

**CITY OF SIMPSONVILLE: CITY COUNCIL COMMITTEE OF THE WHOLE MEETING
— AGENDA —**

Council Chambers, Simpsonville City Hall | May 26, 2026 | 6 p.m.

1. CALL TO ORDER

Presiding Officer: Paul Shewmaker, Mayor

2. ROLL CALL

Recorder: Justin Campbell, City Clerk

3. PLEDGE OF ALLEGIANCE

4. PROCLAMATION

Maddie Pitts Day

Paul Shewmaker, Mayor

5. PRESENTATIONS

A. Recognition of Simpsonville City Council for Achieving Municipal Elected Officials Institute of Government Honor Roll

Robert Wolfe, Field Services Manager for Municipal Association of South Carolina

B. Traffic Impact Study for traffic calming measures in League Estates, Poinsettia, and along Jones Avenue

Allen Reid, Traffic Project Manager for Impact Designs, Inc.

6. APPROVAL OF MINUTES

Committee of the Whole Meeting on April 28, 2026

7. CITIZEN COMMENTS

(Code of Ordinances: Chapter 2. Article II. Division 2. Sec. 2-69.b.1) Citizens of the City or others who have standing in the City, such as business owners, shall be entitled to appear before council at regular meetings. Such persons may speak regarding matters that are within the jurisdiction of the City, except for personnel matters. At least 10 minutes prior to the time the meeting is scheduled to commence, such person wishing to appear before council must place his or her name, address, and topic to be addressed on the public comments sign-up list maintained by the City Clerk. Individual comments shall be limited to three minutes.

8. STAFF REPORTS

Department heads will be available to ask any questions concerning the Unified Departments Report, which includes the Fire, Police, Parks & Recreation, and Public Works departments.

A. Financial Report

Maria Tooley, Finance Director

B. City Administrator Report

Tee Coker, City Administrator

9. BUSINESS

A. Ordinance O-2026-07, to subject any future franchise agreement request for telecommunication services or otherwise to Council approval pursuant to an agreed-upon franchise agreement

Charlene Carter, City Planner



- B. Discussion of Traffic Impact Study, proposing implementing recommendations for traffic calming measures in League Estates, Poinsettia, and Jones Avenue**
Paul Shewmaker, Mayor

10. EXECUTIVE SESSION

- A. To conduct a semi-annual evaluation of the City Administrator as required by the Simpsonville, S.C. Code of Ordinances § 2-166(b), as allowed by S.C. Code of Laws § 30-4-70(a)(1)**
- B. To discuss employment matters related to the Administration Department, as allowed by S.C. Code of Laws § 30-4-70(a)(1)**

Upon coming out of Executive Session, Council may reconvene the meeting to act on matters discussed in Executive Session, including both item 10.A. and item 10.B.

11. ADJOURNMENT



City of Simpsonville – Submission of Agenda Item

(Due at 12 p.m. on the Tuesday prior to the meeting)

To: Justin Campbell, Clerk of Council

From: Mayor Shewmaker

Department: City Council

Date Submitted: 05/15/2026

Please include the following item on the agenda for:

Committee of the Whole Meeting (4th Tuesday of the month) **Date:** 05/26/2026

Business Meeting (2nd Tuesday of the month) **Date:**

Agenda Item Title: Proclamation of Maddie Pitts Day

Summary of Item / Purpose:

Proclamation honoring Maddie Pitts for being the statewide winner of the Keep SC Beautiful poster contest for grades one through five.

Action Requested of Council:

- Discussion Only
- First Reading
- Second Reading
- Approval / Vote
- Other: Proclamation

Are supporting documents attached?

Yes No

City of Simpsonville

Proclamation

WHEREAS, the City of Simpsonville takes great pride in recognizing the achievements of its young citizens whose talents, creativity, and leadership bring honor to our community; and

WHEREAS, Madelynn “Maddie” Pitts, a student at Bell’s Crossing Elementary School, has distinguished herself through outstanding artistic achievement and dedication to environmental stewardship; and

WHEREAS, Maddie Pitts was named the Overall Winner of the 2026 Governor’s Art Contest on Litter Prevention, a statewide competition sponsored in support of the Keep South Carolina Beautiful initiative in partnership with Palmetto Pride; and

WHEREAS, the contest, themed “Litter Trashes Everyone,” received thousands of submissions from students across South Carolina in grades kindergarten through fifth grade, making Maddie’s achievement an extraordinary honor; and

WHEREAS, Maddie Pitts and the other state finalists were formally recognized at the South Carolina State House alongside Pamela Evette for their commitment to creativity, civic responsibility, and environmental awareness; and


WHEREAS, Maddie’s accomplishment reflects not only her exceptional artistic talent, but also the values of community pride, public service, and environmental care embraced by the citizens of Simpsonville;

NOW, THEREFORE, I, Paul Shewmaker, Mayor of the City of Simpsonville, South Carolina, on behalf of the Simpsonville City Council, do hereby proclaim May 27, 2026, as

MADDIE PITTS DAY

in the City of Simpsonville, and encourage all citizens to join in congratulating Maddie for her remarkable achievement and for representing our community and the State of South Carolina with excellence.

IN WITNESS WHEREOF,
I have set my hand and caused the seal of
the City of Simpsonville to be affixed
this 26th day of May in the year of our Lord 2026.


Paul Shewmaker, Mayor



SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Justin Campbell

Department: Administration

Date Submitted: 05/18/2026

Please include the following item on the agenda for (date of meeting):

Agenda Item Title:

Recognition of Simpsonville City Council for Achieving Municipal Elected Officials Institute of Government Honor Roll

Summary of Item/Purpose:

Presentation of plaque by Municipal Association of South Carolina via Field Services Manager Robert Wolfe recognizing Simpsonville City Council for achieving Honor Roll for the Municipal Elected Officials Institute of Government

Action Requested of Council:

- Discussion Only
- Move to Business Meeting
- First Reading
- Second Reading
- Approval/Vote (e.g. resolutions)
- Presentation
- Proclamation
- Other:

Are supporting documents attached?

- Yes
- No



SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Jon Derby

Department: Planning

Date Submitted: 05/20/2026

Please include the following item on the agenda for (date of meeting):

Agenda Item Title:

Traffic Impact Study

Summary of Item/Purpose:

A presentation by Traffic Project Manager Allen Reid of Impact Designs, Inc. on the study conducted to analyze alternative traffic calming measures to reduce cut-through traffic in the League Estates and Poinsettia neighborhoods and on or around Jones Avenue as directed by Council

Action Requested of Council:

- Discussion Only
- Move to Business Meeting
- First Reading
- Second Reading
- Approval/Vote (e.g. resolutions)
- Presentation
- Proclamation
- Other:

Are supporting documents attached?

- Yes
- No

May 22, 2026

Jon Derby
Planning Director
City of Simpsonville
425 E. Curtis Street
Simpsonville, SC 29681

Subject: Simpsonville Traffic Calming – Transportation Technical Memorandum

Mr. Derby,

Impact Designs, Inc. has completed a review of residential areas around downtown Simpsonville for traffic calming recommendations to reduce cut-through traffic by non-residents. This memorandum summarizes the findings and proposed improvements resulting from the analysis.

Project Description

The City of Simpsonville is interested in exploring traffic calming solutions to reduce cut-through traffic in residential areas. This effort focuses on three neighborhoods around downtown Simpsonville: League Estates, the Poinsettia Community, and Jones Avenue. Figure 1 shows a map of the three focus areas.

Figure 1 – Study Area Map



Traffic Calming Introduction

According to the Federal Highway Administration (FHWA), the purpose of traffic calming is to “reduce vehicle speeds or volumes on a single street or street network.” However, traffic calming requires a balance of providing connectivity while maintaining a safe environment for street users. While there are many tools in the traffic calming “toolbox”, a brief description of the recommended mitigations is provided below.

Speed Humps

FHWA defines a speed hump as “an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow”. Speed humps are typically three to four inches in height and 12 to 14 feet in length (along the vehicle travel path). Roads suitable for speed humps typically are residential in nature, carry fewer than 4,000 vehicles per day, and have speed limits of 30 miles per hour (mph) or lower. Speed humps are designed to reduce vehicle speeds in the immediate vicinity to 15 to 20 mph. It should be noted that a speed hump can add five to ten seconds of response time for an emergency vehicle. An example of a speed hump is provided below in Figure 2.

Figure 2 – Speed Hump Example



Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.10>

Diagonal Diverter

A diagonal diverter is “a physical barrier placed diagonally across a four-legged intersection”, according to FHWA, and reduces traffic by preventing through movements on all approaches. Diagonal diverters, also called full diverters or diagonal road closures, are intended to redirect through traffic from that route to a more appropriate street, like an arterial or collector. Because diagonal diverters can push traffic onto a different street, consideration should be given to the alternate routes they would create. Emergency response times could be affected, but diagonal diverters can be modified to include removable delineators, breakaway bollards, or mountable curb to allow for access in emergency situations. An example of a diagonal diverter is provided below in Figure 3.

Figure 3 – Diagonal Diverter Example



Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3>

Half Closure

FHWA describes a half closure as “a physical barrier that blocks vehicle travel in one direction for a short distance on an otherwise two-way street”. Half closures, like diagonal diverters, are designed to prohibit certain movements and divert traffic onto another route. Consideration should be given to the alternate routes that a half closure installation would create and to the effect on emergency vehicle routing. An example of a half closure is provided in Figure 4.

Figure 4 – Half Closure Example

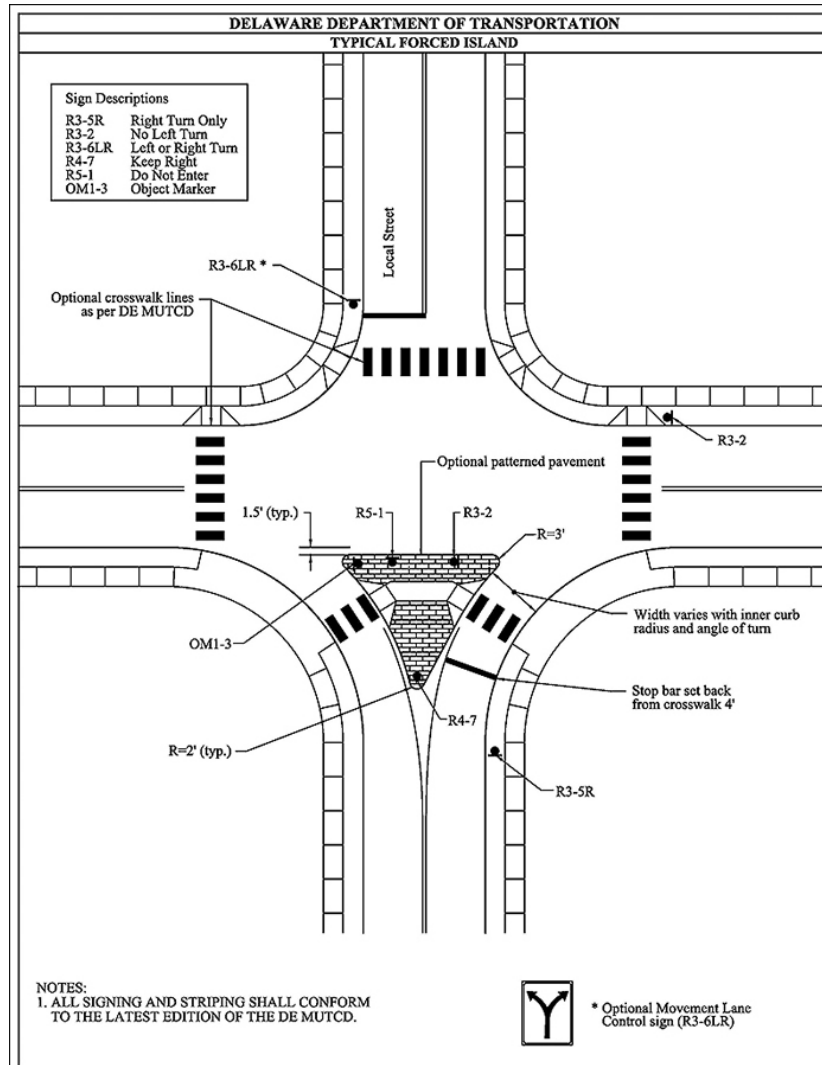


Source: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3>

Forced Turn Island

Forced turn islands are “raised islands that block certain movements on approaches to an intersection”, based on the FHWA description. Like the other mitigations mentioned, forced turn islands are intended to deter cut-through traffic. An example of a forced turn island is provided in Figure 5.

Figure 5 – Forced Turn Island Example



Source: Delaware Department of Transportation

Similar to other movement-restricting installations, consideration should be given to the alternate routes that a forced turn island would create and to the effect on emergency vehicle routing.

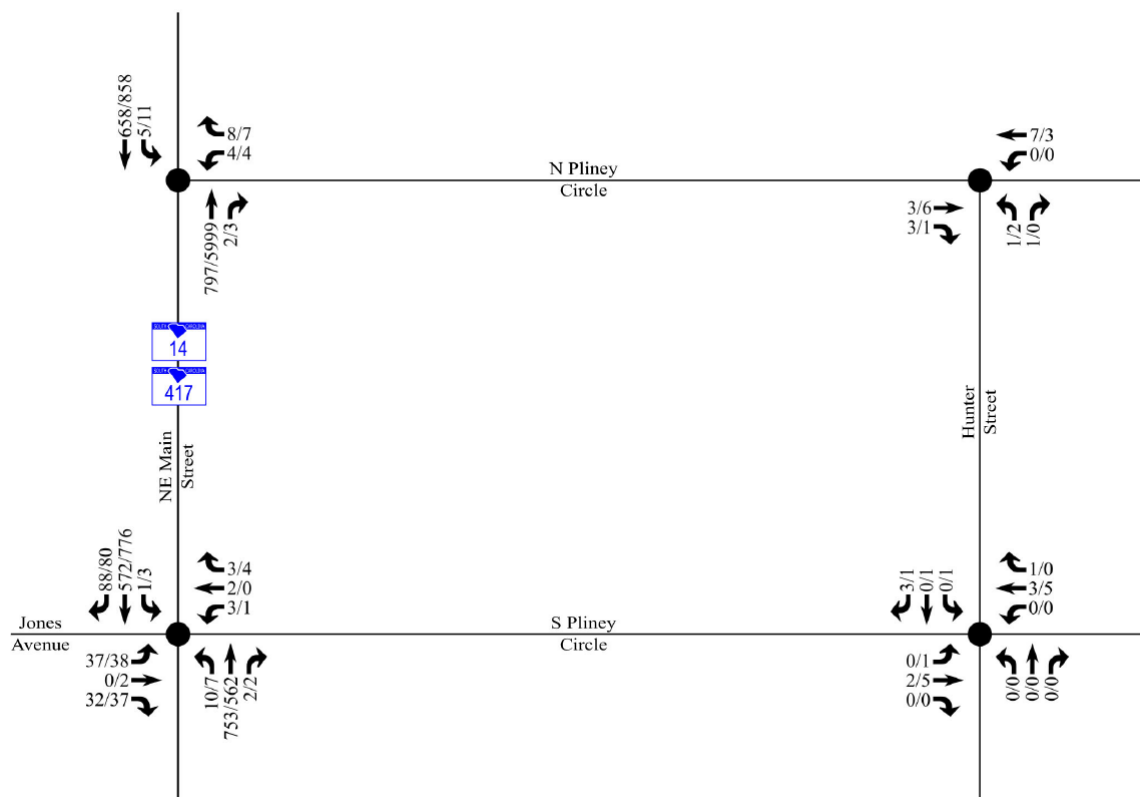
League Estates Neighborhood

The League Estates neighborhood is located to the northeast of downtown Simpsonville. It is comprised primarily of N. Pliney Circle, S. Pliney Circle, Hunter Street, Perry Avenue, and Lily Street. League Estates is an established residential area with existing connections only to N.E. Main Street. Hunter Street formerly connected to Jonesville Road but has been permanently blocked off by concrete barriers as a means to deter cut-through traffic to and from N.E. Main Street. Residents have expressed a desire to remove these barriers to restore the connectivity to Jonesville Road, but there are still concerns that the cut-through traffic would return.

Existing Peak Hour Traffic Counts

Peak hour traffic counts were collected at four intersections in the League Estates neighborhood. The AM and PM peak hour volumes are summarized below in Figure 6.

Figure 6 – League Estates Existing (2026) Peak Hour Traffic Counts



The traffic counts indicate that existing peak hour volumes on N. Pliney Circle and S. Pliney Circle are very low. Because of the existing Hunter Street closure, it is difficult to estimate the amount of traffic that would use League Estates as a cut-through route. However, it would be expected that the hourly volumes at S. Pliney Circle and N.E. Main Street would increase significantly if the Hunter Street closure is removed without any cut-through deterrent.

Existing Capacity Analysis

An existing capacity analysis was performed for the intersections of N. Pliney Circle and S. Pliney Circle at N.E. Main Street. The results of the analysis are presented below in Table 1.

Table 1 – League Estates Capacity Analysis: Existing (2026)

Intersections	Approach	LOS (Delay in seconds per vehicle)	
		AM	PM
NE Main Street & North Pliney Circle	WB	C (16.9)	C (15.7)
	NB	-	-
	SB	A (9.7)	A (8.9)
NE Main Street & South Pliney Circle / Jones Avenue	EB	F (51.4)	F (59.2)
	WB	D (34.2)	C (20.2)
	NB	A (9.1)	A (9.9)
	SB	A (9.5)	A (8.7)

The capacity analysis indicates that left turn movements from the side streets onto N.E. Main Street are difficult during peak times, which suggests why the residents are considering removing the Hunter Street closure. Without some mitigation in place, these side street movements would likely become more difficult if the Hunter Street closure were removed. The expected increase in cut-through traffic would increase the peak hour queueing on S. Pliney Circle.

Mitigation Discussion and Recommendations

Currently, the Hunter Street closure is limiting virtually all cut-through traffic between Jonesville Road and N.E. Main Street. However, it is also forcing all of the League Estates traffic to enter and exit via N.E. Main Street. It is understandable that residents would request an alternative means of ingress and egress. With the known congestion on E. College Street, drivers will undoubtedly use Hunter Street and S. Pliney to bypass the traffic signal at N.E. Main Street.

To allow for the removal of the Hunter Street closure, S. Pliney Circle would require some level of deterrence for the expected cut-through traffic. However, connectivity to and from Jonesville Road is vital for the League Estates residents. To achieve both of these goals, a diagonal diverter is recommended for the intersection of S. Pliney Circle and Hunter Street. The diagonal diverter would force traffic coming from Jonesville Road to take a right turn onto S. Pliney Circle and travel all the way around N. Pliney Circle to get to N.E. Main Street. The reverse would also be true: traffic coming N.E. Main Street would be forced to use N. Pliney Circle and travel around to get back to Hunter Street. This route could still be an appealing cut-through depending on the severity of the congestion on the main roads, so as a further deterrent, two speed humps on N. Pliney Circle should also be considered.

These improvements will allow the League Estates residents the connectivity to Jonesville Road via Hunter Street while limiting the ability to conveniently use their local streets as a cut-through route.

High-Level Cost Estimate

Speed Humps: approximately \$12,000 total

Diagonal Diverter: approximately \$50,000 for a concrete curb installation

The mitigation plan for League Estates is illustrated on the next page in Figure 7.

Figure 7 – League Estates Mitigation Plan



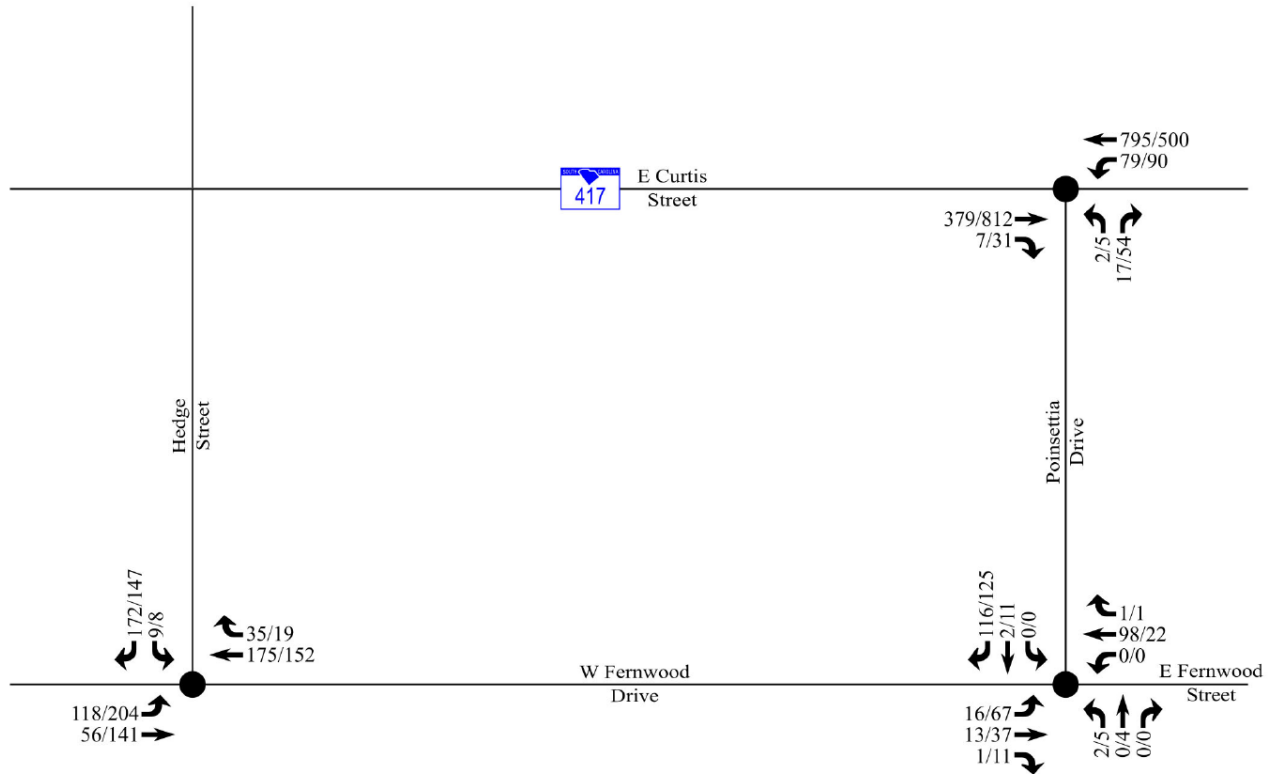
Poinsettia Community

The Poinsettia Community is located to the southeast of downtown Simpsonville, and while it is a large neighborhood, the focus of this analysis is on Fernwood Drive and Poinsettia Drive. The Poinsettia Community is another well-established residential area with multiple accesses to E. Curtis Street, but primarily one access to S.E. Main Street via Fernwood Drive.

Existing Peak Hour Traffic Counts

Peak hour traffic counts were collected at three intersections in the Poinsettia Community. The AM and PM peak hour volumes are summarized below in Figure 8.

Figure 8 – Poinsettia Community Existing (2026) Peak Hour Traffic Counts



The traffic counts at Fernwood Drive and Hedge Street seem to indicate that a significant amount of traffic is using Hedge Street likely to bypass S.E. Main Street traffic. The volumes at Fernwood Drive and Poinsettia Drive do show that some are using this route to get from E. Curtis Street to S.E. Main Street, but the reverse does not appear to be as much of an issue.

Existing Capacity Analysis

An existing capacity analysis was performed for the three intersections. The results of the analysis are presented below in Table 1.

Table 2 – Poinsettia Community Capacity Analysis: Existing (2026)

Intersections	Approach	LOS (Delay in seconds per vehicle)	
		AM	PM
E. Curtis Street & Poinsettia Drive	EB	-	-
	WB	A (8.4)	B (10.6)
	NB	B (13.5)	C (22.2)
Poinsettia Drive & Fernwood Drive	EB	A (7.6)	A (8.1)
	WB	A (7.8)	A (7.5)
	NB	A (7.6)	A (7.6)
	SB	A (7.2)	A (7.4)
	Overall	A (7.5)	A (7.7)
West Fernwood Drive & Hedge Street	EB	A (8.0)	A (8.1)
	WB	-	-
	SB	B (11.0)	B (10.8)

The capacity analysis does not indicate any capacity concerns at these intersections. All approaches are operating at LOS C or better.

Mitigation Discussion and Recommendations

As stated previously, the traffic counts indicate that drivers are likely using Hedge Street to bypass the traffic signal at S.E. Main Street and Curtis Street. Land uses on Hedge Street are predominantly commercial with some areas of single-family residential, so the City might decide that some cut-through traffic on Hedge Street is acceptable. However, if the City would prefer to restrict that cut-through route, it is recommended that strategic half closures be installed. A closure of the northbound lane at Moore Street and the southbound lane at Crisp Street would prevent anyone from using the Hedge Street to connect E. Curtis Street and Fernwood Drive, forcing drivers back to the main roads.

High-Level Cost Estimate

Hedge Street Medians: approximately \$120,000 total

The Hedge Street mitigation plan is illustrated on the next page in Figure 9.

Figure 9 – Hedge Street Mitigation Plan



The Hedge Street improvements, detailed on the previous page, are likely to increase the amount of cut-through traffic using Poinsettia Drive. To deter this alternative route, a couple of improvements are recommended for Poinsettia Drive. First, it is recommended that the half of the median break be closed on Poinsettia Drive at Fernwood Drive. This would force any traffic coming east on Fernwood to turn right and circle around toward Aster Drive. Removing the direct connection to E. Curtis Street via Poinsettia Drive should reduce the number of drivers willing to take this route. To prevent cut-through traffic from E. Curtis Street trying to access S.E. Main Street via Fernwood Drive, a forced turn island is recommended in the southbound lane of Poinsettia Drive at Coralvine Road. This installation would force the southbound traffic to turn onto Coralvine Road and use Aster Road. Adding travel time and reducing convenience along Poinsettia Drive is likely to deter drivers from choosing these neighborhood streets as their alternative route.

High-Level Cost Estimate

Fernwood Median Extension: approximately \$20,000

Coralvine Concrete Median: approximately \$50,000

The mitigation plans for Poinsettia Drive are illustrated on the following pages in Figures 10 and 11.

Figure 10 – Poinsettia Drive at Fernwood Drive Mitigation Plan



Figure 11 – Poinsettia Drive at Coralvine Road Mitigation Plan



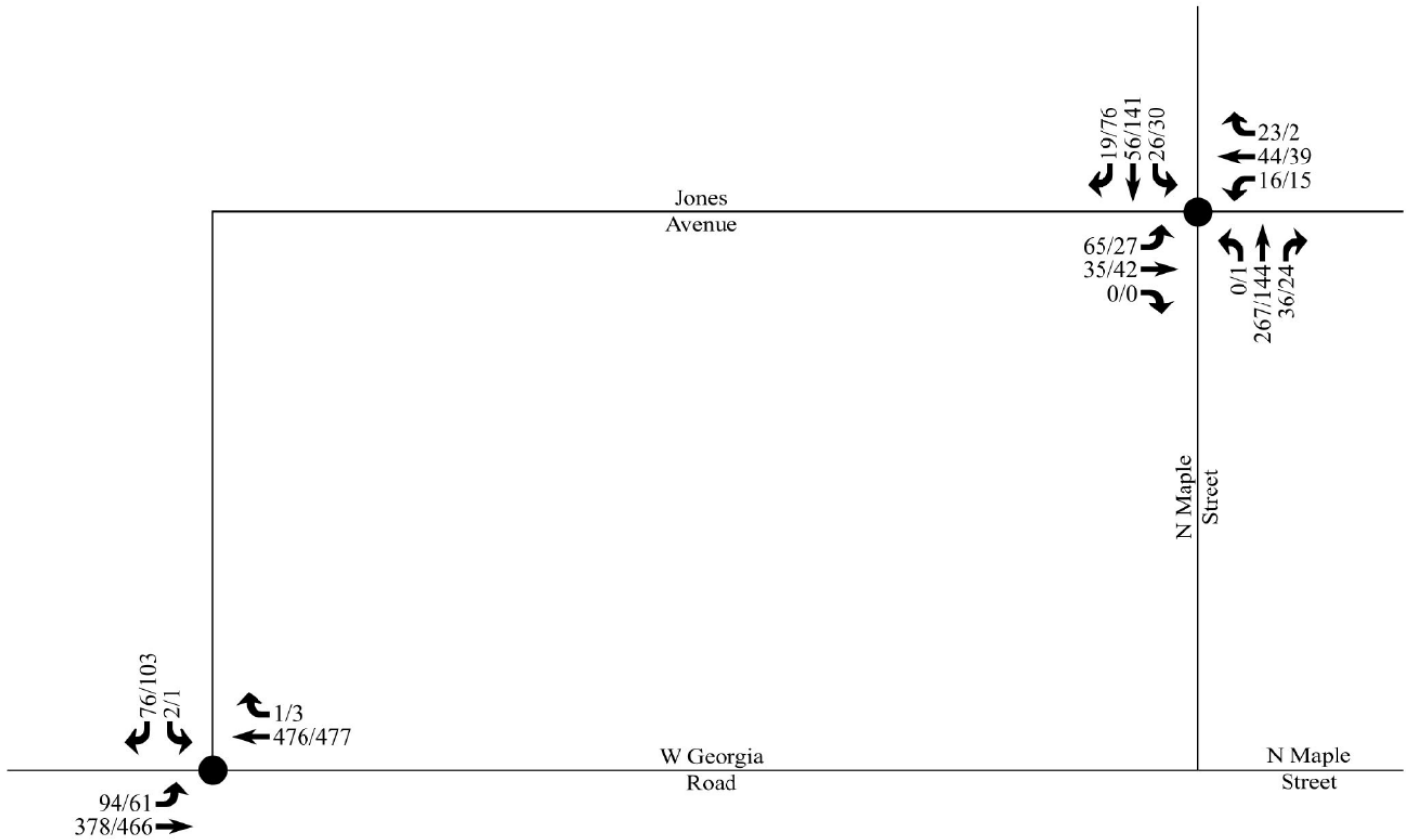
Jones Avenue Neighborhood

The Jones Avenue area is located to the west of downtown Simpsonville and is comprised primarily of Jones Avenue, Bramlett Lane, and Southern Oaks Lane. Jones Avenue connects W. Georgia Road to N. Maple Street, N. Main Street, and N.E. Main Street.

Existing Peak Hour Traffic Counts

Peak hour traffic counts were collected at two intersections along Jones Avenue. The AM and PM peak hour volumes are summarized below in Figure 12.

Figure 12 – Jones Avenue Existing (2026) Peak Hour Traffic Counts



The traffic counts suggest that some traffic is using Jones Avenue to cut from N. Maple Street to W. Georgia Road and visa versa. The peak hour volumes on Jones Avenue are higher than what would be expected from a small residential area.

Existing Capacity Analysis

An existing capacity analysis was performed for the two intersections along Jones Avenue. The results of the analysis are presented below in Table 3.

Table 3 – Jones Avenue Capacity Analysis: Existing (2026)

Intersections	Approach	LOS (Delay in seconds per vehicle)	
		AM	PM
W Georgia Street & Jones Avenue	EB	A (8.8)	A (8.7)
	WB	-	-
	SB	B (13.0)	B (13.3)
N Maple Street & Jones Avenue	EB	A (9.2)	A (8.8)
	WB	A (8.8)	A (8.6)
	NB	B (10.7)	A (8.9)
	SB	A (8.6)	A (9.4)
	Overall	A (9.8)	A (9.1)

The analysis does not indicate that there is an existing capacity issue at either of these intersections. All approaches are expected to operate at LOS B or better.

Mitigation Discussion and Recommendations

Deterring this cut-through route presents some challenges do to the limited alternative routes available to residents. Unlike other areas, cutting off any portion of Jones Avenue is likely to push traffic to Bramlett Lane, which is not wide enough to handle any additional volume, or would create circuitous routes for the local drivers. To not limit connectivity, it is recommended that two speed humps be installed on Jones Avenue on either side of Bramlett Lane. This improvement will force vehicles using Jones Avenue to operate at lower speeds which should deter a portion of the cut-through traffic.

High-Level Cost Estimate

Speed Humps: approximately \$12,000 total

The mitigation plan for Jones Avenue is illustrated on the next page in Figure 13.

Figure 13 – Jones Avenue Mitigation Plan



Summary

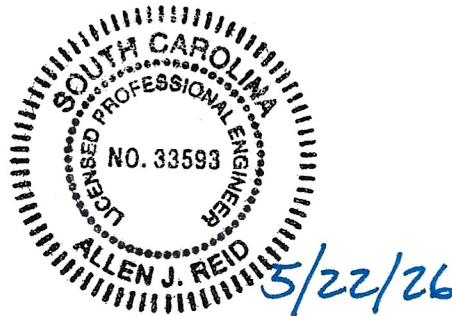
The City of Simpsonville has identified three areas of concern regarding cut-through traffic and is interested in exploring traffic calming strategies in these areas. After a review of existing traffic count data, there do appear to be some relatively low-cost improvements that could be implemented that would make cutting through these areas less direct or would force vehicles to drive at a slower, more appropriate speed. Traffic calming installations, by their nature, do create some inconvenience, but it is a trade-off for fewer vehicles choosing these neighborhood roads as an alternative route.

The recommendations in this report are conceptual, and more detailed plans would likely be necessary prior to implementation. Furthermore, this review should be viewed as an objective recommendation and just the first step in the process. Local input is welcome and would help shape these plans into something the neighborhoods will support.

Please don't hesitate to contact us if you have any questions.

Sincerely,
Impact Designs, Inc.

Allen J. Reid, PE
 Traffic Engineering Project Manager
 220 N. Main Street, Suite 500
 Greenville, SC 29601
 864-420-9386



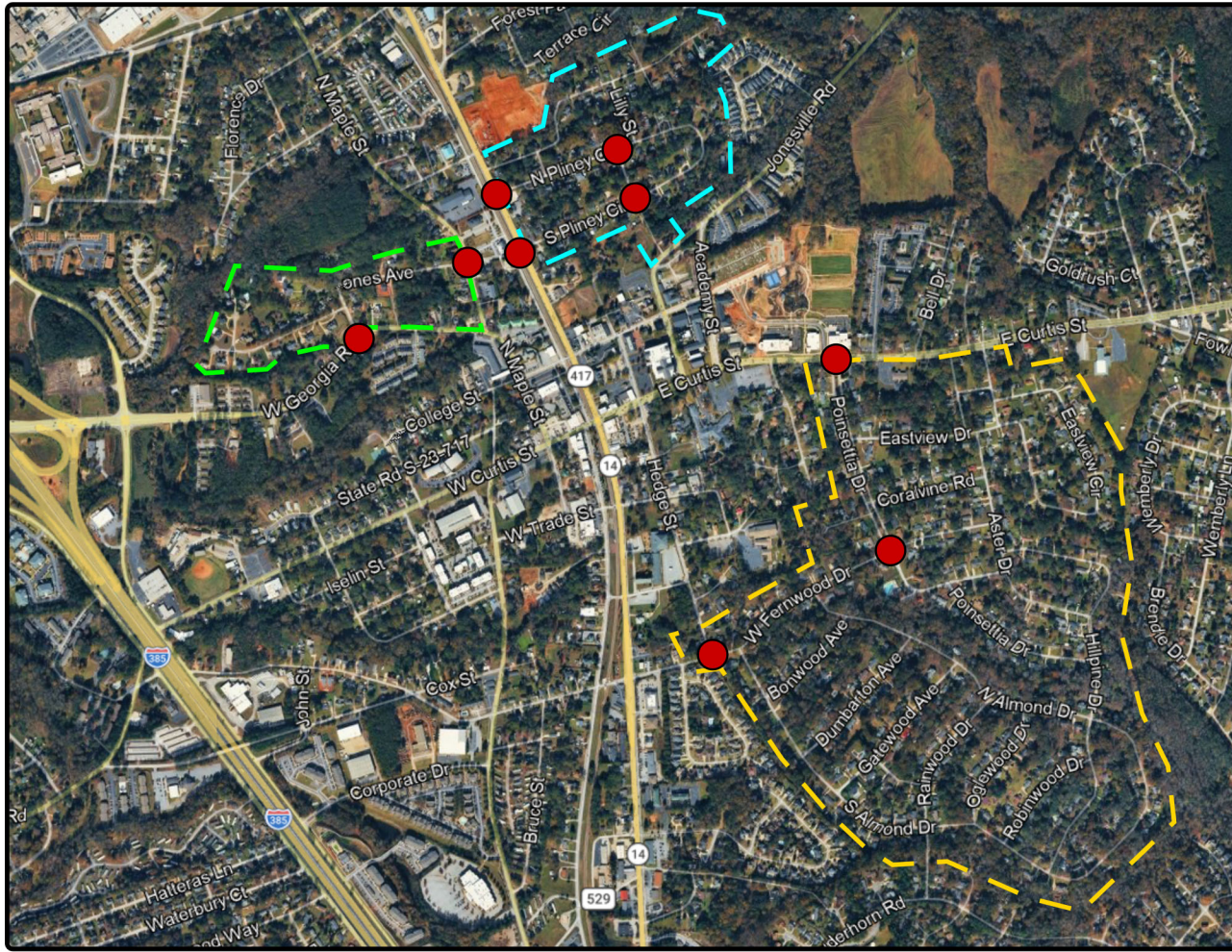
Attachments

- Attachment A – Detailed Figures
 - Figure 1: Study Area Map
 - Figure 2: League Estates Volumes
 - Figure 3: Poinsettia Community Volumes
 - Figure 4: Jones Avenue Volumes
- Attachment B – Mitigation Recommendation Detailed Conceptual Drawings
- Attachment C – Traffic Count Data
- Attachment D – Synchro Analysis Reports

ATTACHMENTS

ATTACHMENT A

DETAILED FIGURES



LEGEND

- - - League Estates Neighborhood
- - - Poinsettia Community Neighborhood
- - - Jones Avenue Neighborhood
- Study Intersections

IMPACT
Designs, Inc.

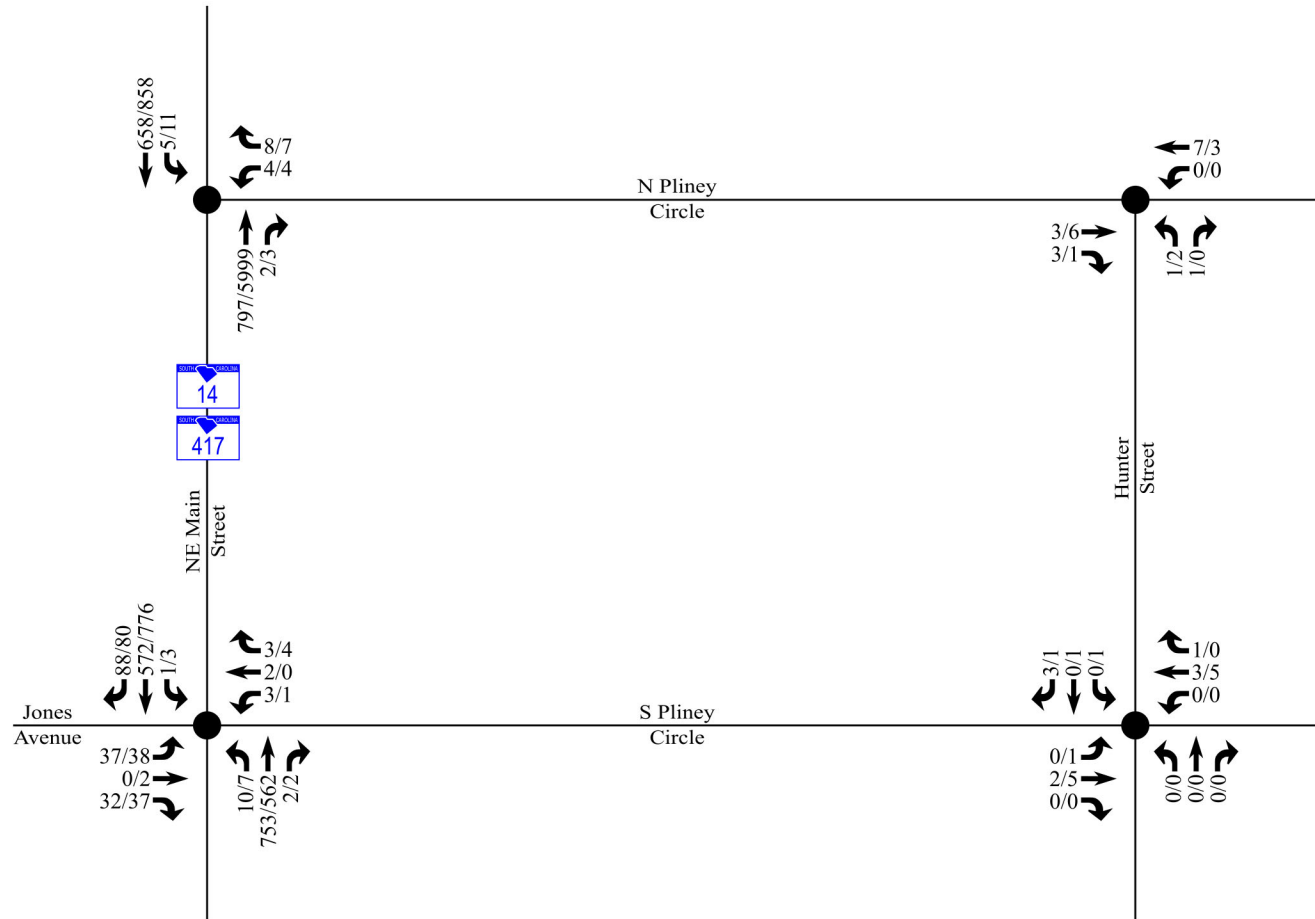
*Simpsonville Traffic Calming
Simpsonville, SC*

Study Area Map

Scale: Not to Scale

Figure

1



LEGEND



Signalized Intersection



Unsignalized Intersection

X/Y → AM / PM Peak Hour Traffic

IMPACT
Designs, Inc.

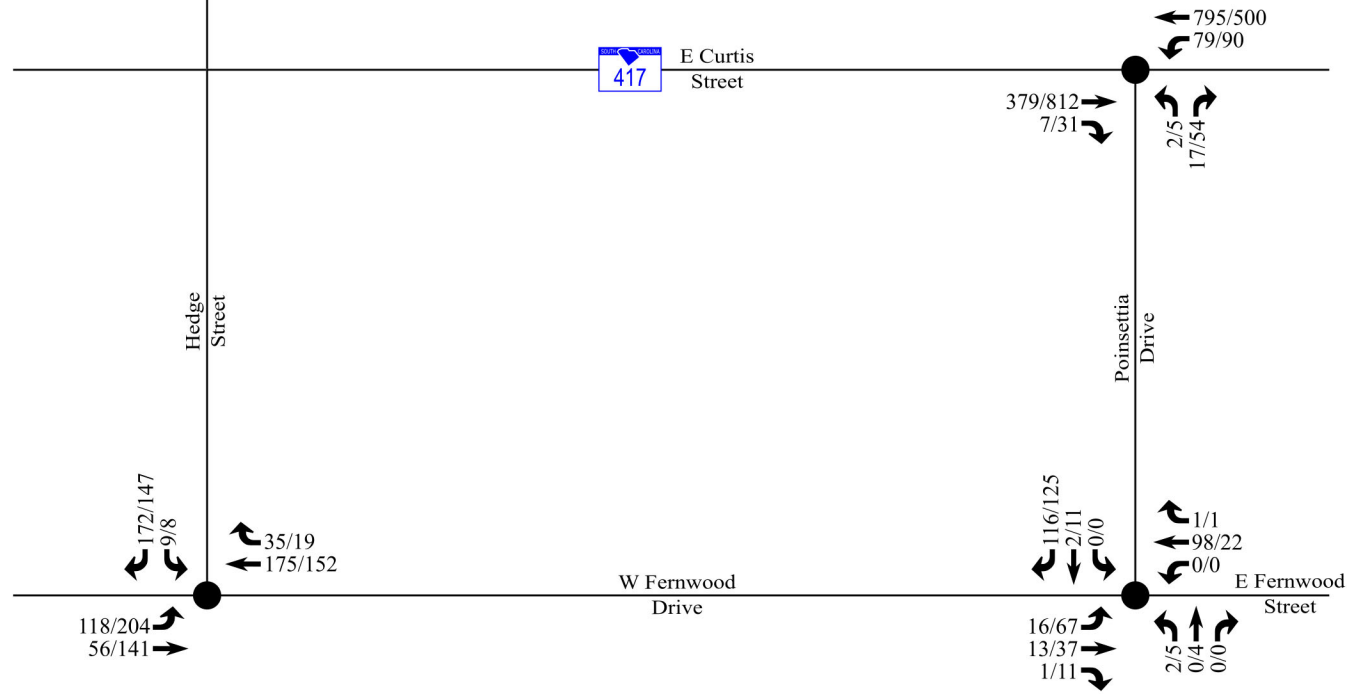
*Simpsonville Traffic Calming
Simpsonville, SC*

League Estates Existing (2026)
Traffic Volumes



Scale: Not to Scale

Figure

2



LEGEND

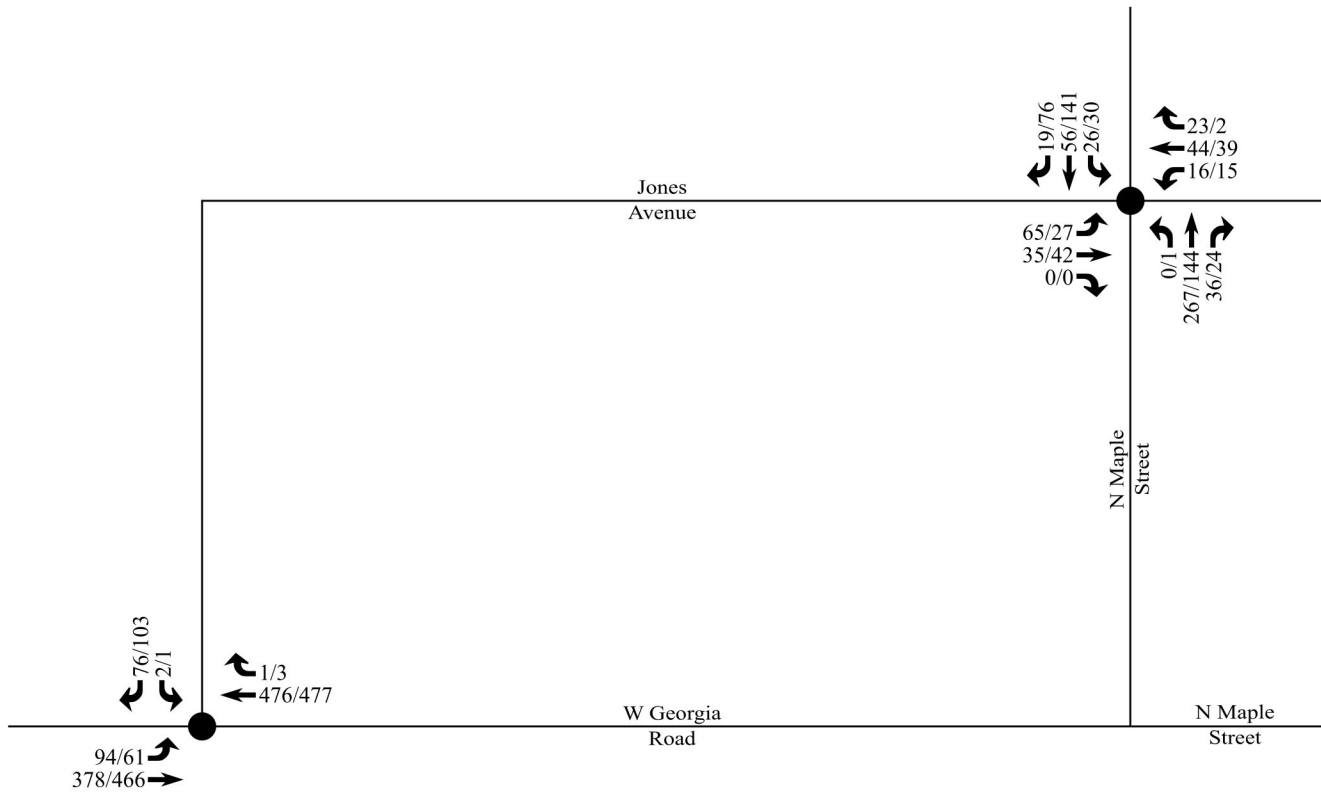
-  Signalized Intersection
-  Unsignalized Intersection
- X/Y → AM / PM Peak Hour Traffic

IMPACT
Designs, Inc.



*Simpsonville Traffic Calming
Simpsonville, SC*

Poinsettia Community Existing
(2026) Traffic Volumes

Scale: Not to Scale	Figure	3
---------------------	--------	---



LEGEND

-  Signalized Intersection
-  Unsignalized Intersection
- X / Y → AM / PM Peak Hour Traffic

IMPACT
Designs, Inc.

*Simpsonville Traffic Calming
Simpsonville, SC*

Jones Avenue Existing (2026)
Traffic Volumes

Scale: Not to Scale	Figure	4
---------------------	--------	---

ATTACHMENT B

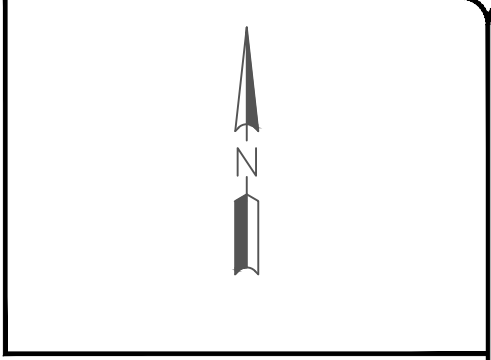
**MITIGATION RECOMMENDATION DETAILED
CONCEPTUAL DRAWINGS**

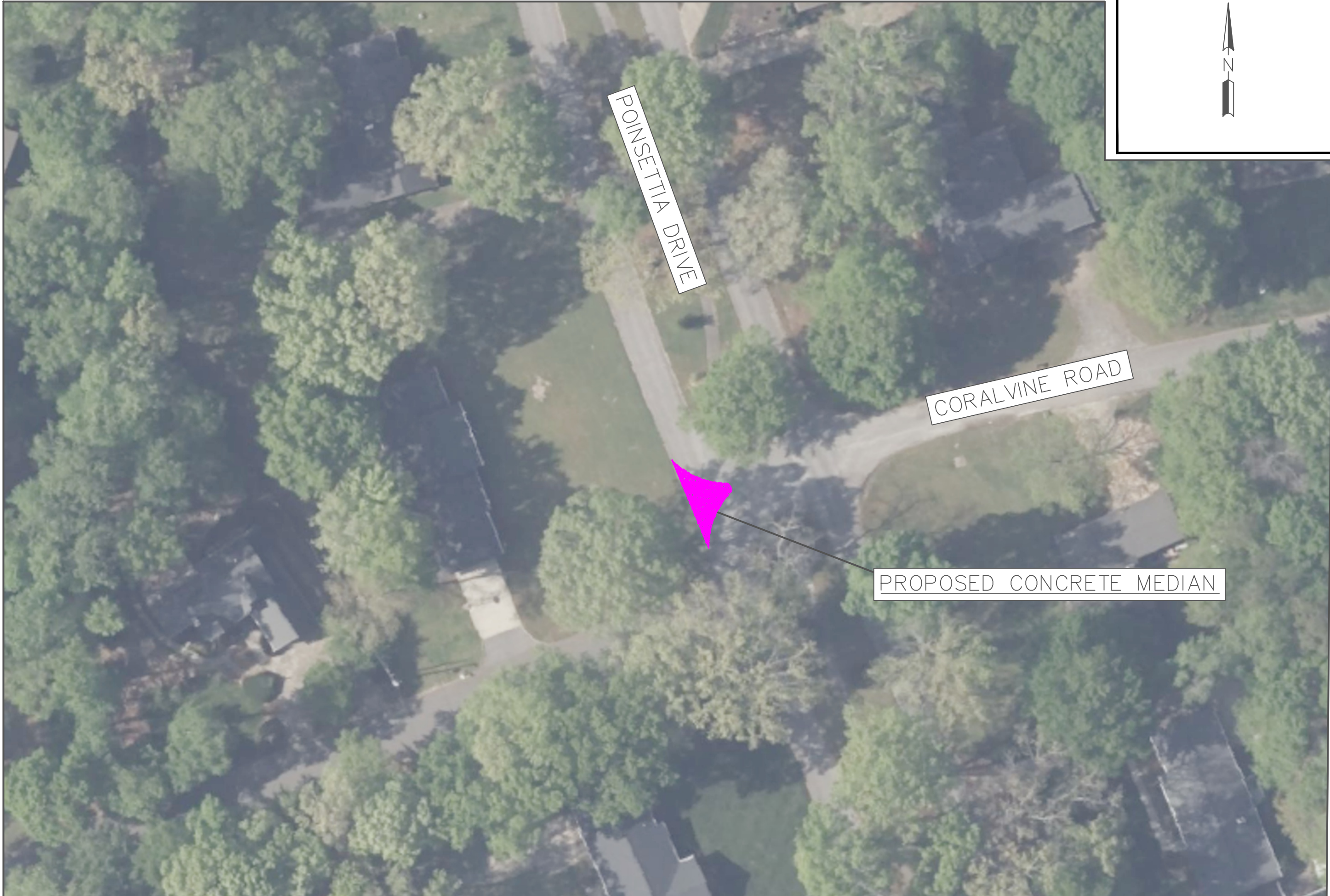


POINSETTIA DRIVE

PROPOSED EXTENSION OF
EXISTING CURB MEDIAN

E FERNWOOD STREET

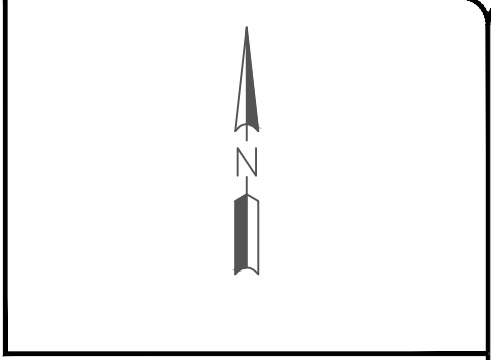


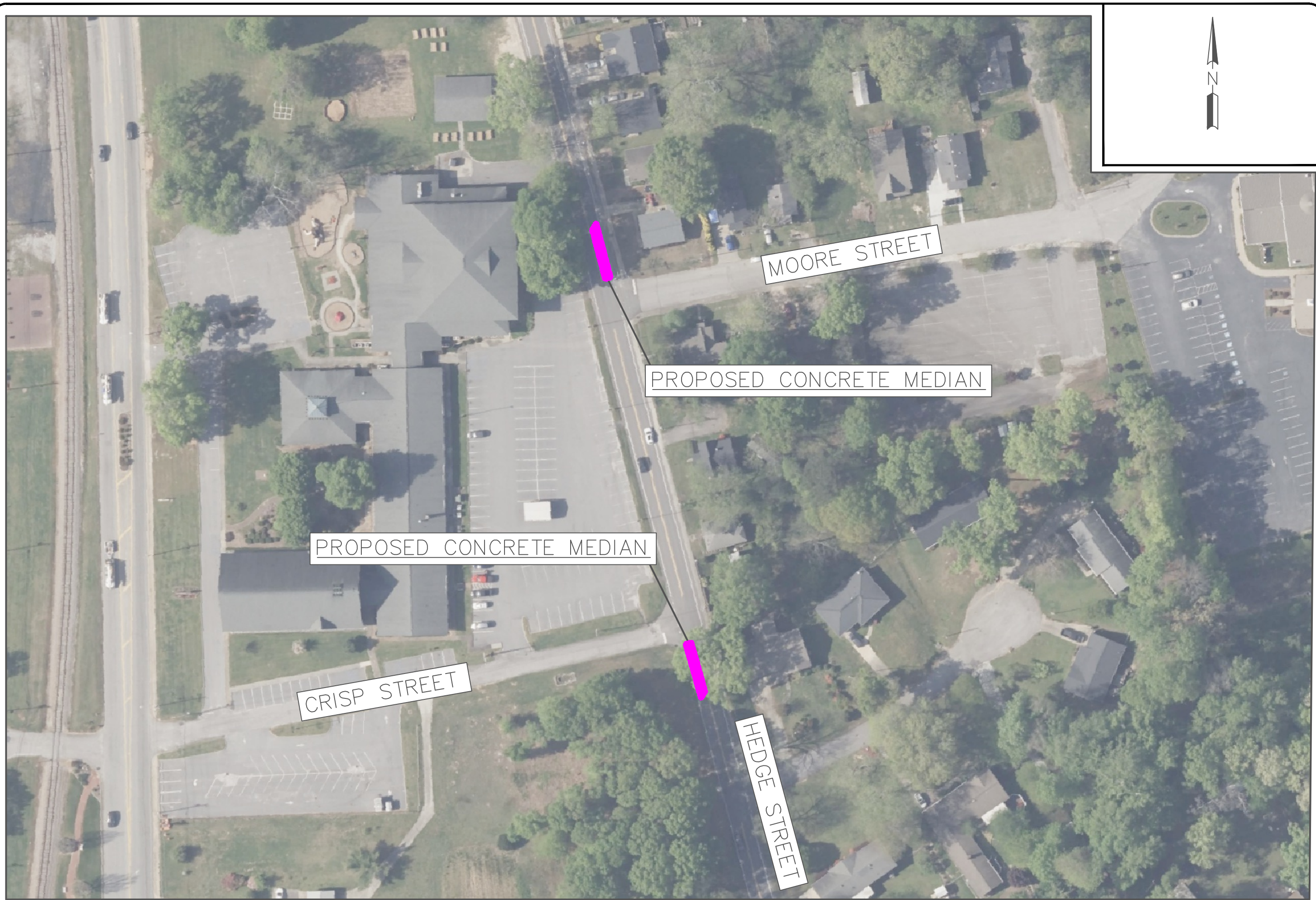


POINSETTIA DRIVE

CORALVINE ROAD

PROPOSED CONCRETE MEDIAN





MOORE STREET

PROPOSED CONCRETE MEDIAN

PROPOSED CONCRETE MEDIAN

CRISP STREET

HEDGE STREET



PROPOSED SPEED HUMP

PROPOSED SPEED HUMP

N PLINEY CIRCLE

HUNTER STREET

PROPOSED CONCRETE MEDIAN

S PLINEY CIRCLE

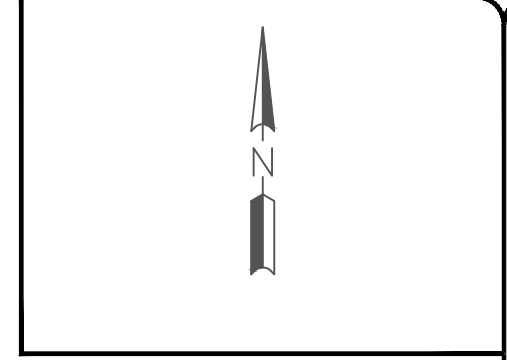
PROPOSED REMOVAL
OF EXISTING BARRIER

PROPOSED CONCRETE MEDIAN

S PLINEY CIRCLE

HUNTER STREET





JONES AVENUE

PROPOSED SPEED HUMP

PROPOSED SPEED HUMP

ATTACHMENT C

TRAFFIC COUNT DATA



TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and Poinsettia Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

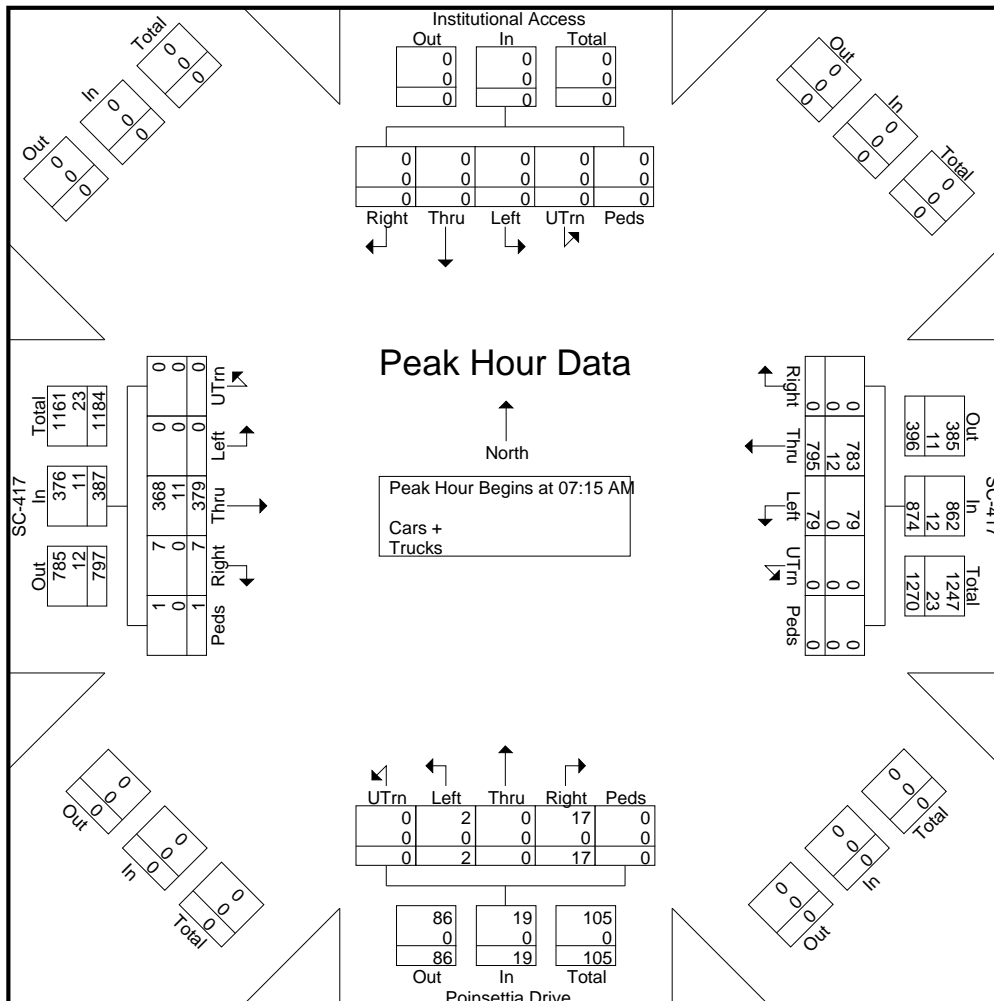
Start Time	Institutional Access Southbound						SC-417 Westbound						Poinsettia Drive Northbound						SC-417 Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	4	173	0	0	177	0	1	0	3	0	4	0	0	63	1	0	64	245
07:15 AM	0	0	0	0	0	0	0	10	248	0	0	258	0	0	0	5	0	5	0	0	107	1	0	108	371
07:30 AM	0	0	0	0	0	0	0	26	196	0	0	222	0	0	0	5	0	5	0	0	89	2	0	91	318
07:45 AM	0	0	0	0	0	0	0	20	190	0	0	210	0	0	0	5	0	5	0	0	104	2	1	107	322
Total	0	0	0	0	0	0	0	60	807	0	0	867	0	1	0	18	0	19	0	0	363	6	1	370	1256
08:00 AM	0	0	0	0	0	0	0	23	161	0	0	184	0	2	0	2	0	4	0	0	79	2	0	81	269
08:15 AM	0	0	0	2	0	2	0	23	150	0	0	173	0	1	0	4	1	6	1	0	91	3	0	95	276
08:30 AM	0	0	0	0	0	0	0	15	153	0	0	168	0	1	0	9	0	10	0	0	89	2	0	91	269
08:45 AM	0	0	0	0	0	0	0	15	158	0	0	173	0	2	0	9	0	11	0	0	89	1	0	90	274
Total	0	0	0	2	0	2	0	76	622	0	0	698	0	6	0	24	1	31	1	0	348	8	0	357	1088
Grand Total	0	0	0	2	0	2	0	136	1429	0	0	1565	0	7	0	42	1	50	1	0	711	14	1	727	2344
Apprch %	0	0	0	100	0		0	8.7	91.3	0	0		0	14	0	84	2		0.1	0	97.8	1.9	0.1		
Total %	0	0	0	0.1	0	0.1	0	5.8	61	0	0	66.8	0	0.3	0	1.8	0	2.1	0	0	30.3	0.6	0	31	
Cars +	0	0	0	0	0	0	0	136	1411	0	0	1547	0	7	0	42	1	50	1	0	693	14	1	709	2306
% Cars +	0	0	0	0	0	0	0	100	98.7	0	0	98.8	0	100	0	100	100	100	100	0	97.5	100	100	97.5	98.4
Trucks	0	0	0	2	0	2	0	0	18	0	0	18	0	0	0	0	0	0	0	0	18	0	0	18	38
% Trucks	0	0	0	100	0	100	0	0	1.3	0	0	1.2	0	0	0	0	0	0	0	0	2.5	0	0	2.5	1.6



TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and Poinsettia Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Institutional Access Southbound						SC-417 Westbound						Poinsettia Drive Northbound						SC-417 Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	0	10	248	0	0	258	0	0	0	5	0	5	0	0	107	1	0	108	371
07:30 AM	0	0	0	0	0	0	0	26	196	0	0	222	0	0	0	5	0	5	0	0	89	2	0	91	318
07:45 AM	0	0	0	0	0	0	0	20	190	0	0	210	0	0	0	5	0	5	0	0	104	2	1	107	322
08:00 AM	0	0	0	0	0	0	0	23	161	0	0	184	0	2	0	2	0	4	0	0	79	2	0	81	269
Total Volume	0	0	0	0	0	0	0	79	795	0	0	874	0	2	0	17	0	19	0	0	379	7	1	387	1280
% App. Total	0	0	0	0	0	0	0	9	91	0	0	0	0	10.5	0	89.5	0	0	0	0	97.9	1.8	0.3	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.760	.801	.000	.000	.847	.000	.250	.000	.850	.000	.950	.000	.000	.886	.875	.250	.896	.863
Cars + Trucks	0	0	0	0	0	0	0	79	783	0	0	862	0	2	0	17	0	19	0	0	368	7	1	376	1257
% Cars + Trucks	0	0	0	0	0	0	0	100	98.5	0	0	98.6	0	100	0	100	0	100	0	0	97.1	100	100	97.2	98.2
% Trucks	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	11	0	0	11	23
% Trucks	0	0	0	0	0	0	0	0	1.5	0	0	1.4	0	0	0	0	0	0	0	0	2.9	0	0	2.8	1.8





TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and Poinsettia Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

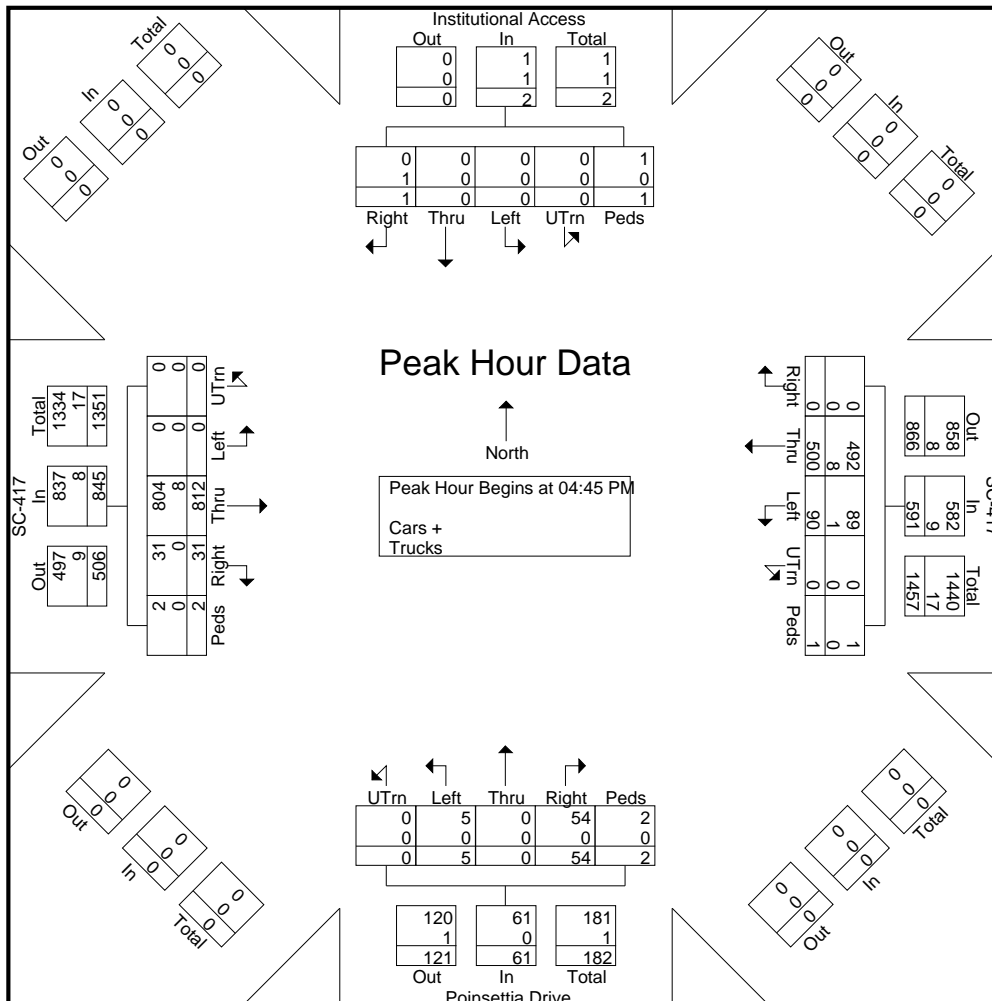
Start Time	Institutional Access Southbound						SC-417 Westbound						Poinsettia Drive Northbound						SC-417 Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	8	103	0	0	111	0	3	0	18	1	22	0	0	194	4	1	199	332
04:15 PM	0	0	0	1	0	1	0	18	96	0	0	114	0	1	0	10	0	11	0	0	193	1	0	194	320
04:30 PM	0	0	0	0	0	0	0	27	115	0	0	142	0	0	0	17	0	17	0	1	180	6	0	187	346
04:45 PM	0	0	0	0	0	0	0	15	118	0	0	133	0	0	0	10	2	12	0	0	215	5	0	220	365
Total	0	0	0	1	0	1	0	68	432	0	0	500	0	4	0	55	3	62	0	1	782	16	1	800	1363
05:00 PM	0	0	0	1	1	2	0	26	115	0	1	142	0	3	0	8	0	11	0	0	211	10	0	221	376
05:15 PM	0	0	0	0	0	0	0	27	128	0	0	155	0	0	0	21	0	21	0	0	207	10	0	217	393
05:30 PM	0	0	0	0	0	0	0	22	139	0	0	161	0	2	0	15	0	17	0	0	179	6	2	187	365
05:45 PM	0	0	0	0	0	0	0	30	132	0	0	162	0	3	0	18	0	21	0	0	171	2	0	173	356
Total	0	0	0	1	1	2	0	105	514	0	1	620	0	8	0	62	0	70	0	0	768	28	2	798	1490
Grand Total	0	0	0	2	1	3	0	173	946	0	1	1120	0	12	0	117	3	132	0	1	1550	44	3	1598	2853
Apprch %	0	0	0	66.7	33.3		0	15.4	84.5	0	0.1		0	9.1	0	88.6	2.3		0	0.1	97	2.8	0.2		
Total %	0	0	0	0.1	0	0.1	0	6.1	33.2	0	0	39.3	0	0.4	0	4.1	0.1	4.6	0	0	54.3	1.5	0.1	56	
Cars +	0	0	0	0	1	1	0	171	931	0	1	1103	0	12	0	117	3	132	0	1	1531	44	3	1579	2815
% Cars +	0	0	0	0	100	33.3	0	98.8	98.4	0	100	98.5	0	100	0	100	100	100	0	100	98.8	100	100	98.8	98.7
Trucks	0	0	0	2	0	2	0	2	15	0	0	17	0	0	0	0	0	0	0	0	19	0	0	19	38
% Trucks	0	0	0	100	0	66.7	0	1.2	1.6	0	0	1.5	0	0	0	0	0	0	0	0	1.2	0	0	1.2	1.3



TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and Poinsettia Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Institutional Access Southbound						SC-417 Westbound						Poinsettia Drive Northbound						SC-417 Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	0	0	0	0	15	118	0	0	133	0	0	0	10	2	12	0	0	215	5	0	220	365
05:00 PM	0	0	0	1	1	2	0	26	115	0	1	142	0	3	0	8	0	11	0	0	211	10	0	221	376
05:15 PM	0	0	0	0	0	0	0	27	128	0	0	155	0	0	0	21	0	21	0	0	207	10	0	217	393
05:30 PM	0	0	0	0	0	0	0	22	139	0	0	161	0	2	0	15	0	17	0	0	179	6	2	187	365
Total Volume	0	0	0	1	1	2	0	90	500	0	1	591	0	5	0	54	2	61	0	0	812	31	2	845	1499
% App. Total	0	0	0	50	50		0	15.2	84.6	0	0.2		0	8.2	0	88.5	3.3		0	0	96.1	3.7	0.2		
PHF	.000	.000	.000	.250	.250	.250	.000	.833	.899	.000	.250	.918	.000	.417	.000	.643	.250	.726	.000	.000	.944	.775	.250	.956	.954
Cars + Trucks	0	0	0	0	1	1	0	89	492	0	1	582	0	5	0	54	2	61	0	0	804	31	2	837	1481
% Cars + Trucks	0	0	0	0	100	50.0	0	98.9	98.4	0	100	98.5	0	100	0	100	100	100	0	0	99.0	100	100	99.1	98.8
% Trucks	0	0	0	1	0	1	0	1	8	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	18
% Trucks	0	0	0	100	0	50.0	0	1.1	1.6	0	0	1.5	0	0	0	0	0	0	0	0	1.0	0	0	0.9	1.2

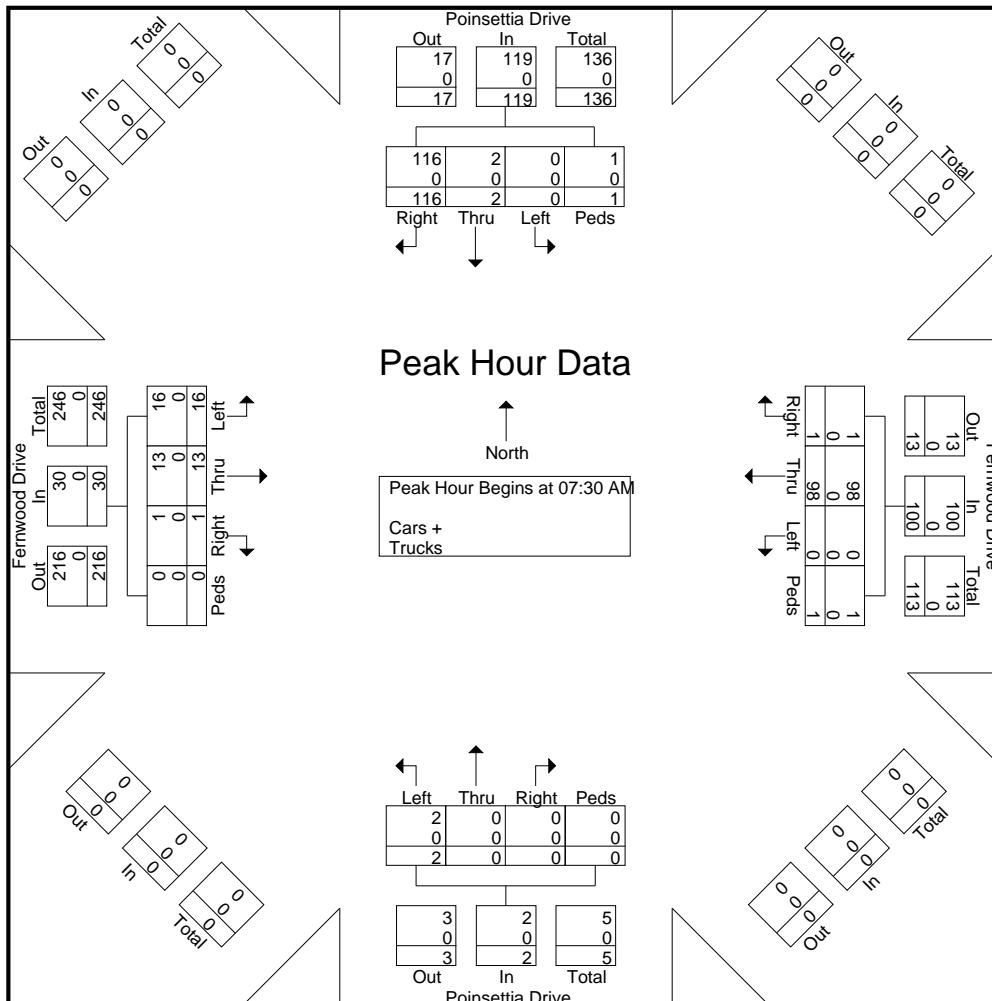




TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - Poinsettia Drive and Fernwood Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Poinsettia Drive Southbound					Fernwood Drive Westbound					Poinsettia Drive Northbound					Fernwood Drive Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	36	0	36	0	25	0	0	25	1	0	0	0	1	5	4	1	0	10	72
07:45 AM	0	1	26	0	27	0	29	0	0	29	1	0	0	0	1	5	6	0	0	11	68
08:00 AM	0	1	25	0	26	0	15	1	0	16	0	0	0	0	0	2	2	0	0	4	46
08:15 AM	0	0	29	1	30	0	29	0	1	30	0	0	0	0	0	4	1	0	0	5	65
Total Volume	0	2	116	1	119	0	98	1	1	100	2	0	0	0	2	16	13	1	0	30	251
% App. Total	0	1.7	97.5	0.8		0	98	1	1		100	0	0	0		53.3	43.3	3.3	0		
PHF	.000	.500	.806	.250	.826	.000	.845	.250	.250	.833	.500	.000	.000	.000	.500	.800	.542	.250	.000	.682	.872
Cars + Trucks	0	2	116	1	119	0	98	1	1	100	2	0	0	0	2	16	13	1	0	30	251
% Cars + Trucks	0	100	100	100	100	0	100	100	100	100	100	0	0	0	100	100	100	100	0	100	100
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - Poinsettia Drive and Fernwood Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

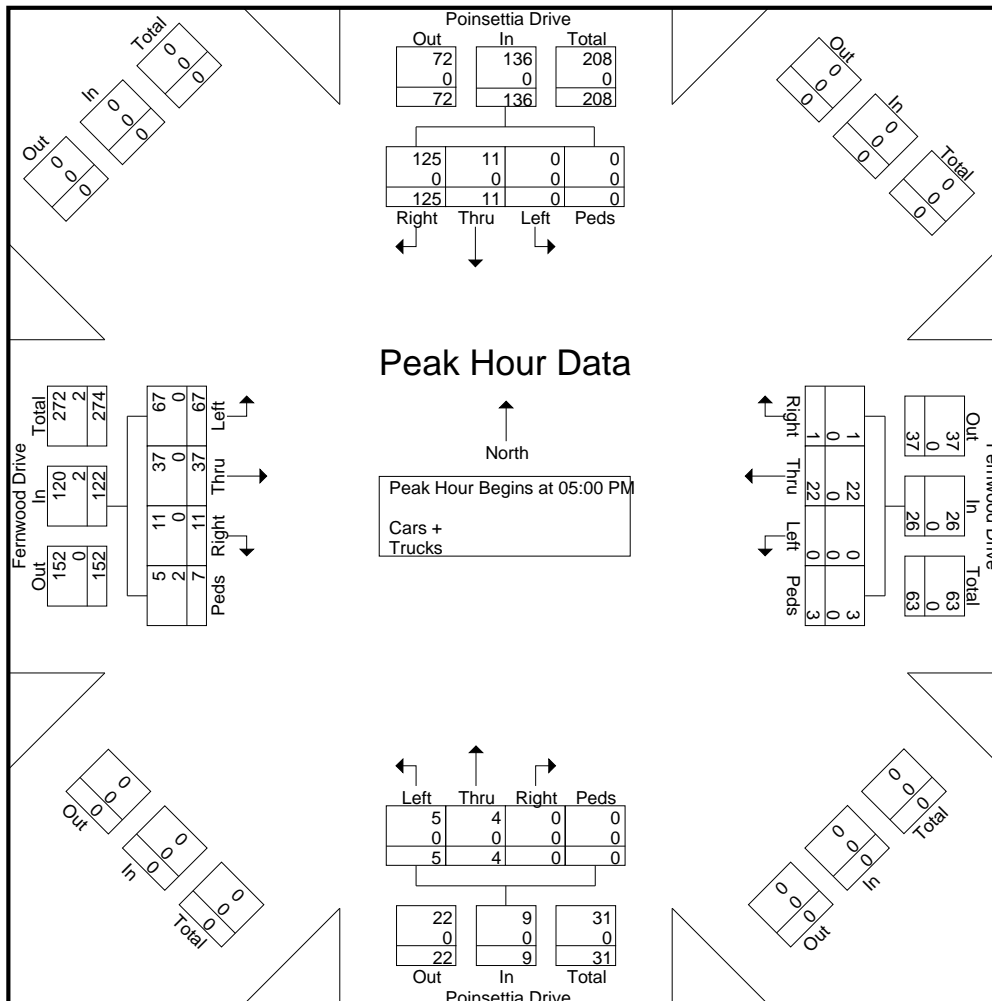
Start Time	Poinsettia Drive Southbound					Fernwood Drive Westbound					Poinsettia Drive Northbound					Fernwood Drive Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	1	13	0	14	0	9	0	0	9	1	0	0	0	1	21	14	1	0	36	60
04:15 PM	0	2	20	0	22	1	3	1	0	5	0	1	0	0	1	14	16	2	0	32	60
04:30 PM	0	1	30	0	31	0	4	0	0	4	0	0	0	0	0	22	7	3	0	32	67
04:45 PM	0	0	20	0	20	0	11	0	0	11	0	1	0	0	1	12	9	4	0	25	57
Total	0	4	83	0	87	1	27	1	0	29	1	2	0	0	3	69	46	10	0	125	244
05:00 PM	0	3	28	0	31	0	2	1	0	3	2	1	0	0	3	11	16	2	1	30	67
05:15 PM	0	6	34	0	40	0	8	0	0	8	1	0	0	0	1	23	9	2	5	39	88
05:30 PM	0	1	27	0	28	0	5	0	2	7	0	3	0	0	3	13	11	4	0	28	66
05:45 PM	0	1	36	0	37	0	7	0	1	8	2	0	0	0	2	20	1	3	1	25	72
Total	0	11	125	0	136	0	22	1	3	26	5	4	0	0	9	67	37	11	7	122	293
Grand Total	0	15	208	0	223	1	49	2	3	55	6	6	0	0	12	136	83	21	7	247	537
Apprch %	0	6.7	93.3	0		1.8	89.1	3.6	5.5		50	50	0	0		55.1	33.6	8.5	2.8		
Total %	0	2.8	38.7	0	41.5	0.2	9.1	0.4	0.6	10.2	1.1	1.1	0	0	2.2	25.3	15.5	3.9	1.3	46	
Cars +	0	15	208	0	223	1	49	2	3	55	6	6	0	0	12	136	81	21	5	243	533
% Cars +	0	100	100	0	100	100	100	100	100	100	100	100	0	0	100	100	97.6	100	71.4	98.4	99.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.4	0	28.6	1.6	0.7



TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - Poinsettia Drive and Fernwood Drive)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Poinsettia Drive Southbound					Fernwood Drive Westbound					Poinsettia Drive Northbound					Fernwood Drive Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	3	28	0	31	0	2	1	0	3	2	1	0	0	3	11	16	2	1	30	67
05:15 PM	0	6	34	0	40	0	8	0	0	8	1	0	0	0	1	23	9	2	5	39	88
05:30 PM	0	1	27	0	28	0	5	0	2	7	0	3	0	0	3	13	11	4	0	28	66
05:45 PM	0	1	36	0	37	0	7	0	1	8	2	0	0	0	2	20	1	3	1	25	72
Total Volume	0	11	125	0	136	0	22	1	3	26	5	4	0	0	9	67	37	11	7	122	293
% App. Total	0	8.1	91.9	0	100	0	84.6	3.8	11.5	100	55.6	44.4	0	0	100	54.9	30.3	9	5.7	100	99.3
PHF	.000	.458	.868	.000	.850	.000	.688	.250	.375	.813	.625	.333	.000	.000	.750	.728	.578	.688	.350	.782	.832
Cars +	0	11	125	0	136	0	22	1	3	26	5	4	0	0	9	67	37	11	5	120	291
% Cars +	0	100	100	0	100	0	100	100	100	100	100	100	0	0	100	100	100	100	71.4	98.4	99.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	1.6	0.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - West Fernwood Drive and Hedge Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

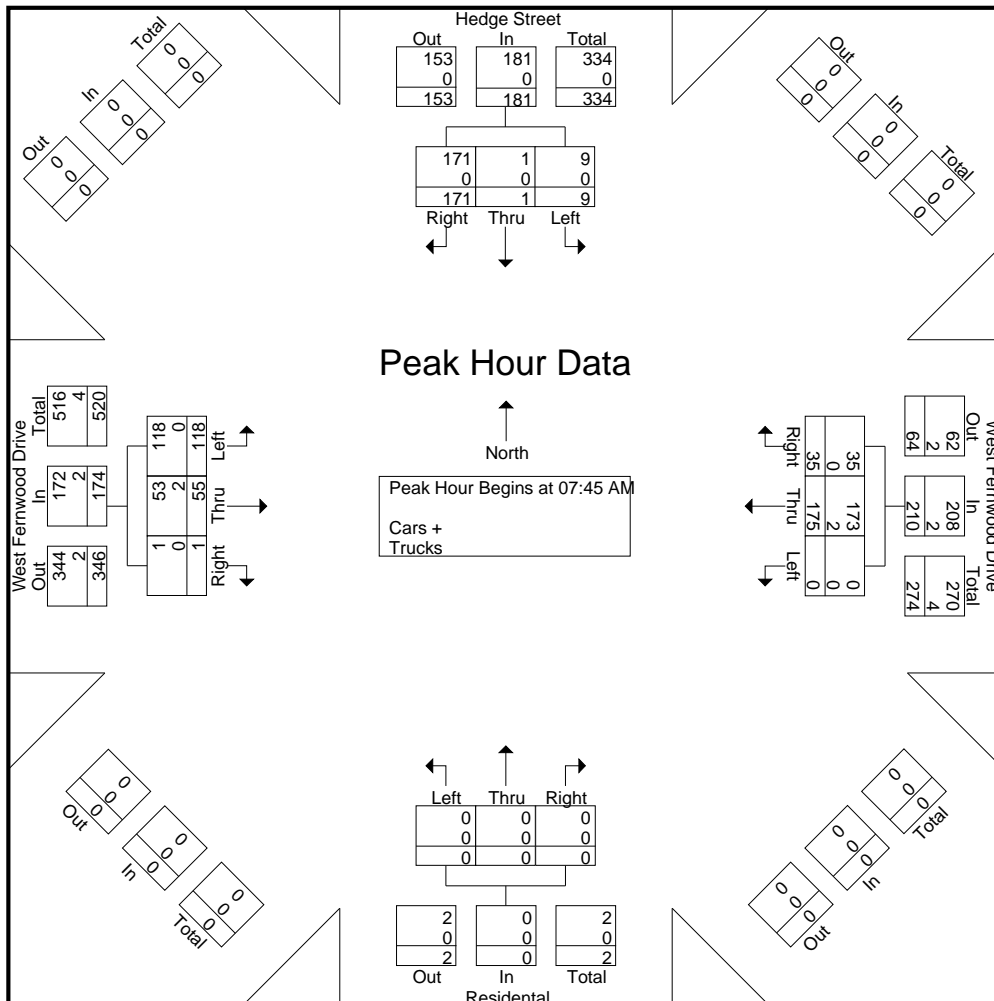
Start Time	Hedge Street Southbound				West Fernwood Drive Westbound				Residential Northbound				West Fernwood Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	9	11	0	24	7	31	1	0	0	1	14	4	0	18	61
07:15 AM	3	0	12	15	0	53	6	59	0	1	0	1	13	10	0	23	98
07:30 AM	0	0	19	19	0	72	5	77	0	0	0	0	26	9	0	35	131
07:45 AM	1	1	31	33	0	56	6	62	0	0	0	0	34	19	1	54	149
Total	6	1	71	78	0	205	24	229	1	1	0	2	87	42	1	130	439
08:00 AM	4	0	31	35	0	36	6	42	0	0	0	0	33	6	0	39	116
08:15 AM	0	0	49	49	0	53	17	70	0	0	0	0	28	8	0	36	155
08:30 AM	4	0	60	64	0	30	6	36	0	0	0	0	23	22	0	45	145
08:45 AM	0	0	20	20	0	24	6	30	0	0	0	0	32	13	0	45	95
Total	8	0	160	168	0	143	35	178	0	0	0	0	116	49	0	165	511
Grand Total	14	1	231	246	0	348	59	407	1	1	0	2	203	91	1	295	950
Apprch %	5.7	0.4	93.9		0	85.5	14.5		50	50	0		68.8	30.8	0.3		
Total %	1.5	0.1	24.3	25.9	0	36.6	6.2	42.8	0.1	0.1	0	0.2	21.4	9.6	0.1	31.1	
Cars +	14	1	231	246	0	345	59	404	1	1	0	2	202	88	1	291	943
% Cars +	100	100	100	100	0	99.1	100	99.3	100	100	0	100	99.5	96.7	100	98.6	99.3
Trucks	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
% Trucks	0	0	0	0	0	0.9	0	0.7	0	0	0	0	0.5	3.3	0	1.4	0.7



TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - West Fernwood Drive and Hedge Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Hedge Street Southbound				West Fernwood Drive Westbound				Residential Northbound				West Fernwood Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	31	33	0	56	6	62	0	0	0	0	34	19	1	54	149
08:00 AM	4	0	31	35	0	36	6	42	0	0	0	0	33	6	0	39	116
08:15 AM	0	0	49	49	0	53	17	70	0	0	0	0	28	8	0	36	155
08:30 AM	4	0	60	64	0	30	6	36	0	0	0	0	23	22	0	45	145
Total Volume	9	1	171	181	0	175	35	210	0	0	0	0	118	55	1	174	565
% App. Total	5	0.6	94.5		0	83.3	16.7		0	0	0		67.8	31.6	0.6		
PHF	.563	.250	.713	.707	.000	.781	.515	.750	.000	.000	.000	.000	.868	.625	.250	.806	.911
Cars + Trucks	9	1	171	181	0	173	35	208	0	0	0	0	118	53	1	172	561
% Cars + Trucks	100	100	100	100	0	98.9	100	99.0	0	0	0	0	100	96.4	100	98.9	99.3
% Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
	0	0	0	0	0	1.1	0	1.0	0	0	0	0	0	3.6	0	1.1	0.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - West Fernwood Drive and Hedge Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

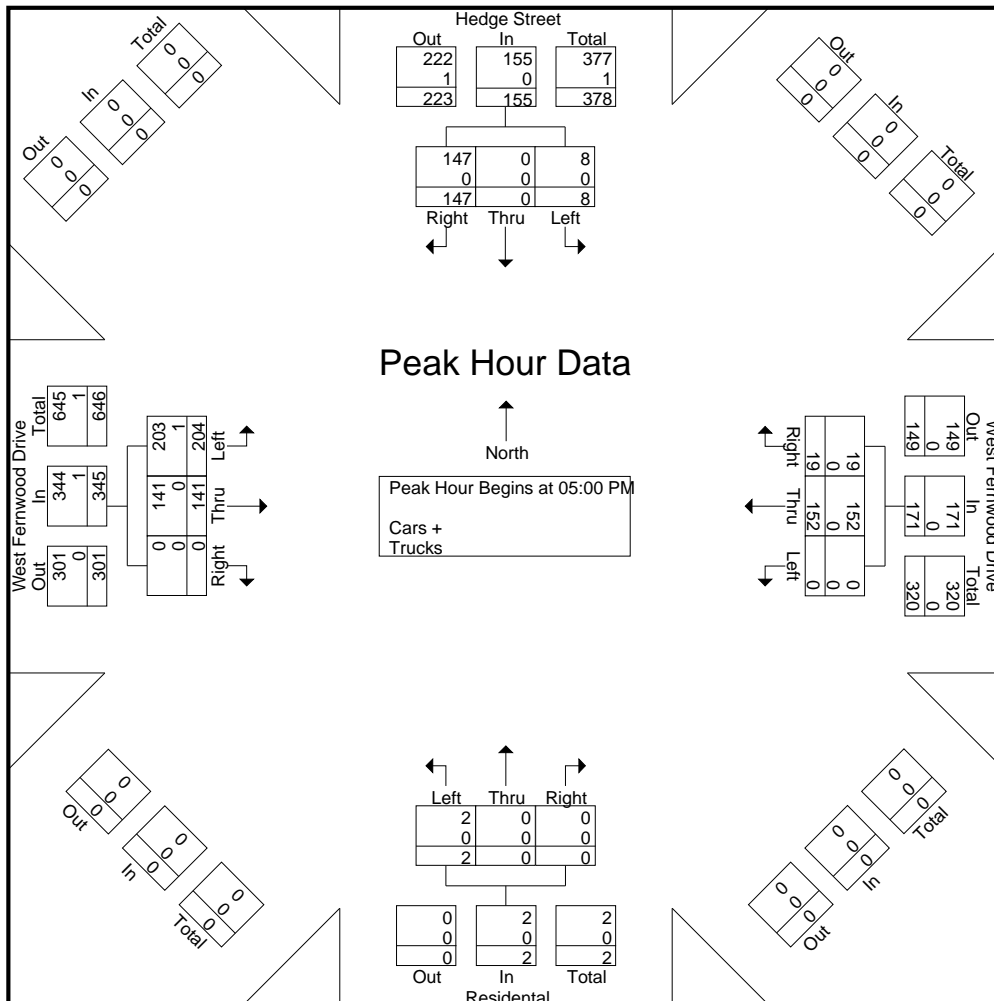
Start Time	Hedge Street Southbound				West Fernwood Drive Westbound				Residential Northbound				West Fernwood Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	0	24	29	0	26	3	29	1	0	0	1	75	37	0	112	171
04:15 PM	3	0	26	29	0	20	5	25	0	0	0	0	54	42	0	96	150
04:30 PM	7	0	32	39	0	39	0	39	0	0	0	0	50	35	0	85	163
04:45 PM	2	0	26	28	0	33	4	37	0	0	0	0	40	36	1	77	142
Total	17	0	108	125	0	118	12	130	1	0	0	1	219	150	1	370	626
05:00 PM	2	0	27	29	0	42	4	46	0	0	0	0	63	38	0	101	176
05:15 PM	1	0	35	36	0	33	5	38	0	0	0	0	40	41	0	81	155
05:30 PM	2	0	44	46	0	36	6	42	0	0	0	0	52	31	0	83	171
05:45 PM	3	0	41	44	0	41	4	45	2	0	0	2	49	31	0	80	171
Total	8	0	147	155	0	152	19	171	2	0	0	2	204	141	0	345	673
Grand Total	25	0	255	280	0	270	31	301	3	0	0	3	423	291	1	715	1299
Apprch %	8.9	0	91.1		0	89.7	10.3		100	0	0		59.2	40.7	0.1		
Total %	1.9	0	19.6	21.6	0	20.8	2.4	23.2	0.2	0	0	0.2	32.6	22.4	0.1	55	
Cars +	25	0	255	280	0	270	31	301	3	0	0	3	420	289	1	710	1294
% Cars +	100	0	100	100	0	100	100	100	100	0	0	100	99.3	99.3	100	99.3	99.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	5
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0.7	0	0.7	0.4



TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - West Fernwood Drive and Hedge Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Hedge Street Southbound				West Fernwood Drive Westbound				Residential Northbound				West Fernwood Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	27	29	0	42	4	46	0	0	0	0	63	38	0	101	176
05:15 PM	1	0	35	36	0	33	5	38	0	0	0	0	40	41	0	81	155
05:30 PM	2	0	44	46	0	36	6	42	0	0	0	0	52	31	0	83	171
05:45 PM	3	0	41	44	0	41	4	45	2	0	0	2	49	31	0	80	171
Total Volume	8	0	147	155	0	152	19	171	2	0	0	2	204	141	0	345	673
% App. Total	5.2	0	94.8	100	0	88.9	11.1	100	100	0	0	100	99.5	100	0	99.7	99.9
PHF	.667	.000	.835	.842	.000	.905	.792	.929	.250	.000	.000	.250	.810	.860	.000	.854	.956
Cars + Trucks	8	0	147	155	0	152	19	171	2	0	0	2	203	141	0	344	672
% Cars + Trucks	100	0	100	100	0	100	100	100	100	0	0	100	99.5	100	0	99.7	99.9
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.3	0.1





TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - SC 417 and South Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

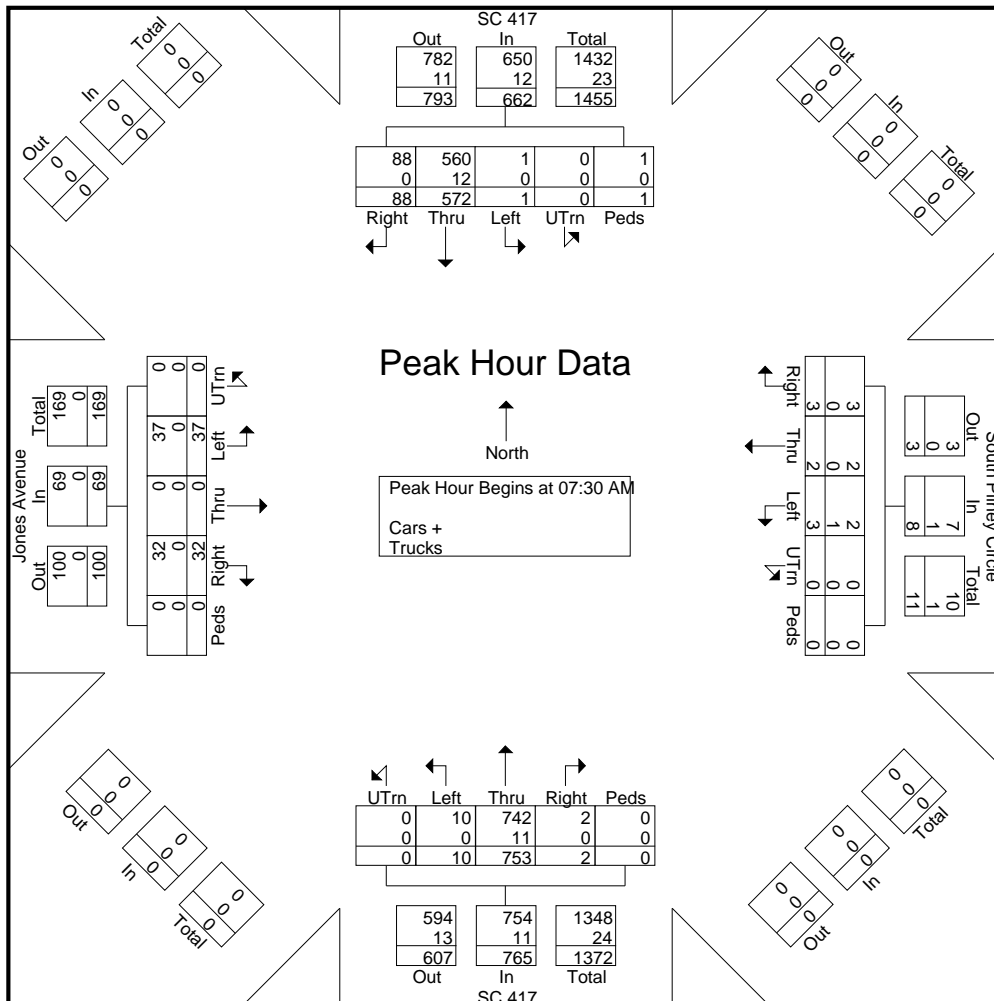
Start Time	SC 417 Southbound						South Piney Circle Westbound						SC 417 Northbound						Jones Avenue Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	68	6	0	74	0	2	0	2	0	4	0	4	156	0	0	160	0	3	0	3	1	7	245
07:15 AM	0	0	98	9	0	107	0	1	0	4	0	5	0	6	203	0	0	209	0	10	0	6	1	17	338
07:30 AM	0	1	118	26	0	145	0	0	1	1	0	2	0	6	194	0	0	200	0	8	0	18	0	26	373
07:45 AM	0	0	142	18	1	161	0	0	1	0	0	1	0	1	203	0	0	204	0	11	0	7	0	18	384
Total	0	1	426	59	1	487	0	3	2	7	0	12	0	17	756	0	0	773	0	32	0	34	2	68	1340
08:00 AM	0	0	154	19	0	173	0	1	0	0	0	1	0	3	193	2	0	198	0	13	0	4	0	17	389
08:15 AM	0	0	158	25	0	183	0	2	0	2	0	4	0	0	163	0	0	163	0	5	0	3	0	8	358
08:30 AM	1	0	142	20	0	163	0	0	1	1	0	2	0	4	146	2	0	152	0	3	2	4	0	9	326
08:45 AM	0	1	124	8	0	133	0	1	1	1	3	6	0	9	163	1	0	173	0	10	1	2	0	13	325
Total	1	1	578	72	0	652	0	4	2	4	3	13	0	16	665	5	0	686	0	31	3	13	0	47	1398
Grand Total	1	2	1004	131	1	1139	0	7	4	11	3	25	0	33	1421	5	0	1459	0	63	3	47	2	115	2738
Apprch %	0.1	0.2	88.1	11.5	0.1		0	28	16	44	12		0	2.3	97.4	0.3	0		0	54.8	2.6	40.9	1.7		
Total %	0	0.1	36.7	4.8	0	41.6	0	0.3	0.1	0.4	0.1	0.9	0	1.2	51.9	0.2	0	53.3	0	2.3	0.1	1.7	0.1	4.2	
Cars +	1	2	983	130	1	1117	0	6	4	10	3	23	0	33	1402	5	0	1440	0	62	3	47	2	114	2694
% Cars +	100	100	97.9	99.2	100	98.1	0	85.7	100	90.9	100	92	0	100	98.7	100	0	98.7	0	98.4	100	100	100	99.1	98.4
Trucks	0	0	21	1	0	22	0	1	0	1	0	2	0	0	19	0	0	19	0	1	0	0	0	1	44
% Trucks	0	0	2.1	0.8	0	1.9	0	14.3	0	9.1	0	8	0	0	1.3	0	0	1.3	0	1.6	0	0	0	0.9	1.6



TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - SC 417 and South Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	SC 417 Southbound						South Piney Circle Westbound						SC 417 Northbound						Jones Avenue Eastbound						Int. Total	
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	1	118	26	0	145	0	0	1	1	0	2	0	6	194	0	0	200	0	8	0	18	0	26	373	
07:45 AM	0	0	142	18	1	161	0	0	1	0	0	1	0	1	203	0	0	204	0	11	0	7	0	18	384	
08:00 AM	0	0	154	19	0	173	0	1	0	0	0	1	0	3	193	2	0	198	0	13	0	4	0	17	389	
08:15 AM	0	0	158	25	0	183	0	2	0	2	0	4	0	0	163	0	0	163	0	5	0	3	0	8	358	
Total Volume	0	1	572	88	1	662	0	3	2	3	0	8	0	10	753	2	0	765	0	37	0	32	0	69	1504	
% App. Total	0	0.2	86.4	13.3	0.2	0	37.5	25	37.5	0	0	1.3	98.4	0.3	0	0	53.6	0	46.4	0						
PHF	.000	.250	.905	.846	.250	.904	.000	.375	.500	.375	.000	.500	.000	.417	.927	.250	.000	.938	.000	.712	.000	.444	.000	.663	.967	
Cars + Trucks	0	1	560	88	1	650	0	2	2	3	0	7	0	10	742	2	0	754	0	37	0	32	0	69	1480	
% Cars + Trucks	0	100	97.9	100	100	98.2	0	66.7	100	100	0	87.5	0	100	98.5	100	0	98.6	0	100	0	100	0	100	98.4	
% Trucks	0	0	12	0	0	12	0	1	0	0	0	1	0	0	11	0	0	11	0	0	0	0	0	0	24	
% Trucks	0	0	2.1	0	0	1.8	0	33.3	0	0	0	12.5	0	0	1.5	0	0	1.4	0	0	0	0	0	0	1.6	





TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - SC 417 and South Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

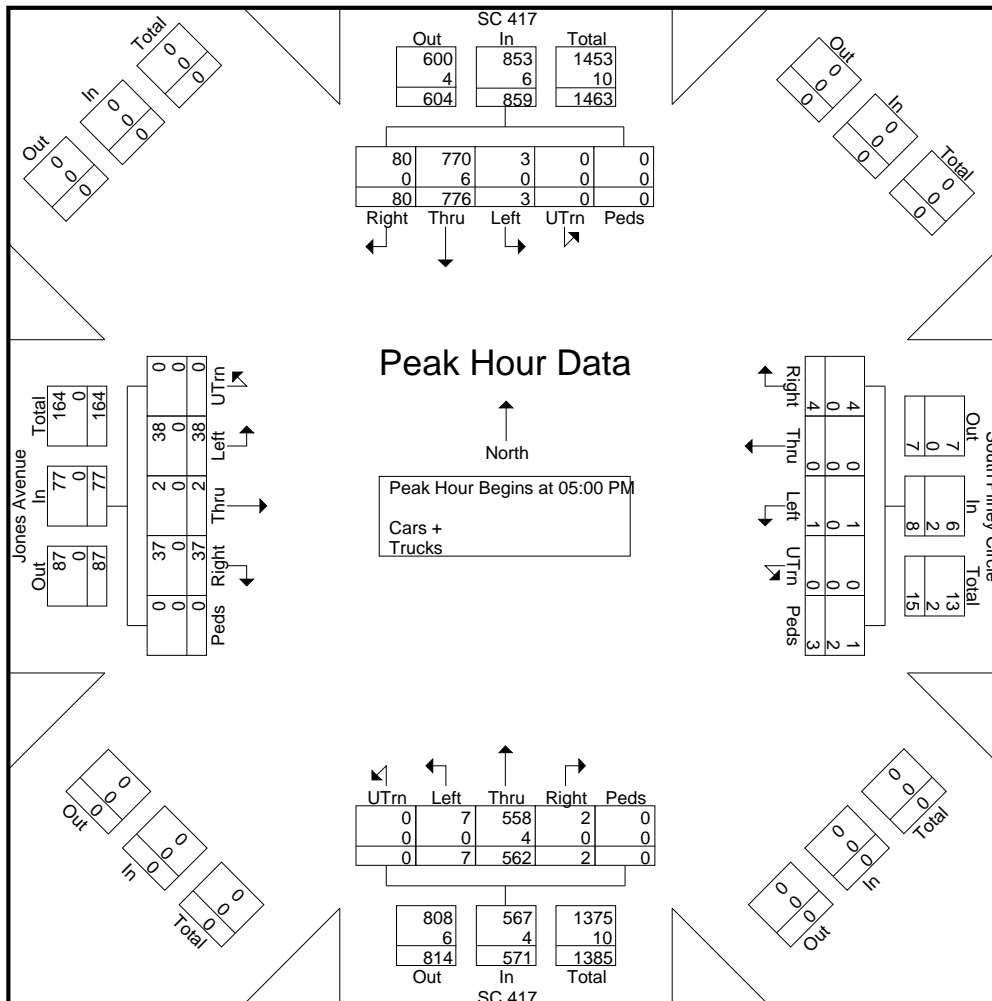
Start Time	SC 417 Southbound						South Piney Circle Westbound						SC 417 Northbound						Jones Avenue Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	187	21	0	208	0	0	0	1	1	2	0	0	163	0	0	163	0	8	0	7	0	15	388
04:15 PM	0	2	169	15	0	186	0	2	1	1	0	4	0	4	161	2	0	167	0	3	1	1	0	5	362
04:30 PM	0	1	193	21	0	215	0	0	1	1	0	2	0	3	140	0	0	143	0	12	0	7	0	19	379
04:45 PM	0	1	180	23	0	204	0	2	1	1	0	4	0	2	150	0	0	152	0	3	0	9	0	12	372
Total	0	4	729	80	0	813	0	4	3	4	1	12	0	9	614	2	0	625	0	26	1	24	0	51	1501
05:00 PM	0	1	187	30	0	218	0	1	0	0	0	1	0	3	138	1	0	142	0	9	1	10	0	20	381
05:15 PM	0	1	175	16	0	192	0	0	0	0	3	3	0	1	162	0	0	163	0	9	0	8	0	17	375
05:30 PM	0	0	199	18	0	217	0	0	0	3	0	3	0	2	137	1	0	140	0	7	1	12	0	20	380
05:45 PM	0	1	215	16	0	232	0	0	0	1	0	1	0	1	125	0	0	126	0	13	0	7	0	20	379
Total	0	3	776	80	0	859	0	1	0	4	3	8	0	7	562	2	0	571	0	38	2	37	0	77	1515
Grand Total	0	7	1505	160	0	1672	0	5	3	8	4	20	0	16	1176	4	0	1196	0	64	3	61	0	128	3016
Apprch %	0	0.4	90	9.6	0		0	25	15	40	20		0	1.3	98.3	0.3	0		0	50	2.3	47.7	0		
Total %	0	0.2	49.9	5.3	0	55.4	0	0.2	0.1	0.3	0.1	0.7	0	0.5	39	0.1	0	39.7	0	2.1	0.1	2	0	4.2	
Cars +	0	7	1493	159	0	1659	0	5	3	7	2	17	0	16	1165	4	0	1185	0	63	3	61	0	127	2988
% Cars +	0	100	99.2	99.4	0	99.2	0	100	100	87.5	50	85	0	100	99.1	100	0	99.1	0	98.4	100	100	0	99.2	99.1
Trucks	0	0	12	1	0	13	0	0	0	1	2	3	0	0	11	0	0	11	0	1	0	0	0	1	28
% Trucks	0	0	0.8	0.6	0	0.8	0	0	0	12.5	50	15	0	0	0.9	0	0	0.9	0	1.6	0	0	0	0.8	0.9



TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - SC 417 and South Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	SC 417 Southbound						South Piney Circle Westbound						SC 417 Northbound						Jones Avenue Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
05:00 PM	0	1	187	30	0	218	0	1	0	0	0	1	0	3	138	1	0	142	0	9	1	10	0	20	381
05:15 PM	0	1	175	16	0	192	0	0	0	0	3	3	0	1	162	0	0	163	0	9	0	8	0	17	375
05:30 PM	0	0	199	18	0	217	0	0	0	3	0	3	0	2	137	1	0	140	0	7	1	12	0	20	380
05:45 PM	0	1	215	16	0	232	0	0	0	1	0	1	0	1	125	0	0	126	0	13	0	7	0	20	379
Total Volume	0	3	776	80	0	859	0	1	0	4	3	8	0	7	562	2	0	571	0	38	2	37	0	77	1515
% App. Total	0	0.3	90.3	9.3	0		0	12.5	0	50	37.5		0	1.2	98.4	0.4	0		0	49.4	2.6	48.1	0		
PHF	.000	.750	.902	.667	.000	.926	.000	.250	.000	.333	.250	.667	.000	.583	.867	.500	.000	.876	.000	.731	.500	.771	.000	.963	.994
Cars + Trucks	0	3	770	80	0	853	0	1	0	4	1	6	0	7	558	2	0	567	0	38	2	37	0	77	1503
% Cars + Trucks	0	100	99.2	100	0	99.3	0	100	0	100	33.3	75.0	0	100	99.3	100	0	99.3	0	100	100	100	0	100	99.2
% Trucks	0	0	0.8	0	0	0.7	0	0	0	0	66.7	25.0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	0.8





TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - SC 417 and North Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

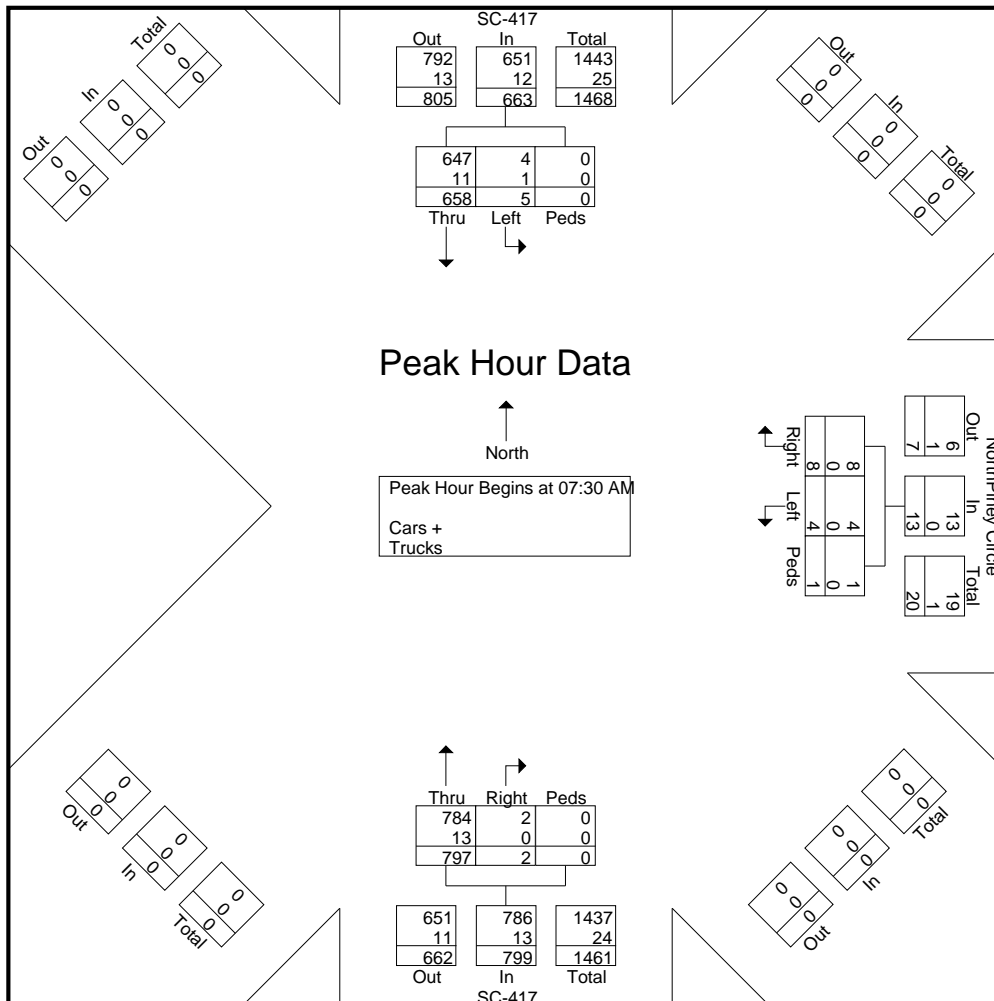
Start Time	SC-417 Southbound				NorthPiney Circle Westbound				SC-417 Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
07:00 AM	0	78	0	78	0	1	0	1	161	0	0	161	240
07:15 AM	1	106	0	107	0	1	0	1	217	0	0	217	325
07:30 AM	0	138	0	138	1	3	0	4	207	0	0	207	349
07:45 AM	1	157	0	158	1	3	1	5	215	1	0	216	379
Total	2	479	0	481	2	8	1	11	800	1	0	801	1293
08:00 AM	1	173	0	174	0	1	0	1	205	1	0	206	381
08:15 AM	3	190	0	193	2	1	0	3	170	0	0	170	366
08:30 AM	2	161	0	163	0	1	0	1	153	0	0	153	317
08:45 AM	1	134	0	135	0	2	0	2	173	1	0	174	311
Total	7	658	0	665	2	5	0	7	701	2	0	703	1375
Grand Total	9	1137	0	1146	4	13	1	18	1501	3	0	1504	2668
Apprch %	0.8	99.2	0		22.2	72.2	5.6		99.8	0.2	0		
Total %	0.3	42.6	0	43	0.1	0.5	0	0.7	56.3	0.1	0	56.4	
Cars +	8	1116	0	1124	4	12	1	17	1478	3	0	1481	2622
% Cars +	88.9	98.2	0	98.1	100	92.3	100	94.4	98.5	100	0	98.5	98.3
Trucks	1	21	0	22	0	1	0	1	23	0	0	23	46
% Trucks	11.1	1.8	0	1.9	0	7.7	0	5.6	1.5	0	0	1.5	1.7



TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - SC 417 and North Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	SC-417 Southbound				NorthPiney Circle Westbound				SC-417 Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	138	0	138	1	3	0	4	207	0	0	207	349
07:45 AM	1	157	0	158	1	3	1	5	215	1	0	216	379
08:00 AM	1	173	0	174	0	1	0	1	205	1	0	206	381
08:15 AM	3	190	0	193	2	1	0	3	170	0	0	170	366
Total Volume	5	658	0	663	4	8	1	13	797	2	0	799	1475
% App. Total	0.8	99.2	0		30.8	61.5	7.7		99.7	0.3	0		
PHF	.417	.866	.000	.859	.500	.667	.250	.650	.927	.500	.000	.925	.968
Cars + Trucks	4	647	0	651	4	8	1	13	784	2	0	786	1450
% Cars + Trucks	80.0	98.3	0	98.2	100	100	100	100	98.4	100	0	98.4	98.3
Trucks	1	11	0	12	0	0	0	0	13	0	0	13	25
% Trucks	20.0	1.7	0	1.8	0	0	0	0	1.6	0	0	1.6	1.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - SC 417 and North Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

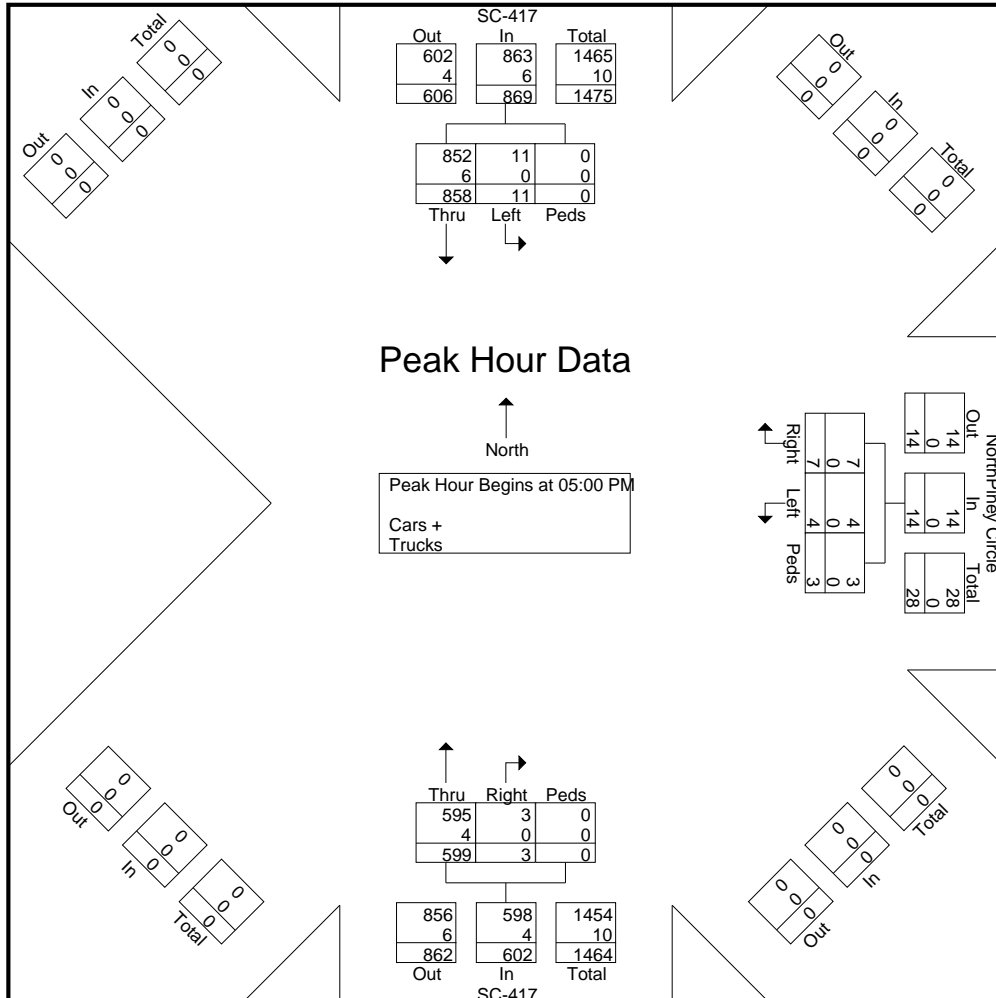
Start Time	SC-417 Southbound				NorthPiney Circle Westbound				SC-417 Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	2	208	0	210	2	3	1	6	174	1	0	175	391
04:15 PM	1	189	0	190	0	2	0	2	165	2	0	167	359
04:30 PM	2	220	0	222	0	2	0	2	147	0	0	147	371
04:45 PM	2	195	0	197	3	1	0	4	156	0	0	156	357
Total	7	812	0	819	5	8	1	14	642	3	0	645	1478
05:00 PM	3	218	0	221	1	3	0	4	143	1	0	144	369
05:15 PM	2	192	0	194	1	1	3	5	172	2	0	174	373
05:30 PM	4	219	0	223	0	1	0	1	147	0	0	147	371
05:45 PM	2	229	0	231	2	2	0	4	137	0	0	137	372
Total	11	858	0	869	4	7	3	14	599	3	0	602	1485
Grand Total	18	1670	0	1688	9	15	4	28	1241	6	0	1247	2963
Apprch %	1.1	98.9	0		32.1	53.6	14.3		99.5	0.5	0		
Total %	0.6	56.4	0	57	0.3	0.5	0.1	0.9	41.9	0.2	0	42.1	
Cars +	18	1657	0	1675	9	15	4	28	1229	5	0	1234	2937
% Cars +	100	99.2	0	99.2	100	100	100	100	99	83.3	0	99	99.1
Trucks	0	13	0	13	0	0	0	0	12	1	0	13	26
% Trucks	0	0.8	0	0.8	0	0	0	0	1	16.7	0	1	0.9



TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - SC 417 and North Piney Circle)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	SC-417 Southbound				NorthPiney Circle Westbound				SC-417 Northbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	3	218	0	221	1	3	0	4	143	1	0	144	369
05:15 PM	2	192	0	194	1	1	3	5	172	2	0	174	373
05:30 PM	4	219	0	223	0	1	0	1	147	0	0	147	371
05:45 PM	2	229	0	231	2	2	0	4	137	0	0	137	372
Total Volume	11	858	0	869	4	7	3	14	599	3	0	602	1485
% App. Total	1.3	98.7	0	99.3	28.6	50	21.4	100	99.5	0.5	0	99.3	99.3
PHF	.688	.937	.000	.940	.500	.583	.250	.700	.871	.375	.000	.865	.995
Cars + Trucks	11	852	0	863	4	7	3	14	595	3	0	598	1475
% Cars + Trucks	100	99.3	0	99.3	100	100	100	100	99.3	100	0	99.3	99.3
Trucks	0	6	0	6	0	0	0	0	4	0	0	4	10
% Trucks	0	0.7	0	0.7	0	0	0	0	0.7	0	0	0.7	0.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - North Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

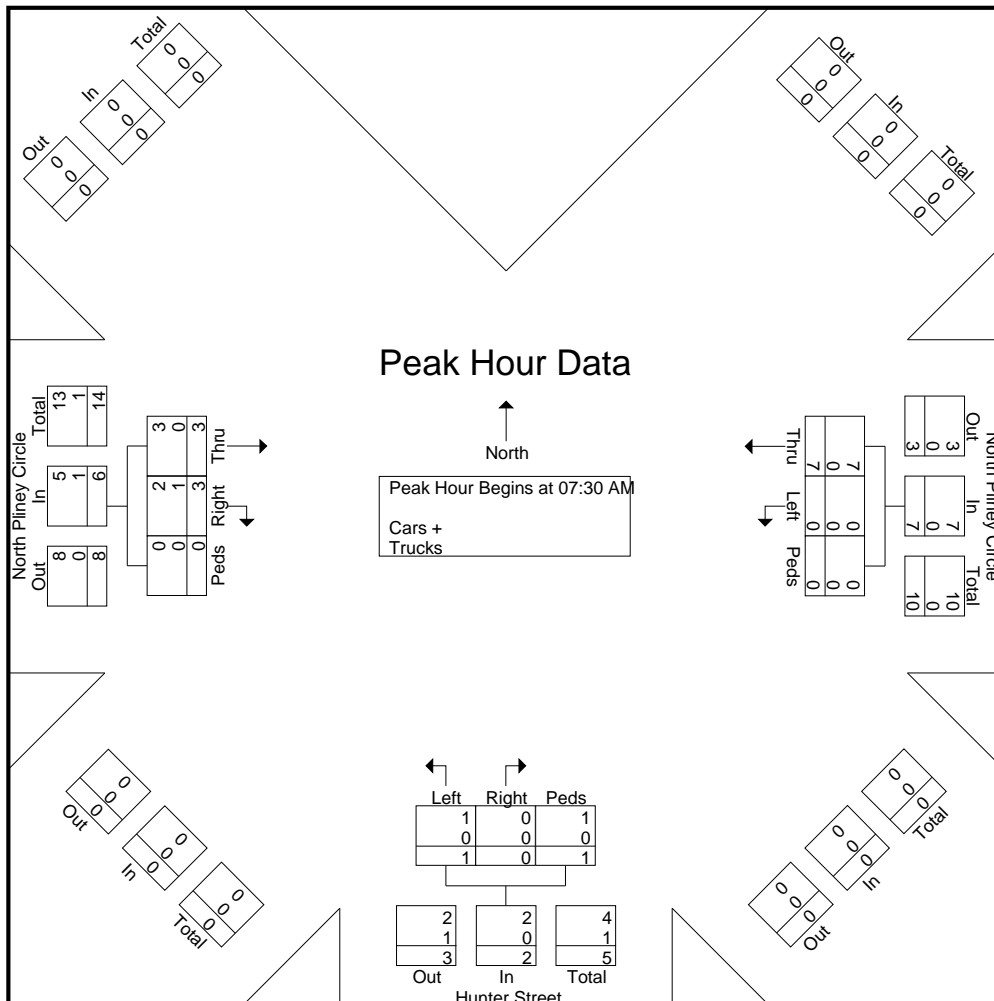
Start Time	North Piney Circle Westbound				Hunter Street Northbound				North Piney Circle Eastbound				Int. Total	
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	2	0	2	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	4	0	4	0	0	0	0	1	0	0	0	1	5
Total	0	6	0	6	0	0	0	0	1	2	0	3	9	
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	2	
08:15 AM	0	1	0	1	1	0	1	2	1	3	0	4	7	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	0	3	0	3	0	0	0	0	1	0	0	1	4	
Total	0	5	0	5	1	0	1	2	3	3	0	6	13	
Grand Total	0	11	0	11	1	0	1	2	4	5	0	9	22	
Apprch %	0	100	0		50	0	50		44.4	55.6	0			
Total %	0	50	0	50	4.5	0	4.5	9.1	18.2	22.7	0	40.9		
Cars +	0	11	0	11	1	0	1	2	4	3	0	7	20	
% Cars +	0	100	0	100	100	0	100	100	100	60	0	77.8	90.9	
Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2	
% Trucks	0	0	0	0	0	0	0	0	0	40	0	22.2	9.1	



TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - North Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	North Piney Circle Westbound				Hunter Street Northbound				North Piney Circle Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	4	0	4	0	0	0	0	1	0	0	1	5
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	1	1	0	1	2	1	3	0	4	7
Total Volume	0	7	0	7	1	0	1	2	3	3	0	6	15
% App. Total	0	100	0	100	50	0	50	100	50	50	0	100	100
PHF	.000	.438	.000	.438	.250	.000	.250	.250	.750	.250	.000	.375	.536
Cars + Trucks	0	7	0	7	1	0	1	2	3	2	0	5	14
% Cars + Trucks	0	100	0	100	100	0	100	100	100	66.7	0	83.3	93.3
% Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	0	0	0	0	33.3	0	16.7	6.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - North Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

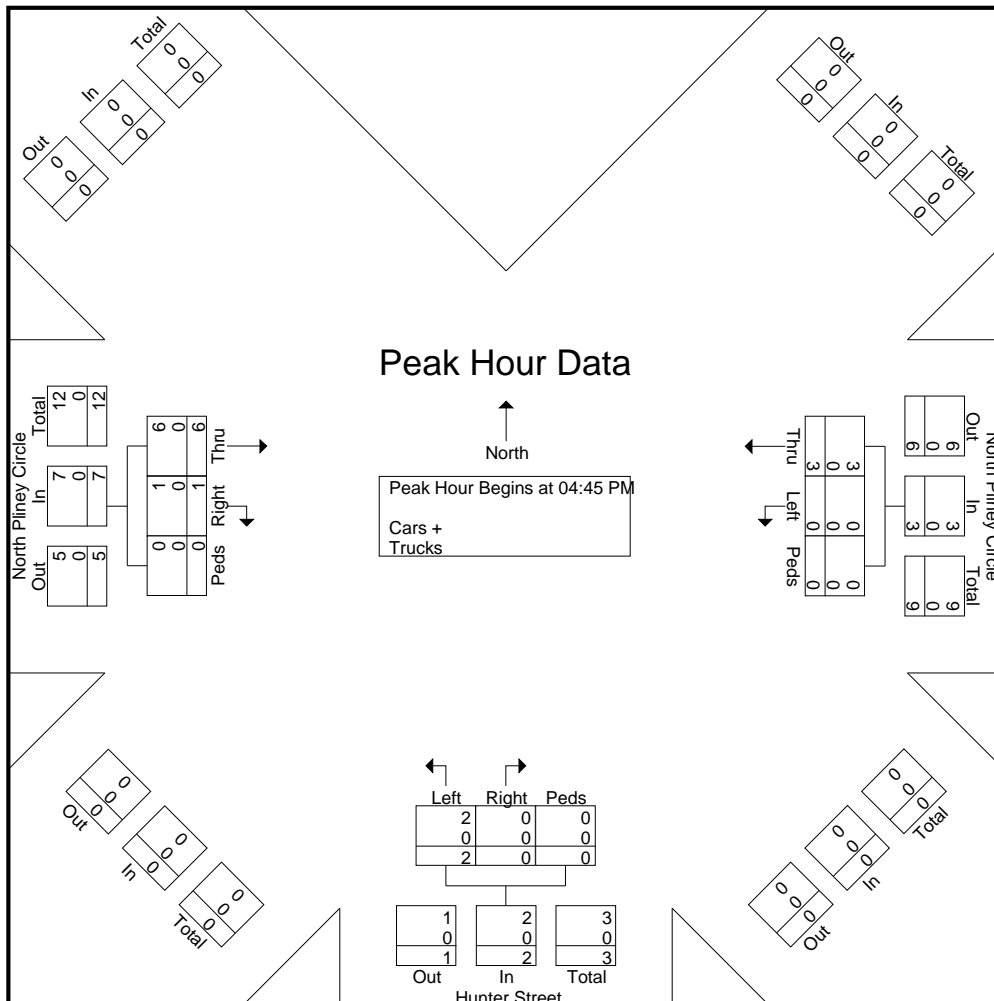
Start Time	North Piney Circle Westbound				Hunter Street Northbound				North Piney Circle Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
04:00 PM	0	2	0	2	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
Total	0	4	0	4	2	0	1	3	1	3	0	4	11
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
05:45 PM	0	1	0	1	1	0	0	1	2	0	0	2	4
Total	0	2	0	2	2	0	0	2	8	0	0	8	12
Grand Total	0	6	0	6	4	0	1	5	9	3	0	12	23
Apprch %	0	100	0		80	0	20		75	25	0		
Total %	0	26.1	0	26.1	17.4	0	4.3	21.7	39.1	13	0	52.2	
Cars +	0	6	0	6	4	0	1	5	9	2	0	11	22
% Cars +	0	100	0	100	100	0	100	100	100	66.7	0	91.7	95.7
Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	33.3	0	8.3	4.3



TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - North Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	North Piney Circle Westbound				Hunter Street Northbound				North Piney Circle Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	2	0	2	1	0	0	1	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
05:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
Total Volume	0	3	0	3	2	0	0	2	6	1	0	7	12
% App. Total	0	100	0	100	100	0	0	100	85.7	14.3	0	100	100
PHF	.000	.375	.000	.375	.500	.000	.000	.500	.500	.250	.000	.583	.750
Cars + Trucks	0	3	0	3	2	0	0	2	6	1	0	7	12
% Cars + Trucks	0	100	0	100	100	0	0	100	100	100	0	100	100
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0





TRAFFIC DATA COLLECTION

File Name : Simpsonville(07 - South Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

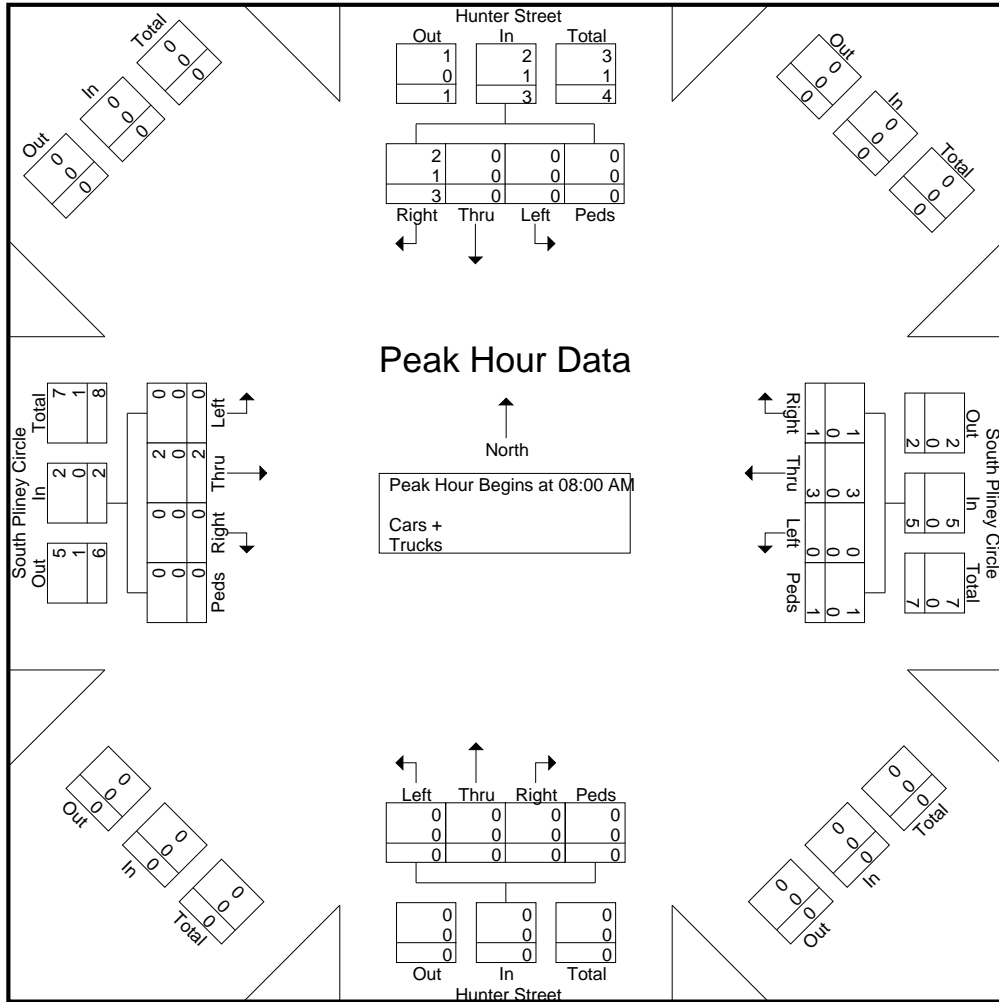
Start Time	Hunter Street Southbound					South Piney Circle Westbound					Hunter Street Northbound					South Pliney Circle Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Total	1	0	1	0	2	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	3	0	3	0	3	1	1	5	0	0	0	0	0	0	2	0	0	2	10
Grand Total	1	0	4	0	5	0	8	1	1	10	1	0	0	0	1	0	2	0	0	2	18
Apprch %	20	0	80	0		0	80	10	10		100	0	0	0		0	100	0	0		
Total %	5.6	0	22.2	0	27.8	0	44.4	5.6	5.6	55.6	5.6	0	0	0	5.6	0	11.1	0	0	11.1	
Cars +	1	0	2	0	3	0	8	1	1	10	1	0	0	0	1	0	2	0	0	2	16
% Cars +	100	0	50	0	60	0	100	100	100	100	100	0	0	0	100	0	100	0	0	100	88.9
Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	50	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1



TRAFFIC DATA COLLECTION

File Name : Simpsonville(07 - South Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Hunter Street Southbound					South Piney Circle Westbound					Hunter Street Northbound					South Piney Circle Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	3	0	3	0	3	1	1	5	0	0	0	0	0	0	2	0	0	2	10
% App. Total	0	0	100	0		0	60	20	20		0	0	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.375	.250	.250	.625	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.625
Cars + Trucks	0	0	2	0	2	0	3	1	1	5	0	0	0	0	0	0	2	0	0	2	9
% Cars + Trucks	0	0	66.7	0	66.7	0	100	100	100	100	0	0	0	0	0	0	100	0	0	100	90.0
% Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	33.3	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.0





TRAFFIC DATA COLLECTION

File Name : Simpsonville(07 - South Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

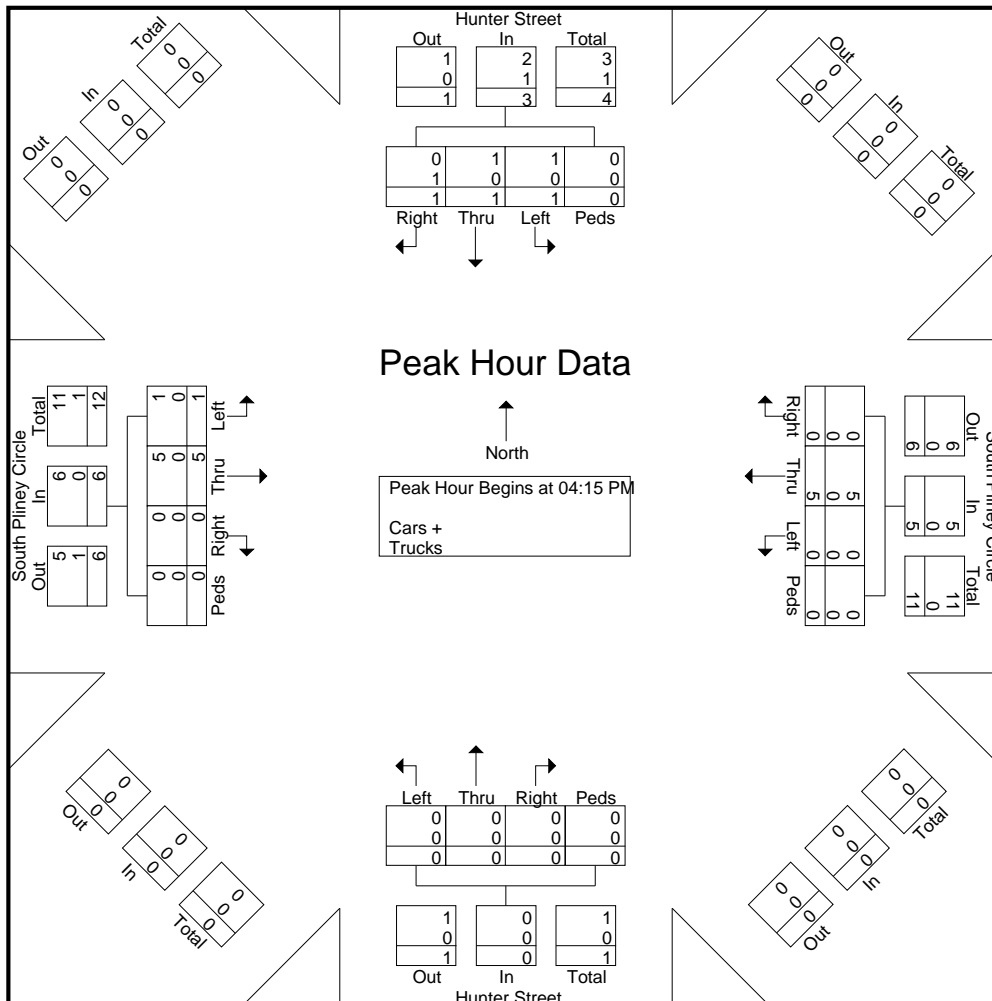
Start Time	Hunter Street Southbound					South Piney Circle Westbound					Hunter Street Northbound					South Piney Circle Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	6
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	1	1	0	3	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	11
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	11
Grand Total	1	1	1	2	5	0	7	0	0	7	0	0	0	0	0	3	7	0	0	10	22
Apprch %	20	20	20	40		0	100	0	0		0	0	0	0		30	70	0	0		
Total %	4.5	4.5	4.5	9.1	22.7	0	31.8	0	0	31.8	0	0	0	0	0	13.6	31.8	0	0	45.5	
Cars +	1	1	0	2	4	0	7	0	0	7	0	0	0	0	0	3	7	0	0	10	21
% Cars +	100	100	0	100	80	0	100	0	0	100	0	0	0	0	0	100	100	0	0	100	95.5
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	100	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5



TRAFFIC DATA COLLECTION

File Name : Simpsonville(07 - South Piney Circle and Hunter Street)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Hunter Street Southbound					South Piney Circle Westbound					Hunter Street Northbound					South Piney Circle Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	6
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total Volume	1	1	1	0	3	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	14
% App. Total	33.3	33.3	33.3	0		0	100	0	0		0	0	0	0		16.7	83.3	0	0		
PHF	.250	.250	.250	.000	.750	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.250	.417	.000	.000	.375	.583
Cars + Trucks	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	13
% Cars + Trucks	100	100	0	0	66.7	0	100	0	0	100	0	0	0	0	0	100	100	0	0	100	92.9
% Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	100	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1





TRAFFIC DATA COLLECTION

File Name : Simpsonville(08 - North Maple Street & Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

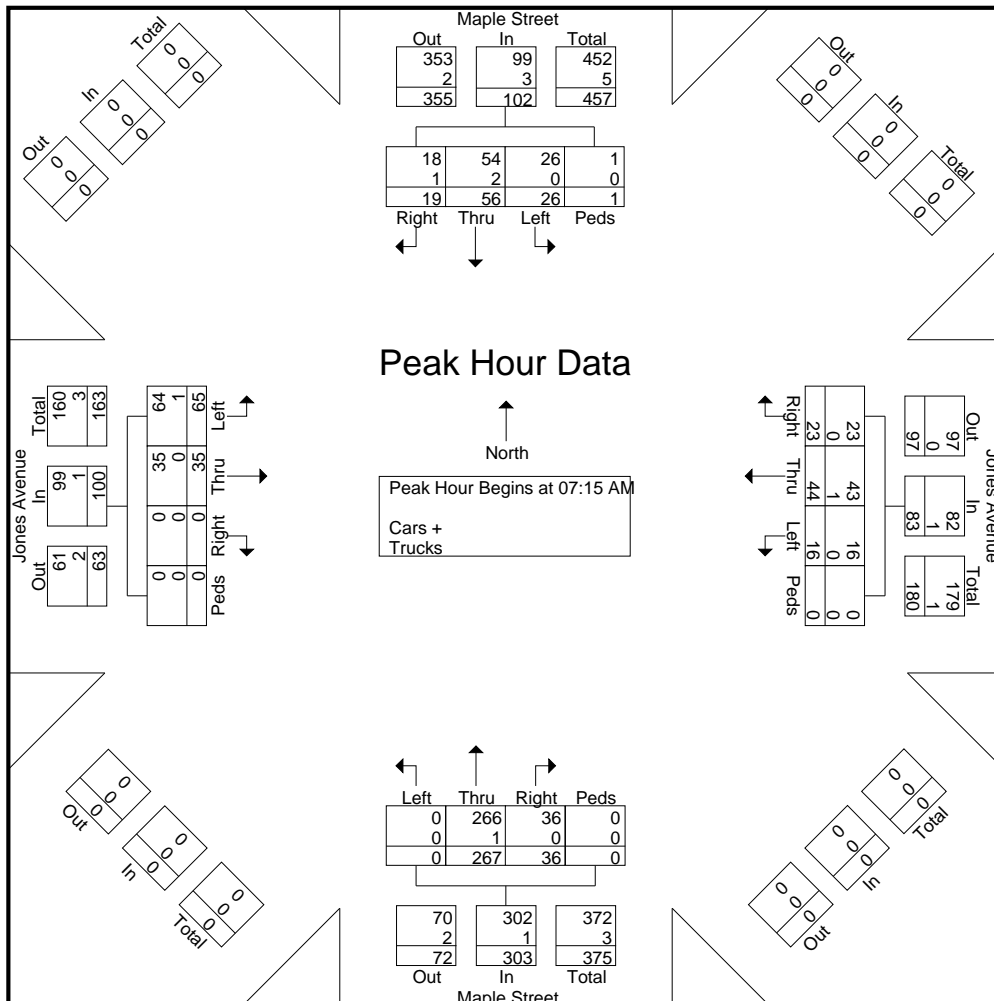
Start Time	Maple Street Southbound					Jones Avenue Westbound					Maple Street Northbound					Jones Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	8	0	0	12	0	3	4	0	7	0	42	3	0	45	8	1	0	0	9	73
07:15 AM	8	7	8	0	23	3	3	11	0	17	0	58	8	0	66	11	8	0	0	19	125
07:30 AM	12	11	1	0	24	6	19	10	0	35	0	85	9	0	94	22	8	0	0	30	183
07:45 AM	5	12	3	1	21	4	12	0	0	16	0	81	8	0	89	18	7	0	0	25	151
Total	29	38	12	1	80	13	37	25	0	75	0	266	28	0	294	59	24	0	0	83	532
08:00 AM	1	26	7	0	34	3	10	2	0	15	0	43	11	0	54	14	12	0	0	26	129
08:15 AM	1	22	6	0	29	3	14	1	0	18	0	43	4	0	47	10	6	0	0	16	110
08:30 AM	4	18	4	0	26	3	10	0	1	14	0	30	6	1	37	6	3	0	0	9	86
08:45 AM	3	23	1	0	27	3	6	1	0	10	0	26	5	0	31	5	6	0	0	11	79
Total	9	89	18	0	116	12	40	4	1	57	0	142	26	1	169	35	27	0	0	62	404
Grand Total	38	127	30	1	196	25	77	29	1	132	0	408	54	1	463	94	51	0	0	145	936
Apprch %	19.4	64.8	15.3	0.5		18.9	58.3	22	0.8		0	88.1	11.7	0.2		64.8	35.2	0	0		
Total %	4.1	13.6	3.2	0.1	20.9	2.7	8.2	3.1	0.1	14.1	0	43.6	5.8	0.1	49.5	10	5.4	0	0	15.5	
Cars +	37	121	29	1	188	25	76	29	1	131	0	404	53	1	458	93	51	0	0	144	921
% Cars +	97.4	95.3	96.7	100	95.9	100	98.7	100	100	99.2	0	99	98.1	100	98.9	98.9	100	0	0	99.3	98.4
Trucks	1	6	1	0	8	0	1	0	0	1	0	4	1	0	5	1	0	0	0	1	15
% Trucks	2.6	4.7	3.3	0	4.1	0	1.3	0	0	0.8	0	1	1.9	0	1.1	1.1	0	0	0	0.7	1.6



TRAFFIC DATA COLLECTION

File Name : Simpsonville(08 - North Maple Street & Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Maple Street Southbound					Jones Avenue Westbound					Maple Street Northbound					Jones Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	8	7	8	0	23	3	3	11	0	17	0	58	8	0	66	11	8	0	0	19	125
07:30 AM	12	11	1	0	24	6	19	10	0	35	0	85	9	0	94	22	8	0	0	30	183
07:45 AM	5	12	3	1	21	4	12	0	0	16	0	81	8	0	89	18	7	0	0	25	151
08:00 AM	1	26	7	0	34	3	10	2	0	15	0	43	11	0	54	14	12	0	0	26	129
Total Volume	26	56	19	1	102	16	44	23	0	83	0	267	36	0	303	65	35	0	0	100	588
% App. Total	25.5	54.9	18.6	1		19.3	53	27.7	0		0	88.1	11.9	0		65	35	0	0		
PHF	.542	.538	.594	.250	.750	.667	.579	.523	.000	.593	.000	.785	.818	.000	.806	.739	.729	.000	.000	.833	.803
Cars + Trucks	26	54	18	1	99	16	43	23	0	82	0	266	36	0	302	64	35	0	0	99	582
% Cars + Trucks	100	96.4	94.7	100	97.1	100	97.7	100	0	98.8	0	99.6	100	0	99.7	98.5	100	0	0	99.0	99.0
% Trucks	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	6
% Trucks	0	3.6	5.3	0	2.9	0	2.3	0	0	1.2	0	0.4	0	0	0.3	1.5	0	0	0	1.0	1.0





TRAFFIC DATA COLLECTION

File Name : Simpsonville(08 - North Maple Street & Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

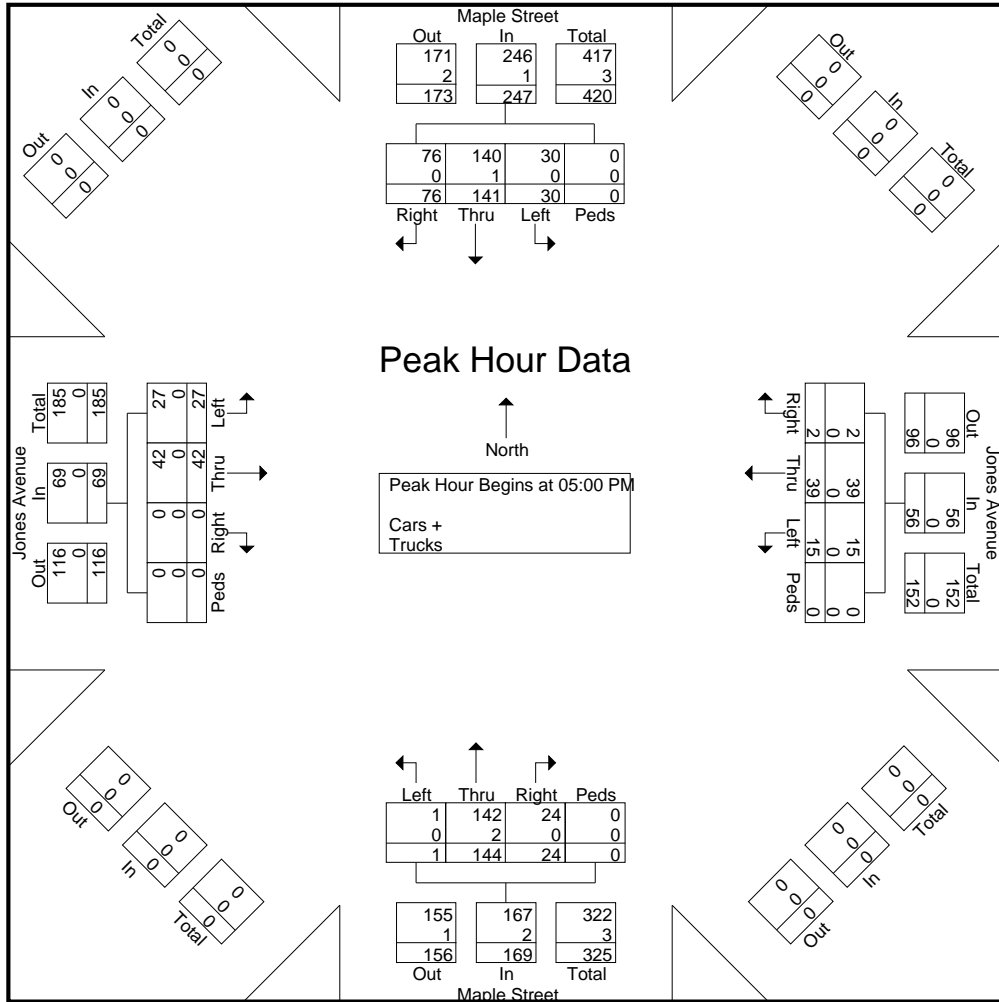
Start Time	Maple Street Southbound					Jones Avenue Westbound					Maple Street Northbound					Jones Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	10	45	32	0	87	1	10	1	0	12	0	30	5	0	35	9	5	0	0	14	148
04:15 PM	3	25	20	0	48	6	8	1	0	15	0	44	7	0	51	7	3	0	2	12	126
04:30 PM	4	35	12	0	51	7	7	1	1	16	0	39	9	0	48	6	7	0	2	15	130
04:45 PM	8	28	9	0	45	8	7	0	0	15	0	34	5	0	39	7	4	0	0	11	110
Total	25	133	73	0	231	22	32	3	1	58	0	147	26	0	173	29	19	0	4	52	514
05:00 PM	10	41	32	0	83	8	15	0	0	23	1	41	7	0	49	9	9	0	0	18	173
05:15 PM	7	37	16	0	60	2	7	1	0	10	0	31	4	0	35	6	12	0	0	18	123
05:30 PM	6	32	7	0	45	2	6	0	0	8	0	43	6	0	49	8	14	0	0	22	124
05:45 PM	7	31	21	0	59	3	11	1	0	15	0	29	7	0	36	4	7	0	0	11	121
Total	30	141	76	0	247	15	39	2	0	56	1	144	24	0	169	27	42	0	0	69	541
Grand Total	55	274	149	0	478	37	71	5	1	114	1	291	50	0	342	56	61	0	4	121	1055
Apprch %	11.5	57.3	31.2	0		32.5	62.3	4.4	0.9		0.3	85.1	14.6	0		46.3	50.4	0	3.3		
Total %	5.2	26	14.1	0	45.3	3.5	6.7	0.5	0.1	10.8	0.1	27.6	4.7	0	32.4	5.3	5.8	0	0.4	11.5	
Cars +	55	273	149	0	477	37	70	5	1	113	1	286	50	0	337	56	60	0	4	120	1047
% Cars +	100	99.6	100	0	99.8	100	98.6	100	100	99.1	100	98.3	100	0	98.5	100	98.4	0	100	99.2	99.2
Trucks	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	8
% Trucks	0	0.4	0	0	0.2	0	1.4	0	0	0.9	0	1.7	0	0	1.5	0	1.6	0	0	0.8	0.8



TRAFFIC DATA COLLECTION

File Name : Simpsonville(08 - North Maple Street & Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Maple Street Southbound					Jones Avenue Westbound					Maple Street Northbound					Jones Avenue Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	41	32	0	83	8	15	0	0	23	1	41	7	0	49	9	9	0	0	18	173
05:15 PM	7	37	16	0	60	2	7	1	0	10	0	31	4	0	35	6	12	0	0	18	123
05:30 PM	6	32	7	0	45	2	6	0	0	8	0	43	6	0	49	8	14	0	0	22	124
05:45 PM	7	31	21	0	59	3	11	1	0	15	0	29	7	0	36	4	7	0	0	11	121
Total Volume	30	141	76	0	247	15	39	2	0	56	1	144	24	0	169	27	42	0	0	69	541
% App. Total	12.1	57.1	30.8	0		26.8	69.6	3.6	0		0.6	85.2	14.2	0		39.1	60.9	0	0		
PHF	.750	.860	.594	.000	.744	.469	.650	.500	.000	.609	.250	.837	.857	.000	.862	.750	.750	.000	.000	.784	.782
Cars + Trucks	30	140	76	0	246	15	39	2	0	56	1	142	24	0	167	27	42	0	0	69	538
% Cars + Trucks	100	99.3	100	0	99.6	100	100	100	0	100	100	98.6	100	0	98.8	100	100	0	0	100	99.4
% Trucks	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0.7	0	0	0.4	0	0	0	0	0	0	1.4	0	0	1.2	0	0	0	0	0	0.6





TRAFFIC DATA COLLECTION

File Name : Simpsonville(09 - W Georgia Street and Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

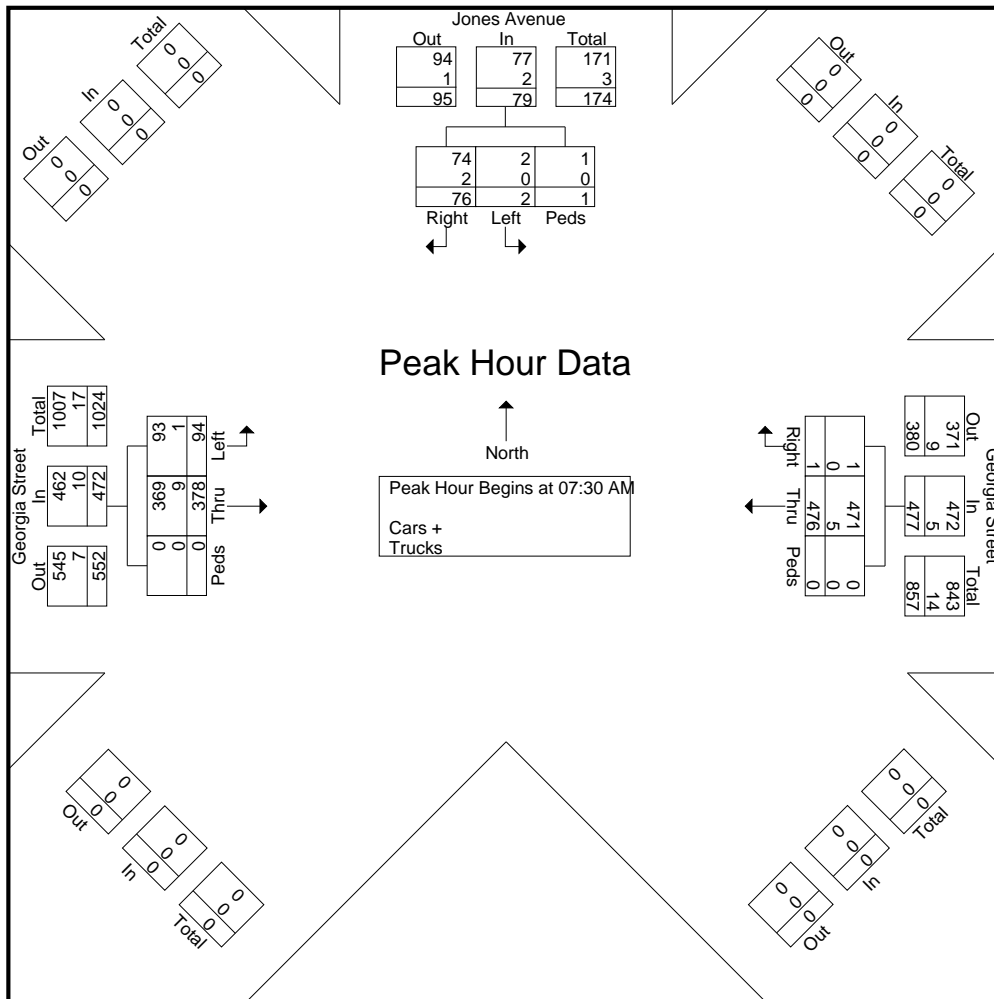
Start Time	Jones Avenue Southbound				Georgia Street Westbound				Georgia Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
07:00 AM	0	4	2	6	94	0	0	94	8	65	0	73	173
07:15 AM	0	14	0	14	107	0	0	107	17	83	0	100	221
07:30 AM	1	19	0	20	154	0	0	154	30	84	0	114	288
07:45 AM	0	18	1	19	104	1	0	105	26	97	0	123	247
Total	1	55	3	59	459	1	0	460	81	329	0	410	929
08:00 AM	0	19	0	19	131	0	0	131	25	92	0	117	267
08:15 AM	1	20	0	21	87	0	0	87	13	105	0	118	226
08:30 AM	0	13	0	13	112	1	0	113	12	72	0	84	210
08:45 AM	0	12	0	12	119	2	0	121	11	83	0	94	227
Total	1	64	0	65	449	3	0	452	61	352	0	413	930
Grand Total	2	119	3	124	908	4	0	912	142	681	0	823	1859
Apprch %	1.6	96	2.4		99.6	0.4	0		17.3	82.7	0		
Total %	0.1	6.4	0.2	6.7	48.8	0.2	0	49.1	7.6	36.6	0	44.3	
Cars +	2	116	3	121	897	4	0	901	140	658	0	798	1820
% Cars +	100	97.5	100	97.6	98.8	100	0	98.8	98.6	96.6	0	97	97.9
Trucks	0	3	0	3	11	0	0	11	2	23	0	25	39
% Trucks	0	2.5	0	2.4	1.2	0	0	1.2	1.4	3.4	0	3	2.1



TRAFFIC DATA COLLECTION

File Name : Simpsonville(09 - W Georgia Street and Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Jones Avenue Southbound				Georgia Street Westbound				Georgia Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	19	0	20	154	0	0	154	30	84	0	114	288
07:45 AM	0	18	1	19	104	1	0	105	26	97	0	123	247
08:00 AM	0	19	0	19	131	0	0	131	25	92	0	117	267
08:15 AM	1	20	0	21	87	0	0	87	13	105	0	118	226
Total Volume	2	76	1	79	476	1	0	477	94	378	0	472	1028
% App. Total	2.5	96.2	1.3		99.8	0.2	0		19.9	80.1	0		
PHF	.500	.950	.250	.940	.773	.250	.000	.774	.783	.900	.000	.959	.892
Cars + Trucks	2	74	1	77	471	1	0	472	93	369	0	462	1011
% Cars + Trucks	100	97.4	100	97.5	98.9	100	0	99.0	98.9	97.6	0	97.9	98.3
Trucks	0	2	0	2	5	0	0	5	1	9	0	10	17
% Trucks	0	2.6	0	2.5	1.1	0	0	1.0	1.1	2.4	0	2.1	1.7





TRAFFIC DATA COLLECTION

File Name : Simpsonville(09 - W Georgia Street and Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 1

Groups Printed- Cars + - Trucks

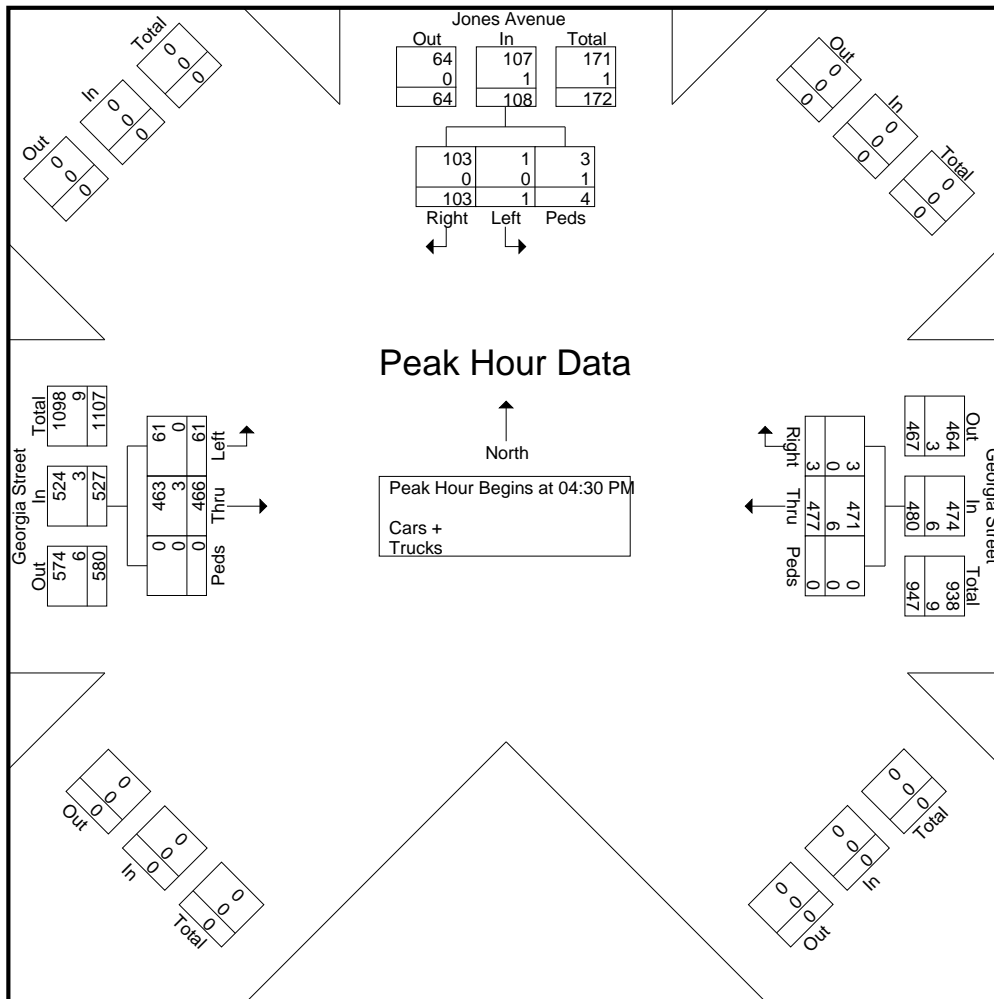
Start Time	Jones Avenue Southbound				Georgia Street Westbound				Georgia Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
04:00 PM	0	29	0	29	124	0	0	124	10	106	0	116	269
04:15 PM	1	26	0	27	98	0	0	98	9	119	0	128	253
04:30 PM	0	18	1	19	123	2	0	125	10	114	0	124	268
04:45 PM	1	15	3	19	100	0	0	100	13	128	0	141	260
Total	2	88	4	94	445	2	0	447	42	467	0	509	1050
05:00 PM	0	47	0	47	125	1	0	126	19	116	0	135	308
05:15 PM	0	23	0	23	129	0	0	129	19	108	0	127	279
05:30 PM	1	14	0	15	111	0	0	111	19	112	0	131	257
05:45 PM	0	27	0	27	109	1	0	110	13	97	0	110	247
Total	1	111	0	112	474	2	0	476	70	433	0	503	1091
Grand Total	3	199	4	206	919	4	0	923	112	900	0	1012	2141
Apprch %	1.5	96.6	1.9		99.6	0.4	0		11.1	88.9	0		
Total %	0.1	9.3	0.2	9.6	42.9	0.2	0	43.1	5.2	42	0	47.3	
Cars +	3	198	3	204	909	4	0	913	112	890	0	1002	2119
% Cars +	100	99.5	75	99	98.9	100	0	98.9	100	98.9	0	99	99
Trucks	0	1	1	2	10	0	0	10	0	10	0	10	22
% Trucks	0	0.5	25	1	1.1	0	0	1.1	0	1.1	0	1	1



TRAFFIC DATA COLLECTION

File Name : Simpsonville(09 - W Georgia Street and Jones Avenue)
 Site Code :
 Start Date : 4/16/2026
 Page No : 2

Start Time	Jones Avenue Southbound				Georgia Street Westbound				Georgia Street Eastbound				Int. Total
	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	18	1	19	123	2	0	125	10	114	0	124	268
04:45 PM	1	15	3	19	100	0	0	100	13	128	0	141	260
05:00 PM	0	47	0	47	125	1	0	126	19	116	0	135	308
05:15 PM	0	23	0	23	129	0	0	129	19	108	0	127	279
Total Volume	1	103	4	108	477	3	0	480	61	466	0	527	1115
% App. Total	0.9	95.4	3.7		99.4	0.6	0		11.6	88.4	0		
PHF	.250	.548	.333	.574	.924	.375	.000	.930	.803	.910	.000	.934	.905
Cars + Trucks	1	103	3	107	471	3	0	474	61	463	0	524	1105
% Cars + Trucks	100	100	75.0	99.1	98.7	100	0	98.8	100	99.4	0	99.4	99.1
% Trucks	0	0	1	1	6	0	0	6	0	3	0	3	10
	0	0	25.0	0.9	1.3	0	0	1.3	0	0.6	0	0.6	0.9



ATTACHMENT D

SYNCHRO ANALYSIS REPORTS

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	4	8	797	2	5	658
Future Vol, veh/h	4	8	797	2	5	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	9	866	2	5	715

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1235	434	0	0	868	0
Stage 1	867	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	169	570	-	-	772	-
Stage 1	372	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	570	-	-	772	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	316	772
HCM Lane V/C Ratio	-	-	0.041	0.007
HCM Ctrl Dly (s/v)	-	-	16.9	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	0	32	3	2	3	10	753	2	1	572	88
Future Vol, veh/h	37	0	32	3	2	3	10	753	2	1	572	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	35	3	2	3	11	818	2	1	622	96

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1516	1514	670	1531	1561	819	718	0	0	820	0	0
Stage 1	672	672	-	841	841	-	-	-	-	-	-	-
Stage 2	844	842	-	690	720	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	98	120	457	96	112	375	883	-	-	809	-	-
Stage 1	445	454	-	359	380	-	-	-	-	-	-	-
Stage 2	358	380	-	435	432	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	117	457	87	109	375	883	-	-	809	-	-
Mov Cap-2 Maneuver	94	117	-	87	109	-	-	-	-	-	-	-
Stage 1	435	453	-	351	371	-	-	-	-	-	-	-
Stage 2	345	371	-	401	431	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	51.4		34.2		0.1		0	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	883	-	-	149	132	809	-	-
HCM Lane V/C Ratio	0.012	-	-	0.503	0.066	0.001	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	51.4	34.2	9.5	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q (veh)	0	-	-	2.4	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	379	7	79	795	2	17
Future Vol, veh/h	379	7	79	795	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	412	8	86	864	2	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	420	0	1452 416
Stage 1	-	-	-	-	416 -
Stage 2	-	-	-	-	1036 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1139	-	144 637
Stage 1	-	-	-	-	666 -
Stage 2	-	-	-	-	342 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1139	-	123 637
Mov Cap-2 Maneuver	-	-	-	-	123 -
Stage 1	-	-	-	-	666 -
Stage 2	-	-	-	-	292 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.8	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	442	-	-	1139	-
HCM Lane V/C Ratio	0.047	-	-	0.075	-
HCM Ctrl Dly (s/v)	13.5	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.2	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	13	1	0	98	1	2	0	0	0	2	116
Future Vol, veh/h	16	13	1	0	98	1	2	0	0	0	2	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	14	1	0	107	1	2	0	0	0	2	126
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.8	7.6	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	53%	0%	0%
Vol Thru, %	0%	43%	99%	2%
Vol Right, %	0%	3%	1%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	30	99	118
LT Vol	2	16	0	0
Through Vol	0	13	98	2
RT Vol	0	1	1	116
Lane Flow Rate	2	33	108	128
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.039	0.125	0.128
Departure Headway (Hd)	4.479	4.333	4.181	3.588
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	821	854	985
Service Time	2.569	2.389	2.219	1.663
HCM Lane V/C Ratio	0.003	0.04	0.126	0.13
HCM Control Delay, s/veh	7.6	7.6	7.8	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.4	0.4

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	118	56	175	35	9	172
Future Vol, veh/h	118	56	175	35	9	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	61	190	38	10	187

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	526 209
Stage 1	-	-	-	-	209 -
Stage 2	-	-	-	-	317 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1340	-	-	-	512 831
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	738 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1340	-	-	-	461 831
Mov Cap-2 Maneuver	-	-	-	-	461 -
Stage 1	-	-	-	-	744 -
Stage 2	-	-	-	-	738 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	5.4	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	799
HCM Lane V/C Ratio	0.096	-	-	-	0.246
HCM Ctrl Dly (s/v)	8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.3	-	-	-	1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	94	378	476	1	2	76
Future Vol, veh/h	94	378	476	1	2	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	411	517	1	2	83

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	518	0	-	0	1133
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	615
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1048	-	-	-	224
Stage 1	-	-	-	-	598
Stage 2	-	-	-	-	539
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	196
Mov Cap-2 Maneuver	-	-	-	-	196
Stage 1	-	-	-	-	523
Stage 2	-	-	-	-	539

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.8	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	533
HCM Lane V/C Ratio	0.097	-	-	-	0.159
HCM Ctrl Dly (s/v)	8.8	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.3	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	35	0	16	44	23	0	267	36	26	56	19
Future Vol, veh/h	65	35	0	16	44	23	0	267	36	26	56	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	38	0	17	48	25	0	290	39	28	61	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.2	8.8	10.7	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	65%	19%	26%
Vol Thru, %	88%	35%	53%	55%
Vol Right, %	12%	0%	28%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	100	83	101
LT Vol	0	65	16	26
Through Vol	267	35	44	56
RT Vol	36	0	23	19
Lane Flow Rate	329	109	90	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.412	0.157	0.125	0.145
Departure Headway (Hd)	4.502	5.198	4.972	4.759
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	686	716	750
Service Time	2.543	3.258	3.034	2.813
HCM Lane V/C Ratio	0.413	0.159	0.126	0.147
HCM Control Delay, s/veh	10.7	9.2	8.8	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2	0.6	0.4	0.5

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	599	3	11	858
Future Vol, veh/h	4	7	599	3	11	858
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	651	3	12	933

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1144	327	0	0	654	0
Stage 1	653	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	193	669	-	-	929	-
Stage 1	480	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	188	669	-	-	929	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	347	929
HCM Lane V/C Ratio	-	-	0.034	0.013
HCM Ctrl Dly (s/v)	-	-	15.7	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	2	37	1	0	4	7	562	2	3	776	80
Future Vol, veh/h	38	2	37	1	0	4	7	562	2	3	776	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	2	40	1	0	4	8	611	2	3	843	87

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1523	1522	887	1542	1564	612	930	0	0	613	0	0
Stage 1	893	893	-	628	628	-	-	-	-	-	-	-
Stage 2	630	629	-	914	936	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	97	118	343	94	112	493	736	-	-	966	-	-
Stage 1	336	360	-	471	476	-	-	-	-	-	-	-
Stage 2	470	475	-	327	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	115	343	80	109	493	736	-	-	966	-	-
Mov Cap-2 Maneuver	94	115	-	80	109	-	-	-	-	-	-	-
Stage 1	331	357	-	463	468	-	-	-	-	-	-	-
Stage 2	458	467	-	285	342	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	59.2		20.2		0.1		0	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	145	243	966	-	-
HCM Lane V/C Ratio	0.01	-	-	0.577	0.022	0.003	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	59.2	20.2	8.7	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q (veh)	0	-	-	3	0.1	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	812	31	90	500	5	54
Future Vol, veh/h	812	31	90	500	5	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	883	34	98	543	5	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	917	0	1639 900
Stage 1	-	-	-	-	900 -
Stage 2	-	-	-	-	739 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	744	-	110 337
Stage 1	-	-	-	-	397 -
Stage 2	-	-	-	-	472 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	744	-	89 337
Mov Cap-2 Maneuver	-	-	-	-	89 -
Stage 1	-	-	-	-	397 -
Stage 2	-	-	-	-	383 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.6	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	744	-
HCM Lane V/C Ratio	0.235	-	-	0.131	-
HCM Ctrl Dly (s/v)	22.2	-	-	10.6	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q (veh)	0.9	-	-	0.5	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	37	11	0	22	1	5	4	0	0	11	125
Future Vol, veh/h	67	37	11	0	22	1	5	4	0	0	11	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	40	12	0	24	1	5	4	0	0	12	136
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	7.5	7.6	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	58%	0%	0%
Vol Thru, %	44%	32%	96%	8%
Vol Right, %	0%	10%	4%	92%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	115	23	136
LT Vol	5	67	0	0
Through Vol	4	37	22	11
RT Vol	0	11	1	125
Lane Flow Rate	10	125	25	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.012	0.149	0.03	0.15
Departure Headway (Hd)	4.531	4.287	4.281	3.648
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	833	826	965
Service Time	2.531	2.337	2.359	1.74
HCM Lane V/C Ratio	0.013	0.15	0.03	0.153
HCM Control Delay, s/veh	7.6	8.1	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.1	0.5

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	204	141	152	19	8	147
Future Vol, veh/h	204	141	152	19	8	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	222	153	165	21	9	160

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	186	0	-	0	773 176
Stage 1	-	-	-	-	176 -
Stage 2	-	-	-	-	597 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1388	-	-	-	367 867
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	550 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1388	-	-	-	303 867
Mov Cap-2 Maneuver	-	-	-	-	303 -
Stage 1	-	-	-	-	705 -
Stage 2	-	-	-	-	550 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.8	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	791
HCM Lane V/C Ratio	0.16	-	-	-	0.213
HCM Ctrl Dly (s/v)	8.1	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.6	-	-	-	0.8

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	61	466	477	3	1	103
Future Vol, veh/h	61	466	477	3	1	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	507	518	3	1	112

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	521	0	-	0	1159 520
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	639 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1045	-	-	-	216 556
Stage 1	-	-	-	-	597 -
Stage 2	-	-	-	-	526 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1045	-	-	-	197 556
Mov Cap-2 Maneuver	-	-	-	-	197 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	526 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	546
HCM Lane V/C Ratio	0.063	-	-	-	0.207
HCM Ctrl Dly (s/v)	8.7	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.8

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	42	0	15	39	2	1	144	24	30	141	76
Future Vol, veh/h	27	42	0	15	39	2	1	144	24	30	141	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	46	0	16	42	2	1	157	26	33	153	83
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.6	8.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		1%	39%	27%
Vol Thru, %		85%	61%	70%
Vol Right, %		14%	0%	4%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		169	69	56
LT Vol		1	27	15
Through Vol		144	42	39
RT Vol		24	0	2
Lane Flow Rate		184	75	61
Geometry Grp		1	1	1
Degree of Util (X)		0.229	0.106	0.086
Departure Headway (Hd)		4.486	5.095	5.071
Convergence, Y/N		Yes	Yes	Yes
Cap		799	701	704
Service Time		2.518	3.143	3.119
HCM Lane V/C Ratio		0.23	0.107	0.087
HCM Control Delay, s/veh		8.9	8.8	8.6
HCM Lane LOS		A	A	A
HCM 95th-tile Q		0.9	0.4	0.3

**CITY OF SIMPSONVILLE: CITY COUNCIL COMMITTEE OF THE WHOLE MEETING
— MINUTES —**

Council Chambers, Simpsonville City Hall | April 28, 2026 | 6 p.m.



1. CALL TO ORDER

Mayor Shewmaker called the meeting to order at 6 p.m.

2. ROLL CALL

<u>Councilmember</u>	<u>Present</u>	<u>Absent</u>
Ward 1 – Chad O’Rear	✓	
Ward 2 – Aaron Rupe	✓	
Ward 3 – Shannon Williams	✓	
Ward 4 – Sherry Roche	✓	
Ward 5 – Tim Pinkerton	✓	
Ward 6 – Jerry Tusso	✓	
Mayor Paul Shewmaker	✓	

3. PLEDGE OF ALLEGIANCE

Mayor Shewmaker led Council Chambers in the Pledge of Allegiance.

4. PROCLAMATION

Lupus Awareness Month

Mayor Shewmaker read a proclamation declaring May Lupus Awareness Month.

5. APPROVAL OF MINUTES

The minutes for the Committee of the Whole Meeting on March 24, 2026 were approved as submitted.

6. CITIZEN COMMENTS

Geneva Lawrence gave comments about the proposed City of Simpsonville Fiscal Year 2026-2027 Annual Budget and expressed concern about the effects of the increases in the Public Works Fee and millage rate on “senior citizens and handicapped citizens” and requested an alternative means for funding the Public Works Department.

7. STAFF REPORTS

The following staff members gave monthly or quarterly reports to Council: Public Information Officer & City Clerk Justin Campbell (quarterly); City Administrator Tee Coker; Planning Director Jon Derby (quarterly); and Finance Director Maria Tooley.

8. BUSINESS

A. Ordinance O-2026-04, to transfer \$11,530,304.09 in bond proceeds to the Capital Projects account to fund the Downtown Simpsonville project

Maria Tooley, Finance Director

Motion by Councilmember Sherry Roche with a second by Councilmember Tim Pinkerton to move Ordinance O-2026-04 to the Business Meeting on May 12, 2026.

Yes – 7. No – 0. Motioned carried.

B. Ordinance O-2026-05, to authorize a vehicle master lease program to systematically replace the City of Simpsonville's light-duty fleet

Maria Tooley, Finance Director

Motion by Councilmember Shannon Williams with a second by Councilmember Sherry Roche to move Ordinance O-2026-05 to the Business Meeting on May 12, 2026.

Yes – 0. No – 0. Motion Carried.

C. Ordinance O-2026-06, to adopt an annual budget for Fiscal Year 2026-2027 to take effect July 1, 2026

Maria Tooley, Finance Director

Motion by Councilmember Tim Pinkerton with a second by Councilmember Chad O'Rear to move Ordinance O-2026-06 to the Business Meeting on May 12, 2026. Yes – 7. No – 0. Motion carried.

D. Resolution R-2026-11, to request from Greenville County Council a 5-mill increase for Greenville County Property owners to restore equitable cost-sharing fire service in the unincorporated Fire Service Area

Tee Coker, City Administrator

Motion by Councilmember Chad O'Rear with a second by Councilmember Sherry Roche to move Resolution R-2026-11 to the Business Meeting on May 12, 2026. Yes – 7. No – 0. Motion carried.

E. Resolution R-2026-12, to relocate the statue of Dr. L. L. Richardson from its location on North Main Street to the circular pad between Council Chambers and East Curtis Street

Charlene Carter, City Planner

Motion by Councilmember Sherry Roche with a second by Shannon Williams to move Resolution R-2026-12 to the Business Meeting on May 12, 2026. Yes – 7. No – 0. Motion carried.

F. Resolution R-2026-13, to authorize the City Administrator to execute Automatic Aid Agreements between the City of Simpsonville and neighboring fire departments and districts

Tee Coker, City Administrator

Motion by Councilmember Sherry Roche with a second by Councilmember Rupe to move Resolution R-2026-13 to the Business Meeting on May 12, 2026. Yes – 7. No – 0. Motion carried.

G. Modification of fiber franchise agreement to limit the number of providers in a designated area of the city

Charlene Carter, City Planner

Motion by Councilmember Shannon Williams with a second by Councilmember Rupe to move to the Business Meeting on May 12, 2026 modification of fiber franchise agreement to limit the number of providers in a designated area of the city. Yes – 7. No – 0. Motion carried.

H. Addendum to amend language in the Burdette North Development Agreement

Jon Derby, Planning Director

Motion by Councilmember Sherry Roche with a second by Councilmember Tim Pinkerton to move to the Business Meeting on May 12, 2026 an addendum to amend language in the Burdette North Development Agreement. Yes – 7. No – 0. Motion carried.

I. Appointment of Community Relations Specialist Justin Campbell as City Clerk

Tee Coker, City Administrator

Motion by Mayor Shewmaker with a second by Councilmember Rupe to approve the appointment of Community Relations Specialist Justin Campbell as City Clerk and place the appointment and swearing-in of the City Clerk on the agenda of a Special Called Business Meeting [on May 12, 2026] prior to the next Council business meeting, after which Council will adjourn and hold its regularly scheduled Business Meeting on May 12 [of 2026]. Yes – 7. No – 0. Motion carried.

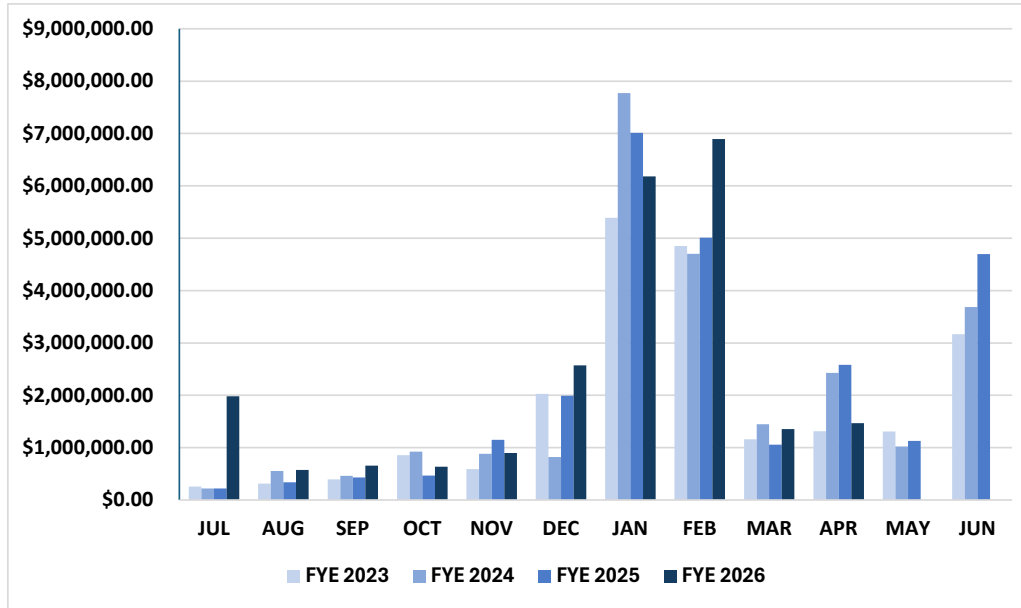
9. ADJOURNMENT

Mayor Shewmaker adjourned the meeting without objection at 8:09 p.m.



MONTHLY FINANCIAL UPDATE – Apr-26

GENERAL FUND – OVERVIEW OF REVENUE



<u>General Fund - Fiscal Year Revenue Comparison</u>			
<u>As of April 2026</u>			
<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$20,262,321.50	\$23,264,458.91	\$3,002,137.41	15% Increase

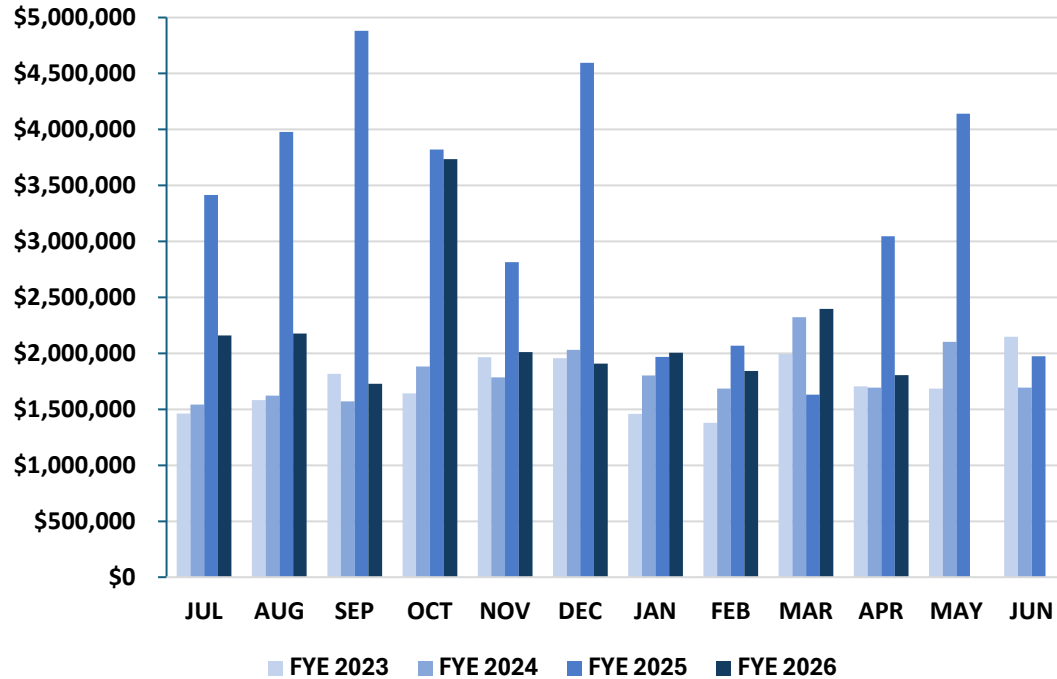
FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	\$222,661.95	Jul-25	\$1,980,972.92 **
Aug-24	\$336,501.40	Aug-25	\$572,975.45
Sep-24	\$432,918.26	Sep-25	\$655,937.05
Oct-24	\$466,885.91	Oct-25	\$634,667.91
Nov-24	\$1,149,801.31	Nov-25	\$898,633.20
Dec-24	\$1,990,395.57	Dec-25	\$2,572,879.86
Jan-25	\$7,014,179.56	Jan-26	\$6,180,303.52
Feb-25	\$5,009,446.18	Feb-26	\$6,891,556.31
Mar-25	\$1,059,103.58	Mar-26	\$1,355,180.12
Apr-25	\$2,580,427.78	Apr-26	\$1,466,413.70
May-25	\$1,130,079.03	May-26	
Jun-25	\$4,698,173.00	Jun-26	
Year to Date Other Financing Sources	\$ 3,270,993.33	Year to Date Other Financing Sources	\$ 54,938.87
YTD *Revenue	\$29,361,566.86	YTD *Revenue	\$23,264,458.91
% of BUDGET	119%	% of BUDGET	88%
BUDGET	\$23,977,380.00	BUDGET	\$25,659,464.00
Budgeted Other Financing Sources	\$606,889.00	Budgeted Other Financing Sources	\$916,628.00
TOTAL	\$24,584,269.00	TOTAL	\$26,576,092.00

*YTD Revenue includes other financing sources (Proceeds disposal of assets/Insurance Proceeds/Transfers from Special Revenue)

Other Financing Sources:	Proceeds on Disposals Capital Assets	
	Insurance Proceeds	\$ 54,938.87
	Transfer from Sewer Fund	
	Transfer from Special Revenue	
	Transfer from PW Enterprise Fund	
	Transfer from Capital Projects Fund	
Year-to-Date Other Financing Sources:		\$ 54,938.87

** July 2025 received funds from sale of Old City Hall

GENERAL FUND - OVERVIEW OF EXPENDITURES



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	\$3,310,346.64	Jul-25	\$2,159,838.96
Aug-24	\$3,978,217.31	Aug-25	\$2,177,961.01
Sep-24	\$4,880,124.85	Sep-25	\$1,729,184.04
Oct-24	\$3,820,216.84	Oct-25	\$3,733,754.34
Nov-24	\$2,813,166.12	Nov-25	\$2,011,839.59
Dec-24	\$4,596,143.77	Dec-25	\$1,908,304.49
Jan-25	\$1,968,707.18	Jan-26	\$2,006,188.29
Feb-25	\$2,067,000.97	Feb-26	\$1,843,634.29
Mar-25	\$1,631,431.42	Mar-26	\$2,395,750.51
Apr-25	\$3,045,289.51	Apr-26	\$1,803,781.61
May-25	\$4,140,984.56	May-26	
Jun-25	\$1,975,268.63	Jun-26	
YTD	\$38,226,897.80	YTD	\$21,770,237.13
% of BUDGET	155%	% of BUDGET	82%
BUDGET	\$24,584,269.00	BUDGET	\$26,576,092.00

<u>General Fund - Fiscal Year Revenue Comparison</u>			
<u>As of April 2026</u>			
<u>FYE - 2025</u>	<u>FYE - 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$32,110,644.61	\$21,770,237.13	(10,340,407.48)	-32% Decrease

Cash on Hand as of April 30, 2026:
\$21,534,456.09

GENERAL FUND – OVERVIEW OF DEBT

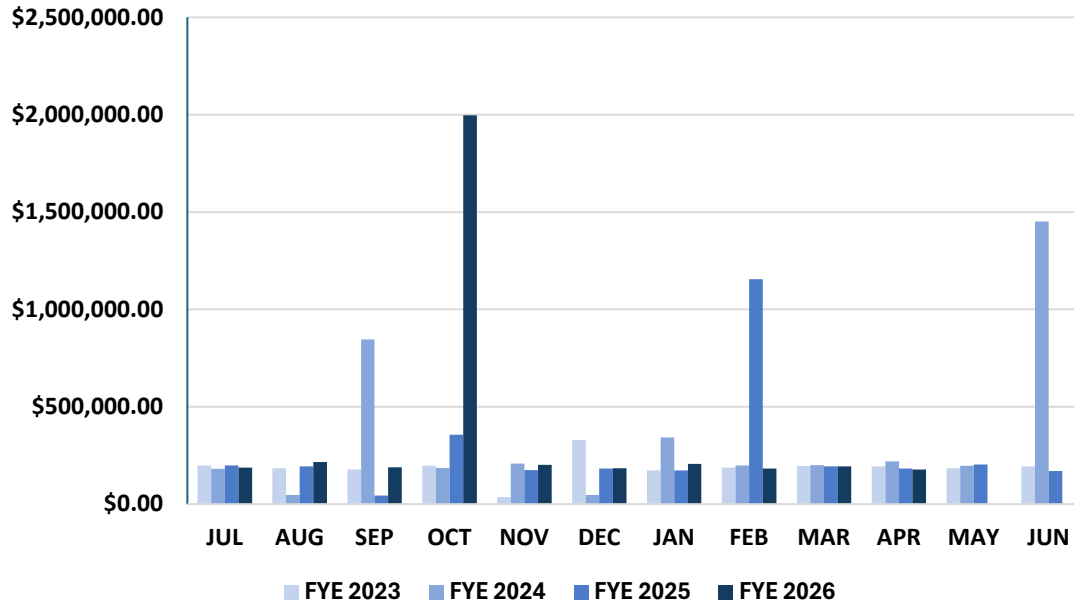
GENERAL OBLIGATION BONDS	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2025	Amount Still Due in FYE 2026 (Principal & Interest)
2019 G.O. Bond	4/1/2026	\$772,000	\$115,000.00	\$114,000.00	\$4,476.96

INSTALLMENT PURCHASE REVENUE BONDS	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2025	Amount Still Due in FYE 2025 (Principal & Interest)
2021 IPRB	6/30/2042	\$11,300,000.00	\$10,105,000.00	\$0.00	\$0.00

2021 Installment Purchase Revenue Bond
Monthly Activity

2021 IPRB Details	Beginning Balance	Debt Service Payments (Monthly Installment)	Principal/Interest/Construction (Made by US Bank on behalf of City)	Ending Balance
US Bank – Bond Fund	\$2,755.53		\$7.67	\$2,763.20

SEWER FUND – OVERVIEW OF REVENUE†

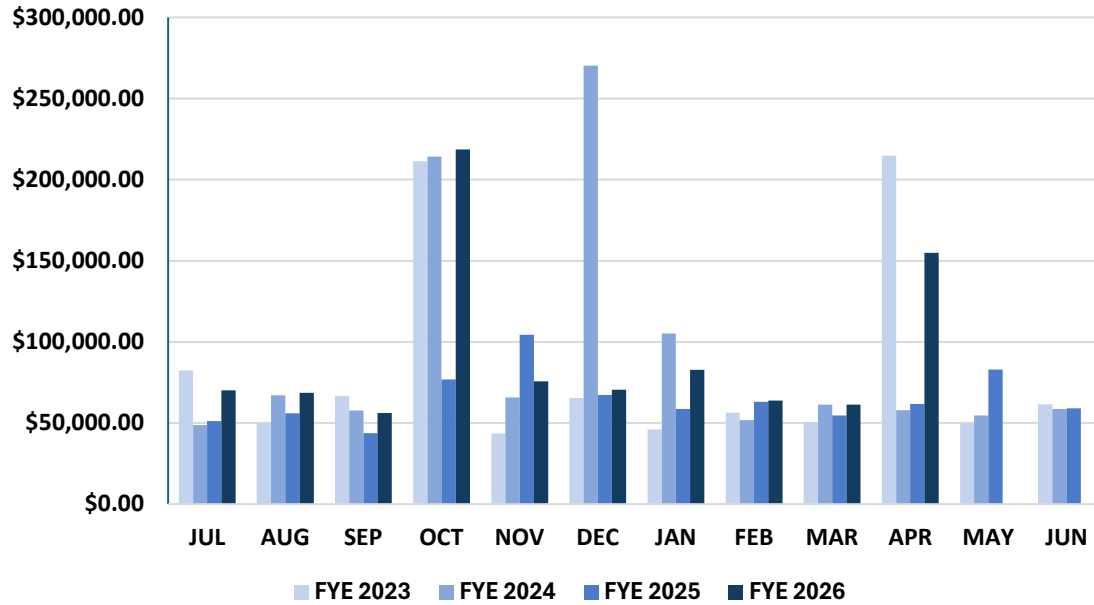


FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	\$198,594.09	Jul-25	\$188,005.34
Aug-24	\$194,142.59	Aug-25	\$216,727.01
Sep-24	\$44,083.66	Sep-25	\$189,702.76
Oct-24	\$356,816.26	Oct-25	\$1,996,657.36
Nov-24	\$175,678.90	Nov-25	\$201,411.48
Dec-24	\$182,892.12	Dec-25	\$184,042.42
Jan-25	\$174,916.72	Jan-26	\$207,334.46
Feb-25	\$1,155,766.70	Feb-26	\$183,367.36
Mar-25	\$193,137.64	Mar-26	\$193,607.33
Apr-25	\$183,034.60	Apr-26	\$178,218.78
May-25	\$203,977.44	May-26	
Jun-25	\$169,517.51	Jun-26	
YTD	\$3,232,558.23	YTD	\$3,739,074.30
% of BUDGET	142%	% of BUDGET	165%
BUDGET	\$2,270,000.00	BUDGET	\$2,270,000.00

† Excludes donated sewer infrastructure

<i>Sewer Fund - Fiscal Year Revenue Comparison</i>			
<i>As of April 2026</i>			
<i>FYE – 2025</i>	<i>FYE – 2026</i>	<i>\$ Difference</i>	<i>% Increase/Decrease</i>
\$2,859,063.28	\$3,739,074.30	\$880,011.02	31% Increase

SEWER FUND – OVERVIEW OF EXPENDITURES†



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	\$52,905.53	Jul-25	\$70,202.68
Aug-24	\$56,042.17	Aug-25	\$68,667.32
Sep-24	\$43,813.75	Sep-25	\$56,173.37
Oct-24	\$76,779.00	Oct-25	\$218,552.94
Nov-24	\$104,441.60	Nov-25	\$75,717.91
Dec-24	\$67,182.38	Dec-25	\$70,595.87
Jan-25	\$58,644.73	Jan-26	\$82,772.54
Feb-25	\$63,151.96	Feb-26	\$63,801.66
Mar-25	\$54,679.60	Mar-26	\$61,410.21
Apr-25	\$61,660.99	Apr-26	\$154,896.81
May-25	\$83,047.32	May-26	
Jun-25	\$59,012.73	Jun-26	
YTD	\$781,361.76	YTD	\$922,791.31
% of BUDGET	62%	% of BUDGET	83%
BUDGET	\$1,252,394.00	BUDGET	\$1,108,724.00

Cash on Hand as of April 30, 2026:
\$2,033,893.20

<u>Sewer Fund - Fiscal Year Expense Comparison</u>			
<u>As of March 2026</u>			
<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$639,301.71	\$922,791.31	\$283,489.60	44% Increase

SEWER FUND - OVERVIEW OF LIABILITIES

LIABILITIES*

REVENUE BOND*	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2026	Amount Still Due in FYE 2026 (Principal & Interest)
2016 Revenue Bond	4/1/2037	\$10,270,000	\$7,070,000.00	\$568,439.59	\$117,421.97

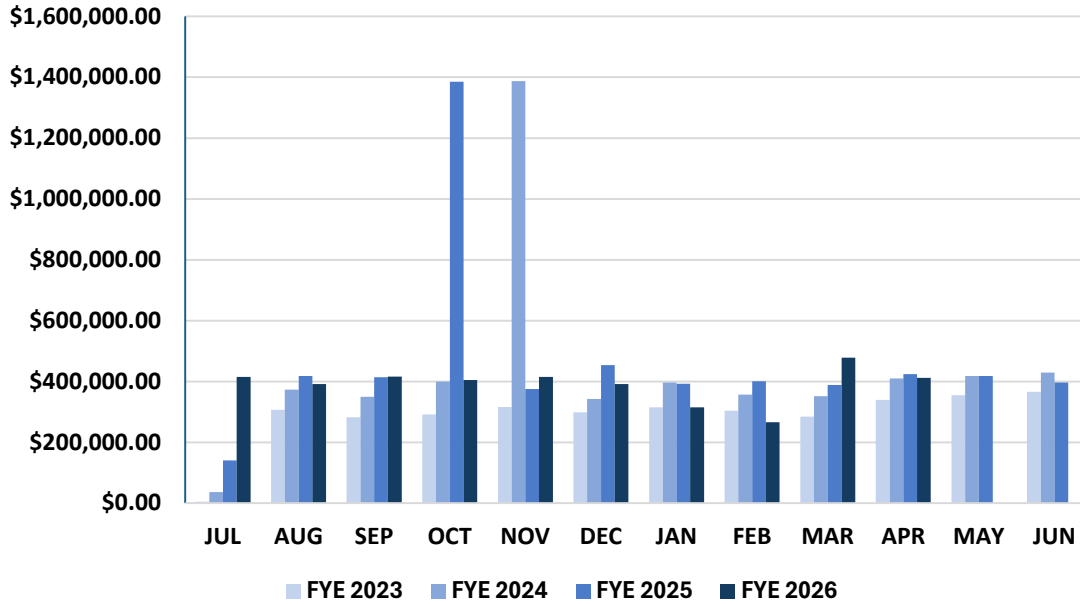
‡ Excludes depreciation expenses

* Not included in expenditure report

2016 Sewer Revenue Bond Monthly Activity

2016 Sewer Revenue Bond Details	Beginning Balance	Debt Service Payments (Monthly Installment)	Principal/Interest/Construction <i>(Made by US Bank on behalf of City)</i>	Ending Balance
US Bank - Debt Service Fund	\$655,425.31	\$3,842,771.19 <i>(\$4,444,597.23)</i>	\$1,696.37 - Interest	\$55,295.64

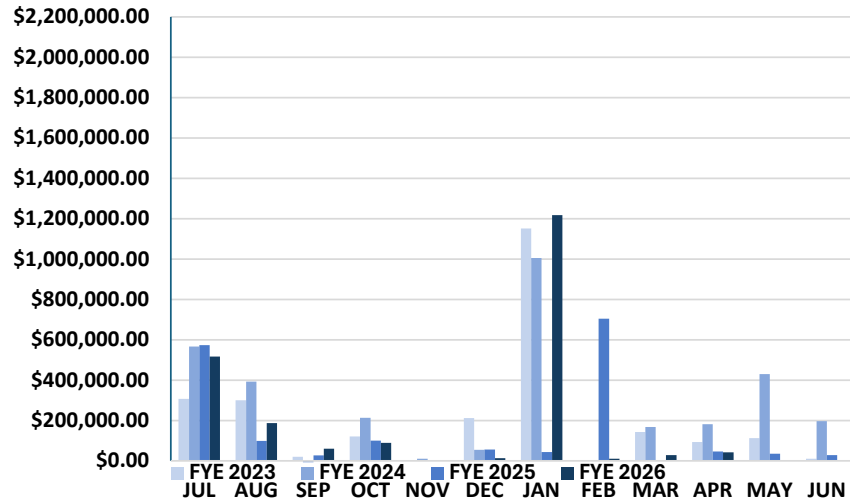
SPECIAL REVENUE FUND – OVERVIEW OF REVENUE



FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	\$140,138.36	Jul-25	\$415,172.70
Aug-24	\$418,166.30	Aug-25	\$391,182.38
Sep-24	\$413,608.66	Sep-25	\$416,089.94
Oct-24	\$1,385,483.64	Oct-25	\$404,988.82
Nov-24	\$430,899.59	Nov-25	\$414,898.09
Dec-24	\$453,457.87	Dec-25	\$391,766.72
Jan-25	\$445,882.67	Jan-26	\$314,386.57
Feb-25	\$400,122.50	Feb-26	\$265,469.13
Mar-25	\$388,679.63	Mar-26	\$477,920.10
Apr-25	\$423,951.95	Apr-26	\$411,616.83
May-25	\$418,126.15	May-26	
Jun-25	\$396,245.41	Jun-26	
YTD	\$5,714,762.73	YTD	\$3,903,491.28
% of BUDGET	143%	% of BUDGET	86%
BUDGET	\$4,000,000.00	BUDGET	\$4,550,000.00

<i>Special Revenue Fund - Fiscal Year Revenue Comparison</i>			
<i>As of April 2026</i>			
<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$4,900,391.17	\$3,903,491.28	(\$996,899.89)	-20% Decrease

SPECIAL REVENUE FUND – OVERVIEW OF EXPENDITURES



FYE 2025	Expenditure	Transfers	FYE 2026	Expenditure	Transfers
Jul-24	\$521,462.58	\$0.00	Jul-25	\$516,896.50	\$0.00
Aug-24	\$98,428.24	\$0.00	Aug-25	\$186,800.00	\$0.00
Sep-24	\$26,505.74	\$0.00	Sep-25	\$59,466.00	\$0.00
Oct-24	\$100,218.06	\$0.00	Oct-25	\$89,768.28	\$0.00
Nov-24	\$2,948.81	\$135,330.55	Nov-25	\$0.00	\$0.00
Dec-24	\$55,416.06	\$0.00	Dec-25	\$13,411.90	\$0.00
Jan-25	\$1,061,649.84	\$0.00	Jan-26	\$1,218,067.00	\$0.00
Feb-25	\$704,932.53	\$0.00	Feb-26	\$11,043.78	\$0.00
Mar-25	\$3,232.56	\$944,232.53	Mar-26	\$28,903.19	\$0.00
Apr-25	\$46,130.04	\$485,214.60	Apr-26	\$42,197.15	\$0.00
May-25	\$35,537.09	\$0.00	May-26		
Jun-25	\$28,282.19	\$557,464.48	Jun-26		
YTD	\$2,684,743.74	\$2,122,242.16	YTD	\$2,166,553.80	\$0.00
% of BUDGET	140%	347%	% of BUDGET	89%	0%
BUDGET	\$1,923,228.00	\$612,377.00	BUDGET	\$2,430,621.00	\$650,505.00

<u>Special Revenue Fund - Fiscal Year Revenue Comparison</u>			
<u>As of April 2026</u>			
<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$2,620,924.46	\$2,166,553.80	(\$454,370.66)	-17% Decrease

Cash on Hand as of April 30, 2026:
\$10,743,211.78

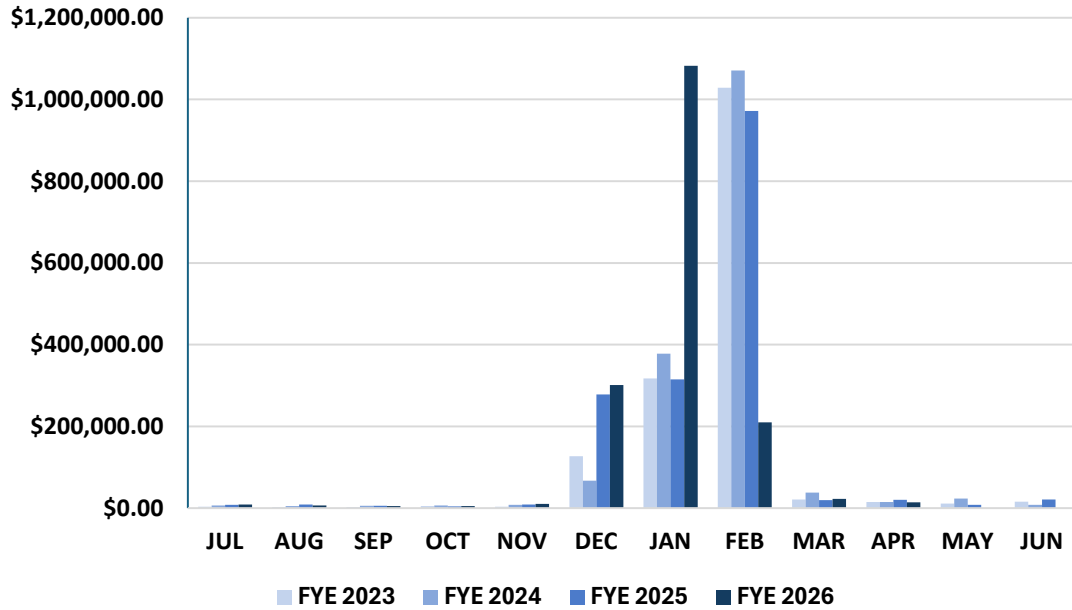
SPECIAL REVENUE - OVERVIEW OF DEBT

H&A TAX REVENUE REFUNDING AND IMPROVEMENT BOND	Maturity Date	Original Amount	Remaining Balance (Principal)	Payments Already Made in FYE 2026	Amount Still Due in FYE 2026 (Principal & Interest)
2021 Revenue Bond	6/30/2036	\$14,155,000	\$11,040,000.00	\$1,066,916.66	\$213,458.32

2021 H&A Tax Revenue Bond
Monthly Activity

2021 H&A TAX REVENUE BOND Details	Beginning Balance	Debt Service Payments	Principal/Interest/Construction <i>(Made by US Bank on behalf of City)</i>	Ending Balance
US Bank - Interest Account	\$135,985.83	\$37,979.17	\$337.67 Interest Earned	\$174,302.67
US Bank - Principal Account	\$255,028.32	\$68,750.00	\$6,335.94 Interest Earned	\$324,414.26
US Bank - Construction Fund	\$2,116,474.54		(\$9,461) Disbursements	\$2,112,907.77
			\$5,894.23 Interest Earned	

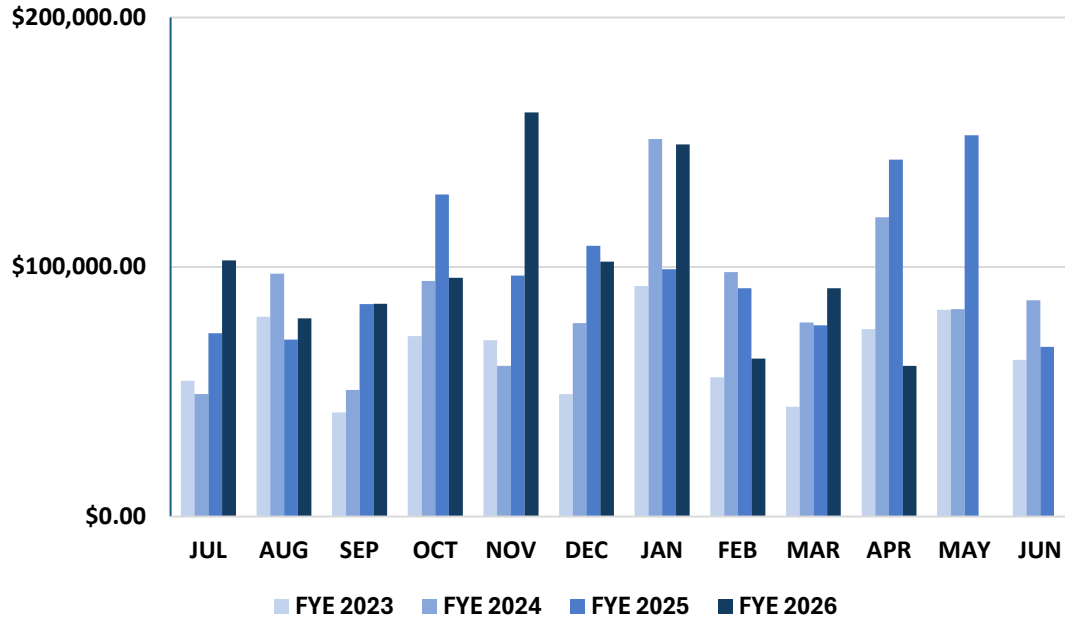
PUBLIC WORKS ENTERPRISE FUND – OVERVIEW OF REVENUE



FYE 2025	Revenue	FYE 2026	Revenue
Jul-24	\$7,842.47	Jul-25	\$9,131.00
Aug-24	\$8,723.95	Aug-25	\$6,644.75
Sep-24	\$6,024.48	Sep-25	\$4,976.92
Oct-24	\$4,000.76	Oct-25	\$4,813.67
Nov-24	\$8,795.81	Nov-25	\$10,636.34
Dec-24	\$278,030.38	Dec-25	\$301,164.43
Jan-25	\$315,105.55	Jan-26	\$1,082,327.00
Feb-25	\$971,890.11	Feb-26	\$210,215.34
Mar-25	\$19,792.92	Mar-26	\$22,331.36
Apr-25	\$20,610.36	Apr-26	\$14,178.00
May-25	\$8,239.63	May-26	
Jun-25	\$20,943.04	Jun-26	
YTD	\$1,669,999.46	YTD	\$1,666,418.81
% of Budget	105%	% of Budget	100%
Budget	\$1,587,000.00	Budget	\$1,673,000.00

<i>PW Enterprise Fund - Fiscal Year Revenue Comparison</i>			
<i>As of April 2026</i>			
<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$1,640,816.79	\$1,666,418.81	\$25,602.02	2% Increase

PUBLIC WORKS ENTERPRISE FUND – OVERVIEW OF EXPENDITURES



FYE 2025	Expenditures	FYE 2026	Expenditures
Jul-24	\$94,630.17	Jul-25	\$102,639.30
Aug-24	\$70,857.56	Aug-25	\$79,471.49
Sep-24	\$85,105.92	Sep-25	\$85,242.34
Oct-24	\$129,009.39	Oct-25	\$95,621.58
Nov-24	\$96,556.16	Nov-25	\$161,928.89
Dec-24	\$108,477.69	Dec-25	\$102,142.20
Jan-25	\$99,134.50	Jan-26	\$149,171.07
Feb-25	\$91,462.83	Feb-26	\$63,298.89
Mar-25	\$76,677.56	Mar-26	\$91,444.36
Apr-25	\$143,078.78	Apr-26	\$60,340.14
May-25	\$152,803.79	May-26	
Jun-25	\$67,984.71	Jun-26	
YTD	\$1,215,779.06	YTD	\$991,300.26
% of Budget	94%	% of Budget	72%
Budget	\$1,287,568.00	Budget	\$1,377,165.00

<u>FYE – 2025</u>	<u>FYE – 2026</u>	<u>\$ Difference</u>	<u>% Increase/Decrease</u>
\$994,990.56	\$991,300.26	(\$3,690.30)	0% Increase

Cash on Hand as of April 30, 2026:
\$1,638,603.40

Preliminary Budget Report (March 31st)

Account	Budgeted Expenditures	YTD Expenditures	Encumbrance	Remaining Balance	Percent Remaining
Mayor/Council	\$159,396.00	\$116,532.87		\$42,863.13	27%
Administration					
<i>Administration</i>	\$3,345,091.00	\$2,660,964.75		\$684,126.25	20%
* <i>Municipal Complex</i>	-	\$756,746.45			
<i>Court</i>	\$375,180.00	\$260,310.70		\$114,869.30	31%
Police					
<i>Police</i>	\$7,324,040.00	\$5,183,465.91	\$51,771.67	\$2,088,802.42	29%
<i>Dispatch</i>	\$845,762.00	\$564,184.38		\$281,577.62	33%
Fire	\$8,886,953.00	\$8,303,285.70	\$98,610.57	\$485,056.73	5%
Public Works					
<i>Public Works</i>	\$2,274,005.00	\$1,392,461.63		\$881,543.37	39%
<i>Sewer</i>	\$1,108,724.00	\$922,791.31		\$185,932.69	17%
<i>Garage</i>	\$366,601.00	\$200,664.89	\$ 5,450.00	\$160,486.11	44%
Recreation					
<i>Recreation</i>	\$1,910,157.00	\$1,310,904.21	\$21,700.00	\$577,552.79	30%
<i>Heritage Park</i>	\$1,028,267.00	\$965,735.49	\$8,363.40	\$54,168.11	5%
<i>Amphitheater</i>	\$60,640.00	\$54,980.15		\$5,659.85	9%
Special Revenue	\$3,081,126.00	\$2,166,553.80	\$162,928.39	\$751,643.81	24%
PW Enterprise Fund	\$1,377,165.00	\$991,300.26		\$385,864.74	28%

<i>Department</i>	<i>Purchase Order Number</i>	<i>Purchase Order Date</i>	<i>Vendor</i>	<i>Description</i>	<i>Purchase Order Total</i>	<i>Status</i>
Police Department	1000338	7/2/2025	Dataworks	LiveScan Plus/Hardware	\$24,495.00	Complete
Sewer	1000339	7/8/2025	Ford of Spartanburg	2025 Ford Pickup Truck	\$49,160.00	Complete
Police Department	1000340	7/8/2025	West Chatham Warning	Utility Admin Package	\$20,756.76	Complete
Police Department	1000341	7/8/2025	West Chatham Warning	Upfitting for 3 Slick Top	\$45,707.29	Complete
Police Department	1000342	7/8/2025	Garrett's Discount Golf Cars	EGG25 Valor Golf Carts	\$17,671.50	Complete
Police Department	1000343	7/8/2025	Santee Automotive	4 2025 Ford Interceptors	\$186,224.00	Complete
Police Department	1000344	7/8/2025	Ford of Spartanburg	2025 Ford Interceptor	\$46,022.00	Complete
Public Works	1000345	7/10/2025	The Charles Machine Works	Mini Steer	\$64,176.77	Complete
Public Works	1000346	7/11/2025	Enviromental Systems	ArcGIS Desktop Items	\$4,744.00	Complete
Public Works	1000347	7/15/2025	Kevin Whitaker	2025 Chevrolet LCF	\$62,872.00	Complete
Fire Department	1000348	7/22/2025	Chism Drywall LLC	Replace Ceiling Grid & Tile	\$8,700.00	Complete
Rec Deapartment	1000349	7/22/2025	Capital One Card Services	Flag Football Sets	\$8,363.40	Open
Fire Department	1000350	7/21/2025	M&M Heating & Air	New HVAC System	\$21,440.00	Complete
Police Department	1000351	7/28/2025	SC Department of Juvenile	Juvenile Housing	\$12,000.00	Open
Rec Deapartment	1000352	7/29/2025	GameOn	Custom Cap and Visor	\$13,440.87	Complete
Rec Deapartment	1000353	7/29/2025	GameOn	G-Fusion Football Jerseys & Pads	\$7,821.06	Complete
Rec Deapartment	1000354	7/29/2025	GameOn	Cheer Uniform Packages	\$3,679.26	Complete
Public Works	1000355	7/29/2025	STI Turf Care Equipment	4520 PRO Model	\$30,389.00	Complete
Public Works	1000356	7/29/2025	STI Turf Care Equipment	Mower	\$14,075.74	Complete
Public Works	1000357	7/30/2025	D2 Powersports	2025 Polaris Ranger	\$19,518.78	Complete
Rec Deapartment	1000358	7/30/2025	Ford of Spartanburg	2025 Ford F250 Pickup	\$49,124.00	Open
Fire Department	1000359	8/5/2025	Proper International	Boots	\$3,143.66	Opn
Rec Deapartment	1000360	8/8/2025	Capital One Card Services	Flag Football Sets	\$2,416.80	Complete
Fire Department	1000361	8/11/2025	OSI Federal Technologies	Research Tables	\$5,251.61	Complete

<i>Department</i>	<i>Purchase Order Number</i>	<i>Purchase Order Date</i>	<i>Vendor</i>	<i>Description</i>	<i>Purchase Order Total</i>	<i>Status</i>
Public Works	1000362	8/11/2025	Amick Equipment	Sidewinder	\$357,049.10	Complete
Fire Department	1000363	8/11/2025	Proper International	Revtac Ripstop Tactical Pant	\$7,434.31	Complete
Fire Department	1000364	8/18/2025	Proper International	Uniform	\$3,406.92	Complete
Rec Department	1000365	8/18/2025	Gameon	Customom Baseball/Softball	\$13,091.27	Complete
Public Works	1000366	8/21/2025	Lay of the Land of NC INC	Spreader	\$10,790.00	Complete
Police Department	1000367	8/21/2025	Caseguard, Inc	Annual Subscription	\$4,545.00	Complete
Fire Department	1000368	8/21/2025	Proper International	Uniforms	\$3,322.24	Complete
Rec Department	1000369	8/26/2025	Capital One Card Services	Volleyball Jerseys	\$4,823.00	Complete
Public Works	1000370	8/26/2025	Schaefer Systems Intl	95 Gallon Cart	\$15,791.88	Complete
Fire Department	1000371	8/28/2025	Stryker Sales Corp	Lifepak	\$2,876.12	Cancelled
Administration	1000372	9/19/2025	Seasoned Tree Care	3 Trees Removed	\$12,800.00	Complete
Public Works	1000373	9/24/2025	Napa Auto Parts	Napa Tracs Shop Management Program	\$5,450.00	Open
Fire Department	1000374	10/2/2025	Stryker Sales Corp	Lifepak	\$2,876.12	Complete
Rec Department	1000375	10/22/2025	Allan Herschell Company LLC	Train Parts	\$11,420.00	Complete
Rec Department	1000376	10/31/2025	Gameon	Uniforms	\$9,018.16	Complete
Rec Department	1000377	11/13/2025	MUSCO Corporation	Woodside Park Lighting	\$275,000.00	Open
Fire Department	1000378	11/19/2025	Municipal Emergency Services	Turnout Coat and Pants	\$33,742.98	Open
Fire Department	1000379	11/13/2025	Municipal Emergency Services	Turnout Coat, Pants, and Gloves	\$275,000.00	Open
Rec Department	1000380	12/5/2025	Barco Products Co	Wheelchair Acc Table	\$5,290.62	Complete
Police Department	1000381	12/18/2025	Dana Safety Supply	Ballistic w/ Carrier	\$5,005.32	Complete
Police Department	1000382	12/18/2025	Carolina Emblem Co	Simpsonville Patches	\$2,057.88	Complete
Fire Department	1000383	1/6/2026	Core Custom Graphics	Jackets w/ embroidery	\$9,013.26	Complete
Fire Department	1000384	1/12/2026	Foxfury	Lights & Helmets	\$10,227.20	Complete
Rec Department	1000385	1/29/2026	Gameon	Baseball Hats and Visors	\$21,834.46	Complete
Police Department	1000386	2/19/2026	Ridgeline Technology	Software	\$15,062.75	Open
Rec Department	1000387	2/19/2026	Crowd Control Warehouse	Black Barricades w/ storage	\$13,421.39	Open
Fire Department	1000388	2/20/2026	Parks Automotive Group	Chevy Tahoe w/ upfitting	\$74,496.61	Open

<i>Department</i>	<i>Purchase Order Number</i>	<i>Purchase Order Date</i>	<i>Vendor</i>	<i>Description</i>	<i>Purchase Order Total</i>	<i>Status</i>
Police Department	1000389	2/24/2026	Axon Enterprise	Taser and Battery Packs	\$12,329.46	Open
Police Department	1000390	2/25/2026	Dana Safety Supply	Ballistic w/ Carrier	\$3,399.84	Open
Police Department	1000391	3/10/2026	Acexr LLC	VR System w/ accessories	\$4,397.90	Open
Fire Department	1000392	3/12/2026	Nafeco Inc	Red and Blue Fire Hoses	\$9,195.50	Open
Public Works	1000393	3/12/2026	Schaefer Systems Intl	95 Gallon Cart	\$25,822.69	Open
Fire Department	1000394	3/16/2026	Team Dodge Ram of Myrtle Beach	Durango for OPIOD Grant Administrator	\$38,145.00	Complete
Police Department	1000395	3/18/2026	Cook and Boardman Inc	Pistol Locker	\$5,082.70	Open
Rec Department	1000396	3/25/2026	Gameon	Baseball Jerseys	\$21,042.86	Complete
Police Department	1000397	3/26/2026	Dana Safety Supply Inc	.45 Caliber	\$2,486.34	Open
Rec Department	1000398	4/1/2026	Mar Construction Company	Senior Center Restroom Renovations	\$21,700.00	Open
Police Department	1000399	4/7/2026	B&H Photo Video	Night Vision Goggles	\$2,962.70	Open



CITY ADMINISTRATOR REPORT

May 2026

CCNB Amphitheatre: Staff will announce the performing artists for the 2026 Simply Freedom Fest on May 28.

City Banking Services: A Request for Proposals announcement is posted online. Staff is receiving proposals from qualified vendors through June 4.

Downtown Parking Study: Staff has received a draft summary report from Walker Consultants regarding future downtown parking facilities. Council should expect a presentation of findings and recommendations in June.

Downtown Revitalization and Streetscape: CoTransCo has scheduled a pre-construction meeting with Thrift Development Corporation on May 28. Additionally, Staff utilized unspent bond proceeds (required to be spent before June 1) to acquire the light fixtures, panel boxes, and wiring to install the originally specified street lighting system for the project.

Gracely Park: An arborist removed seven trees near the playground. Next steps for the park include installing shade structures over the playground, turning two remaining tree trunks into sculptures, and installing two boulder playsets.

Impact Fee Study: Staff received study proposals from three qualified vendors. Staff will evaluate these and select a preferred vendor the week of June 1.

Liberty Park: Staff is coordinating with Genessee & Wyoming Railroad and SCDOT to develop a final site plan for the park.

Municipal Complex: Within the next few weeks, an HVAC contractor will apply sound deadening foam casings and fabric to the Variable Air Volume (VAV) units above the dais.

No Update from Previous Month: *Emergency Operations Planning, Harrison Bridge Road Corridor, Hurricane Helene Recovery, Road Resurfacing, Swamp Rabbit Trail Phase 2, Sewer Improvements, Stormwater Remediation*



SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Charlene Carter

Department: Planning

Date Submitted: 05/20/2026

Please include the following item on the agenda for (date of meeting):

Agenda Item Title:

Ordinance O-2026-07

Summary of Item/Purpose:

Ordinance O-2026-07, to subject any future franchise agreement request for telecommunication services or otherwise to Council approval pursuant to an agreed-upon franchise agreement; City Attorney Daniel Hughes has recommended that Council adopt an amendment to Ordinance No. O-2024-04 instead of adopting a new ordinance, e.g. Ordinance O-2026-07.

Action Requested of Council:

- Discussion Only
- Move to Business Meeting
- First Reading
- Second Reading
- Approval/Vote (e.g. resolutions)
- Presentation
- Proclamation
- Other: REPORT

Are supporting documents attached?

Yes No

CITY OF SIMPSONVILLE ORDINANCE

AN ORDINANCE AUTHORIZING A FRANCHISE AGREEMENT

WHEREAS, (“Franchisee”) seeks to enter into a Franchise Agreement with the City of Simpsonville (the “City”) to allow Franchisee to install, operate, use, maintain, repair, replace, upgrade and remove telecommunications facilities in the City owned right-of-way; and,

WHEREAS, Franchisee is considered a telecommunications company pursuant to the definition under Section 58-9-2200 of the Code of Laws of South Carolina (“Code”); and,

WHEREAS, Franchisee holds a certificate of public convenience and necessity granted by the Public Service Commission of the State of South Carolina; and,

WHEREAS, the City is required by S.C. Code § 58-9-2230 and Section 153 (2) of Title 47 of the U.S. Code to manage its public rights-of-way on a competitively neutral and nondiscriminatory basis and is entitled to impose a fair and reasonable franchise or consent fee on a telecommunications company, or an administrative fee upon a telecommunications company that is not subject to the franchise or consent fee, for the use of the public streets and public property on a nondiscriminatory basis, to provide telecommunications services unless the telecommunications company has an existing contractual, constitutional, statutory, or other right to contract or operate in the public streets and public property, in amounts not to exceed the amounts specified in said Section 58-9-2230; and,

WHEREAS, pursuant to Section 2-93 of the City of Simpsonville Code of Ordinances, Franchisee timely published a notice in the _____ Newspaper stating the nature of the requested franchise; and,

WHEREAS, the purpose of this franchise is to allow Franchisee the right to install, operate, use, maintain, upgrade, repair, replace and remove telecommunication services as contemplated by the Franchise Agreement attached hereto as **Exhibit “A;”** and,

WHEREAS, the City of Simpsonville desires to enter into the Franchise Agreement attached hereto as **Exhibit “A”**, the terms of which are incorporated herein as is set forth verbatim; and,

WHEREAS, pursuant to S.C. Code § 5-7-260, the grant, renewal, or extension of a franchise shall be made by Ordinance; and,

WHEREAS, the Mayor and City Council find that it is in the best interests of the City of Simpsonville to enter into the Franchise Agreement attached hereto as **Exhibit “A”**.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Council of the City of Simpsonville, that the City Administrator is hereby authorized, empowered and directed to execute acknowledge and deliver the Franchise Agreement attached hereto as **Exhibit “A”**.

This Ordinance shall be effective upon second reading approval thereof and no further authorization is required to execute and deliver all documents related to Franchise Agreement contemplated by this Ordinance.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

FIRST READING: July 09, 2024
SECOND READING: August 13, 2024

ORDINANCE NO. O-2026-07

AN ORDINANCE TO AMEND SECTION 10-57 (CONSENT, FRANCHISE OR BUSINESS LICENSE FEE REQUIRED) OF ARTICLE II (LICENSES) OF CHAPTER 10 (BUSINESSES) OF THE CITY OF SIMPSONVILLE CODE OF ORDINANCES AND TO REPEAL THE USE OF A STANDARD FRANCHISE AGREEMENT ADOPTED BY ORDINANCE NO. O-2024-04

WHEREAS, the City of Simpsonville City Council reviews its Ordinances at various times to make necessary improvements and/or changes; and,

WHEREAS, S.C. Code § 5-7-30 provides the City the authority to grant franchises and manage its rights-of-way for the good of the City; and,

WHEREAS, S.C. Code § 58-9-2230, the South Carolina Telecommunication Act, allows the City to require franchise agreements, charge the fee set by statute, and it requires the City to manage its public rights-of-way on a competitively neutral and nondiscriminatory basis; and,

WHEREAS, pursuant to S.C. Code § 5-7-260, the grant, renewal, or extension of a franchise shall be made by Ordinance; and,

WHEREAS, by Ordinance 2024-04, the City previously adopted the use of a standard franchise agreement and three (3) franchises for telecommunication companies were approved using the standard agreement; and,

WHEREAS, the City is currently dealing with several issues related to the installation of telecommunication facilities, including, but not limited to, exceeding capacity in the public right-of-way; citizen complaints from multiple installations at the same site; and permit enforcement; and,

WHEREAS, the City desires to provide for reliable access to telecommunication networks throughout all areas of the City while, among other things, protecting the public rights-of-way, minimizing impacts on surrounding areas, encouraging coordination among suppliers of telecommunications, maintaining the aesthetic character of the City, and protecting persons and property; and,

WHEREAS, the City of Simpsonville desires to amend Section 10-57 to ensure that future franchises are adopted only pursuant to a franchise agreement that adequately addresses the above-stated goals of the City while preserving the City's obligation to manage its public rights-of-way on a competitively neutral and nondiscriminatory basis; and,

WHEREAS, the amendments contained herein shall not affect existing franchise agreements with the City; and,

WHEREAS, the City Council finds and determines that this Ordinance is in the best interests of the citizens and residents of the City of Simpsonville.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Simpsonville as follows:

Section 1. Amendment. Amend Section 10-57 of Article II of Chapter 10 (*language that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language is not ~~struck through~~ or underlined is not to be changed, and *** represents sections of the Ordinance that have been skipped and remain unchanged*):

Sec. 10-57. Consent, franchise or business license fee required.

- (a) It shall be unlawful for any person or entity (“franchisee”) to construct, install, maintain or operate in, on, above or under any street or public place under control of the municipality any line, pipe, cable, pole, structure or facility for utilities, communications, cablevision, fiber, telecommunications or other purposes without a ~~consent agreement~~ or franchise agreement issued by the council by ordinance that prescribes the term, fees and conditions for ~~use~~ each franchise request made to the City.
- (b) A franchisee shall be ineligible to receive permits from the City until such time the City Council approves a franchise agreement with the franchisee.
- (~~c~~) The annual fee for use of streets or public places authorized by a ~~consent agreement~~ or franchise agreement shall be set by the ordinance approving the agreement and shall be consistent with limits set by state law. Existing franchise agreements shall continue in effect, until expiration dates in the agreements. Franchise and consent fees shall not be in lieu of or be credited against business license taxes unless specifically provided by the franchise or consent agreement.
- (d) Violations of the terms and conditions of the franchise agreement shall be subject to the penalties set forth in Section 1-9 of the Simpsonville Code of Ordinances.

(Ord. No. 98-06, § 10-57, 7-14-1998; Ord. No. 2012-12, 1-22-2013; Ord. No. 2020-01, § 1, 4-14-2020)

Section 2. Ordinance 2024-04. The standard franchise agreement approved by Ordinance 2024-04 and attached thereto as Exhibit “A” is hereby repealed in its entirety.

Section 3: Severability. Severability is intended throughout and within the provisions of this Ordinance. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this Ordinance.

Section 4: Repealer. All ordinances or parts of ordinances inconsistent with this ordinance are hereby repealed to the extent of such inconsistency.

Section 5: This Ordinance shall be effective upon second and final reading.

CITY OF SIMPSONVILLE, SOUTH CAROLINA

Paul Shewmaker, Mayor

ATTEST:

Justin Campbell, Municipal Clerk

First Reading: _____, 2026

Second & Final Reading: _____, 2026

APPROVED AS TO FORM:

Daniel R. Hughes, City Attorney



SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Mayor Paul Shewmaker

Department: City Council

Date Submitted: 05/20/2026

Please include the following item on the agenda for (date of meeting):

Agenda Item Title:

Discussion of Traffic Impact Study

Summary of Item/Purpose:

Discussion of Traffic Impact Study, proposing implementing recommendations for traffic calming measures in League Estates, Poinsettia, and Jones Avenue

Action Requested of Council:

- Discussion Only
- Move to Business Meeting
- First Reading
- Second Reading
- Approval/Vote (e.g. resolutions)
- Presentation
- Proclamation
- Other:

Are supporting documents attached?

Yes No



City of Simpsonville – Submission of Agenda Item

(Due at 12 p.m. on the Tuesday prior to the meeting)

To: Ashley Clark, Clerk of Council

From: Mayor Shewmaker

Department: City Council

Date Submitted: 05/26/2026

Please include the following item on the agenda for:

Committee of the Whole Meeting (4th Tuesday of the month) **Date:** 05/26/2026

Business Meeting (2nd Tuesday of the month) **Date:**

Agenda Item Title: Personnel matter: Semi-Annual Evaluation of the City Administrator
(pursuant to Simpsonville, S.C., Code of Ordinances § 2-166(b))

Summary of Item / Purpose:

This is a request for an Executive Session in order for Council to conduct a semi-annual evaluation of the City Administrator as required by code.

Action Requested of Council:

- Discussion Only
- First Reading
- Second Reading
- Approval / Vote
- Other: Executive Session

Are supporting documents attached?

- Yes No



SIMPSONVILLE CITY COUNCIL: SUBMISSION OF AGENDA ITEM

Due by 12 p.m. on the Wednesday prior to the Council meeting

To: Tee Coker, City Administrator

Copy: Justin Campbell, City Clerk

From: Councilmember Tim Pinkerton

Department: City Council, Ward 5

Date Submitted: 05/19/2026

Please include the following item on the agenda for (date of meeting):

Agenda Item Title:

Executive Session

Summary of Item/Purpose:

Executive Session to discuss employment matters related to the Administration Department

Action Requested of Council:

- Discussion Only
- Move to Business Meeting
- First Reading
- Second Reading
- Approval/Vote (e.g. resolutions)
- Presentation
- Proclamation
- Other: Executive Session

Are supporting documents attached?

- Yes
- No

SIMPSONVILLE UNIFIED DEPARTMENTS REPORT

Committee of the Whole Meeting: May 26, 2026

Final Report Assembled by: Justin Campbell, City Clerk

Date of Finalization: May 22, 2026



EXECUTIVE SUMMARY:

In April 2026, the City of Simpsonville's departments continued advancing public safety, community engagement, infrastructure planning, and operational readiness while preparing for future growth and service demands. The **Fire Department** responded to an increased call volume compared to the previous month while maintaining a strong emphasis on emergency preparedness, inspections, training, and public outreach. Personnel completed extensive fire code inspections and more than 1,600 hours of specialized training across multiple disciplines to sustain operational readiness and service quality. Community engagement efforts included station tours, Touch-a-Truck events, car seat installations, blood pressure checks, and smoke alarm initiatives designed to strengthen public safety awareness throughout the community. The department also secured several grants and donations to support operational safety improvements and fire prevention programming.

The **Police Department** experienced a successful month of community engagement activities centered around Child Abuse Awareness Month. Personnel partnered with local businesses, organizations, and agencies to promote awareness initiatives and helped establish a new child abuse coalition aimed at improving collaboration and advocacy efforts across the community. Members of the department also participated in the filming of a national television episode of *20/20* related to the John Blauvelt murder case, highlighting the department's involvement in a high-profile successful investigation and conviction.

Parks & Recreation focused heavily on strategic planning, budgeting, and programming. Staff completed the department's portions of the Fiscal Year 2026–2027 Annual Budget proposal and the City's 10-year Capital Improvements Plan. The department also continued preparations and coordination related to the CCNB Amphitheatre at Heritage Park, which hosted the Earth, Wind & Fire concert. Additional programming included a Perfect Game baseball tournament at Heritage Park and the opening of "Alice in Wonderland Jr.," the inaugural sponsored production under the Simpsonville Theatre Company banner at the Arts Center.

Public Works remained active with project coordination, operational planning, and interagency collaboration. Weekly supervisor meetings continued to track project progress and upcoming priorities, while budget workshops focused on addressing rising service costs and future operational needs. Staff also met with Human Resources to review internal safety and training policies. Coordination meetings were held for anticipated work on Liberty Park and projects with the S.C. Department of Transportation.



Executive Summary: In April 2026, the Simpsonville Fire Department responded to an increased call volume while maintaining a strong focus on emergency readiness, inspections, training, and community outreach. Personnel completed extensive fire code inspections and more than 1,600 hours of specialized training, while outreach efforts included station tours, Touch-a-Truck events, car seat installations, and smoke alarm initiatives. The department also secured several grants and donations to support fire prevention and operational safety efforts.

Past Activities & Highlights:

1. Responded to 475 calls, majority of which were EMS and service assistance calls
2. Resolved 21 fire code violations and conducted 162 fire code inspections
3. Reached 1,204 residents (including 1,085 juveniles) through fire/life safety programs, e.g. youth education and community outreach through tours, prevention events, blood pressure checks, and car seat installations
4. Logged 1,635 hours of training in paramedics, quarterly burns, Rapid Intervention Team rescue, among others
5. Grants of \$18,000 and \$2,500 awarded by Gary Senise Foundation to fund battery-powered scene-light and by Walmart Community Grants for fire prevention activities, respectively
6. Donations valued at \$1,250 from Property Plus for smoke alarms and \$420 from State Farm Richard Rhame for public education materials

Upcoming Events & Projects:

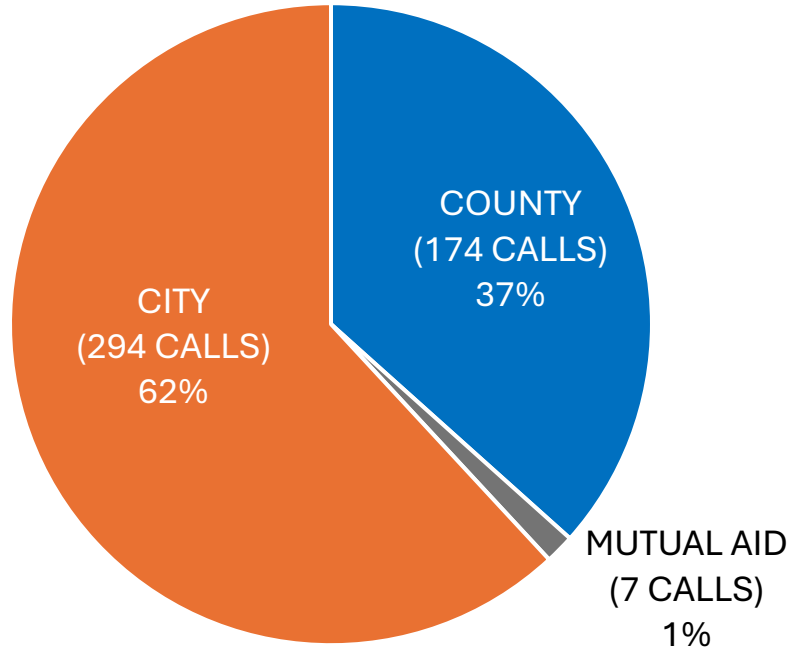
1. S.C. State Firefighters Association will be at Headquarters to film a story with Conner Shaw and the Simpsonville firefighters who responded to his cardiac event at Gracely Park
2. Sponsorships and can collection continue at record pace for S.C. Burned Children's Fund.

Issues to Monitor: None at this time

Proposals & Recommendations: None at this time

(See graphs/charts on following page)

**MONTHLY CALL VOLUME: MARCH 2026
(475 CALLS)**





Executive Summary: The Police Department had a very successful month of events for April in promoting child abuse awareness with the support of community business and organizations, including starting a child abuse coalition with multiple agencies. Members of the department participated in filming for an episode of 20/20 regarding the John Blauvelt murder case.

Past Activities & Highlights:

1. Creation of a child abuse coalition
2. Decoration of dignity bags for both adult and children victims impacted by child abuse cases.
3. Public child abuse awareness event conducted at Gracely Park
4. Partnership with Hillcrest High School students to make banners for child abuse awareness.
5. Worked first concert of the season with Earth, Wind & Fire
6. National Police Week celebration projects, including memorial ceremony honoring the men and women who serve and the lives lost in the line of duty
7. Preparation for Fair at Heritage Park

Upcoming Events & Projects:

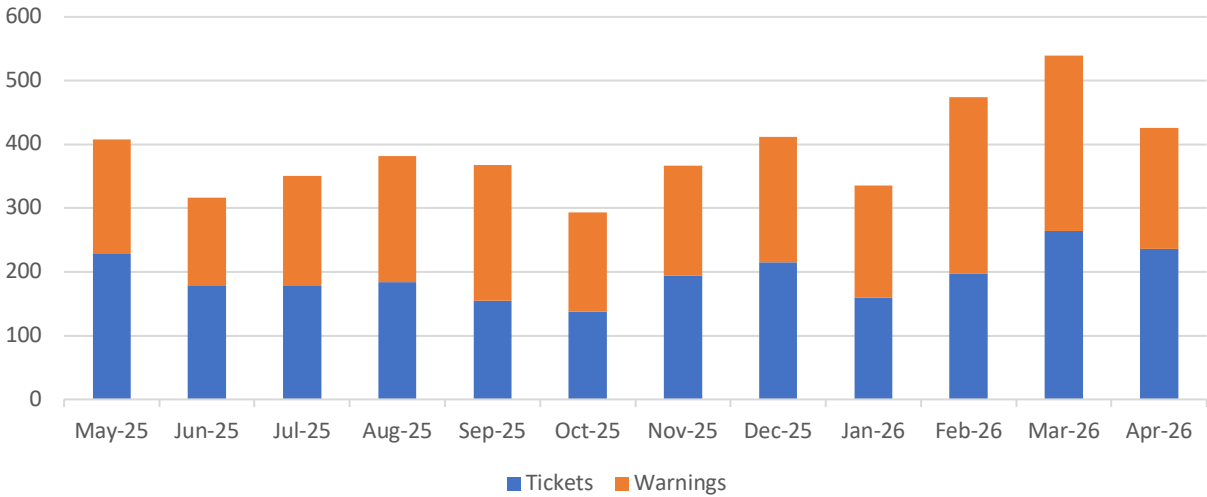
1. Airing of upcoming episode of 20/20, which returned to Simpsonville to shoot final footage on the John Blauvelt case.
2. Officer Spotlight series on Facebook

Issues to Monitor: The Police Department currently have six open police officer positions and two open dispatch positions with several conditional offers out to potential candidates for each of these positions.

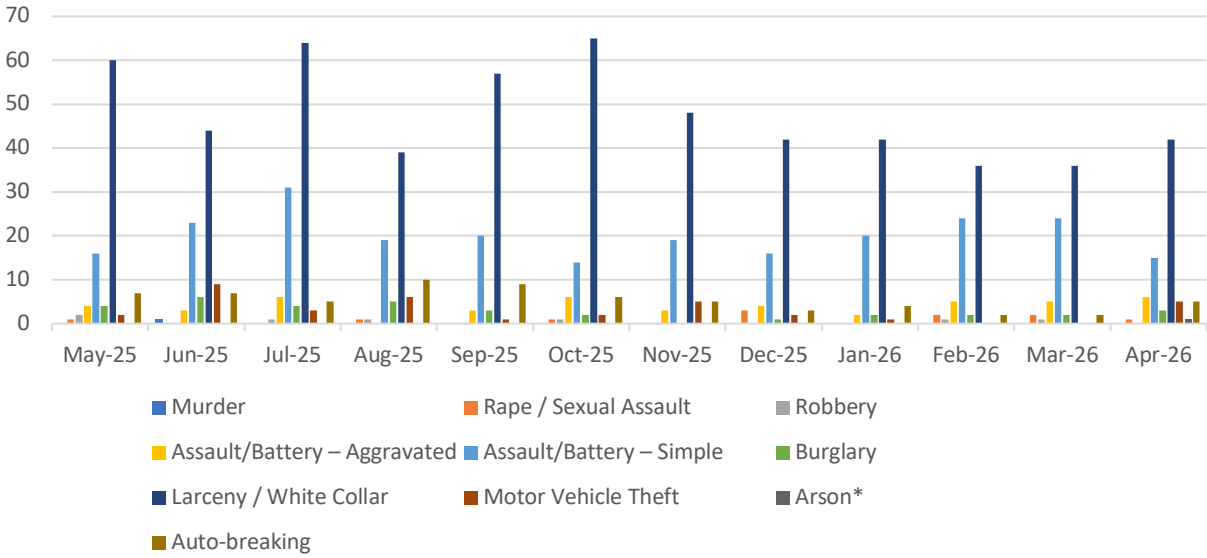
Proposals & Recommendations: Working with Council to finalize the Fiscal Year 2026-2027 Annual Budget

(See graphs/charts on following page)

Tickets and Warnings



Crimes





Executive Summary: Parks & Recreation completed its portions of the Fiscal Year 2026-2027 Annual Budget proposal and 10-year Capital Improvements Plan. Earth, Wind & Fire concert was held in the CCNB Amphitheatre at Heritage Park. A baseball tournament with Perfect Game was held at Heritage Park. Alice in Wonderland Jr. opened for the inaugural sponsored show under the Simpsonville Theatre Company banner.

Past Activities & Highlights:

1. Athletics - Spring Sports are all in season and Summer, Fall, and Winter sports online registration has opened.
2. Arts Center - Tech week and the opening of Alice in Wonderland Jr. were held. A director was found for the Echoes Ensemble initial production and a process outlined to begin in fall 2026 toward a spring 2027 performance.
3. Grounds - Mowing season and daily field preparation are the majority of workload with some special projects still underway.
4. Senior/Activity Center – Highlights were City Scape Winery, Pool League, TTB Moultrie, and Line Dancing.

Upcoming Events & Projects: Parks & Recreation will complete Spring Sports season and prepare for the Summer Sports season, plus prioritize and outline logistics for potential special projects to begin in the 2026-2027 budget year starting July 1, 2026.

Issues to Monitor: Parks & Recreation needs the establishment of a designated person within our staff to manage our social media presence and marketing efforts to better convey to the public all the activities, events, facilities, and engagement opportunities we offer the community.

Proposals & Recommendations: Parks & Recreation is putting details and priorities into a Recreation master plan within the 10-year Capital Improvements Plan.

[Parks & Recreation Monthly Report: In-Depth Numbers & Information](#)

(See graphs/charts on following page)



2026 Calendar Year YTD Participation Unit Totals

Through April 2026	Players	Volunteer Coaches
Spring Baseball (March-June)	592	52
Spring Softball (March-June)	104	13
Spring Flag Football (March-June)	220	32
Spring Volleyball (March-June)	342	42
Summer 3on3 Basketball (June-August)	38	6
Cheerleading (May-November)	20	4
Tackle Football (June-November)	38	5
Fall Baseball (August-November)	180	15
Fall Softball (August-November)	32	5
Fall Flag Football (August-November)	82	12
Fall Volleyball (August-November)	62	12
Winter 5on5 Basketball (December-February)	18	5

<i>Total Participation Units</i>	<i>1728</i>	<i>203</i>
---	--------------------	-------------------



Executive Summary: April was a busy month for the Public Works Department. Weekly Supervisor meetings were held to discuss upcoming projects and statuses on current projects. A budget workshop meeting was held to discuss the upcoming Fiscal Year 2026-2027 Annual Budget and how to meet the challenges posed by rising costs of service. There was also a meeting held with Human Resources Director Ashley Clark to discuss our internal policies regarding safety and training. City staff met with Carolina Piedmont Railroad regarding work that will need to occur once ground is broken on Liberty Park. Staff also met with the S.C. Department of Transportation to discuss projects requiring collaboration with said agency.

Past Activities & Highlights:

1. Budget workshop
2. Jonesville Road sidewalk
3. Met with OpenGov staff to discuss asset management software
4. Attended webinar for upcoming Building Resilient Infrastructure & Communities grant funded by the Federal Emergency Management Agency

Upcoming Events & Projects:

1. Pre-construction meeting for Downtown Simpsonville Project
2. Meeting with Border States representative regarding purchase of streetlights for Downtown project
3. Installation of additional playground equipment and shade structures at Gracely Park
4. Installing Dr. L. L. Richardson statue on Municipal Complex grounds
5. American Public Works Association Public Works Appreciation Week May 17-22

Issues Monitor: The proposed Fiscal Year 2026-2027 Annual Budget addresses challenges.

Proposals & Recommendations:

Effective May 26, 2026, Administrative Assistant Holly Smith will move to City Hall full-time to assist with Administration needs while continuing to answer phones for Public Works. Trash can orders will continue to be done through her.

[Public Works Annual Report: 2025-2026](#)
[Public Works Budget Narrative](#)