not want an interchange that puts OUR land and safety at risk.
119101397744	Apr 17 2026 1(	I live right by the proposed interchange. I have a handicap accessible home and cannot afford a new house pmt.
119101388209	Apr 17 2026 1(	I believe this proposed interchange will provide a great amount of relief to the current situation at the interchange on Longs Pond road. Currently during the morning and afternoon rush hours that interchange is
119101354247	Apr 17 2026 0!	PLEASE COMPLETE THIS PROJECT WITH THE TAX DOLLARS YOU ALREADY HAVE FROM US. YOU SHOULD HAVE PLENTY OF MONEY.
119101331511	Apr 17 2026 0(	I know the traffic at exit 51 is horrendous but all you're doing with this interchange is doubling the negative impact
119101325784	Apr 17 2026 0(	If not completed Longs Pond and Two Notch intersection needs to be widened.
119101320859	Apr 17 2026 0(	As someone who drives backroads a lot within the county, my only real concern would be increased tractor trailer traffic, and the safety of them as the bridge is at the bottom of a small valley that has some tight
119101314833	Apr 17 2026 0(	This is an insane waste of money. The distance between the Gilbert and Longs Pond exits isn't large enough to need another exit between them. Instead use a fraction of the money to improve those two exits.
119101299501	Apr 17 2026 0	No increase in taxes to complete
119101292634	Apr 17 2026 0	No new tax for this, Jan 5 2026 McMaster said we have a 1.1 billion surplus. Use that money
119101287900	Apr 17 2026 0	Have your local elected officials listen to the public about the area growth and apply the brakes to correct our road issues instead of only seeing dollar signs that must be benefiting them somehow. We are not m
119101280935	Apr 17 2026 0(	It should be paid for by impact fees on builders.
119101276332	Apr 17 2026 0(	Should have done this several years ago when the bridge was replaced. Exit 51 is a nightmare and needs relief asap
119101252379	Apr 17 2026 0!	We don't want this road to be junky like exits 44 & 51.
119101247258	Apr 17 2026 0!	Thank you!
119101246046	Apr 17 2026 0!	I pass over Barr Road and Longs Pond. There is no left turn signal off Barr to Long's pond. My concern is Cox ferry and two notch will not have left turn signals. Currently that's the case and it can take 2 to 3 ligh
119101243317	Apr 17 2026 0!	The Longs Pond Interchange is a rush hour nightmare. Any relief is welcome.
119101126056	Apr 16 2026 1	Hopefully this will help traffic with traffic that comes and goes West of Longs Pond Rd. Too many people are using this intersection and causing congestion.
119101121250	Apr 16 2026 1	Make existing I-20 longs pond road exit with additional lanes and wider bridge will get communities better access, with better value to dollar spent.
119101121262	Apr 16 2026 1	If this project is not completed then I-20 Exit 51 to Longs Pond/Two Notch needs to be redone/expanded.
119101114703	Apr 16 2026 1(	This is MUCH needed.
119101102914	Apr 16 2026 1(	Exit 51 is too congested as most people take that exit to head towards calks ferry road. Is impossible to travel the road in the morning and afternoon due to the traffic as only one exit close by.
119101100666	Apr 16 2026 1(	Exit 51 at peak times is not safe on interstate 20, standing cars alongside the road trying to get off the exit is an accident waiting to happen.
119101097003	Apr 16 2026 0!	I think it is a great idea and I've been saying for years this exact project is needed to alleviate traffic congestion on longs pond rd exit. Traffic backs up onto i20 at rush hour, with cars stopped ON the actual highv
119101094358	Apr 16 2026 0!	I believe the priority should be Longs Pond Road interchange way before this is considered. Will it help? Somewhat. But there is still a very large amount of traffic coming from all directions at Longs Pond road.
119101090026	Apr 16 2026 0!	Do not want to see this change.
119101086990	Apr 16 2026 0!	Please don't
119101086608	Apr 16 2026 0!	Hope this project is passed and work will begin soon.
119101084801	Apr 16 2026 0!	I live right off of exit 51 and that is my biggest concern with the traffic flow now. This exit posses many safety risk as it backs traffic up at a standstill down the interstate as other cars pass by 70mph+ just inches a
119101079705	Apr 16 2026 0!	We pay enough taxes that haven't shown where they are used. Improvements have been suggested with a tax increase and have been shot down due to other things added in the vote. One thing one vote and it
119101071905	Apr 16 2026 0(	Better access to Gilbert is overdue
119101068944	Apr 16 2026 0(	Feel like exit 51 needs become double lanes and get fix's then trying mess up our side of area we love how it is and with a new exit will just cause accidents near curve and cause back ups, I feel like if you want
119101066140	Apr 16 2026 0(	Calks Ferry Road is already a race track.. With this interchange, there's increased probability of accidents and increased traffic.. There's also the probability of property taxes increasing for our land..

APPENDIX D

Open-Ended Responses as of 08/17/2026

- Paper Surveys
- SurveyMonkey
- Project Website

Make sure whatever you decide, that you treat people that live here as you would your own loved ones. We didn't ask for this.
I am a home owner on Calks Ferry. Speed and traffic is already a concern. I believe the best option would be to four lane Longs Pond Rd and put an exit at Old Charleston Hwy. The only other exit is the 44 which also causes people to double back to Juniper Springs in order to get to Old Two Notch. An Old Charleston exit would send the traffic to Gilbert where growth is headed to get ahead of it. Most traffic coming from Longs Pond Rd goes to Highway 1 after making a left on Two Notch goes down to Smith Pond Road. If an exit is put at Calks Ferry this is then going to back up the fork at Calks Ferry where it meets Smith Pond. I do not want traffic in front of my home when most people are already running 60-70mph as it is. The road is in poor condition. Please reach out with any questions.
Having lived here for nearly 30 years, and fearing the extreme safety hazards that will impact my home, my son's home, and the neighbors, I am against this. Our home and land are paid off and it is unfair to create an interchange to benefit those living off exit 51. These folks have moved here in the last 15 years. They will not lose land or property to benefit them. We, however, stand to lose a lot. Especially someone who is disabled, with access ramps, and an aromatherapy pool for treatment. This is overwhelming and causing emotional and psychological distress. I would like to find an alternative option that does not impact families and Lexington County citizens. I would like fairness and if required to move, a decent offer to ensure we who live nearby do not go homeless.
Get it built now.
Stop building homes that are 4-five bedrooms that have 3-4 driving people in each house. Homes should be built on at least 0.5 acre. Schools are already at capacity. Next the county will have to build a new water tower and the existing residents will have to drill new wells.
This is going to cause increased traffic to the local roads that are not well maintained. This will cause issues with the school buses that travel these roads as they have to stop at the house that are being picked up. This will also make it easier for the county to approve more housing developments which will cause more traffic to the area. If any improvement to these intersections will/may fall on Lexington County which may or may not get done. There needs to be improvements done to Exit 51 (Longs Pond) as well, not just adding a new intersection/ exit. Please think carefully how this is going to affect the area, the land, and the people that live here and have for many years.
Of the three alternatives shown at the meeting, if we did have to accept that one is going to be completed, I would prefer #3.
We live at 1754 Calks Ferry Road, Lexington, SC, 29073 and our biggest concerns will be the noise get worse and increase traffic. We already have a hard time getting out of our driveway now and the concern will be this will make it worse. People fly down Calks Ferry Road now and it is always wrecks in front of our house. Traffic Safety is a big concern.
I live at 1754 Calks Ferry Rd, my biggest concern will be the added traffic and noise we will get being so close to the new interchange. Here below are some concerns: 1. Traffic safety - been 3 wrecks in front of my house in past 7 months. With the added flow of traffic coming off the interstate, this will be a much bigger concern. 2. Turning left from my home. It is very difficult at several points throughout the day now (especially morning and afternoon) How can this issues be fixed within the project. 3. Noise - very little noise comes from the interstate now. What will be done to reduce the issue. 4. Property Value impacts - no one would want to live this close to an interchange. So unless a national chain (gas or fast food) wants to but up all of the land and all homeowners sell, out land will become much lower in value. 5. How will the intersection of Calks Ferry Rd and Sherwood Rd be improved to handle this additional traffic plus new housing coming? 6. Will speed limits be adjusted to slow down traffic? 7. Actual wrecks are one issue, but what your data doesn't show are all of the near misses - again safety concerns. Please understand, I am not against this however I am concerned about the row of homes on the Pelion side of the proposed interchange. These homes will be effected more than anyone else other than the homes being eliminated. This will be a tough situation for these homeowners.

This project seems like it will hurt the families in this area that have had generational land. We would not need this (IF) Longs Pond had been made to withstand the amount of homes allowed in the area, the increasing amount of subdivisions. Family homes and family land should not have to be taken away. This will put so much traffic into my own yard and displace some of my best friends. Our children in land to learn and grow. Our children need nature, not another interstate exchange.
Do not like roundabouts. Crossing lanes is dangerous. Of the 3, #1 is best (partial cloverleaf)
Noise barriers are necessary
Concerns of affecting nearby homes/property. But would improve traffic on our road.
Like the diamond plan view as it would not involve as much property land grab.
Traffic coming down Calks Ferry is already increasing due to incoming neighborhoods which has made leaving our road more difficult. The increased noise pollution is another huge concerns our road gets a lot of noise off Calks Ferry, the interstate that dead ends on our road and the train system on Two Notch. We have seen and increase in foot traffic and vagrants.
I am against the proposed exit, the exit will increase crime, traffic, and destroy the natural environment around Oscar Price Road
The roads are not adequate to serve this area. The only thing people are interested in is seeing how many houses you can put on available land. The subdivision being built on Calks Ferry now are adding at least an additional 1200 cars (over 600 houses and that is just allowing 2 per home when there are 3-5 per home. It has not been needed for 49 yrs and I do not believe it is needed now.
I do not want this project to impact my house, land, property in any way. I feel building structures, subdivisions, schools, etc. should not be done before making sure the roads can support it. That poor planning should not negatively affect homeowners who have lived here before all this. I am worried that this will lower my property value or make it difficult to ever sell my house in the future. I have never wanted to sell it but I would have had I known this. I do not want it to be a four lane!
If passed, will Caulks Ferry be closed which causes more traffic on Longs Pond Rd
1) Concept 1 2) Concept 3 - traffic needs to be big enough for eighteen wheelers 3) Concept 2
We need this interchange to fix Longs Pond traffic issues since the new school and subdivisions have been added over the past few years! More new subdivisions are being approved regularly which is going to compound the issue, so since the county does not know how to say "No!", we at least need the roads to be there to allow access for people to get to their jobs.
#3 Roundabout in SC are not large enough for 18 wheelers or trucks pulling trailers. Engineers need to go to S____, AZ to see how to make them. On paper or computer do not work in everyday life. #2 No. Lane for all traffic confuses people and traffic back up. #1 Yes. Since I live close by I think it will work best.
Preference- Alternative 3
I would love to have this as soon as possible. With all of the revenue from so many housing developments, which are making this necessary, I don't see that a new tax program is necessary.
Just do the right think for people living on Calks Ferry
I completely oppose this project, my family & neighbors will lose their homes when neither of us asked for this.
Fix lights on Longs Pond so that you can make traffic efficient. I am concerned that Calks Ferry will be the same as Longs Pond.
I've lived in this area for 27 years. I researched the road I live on and was told in 4 years it would be paved, it still isn't and yet more newer roads and housing developments are building all around me. What about the constituents who lived here? Why now when 2 new housing developments are build - DTW - the dirty lot for the housing development is washing into Miller Pond, And the county wants to allow 670 NEW HOMES on Crout Place.

This is neglect in my opinion of long time residents. If "SAFETY" is the main issue, then SCDOT & Lexington County needs to stop "OVERGROWTH". That is the problem!!!
The project is done in the name of safety when it is actually in the name of money. Developers and high tax entity Michelin. The constituents that have lived in the area have been told other road got paved in the name of safety but it was money from business. When constituents asked for area of concern it was overlooked now that developer want more housing it creates safety problem at exit now we want more exit to appease developer and new constituents.
We are in favor of option #1.
I really like Option 3. Hate Option 2
Please do not move forward with this project. The real problem is Exit 51. This is like getting shot in the leg and putting a Band-Aid on your arm. Please address Exit 51 before even considering this interchange.
Need a stop light at the corner of Sherwood and Calks Ferry Road.
As a concerned citizen/ property owner in the area, I am very disappointed / unimpressed with the county's reaction to the disease of overpopulation that is occurring. This area has distracted people for decades because of the rural/ country "feel". That feel is long gone and is getting worse every day. In my opinion, this project is going to be only the beginning of the end for the area. The interchange will come in and then the neighboring property owners will move, selling to developers or businesses no doubt. Then there will be a gas station, then a dollar store, then a storage facility for the thousands of houses being built and will continue to be built. It is only a matter of time until the crime rate and the homeless population rises. While I realize urban sprawl is an inevitable evil, it seems that it should be done much slower and more regulated. The faith and trust in county governments/ infrastructure is lost by most residents that have lived here for long periods of time. I kept hearing that this project is designed to alleviate exist 51 traffic, would not redesigning that interchange be more cost effective/ smarter? Instead of adding to the destruction of our "rural" area of the county! Also this road is the main route for Rawls Farms and other farms transporting goods and equipment. seems like a disaster waiting to happen.
We need another interchange close by as to relieve the mass congestion at Exit 51.
This will be a temporary solution for a long term issue. Alleviating traffic at Longs Pond Rd, but it will cause the same issue at Calks Ferry.
I propose putting the exit ramps on the Old Charleston overpass. I do not want a four lane highway in front of my residence.
I would like to use this daily commuting from Calks ferry to Maion St. Columbia (wish 1-26 and 20 traffic better at rush hour not crossing so many lanes) My husband has always lived local (Pelion) and has wanted an interchange there for over a decade. Personally, our household loves roundabouts - keep traffic flowing not stopping at lights. My concern is people learning new traffic flows. Will double roundabout cause confusion? Divergent diamond looks safe but on wrong side of road. Do not want the clover with further spaced stoplights. Roundabouts or divergent diamond please. Thanks for working on this project and improving our daily commute. Hope to see a cool safe interchange soon! P.S. Also talking with staff, divergent diamond sounds best! We both vote for divergent diamond. The big blow up pictures in person helped!
No!
In my opinion, the most viable option is the partial cloverleaf. The other two options are not as safe and efficient.
Concerns for infrastructure - planning for congestion, additional homes, population growth.
I think this is a terrible proposal. It will ruin yards, devalue properties, and make Calks Ferry Rd. Too dangerous to live on or travel. I worked for DOT for 30 years and I am ashamed that I did. I didn't realize how people were damaged by what we did. This road is a racetrack now, just imagine what it will become if you make this horrible idea a reality.
Full speed ahead

I am most definitely against this project. It will make my[property impossible to sell, should I ever want to. Not only that but Calks Ferry Road will become too dangerous to walk , children to bike, and a death trap for pets, therefore I hate the idea of this proposal.
I would rather Exit 51 undergo improvements similar to I-20/Hwy 6 interchange due to overcrowding from overdevelopment
Based on current traffic issues and flow, there should be: 1) Road widening and turn lanes considered for subdivisions and traffic flow from Two Notch Road access I-20 to Sherwood Rd 2) Add turn lanes and stop light at Sherwood 3) Consideration of access for pedestrians, bicyclists, scooters, etc. that come with increased residential density 4) Significant traffic flow of farm equipment, buses, large trucks, and commercial vehicles should be considered when evaluating the design and turn radius of potential interchange solutions 5) What are the noise impacts on local residents by removal of vegetation and trees?
Seizure of this property will force us to move to another location, after living here in the two-story log home I built from a log-home kit. The log sets on a full basement. The 12 acres we bought and maintaned will be part of the seizure process. Can this project be moved to Old Charleston Road so we can maintain our ownership?
I think Longs Pond Rd also needs to be fixed at the same time, if you don't do that people will start using Calks Ferry exit too much and cause safety problems. The Longs Pond exit is a heavy trucking exit and the road is not well adapted to the trucks as well as residential traffic coexisting.
Fixing and expanding the longs pond road interchange would fix the problem. Making exit 51 like 55 or even 58 would improve all aspects but longs pond would have to be widened. Making an interchange on another 2 lane road will just create the same problem at the new exit.
Needs to be placed further down I 20 towards Augusta maybe Old Charleston
Move it to the next bridge less homes around it less problems just have to drive a little more
we live here and this would ruin the area! do something for the community for once
This will only serve the developers with access to undeveloped land. Increase traffic to a rural area. This is a bad idea
We are already close enough to the highway! Summer Orhcard and Ferry Grove developments would be safety hazzards to get out of because traffic is fast on the road. We do not need anymore noise issues or the environmental impact.
It's so many other options to build onto exit 51 than to impact the home owners and wetlands needed to make this interchange.
The Longs Pond Rd exit is only going to get worse and worse being a 2 lane road. The Calks Ferry Interchange would greatly benefit us residents.
This should have happened 10 years ago.
Improvement to the longs pond rd exit would be more beneficial for safety and preservation of local land ownership and traffic patterns. This is not a business or industrial area but homes of families that have been here for decades or generations. Please don't ruin some of the last quiet places in Lexington county.
We need to stop the game of the State DOT won't do their responsibilities if local taxes are not added in the project. The State had no problem building an exchange for a billionaire owner of the Panthers football team who ultimately didn't build their project.
Hope to see this project completed within the next 5 years.
Stop approving all the new subdivisions
If only to improve traffic congestion on Longs Pond - would $$ be better spent on that intersection?
We need to relieve traffic from Charter Oak rd. With the new Target coming traffic will be a nightmare
I believe the interchange will significantly improve the horrible traffic on Longs Pond Rd.
Traffic has already increased due to adding subdivisions
Just fix longs pond and don't add a exit at caulks ferry
This should have been done years ago. There is no downside to this, only progress

Get a litter project going. Truck drivers and plant workers throw garbage on the roads!
Please look at belo road. More than three quarters is dirt
A new exit at Calks Ferry would be great but first, the existing Long's Pond Exit needs to be expanded which may help alleviate some of the congestion. The exit needs to be widened/changed to allow those wanting to go left at the light to be able to do that safely. Currently traffic backs up down the breakdown lane with cars speeding past just to cut off at the exit to be able to get in the lane to turn left. It is dangerous and needs to be resolved before another exit is built.
If this exit is constructed/implemented, it will only cause more traffic back ups and congestion. The Longs Pond Rd exit needs to be improved and more lanes implemented before this exit is even considered. Adding another exit will not elevate the congestion, it will just cause at two consecutive exits.
Concerned that will encourage even more mega subdivision development,
Don't select the cloverleaf option. The only two you should be considering are the diverging diamond or the dog bone. The cloverleaf will just need to be demolished and changed in 10-20 years.
I like the design for Concept 3 the best.
Long overdue, too much housing on 51 has made that exit a disaster. I've lived here for 30 years
Do the plan with the roundabouts no lights!!
Road maintenance is of utmost importance in addition to install a real left turn signal instead of the flashing ones
Please NO
Roundabouts over intersections with traffic signals to keep traffic moving!!
Although this will likely result in more traffic through my daily route, I support this interchange project because it will alleviate the traffic in other parts of the nearby area (specifically Two Notch, Longs Pond, and 20). It will definitely balance out traffic at both exits. Next project needs to be adding an extra turn lane off of Smith Pond Rd onto Two Notch Rd.
Overdevelopment in this area is out of control people live outside of town not to be in town then all of the other crap just continues to spread itself out. Keep all of that actually in Lexington or Red Bank
I see this as a long term fix to help relieve Longs Pond which can no longer handle all the west Lex Cty growth. Caulks Ferry gives Lex Cty relief for many decades. But Longs Pond exit needs a right turn lane going from I-20 to two notch to handle Michelin & Fed Ex traffic. Better yet, at least widen from I-20 to two notch to improve traffic flow. Understand cost to replace bridge would be infeasible along with the building Caulks ferry exit.
Can't happen fast enough.
Calks ferry bridge has already been restored/repaired twice in the last 11 years seems wasteful to tear it down
I'm concerned it would bring increased truck traffic to calks ferry
Too many new developments trying to compete with existing large businesses like Michelin, US Foods, and Loves. A new interchange will do very little to alleviate traffic if we only continue to add to the problem.
Maybe look at adding this interchange where two notch road crosses i20 or even where old Charleston crosses i20. Calks ferry is already too busy for this. It will make travel impossible.
I have mixed feelings about the interchange as I know it's needed as I travel Longs Pond quite frequently and the traffic is awful. I've lived out here for most all of my life and never thought it would've grown so much around here. It's insane the amount of housing developments here now and still being built. We can't handle any more people in this area.
Please no round abouts. Please use traffic lights . As drivers can not seem to navigate round abouts or 4 way intersections
Also name it exit 48
Think about the future users of these roads, diverged daimonds prevent accidents and have been super transformative in broad river road, we are removing clover leaf interchanges all over the state because they dont work and are unsafe.
Leave it alone and fix Longs Pond instead.

Lexington County pays a lot of taxes and most of it goes to other areas. It is past time we see some improvement in our area. This is your mistake, you fix it by making an exit at Calks Ferry. Gilbert is growing so this is way overdue.
Need more access from Gilbert not so close to longspond rd. Turn longs pond into a 4 lane rd.I - 20 onramp is already there.
Interstate access is needed to alleviate traffic, medians would be safer for Ferry Grove and Summer orchard Neighborhoods. That the light at Two Notch and Calks Ferry Sucks. And that the red light at Calks Ferry and Augusta Hwy needs turn arrows for all directions, not just one.
Medians for Ferry Grove and Summer orchard Neighborhoods. the light at Two Notch and Calks Ferry Sucks. And the red light at Calks Ferry and Augusta Hwy needs turn arrows for all directions not just one.
Calks Ferry's condition is horrendous even the fixes are just a quick cheap fix. The new neighborhoods right by the bridge will need turning lanes. The Calks Ferry and two notch red light takes far too long to change. And the Calks Ferry Augusta Hwy intersection needs turning arrows for all lanes.
The Ferry Grove and Summer orchard Neighborhoods will need turning lanes/medians for safety reasons as it is a decent hill/blind spot. The Calks Ferry Two Notch light needs turning lanes and to not take forever to change. And Augusta Hwy and Calks Ferry Red Lifht needs turn arrows for all directions. Not just one.
Pond Branch Rd Exit doesn't have lights, especially 2 in a row, or a roundabout.
Do not proceed further with this project. Local government in Lexington County must slow the development in this area or else it will not be recognized as sub rural in the future. Some state politicians running for the office of SC Governor state that if elected, they will eliminate the state income tax. This will increase growth with more migration into South Carolina. The developers will be knocking on the Lexington County Politicians doors.
The County needs a Sales Tax Program. Other Counties are improving there systems leap and bounds faster than Lexington County.
I also believe that an interchange at old Charleston rd and I 20 would be beneficial as well.
I feel the new addition of a new interchange could help traffic. However, I believe the bigger problem that would not be address by this interchange, is the volume of traffic on Longs Pond/Pisgah Church. The volume of traffic is heavy due to the high school, corporate (Michelin, US Foods, Etc), and thru traffic that would still continue to use this road, even with a new interchange. I believe widening Pisgah Church/Longs Pond to 4 lanes from I-20 to US1 would better alleviate the congestion as it would allow a higher volume of traffic to move through, even with the addition of a new interchange.
The only way this project will be successful long term is if restrictions are put in place limiting future commercial and residential development in the area of the interchange. If development is allowed this will be another Longs Pond Road in a short period of time.
Significant improvements are needed for area roads
Adding this interchange would also help with all the congestion on Longs Pond interchange.
Well, worth the effort
This us a great idea, and we need an exit at I-20 and Mineral Springs as well.
I do not think a DDI interchange would be well received by the local travelers of this area. DDI interchanges are more common for urban interchanges and would likely cause confusion in this area.
I've wanted an exit there for years, decades even
Sales tax only if absolutely necessary. I'm tired of irresponsible spending of tax dollars on ALL levels.
The increased traffic that will certainly travel past Rocky Creek ES needs to be addressed, as well as safety at the Calks Ferry and 378 intersection
It will cause more congestion to that area, and the people that live here won't be able to leave their homes.
I belive a better or new study toif this is a good solution. i.e. wetlands, where does the traffic go from interchange

I do not support this at all. We live here and have friends that live even closer. Some people have driveways right at the interstate putting this will eliminate them from getting off of their property almost completely. It also is going to increase traffic on a road that is already crazy busy. I have been almost hit multiple times with people flying well over the speed limit amd all the interchange will do is make it worse.
This must be done to improve safety at the Longs Pond Rd interchange.
From reading comments on the Facebook post, most people who have lived here longer seem to thing putting the interchange at the next overpass down(heading west, toward Gilbert) would be better, especially for those who live down that way and that widening Longs along would be a better use of tax payer dollars since that exit has grown exponentially in the last few years.
Longs Pond Road @ I-20 in so congested during morning and afternoon rush hours. This would elevate all the traffic backup on 20 westbound exit to Longs Pond.
I feel that the location for a new interchang is needed, but is needed at Old Charleston Rd, not at Calks Ferry Rd. Old Charleston Rd is a better connection to Gilbert and when all the parents drop off their kids at school in Gilbert, they could have a short connection to I-20 and would aleviate traffic at Longs Pond Rd at I-20. Seems like Lexington County is choosing this location for "development and special interest needs" not real traffic and congestion needs. Also, look at the reduction to environmental impacts at Old Charleston Rd...much less or none. Thanks.
This has been a necessity for years, and everyone in the area has known about it for at least a decade.
Please take into account the high growth rate surrounding Gilbert and Batesburg Leesville area. Using the normal expected growth rate may not be suffice for traffic studies.
Congestion is so bad when leaving work in the mornings it takes 20 min to get from Michelin to I-20
This is mine and others commute route to and from work and my kids school. This will make this area look like exit 51 in the mornings. Super busy
Adding this interchange should help reduce the traffic volume and improve flow at Longs Pond Road.
Old Charleston would be a better place to put the interchange
Alleviate Longs Pond Rd and I20 congestion
This is long overdue. Longs pond is getting smoked with traffic and is unsafe
According to state legislature leaders there is plenty of money coming in for road work in our state as long as other unnecessary spending is stopped. That's why I see it unnecessary for any extra sales tax. But I highly support adding an interchange at Calks Ferry. I also highly support widening Longs Pond Road to 4 lanes.
Would like to see specifics on whose properties will be affected by this interchange. In addition, how will homes close to the new interchange be able to access the road with all the additional traffic coming off the interchange? Cars travel to fast on this road now, I am sure adding the interchange will only increase this issue.
Would be interested to know the new tax amount and program details.
Can we pass the expenses to the builders and developers
Your studies are fake and misleading
I don't not believe this is the right intersection to apply this interchange. In my mind, the intersection at Two Notch Road and I20 makes more sense, moving traffic destined for the industrial area from Longs Pond to Two Notch.
This puts people out who live in the area of the proposed interchange to accommodate to influx of people closer to Lexington. I don’t appreciate the justification that it is going to help the Gilbert people. We moved farther out to get away from the traffic, and yet it’s moving closer to us. We understand the times Longs Pond is congested and choose to avoid it during those times and have ways to go around. Pushing Lexington people down to the Calks Ferry to exit the interstate disrupts those of us who chose to move farther out. It will cause people to lose their properties and feels irresponsible and like a bandaid rather than getting to the root of the issue.
Is it more cost effective just to widen Longspond? That would entail a wider bridge. It needs to be at least four lanes. Might be easier to just put in a new exit at Calks Ferry.

Tax revenue is increasing due to more housing developments in the area. No need for additional taxing. The proposed development located at Krout Place and Calk's Ferry will definitely impact Ruth Vista Rd. as a short cut to Sherwood Drive. This route shortens the drive by over a mile.
Spend money at longs pond road and widen it. Make Michelin and fed ex pay for it should have been done years ago before the growth started but instead we let the growth happen then we worry about the roads
The exit off I-20 was not created with all the sub-divisions in the area
I belive this will help congestion at longs pond rd interchange. I have concerns for business growth after this is completed and taking over the rural area we have here.
Plan on more access to interstate 20 due lack of preparation by town of Lexington and Lexington county we don't have infrastructure to hand the growth
Exit 51 is overused. This new exit would significantly ease the traffic
Fix the congestion issues at longs pond instead
I live on Sherwood drive closer to Calksferry it would take a lot of traffic of Sherwood drive that would be a big help because it is almost impossible to turn left on to Longspond in the morning
Consider a similar interchange at I-20 and Cedar Crest Rd...
Quit putting sub divisions out here. Slow the big trucks down!
This will destroy the area.
Don't do it
Use the DOGE methodology to fund the project :)
Fix exit 51 first. There needs to be a change there as well. Stop building all of the housing developments in the area which only bring more traffic to these roads.
I think its a waste and is too close to another on/off ramp
N/A
I believe this project is very necessary and will significantly help with traffic congestion in this area.
The money would be better spent increasing the on/off ramps on exit 51 and re-engineering the stop light system.
Lexington County has already fallen behind with addressing traffic issues.
I see no need for an interchange at this location. There are 2 interchanges that people can use 44 & 51.
Two notch road would be a better location where there are hardly any homes. Also exotic 51 needs a 4 lane.
This project is very important to a quickly developing community. The traffic at Exit 51 has become unbearable during rush hour.
Instead of this location ,two notch road in-between exit 51 and exit 55 would be the best place for an interchange that would be effective and only affect a few businesses and no home owners, businesses are able to take a hot and it be OK ,it will devastate multiple familys.
I think the new interchange could help with the congestion at Exit 51 which is congested
Please do this to help improve the traffic off Longs Pond Road
The longstanding pond road to I20 interchange needs to be renovated. This spot is perfectly located however the congestion experienced here is due to a lack of upgraded infrastructure addressing the increased traffic. What would help is a new on and off ramp setup, wider lanes, and better traffic control given the factories in this arwa
We do not want an interchange that puts OUR land and safety at risk.
I live right by the proposed interchange. I have a handicap accessible home and cannot afford a new house pmt.
I believe this proposed interchange will provide a great amount of relief to the current situation at the interchange on Longs Pond road. Currently during the morning and afternoon rush hours that interchange is basically a disaster. Something needs to be done.
PLEASE COMPLETE THIS PROJECT WITH THE TAX DOLLARS YOU ALREADY HAVE FROM US. YOU SHOULD HAVE PLENTY OF MONEY.

I know the traffic at exit 51 is horrendous but all you're doing with this interchange is doubling the negative impact
If not completed Longs Pond and Two Notch intersection needs to be widened.
As someone who drives backroads a lot within the county, my only real concern would be increased tractor trailer traffic, and the safety of them as the bridge is at the bottom of a small valley that has some tight corners for them. Overall I support the idea as this would relive a lot of the regular car traffic on the Longs Pond exit and on ramps during normal traffic hours
This is an insane waste of money. The distance between the Gilbert and Longs Pond exits isn't large enough to need another exit between them. Instead use a fraction of the money to improve those two exits.
No increase in taxes to complete
No new tax for this, Jan 5 2026 McMaster said we have a 1.1 billion surplus. Use that money
Have your local elected officials listen to the public about the area growth and apply the brakes to correct our road issues instead of only seeing dollar signs that must be benefiting them somehow. We are not major cities, we are small town USA and our roads cannot accommodate this growth.
It should be paid for by impact fees on builders.
Should have done this several years ago when the bridge was replaced. Exit 51 is a nightmare and needs relief asap
We don't want this road to be junky like exits 44 & 51.
Thank you!
I pass over Barr Road and Longs Pond. There is no left turn signal off Barr to Long's pond. My concern is Cox ferry and two notch will not have left turn signals. Currently that's the case and it can take 2 to 3 lights. With extra traffic here it will be worse! Put in left turn signals.
The Longs Pond Interchange is a rush hour nightmare. Any relief is welcome.
Hopefully this will help traffic with traffic that comes and goes West of Longs Pond Rd. Too many people are using this intersection and causing congestion.
Make existing I-20 longs pond road exit with additional lanes and wider bridge will get communities better access, with better value to dollar spent.
If this project is not completed then I-20 Exit 51 to Longs Pond/Two Notch needs to be redone/expanded.
This is MUCH needed.
Exit 51 is too congested as most people take that exit to head towards calks ferry road. Is impossible to travel the road in the morning and afternoon due to the traffic as only one exit close by.
Exit 51 at peak times is not safe on interstate 20, standing cars alongside the road trying to get off the exit is an accident waiting to happen.
I think it is a great idea and I've been saying for years this exact project is needed to alleviate traffic congestion on longs pond rd exit. Traffic backs up onto i20 at rush hour, with cars stopped ON the actual highway, due to the long line of cars exiting at exit51. They're all turning right to head towards Gilbert. Widening longs pond eventually would be good too, but that cannot happen until there is a new/ secondary exit for traffic to flow through while construction happens on longs pond. Trying to widen longs pond without the calks ferry exit in place would never work, it would be a nightmare to close longs pond for even an hour. I am looking forward to this calks ferry exit project, as there is an exponential amount of growth in the Gilbert area and we desperately need another exit out this way between 51 and Batesburg.
I believe the priority should be Longs Pond Road interchange way before this is considered. Will it help? Somewhat. But there is still a very large amount of traffic coming from all directions at Longs Pond road.
Do not want to see this change.
Please don't
Hope this project is passed and work will begin soon.
I live right off of exit 51 and that is my biggest concern with the traffic flow now. This exit posses many safety risk as it backs traffic up at a standstill down the interstate as other cars pass by 70mph+

just inches away. Anyone not used to the area may not understand the line and continue driving and miss the exit or cause an accident and the next exit to turn back around is at exit 44. Much of the congestion at the traffic lights in the surrounding areas would also be improved as drivers could exit closer to their destination and cut down on overcrowding that one stretch and cut down on problems significantly. I believe that the road conditions and improvement of pavement would also be very beneficial for the Longs Pond area as well.
We pay enough taxes that haven't shown where they are used. Improvements have been suggested with a tax increase and have been shot down due to other things added in the vote. One thing one vote and it will pass. I would pay a small tax for this project but not for a new paint job on water towers, sidewalks and shrubs!
Better access to Gilbert is overdue
Feel like exit 51 needs become double lanes and get fix's then trying mess up our side of area we love how it is and with a new exit will just cause accidents near curve and cause back ups, I feel like if you want new exit go to bridge before exit 44 there isn't many homes in that area and that one be perfect for this project, please don't mess up our peaceful area
Calks Ferry Road is already a race track.. With this interchange, there's increased probability of accidents and increased traffic.. There's also the probability of property taxes increasing for our land..
Very good project. It should help traffic from Gilbert area get to I-20 and reduce traffic on US1 going into the town of Lexington. Another suggestion would be to put right hand lane to enter I-20 east from Longs Pond road when coming from Pisgah Church Rd. Traffic backs up waiting for the left turn onto I-20 East.
I'd like to know how families impacted here will be able to got onto the road safely once one of these proposed interchangeable are completed. I'd also like to know what will be done to cut down on traffic news pollution. Will walls be built to reduce the noise? Will sidewalks be put in for pedestrians? How will this improve traffic if it causes harm to local citizens?? I'm disabled and rely on my son and daughter-in-law who live at 1726 Calks Ferry Rd, two houses down from me. How will this impact their home that's been handed down from his grandmother to him? We have lived here for nearly 30 years. I am concerned. Very concerned.

APPENDIX L

AGENCY & STAKEHOLDER MEETING MINUTES

Calks Ferry Road Interchange Improvements
Lexington, SC

Lexington County Project

SCDOT KICK-OFF MEETING AGENDA

SCHEDULE:

Location: SCDOT Headquarters
Time: Friday, May 30, 2025 – 10:00 a.m. to 11:00 a.m.

ATTENDEES:

- SCDOT
  - John Boylston boylstonjd@scdot.org
  - Julie Barker barkerjp@scdot.org
  - Rob Perry perryre@scdot.org
  - Brent Dillon dillonbs@scdot.org
  - Andy Leaphart leaphart@scdot.org
  - Josh Meetze meetzejh@scdot.org
- Lexington County
  - Brent Hyatt bhyatt@lexingtoncounty.sc.org
- Mead & Hunt
  - Siobhan Gordon siobhan.gordon@meadhunt.com
  - Olivia Roach olivia.roach@meadhunt.com
  - Berry Still berry.still@meadhunt.com
  - Rob Dubnicka rob.dubnicka@meadhunt.com
  - Dan Moses (via Teams) dan.moses@meadhunt.com

DISCUSSION ITEMS:

Mr. Hyatt and Mr. Still began the meeting by providing an overview of the project. Mr. Hyatt will be the POC for the County, Mr. Meetze will be the SCDOT PM, and Mr. Still will be the PM for Mead & Hunt.

Project Understanding:

- Funded by a Legislative Earmark (no federal dollars)- $1 million total
- Managed by Lexington County- Brent Hyatt, Lead
- Berry Still- Point of Contact
- Proposed Study Area
- 3 potential interchange alternatives

Field Surveys:

- Current Work
  - Field work and mapping is complete

Traffic Analysis/IJR: Rob Dubnicka

- Current Work
  - Counts have been completed
  - Coordination is ongoing with CMGOG (Reginald Simmons) for obtaining the COATS traffic model for its use in determining how the proposed interchange may affect local and regional traffic patterns

    - Coordination has also occurred with Mr. Siddiqui in SCDOT Planning
    - Coordination has also occurred with Doug Giovanetti (SCDOT) and FHWA regarding whether to include Pond Branch Road interchange (exit 44) in the traffic modeling. It was decided that it does not need to be included (documented in email). Brent Dillon suggested getting a formal letter stating this from FHWA. Rob Dubnicka will coordinate with Josh Meetze to request the letter.
- Known Issues/Opportunities
    - SCDOT asked why the new interchange is being placed at Calks Ferry Road and not a brand-new crossing or the overpass at Old Charleston Road
        - Mead & Hunt will perform an analysis of potential locations and provide a discussion in the document to justify the proper location.
        - The existing connections of Two Notch Road and Sherwood Drive to Longs Pond Road should also help justify the location of the new interchange
    - Calks Ferry will likely need to be widened
    - Existing bridge will need to be rehabbed or replaced depending on the preferred alternative
    - Land Use/Future Development
        - New housing development is currently under construction north of I-20
        - Planned growth and developments will be included in modeling
        - This new interchange would serve as the access to the western side of Lexington
- Other Issues/Opportunities
- Schedule: Q4 2026

<u>Environmental: Siobhan Gordon</u>

- Current Work
    - Purpose and Need
        - Discussions of P&N began during the traffic discussion as traffic is the driving factor.
        - Need is anticipated to be existing congestion at Longs Pond Road interchange (exit 51)
            - Need should be proven through traffic counts and turning movements.
        - Purpose is anticipated to be reducing traffic congestion at Exit 51 as well as within downtown Lexington
    - Property letters have been sent to landowners.
        - Brent H. has already received calls inquiring about the project
    - Cultural Resources field work is complete
        - Report is being drafted.
        - Coordination is ongoing with Becca Sheppard
    - Wetland Delineation is ongoing
    - Threatened and Endangered species surveys will occur soon
- Known Issues/Opportunities
    - NEPA and IJR Approval are linked
        - These processes will run concurrently
    - Stream impacts to Red Bank Creek
        - Red Bank Creek and associated wetlands are primarily north of I-20 within the project area
            - Red Bank Creek flows in an easterly direction and is conveyed through culverts under Oliver Price Road, Calks Ferry Road and I-20
        - Impacts are unavoidable due to the proximity of the creek to the existing roadways
            - An individual permit may be necessary depending on the alternative selected
    - Submitting Letter of Intent (LOI)
        - Letter of intent will be submitted after the P&N is finalized
        - This will trigger the start of the Environmental Assessment, so the document will need to be completed within a year of LOI
    - Potential Funding Identified via 2026 Lexington County Sales Tax
- Other Issues/Opportunities

- Schedule: Q4 2026

Conceptual Roadway Design/Interchange Design (MH, WS): Dan Moses

- Current Work
  - 3 concept sketches have been completed
    - Diverging Diamond
      - Trying to retain existing bridge
    - Dual Roundabouts/Dogbone
      - Trying to retain existing bridge
      - Multilane roundabouts may be needed
      - Will likely include right only lanes
        - Similar to I-26 at Ridgeville which has heavy truck traffic.
      - Significant sight distance lines will be needed
    - Rural Diamond
      - Will require a new bridge
        - Tried to utilize existing bridge, however this pushed the ramps significantly further out
      - Intersection of ramps with Calks Ferry will be stop controlled or signalized
        - Traffic volumes will determine
    - All three concepts will require some improvements along I-20 for the acceleration and deceleration lanes
- Known Issues/Opportunities
  - FEMA Zone A and AE – Red Bank Creek
  - Impact to abandon Truck Parking – discussed during the traffic portion of the meeting
    - It is currently closed and has been for a while.
    - It was originally constructed to provide a stopping point for tired drivers, so it will need to be verified that permanently removing it will not have an impact on tired drivers.
    - What funds were used to build it?
    - Will need to coordinate with FHWA if it will be permanently removed
  - No Geotechnical is included in the current contract
    - Will utilize geotechnical information from nearby projects to create cost estimates.
  - Frontage Road Relocation/Control of Access
- Other Issues/Opportunities
  - SCDOT noted that the current three concepts are all identical from the interstate perspective. They will function differently for Calks Ferry Road, but FHWA will want to see a loop ramp or other alternative considered.
    - Mead & Hunt will explore other concepts.
      - Discussed a possible loop in the southwest quadrant
      - Discussed a possible loop in the northwest quadrant
        - This would also reduce impacts to the stream and floodway in the northeast quadrant.
    - Traffic will determine if any of the concepts should be eliminated.
- Schedule: Q3 2026

Other General Project Topics/Path Forward:

- Meeting with SCDOT/FHWA (preliminary meeting Q3 2025)
  - FHWA staff shortage – Discussed during the Environmental portion of the meeting
    - Despite staff shortages, coordination should still occur early and often.
  - FHWA NEPA practitioners from NC will be coordinating on SC projects
    - SCDOT is working on NEPA assignment, however this will take approximately 1 year to establish.
      - NEPA assignment will not cover complex projects and IJRs.

    - SCDOT staff has a reoccurring meeting with Aaron Dawson
        - SCDOT will mention this project during next meeting
        - Initial engagement of FHWA will be requested through Mr. Dawson.
            - Provide a 3-week notice to request initial meeting with FHWA.
                - Targeting August to October- will notify SCDOT as soon as possible concerning which month. Dependent on acquiring the model from COATS
                - Come prepared with answers to questions from today's meeting and a draft purpose & need statement.
- Need for an Intergovernmental Agreement with SCDOT
    - In progress
- Schedule of meetings –
    - Mr. Meetze will provide potential days for a reoccurring monthly meeting with SCDOT
        - Include Ms. Barker and Mr. Boyleston
        - Include Mr. Dillon and Mr. Chad Long as needed
- IJR/NEPA Approval by Q4 2026

ACTION ITEMS:

- Mead & Hunt will explore potential for interchange at a brand-new location or at Old Charleston Road overpass in the traffic modeling to provide justification for selected location.
- SCDOT will mention this project during next meeting with Mr. Dawson (FHWA)
- Mr. Meetze will provide potential days for a reoccurring monthly meeting with SCDOT
    - Coordination email sent immediately following meeting.
    - Reoccurring meeting scheduled for the second Wednesday of the month at 10am.
- Mead & Hunt will explore other alternative concepts that are not diamond type interchanges.

Calks Ferry Road Interchange Improvements
Lexington, SC

Lexington County Project

FHWA WORKSHOP MEETING AGENDA

SCHEDULE:

Location: SCDOT Headquarters, Meeting Room 400
Time: Tuesday, December 2, 2025 – 9:00 a.m. to 10:00 a.m.

ATTENDEES:

Josh Meetze, SCDOT
Ed Frierson, SCDOT
Gavin McMahon, SCDOT
Keith Walker, SCDOT
David Kelly, SCDOT
Derrick Pratt, Lexington County
Tim Shumpert, Lexington County
Aaron Dawson, FHWA
Rickele Gennie, FHWA
Seth Wilcher, FHWA
Berry Still, Mead & Hunt
Dan Moses, Mead & Hunt
Rob Dubnicka, Mead & Hunt
Jordan Palmer, Mead & Hunt
Olivia Roach, Mead & Hunt
Siobhan Gordon, Mead & Hunt
Brent Rewis, Weston & Sampson

DISCUSSION ITEMS:

Meeting Purpose – Berry Still:

- Mead & Hunt would like to engage with FHWA and receive feedback as early on in the process as possible.
    - M&H would like what is brought to the public in the spring to be done properly.

Project Understanding & Introduction – Berry Still:

- Funded by a Legislative Earmark (no federal dollars)- $1 million total
    - No federal funding has been awarded at this time.
- Managed by Lexington County- Derrick Pratt, Lead
- Berry Still- Engineering Point of Contact
- The appropriate environmental document has been determined to be an Environmental Assessment (EA).

Environmental – Siobhan Gordon:

- Project Study Area Overview
    - Location Alternatives discussion
        - Considered interchanges at Calks Ferry Road/I-20 and Old Charleston Road/I-20
        - Considered interchange improvements at existing Exit 51
    - Zoning and Future Development
        - Zoning at Calks Ferry Road is Intensive Development, indicative of more dense/high-traffic development along the corridor in the future.

        - Two large subdivisions already in construction immediately north of the Calks Ferry Road overpass.
        - Old Charleston Road is zoned as Restrictive development.
- Work completed to date
    - Field surveys have started
        - Delineations, T&E, Phase I ESA, and cultural surveys are complete.
        - Noise is not completed yet.
- Review of the Purpose and Need Statement
    - M&H showed the Town of Lexington's planned annexation boundary, which extends west towards Calks Ferry Road.
    - Rob Dubnicka identified the rail line running parallel to Two Notch Road north of the proposed interchange, which opens doors for the County to expand industrial activities.
    - Questions from FHWA:
        - What is the existing lane use on the overpass?
            - Currently a two-lane roadway with no curb & gutter.
            - The bridge was recently repaired and is not currently posted.
        - When can FHWA look over the P&N?
            - Siobhan Gordon will send the P&N draft and any additional requested information following the meeting.

<u>Traffic Analysis/IJR – Rob Dubnicka:</u>

- General Traffic Overview
- Work Completed to Date
    - SCDOT wanted to see reasoning for Calks Ferry Road over Old Charleston/Longs Pond. Rob compared volumes for each location alternative.
        - Explored long-term effects of an interchange at Calks Ferry via COATS 2018 model.
            - The model did not demonstrate much diversion from Longs Pond Road or Gilbert.
        - Limited real estate available at Longs Pond Road for any additional improvements to the existing interchange.
    - FDOT CAPX tool Results:
        - Based on the volumes/forecasts from this model, partial cloverleaf (loops in SW/NE, SE/NW) showed best volumes.
        - M&H anticipates a need for at least one loop ramp.
- FHWA Questions/Discussion:
    - FHWA has undergone a lot of change. For many traffic analyses, they are relying on Headquarters to review them.
        - They anticipate that they will take more time because they are typically very thorough.
        - FHWA emphasized including all available data for their technical experts and said that the sooner the data is sent, the better.
    - FHWA thinks that the project approach is generally good. Are we looking to take 3-4 of these alternatives into the document for consideration?
        - Yes, three alternatives are going to be taken into consideration in the EA document.
    - FHWA: Will this interchange take traffic away from Longs Pond (Exit 51)?
        - This is not the primary purpose of the project because the model shows that it would help Exit 51 traffic but not completely relieve it.
        - Anecdotally it's expected that the new interchange will divert some drivers from Exit 51.
    - Discussion of other existing Exit 51 project:
        - Traffic light at Longs Pond Road and Two Notch Road has recently been re-timed.
        - County would like to get people off the shoulder of I-20 in the afternoons (I-20 WB exit ramp)
    - FHWA: Addition of the interchange would divert ~15% of traffic from the existing Exit 51 interchange. So, what is the plan to address the existing interchange? It doesn't sound like a very effective plan to address the issues at Exit 51.

        - Exit 51 traffic is not our primary purpose for this project because the model does not support alleviating significant traffic. The Calks Ferry Road interchange is being treated as a separate, standalone project.
        - The goal of the Calks Ferry Interchange project is to provide system linkages so that issues at Exit 51 aren't created again. The County hopes to be proactive.
    - FHWA would like to see modeling so that they can ask additional questions.
        - FHWA said that the modeling and traffic will be under more scrutiny than we are used to.
    - FHWA: This project will have an interesting challenge.
        - Subdivisions will generate 1000-2000 new cars per day. In the EA moving forward, it will be important to show that this isn't a "we'll build it and it will come" situation.
            - Need to show that the development is occurring and the traffic is already getting worse.

<u>Conceptual Roadway Design/Interchange Design: Dan Moses</u>

- Review of Concept Alternatives
    - Two-lane alternatives were not as strong as 4-lanes at interchange in traffic models.
    - The project team is currently taking a high-level look at three alternatives.
    - M&H showed PDF/KMZs of each alternative:
        - Alternative 1: Partial cloverleaf
            - One loop ramp in the SW quadrant
        - Alternative 2: Diverging Diamond
            - Prioritizes southbound/eastbound traffic
        - Alternative 3: Dogbone/Double Roundabouts
            - Does not perform operationally as well as other alternatives according to traffic models
    - FHWA Questions/Discussion:
        - FHWA expressed concern with justification and local buy-in, but thinks that it is a fundamentally good project.

<u>Other General Project Topics/Path Forward:</u>

- Finalize Purpose and Need
    - Project team hopes to have P&N approval by early January so that we can put out the LOI and website.
- Get confirmation on FHWA's position concerning abandoned Truck Parking Area
    - As long as the DOT is okay with moving the truck parking area, FHWA is fine with it. Exits 44 and 51 have truck parking.
- Issue LOI and website launch
    - FHWA traffic review needs to occur prior to LOI.
    - Rob can have this information prepared by the end of December.
    - FHWA: Length of time allowable for environmental documents is shortening. Need to consider the 1-year timeframe for EA and be prepared by time of LOI.
- Schedule for the first Public Meeting is March 2026
    - FHWA will work with NC on scheduling/feasibility of schedule.
- General Questions/Discussion:
    - FHWA: Is project funding already identified?
        - This project is going through a vetted process where Lexington County is doing their own traffic improvement plan and is using that to develop a sales tax program.
        - When the NEPA document is complete, the County will need to make sure that there is a viable plan to acquire funding.
        - Lexington County will submit applications to the SC Transportation Funding Bank, COATS, and grants for funding this project. This will most likely occur in phases.
    - FHWA: Has the MPO been engaged yet?

        - No, but this project is in their STP for 10-15% design so we can do the environmental document and IJR.
    - Local Support?
        - The project came from a legislative earmark, so 1 million dollars in grassroot effort has been contributed towards the project already.
        - We have reached out to property owners and have not received any opposition to date.
        - FHWA: It is important to engage the MPO and convince the Board that this is an efficient and good use of dollars.
    - FHWA does not disagree with this project fundamentally at all, but there are some challenges anticipated.
    - If County leads this project, it would be South Carolina's first locally-let interchange.

Meeting concluded 10:11am.

Calks Ferry Road Interchange Improvements
Lexington, SC

Lexington County Project

STAKEHOLDER MEETING MINUTES

ATTENDEES:

Berry Still	Mead & Hunt	Berry.Still@meadhunt.com
Siobhan Gordon	Mead & Hunt	Siobhan.Gordon@meadhunt.com
Dan Moses	Mead & Hunt	Dan.Moses@meadhunt.com
Jordan Palmer	Mead & Hunt	Jordan.Palmer@meadhunt.com
Olivia Roach	Mead & Hunt	Olivia.Roach@meadhunt.com
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Derrick Pratt	Lexington County Public Works	DPratt@lexingtoncounty.sc.gov
Tim Shumpert	Lexington County Public Works	TShumpert@lexingtoncounty.sc.gov
Lynn Sturkie	Lexington County	County.Administrator@lexingtoncounty.sc.gov
Michael Spires	Lexington County	Mspires@lexingtoncounty.sc.gov
Josh Meetze	SCDOT	MeetzeJH@scdot.gov
Gavin McMahon	SCDOT	McMahonGC@scdot.gov
Paula Rawl Calhoon	SC House, District 87 Representative	paulacalhoon@schouse.gov
John Keeve	CMC Recycling	John.Keeve@cmc.com
Bob Paulling	Mid-Carolina Electric Co-Op	BobP@mcecoop.com
Matt Porth	Mid-Carolina Electric Co-Op	Matt-P@mcecoop.com
Carlton King	Michelin	Carlton.King@michelin.com
Gary Loosle	Do It Best Corp	Gary.Loosle@doitbest.com
Danny Cook	PASCON/P&S Construction	DanCook@pascon.net
Brian Nickerson	CHA	BNickerson@chasolutions.com

SCHEDULE:

Location: M&H Office

Time: Monday, March 23, 2026 – 9:00 a.m. to 10:30 a.m.

DISCUSSION ITEMS:

Initial Remarks: Lynn Sturkie /Josh Meetze

Longs Pond Road Update: Brian Nickerson

- Project Status
  - The Longs Pond Road improvement project is in early stages
  - Surveys are scheduled to begin soon.
- Traffic Concerns
  - Current congestion in both directions near I-20.
  - This project targets traffic concerns moving away from the Interstate.
- Planned Improvements
  - Extension of the left-turn lane leading to Two Notch Road
  - Addition of turn lanes to remove turning vehicles from through-traffic movement

- Construction Timeline
  - Construction is anticipated to begin in late spring/early summer 2027.
  - Anticipated construction duration is approximately one year.
- Additional Discussion:
  - Signal synchronization is not included in this project.
  - Traffic signal timing is currently managed by SCDOT.

Calks Ferry History: Brent Rewis

- Funding Background: Obtained the Legislative Earmark (no federal dollars)- $1 million total
  - No federal funding is currently involved.
  - The Legislative Earmark will cover the Interchange Justification Report (IJR), associated planning activities, National Environmental Policy Act (NEPA) document, and public involvement.
- Legislative and Planning History:
  - A meeting was held four years ago with the Lexington legislative delegation to evaluate potential new interchanges along I-20 and I-26.
  - Multiple interchange possibilities were evaluated.
  - Mead & Hunt was retained by Lexington County in early spring 2025.

Calks Ferry Path Forward: Berry Still

- Mead & Hunt was contracted to provide a NEPA document & IJR (for federal compliance).
  - M&H is also developing high-level conceptual design for each alternative.
- Mead & Hunt has been working with SCDOT and Federal Highway Administration (FHWA) throughout the last year.

Environmental: Siobhan Gordon

- Project Study Area
  - Siobhan gave an overview of the Project Study Area (PSA).
  - The PSA extends north to the Two Notch Road Intersection, includes the existing overpass, and extends south to the Sherwood Drive intersection to account for potential improvement needs.
- Work Completed to Date
  - FHWA has reviewed the Purpose & Need.
  - Completed wetland delineations, cultural resources reviews, Phase I Environmental Site Assessment
  - Noise analysis to be completed
- Purpose and Need (P&N)
  - **Need for the Project**

    The proposed project is needed to address the lack of network connectivity between I-20 and the western portion of the Town of Lexington (Town) and Lexington County (County) to accommodate traffic from current and planned growth.
  - **Project Purpose**

    The purpose of this project is to improve the system linkage of I-20 to the western portion of the Town and County to alleviate existing and forecasted congestion resulting from development and intensive zoning in the project vicinity.
  - **Secondary Benefit**

    Another desirable outcome of the proposed project is to reduce the existing and forecasted congestion at I-20 at Longs Pond Road (Exit 51).
- Location Alternatives
  - Mead & Hunt evaluated Old Charleston Road, Calks Ferry Road, and Longs Pond Road as potential locations for improvements, per FHWA request.
    - Old Charleston Road: Provides system linkage for the western portion of Lexington County, but lacks Intensive Zoning or planned developments along the corridor.
    - Longs Pond Road: Reconfiguration would not improve system linkages within the County and it would not provide additional access to the western portion of the County.

        - Calks Ferry Road: Zoned for Intensive Development, has planned developments along the corridor, and provides improvement to system linkages in Lexington County.
        - Additional Notes:
            - Longs Pond Road Interchange improvements is a viable project, but does not satisfy the P&N of this project.
            - The County is actively pursuing improvements along Longs Pond Road and envisions an interchange project in the future.
            - Lexington County aims to be proactive in addressing growth and maintaining traffic as development in the County continues.
    - For NEPA documentation, we must rely on data:
        - Initial model showed the Calks Ferry Interchange would not divert significant traffic from Longs Pond Road, thus a bigger picture look at the P&N was necessary.
        - However, justification for the interchange at Calks Ferry Road is supported by existing zoning and forecasted growth.
        - Siobhan presented mapping of Lexington County Intensive Development Zones and identified parcels designated for future development.
        - Population growth trends for Lexington County and the Town of Lexington were reviewed.
        - The Town of Lexington plans to annex land west to Calks Ferry Road.
- Further Discussion:
    - Has the intersection at Calks Ferry & Smith Pond Road been considered for improvements?
        - Concern: Heavy traffic from Smith Pond Road backs up Calks Ferry Road (stop condition) during afternoon peak periods. If an interchange at Calks Ferry Road is added, traffic congestion will increase further.
        - Response:
            - This intersection is not currently included in project plans
            - Lexington County is developing a Transportation Improvement Program (TIP) and is currently holding public meetings.
    - SCDOT does not currently have a standalone interchange program for new or existing interchanges outside of those incorporated into widening projects.
    - The long-term goal is to add new interchanges at both Calks Ferry Road and Longs Pond Road, but no existing program currently funds these efforts.

<u>Traffic Analysis/IJR: Kyle Roberts</u>

- Big Picture
    - The IJR will ultimately document operational and safety evaluations and formally request approval from FHWA for a new interchange along the existing interstate system.
- Work Completed to Date
    - Comprehensive traffic volume development has been completed.
        - Traffic counts were performed in late April/early May 2025.
        - The COATS regional model (2045 long term projection) was obtained from Central Midlands Council of Government (CMCOG).
- Traffic Projections
    - A 1.3-1.5% annual increase is projected through 2045 along I-20 based on the model.
    - Calks Ferry Road and Old Charleston Road are projected to see 2.5-3% annual traffic increases.
- Modeling Results:
    - Build models were developed for both Calks Ferry Road and Old Charleston Road interchange concepts.
    - Key findings:
        - Longs Pond Road congestion decreases by 16% with a Calks Ferry Road Interchange when compared to the “no build” model.
        - Old Charleston Road interchange reduces congestion by only 6-7%.

        - Calks Ferry Interchange Build Scenario shows Average Daily Traffic (ADT) totaling between 13,000 and 15,000 vehicles per day. Old Charleston Road showed significantly lower volumes.
- Ongoing Analyses
    - Traffic operations analysis and Crash/Safety Analysis are underway for three Calks Ferry Build alternatives and the No-Build scenario.
    - Design volumes will help to identify a Preferred Alternative paired with public input and impact data.
- Additional Discussion:
    - A new interchange at Calks Ferry Road will allow Longs Pond congestion to be tolerable for a longer time.

Conceptual Roadway Design/Interchange Design: Dan Moses

- Dan presented three interchange concepts developed with considerations for constructability, environmental impacts, I-20 operations, and right-of-way needs.
    - All three alternatives include replacing the existing Calks Ferry Road bridge.
- Alternative 1 – Traditional Rural Diamond + Loop
    - Adds a loop in the southwestern quadrant with the highest morning traffic demand.
    - Provides a free-flow movement for the dominant turning pattern – southbound traffic on Calks Ferry towards eastbound I-20.
- Alternative 2 – Diverging Diamond Interchange (DDI)
    - Shifts traffic to the opposite side of the roadway to isolate left-turn movements.
    - Increasingly common in urban areas.
        - Examples can be found at US 176 (exit 97) & I-26, Broad River Road & I-20 as well as many in Atlanta, Charlotte, and upstate SC.
    - Minimizes environmental impacts and offers some construction cost savings.
    - Includes two synchronized signals; no free flow movements but efficient left-turn operations.
- Alternative 3: "Dogbone" Interchange
    - Two roundabouts on either side of I-20
- Operational Analyses
    - Both two-lane and four-lane configurations were evaluated.
        - Four lane performs better across all alternatives and allows for a tie-in with any future widening projects to the north or south of the interchange.
- Former truck stop may allow for construction/staging without acquiring additional ROW, but will require coordination.
- Additional Discussion:
    - Berry and Siobhan discussed floodplain areas within the PSA, potential environmental impacts, and potential relocations.
    - The project team is moving toward comparing alternatives on the basis of traffic operations, safety, environmental impacts, and public input.

Other General Project Topics

- The project will not be funded with one singular source.
- Potential funding sources include:
    - Lexington County Sales Tax
    - CMCOG
    - Legislative Earmarks
    - South Carolina State Infrastructure Bank
    - Possible federal grant application to USDOT
- If fully funded at this point, construction would be anticipated to be 3-4 years away; however, since funding has not been identified, we do not currently have a proposed construction schedule.
- A $10 million legislative earmark may be acquired in 2026.

Path Forward:

- Website launch- April 3rd
  - Will be tied into Lexington County website
- Public Meeting scheduled
  - April 23rd from 5-7PM
  - Boiling Springs Methodist Church
  - 2373 Calks Ferry Road, Lexington, SC 29073
- Preferred Alternative Developed - Summer 2026
- SCDOT/ FHWA Workshop - Fall 2026
- Public Meeting for Preferred Alternative - Fall/Winter 2026
- Complete NEPA Document/Interchange Justification Report - Winter 2026/Early 2027

Public Information Meeting Discussion:

- Some attendees have already observed public pushback.
  - The project team wants all comments whether citizens are in favor of the project or not.
- Public meeting will be drop-in format.
  - Roughly 1,000 postcards will be sent out inviting landowners and community members to attend.
  - Four road signs along the corridor have been installed with information about the project.
  - County will be advertising on their social media.
  - The project team will take comments and will have an online submittal option.
- The project team is approaching the public meeting with lots of information with the intention to be as transparent and receptive as possible.
  - Will put out P&N and available info.
  - Want the message to be that this project will ease growth instead of growth later causing problems.

Future Work Needed (currently unfunded)

- R/W and Construction Design
- R/W Acquisition
- USACE Permitting

Calks Ferry Road Interchange Improvements
Lexington, SC

Lexington County Project

MONTHLY MEETING AGENDA

SCHEDULE:

Location: Microsoft Teams
Time: Wednesday, July 8, 2026 – 10:00 a.m. to 11:00 a.m.

ATTENDEES:

- Josh Meetze (SCDOT), Derrick Pratt (Lex Co), Gavin McMahon (SCDOT), Ed Frierson (SCDOT), Rickele Gennie (FHWA), Aaron Dawson (FHWA), Olivia Roach (MH), Jordan Palmer (MH), Klye Roberts (MH), Berry Still (MH), Brent Rewis (WS), Gail Kogut (WS)

DISCUSSION ITEMS:

Environmental Updates: Olivia Roach/Berry Still

- Current Work
  - Presented the Final Draft Alternatives Matrix
    - Berry briefly went over the 3 Alternatives that were being considered: Alt #1- Partial Cloverleaf, Alt #2- Diverging Diamond, Alt #3- Dogbone. He clarified the notation at the bottom of the alternative matrix. The alternatives matrix compares the interchange concepts for Calks Ferry Road and I-20. Additional widening and intersection improvements will be required within the study corridor, but those modifications are consistent for all three alternatives so they were not included in this analysis since they would not alter the decision.
    - Olivia presented the social and ecological impacts of the project.
      - Alt #2 had the largest amount of social and ecological impact.
      - Alt #1and Alt #3 were very similar in social and ecological impacts with Alt #1 having a slightly higher stream impact (100 LF) and a slightly lower wetland impact (.26 acres) than Alt #3.
      - Both alternatives had similar levels of services and traffic operated effectively in the design year.
    - Berry discussed the engineering methodology that was evaluated since Alt #1 and Alt #3 were so similar in social and ecological impacts.
      - The MH design team evaluated each alternative based on three engineering criteria: 1.) Construction/MOT complexity, 2.) Driver expectation, 3.) Future Expansion Capacity.
      - Based on our evaluation of these three engineering factors, Alt #1had the least complex constructability, the highest driver familiarity, and was the easiest alternative to expand in the future. Rickele mentioned that the additional engineering evaluation factors made sense and helped justify the selection Alt #1 as the preferred alternative.
  - Anticipated EA Schedule
    - Draft EA submitted to SCDOT and FHWA for review in September
    - Public Hearing to be conducted in mid-November
    - Public Hearing certified end of December
    - EA approved late January
    - IJR will follow the same track

ACTION ITEMS:

- Execute IGA
- Set Public Hearing Date
- Finalize Traffic Report
- Met with Lexington County to develop Funding Scenarios
- Perform Noise Study on preferred alternative

Calks Ferry Road Interchange Improvements
Lexington, SC

Lexington County Project

ACE MEETING MINUTES

SCHEDULE:

Location: SCDOT Headquarters (in-person), Microsoft Teams (online)
Time: Thursday, August 13th, 2026 – 10:00 a.m. to 12:00 p. m.

ATTENDEES:

- Berry Still (MH), Jordan Palmer (MH), Siobhan Gordon (MH), Olivia Roach (MH), Sean Connolly (SCDOT), Amber Mercer (SCDOT), Ed Frierson (SCDOT), Rachel Chamberlain (MH), Jason Erick (MH), Nathan White (MH), Anne Mathis (SCDOT), Kolby Altabet (SCDNR), Haley Smarr (SCDES), Elizabeth Norregaard (SCDNR), Mary Sherrer (SHPO), Michael Queen (SCDOT)

DISCUSSION ITEMS:

Calks Ferry/I-20 Interchange, by Siobhan Gordon

- Presentation
    - Siobhan gave a presentation on the proposed I-20/Calks Ferry Interchange project, in Lexington County, SC. Items discussed include:
        - Project Context
            - Lexington County, in conjunction with SCDOT and FHWA, proposes a new full access interchange at the existing Calks Ferry over I-20 overpass as well as improvements to nearby intersections. DOT evaluations occurred in 2022, and in 2024 an earmark of $1 million dollars was granted to the county for an IJR and EA[BS1][SG2].
            - A lack of connectivity between I-20 and the western portion of both the Town of Lexington and Lexington County creates a need for this project. It will alleviate congestion from development, intensive zoning, and general growth.
        - Project Study Area (PSA)
            - The project study area for this proposed project is about 8 miles southwest of the center of the Town of Lexington, centered along Calks Ferry Road from Two Notch Road to Cheryse Drive.
            - Per the request of DOT, two other alternative locations were discussed: improvements to the existing interchange with Longs Pond Road (Exit 51), or the construction of a new interchange at Old Charleston Road. It was determined that the Longs Pond Road alternative would fail to improve connectivity between I-20 and the western reaches of Lexington County, and as such, not be suitable. The Old Charleston Road alternative would not be suitable as well, as the road is zoned as restricted development and was forecasted to reduce traffic congestion by 6% as opposed to Calks Ferry's 16%.
        - Project Schedule
            - Aerial and field surveys, zoning and land development analysis, traffic and crash analysis, alternative design development, FHWA workshop and the public involvement meeting have been completed. The IJR, EA, noise analysis, and public hearing have not been completed yet.
        - Alternative Designs:
            - Three alternative designs were developed for the proposed interchange. Concept 1 was a partial cloverleaf, Concept 2 was a diverging diamond, and Concept 3

was a dual roundabout/diamond. The alternatives were developed to address forecasted traffic flow and routing. The highest traffic volumes of this project are expected to be Calks Ferry Road southbound to eastbound I-20.

- In all of the alternative designs, three residential relocations are expected, all located at the site of the interchange. Impacts to farmland as well as threatened and endangered species remain comparable between all of the alternatives. Alternative 2 has higher impacts to floodplains and waters, and Alternatives 1 and 3 are comparable to one another in terms of waters and floodplains impacts.
- Traffic maintenance, construction complexity, driver expectations, and future expansion flexibility are the best for Alternative 1. Expected costs are consistent across all of the alternatives[BS3].
- The calculations for the impacts of each alternative were calculated based solely on their respective interchange concepts, as future widening along Calks Ferry Rd and intersection improvements within the PSA would be the same for each alternative.

- Preferred Alternative (Alternative 1, Partial Cloverleaf):
  - ROW acquisition increases with the preferred alternative, as considerations for the preferred alternative take into account Calks Ferry Road to Two Notch Road to the north and Cheryse Drive to the south. These additional impacts would occur with any of the build alternatives. No increased impacts to threatened and endangered species are expected, and impacts to waters were narrowed down and accounted for with riprap in order to be more specific. Presented waters impact differs from the fact sheet as the fact sheet did not include riprap considerations.
  - 53 residential impacts are expected, mostly slivers of parcels due to road widening. Three commercial and eight undeveloped parcels are expected to be impacted. Relocation studies for the three aforementioned residential relocations were done as part of the EA.
  - The project study area was expanded, largely within existing right of way except for 0.49 acres in the southwestern quadrant. These expansions were made to incorporate adequate storage capacity for turning lanes, ramp configurations, and the tapering of travel lanes.
- Field Surveys
  - Aquatic resource delineations were done in 2025. Seven (7) wetlands, eleven (11) tributaries, and two (2) ephemeral features were identified. The preferred alternative is expected to impact 1.0 acre of wetlands, and 942-lf/0.11 acres of streams. Red Bank Creek is within the FEMA flood zone in the PSA, and 3.2 acres of Zone A/AE is expected to be impacted. SCDOT floodplain checklist is in progress.
  - A Phase I ESA has been completed. No RECs were identified within the PSA, and existing off-site RECs were determined to have no impact on the PSA due to elevation.
  - Cultural Resources field surveys were done in 2025. A new archeology site and five new architectural resources were identified, though none of these are NRHP-eligible. The Catawba Indian Nation and SHPO concurred with determination. Mary confirmed that SHPO had no concerns with areas included in recent PSA expansions.
  - Data collection for noise analysis has been completed, and the model is being validated. Analysis and report will be prepared in September.
- Public Involvement:
  - A public involvement meeting occurred in April of 2026, with 111 attendees and 400+ comments[BS4][SG5]. 70% of respondents supported a new interchange in general, and 66% supported an interchange at Calks Ferry Road. 56% of

respondents said it would make their trips easier. 23% of respondents disagreed, but it is likely that these respondents live along Calks Ferry Road and would be directly impacted by construction efforts. Design has accounted for these concerns.

- Public hearing is planned to be held on November 17th, 2026, after EA submittal and review.

- Q + A, Comments:
  - **Sean Connolly (SCDOT):** Is this project in the LRTP?
  - **Berry Still (MH):** Not at this stage, but we will be in contact with the MPO about this and funding going forward.
  - **Sean Connolly:** Was a traditional diamond evaluated?
  - **Siobhan Gordon (MH):** The project team looked at this and many other types. A traditional diamond had poor traffic performance in comparison to our proposed alternatives. SCDOT mentioned that a diverging diamond and dogbone both counted as a diamond type in relation to the interaction with I-20, and encouraged a loop option at early meetings.
  - **Haley Smarr (SCDES)**: Does this seem like it'll fit under an RGP?
  - **Siobhan Gordon (MH)**: No, but only because it is a new access interchange. From an impact perspective it could, but due to its nature, it wouldn't.
  - **Haley Smarr (SCDES):** This is under a TMDL for fecal coliform in Congaree Creek. Something to keep in mind for review.
  - **Project Team Response:** We have taken note of this in our EA.
  - **Sean Connolly (SCDOT), to Haley Smarr (SCDES):** SCDOT is not a big contributor to TMDL. What BMPs should we consider for this project?
  - **Haley Smarr (SCDES):** Nothing specific, just something to keep in mind.
  - **Sean Connolly (SCDOT):** We will not be contributing significantly to fecal coliform, but will still keep note of it.
  - **Elizabeth Norregaard (SCDNR):** We provided comments on the LOI back in February, and these comments still stand. The EA will be reviewed by DNR once finalized.
  - **Sean Connolly (SCDOT):** Do we still assume presence for protected species, like we have done historically? We would like to avoid delays and moratoriums, as this could avert contractor bids. Could the DNR provide guidance?
  - **Elizabeth Norregaard (SCDNR):** The DNR requests more trapping surveys if suitable habitat is present, but we could work on monitoring this before and during construction, as well as during BMP implementation to avoid impacts to species. I would prefer to loop Lorianne Riggin in before making any commitment/decision.
  - **Siobhan Gordon (MH):** Adhering to both bat and turtle moratoriums are probably not feasible, but we could make a commitment for the turtle to maximize agency coordination should we be unable to find a specific answer. Assuming the project receives more funding going forward, if surveys are needed, they won't be brought into the EA, but commitments can be made for later in project development.
  - **Sean Connolly (SCDOT):** How were our numbers for proposed state species calculated?
  - **Siobhan Gordon (MH):** We did not make effect determinations, but just observed whether or not these species were present during site visits.
  - **Mary Sherrer (SHPO):** I agree with M&H cultural staff that no issues would exist within the additional PSA as it is mostly ROW. No commitment to addressing additional PSA is necessary.

- Anticipated EA Schedule
  - Internal QC has begun on the Draft EA, and is expected to be done on August 31st
  - Draft EA is still on track to be submitted to SCDOT sand FHWA for initial review in September
  - Secondary EA review will occur in October
  - Noise study is being validated as of right now

- Draft EA is expected to be posted on November 2nd
- Public hearing will be conducted on November 17th
- Public Hearing certified end of December
- IJR will follow the same track