

Interstate 26 Widening Traffic Analysis Report

I-26 Widening Project MM85 – MM101
Newberry, Lexington and Richland Counties

Submitted to:

South Carolina Department of Transportation



Prepared By:

STV Incorporated
140 Stoneridge Drive, Suite 450
Columbia, SC 29210



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EXECUTIVE SUMMARY

This report summarizes traffic analyses performed to evaluate multiple improvements along Interstate 26, including widening I-26 from two to three lanes in each direction generally between Exit 85 and Exit 101.

The analysis includes the existing interchanges at Exits 85, 91, 97, and 101. The analysis also includes the existing interchanges at Exits 82 and 102, which are the next full interchanges adjacent to the study area interchanges, for the purposes of evaluating potential interstate access modifications within the study area.

The interchange at Exit 102 was constructed in its current configuration around 1996, while the interchange at Exit 97 was constructed in the early 1970s and the interchange at Exit 101 was constructed around 2000. Exits 85 and 91 are generally configured in the manner in which they were constructed in the late 1950s/early 1960s.

The additional capacity provided by the construction of a third lane in each direction along I-26 will result in design year LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that most freeway segments are predicted to operate at LOS B or C during the morning peak hour, and LOS C and D during the afternoon peak hour when I-26 is widened to three lanes. However, the interstate segments between Exit 97 and Exit 101 will likely require four lanes in each direction by 2040. Additionally, the segment between Exit 101 and Exit 102 may need to be widened to provide more than four lanes by 2040; however, this segment is largely outside the scope of this project and will likely be addressed as part of SCDOT's on-going Carolina Crossroads project that includes I-26 interchanges between Exit 101 and Exit 110.

The additional widening to four lanes between Exits 97 and 101 should be considered and incorporated to the extent possible in this widening project. If these segments are not widened to four lanes as part of this project, then, at a minimum, the design and construction of permanent roadway features, such as drainage and retaining walls will help to minimize disruption to these features when future widening becomes necessary to construct.

The interchanges at Exits 85, 91, and 97 are expected to be modified to improve their operation and enhance safety. The analysis of the operation of potential improvement alternatives (Exit 85 – five build alternatives, and Exit 97 three build alternatives) on the ramp termini and adjacent intersections at these interchanges are included in this analysis. The improvements at Exit 91 were evaluated as part of a separate project, and summarized in the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*, dated December 2016.

The five build alternatives at Exit 85 consist of:

- Alternative 1: Diamond Interchange – this concept would replace the existing interchange configuration with a diamond interchange. The eastbound and westbound off-ramp approaches to the ramp termini intersections would be controlled by stop signs.
- Alternative 1A: Diamond Loop Interchange – this concept is similar to Alternative 1 but replaces the diamond ramp in the northeast quadrant with a loop ramp in the northwest quadrant.
- Alternative 2: Partial Cloverleaf (ParClo) Interchange – this concept would add a westbound off-ramp for traffic traveling to the north on SC 202, and eastbound on-ramp for traffic traveling from the south on SC 202 to the existing interchange configuration, along with adjustments to acceleration and deceleration lane lengths for the existing ramps. The eastbound and westbound off-ramp approaches to the ramp termini intersections would be controlled by stop signs.
- Alternative 2A: ParClo Modified – this concept would be similar to Alternative 2 but would remove the ramp in the northeast quadrant and shift that movement to the loop ramp in the northwest quadrant.
- Alternative 3: Dual Roundabout (Bowtie) Interchange – this concept would eliminate the westbound loop off-ramp and eastbound loop on-ramp and provide for a diamond interchange with roundabouts instead of stop sign controlled intersections at the ramp termini.

Exit 91 has previously been proposed to be modified from its current diamond configuration to provide a Diverging Diamond Interchange as part of the S-48 (Columbia Avenue) Corridor Improvement Project initiated by Lexington County. The Interchange Modification Report for this project identified and evaluated three build alternatives: a Diverging Diamond Interchange (DDI), a ParClo, and a Bowtie Interchange. The DDI was identified as the preferred alternative. This interchange has been included as part of the 2040 Build scenario, along with the proposed modifications to Exits 85 and 97.

The three build alternatives at Exit 97 consist of:

- Alternative 1: DDI – the concept would replace the existing interchange with a DDI.
- Alternative 2: ParClo Interchange – this concept would add a westbound on-ramp and eastbound on-ramp to the existing interchange configuration.
- Alternative 3: Single Point Urban Interchange (SPUI) – this concept would replace the existing interchange configuration with a SPUI.

In each of the Exit 97 alternatives, traffic from the existing ramp intersections of Julius Richardson Road and Rauch-Metz Road would be redirected to West Shady Grove Road and Broad Stone Road respectively. The existing intersection ramp intersections with Broad River Road would be eliminated, and Broad River Road would be widened through the interchange

area between Broad Stone Road and the main Shopping Center Driveway. The eastbound off-ramp intersection would operate under traffic signal control. The existing traffic signal at the shopping center driveway would remain, and traffic signals would be installed at the Broad River Road intersections with Broad Stone Road and West Shady Grove Road.

The final build alternative network was identified based on the preferred alternative improvements selected for each interchange. Through traffic operations on I-26 were a consideration in the evaluation of alternatives. *The preferred alternatives for the interchange improvements are:*

- Exit 85: Alternative 1A (Diamond Loop) –all five alternative improvement concepts provided comparable LOS in the 2040 Build scenario; therefore, the selection of the preferred alternative was based on other considerations, such as construction cost and no property relocations.
- Exit 91: Diverging Diamond Interchange (DDI) – this is the preferred alternative identified in the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*
- Exit 97: Alternative 1 (DDI) – all three alternative improvement concepts provided comparable LOS in the 2040 Build scenario, with Alternative 3 (SPUI) having some intersections operating at LOS D. Alternative 1 was chosen due to having the least environmental impacts and lowest overall construction cost in addition to the safety improvements and operational improvements.

The traffic operations analysis of the preferred alternatives identified areas where traffic control improvements were projected to be needed to provide acceptable operating LOS. These include:

Exit 85 – Alternative 1

- No traffic control improvements anticipated; acceptable operating LOS attained.

Exit 97 – Alternative 1

- Installation of a traffic signal may be required at the intersection of West Shady Grove Road (S-40-612) and Broad River Road due to the diversion of traffic resulting from the elimination existing of the Julius Richardson Road (S-40-959) intersection with the westbound ramps.
- Installation of a traffic signal may be required at the intersection of Broad Stone Road (S-40-2805) and Broad River Road due to the diversion of traffic resulting from the elimination of the existing Rauch-Metz Road (S-40-385) intersection with the eastbound ramps.

- Widening of Broad River Road through the interchange area between Broad Stone Road and the Shopping Center driveways would be required.

I. INTRODUCTION

Interstate 26 (I-26) is an important link in the Southeastern United States' Interstate Highway System that nominally runs east-west (but physically more northwest-southeast). I-26 runs from the junction of U.S. Route 11W and U.S. Route 23 in Kingsport, Tennessee, generally southeastward through North Carolina to U.S. Route 17 in Charleston, South Carolina for a total of 306 miles. The major part of I-26 (221 miles) is located within South Carolina, with smaller portions in North Carolina (54 mi) and Tennessee (31 mi). The portion of I-26 within SC traverses ten counties. Cities on the route include Charleston, Columbia, and Spartanburg in South Carolina, as well as Asheville in North Carolina, and Johnson City in Tennessee. In South Carolina, I-26 connects directly to I-85, I-385, I-20, I-77, and I-95. In addition to being a corridor for transporting people and freight between urban areas, I-26 serves other specific needs, including:

- Daily commuting routes for intra- and interstate travelers;
- Access to primary distribution centers in Columbia for companies such as Michelin, Honeywell, and Bose Corporation;
- Access to one of the nation's leading container ports in Charleston and to heavy industry associated with the port;
- Access to Appalachian Mountains; and,
- Access to the Blue Ridge Mountains.

The South Carolina Department of Transportation (SCDOT) proposes multiple improvements to the I-26 corridor designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges and/or replace them. For this study, I-26 will be examined to determine the need to widen the interstate from two to three lanes from approximately 1.6 miles west of Exit 85 to about 2,200 feet west of Exit 101. The interstate within the study area is located within Newberry, Lexington and Richland Counties, and includes interchanges at Exit 85 (SC 202), Exit 91 (S-32-48/Columbia Avenue) and Exit 97 (US 176/Broad River Road), which will be modified to bring them into compliance with design requirements. To provide sufficient coverage to prepare interchange modification reports, the analysis includes the existing interchanges at Exits 82, 101 and 102. The study area location is shown in **Figure 1**.

The traffic analysis also includes ramp termini intersections with arterial roadways at the interchanges along with analysis of adjacent intersections influenced by existing interchange operations or that may be affected by modifications to the interchanges. Several frontage roads adjacent to the interstate, and roadways crossing the interstate that may also be affected are also included in the analysis.

Figure 1 - I-26 Study Area



II. FREEWAY DESCRIPTION

I-26 is an east-west interstate highway that begins at the junction of U.S. Route 11W and U.S. Route 23 in Kingsport, Tennessee. From this origin, I-26 runs generally southeastward through Tennessee, North Carolina, and South Carolina, where it ends at U.S. Route 17 in Charleston, South Carolina.

Along its nearly 306 mile length, I-26 provides access to Johnson City, Tennessee; Asheville, North Carolina; and Spartanburg, Columbia and Charleston, South Carolina.

In South Carolina, I-26 covers about 221 miles, and provides connections to I-95 south of Providence, to I-77 south of Cayce, to I-20 west of Columbia, and to I-85 north-west of Spartanburg.

In Newberry County, interchanges considered in this analysis are located at Exits 82, and 85. In Lexington County, the interchange considered in this analysis is located at Exit 91. The remaining interchanges are located in Richland County at Exits 97, 101, and 102.

Number of Lanes

Throughout nearly all of the study area, I-26 currently provides two lanes in each direction. From Exit 82 southeastward, the two lane section is maintained, until it is widened from two to three lanes approaching Exit 101. In the eastbound direction, I-26 widens from two lanes about 900 feet from the off-ramp gore of Exit 101 and becomes a full three lane road about 350 feet west of the off-ramp gore of Exit 101. In the westbound direction, I-26 has three lanes entering the study area, and narrows to two lanes about 235 feet from westbound on-ramp gore of Exit 101, becoming two lanes about 1,580 feet from on-ramp gore. I-26 continues northwestward with two lanes past the end of study area.

Posted Speed Limit

The posted speed limit throughout most of the I-26 study area is 70 miles per hour from Exit 82 southeastward. The posted speed limit decreases to 60 miles per hour in the eastbound direction approximately 1,700 feet west of the Exit 101 off-ramp gore. In the westbound direction, the speed limit changes from 60 to 70 miles per hour approximately 2,700 feet northwest of the westbound on-ramp gore at Exit 101 and about 1,100 feet from the end of the taper for the transition from the three-lane to two-lane section.

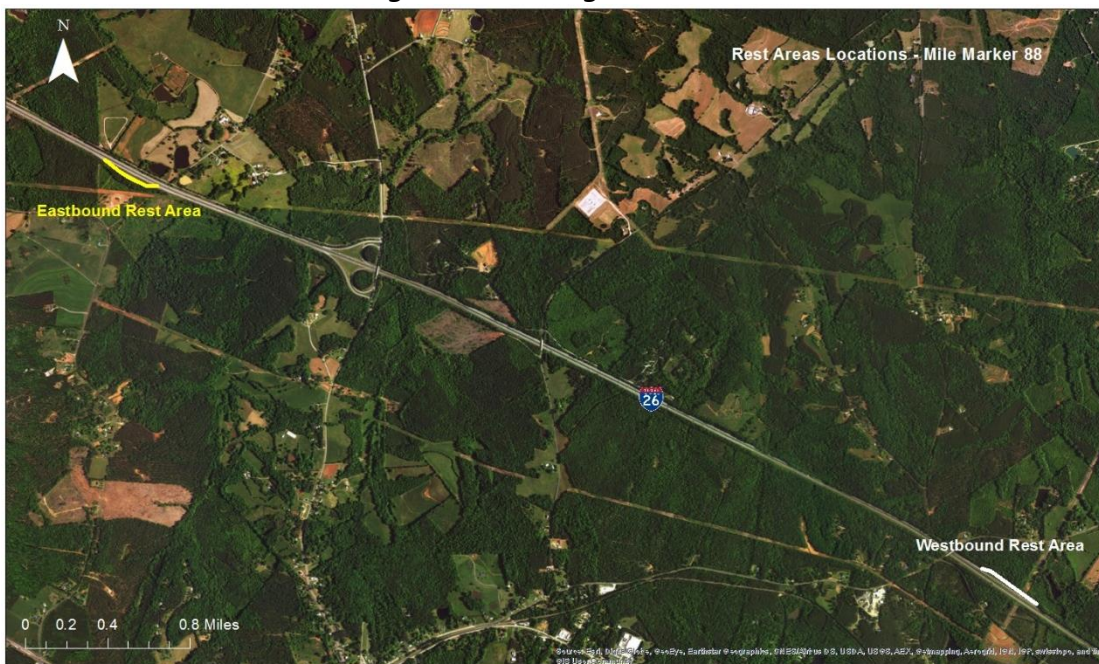
Grades

In general, interstate routes can be characterized as having either level, rolling, or mountainous terrain. Along I-26, the interstate grades fluctuate between a maximum -4.00 percent down grade to a maximum 4.63 percent upgrade. Based on these grades, the portion of I-26 within the study area can be characterized as having a *rolling terrain*.

Rest Areas

Two closed rest areas (without facilities) are located within the study area. On westbound I-26, the closed rest area is located at approximately mile marker 88 (just east of the Holy Trinity Church Road overpass). On eastbound I-26, the closed rest area is located opposite Central School Road approximately 4,300 feet west of the off-ramp. The general locations of the rest areas are shown in **Figure 2**. The westbound exit to the rest area has a diverging taper of 250 feet. The westbound entrance includes an acceleration lane approximately 435 feet long with a 210 feet long parallel acceleration lane. The eastbound exit to the rest area has a diverging taper of 220 feet. The eastbound entrance includes an acceleration lane approximately 425 feet long with a 210 feet long parallel acceleration lane.

Figure 2 - Existing Rest Areas

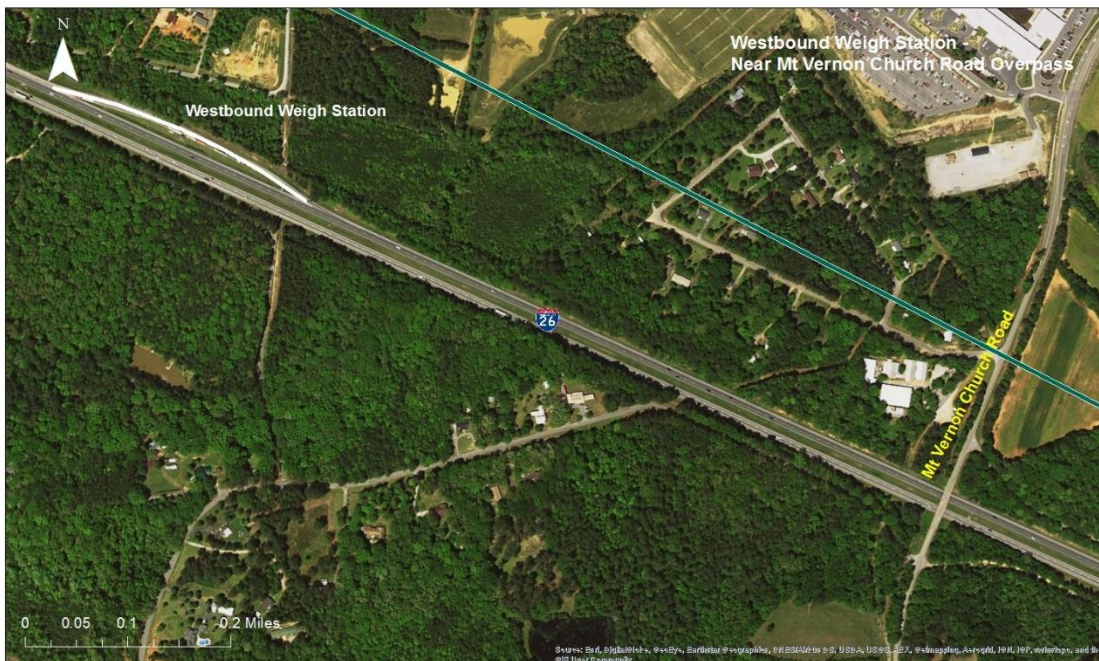


Weigh Stations

A weigh station is located on westbound I-26 approximately 2,950 feet west of the Mt Vernon Church Road overpass. The exit to the weigh station has a diverging taper of 240 feet. The entrance from this weigh station includes an acceleration lane approximately 530 feet long with a 280 feet long parallel acceleration lane. The general location of the weigh station is shown in **Figure 3**.

The closest eastbound weigh station is located at approximately mile marker 81 and is outside of the study area.

Figure 3 - Existing Weigh Station



Frontage Road System

A parallel frontage road system is present at portions of both sides of I-26 throughout the study area. Illustrations of the extent of the frontage road system are shown in **Figure 4** through **Figure 7**.

Westbound Frontage Road System

The following roadways are considered part of the frontage road system on the north side of I-26.

- Western Lane (S-40-2894) begins at a signalized intersection located approximately 1,700 feet east of the intersection of Broad River Road and the Exit 101 westbound on-ramp

Western Lane runs generally parallel to the westbound on-ramp and the westbound lanes of I-26 for 1.84 miles before it ends at Koon Road (S-40-58) approximately 130 feet from the north end of the Koon Road overpass.

- Broad Bill Road (S-40-2897) runs parallel to westbound lanes of I-26 for 1,170 feet from its intersection with S-40-80 (Shady Grove Road). This intersection is located about 200 feet from the northern end of the Shady Grove Road overpass. Broad Bill Road provides access to a storage facility.
- Broad Berry Road (S-40-2898) is a short frontage road providing access to a single residence. Broad Berry Road runs parallel to the Exit 97 westbound off-ramp for about 820 feet from its intersection with Julius Richardson Road (S-40-959). The intersection of Broad Berry Road and Julius Richardson Road is located within 100 feet of the Julius Richardson Road stop bar at its intersection with the Exit 97 westbound off-ramp.
- Bookie Richardson Road starts from Broad River Road (US 176), runs southwestward towards I-26 for approximately 3,440 feet, then turns west to run parallel to I-26 for about 1,570 feet until it ends at its intersection with Mt Vernon Church Road (S-40-234). The intersection of Bookie Richardson Road with Mt Vernon Church Road is located approximately 200 feet from the north end of the Mount Vernon Church Road overpass.
- Mt Olivet Church Road starts from Broad River Road (US 176), runs southeastward towards I-26 for about 3,385 feet, and then runs parallel to I-26 westbound for approximately 2,965 feet until it ends at its intersection with Old Hilton Road (S-40-405). The intersection of Mt Olivet Church Road and Old Hilton Road is located about 295 feet from the north end of the Old Hilton Road overpass.
- While a frontage road, Chapin Road (S-40-39) runs generally parallel to westbound I-26 approximately 1,700 feet north of the interstate. Chapin Road begins at Broad River Road (US 176) near Exit 97, and runs westward parallel to I-26 for about 1.48 miles to its intersection with Flips Road (S-40-592) where it is named Columbia Avenue (S-32-48). Columbia Avenue continues west from Flips Road and runs parallel to I-26 westbound for approximately 2,600 feet where it curves to the south where it becomes part of Exit 91 where it intersects the westbound ramps approximately 1,600 feet to the south. From there, Columbia Avenue continues to the southwest for approximately two miles towards its terminus at its intersection with US 76.
- Four Oaks Road (S-36-370) functions as a frontage road along a portion of westbound I-26. From its eastern end, Four Oaks Road runs parallel to I-26 for approximately 3,000 feet until its intersection with Parr Road (S-36-167). Its intersection with Parr Road is located approximately 200 feet from the north end of the Parr Road overpass. Four Oaks Road continues on a curving course to the northwest before its terminus at its intersection with SC 202 approximately 520 feet north of Exit 85.
- Meadow Brook Road intersects SC 202 within 100 feet of the westbound on-ramp intersection. Meadow Brook Road runs parallel to the Exit 85 on-ramp for 1,150 feet and then runs parallel to I-26 for about 1.64 miles until the paved roadway terminates at a dirt road.

Figure 4 - Frontage Road Locations: Exits 82-85

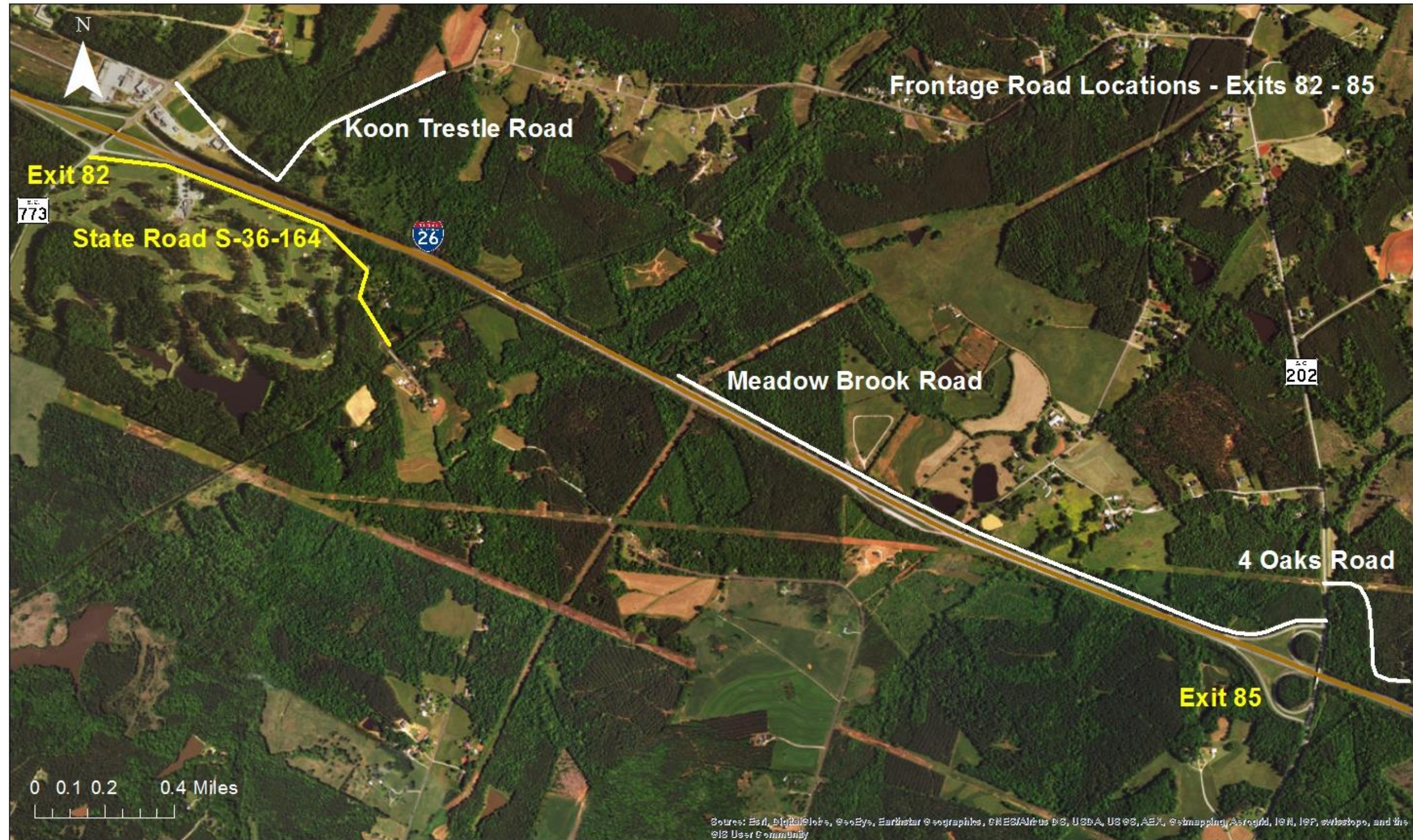


Figure 5 - Frontage Road Locations: Exits 85-91



Figure 6 - Frontage Road Locations: Exits 91-97

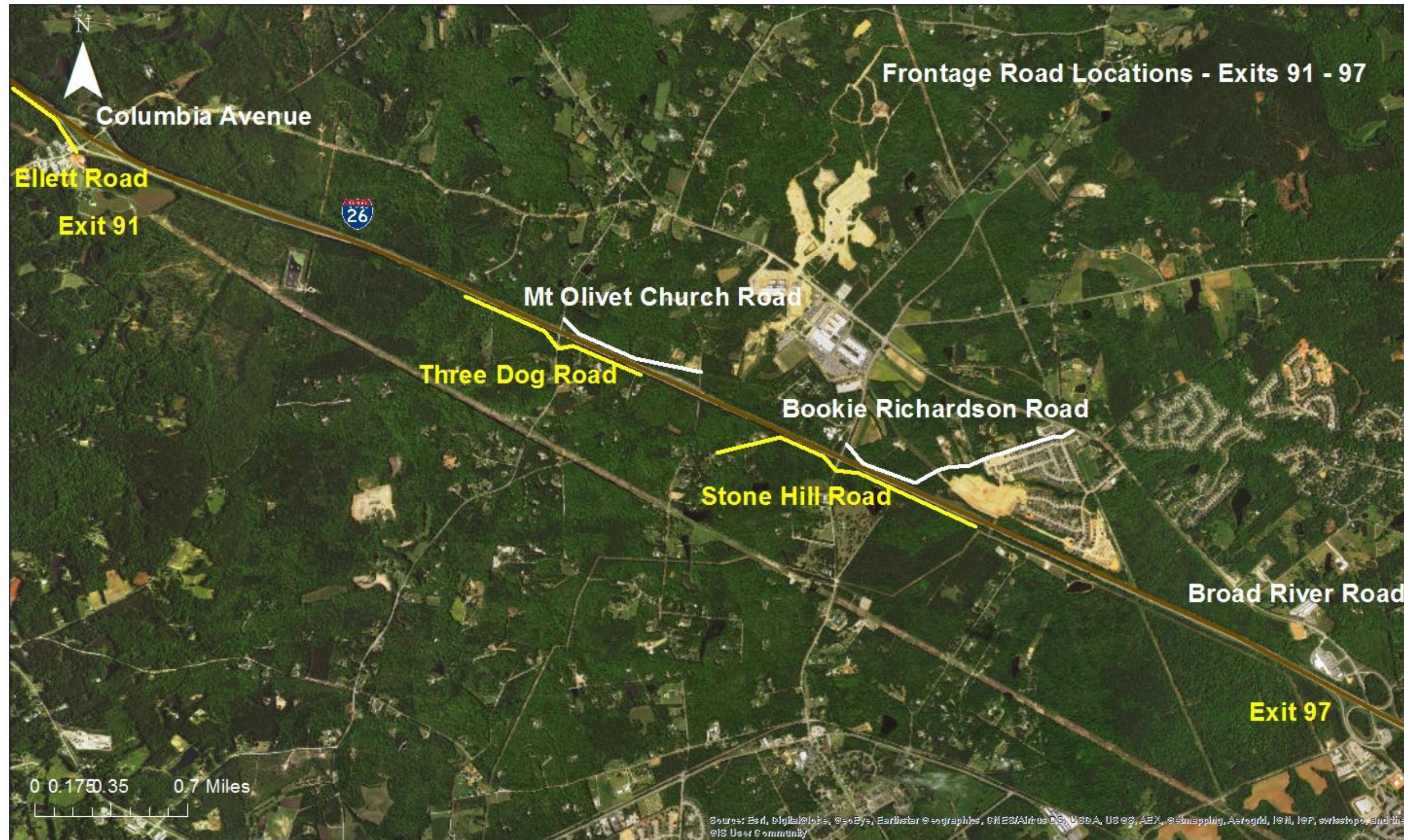


Figure 7 - Frontage Road Locations: Exits 97-102



Eastbound Frontage Road System

The following roadways are considered part of the frontage road system on the south side of I-26.

- Short S-814 (Frontage Road) runs to the west of Parr Road. This frontage road, which is approximately 800 feet long, intersects Parr Road approximately 255 feet south of the Parr Road overpass. This frontage road appears to provide access to wooded property: there are no other road intersections or buildings along this road.
- Beagle Run Road (S-36-354) begins at its intersection with Trinity Church Road within 100 feet of the south end of the Trinity Church Road overpass. Beagle Run Road runs parallel to eastbound I-26 for approximately 450 feet before curving to the southeast away from I-26.
- One of the fragments of the eastbound frontage road system is Kiblers Brige Road (S-36-164). This road starts at SC 773 about 345 feet southwest of I-26, runs for 1,040 feet parallel to the Exit 82 eastbound on-ramp, runs parallel to the I-26 eastbound lanes for 1,985, and then runs generally in the southeast direction towards US 76. S-36-164 is a short fragment that has no connectivity and cannot be used as a freeway alternative in case of accident.
- Brentwood Court intersects Columbia Avenue adjacent to the eastbound off-ramp and runs to the northwest parallel to eastbound I-26 for approximately 2,820 feet where it ends at Ellett Road.
- Julius Eleazer Road (S-40-2904) begins approximately 1,750 feet west of Old Hilton Road (S-40-405). Julius Eleazer Road intersects Old Hilton Road opposite Three Dog Road approximately 170 feet south of the south end of the Old Hilton Road overpass.
- Three Dog Road (S-40-2902) begins at Old Hilton Road opposite Julius Eleazer Road and continues to the east running parallel to I-26 for approximately 3,000 feet before turning south to its terminus at Stone Hill Road (S-40-1403).
- Stone Hill Road (S-40-1403) runs in north-northeastern direction towards I-26 before turning east to run parallel to I-26 for about 1,310 feet to its intersection with Mt Vernon Church Road at a point about 175 feet south of the end of the Mt Vernon Church Road overpass. From this intersection, Stone Hill Road (S-40-2900) continues generally parallel to I-26 for about 3,270 feet until it dead-ends.
- Columbiana Drive (S-40-3048) runs from its intersection with Broad River Road, located approximately 350 feet west of the westbound off-ramp intersection at Exit 101, for approximately 2,665 feet to its intersection with Lake Murray Boulevard (SC 60) approximately 875 feet from the southbound off-ramp intersection. From here, Columbiana Drive continues to run parallel to I-26 further to the east.

Alternatives to I-26

If an incident were to take place that disrupts traffic on I-26, or requires the closing a section of I-26, the fragmented frontage road system does not provide a continuous alternative route adjacent to I-26 between Exits 85 and 101.

If necessary, traffic can still bypass I-26 within the study area. Beginning at Exit 101, traffic can bypass I-26 for about 2.6 miles using the Western Lane frontage road that is located on the north side of I-26 between Broad River Road and Koon Road, or can use Broad River Road along the south side of I-26. Between where Koon Road intersects Broad River Road, to the US 76/US 176 split located approximately 3,500 feet west of Koon Road, Broad River Road is the only reasonable alternative to traveling on I-26. West of the split, Broad River Road (US 176) crosses I-26 at Exit 97 and continues to the west on the north side of I-26, while US 76 continues to the west on the south side of I-26. From the location where US 76 and US 176 split approximately two miles southeast of Exit 97, US 176 is generally a more rural roadway, especially to the north of Exit 97, with fewer intersections and higher speeds. US 76 is generally a more urban roadway connecting Ballentine and Chapin, with lower speeds and more frequent intersections.

US 176 north of I-26 can be accessed from Exits 82, 85, 91 and 97 to bypass I-26. It is approximately 3.4 miles from I-26 to US 176 along SC 773 from Exit 82, and approximately 2.75 miles along SC 202 from Exit 85. From Exit 91, traffic has to travel generally parallel to I-26 for about 2.25 miles along Columbia Avenue/Chapin Road before reaching US 176 approximately 3.3 miles north of Exit 97. Exit 97 intersects directly with US 176.

US 76 south of I-26 can similarly be accessed from Exits 82, 85, 91 and 97 to bypass I-26. It is approximately two miles from Exit 82 to US 76, and about 1.8 miles from Exit 85 to US 76. From Exit 91, traffic has to travel about two miles along Columbia Avenue to Reach US 76. From Exit 97, traffic has to travel about two miles to reach US 76 via Broad River Road. From this intersection, Broad River Road is a parallel alternative to I-26 to Exit 101.

III. INTERCHANGES

The following interchanges are present within the study area along I-26 or are the next immediately full interchange adjacent to those that may be modified as part of this project.

- Exit 82 - SC 773 – adjacent interchange
- Exit 85 - SC 202
- Exit 91 - Columbia Avenue (S-32-48)
- Exit 97 - Broad River Road (US 176)
- Exit 101 - Broad River Road (US 76/US 176)
- Exit 102 – Lake Murray Boulevard (SC 60) – adjacent interchange

All exits have on- and off-ramps directly intersecting the crossing roadways.

The following are detailed descriptions of the individual interchanges, including information about ramp lengths, acceleration/deceleration lane lengths, distance between ramps, ramp termini and their traffic control, the intersecting arterial roadways, and existing adjacent intersections.

Exit 82 – SC 773

SC 773 interchange is a diamond interchange carrying traffic to and from SC 773. The exit is signed “SC 773” in both directions on I-26. While this interchange is not expected to be updated or modified, it is included in this analysis as it is the next full access interchange along I-26 adjacent to an interchange potentially being modified (Exit 85).

The westbound off-ramp is approximately 780 feet long with an 840 feet long parallel deceleration lane (with a parallel length of approximately 615 feet). The off-ramp has a 40 mph posted advisory speed limit. The off-ramp remains a single lane until it intersects with SC 773. At the intersection traffic can make a left or turn, and both movements are controlled by a stop sign.

The westbound on-ramp is a single lane ramp approximately 1,265 feet long that merges into I-26 with a 1,300 feet long parallel acceleration lane (with a parallel length of approximately 740 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from SC 773. No control is provided to neither of these movements.

The westbound off-ramp and on-ramp are separated by approximately 2,050 feet.

The eastbound off-ramp is approximately 1,195 feet long with an 875 feet long parallel deceleration lane (with a parallel length of approximately 550 feet). The off-ramp has no posted advisory speed limit. The off-ramp remains a single lane until it intersects with SC 773. At the intersection traffic can make left or right turn, and both movements are controlled by a stop sign.

The eastbound on-ramp is a single lane ramp approximately 1,050 feet long that merges into I-26 with a 1,375 feet long parallel acceleration lane (with a parallel length of approximately 890 feet). The ramp accepts the southbound left turn and the northbound right turn traffic from SC 773. No control appears to be provided to these movements. The eastbound on-ramp is located adjacent to Kiblers Bridge Road. The on-ramp and Kiblers Bridge Road are separated by a landscaped area approximately 40 feet wide.

The eastbound off-ramp and on-ramp are separated by approximately 2,265 feet.

The existing SC 773 interchange is illustrated in **Figure 8**.

Figure 8 - Exit 82: Existing Interchange Configuration



SC 773

SC 773 is a two lane roadway with a posted 35 mph speed limit in the vicinity of the interchange. The SC 773 bridge crossing I-26 is two lanes wide. No separate turn lanes are provided at the eastbound ramp intersection for a southbound left turn from SC 773 or at the westbound ramp intersection for a northbound left turn from SC 773. The eastbound ramp intersection is shown in **Figure 9**. The westbound ramp intersection is shown in **Figure 10**.

Adjacent intersections

Two intersections are located in the vicinity of the interchange. The intersection of SC 773 with Kiblers Bridge Road (S-36-164) is located across from the eastbound off-ramp. Kiblers Bridge Road is separated from the eastbound on-ramp by a landscape area approximately 40 feet wide. The intersection of Koon Trestle Road (S-36-521)/travel plaza driveway is located approximately 715 feet northeast of the westbound ramps. The centerline of Koon Trestle Road is offset approximately 95 feet to the north of the travel plaza driveway.

SC 773 and Kiblers Bridge Road

The intersection of SC 773 with Kiblers Bridge Road is an unsignalized intersection with the approach of Kiblers Bridge Road controlled by a stop sign. Kiblers Bridge Road is an undivided two-lane road with a 45 mph posted speed limit. The existing configuration of the SC 773 intersection with Kiblers Bridge Road is shown in **Figure 9**.

Figure 9 - Exit 82: SC 773 at Eastbound Ramps

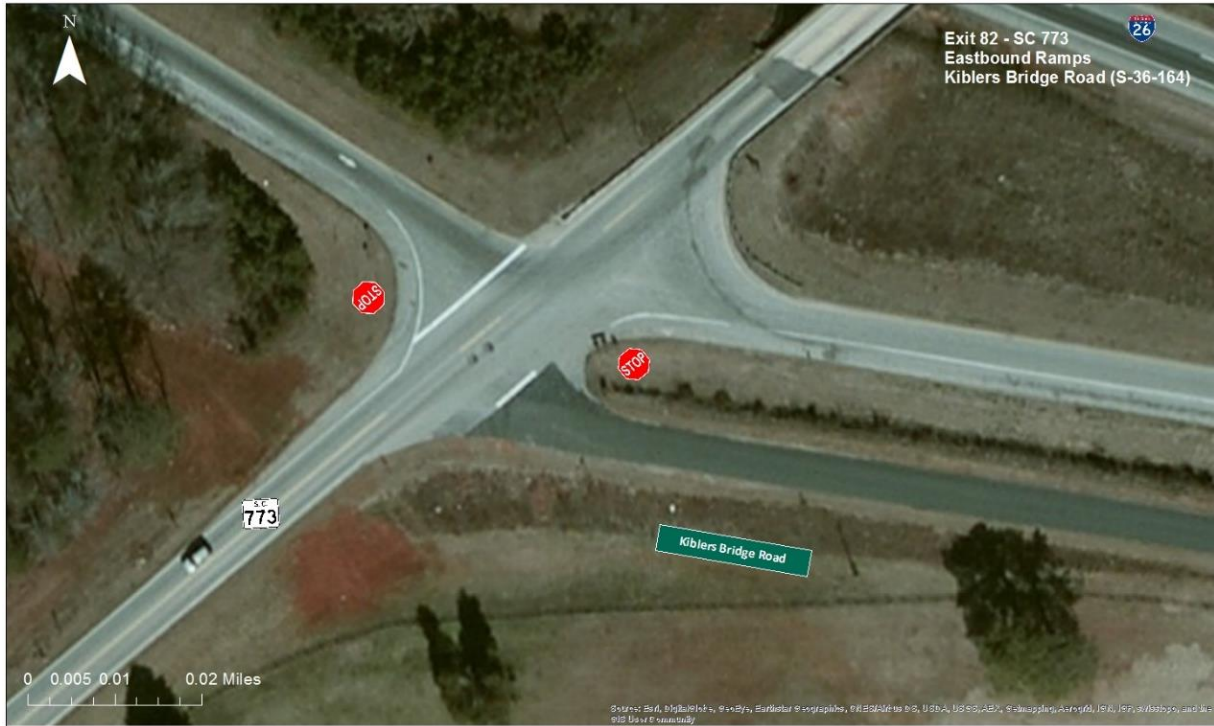
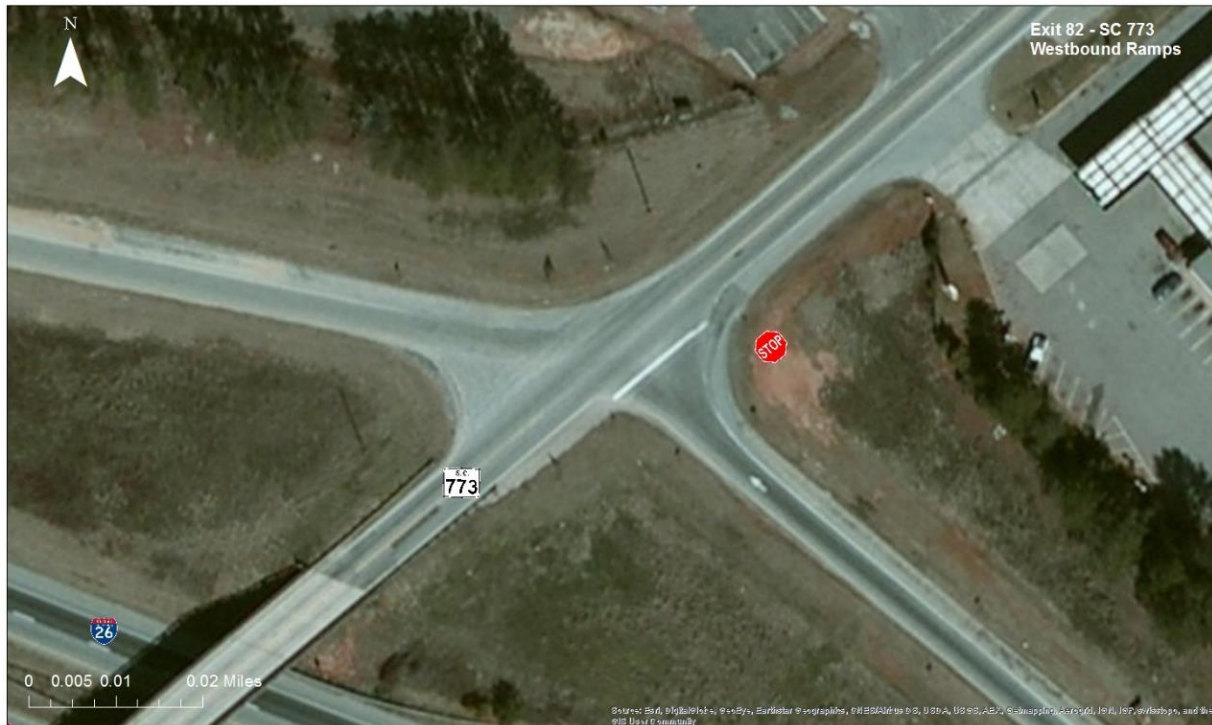


Figure 10 - Exit 82: SC 773 at Westbound Ramps



SC 773 and Koon Trestle Road/Travel Plaza driveway

The intersection of SC 773 with Koon Trestle Road/service center driveway is an unsignalized intersection with the approaches of Koon Trestle Road and the travel plaza driveway controlled by stop signs. Koon Trestle Road is a mostly undivided two lane road with a 45 mph posted speed limit. The travel plaza driveway is a short segment of the road providing access to SC 773 from a travel plaza consisting of a Hess gas station, a convenience store and a Wendy’s restaurant. Between the Koon Trestle Road intersection and the interchange are two driveways on each side of SC 773. On the west side of SC 773 are a secondary driveway to the travel plaza and a driveway to a Waffle House restaurant. On the east side of SC 773 are two driveways to a gas station. The existing configuration of the SC 773 intersection with Koon Trestle Road/Shopping center driveway is shown in **Figure 11**.

Figure 11 - Exit 82: SC 773 at Koon Trestle Road



Exit 85 – SC 202

This interchange is a partial cloverleaf interchange with a loop on-ramp in the southwest quadrant and a loop off-ramp in the northwest quadrant. The exit is signed “SC 202” using the state route shields, along with the text “Pomaria” and “Little Mtn” in the westbound direction. In the eastbound direction, the SC 202 state route shield is shown along with the text “Little Mtn”.

The westbound loop off-ramp is approximately 860 feet long with a 415 feet long parallel deceleration lane (with a parallel length of approximately 190 feet). The off-ramp has a 30 mph

posted advisory speed limit, and widens from a single lane to provide a separate left turn lane and a separate right turn lane that are separated from each other by a grass island. The left turn lane provides approximately 40 feet of storage upstream of the stop line and is controlled by a stop sign. The right turn lane provides approximately 110 feet of storage upstream of the stop line and is controlled by a yield sign.

The westbound on-ramp is a single lane ramp approximately 1,225 feet long that merges into I-26 with a 555 feet long parallel acceleration lane (with a parallel length of approximately 205 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from SC 202. No control is provided to either of these movements. The westbound on-ramp is adjacent to Meadow Brook Road, which is located to the north of the on-ramp and separated by approximately 45 feet.

The westbound loop off-ramp and on-ramp are separated by approximately 980 feet.

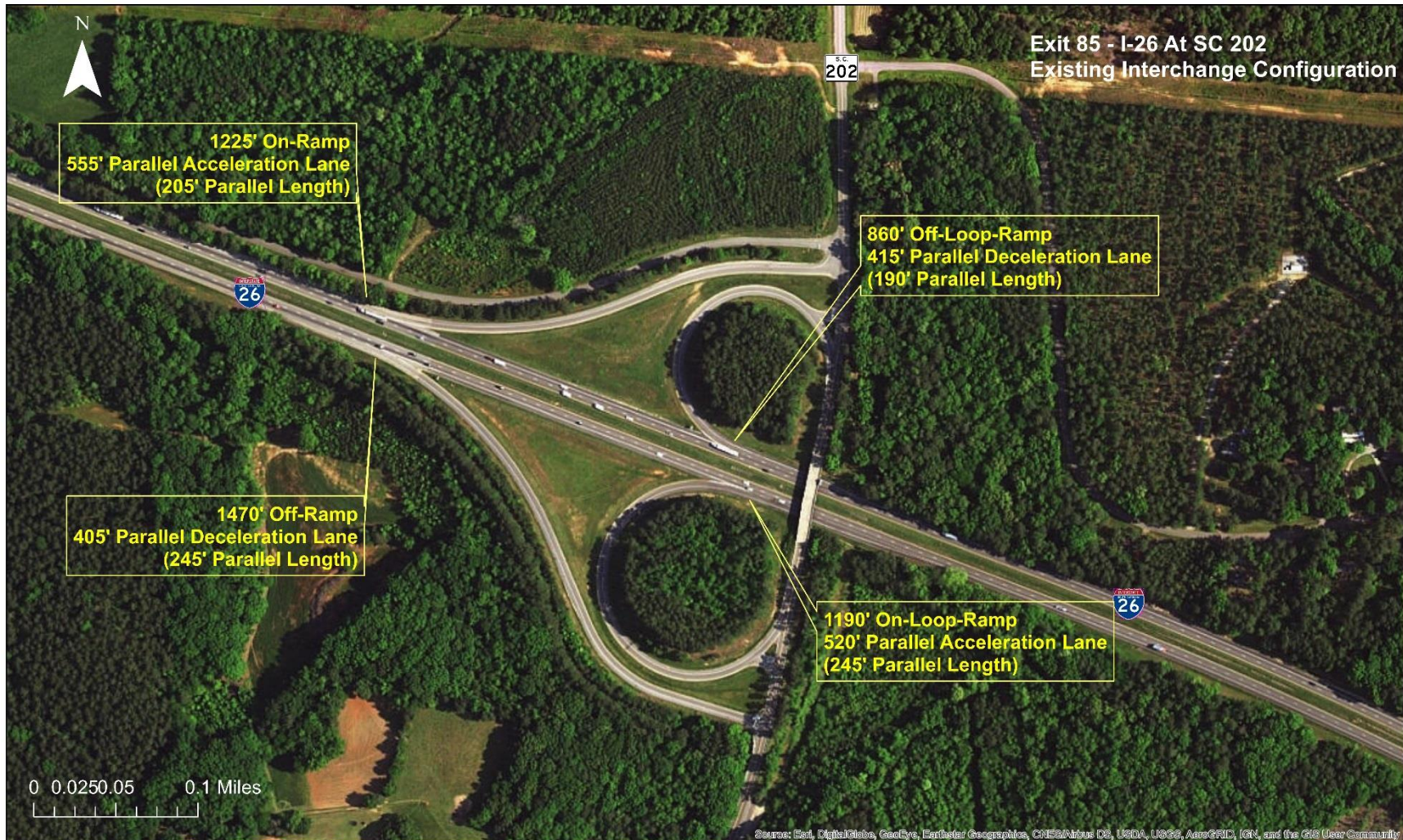
The eastbound off-ramp is approximately 1,470 feet long with a 405 feet long parallel deceleration lane (with a parallel length of approximately 245 feet). The off-ramp has a 40 mph posted advisory speed limit. The off-ramp remains a single lane until it intersects with SC 202. At the intersection traffic can make left or right turn. Both movements are controlled by stop signs.

The eastbound on-ramp is a single lane loop ramp approximately 1,190 feet long that merges into I-26 with a 520 feet long parallel acceleration lane (with a parallel length of approximately 245 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from SC 202. Northbound left turning traffic and southbound right turning traffic are separated by a grass median; the northbound left turn traffic entering the on-ramp has to yield to the southbound right turn traffic.

The eastbound off-ramp and loop on-ramp are separated by approximately 1,050 feet.

The existing configuration of the Exit 85 interchange is shown in **Figure 12**.

Figure 12 - Exit 85: Existing Interchange Configuration



SC 202

SC 202 is a two lane roadway with a posted 45 mph speed limit in the vicinity of the interchange. The SC 202 bridge crossing I-26 is two lanes wide. No dedicated turn lanes are provided for northbound left turn traffic from SC 202 merging into the eastbound loop on-ramp. However, there is a small island at the point of its merging with southbound right turn traffic from SC 202. Left turn traffic onto the eastbound loop on-ramp has to yield to southbound right turn traffic.

At the westbound on-ramp intersection, no vehicle storage turn lanes are provided for northbound left turn traffic or the southbound right turn traffic from SC 202. However, there is a wider section of pavement between the westbound on-ramp and Meadow Brook Road that could be used as a southbound right turn lane onto the ramp.

The eastbound ramp intersection is shown in **Figure 13**. The westbound ramp intersection is shown in **Figure 14**.

Adjacent intersections

Two intersections are located in the vicinity of the interchange. The intersection of SC 202 with Meadow Brook Road (S-36-811) is located about 60 feet north of the westbound on-ramp. The intersection of 4 Oaks Road (S-36-370) is located approximately 520 feet north of the westbound on-ramp.

Meadow Brook Road

Meadow Brook Road is a local undivided road without a posted speed limit. Meadow Brook Road is located approximately 60 feet north of the westbound on-ramp intersection, and runs westward and dead-ends in about 1.64 miles. At its intersection with SC 202, the eastbound approach of Meadow Brook Road is controlled by a stop sign. The existing configuration of the SC 202 intersection with Meadow Brook Road is shown in **Figure 14**.

4 Oaks Road

4 Oaks Road is a local undivided road without a posted speed limit (although at the curves on the roadway, there are posted advisory speed limit signs of 25 and 30 mph). 4 Oaks Road is located approximately 520 feet north of the westbound on-ramp intersection, and runs eastward and dead-ends in 1.51 miles. At its intersection with SC 202, the westbound approach of 4 Oaks Road is controlled by a stop sign. The existing configuration of the SC 202 intersection with 4 Oaks Road is shown in **Figure 15**.

Figure 13 - Exit 85: SC 202 at Eastbound Ramps

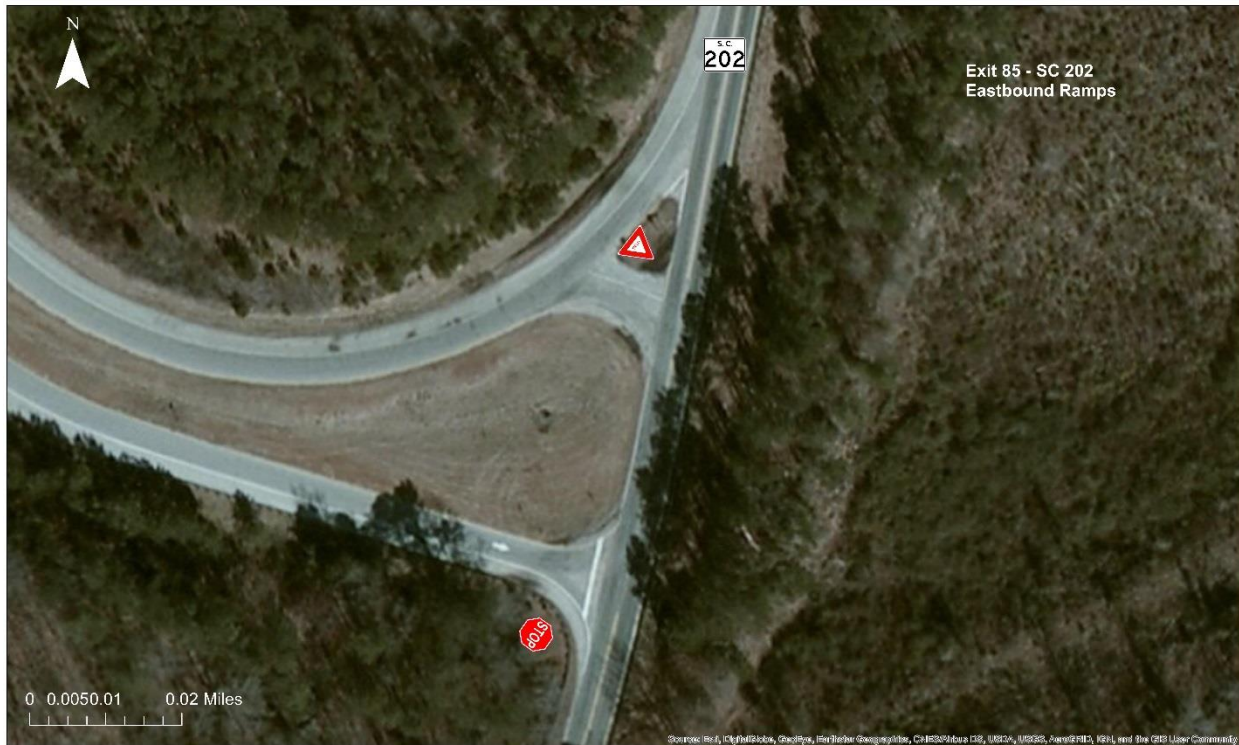


Figure 14 - Exit 85: SC 202 at Westbound Ramps

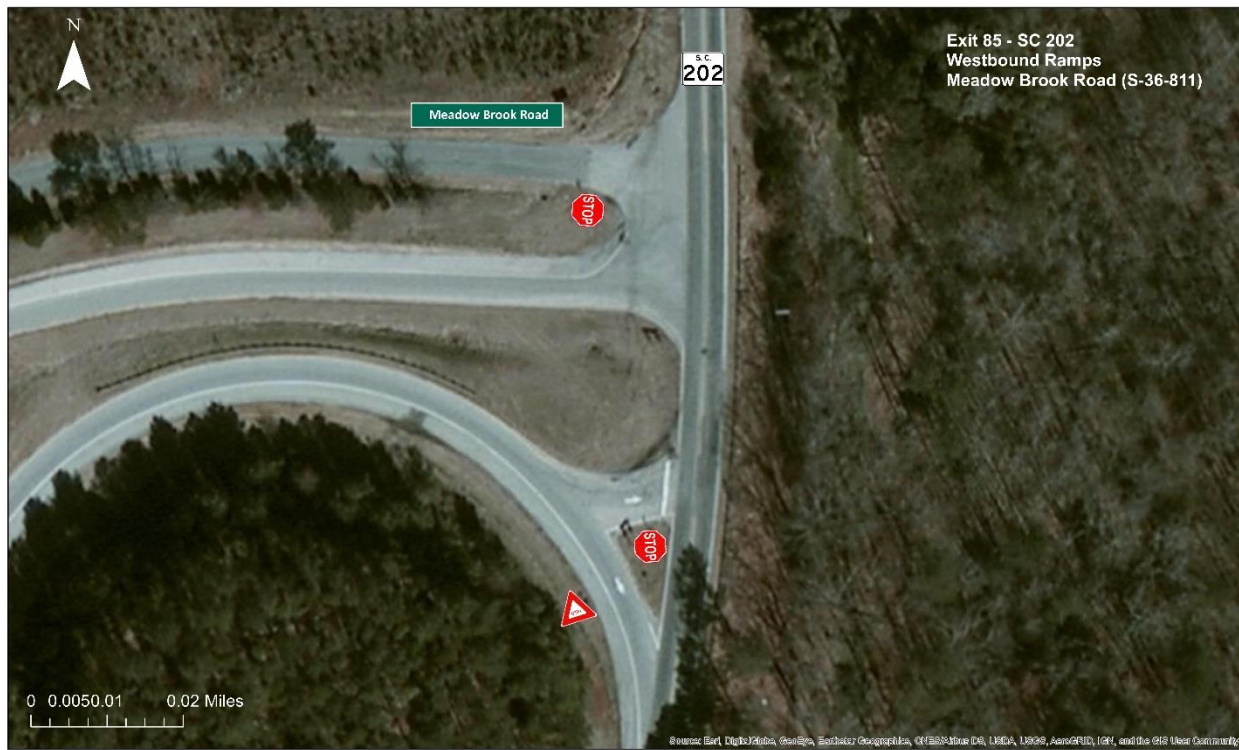
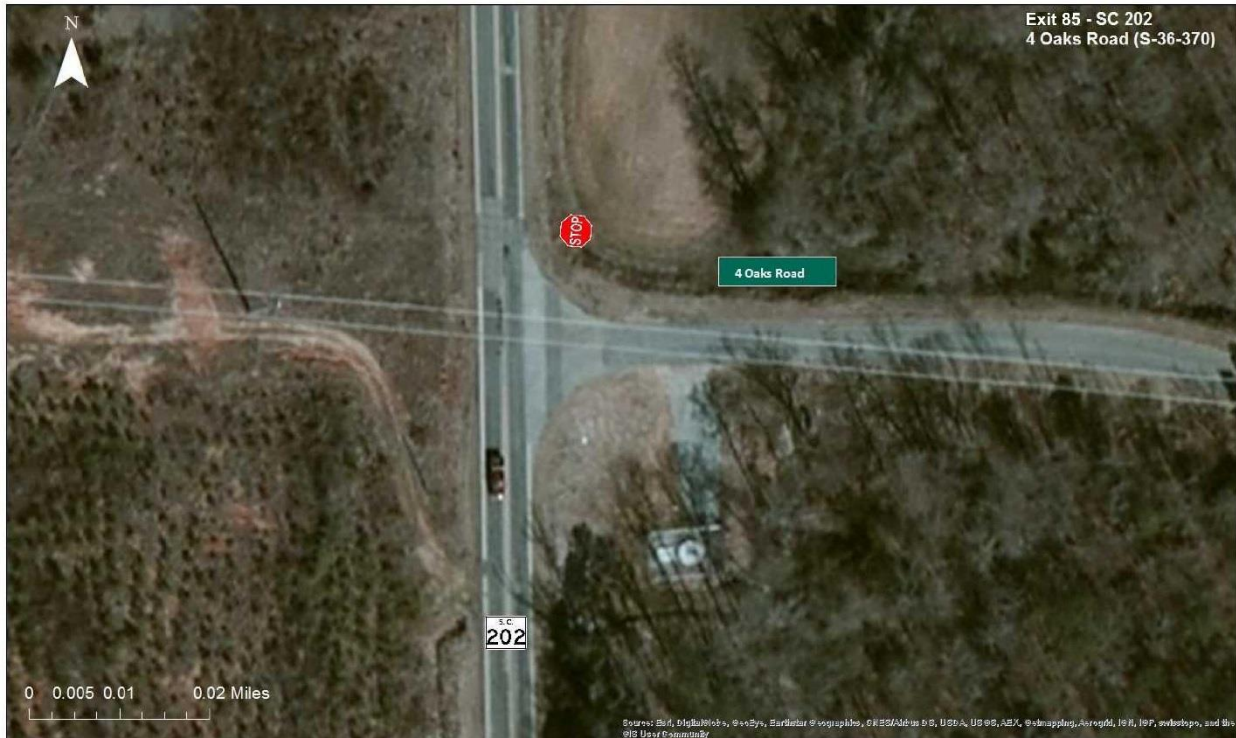


Figure 15 - Exit 85: SC 202 at 4 Oaks Road



Exit 91 – Columbia Avenue (S-32-48)

The Columbia Avenue interchange is a diamond interchange carrying traffic to and from Columbia Avenue. The exit is signed “Columbia Ave” and “Chapin” in both directions on I-26.

The westbound off-ramp is approximately 665 feet long with a 1,150 feet long parallel deceleration lane (with a parallel length of approximately 920 feet). The off-ramp has a 40 mph posted advisory speed limit. The off-ramp remains a single lane until it intersects with Columbia Avenue. At the intersection, which is controlled by a traffic signal, traffic can go through (back to I-26) or make left or right turns. There are no dedicated turn lanes on the westbound off-ramp at its intersection with Columbia Avenue.

The westbound on-ramp is a single lane ramp approximately 800 feet long that merges into I-26 with a 1,195 feet long parallel acceleration lane (with a parallel length of approximately 885 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from Columbia Avenue. No separate turn lanes are provided on Columbia Avenue for traffic turning onto the westbound on-ramp.

The westbound off-ramp and on-ramp are separated by approximately 1,465 feet.

The eastbound off-ramp is approximately 840 feet long with a 995 feet long parallel deceleration lane (with a parallel length of approximately 540 feet). The off-ramp has a 40 mph advisory speed limit. The off-ramp remains a single lane until it intersects with Columbia Avenue. At the intersection, traffic can go through (back to I-26) or turn left or right. There are no dedicated turn lanes on the eastbound off-ramp at its intersection with Columbia Avenue. The ramp off-approach is controlled by a stop sign.

The eastbound on-ramp is a single lane ramp approximately 910 feet long that merges into I-26 with a 1,050 feet long parallel acceleration lane (with a parallel length of approximately 955 feet). The ramp accepts the southbound left turn and the northbound right turn traffic from Columbia Avenue. No separate turn lanes are provided on Columbia Avenue for left or right turning traffic entering the on-ramp.

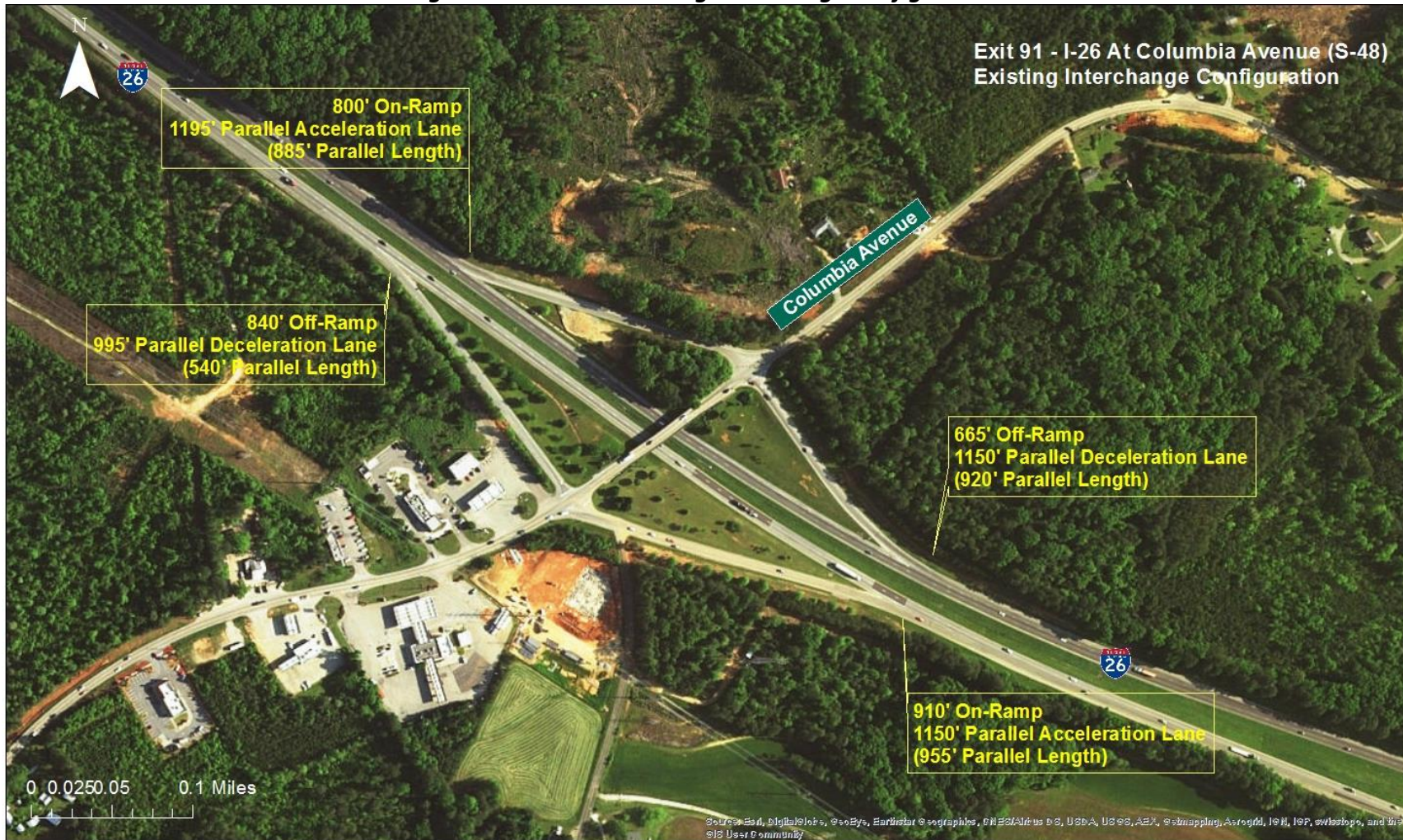
Two-way traffic is present for approximately 120 feet on the eastbound on-ramp between Columbia Avenue and Crooked Creek Road. East of Crooked Creek Road, the on-ramp is one-way eastbound to its merge area with I-26. At Columbia Avenue, the westbound portion of the two-way on-ramp section allows for a shared left turn-right turn movement under stop sign control.

The eastbound off-ramp and on-ramp are separated by approximately 905 feet.

A proposed interchange improvement project has been developed by Lexington County for Exit 91. This project would convert the existing diamond interchange to a diverging diamond interchange (DDI).

The existing Columbia Avenue interchange is illustrated in **Figure 16**.

Figure 16 - Exit 91: Existing Interchange Configuration



Columbia Avenue

Columbia Avenue is a two lane roadway with a posted 35 mph speed limit in the vicinity of the interchange. The Columbia Avenue bridge crossing I-26 is two lanes wide. No vehicle storage turn lanes are provided for southbound left turns from Columbia Avenue at the eastbound ramp intersection or for northbound left turns at the westbound ramp intersection. The eastbound ramp intersection is shown in **Figure 17**. The westbound ramp intersection is shown in **Figure 18**.

Adjacent intersections

Three adjacent intersections are located in the vicinity of the interchange. The intersection of Columbia Avenue with Brentwood Court is located next the eastbound off-ramp. The intersection of Crooked Creek Road and the eastbound on-ramp is located approximately 120 feet from Columbia Avenue. The intersection of Comalander Drive is located approximately 1,395 feet northeast of the westbound ramps.

Columbia Avenue and Brentwood Court

The intersection of Columbia Avenue with Brentwood Court is an unsignalized intersection with the approach of Brentwood Court controlled by a stop sign. Brentwood Court is an undivided roadway without a posted speed limit. Near Columbia Avenue, Brentwood Court is separated from the eastbound off-ramp by approximately 30 feet. The existing configuration of the Columbia Avenue intersection with Brentwood Court is shown in **Figure 17**.

Eastbound On-Ramp and Crooked Creek Road

Crooked Creek Road intersects the eastbound on-ramp approximately 120 feet from Columbia Avenue. This creates a two-way section on the on-ramp, which can be contrary to driver expectation when entering a freeway on-ramp. Crooked Creek Road is a two lane roadway with a 45 mph posted speed limit. At its intersection with the eastbound on-ramp, Crooked Creek Road has a single shared left turn-right turn lane controlled by a stop sign. The existing configuration of the eastbound on-ramp with Crooked Creek Road is shown in **Figure 17**.

Columbia Avenue and Comalander Drive

The intersection of Columbia Avenue with Comalander Drive is an unsignalized intersection with the approach of Comalander Drive controlled by a stop sign. Comalander Drive is an undivided two lane road with a 50 mph posted speed limit. No separate turn lanes are provided on the approaches of Columbia Avenue or Comalander Drive at this intersection. The existing configuration of the Columbia Avenue intersection with Comalander Drive is shown in **Figure 19**.

Figure 17 - Exit 91: Columbia Avenue at Eastbound Ramps

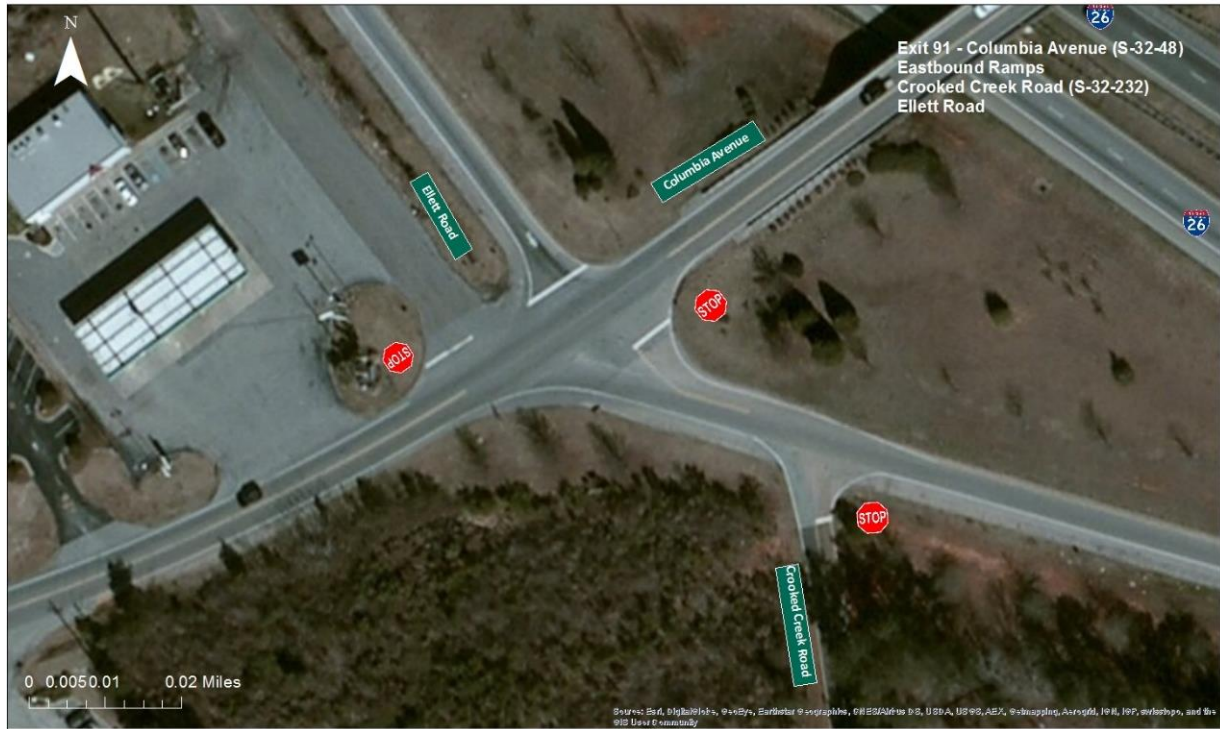


Figure 18 - Exit 91: Columbia Avenue at Westbound Ramps

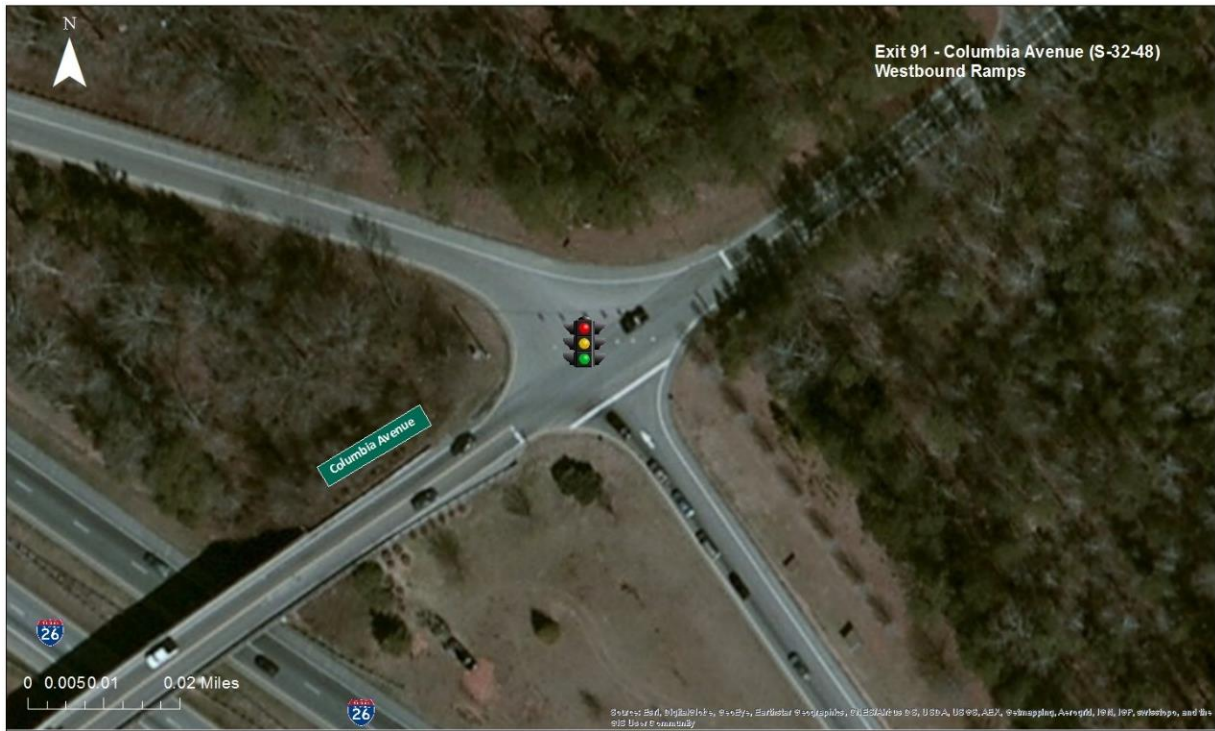


Figure 19 - Exit 91: Columbia Avenue at Comalander Road



Exit 97 – Broad River Road (US 176)

This interchange is a partial cloverleaf interchange with loop on-ramps in the northeast and southwest quadrants. The exit is signed “176” using the route shield, along with the text “Peak” in the westbound direction. In the eastbound direction, the route shield “176” is shown along with the text “Ballentine” and “White Rock”.

The existing configuration of Exit 97 was constructed in the early 1970s. The westbound off-ramp is approximately 1,525 feet long with a 1,210 feet long parallel deceleration lane (with a parallel length of approximately 965 feet). The off-ramp has a 35 mph posted advisory speed limit.

Approximately 800 feet from the westbound off-ramp gore, the off-ramp and loop on-ramp are intersected by Julius Richardson Road. Traffic on the westbound off-ramp can turn right onto Julius Richardson Road or continue through to Broad River Road. Similarly, traffic on the westbound loop on-ramp can turn left onto Julius Richardson Road or continue down the loop ramp to enter westbound I-26. In either case, this roadway intersection on the westbound ramps can be contrary to driver expectation.

Passing the Julius Richardson Road intersection on the off-ramp, traffic continues to Broad River Road. Approximately 725 feet from Julius Richardson Road, the off-ramp splits to two separate diverging lanes. Traffic traveling to the north on Broad River Road separates to the right from

the remaining ramp traffic, which continues through to the signal controlled intersection of Broad River Road and the Broad River Village shopping center driveway. The right turn movement off-ramp traffic enters northbound Broad River Road controlled by a yield sign. The ramp approach to the signal consists of a separate left turn lane and separate through lane separated by a painted island. The shopping center driveway has a separate left turn lane and a shared through-right turn lane.

The westbound loop on-ramp is a single lane ramp that begins at the signalized off-ramp intersection. The loop on-ramp is approximately 1,250 feet long and merges into I-26 with a 1,440 feet long parallel acceleration lane (with a parallel length of approximately 895 feet). The ramp accepts the southbound left turn from a separate left turn lane on Broad River Road, and northbound right turn traffic from Broad River. The lanes for these two movements are separated by a grass island, with the southbound left turn traffic from Broad River Road controlled by a yield sign at the merge with the northbound right turn traffic from Broad River Road. The intersection with Julius Richardson Road is located approximately 775 feet from the signalized ramp intersection on Broad River Road.

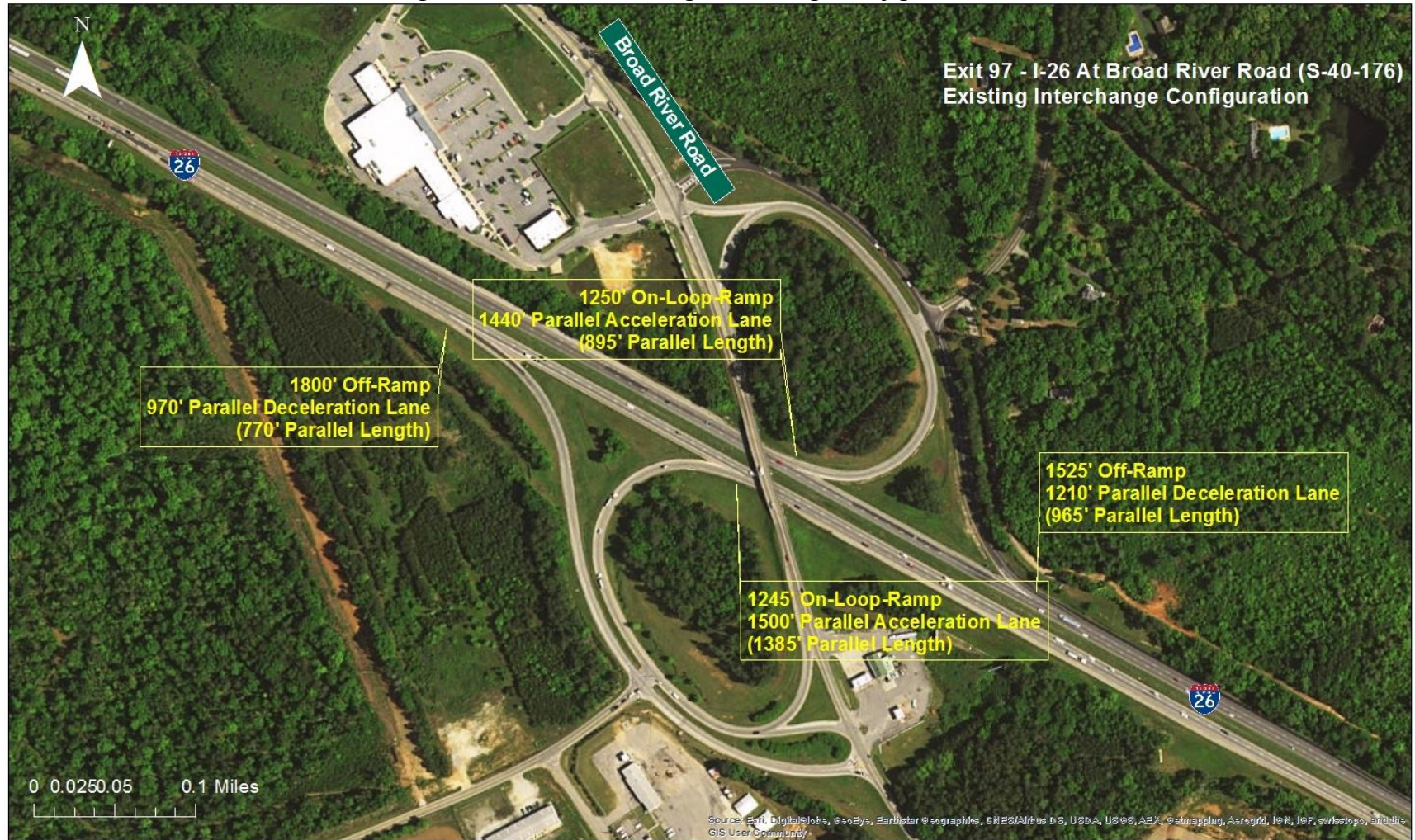
The westbound loop off-ramp and on-ramp are separated by approximately 710 feet on westbound I-26.

The eastbound off-ramp is approximately 1,800 feet long with a 970 feet long parallel deceleration lane (with a parallel length of approximately 770 feet). The off-ramp has a 35 mph posted advisory speed limit. In the middle of the ramp, traffic can make a right turn to Rauch-Metz Road (S-40-385) or it can proceed straight until the end of the ramp. At the end of the off-ramp, traffic can make a left turn to "Peak" and "Pomaria" or make a right turn to "Irmo" and "Ballentine". Near the end, the off-ramp widens from a single lane to provide a separate left turn lane and a separate right turn lane with approximately 200 feet of storage that are separated from each other by a concrete island. Both movements are controlled by the stop signs. The stop lines are set back 25-35 feet from the edge of Broad River Road.

The eastbound on-ramp is a single lane loop ramp approximately 1,245 feet long that merges into I-26 with a 1,500 feet long parallel acceleration lane (with a parallel length of approximately 1,385 feet). The ramp accepts the southbound right turn and the northbound left turn traffic from Broad River Road along with eastbound left turn traffic from Rauch-Metz Road. The northbound left turn traffic from Broad River Road has a yield sign at the merge with the southbound right turn traffic from Broad River Road. The Rauch-Metz Road approach is controlled by a stop sign.

The eastbound off-ramp and loop on-ramp are separated by approximately 905 feet. The existing configuration of the Exit 97 interchange is shown in **Figure 20**.

Figure 20 - Exit 97: Existing Interchange Configuration



Broad River Road

Broad River Road to the north of the interchange is a two lane roadway with a posted 45 mph speed limit. As Broad River Road approaches the interchange, separate right turn lanes are provided to the north and center driveway to the shopping center. At the signalized intersection with the westbound off-ramp, Broad River Road provides separate southbound left turn, through, and right turn lanes. The southbound left turn lane provides 270 feet of storage and the southbound right turn lane provides 175 feet of storage. In the northbound direction at this signal, Broad River Road provides a separate left turn lane with 140 feet of storage, and a separate through lane. The right turn movement to the westbound loop on-ramp diverges from northbound Broad River Road approximately 240 feet to the south of the stop line with a 130 feet long diverging taper. The Broad River Road bridge crossing I-26 is two lanes wide. At the eastbound ramp intersection, southbound Broad River Road provides a single through lane. The right turn lane to the eastbound loop on-ramp diverges approximately 250 north of where northbound traffic turns left onto the ramp. No separate turn lanes are provided to separate traffic turning left onto the eastbound loop on-ramp from the northbound through traffic on Broad River Road.

The eastbound ramp intersection is shown in **Figure 21**. The westbound ramp intersections are shown in **Figure 22** and in **Figure 23**.

Figure 21 - Exit 97: Broad River Road at Eastbound Ramps

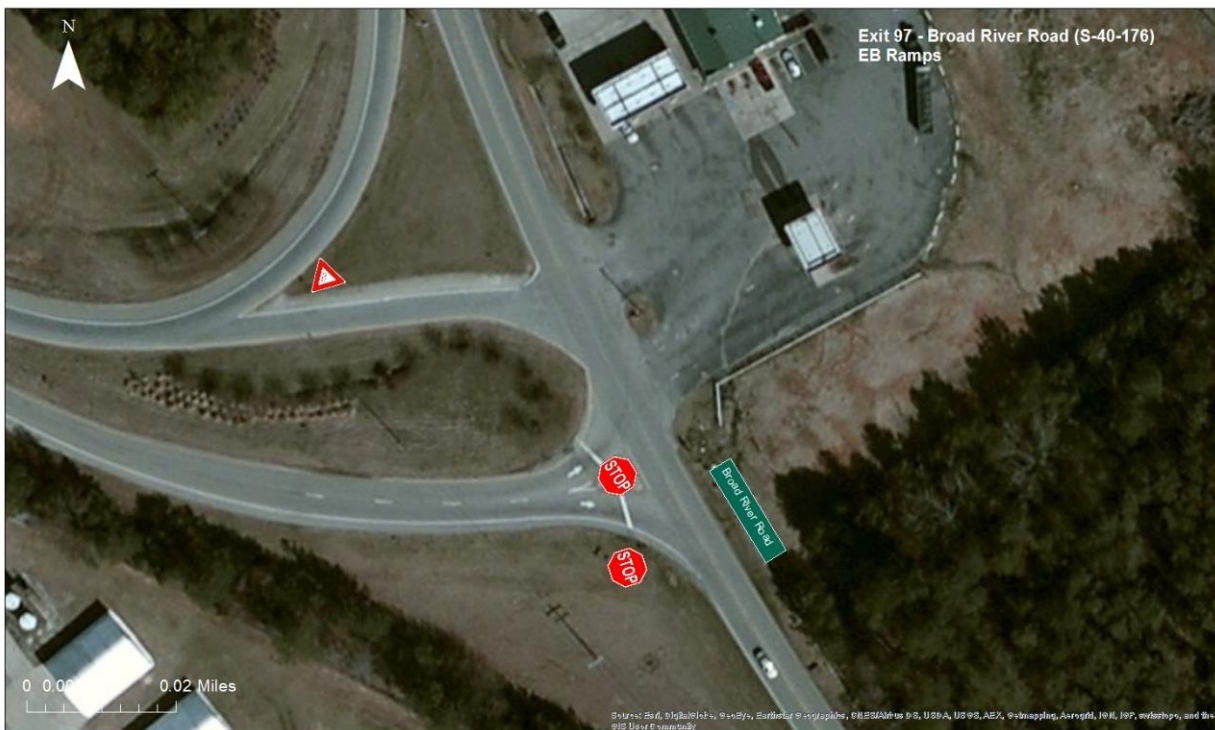


Figure 22 - Exit 97: Broad River Road at Westbound Ramps and Central Driveway



Figure 23 - Exit 97: Broad River Road at Westbound Ramps and South Driveway



Adjacent intersections

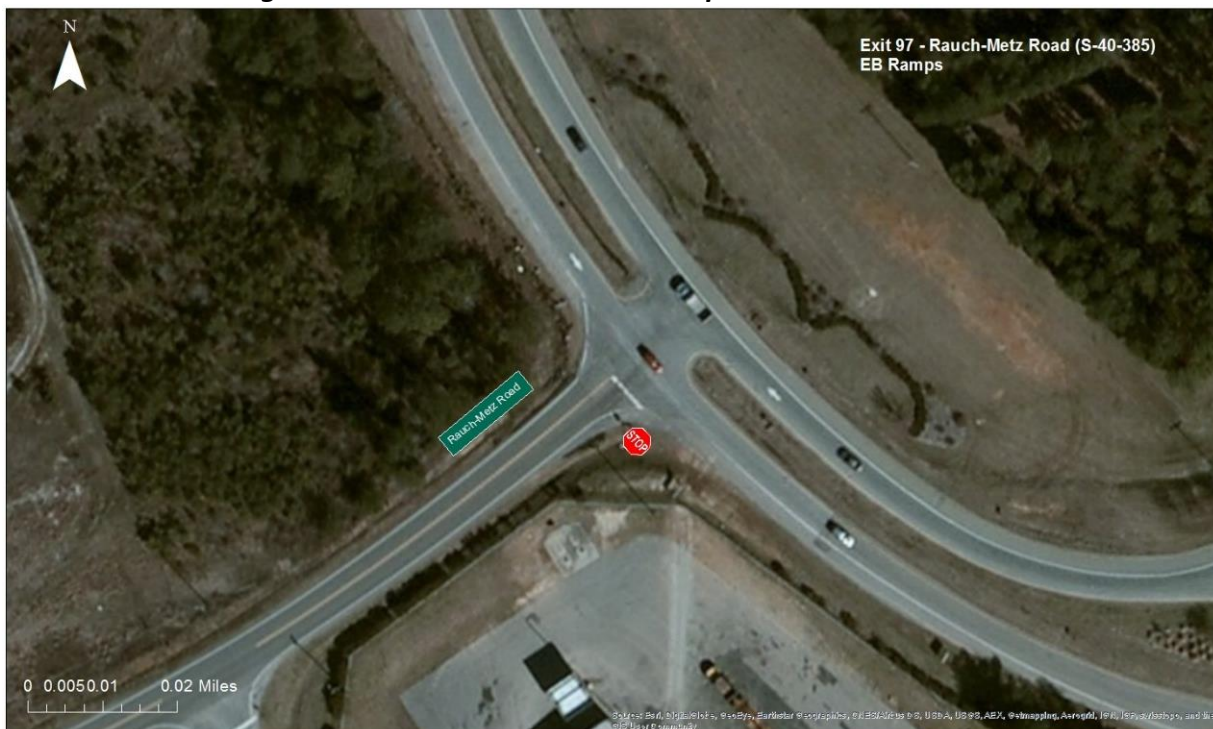
Seven intersections are located in the vicinity of the interchange. These are:

- Eastbound Ramps and Rauch-Metz Road (S-40-385)
- Broad Stone Road (S-40-2805) and Rauch-Metz Road
- Broad Stone Road with Broad River Road
- Westbound Ramps with Julius Richardson Road (S-40-959)
- Broad River Road and South Shopping Center Driveway/Westbound ramps
- Broad River Road and Center Shopping Center Driveway
- Broad River Road and North Shopping Center Driveway
- Broad River Road and West Shady Grove Road

Eastbound Ramps and Rauch-Metz Road

The intersection of the eastbound ramps with Rauch-Metz Road (S-40-385) is located in the southwestern quadrant of the interchange approximately 1,165 feet southeast from gore point of eastbound off-ramp. The intersection of the eastbound ramps with Rauch-Metz Road (S-40-385) is an unsignalized intersection with the approach of Rauch-Metz Road controlled by a stop sign. Rauch-Metz Road is an undivided two lane road with 45 mph posted speed limit. The existing configuration of the eastbound ramps with Rauch-Metz Road is shown in **Figure 24**.

Figure 24 - Exit 97: Eastbound Ramps at Rauch-Metz Road



Broad Stone Road and Rauch-Metz Road

The intersection of Broad Stone Road (S-40-2805) with Rauch-Metz Road is located in the southwestern quadrant of the interchange approximately 310 feet from the intersection of the eastbound ramps with Rauch-Metz Road. The intersection of Broad Stone Road (S-40-2805) with Rauch-Metz Road is an unsignalized intersection with the approach of Broad Stone Road controlled by the stop sign. Broad Stone Road is an undivided two lane road without posted speed limit, however, it has a 15 mph advisory speed at the curves. The existing configuration of the Broad Stone Road with Rauch-Metz Road intersection is shown in **Figure 25**.

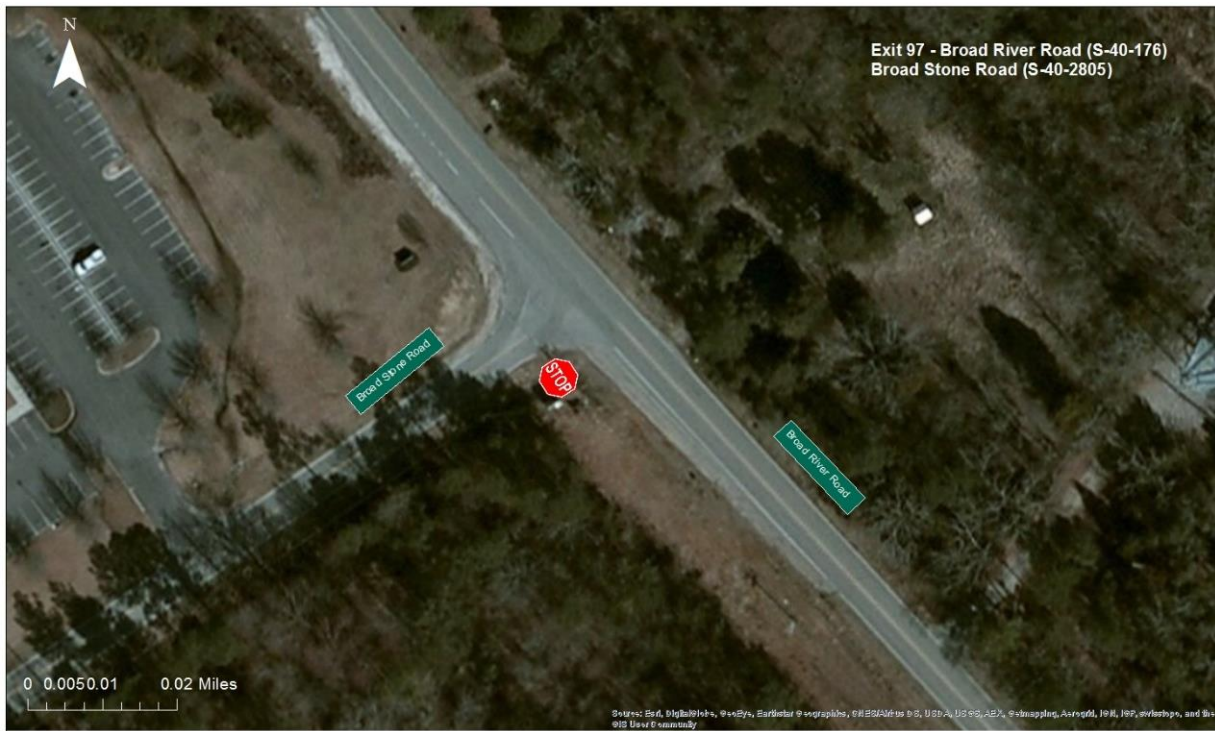
Figure 25 - Exit 97: Broad Stone Road at Rauch-Metz Road



Broad Stone Road and Broad River Road

The intersection of Broad Stone Road with Broad River Road is located in the southern end of the interchange area approximately 1,395 feet from the middle of the I-26 and Broad River Road intersection. The intersection of Broad Stone Road with Broad River Road is an unsignalized intersection with the approach of Broad Stone Road controlled by a stop sign. Broad Stone Road is an undivided two lane road without a posted speed limit, however, it has a 15 mph advisory speed at the curves. At the intersection with Broad River Road, Broad River Road has a southbound right turn lane with 170 feet of storage and a 115 feet long taper. Broad Stone Road has a separate right turn lane with 260 feet of storage and a 185 feet long taper. The existing configuration of Broad Stone Road with Broad River Road intersection is shown in **Figure 26**.

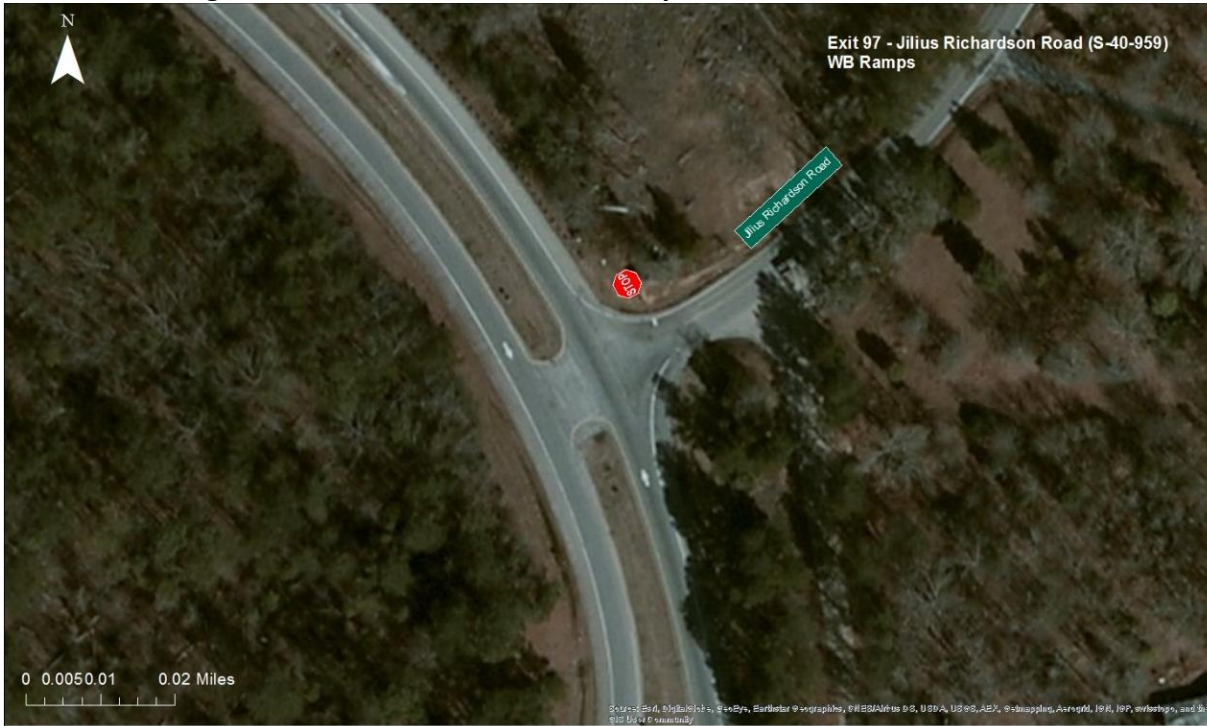
Figure 26 - Exit 97: Broad Stone Road at Broad River Road



Westbound Ramps and Julius Richardson Road

The intersection of the westbound ramps with Julius Richardson Road (S-40-959) is located in the northeastern quadrant of the interchange approximately 835 feet northwest from gore point of westbound off-ramp. The intersection of westbound ramps with Julius Richardson Road (S-40-959) is an unsignalized intersection with the approach of Julius Richardson Road controlled by the stop sign. Julius Richardson Road is an undivided two lane road with 45 mph posted speed limit. The existing configuration of westbound ramps with Julius Richardson Road intersection is shown in **Figure 27**.

Figure 27 - Exit 97: Westbound Ramps at Julius Richardson Road



Broad River Road and the South Shopping Center Driveway/Westbound Ramps

The intersection of Broad River Road with the westbound ramps and with the south driveway to the Broad River Village shopping center is located in the northern end of the interchange approximately 790 feet from the middle of the I-26 and Broad River Road interchange. The intersection of Broad River Road with the westbound ramps and the south driveway to the shopping center is a signalized intersection. The south shopping center driveway has two inbound lanes and two outbound lanes consisting of a separate left turn lane and a shared through-right turn lane. These lanes are separated by a concrete median. The westbound off-ramp approach has a left turn lane with 185 feet of storage and a through lane with 185 feet of storage with a painted median between them. The existing configuration of the intersection of Broad River Road at the westbound ramps and the south driveway to the shopping center is shown in **Figure 23**.

Broad River Road and Center Shopping Center Driveway

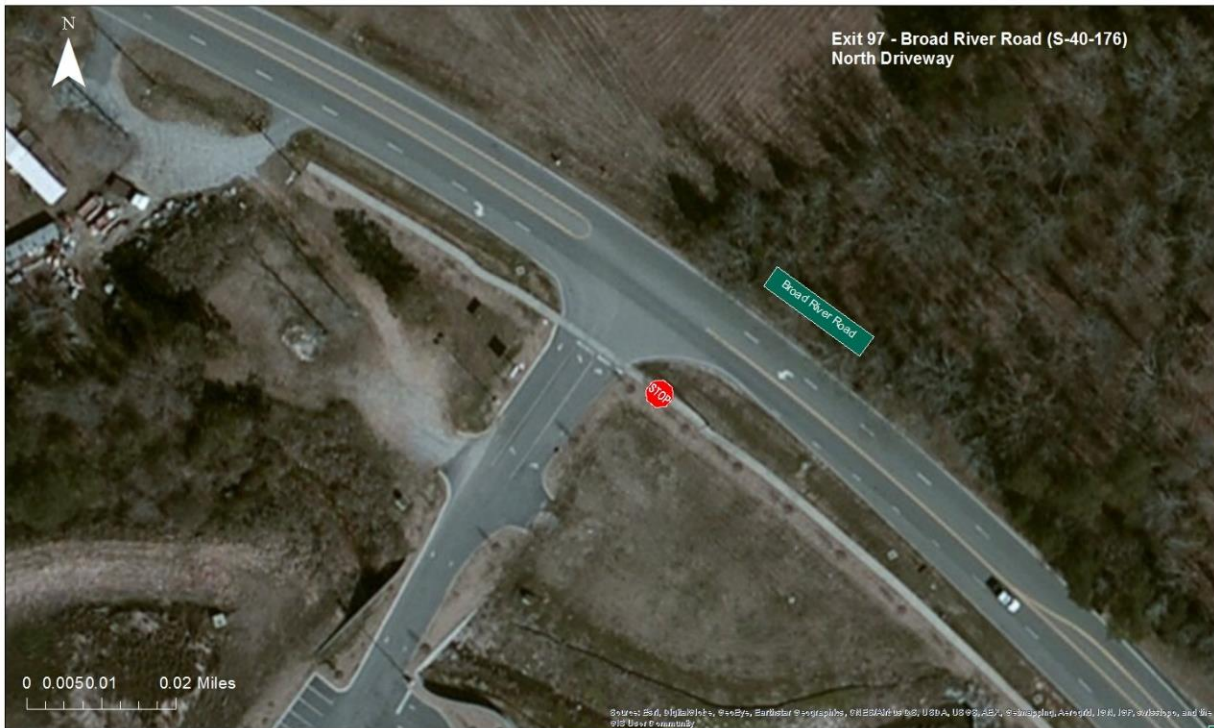
The intersection of Broad River Road with the center driveway to the Broad River Village shopping center is located in the northern end of the interchange approximately 1,150 feet from the middle of I-26 and Broad River Road interchange, and approximately 360 feet from the signalized intersection of Broad River Road with the westbound ramps and the southern shopping center driveway. The right turn movement from the westbound off-ramp merges into northbound Broad River Road approximately 60 feet north of the central driveway intersection. The central

shopping center driveway is an unsignalized right turn in/right turn out intersection with a concrete channelizing island. The southbound right turn movement into the driveway is made from a separate right turn lane with approximately 310 feet of storage, and a taper that ends just south of the northern shopping center driveway. The stop sign controlled right turn movement from the driveway is made into the southbound right turn lane at the signalized intersection with the westbound ramps and the southern shopping center driveway. Traffic wishing to travel through on southbound Broad River Road or turn left onto the westbound on-ramp has to weave into those lanes within the approximately 245 feet available between the outbound driveway stop line and the stop line at the signalized intersection. The existing configuration of Broad River Road with westbound ramps and with central driveway to the mall with Food Lion intersection is shown in **Figure 22**.

Broad River Road and North Shopping Center Driveway

The intersection of Broad River Road with the north driveway to the Broad River Village shopping center is located approximately 1,740 feet north of the middle of the I-26 and Broad River Road interchange and approximately 600 feet north of the center shopping center driveway. The intersection of Broad River Road with the north shopping center driveway is an unsignalized intersection with the approach of north driveway controlled by a stop sign. The approach of north driveway has a single entrance lane and separate left and right turn exit lanes. On southbound Broad River Road, there is a separate right turn lane for traffic entering the shopping center. This right turn lane has approximately 270 feet of vehicle storage. Northbound Broad River Road has a separate left turn lane for traffic turning left into this driveway. This left turn lane has approximately 215 feet of vehicle storage. The existing configuration of Broad River Road with westbound ramps and with north driveway to the mall with Food Lion intersection is shown in **Figure 28**.

Figure 28 - Exit 97: Broad River Road at Westbound Ramps and North Driveway



Broad River Road with West Shady Grove Road

The intersection of Broad River Road with West Shady Grove Road is located approximately 3,400 feet north of the middle of the I-26 and Broad River Road interchange and approximately 1,680 feet north of the north shopping center driveway. West Shady Grove Road intersects Julius Richardson Road approximately 4,170 east of its intersection with Broad River Road. The intersection of Broad River Road with West Shady Grove Road is an unsignalized intersection with the westbound approach of West Shady Grove Road controlled by a stop sign. There are no separate turn lanes provided on any of the approaches to the intersection. The configuration of the intersection of Broad River Road and West Shady Grove Road is shown in **Figure 29**.

Figure 29 - Exit 97: Broad River Road at West Shady Grove Road



Exit 101 – Broad River Road (US 76, US 176)

Exit 101 is a partial cloverleaf interchange with loop off-ramps in the northwest and southeast quadrants. In the westbound direction, Exit 101A is signed “176”, “76” using the route shields, along with the text “Ballentine” and “White Rock”. Exit 101B is signed “176”, using the route shield, along with the text “Broad River Road-East”. In the eastbound direction, Exit 101A is signed “176” using the route shield, along with the text “Broad River Road-West” and Exit 101B is signed “176”, using the route shield, along with the text “Broad River Road-East”.

The existing configuration of Exit 101 was constructed around 2000. The westbound off-ramp is approximately 1,615 feet long with a 1,120 feet long weaving section from the upstream Exit 102 westbound on-ramp. The off-ramp has a 25 mph posted advisory speed limit. At its end, the ramp merges into Broad River Road (US 176) with a 530 feet long acceleration lane and 400 feet long taper.

The westbound loop off-ramp is approximately 1,495 feet long with a 1,035 feet long parallel deceleration lane (with a parallel length of approximately 800 feet). The off-ramp has a 25 mph posted advisory speed limit. At its end, the ramp merges into Broad River Road (US 176) with a 500 feet long acceleration lane and 285 feet long taper.

The westbound on-ramp is a single lane ramp approximately 1,835 feet long that merges into I-26 with a 1,135 feet long parallel acceleration lane (with a parallel length of approximately 625 feet). The ramp accepts westbound right turn and eastbound left turn traffic from Broad River Road. The westbound right turn traffic from Broad River Road has a yield sign at the ramp merge with the eastbound left turn traffic from Broad River Road.

The westbound off-ramp and the westbound loop off-ramp are separated by approximately 1,920 feet. The westbound loop off-ramp and the westbound on-ramp are separated by approximately 1,080 feet.

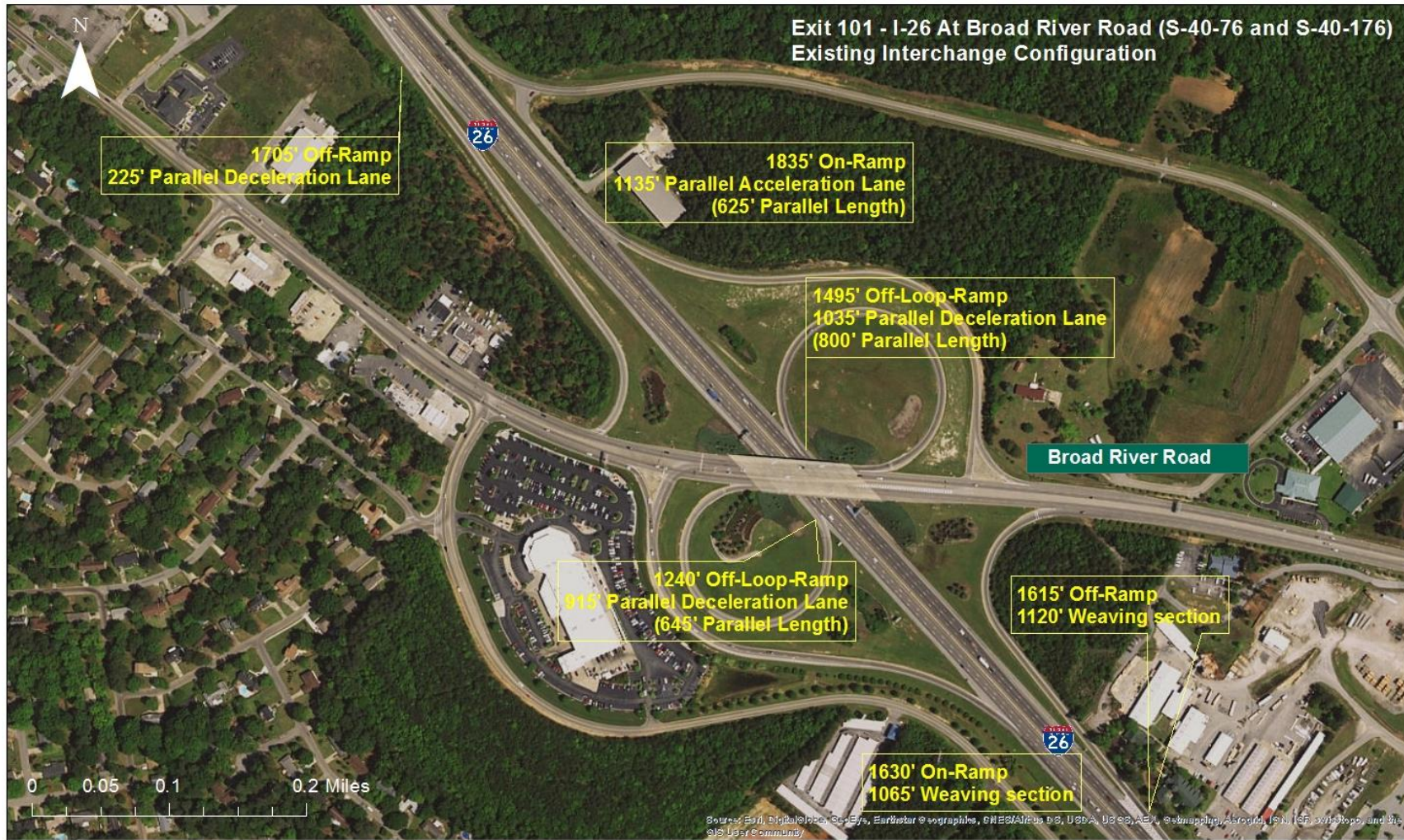
The eastbound off-ramp is approximately 1,705 feet long with a 225 feet long deceleration lane. The off-ramp has a 25 mph posted advisory speed limit. At its end, the ramp has a single stop sign controlled lane. While the lane has no specific designation, it is intended for traffic to turn right onto westbound Broad River Road. However, nothing precludes traffic from turning left onto eastbound Broad River Road.

The eastbound loop off-ramp is approximately 1,240 feet long with a 915 feet long parallel deceleration lane (with a parallel length of approximately 645 feet). The off-ramp has a 25 mph posted advisory speed limit. At its end, the ramp merges into Broad River Road (US 176) and with a 320 feet long acceleration lane and 405 feet long taper.

The eastbound on-ramp is a two lane ramp at its beginning with Broad River Road that merges into a single lane ramp prior to entering I-26. The on-ramp is approximately 1,630 feet long and creates a 1,065 feet long weaving section to the downstream Exit 102 eastbound off-ramp. The ramp accepts the eastbound right turn and the westbound left turn traffic from Broad River Road. The eastbound right turn traffic from Broad River Road has a yield sign at the merge with the westbound left turn traffic from Broad River Road.

The eastbound off-ramp and the eastbound loop off-ramp are separated by approximately 2,240 feet. The eastbound loop off-ramp and the eastbound on-ramp are separated by approximately 930 feet. The existing configuration of the Exit 101 interchange is shown in **Figure 30**.

Figure 30 - Exit 101: Existing Interchange Configuration



Broad River Road

Broad River Road (US 176) in the vicinity of the interchange is a four lane roadway with a posted 45 mph speed limit with two way left turn lane that sometimes becomes a left turn lane at intersections. The four lane section of Broad River Road is located between Royal Tower Road (S-40-1862) and Western Lane (S-40-2894). Beyond this section, Broad River Road is generally a two lane roadway within the remainder of the study area.

At the eastbound approach to the eastbound on-ramp, eastbound Broad River Road has two through lanes and a separate right turn lane. The separate right turn lane, which is provided for eastbound traffic on Broad River Road to turn right onto the eastbound on-ramp, extends back 450 feet to the intersection of Broad River Road with Lordship Lane. For the next 395 feet, eastbound Broad River Road is two lanes until the merge point with eastbound loop off-ramp. At the merge point with eastbound loop off-ramp, the acceleration lane from the loop off-ramp extends along Broad River Road for 320 feet, before it tapers out within 405 feet approximately opposite the westbound on-ramp intersection.

At the westbound on-ramp intersection, a separate left turn lane consisting of approximately 270 feet of storage is provided. This left turn lane is separated by a painted island from the eastbound through lanes.

For the next 225 feet, until the merge point with I-26 westbound off-ramp, eastbound Broad River Road again provides two lanes. At the merge point with the I-26 westbound off-ramp, the acceleration lane for the off-ramp extends along Broad River Road for 530 feet, then tapers out within 400 feet. Eastbound Broad River Road continues with two lanes to Western Lane. At its intersection with Western Lane, an eastbound left turn lane with 205 feet of storage is provided. Approximately 250 feet east of its intersection with Western Lane, eastbound Broad River Road narrows from two lanes to one lane.

Beginning at Western Lane, westbound Broad River Road has two through lanes for about 930 feet before the right turn lane to the westbound on-ramp starts. The westbound right turn lane to the westbound on-ramp is approximately 285 feet long. Westbound Broad River Road continues with two lanes for approximately 545 feet where the westbound loop off-ramp begins to merge. The westbound loop off-ramp merges into Broad River Road with a 500 feet long acceleration lane and a 285 feet long taper, which ends just before the eastbound off-ramp intersection. At the intersection with the eastbound on-ramp, two westbound left turn lanes with 385 feet storage lengths are provided. Westbound Broad River Road continues with two lanes, with a separate left turn lane with 215 feet of storage at its intersection with Lordship Lane. West of its intersection with Lordship Lane, westbound Broad River Road continues with two lanes to just west of Royal Tower Road, where it tapers to a single lane within approximately 650 feet. At this point, Broad River Road continues running to the west towards Exit 97 as a two lane road.

The intersection of Broad River Road and the eastbound on-ramp has a traffic signal that controls the eastbound and westbound through traffic on Broad River Road and the westbound left turn traffic turning onto the on-ramp.

As part of its Pennies Impacting People transportation sales tax program, Richland County is developing a project to widen Broad River Road between Royal Tower Road and the Broad Stone Road near the Exit 97 interchange.

According to the website <http://www.richlandpenny.com/december-15-2016-broad-river-road-widening-project/> the project is to consist of widening Broad River Road to a five lane section (two lanes each way with a center turn lane) between Royal Tower Drive and Dutch Fork Road. Between Dutch Fork Road and Broad Stone Road, Broad River Road will be widened to provide a three lane section (one lane each way with a center turn lane). Currently, right-of-way acquisition is scheduled to occur in Spring 2018, with construction beginning in Summer 2020.

The eastbound ramp intersection is shown in **Figure 31**. The westbound ramp intersection is shown in **Figure 32**.

Figure 31 - Exit 101: Broad River Road at Eastbound Ramps

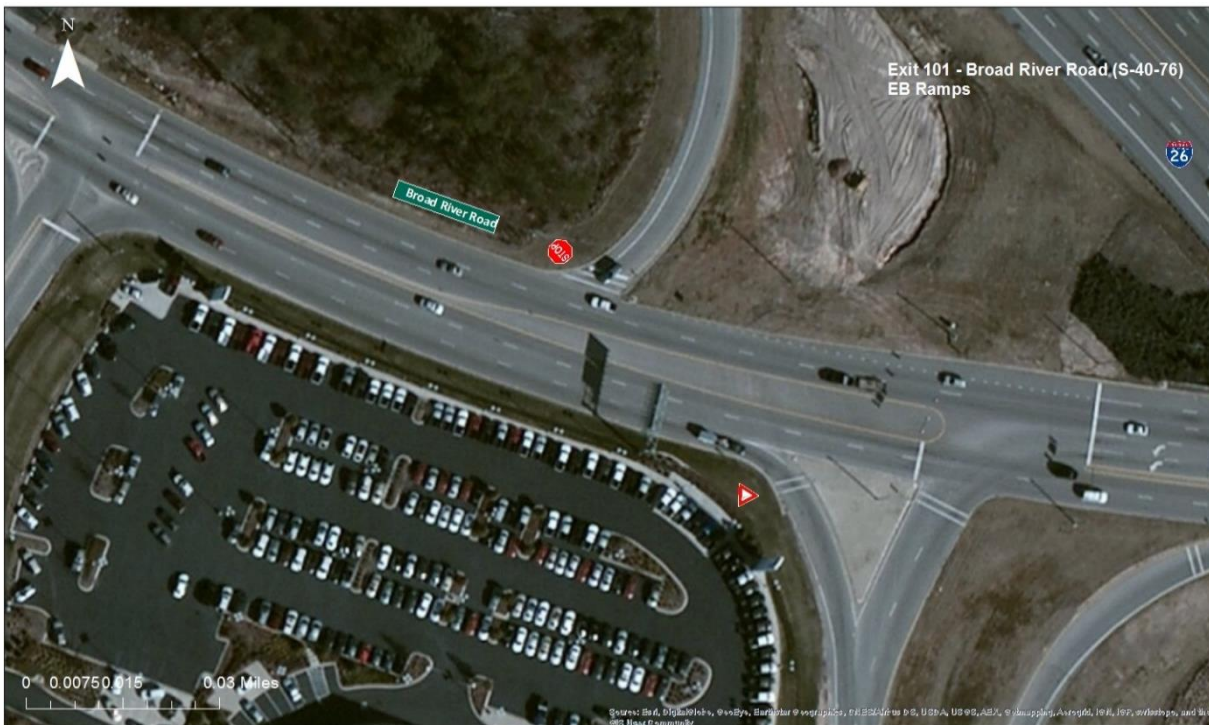
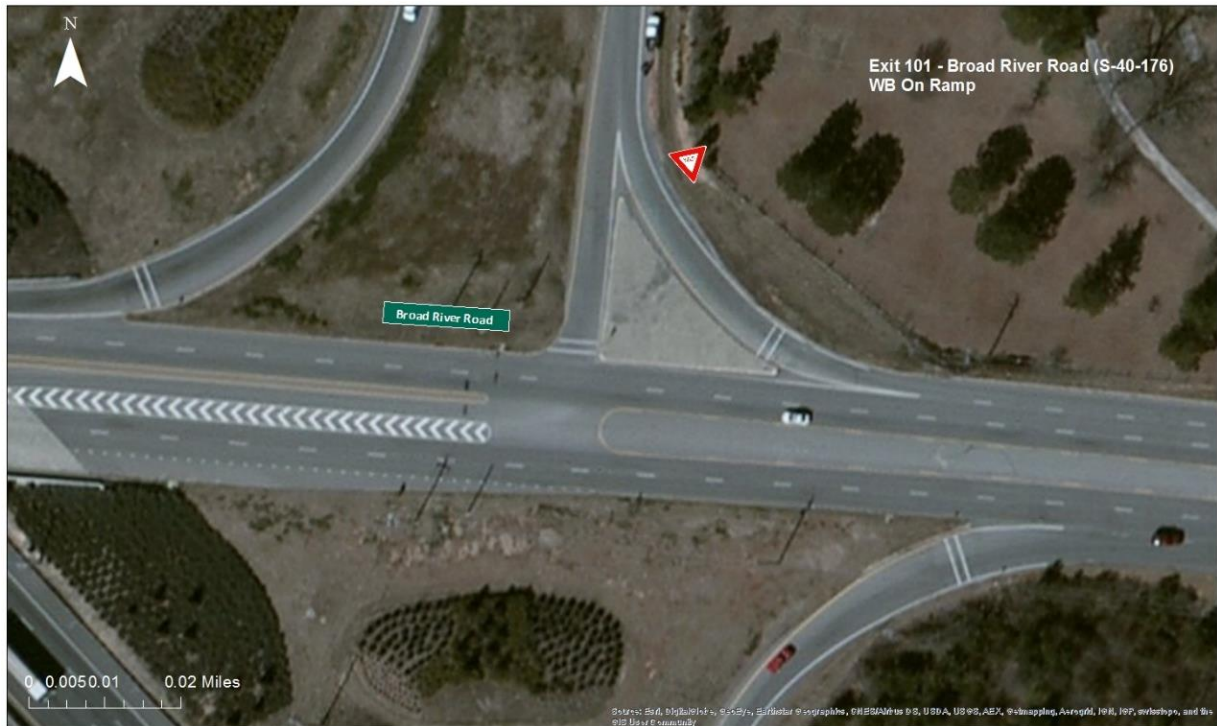


Figure 32 - Exit 101: Broad River Road at Westbound On-Ramp



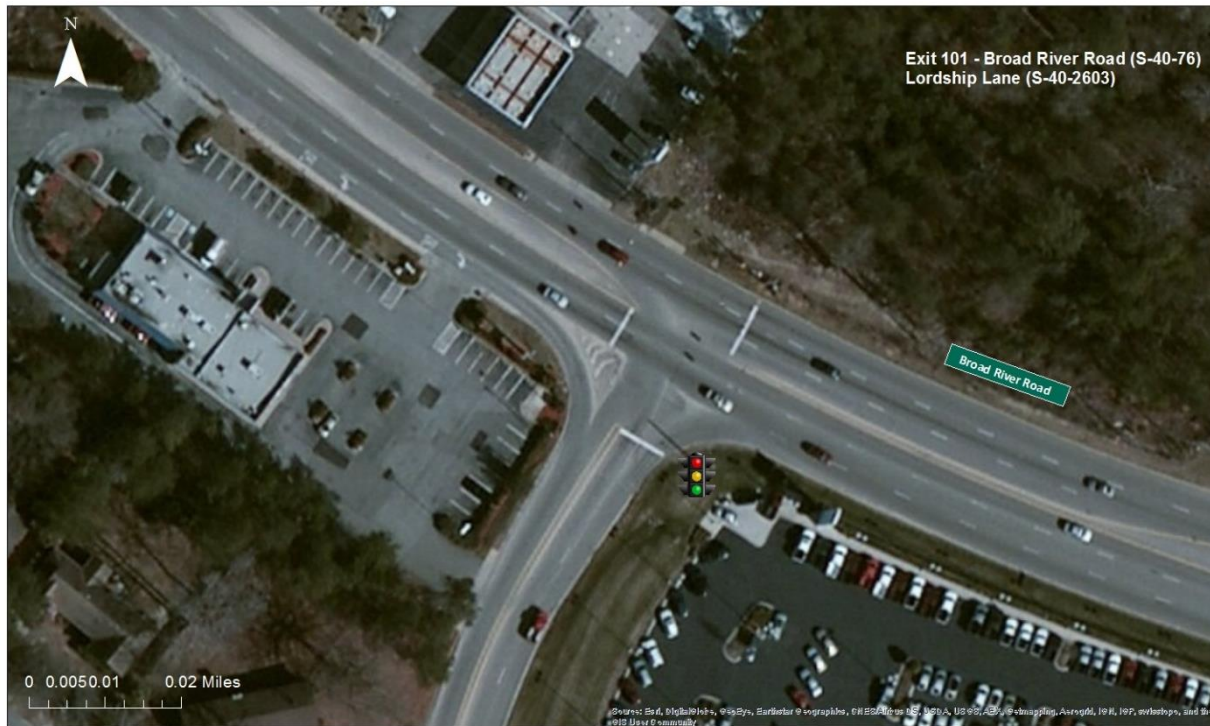
Adjacent intersections

Two intersections are located in the vicinity of the interchange. The intersection of Broad River Road with Lordship Lane/Columbiana Drive (S-40-3048) is located in the western part of the interchange area approximately 870 feet west of gore point of the eastbound loop off-ramp. The intersection of Broad River Road with Western Lane (S-40-2894) is located in the eastern part of the interchange area approximately 2,320 feet east of gore point of eastbound loop off-ramp.

Broad River Road and Lordship Lane/Columbiana Drive

The intersection of Broad River Road with Lordship Lane/Columbiana Drive (S-40-3048) is a signalized intersection. Lordship Lane/Columbiana Drive is an undivided two lane road with a 40 mph posted speed limit. At its intersection with Broad River Road, Lordship Lane/Columbiana Drive currently provides separate left and right turn lanes. The left turn lane provides 200 feet of storage. Eastbound Broad River Road has two through lanes and a separate right turn lane with 270 feet of storage. The eastbound right turn movement is channelized with a painted island and is under yield control. The westbound approach of Broad River Road has a separate left turn lane with 215 feet of storage and two through lanes. The existing configuration of Broad River Road with Lordship Lane/Columbiana Drive is shown in **Figure 33**. It should be noted that on the southbound approach a Circle K gas station entrance/exit has been added since the analysis was completed.

Figure 33 - Exit 101: Broad Stone Road at Lordship Lane



Broad River Road and Western Lane

The intersection of Broad River Road with Western Lane (S-40-2894) is a signalized intersection. Western Lane is an undivided two lane road with 45 mph posted speed limit. On its approach to Broad River Road, northbound Western Lane provides a separate left turn lane with 165 feet of storage and a shared through-right turn lane. On the southbound Western Lane approach, a separate left turn lane with 195 feet of storage and a shared through-right turn lane is provided. The eastbound approach of Broad River Road consists of a separate left turn lane with 210 feet of storage, a through lane and a shared through-right turn lane. The westbound approach of Broad River Road has a single through lane that begins to widen to two lanes approximately 735 feet from the stop line. At the intersection with Western Lane, westbound Broad River Road provides a separate left turn lane with 230 feet of storage, a through lane and a shared through-right turn lane. The existing configuration of Broad River Road with Western Lane intersection is shown in **Figure 34**.

Figure 34 - Exit 101: Broad Stone Road at Western Lane



Exit 102 – Lake Murray Boulevard (SC 60)

Exit 102 is a partial cloverleaf interchange with loop off-ramps in the northwest and southeast quadrants. In the westbound direction, Exit 102A is signed “60” with a state route shield, along with the text “Lake Murray Blvd-WEST” and “Irmo”. Exit 102B is signed “60” with a state route shield along with the text “Lake Murray Blvd-EAST”. In the eastbound direction, Exit 102A is signed “60” with a state route shield along with the text “Lake Murray Blvd-WEST” and “Irmo”. Exit 102B is signed “60” with a state route shield along with the text “Lake Murray Blvd-EAST”.

The existing configuration of Exit 102 was constructed around 1996. The westbound off-ramp is approximately 1,510 feet long with a 280 feet long parallel deceleration lane. The off-ramp has a 25 mph posted advisory speed limit. The ramp merges into Lake Murray Boulevard and continues east for approximately 510 feet, before it becomes a right turn lane at the intersection with Palmetto Health Parkway/Kinley Road.

The westbound loop off-ramp is approximately 1,460 feet long with a 995 feet long parallel deceleration lane (with a parallel length of approximately 775 feet). The off-ramp has a 25 mph posted advisory speed limit. At its end, the loop ramp merges into Lake Murray Boulevard with a 395 feet long acceleration lane, followed by a 520 feet long taper. The taper ends just before the westbound off-ramp intersection.

The westbound on-ramp is a single lane ramp approximately 1,740 feet long that merges into I-26 with a 1,120 feet long weaving section to the downstream Exit 101 westbound off-ramp. The ramp accepts the westbound right turn and the eastbound left turn traffic from Lake Murray Boulevard. The westbound right turn traffic from Lake Murray Boulevard has a yield sign at the merge with the eastbound left turn traffic from Lake Murray Boulevard.

The westbound off-ramp and the westbound loop off-ramp are separated by approximately 1,865 feet. The westbound loop off-ramp and the westbound on-ramp are separated by approximately 995 feet.

The eastbound off-ramp is approximately 1,705 feet long with a 1,065 feet long weaving section from upstream Exit 101 eastbound on-ramp. The off-ramp has a 25 mph posted advisory speed limit. At the end of the ramp, traffic merges into westbound Lake Murray Boulevard. This movement is controlled by a yield sign. The ramp has a 270 feet long acceleration lane onto Lake Murray Boulevard followed by a 445 feet long taper, which ends at the intersection with Columbiana Drive.

The eastbound loop off-ramp is approximately 1,230 feet long with an 845 feet long parallel deceleration lane (with a parallel length of approximately 575 feet). The off-ramp has a 25 mph posted advisory speed limit. At its end, the ramp merges into Lake Murray Boulevard with a 640 feet long acceleration lane followed by a 290 feet long taper. The taper ends just before the beginning of the westbound off-ramp merge lane.

The eastbound on-ramp is a two lane ramp approximately 2,930 feet long that merges into I-26 with a 750 feet long parallel acceleration lane (with a parallel length of approximately 245 feet). The eastbound on-ramp becomes a single lane ramp in 875 feet. The ramp accepts the eastbound right turn and the westbound left turn traffic from Lake Murray Boulevard. No yield signs are posted for the traffic turning from Lake Murray Boulevard.

The eastbound off-ramp and the eastbound loop off-ramp are separated by approximately 2,135 feet. The eastbound loop off-ramp and the eastbound on-ramp are separated by approximately 2,205 feet.

The existing configuration of the Exit 102 interchange is shown in **Figure 35**.

Figure 35 - Exit 102: Existing Interchange Configuration



Lake Murray Boulevard

Lake Murray Boulevard (SC 60) in the vicinity of the interchange is a four lane roadway with a posted 40 mph speed limit with a two way left turn lane that becomes a dedicated left turn lane at the on-ramp intersections.

On eastbound Lake Murray Boulevard approaching the eastbound on-ramp, Lake Murray Boulevard has two through lanes and a separate right turn lane that leads to the eastbound on-ramp. This right turn lane is 275 feet long with 210 feet of taper. Beyond the eastbound on-ramp, eastbound Lake Murray Boulevard continues with two lanes until the merge point with the eastbound loop off-ramp. At this merge point, the eastbound loop off-ramp enters onto Lake Murray Boulevard with a 655 feet long acceleration lane followed by a 300 feet long taper. For the next 135 feet, until the merge point with I-26 westbound off-ramp, eastbound Lake Murray Boulevard has two lanes.

The westbound off-ramp merges into Lake Murray Boulevard with an acceleration lane that becomes the right turn lane about 520 feet downstream at Palmetto Health Parkway. In addition to this separate eastbound right turn lane at the Palmetto Health Parkway/Kinley Road intersection, eastbound Lake Murray Boulevard also provides a separate left turn lane with 145 feet of storage and two through lanes. From the intersection with Palmetto Health Parkway/Kinley Road, eastbound Lake Murray Boulevard has two through lanes with a third outside through lane that continues for 90 feet and tapers down within another 180 feet. From this point, Lake Murray Boulevard continues with two eastbound lanes to the Parkridge Drive intersection, where one through lane continues eastbound and the second through lane becomes a right turn lane.

Westbound Lake Murray Boulevard widens from one to two lanes at the Parkridge Drive intersection, and continues westbound toward the signalized intersection with Palmetto Health Parkway/Kinley Road. Two through lanes continue through the intersection for about 325 feet where the right turn lane to the westbound on-ramp begins. This turn lane provides 315 feet of storage and a 230 feet long taper. Downstream of the westbound on-ramp intersection, two westbound lanes continue for about 470 feet where the westbound loop off-ramp merges into Lake Murray Boulevard. At this point, the westbound loop off-ramp merges into Lake Murray Boulevard with a 395 feet acceleration lane and a 505 feet long taper that ends just before the eastbound off-ramp.

Westbound Lake Murray Boulevard continues with two lanes to the merge point with the eastbound off-ramp, which has a 270 feet long acceleration lane followed by a 445 feet taper that ends at the intersection with Columbiana Drive. West of Columbiana Drive, Lake Murray Boulevard continues with two westbound lanes.

At the eastbound on-ramp intersection, westbound Lake Murray Boulevard includes a left turn lane with 155 feet of storage. At the westbound on-ramp intersection, eastbound Lake Murray Boulevard includes a left turn lane with 185 feet of storage. Both the eastbound and westbound on-ramp intersections are unsignalized.

The eastbound ramp intersection is shown in **Figure 36**. The westbound ramp intersection is shown in **Figure 37** and in **Figure 38**.

Figure 36 - Exit 102: Lake Murray Boulevard at Eastbound On-Ramp

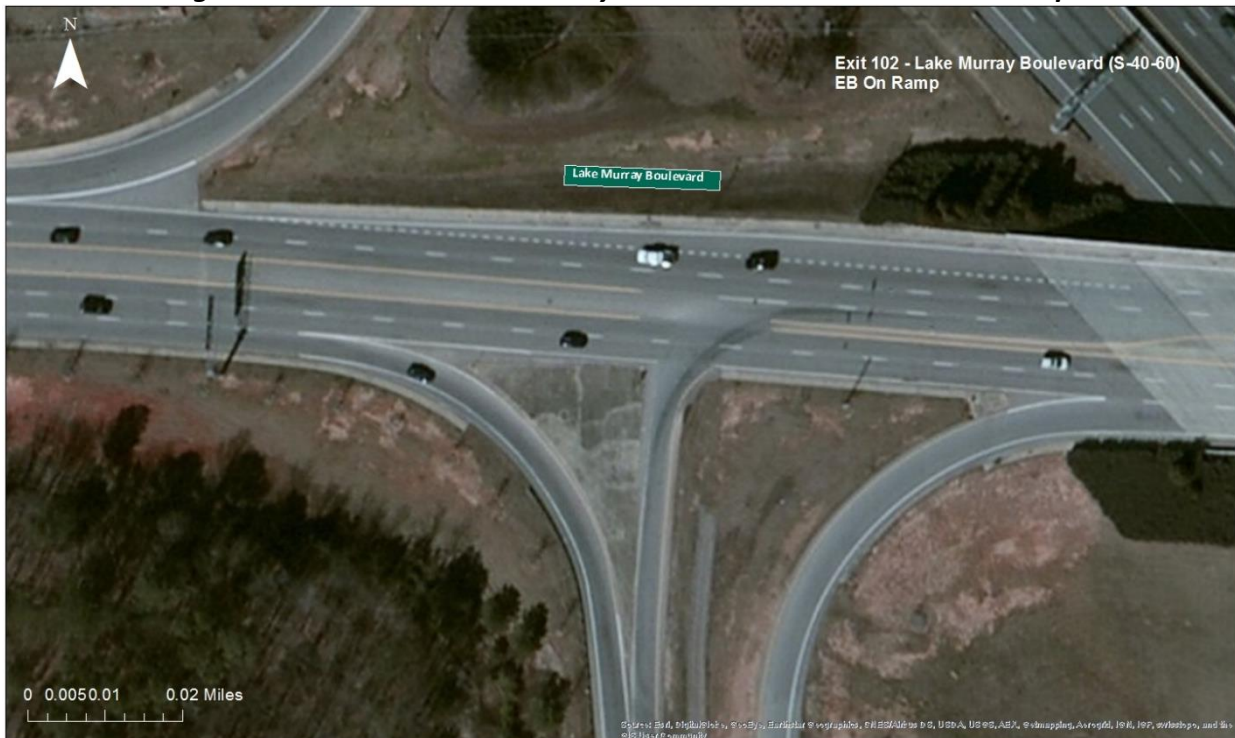


Figure 37 - Exit 102: Lake Murray Boulevard at Westbound On-Ramp



Figure 38 - Exit 102: Lake Murray Boulevard at Westbound Loop Off-Ramp



Adjacent intersections

Two intersections are located in the vicinity of the interchange. The intersection of Lake Murray Boulevard with Columbiana Drive (S-40-3048) is located approximately 1,370 feet west of gore point of eastbound loop off-ramp. The intersection of Lake Murray Boulevard with Palmetto Health Parkway is located approximately 1,740 feet east of gore point of eastbound loop off-ramp.

Lake Murray Boulevard and Columbiana Drive

The intersection of Lake Murray Boulevard with Columbiana Drive (S-40-3048) is a signalized intersection. Columbiana Drive is an undivided two lane road with 30 mph posted speed limit for southbound approach and with 40 mph posted speed limit for northbound approach. The northbound approach of Columbiana Drive consists of a separate left turn lane with 200 feet of storage and a shared through-right turn lane. The southbound approach of Columbiana Drive consists of a separate left turn lane with 250 feet of storage and a shared through-right turn lane. The eastbound approach of Lake Murray Boulevard consists of a separate left turn lane with 215 feet of storage, a through lane and a shared through-right turn lane. The westbound approach of Lake Murray Boulevard consists of a separate left turn lane with 170 feet of storage, a through lane and a shared through-right turn lane. The existing configuration of the intersection of Lake Murray Boulevard with Columbiana Drive is shown in **Figure 39**.

Figure 39 - Exit 102: Lake Murray Boulevard at Columbiana Drive



Lake Murray Boulevard and Palmetto Health Parkway/Kinley Road (S-40-670)

The intersection of Lake Murray Boulevard with Palmetto Health Parkway is a signalized intersection. Palmetto Health Parkway is a local road without a posted speed limit providing access to a hospital and medical office building. The northbound approach of Palmetto Health Parkway provides a separate left turn lane with 230 feet of storage and a shared through-right turn lane. Kinley Road is an undivided two lane road with 35 mph posted speed limit. The southbound approach of Kinley Road widens to provide separate left turn, through, and right turn lanes. The left turn and right turn lanes each have 300 feet long storage. The eastbound approach of Lake Murray Boulevard has a separate left turn lane with approximately 150 feet of storage, two through lanes, and a separate right turn lane that extends back approximately 650 feet to the westbound off-ramp merge area. The westbound approach of Lake Murray Boulevard has a separate left turn lane with 160 feet of storage, two through lanes, and a separate right turn lane with 190 feet of storage.

The existing configuration of Lake Murray Boulevard with Palmetto Health Parkway/Kinley Road intersection is shown in **Figure 40**.

Figure 40 - Exit 102: Lake Murray Boulevard at Kinley Road/Palmetto Health Parkway



IV. DATA COLLECTION

The following data collection activities were performed for the I-26 corridor.

I-26 Mainline Traffic Volume Data

Three different types of I-26 Mainline Traffic Volume data were obtained from SCDOT and Quality Counts. The current and historic average annual daily traffic (AADT) on each of the I-26 segments within the study area along with Automatic Traffic Recording (ATR) data from three permanent stations located within or adjacent to the study area were obtained from SCDOT. Vehicle count and classification data from locations near Mile Marker 85 and Mile Marker 101 were obtained from Quality Counts.

Interstate Mainline Traffic data were collected for the eastbound and westbound approaches of I-26 approximately at Mile Marker 85 (MM 85) and at Mile Marker 101 (MM 101) on Tuesday, August 23rd and on Wednesday, August 24th 2016 in 15-minute time intervals within a 24 hour interval from midnight until midnight of the next day.

Each year, SCDOT produces a database of AADT on segments for state primary and secondary roadways. For each county, a list of the various AADT station numbers, their route designation and number, and the beginning and ending point of the segment are listed along with the AADT for those segments. For interstate routes, separate station numbers are generally assigned to individual freeway segments between interchanges. The SCDOT AADT data available for use in this study include the annual AADT between the 1996 and 2015 inclusive. These data are available for mainline freeway segments, for interchange arterial and for arterial roads. The SCDOT AADT data are provided in **Appendix A**.

Traffic volume data from three permanent ATR stations within the study area were provided by SCDOT. The three ATR stations are identified by SCDOT as Station P-95, P-15, and P-112. Station 0095 is located on I-26 between Exit 102 and Exit 103 outside of the east end of the study area. Station P-15 is located on I-26 between Exits 91 and 97 under the overpass of Mt Vernon Church Road. Station P-112 is located on I-26 between Exit 85 and 91 approximately 200 feet east of the Parr Road overpass.

The ATR data at all three stations contained all the traffic volumes recorded by the ATR between January 1, 2015 and October 30, 2016.

The AADT data will be used in the development of growth rates used to forecast future traffic. The ATR data will be used to establish the design hour traffic volumes and in the analysis of existing operating conditions for freeway segments and merge and diverge areas in the corridor.

Vehicle Count Classification Data

Vehicle classification data that was collected near mile marker 85 and mile marker 101 are used to determine the heavy vehicle (trucks/buses) percentages to be used in the analysis.

The vehicle classification data summarize the number of vehicles in 15 separate vehicle classifications. The classifications are as follows:

- Class 1 – Motorcycles
- Class 2 – Cars
- Class 3 – Other 2-Axle, 4-Tire
- Class 4 – Buses
- Class 5 – Single Unit Trucks: 2-Axle, 6 Tire
- Class 6 – Single Unit Trucks: 3 Axle
- Class 7 – Single Unit Trucks: 4 or more Axles
- Class 8 – Single Trailer Trucks: 4 or fewer Axles
- Class 9 – Single Trailer Trucks: 5 Axle
- Class 10 – Single Trailer Trucks: 6 or more Axles
- Class 11 – Multi-Trailer Trucks: 5 or fewer Axles
- Class 12 – Multi-Trailer Trucks: 6 Axle
- Class 13 – Multi-Trailer Trucks: 7 or more Axles
- Class 14 – None
- Class 15 - Other

Class 4 (Buses) and Class 5 (2-Axle, 6 Tire Single Unit Trucks) are classified as Medium Trucks. Classes 6 through 13 are classified as Heavy Trucks.

The vehicle classification data will be used in developing estimates of the truck percentages to be used in the analysis in the corridor.

The vehicle classification data are provided in **Appendix B**.

Arterial Traffic and Vehicle Classification Counts (Tube counts)

Speed, volumes and vehicle classification for a 48 hour period on Tuesday, August 23, 2016 and Wednesday, August 24, 2016 were obtained on the following arterials:

- SC 60 (Lake Murray Blvd) - Exit 102 between the ramps
- US 176 (Broad River Rd) - Exit 101 between the ramps
- US 176 (Broad River Rd) - Exit 97 between the ramps
- S-32-48 (Columbia Avenue) - Exit 91 between the ramps
- SC 202 - Exit 85 between the ramps
- SC 773 - Exit 82 between the ramps
- S-40-2894 (Western Lane)
- S-40-58 (Koon Road) over I-26
- S-40-80 (Shady Grove Road/Old Tamah Road) over I-26

- S-40-385 (Rauch-Metz Road) - Exit 97
- S-40-959 (Julius Richardson Road) - Exit 97
- S-40-234 (Mt Vernon Church Road) over I-26
- S-40-1403 (Stone Hill Road) west of Mt Vernon Church Road
- S-40-405 (Old Hilton Road) over I-26
- S-32-49 (Peak Street) over I-26
- S-36-39 (Holy Trinity Church Road) over I-26
- S-36-811 (Meadow Brook Road)
- S-36-164 (Frontage Road) - Exit 82

Interstate Ramp Traffic Counts (Tube counts)

Speed, volumes and vehicle classification over a 48 hour period on August 23rd-24th were obtained on the following ramps:

- Near I-26 & SC 773 interchange (Exit 82):
 - I-26 westbound exit ramp
 - I-26 westbound entrance ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound entrance ramp
- Near I-26 & SC 202 interchange (Exit 87):
 - I-26 westbound exit loop ramp
 - I-26 westbound entrance ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound entrance loop ramp
- Near I-26 & S-48 (Columbia Avenue) interchange (Exit 91):
 - I-26 westbound exit ramp
 - I-26 westbound entrance ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound entrance ramp
- Near I-26 & US 176 (Broad River Road) interchange (Exit 97):
 - I-26 westbound exit ramp
 - I-26 westbound entrance loop ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound entrance loop ramp
- Near I-26 & US 176 (Broad River Road) interchange (Exit 101):
 - I-26 westbound exit ramp
 - I-26 westbound exit loop ramp
 - I-26 westbound entrance ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound exit loop ramp
 - I-26 eastbound entrance ramp

- Near I-26 & SC 60 (Lake Murray Boulevard) interchange (Exit 102):
 - I-26 westbound exit ramp
 - I-26 westbound exit loop ramp
 - I-26 westbound entrance ramp
 - I-26 eastbound exit ramp
 - I-26 eastbound exit loop ramp
 - I-26 eastbound entrance ramp

Intersection Turning Movement Counts

Turning movement traffic count data was obtained for a number of ramp termini and other adjacent intersections within the study area from 7:00 to 9:00 AM and from 4:00 to 6:00 PM on Tuesday, August 23, 2016. The turning movement count data, which are provided in **Appendix C**, included:

- Near I-26 & SC 773 interchange (Exit 82):
 - SC 773 & S-36-164 (Frontage Road)
 - SC 773 & S-36-164 (Koon Trestle Road/Wilco Hess Drive)
- Near I-26 & SC 202 interchange (Exit 85):
 - SC 202 & S-36-811 (Meadow Brook Road)
 - SC 202 & S-36-370 (Four Oaks Road)
- Near I-26 & S-36-48 (Columbia Avenue) interchange (Exit 91):
 - S-32-48 & I-26 westbound ramps
 - S-32-48 & I-26 eastbound ramps
 - S-32-48 & (Brentwood Court/Ellett Road)
 - S-32-48 & S-32-689 (Comalander Drive)
 - I-26 eastbound entrance ramp & S-32-232 (Crooked Creek Road)
- Near I-26 & US 176 (Broad River Road) interchange (Exit 97):
 - US 176 & Center Food Lion Drive (right in/out)
 - US 176 & North Food Lion Drive (full access/stop controlled)
 - US 176 & S-40-612 (W Shady Grove Road)
 - S-40-385 Rauch-Metz Road & S-40-2805 (Broad Stone Road)
- Near I-26 & US 176 (Broad River Road) interchange (Exit 101):
 - US 176 & I-26 westbound entrance ramp
 - US 176 & I-26 eastbound entrance ramp
 - US 176 & S-40-2894 (Western Lane)
 - US 176 & S-40-3048 (Lordship Lane)
 - US 176 & S-40-1862 (Royal Tower Drive)
- Near I-26 & SC 60 (Lake Murray Boulevard) interchange (Exit 102):
 - SC 60 & I-26 westbound entrance ramp
 - SC 60 & I-26 eastbound entrance ramp
 - SC 60 & S-40-670 (Kinley Road)/Palmetto Health Parkway

- SC 60 & S-40-3048 (Columbiana Drive)
- At other locations within the study area
 - S-36-167 Parr Road & S-36-370 Four Oaks Road
 - S-36-39 Holy Trinity Church Road & Sam Koon Road
 - S-36-39 Holy Trinity Church Road & S-36-354 Beagle Run Road
 - S-36-39 Holy Trinity Church Road & S-36-29 Clark Road
 - S-40-405 Old Hilton Road & S-40-2697 Mt Olivet Church Road
 - S-40-405 Old Hilton Road & Julius Eleazer/S-40-2902 Three Dog Road
 - S-40-234 Mt Vernon Church Road & S-40-1403 Stone Hill Road
 - S-40-234 Mt Vernon Church Road & S-40-2899 Bookie Richardson Road
 - S-40-80 Old Tamah Road & Broad Bill Road
 - S-40-80 Old Tamah Road & Oscar Amick Road
 - S-40-58 Koon Road & S-40-497 James Ballentine Road

Turning movement counts conducted for 12 hours between 7:00 AM and 7:00 PM on Tuesday, August 23, 2016 were obtained at the following locations:

- Near I-26 & SC 773 interchange (Exit 82):
 - SC 773 & I-26 westbound ramps
 - SC 773 & I-26 eastbound ramps
- Near I-26 & SC 202 interchange (Exit 85):
 - SC 202 & I-26 westbound ramps
 - SC 202 & I-26 eastbound ramps
- Near I-26 & US 176 (Broad River Road) interchange (Exit 97):
 - US 176 & I-26 westbound ramps/Exxon Drive
 - US 176 & I-26 eastbound ramps/South Food Lion Drive
 - I-26 eastbound ramp & S-40-385 (Rauch-Metz Road)
 - I-26 westbound ramp & S-40-2894 (Julius Richardson Road)
 - US 176 & S-40-2805 (Broad Stone Road)
 - S-40-385 Rauch-Metz Road & S-40-2805 (Broad Stone Road)
- At other locations within the study area:
 - S-40-58 Koon Road & S-40-2894 Western Ln

The turning movement count data will be used in the analysis of intersection operations at ramp intersections and other intersections adjacent to the interchanges.

INRIX Speed Data

SCDOT provided an annual summary of 2015 INRIX speed data for the entire length of I-26. The data were provided for every Tuesday, Wednesday and Thursday, were divided by direction (eastbound and westbound) for each hour of the year, and are provided in **Appendix D**.

The speed data for AM and PM Peak periods for eastbound and westbound directions will be used in the analysis of the corridor and the calibration of the corridor microsimulation model.

Crash Data

Historic crash data was provided from the SCDOT Safety Office. The crash data for the interstate corridor and ramps covered the period from January 1, 2013 through December 31, 2015. Crash data were provided for the following roadways:

- I-26 between mileposts 81.813 and 102.500
- S-36-48 (Columbia Avenue) at Exit 91 between mileposts 2.375 and 2.960
- SC 202 at Exit 85 between mileposts 1.550 and 2.150
- S-40-385 (Rauch-Metz Road) at Exit 97 between mileposts 0.900 and 1.170
- US 176 (Broad River Road) at Exit 101 from milepost 7.790 to 8.576
- US 76 (Broad River Road) at Exit 101 from milepost 8.620 to 9.110
- US 176 (Broad River Road) at Exit 97 from milepost 13.280 to 13.800

The crash data will be used to perform an accident analysis to identify ‘hotspots’ with frequent and/or severe history of accident occurrence.

Signal Plans/Timings

There are seven existing traffic signals located at interchange ramp termini intersections or at adjacent intersections. Traffic signal plans were obtained from SCDOT for the existing signal installations at the following locations:

- Exit 91
 - S-36-48 (Columbia Avenue) at the I-26 westbound ramps
- Exit 97
 - US 176 (Broad River Road) at the I-26 westbound ramps/south Food Lion Drive
- Exit 101
 - US 176 (Broad River Road) at S-40-2894 (Western Lane)
 - US 176 (Broad River Road) at the I-26 eastbound ramps
 - US 176 (Broad River Road) at S-40-3048 (Lordship Lane)
- Exit 102
 - SC 60 (Lake Murray Boulevard) at S-40-670 (Kinley Road)/Palmetto Health Parkway
 - SC 60 (Lake Murray Boulevard) at S-40-3048 (Columbiana Drive)

The signals at Exits 91 and 97 are isolated intersections that are not part of a signal system. The signals located along US 176 (at Exit 101) and SC 60 (at Exit 102) currently operate as part of signal systems along those arterials. SCDOT provided the current coordinated signal timings

plans for these two systems. **Appendix E** includes all existing signal plans and signal timings. The signal plans and signal timings will be used in the analysis of intersections controlled by traffic signals.

V. ANALYSIS

A series of traffic analyses were performed to assess existing and future operations of I-26, the interchange ramps, and intersections located adjacent to the interchange ramp termini. The analyses included:

- An accident analysis for the study area
- A traffic forecasting analysis to estimate future no-build and build condition traffic volumes
- Freeway segment operations analysis for existing, future no-build and future build conditions
- Freeway ramp merge/diverge area analysis for existing, future no-build and future build conditions
- Signalized and unsignalized intersection analysis for existing, future no-build and future build conditions,
- Roundabout analysis, performed as necessary for future build conditions that incorporate roundabouts as a design element

The individual interchanges were modeled using Synchro/SimTraffic to analyze and simulate the arterial and intersection operations and to aid in the development of traffic control and geometric recommendations. Traffic simulation models were created for the entire study area and at individual interchange locations for the existing, future no-build, and future build conditions. The entire study area was modeled using TransModeler, a micro-simulation software, to analyze and simulate the freeway operation.

Accident Analysis

For the study, historic crash data covering the three year period from January 1, 2013 through December 31, 2015 for the interstate from mile marker 81.813 to 102.500 was used. Data included accidents occurring on the interstate as well as on the ramps and the surrounding roads in the vicinity of these interchanges.

The 1,167 crashes (1,037 interstate or interstate ramp crashes and 130 crashes on interchange arterial and adjacent roadways) were reviewed to identify hot spot locations and trends.

A majority of the crashes (about 82 percent) were classified as property damage only; however,

about 12 percent were classified as possible injuries, five percent as non-incapacitating injuries, less than one percent as incapacitating injuries and less than one percent as fatalities.

The seven fatal crashes were a mixture of fixed object (four crashes), sideswipe same direction and head-on crashes, as well as a crash involving a pedestrian illegally in the roadway (one each). Three crashes resulted from driving too fast for conditions, and two from driving under the influence. Two of the fixed object crashes involved collisions with guardrail face. All seven fatal crashes occurred on dry pavement, with only two occurring in daylight. Four of the seven crashes occurred at night between 11:30 PM and 3:00 AM. Three fatal crashes occurred on three separate eastbound freeway segments. Four fatal crashes occurred two separate westbound segments; three crashes took place on the segment between Exit 97 and Exit 91.

The most frequent crashes along I-26 were rear end crashes and no collision with motor vehicle crashes. These two crash types accounted for nearly equal numbers of crashes: 441 rear end crashes and 433 no collision with motor vehicle crashes totaling about 84 percent of all the crashes. Sideswipes same direction crashes (11 percent) were the third most common crash type.

The most frequent first harmful event for the rear end crashes involved motor vehicle in transport (244 or about 55 percent) and motor vehicle stopped (193 or about 44 percent). Together, these two causes account for approximately 99 percent of the rear end crashes. The most frequent contributing cause for rear end crashes is driving too fast for conditions (398 or about 90 percent), followed too closely (10 or about two percent), and DUI (six or about one percent). These three causes accounted for about 94 percent of the rear end crashes.

The most frequent first harmful event for the no collision with motor vehicle crashes involve median barrier (198 crashes or about 46 percent), guardrail face (48 crashes or about 11 percent), and other moveable object (33 crashes or about eight percent). Together, these three causes account for approximately 64 percent of the no collision with motor vehicle crashes. The most frequent contributing cause for no collision with motor vehicle crashes is driving too fast for conditions (246 crashes or about 57 percent), improper lane change (48 crashes or about 11 percent), and tires (26 crashes or about six percent). These three contributing causes account for about 74 percent of all the no collision with motor vehicle crashes.

Study area hot spots along I-26 include:

- Eleven freeway segments exceed the 2015 rural or urban statewide average ACR. Ten of the segments are rural segments that exceed the statewide average rural ACR of 0.626 crashes per one million vehicle miles (MVM). One urban segment exceeds the statewide average urban ACR of 1.431 MVM.
- Seven of the ten freeway segments with the highest total Actual Crash Rate are located between ramps at individual interchanges or on weaving sections between adjacent

interchanges. These include

- Both weaving sections in both directions between Exits 101 and 102
- Both segments between the off-ramp and loop on-ramps in both directions at Exit 97
- Both segments between the ramps/loop ramps in both directions at Exit 85
- The two freeway segments between interchanges with the highest Actual Crash Rate (exceeding the statewide average urban or rural ACR) include:
 - Eastbound between Exit 97 and Exit 101
 - Eastbound between Exit 85 and Exit 91
- Weaving segments and loop ramp merge/diverge areas are elements in nine of the ten segments with the highest rural or urban Actual Crash Rate

The geometric conditions resulting from merge/diverge areas of loop ramps and weaving sections of the interchanges seem to play a role in the frequency of the crashes. Merging distance at on-ramps and diverging distances at off-ramps should be improved to SCDOT standards where these standards are not already met.

Modifying interchanges to eliminate loop ramps at Exit 85 and Exit 97 may also reduce crashes on the segments adjacent to the loop ramps.

Study area hot spots along the interchange arterials include:

- Frequent crashes at Exit 91 along Columbia Avenue at business driveways to the west of the eastbound off-ramp intersection. It is anticipated that access controls implemented as part of the proposed diverging diamond interchange improvement will address these locations.
- There is a significant cluster of crashes at Exit 97 at the unsignalized eastbound off-ramp intersection with Broad River Road. Interchange improvement concepts at Exit 97 should consider addressing the possible causes of the frequent crashes at this location.
- At Exit 101, there are several clusters of crashes that occur at or near the signalized intersection of Broad River Road with Lordship Lane, at the unsignalized intersection with Royal Tower Drive (S-40-1862) and at the signalized intersection at the eastbound on-ramp. Since no improvements are anticipated at this interchange as part of this project, they may be evaluated and addressed as part of Richland County's proposed improvement project along Broad River Road.

A copy of the crash analysis report is provided in **Appendix F**.

Traffic Volumes

I-26 Traffic Volume Data – Average Annual Daily Traffic

Average annual daily traffic volumes (AADT) were obtained from SCDOT for the most recently available data set (2015) for the seven freeway segments within the study area. Each segment has an associated AADT count station number associated with it. The 2015 AADT for the seven freeway segments are summarized in **Table 1**.

Table 1 - 2015 AADT for I-26 Freeway Segments

I-26 Segment Number	I-26 Segment Description	2015 AADT
Segment A	I-26 FROM SC 219 (SC219) TO SC 773 (SC773) NEWBERRY COUNTY STA 2121	40,500
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	41,800
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	42,300
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	51,200
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	52,300
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	71,700
Segment B	I-26 FROM SC 60 (LAKE MURRAY BLVD) TO S- 757 (HARBISON BLVD) RICHLAND COUNTY STA 2133	95,600

Throughout the I-26 segments, the AADT increase to the east within the corridor, with the volume of the westernmost segment (40,500 vehicles per day) approximately 42 percent of the volume on the easternmost segment (95,600 vehicles per day).

AADT were also obtained for the arterial roadways with interchanges with I-26. The AADT for the 10 arterial roadway segments are summarized in **Table 2**.

Table 2 - 2015 AADT for Arterial Segments

Arterial Segment Number	Arterial Segment Description	2015 AADT
Segment 1	SC 60 (Lake Murray Boulevard (Exit 102)) FROM County Line - LEXINGTON TO I- 26 RICHLAND COUNTY STA 245	29,700
Segment 2	SC 60 (Lake Murray Boulevard (Exit 102)) FROM I- 26 TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 248	10,000
Segment 3	US 76 (Broad River Road (Exit 101)) FROM S- 1862 (ROYAL TOWER DR) TO I- 26, US 176 RICHLAND COUNTY STA 149	24,200
Segment 4	US 176 (Broad River Road (Exit 101)) FROM US 76 TO SC 60 RICHLAND COUNTY STA 182	13,800
Segment 5	US 176 (Broad River Road (Exit 97)) FROM I- 26 TO US 76 (BROAD RIVER RD) RICHLAND COUNTY STA 180	11,500
Segment 6	US 176 (Broad River Road (Exit 97)) FROM S- 39 TO I- 26 RICHLAND COUNTY STA 178	10,200
Segment 7	S-32-48 (Columbia Avenue) FROM I- 26 TO County Line - RICHLAND LEXINGTON COUNTY STA 807	2,700
Segment 8	S-32-48 (Columbia Avenue) FROM S- 49 TO I- 26 LEXINGTON COUNTY STA 477	12,900
Segment 9	SC 202 FROM US 76 (Main St) TO I- 26 (I26) NEWBERRY COUNTY STA 183	2,400
Segment 10	SC 202 FROM I- 26 (I26) TO US 176 (US176) NEWBERRY COUNTY STA 185	1,400

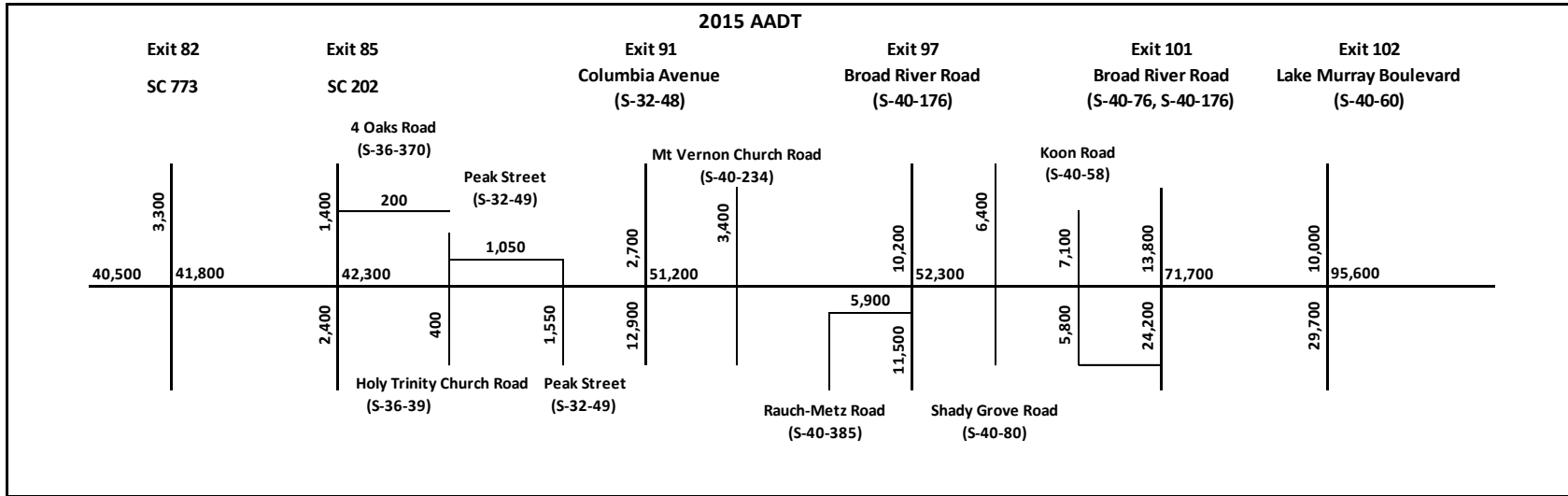
AADT were also obtained for the roadways crossing I-26 or located adjacent to I-26. The AADT for the 10 roadway segments are summarized in **Table 3**.

Table 3 - 2015 AADT for Roadways Segments

Arterial Segment Number	Arterial Road Segment Description	2015 AADT
Segment 1	S-40-58 (Koon Road) FROM S- 2894 TO US 76 (BROAD RIVER RD) RICHLAND COUNTY STA 486	5,800
Segment 2	S-40-58 (Koon Road) FROM S- 498 TO S- 2894 RICHLAND COUNTY STA 484	7,100
Segment 3	S-40-80 (Old Tamah/Shady Grove) FROM US 176 (BROAD RIVER RD) TO S- 244 RICHLAND COUNTY STA 453	6,400
Segment 4	S-40-385 (Rauch Metz Road) FROM US 76 (DUTCH FORK RD) TO I-26 EXIT RAMP RICHLAND COUNTY STA 396	5,900
Segment 5	S-40-234 (Mt Vernon Church Road) FROM US 76 (DUTCH FORK RD) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 455	3,400
Segment 6	S-32-49 (Peak Street) FROM S- 48 (COLUMBIA AVE) TO County Line - NEWBERRY LEXINGTON COUNTY STA 483	1,550
Segment 7	S-36-40 (Peak Street) FROM S- 39 (Holy Trinity Church Rd) TO County Line - LEXINGTON NEWBERRY COUNTY STA 293	1,050
Segment 8	S-36-39 (Holy Trinity Church Road) FROM US 176 (US176) TO S- 167 (Parr Rd) NEWBERRY COUNTY STA 291	400
Segment 9	S-36-370 (Four Oaks Road) FROM SC 202 (SC202) TO S- 167 (Parr Rd), S- 812 NEWBERRY COUNTY STA 399	200
Segment 10	SC 773 FROM US 76 TO US 176 (US176) NEWBERRY COUNTY STA 211	3,300

The 2015 AADT in the study area are depicted schematically in **Figure 41**.

Figure 41 - 2013 Study Area AADT



I-26 Traffic Volume Data – Existing Design Hour Volumes

Traffic volume data from three permanent ATR stations within the study area were provided by SCDOT. The three ATR stations are identified by SCDOT as Station P-95, P-15, and P-112. Station 95 is located on I-26 between Exit 102 and Exit 103 outside of the east end of the study area. The ATR station corresponds to SCDOT’s AADT station 2133. Station P-15 is located on I-26 between Exits 91 and 97 under the overpass of Mt Vernon Church Road. This ATR station corresponds to SCDOT’s AADT station 2127. Station P-112 is located on I-26 between Exit 85 and 91 approximately 200 feet east of the Parr Road overpass. This ATR station corresponds to SCDOT’s AADT station 2125.

The ATR data at all three stations contained all the traffic volumes recorded by the ATR between January 1, 2015 and October 30, 2016. This data was analyzed to identify a two-way design hour volume, the percentage of the design hour traffic to the AADT (k-factor) and the directional split between northbound and southbound traffic (D-factor). Typical values sometimes chosen for the design hour include the 10th, 30th and 100th highest hours of traffic.

The ATR station data was analyzed to identify the 10th, 30th, and 100th highest hours of traffic volumes at each station location for the following conditions:

1. Two-way volume (each hour, each day);
2. Two-way AM volume (7:00 AM to 10:00 AM, each day)
3. Two-way PM volume(4:00 to 7:00 PM, each day)
4. Two-way weekday volume (each hour, Tuesday-Thursday);
5. Two-way weekday AM volume (7:00 AM to 10:00 AM, Tuesday-Thursday);
6. Two-way weekday PM Peak Period Volume (4:00 to 7:00 PM, Tuesday-Thursday).

The 200th highest hours of two-way traffic volumes for each hour and each day at ATR Stations P-95, P-15 and P-112 are included as part of an attachment in **Appendix G**.

Typically, the 30th highest hour is selected for the design hourly volume (DHV). This hour generally falls at or near the inflection point of a graph of the highest volumes where the change in volumes becomes less pronounced and more consistent, with the steep curve depicting larger changes in volumes flattening to a more gradual curve indicating more consistent reductions in volume.

Graphs of the 200 highest volumes at stations P-95, P-15, and P-112, along with indications of the 10th, 30th and 100th highest hourly volumes are shown in **Figure 42**, **Figure 43**, and **Figure 44**.

Figure 42 - Graph of Station P-95 Highest Hourly Volumes

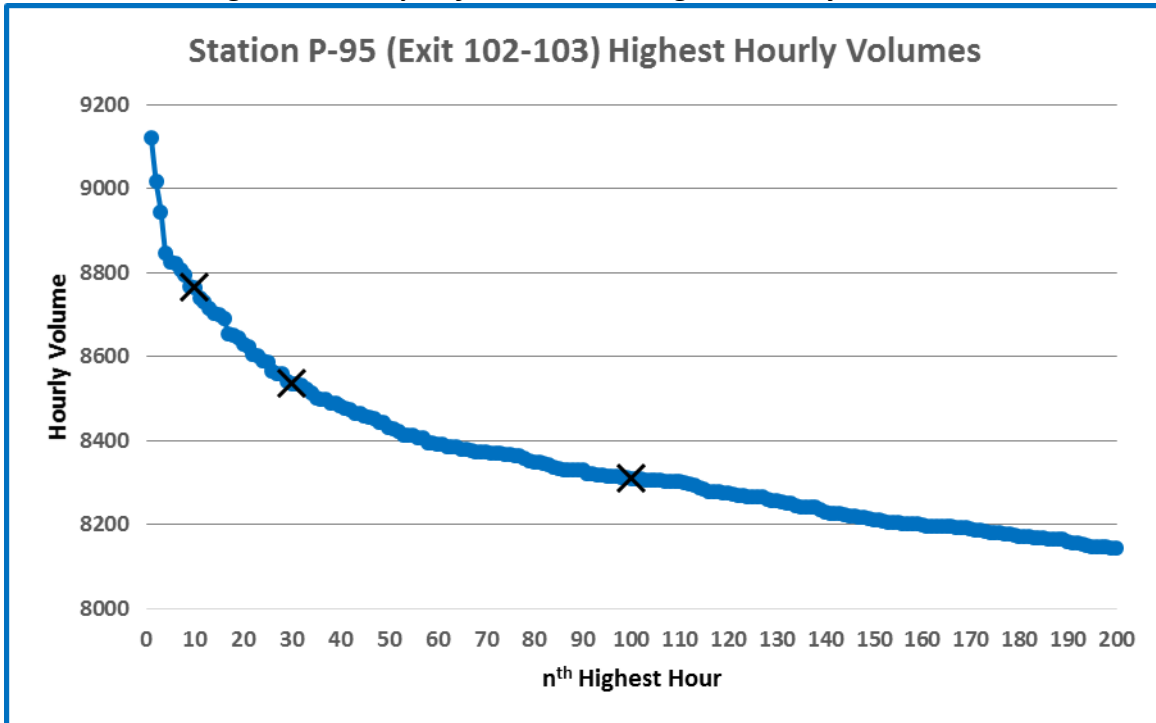


Figure 43 - Graph of Station P-15 Highest Hourly Volumes

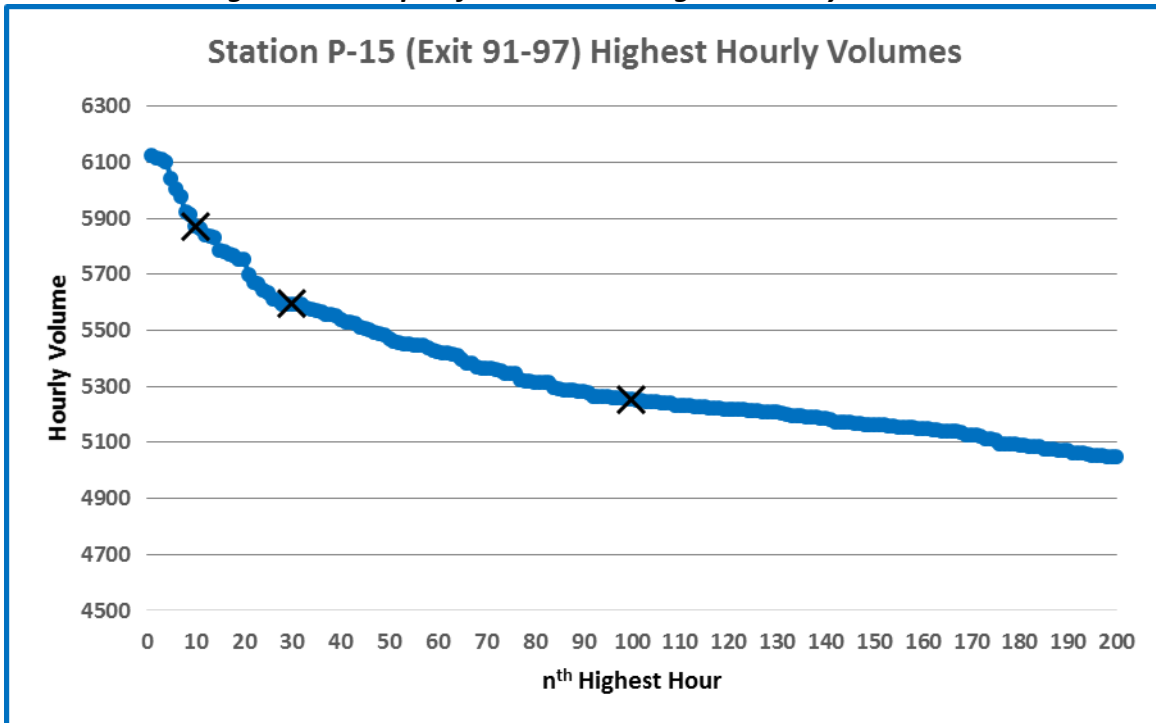
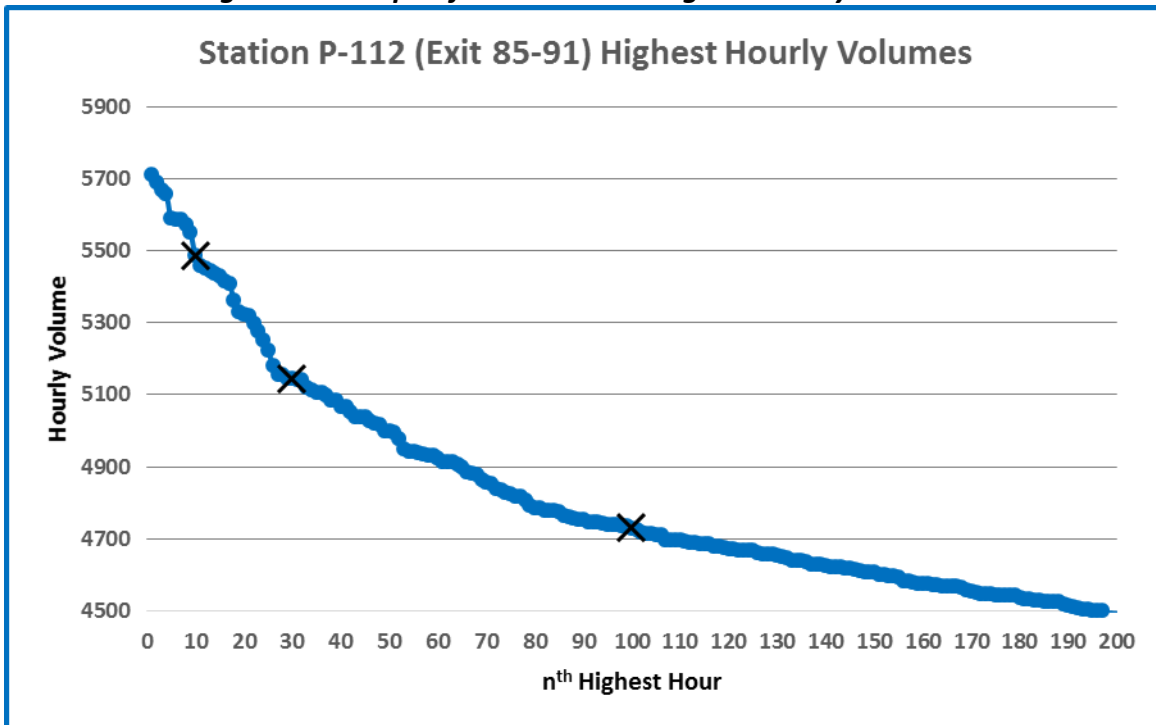


Figure 44 - Graph of Station P-112 Highest Hourly Volumes



Graphs of the 200 highest weekday (Tuesday through Thursday) afternoon volumes (between 3:00 and 7:00 PM) at stations P-95, P-15, and P-112, along with indications of the 10th, 30th and 100th highest hourly volumes are shown in **Figure 45**, **Figure 46**, and **Figure 47**.

In the graphs of the weekday afternoon volumes at the ATR stations, the inflection points seem to fall at about the 10th highest hour. Therefore, to provide for a conservative analysis, the 10th highest hours are being used.

To provide for the analysis of a comparable AM Peak Hour design volumes, the 200 highest hours occurring during the morning peak hour period between 7:00 AM and 10:00 AM were identified, and the 10th highest hour was selected to represent the AM Peak Hour mainline I-26 volume on the segments where ATR are located. Graphs of the 200 highest volumes at stations P-95, P-15, and P-112, along with indications of the 10th, 30th and 100th highest hourly volumes are shown in **Figure 48**, **Figure 49**, and **Figure 50**.

The 200th highest hours of two-way traffic volumes during the morning peak period (7:00 to 10:00 AM) for each day at ATR Stations P-95, P-15, and P-112 are also included as part of an attachment in **Appendix G**.

Figure 45 - Graph of Station P-95 Highest PM Weekday Hourly Volumes

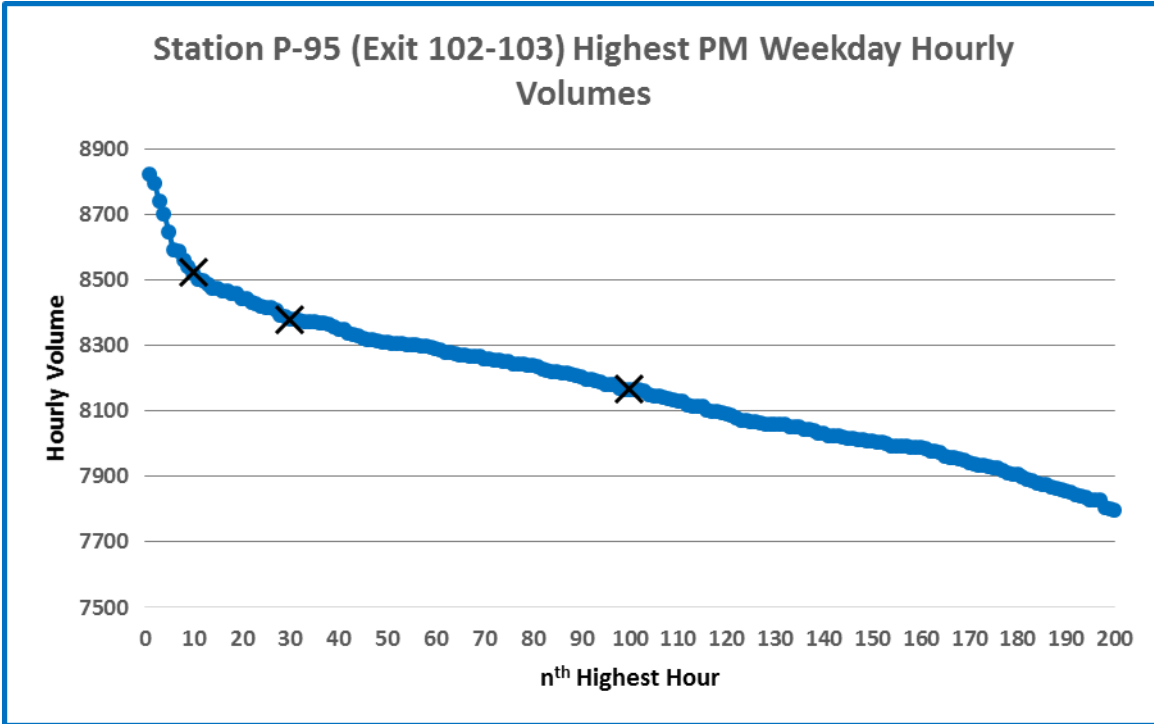


Figure 46 - Graph of Station P-15 Highest PM Weekday Hourly Volumes

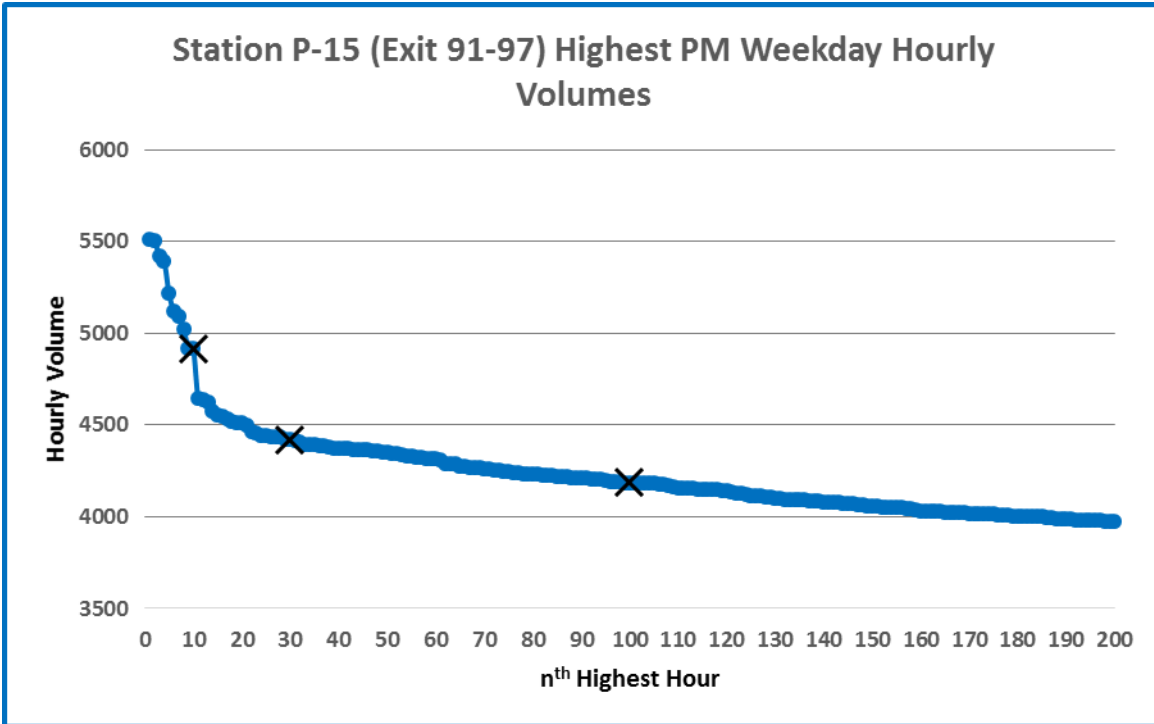


Figure 47 - Graph of Station P-112 Highest PM Weekday Hourly Volumes

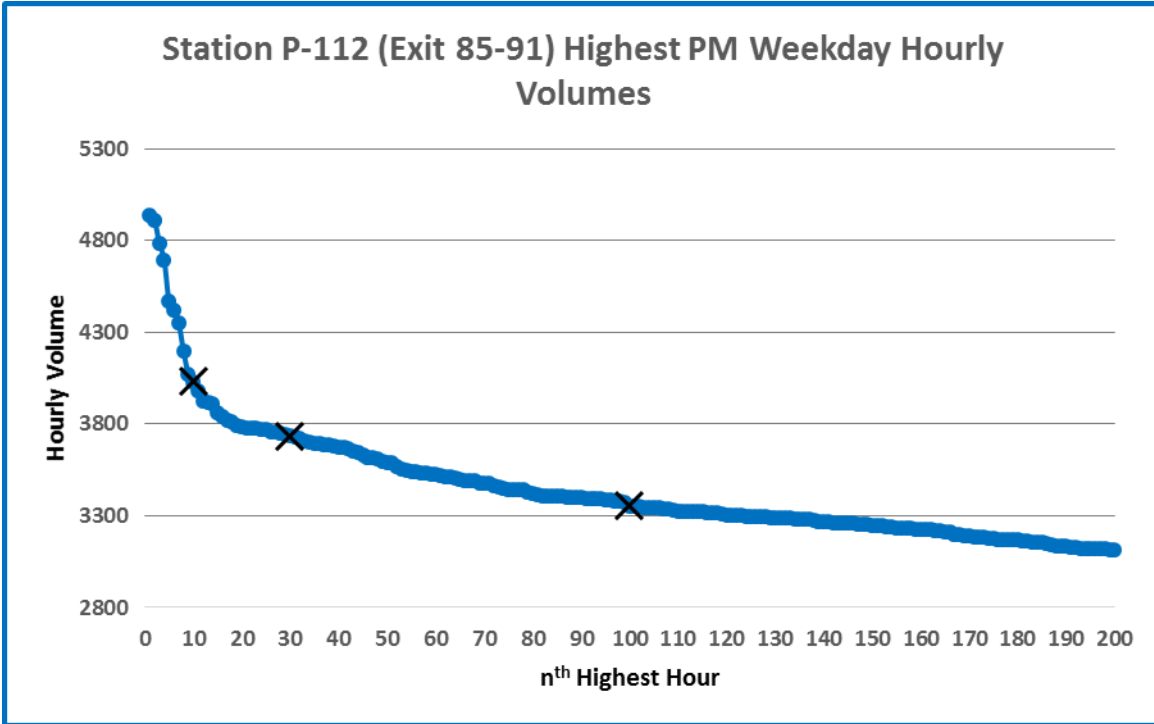


Figure 48 - Graph of Station P-95 Highest AM Weekday Hourly Volumes

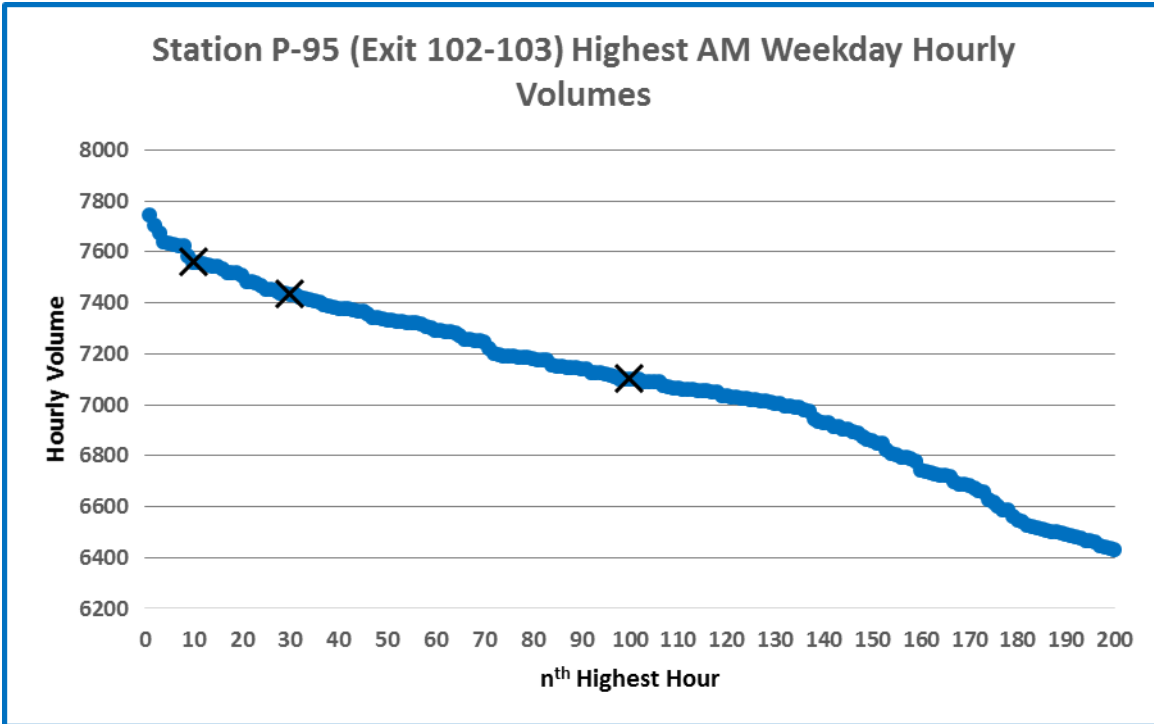


Figure 49 - Graph of Station P-15 Highest AM Weekday Hourly Volumes

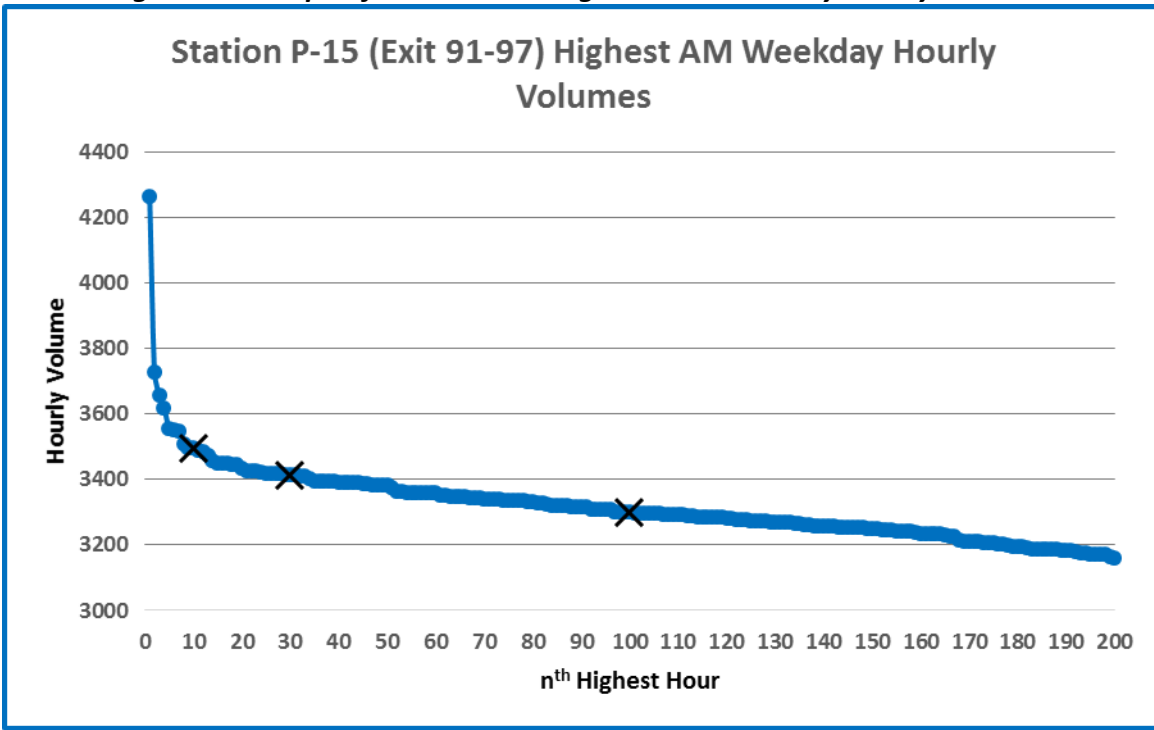
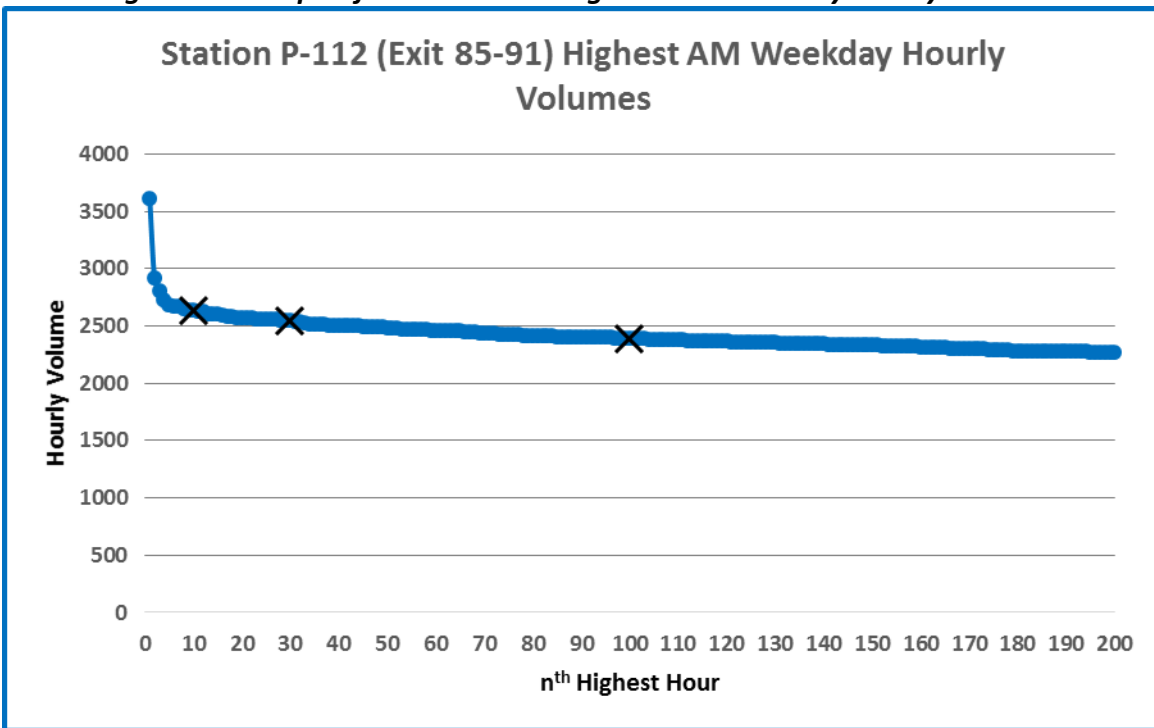


Figure 50 - Graph of Station P-112 Highest AM Weekday Hourly Volumes



The 10th highest weekday ATR Volumes and the 30th highest weekday ATR Volumes that will be used for the AM and PM design hour analysis are summarized in **Table 4** and in **Table 5**. These volumes include the design hour northbound and southbound volumes at each ATR station location, the segment AADT and the resulting K and D factors.

Table 4 - 10th Highest AM and PM Volumes

10th Highest Annual ATR Volumes						
ATR Station	AM Design Hour			PM Design Hour		
	EB	WB	TOTAL	EB	WB	TOTAL
ATR Station P-0112	1,446	1,192	2,638	1,912	2,119	4,031
AADT 42,300	D = 54.8% EB		K = 6.2%	D = 52.6% WB		K = 9.5%
ATR Station P-0015	2,036	1,460	3,496	2,362	2,555	4,917
AADT 51,200	D = 58.2% EB		K = 6.8%	D = 52.0% WB		K = 9.6%
ATR Station P-0095	5,045	2,516	7,561	3,595	4,927	8,522
AADT 95,600	D = 66.7% EB		K = 7.9%	D = 57.8% WB		K = 8.9%

Table 5 - 30th Highest AM and PM Volumes

30th Highest Annual ATR Volumes						
ATR Station	AM Design Hour			PM Design Hour		
	EB	WB	TOTAL	EB	WB	TOTAL
ATR Station P-0112	1,419	1,128	2,547	1,753	1,981	3,734
AADT 42,300	D = 55.7% EB		K = 6.0%	D = 53.1% WB		K = 8.8%
ATR Station P-0015	2,009	1,404	3,413	2,112	2,307	4,419
AADT 51,200	D = 58.9% EB		K = 6.7%	D = 52.2% WB		K = 8.6%
ATR Station P-0095	4,739	2,694	7,433	3,594	4,785	8,379
AADT 95,600	D = 63.8% EB		K = 7.8%	D = 57.1% WB		K = 8.8%

The I-26 ramp volumes at the study area interchanges were developed based on the peak hour turning movement count data for each ramp intersection with the adjacent street network. The morning and afternoon peak hour volumes on the off- and on-ramp approaches to the intersections were used to establish the existing design peak hour ramp volumes.

Using the I-26 ramp volumes, the design hour volumes for each mainline segment were estimated using the 10th highest weekday morning and afternoon ATR volumes on the segments. Three sets of estimated freeway segment volumes were generated. The first used the 10th highest ATR volume from station P-0112 as a “control” volume for the AM and PM design hours. Starting with this volume along the segment located between Exits 85 and 91, the on-and off-ramp volumes were added and subtracted from the mainline volumes as appropriate throughout the study area to derive the design hour volumes for the other freeway segments. The second set of freeway segment volumes were derived holding the P-0015 ATR station AM and PM design hours as the control volume for the segment located between Exits 91 and 97. The third set of

freeway segment volumes were derived holding the P-0095 ATR station AM and PM design hours as the control volume for the segment located between Exits 101 and 102. The segment volumes were evaluated, and the most conservative (high) volumes for the freeway segments were used to prepare the network volumes.

The three sets of freeway volumes were compared. The highest volumes throughout the system were obtained by using the P-0112 ATR design hour volumes as the control for the eastbound morning design hour, and the P-0015 ATR design hour volumes as the control for the eastbound PM, and westbound AM and PM design hours. The network volumes were then fixed in each direction at the segment between Exits 91 and 97. The existing design hour volumes used in the analysis of the existing corridor are shown in **Figure 51**, **Figure 52**, and **Figure 53**.

Figure 51 - Existing Design Hour Volumes (Exits 82-85)

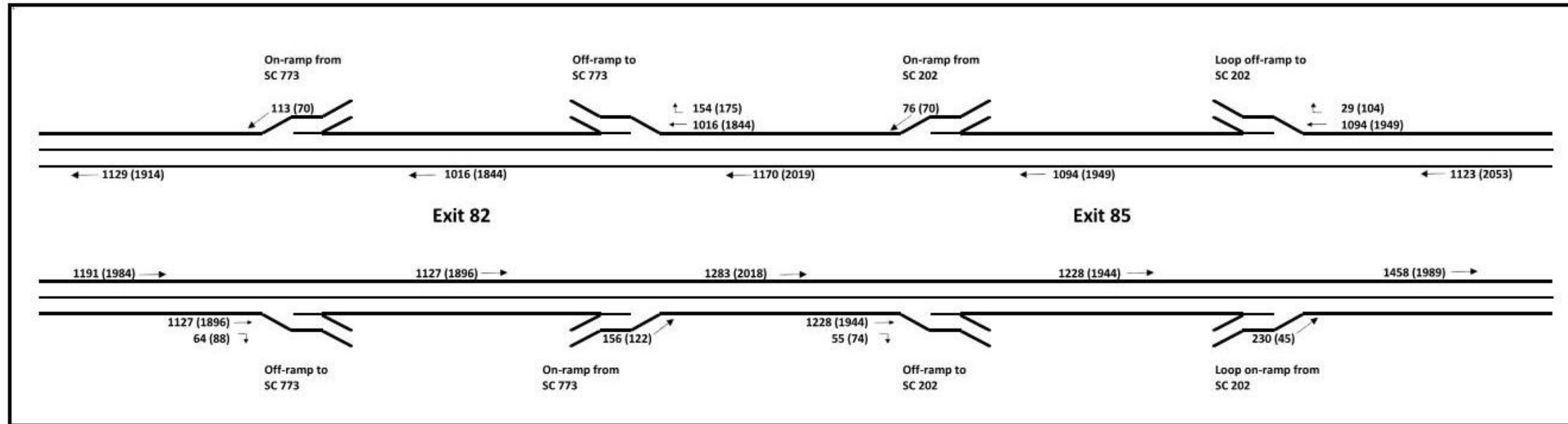


Figure 52 - Existing Design Hour Volumes (Exits 91-97)

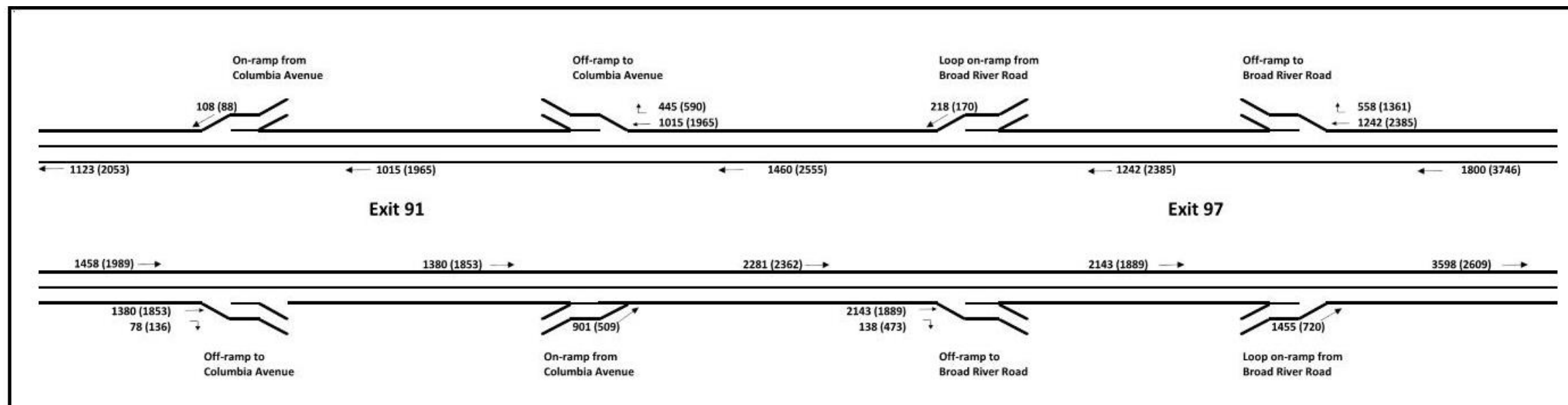
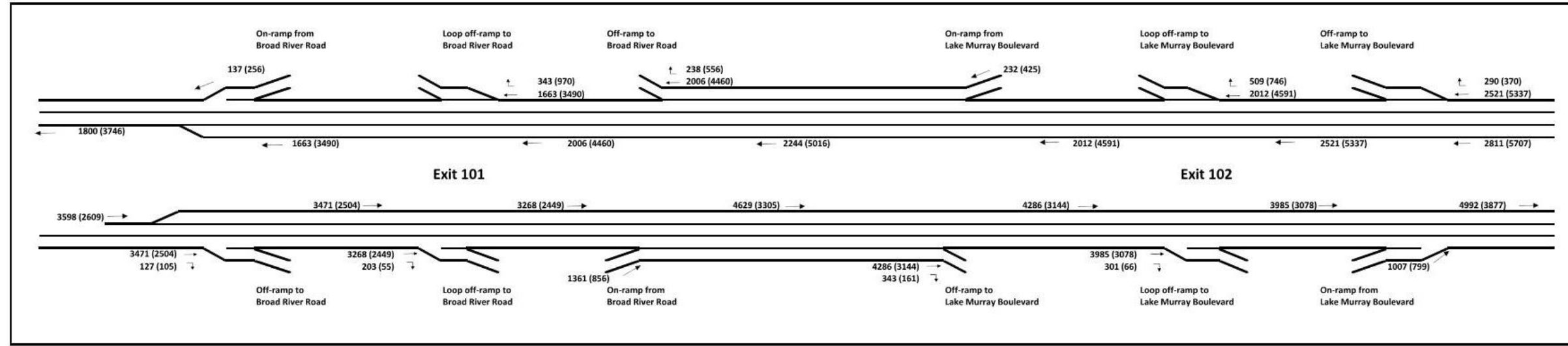


Figure 53 - Existing Design Hour Volumes (Exits 101-102)



Truck Percentages

Truck percentages were derived from the vehicle classification data obtained near Exits 85 and 101. The vehicle classification data is used to determine the heavy vehicle (trucks/buses) percentages to be used in the analysis. The data summarized traffic collected over a two day period starting Tuesday, August 23, 2016 and ending Wednesday, August 24, 2016. The weekday truck percentage data are summarized in **Table 6**.

Table 6 - Observed Weekday Truck Percentages

I-26 Vehicle Classification Data Location	Date	Weekday Truck Percent		
		Peak	Off-Peak	Total
Exit 85	8/23/2016	18.95%	24.83%	23.38%
	8/24/2016	17.97%	24.79%	23.12%
Exit 101	8/23/2016	11.66%	15.81%	14.76%
	8/24/2016	11.18%	15.87%	14.63%

Upon review of this data, and based upon concurrence with SCDOT, it was agreed that 23 percent would be used as the truck percentage throughout the analysis.

Traffic Projections

The growth rate of traffic within the corridor was estimated using two procedures. The first procedure evaluated the annual rate of change for the AADT between 1996 and 2015 for each freeway segment based on the SCDOT AADT station data. The second procedure evaluated the traffic assignments of the freeway segments in the South Carolina Statewide Travel Demand Model (SCSWM) 2010 and 2040 base networks.

AADT Evaluation

An evaluation of the historic AADT volumes for each of the segments within the study area was performed. The average annual rate of change in AADT on each of the segments was calculated for:

- The last five years of data available (2010 – 2015)
- The last ten years of data available (2005 – 2015).
- The last 19 years of available data (1996 – 2015)

The 2015, 2010, 2005 and 1996 AADT for each of the segments are shown in **Table 7**.

Table 7 - Historic Freeway Segment AADT

I-26 Segment Number	I-26 Segment Description	2015 AADT	2010 AADT	2005 AADT	1996 AADT
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	41,800	37,300	37,500	26,600
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	42,300	37,800	37,700	27,300
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	51,200	46,400	45,700	33,900
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	52,300	47,800	46,300	33,400
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	71,700	67,200	65,300	45,600

The annual average rate of change in the AADT is shown in **Table 8**.

Table 8 - Average Annual Percentage Change in AADT

I-26 Segment Number	I-26 Segment Description	2010-2015 Annual Rate (%)	2005-2015 Annual Rate (%)	1996-2015 Annual Rate (%)
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	2.30	1.09	2.41
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	2.28	1.16	2.33
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	1.99	1.14	2.19
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	1.82	1.23	2.39
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	1.30	0.94	2.41

The average annual five-year rate of change in the segment volumes based on the AADT ranged from 1.30 to 2.30 percent per year. The average annual ten-year rate of change in the segment volumes ranged from 0.94 to 1.23 percent per year. In these time periods, the annual growth inclined throughout the study area.

The average annual growth rate between 1996 and 2015 was assessed. The average rate of growth was positive throughout the corridor, ranging from 2.19 to 2.41 percent per year.

The annual percentage change in the AADT were reviewed for each segment. Note that in recent years (since 2010), the growth rate for the individual segments west of Exit 97 have been growing at the highest rate. The total Growth Rate from 1996 was all in a 2.5 percent range. The 2010-2015 Historic Annual Growth Rate is less than but close to 1996-2015 Historic Annual Growth Rate. The 2005-2015 Historic Annual Growth Rate is approximately half of 1996-2015 Historic

Annual Growth Rate and is likely due to the 2008 economic downturn. Whether or not that trend continues in the coming years remains to be seen.

SCSWM Projection Evaluation

The traffic growth rates for the I-26 freeway segments were derived from the SC Statewide Model. The statewide model traffic assignments are based on the calibrated 2010 model and the 2040 E+C model network. The average annual growth rate for each of the segments was calculated as shown in **Table 9**.

Table 9 - Statewide Model Projection Growth Rates

I-26 Segment Number	I-26 Segment Description	2010 SC SWM Projections	2040 SC SWM Projections	2010-2040 Annual Rate (%)
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	32,500	41,500	0.82
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	32,900	47,200	1.21
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	43,100	62,000	1.22
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	48,600	74,300	1.43
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	65,800	96,300	1.28

The projected SCSWM growth rates on the individual segments ranged from between 0.82 and 1.36 percent per year. Based on the model assignments, the average growth rate in the corridor between Exit 102 and Exit 82 is approximately 1.20 percent per year. The growth rate ranges from approximately 0.80 percent per year on the west end of the study area to about 1.5 percent per year between Exits 97 and 101.

A proposed average annual growth rate was estimated based on a comparison of the AADT average annual growth rates (for 1996 and 2015) and the SCSWM average annual growth rates for each of the segments. This proposed growth rate would be applied to all mainline, ramp and arterial turning movement volumes within the study area to generate the design year peak hour volumes for use in the alternatives analysis. In setting the growth rate, an annual percentage that is comparable to, but higher than the observed growth rates is often desirable so a conservative analysis of future traffic conditions may be attained.

A comparison of the growth rates derived from the historic AADT data and the SCSWM projections is shown in **Table 10**. Many of the segments in the study area had estimated growth rates exceeding 1.00 percent per year based on the statewide model. Historic data of all segments exceeded 2.00 percent per year. Given the long term historic growth in the corridor,

the growth rate falls in a range from 1.5 percent (based on the model assignments) and 2.5 percent per year (based on the long term growth rate from 1996 – 2015). Based on discussions with SCDOT it was determined that a growth rate of 1.5 percent would be used to the east of US 176 (Broad River Road), a growth rate of 2.0 percent would be used from US 176 (Broad River Road) to east of SC 202, and a growth rate of 2.5 percent would be used from SC 202 to the west. In order to balance the volumes for the varying growth rates ramp volumes were adjusted at Exits 97, 91, 85, and 82.

Table 10 - Comparison of Growth Rate Projections

I-26 Segment Number	I-26 Segment Description	1996-2015 Annual Rate (%)	2010-2040 SC SWM Annual Rate (%)
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	2.41	0.82
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	2.33	1.28
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	2.19	1.21
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	2.39	1.36
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	2.41	1.32

I-26 Traffic Volume Data – 2040 Design Hour Volumes

The 1.5/2.0/2.5 percent per year growth rate was applied to the ramp traffic to develop projections of the 2040 Design Hour Traffic Volumes and the freeway traffic was balanced with a base growth rate of 2.0 percent which was adjusted at certain interchanges to maintain a balanced network. The estimated freeway segment AADT for the 2040 Design Year using this growth rate is summarized in **Table 11**.

Table 11 - Estimated 2040 Freeway Segment AADT

I-26 Segment Number	I-26 Segment Description	2015 AADT	Projected Annual Growth Rate	Estimated 2040 AADT
Segment A	I-26 FROM SC 219 (SC219) TO SC 773 (SC773) NEWBERRY COUNTY STA 2121	40,500	2.0	81,000
Segment 1	I-26 FROM SC 773 (SC773) TO SC 202 (SC202) NEWBERRY COUNTY STA 2123	41,800	2.0	83,600
Segment 2	I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48 (COLUMBIA AVE) LEXINGTON COUNTY STA 2125	42,300	2.0	84,600
Segment 3	I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON) TO US 176 (BROAD RIVER RD) RICHLAND COUNTY STA 2127	51,200	2.0	102,400
Segment 4	I-26 FROM US 176 (BROAD RIVER RD) TO US 76 RICHLAND COUNTY STA 2129	52,300	2.0	104,600
Segment 5	I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD) RICHLAND COUNTY STA 2131	71,700	1.9	136,230
Segment B	I-26 FROM SC 60 (LAKE MURRAY BLVD) TO S- 757 (HARBISON BLVD) RICHLAND COUNTY STA 2133	95,600	1.8	172,080

In order to account for the volumes developed as part of the *Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements* prepared for SCDOT and Lexington County, the ramp volumes from the IMR at Exit 91 were used and the mainline volumes were balanced to the west along I-26. The 2040 design hour volumes for the study area are shown in **Figure 54**, **Figure 55**, and **Figure 56**.

Intersection Traffic Volume Data – Existing Peak Hour Volumes

The turning movement traffic count data obtained from SCDOT and from the additional counts were evaluated and reviewed. The morning and afternoon peak hour volumes at each of the ramp termini and the adjacent intersections at each interchange were identified and the traffic balanced between intersections. The balanced morning and afternoon peak hour volumes for the interchanges are shown in **Figure 57** through **Figure 62**.

Turning movement volumes for the 2040 design year were derived by applying the 1.5/2.0/2.5 percent annual growth rate to the existing turning movement volumes at the various intersections. The 2040 estimated peak hour turning movement volumes shown on the existing (no-build) network at each interchange are shown in **Figure 63** to **Figure 68**. Exit 91 turning movement volumes were taken from the *Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements* prepared for SCDOT and Lexington County.

Figure 54 - 2040 Design Hour Volumes (Exits 82-85)

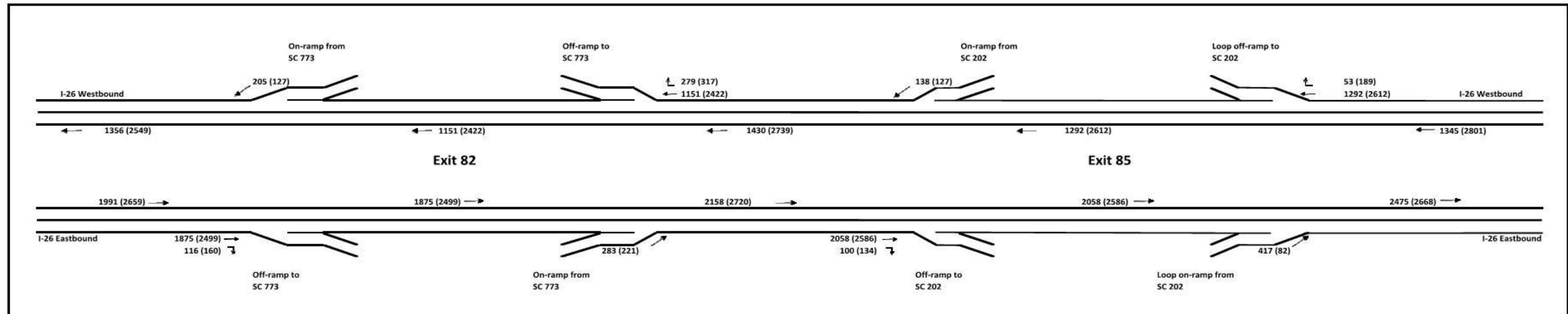


Figure 55 - 2040 Design Hour Volumes (Exits 91-97)

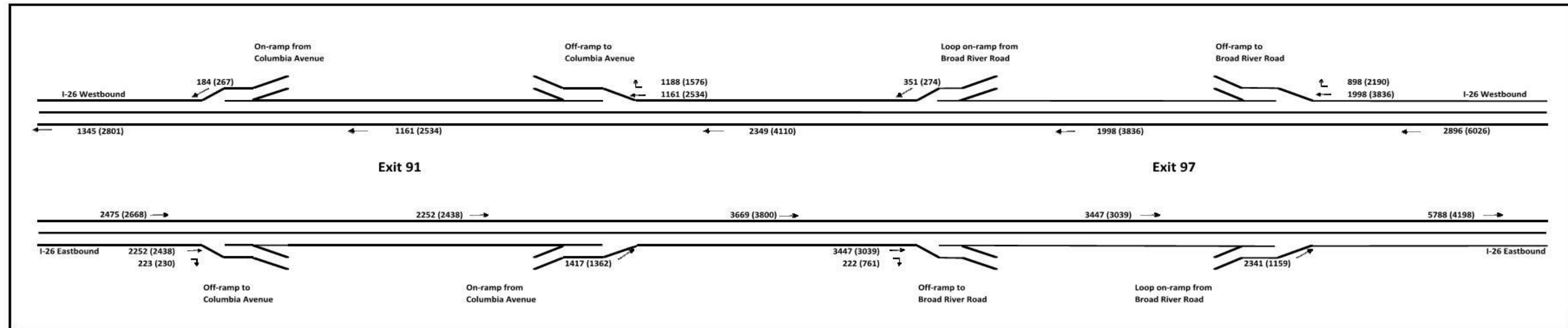


Figure 56 - 2040 Design Hour Volumes (Exits 101-102)

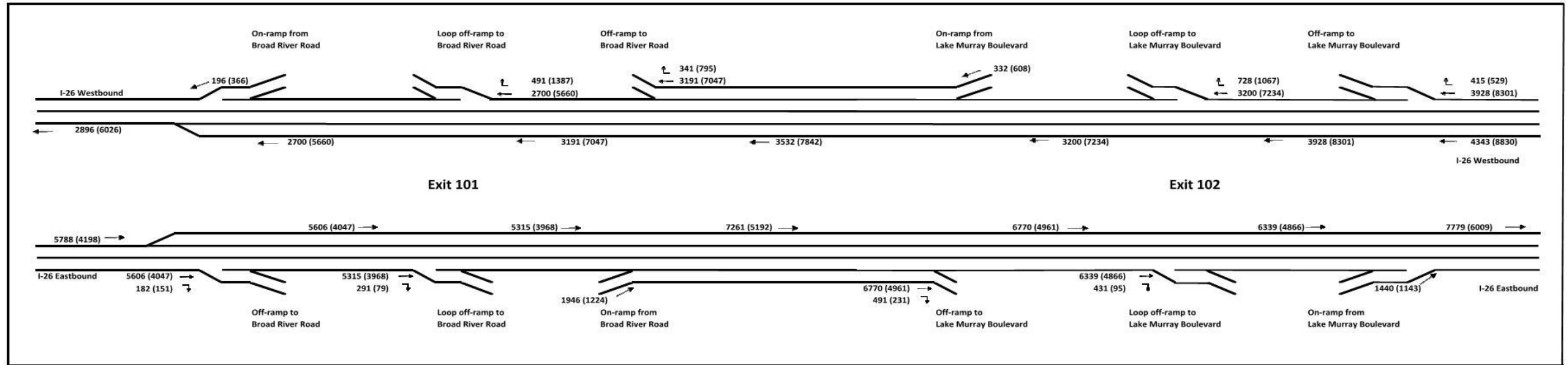


Figure 57 - Existing Peak Hour Turning Movement Volumes: Exit 82

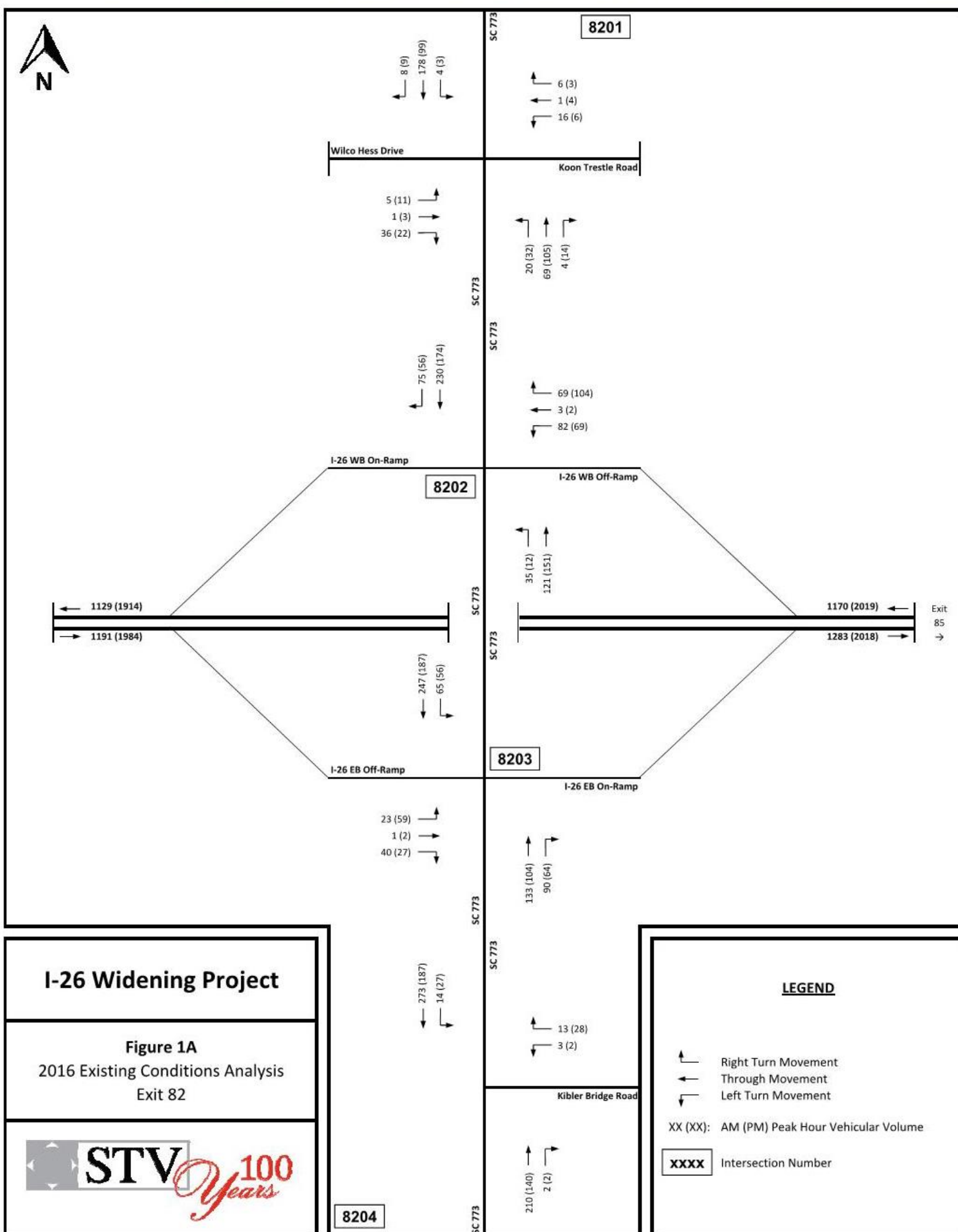


Figure 58 - Existing Peak Hour Turning Movement Volumes: Exit 85

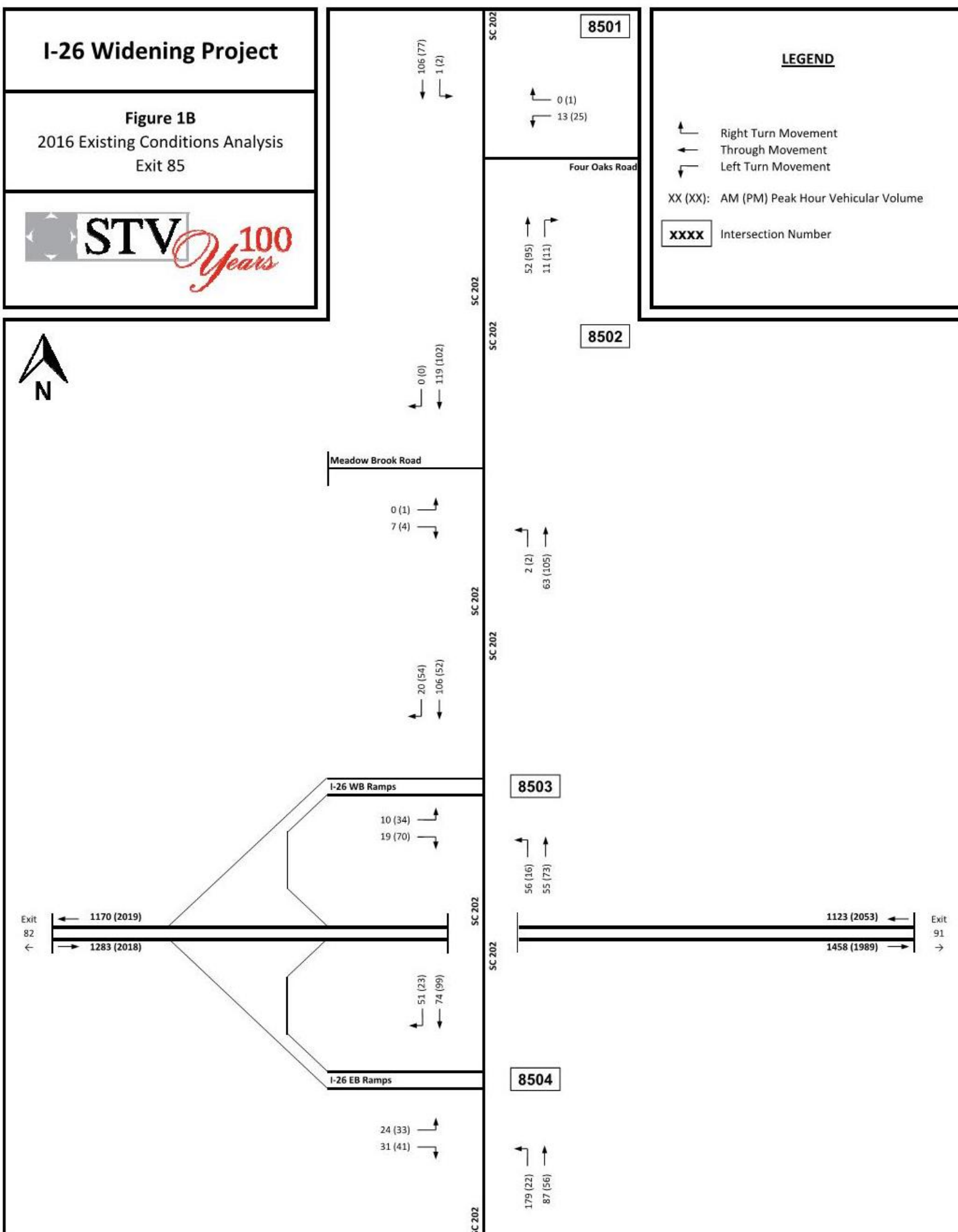


Figure 59 - Existing Peak Hour Turning Movement Volumes: Exit 91

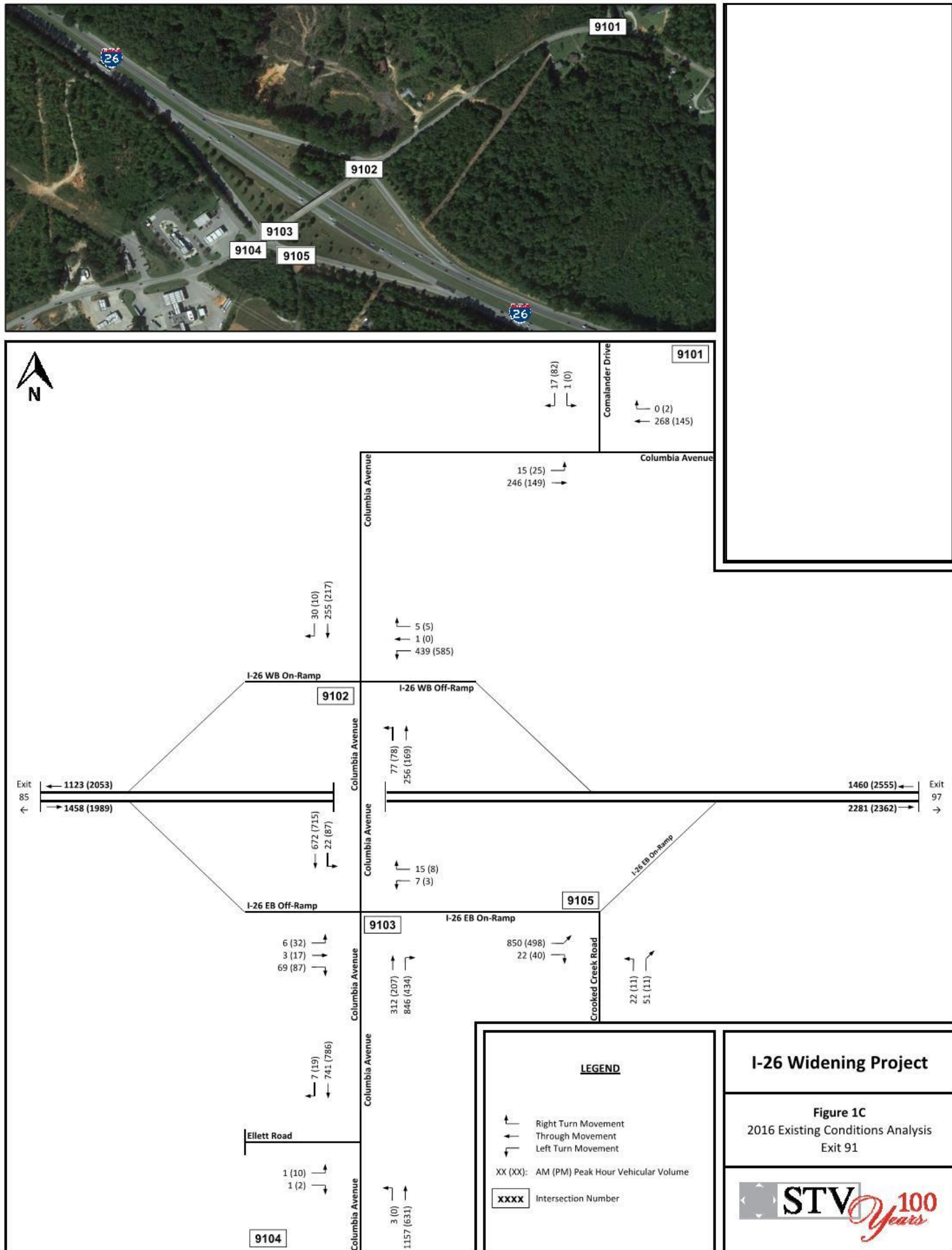


Figure 60 - Existing Peak Hour Turning Movement Volumes: Exit 97

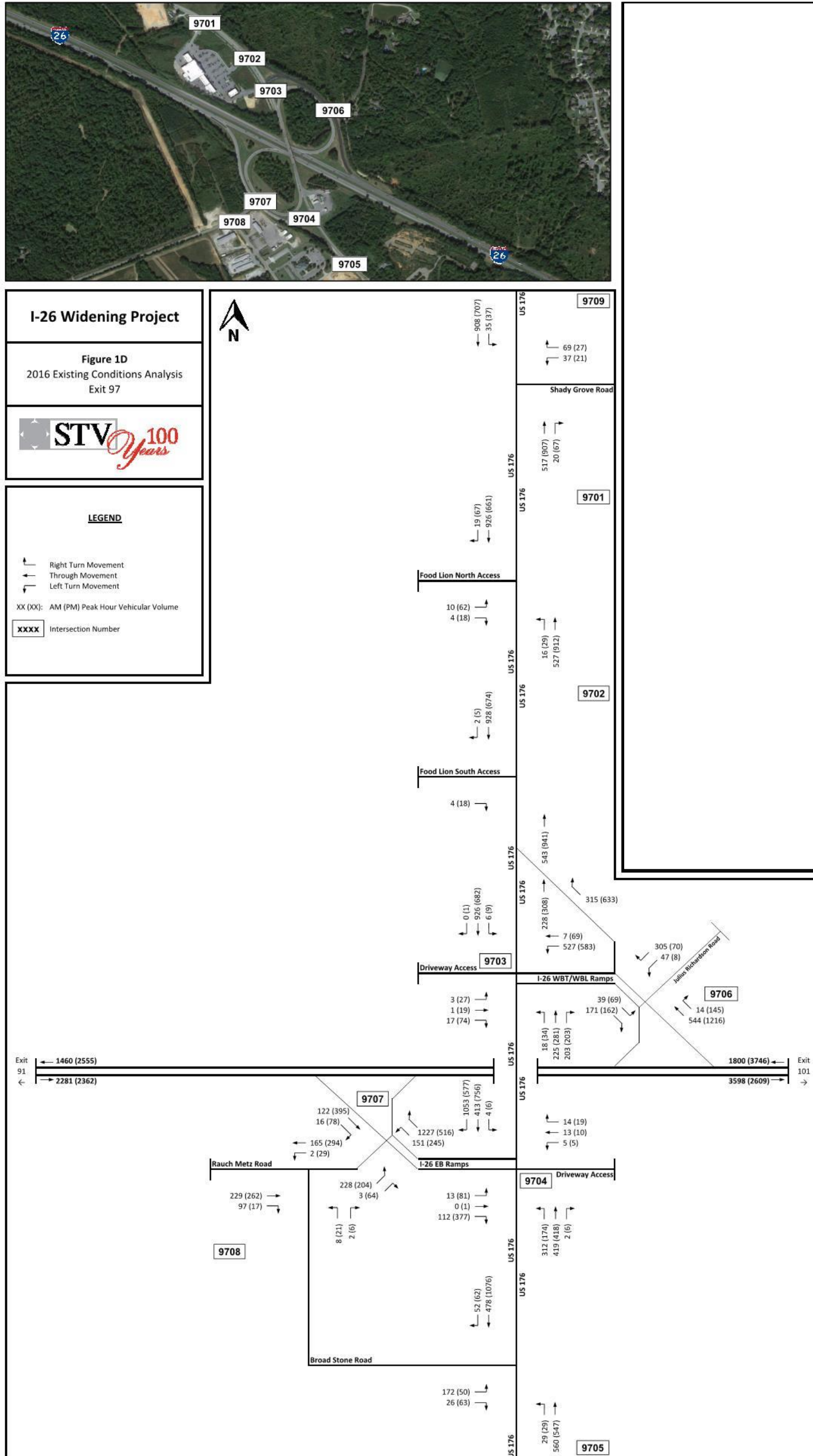


Figure 61 - Existing Peak Hour Turning Movement Volumes: Exit 101

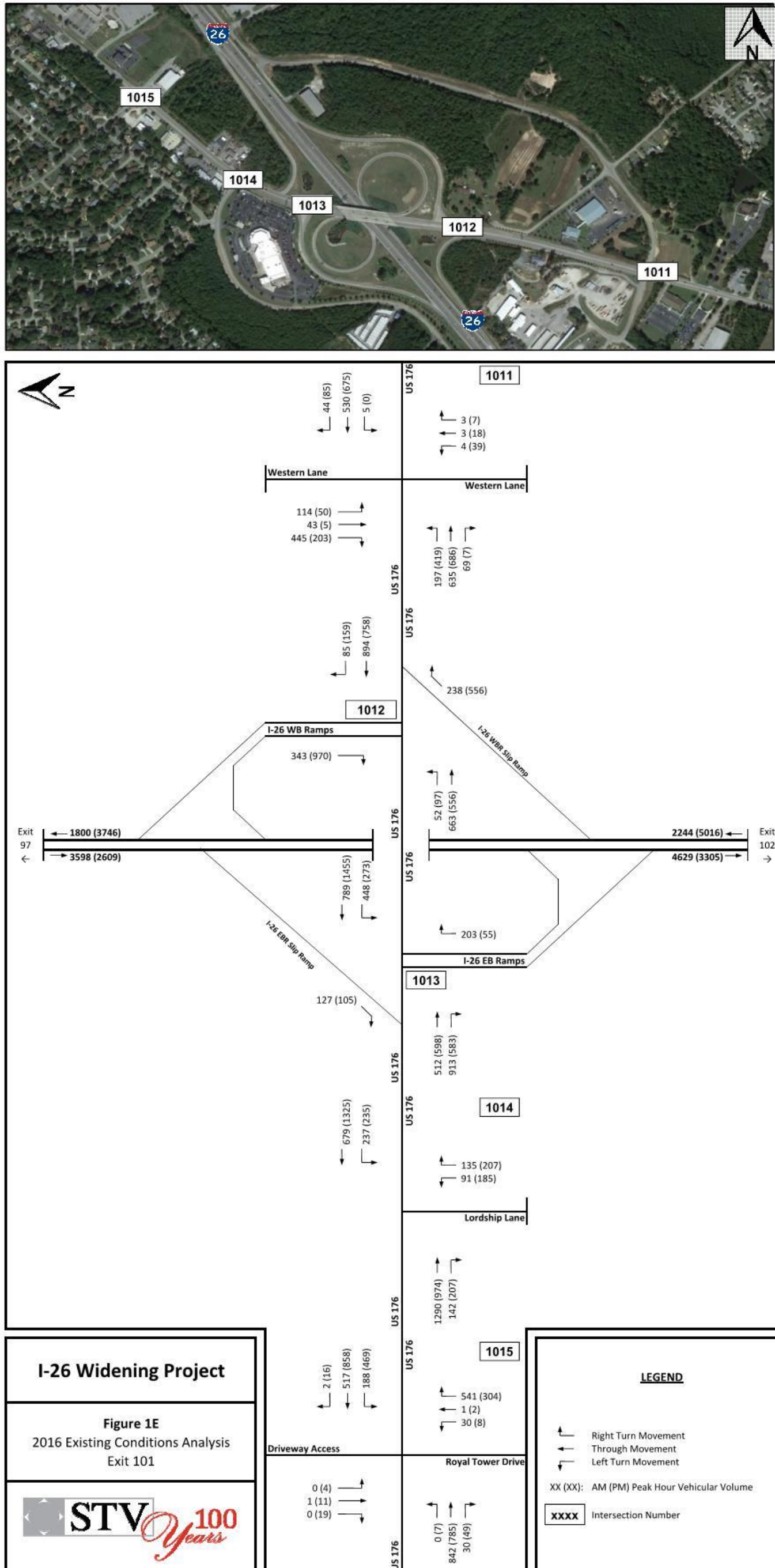


Figure 62 - Existing Peak Hour Turning Movement Volumes: Exit 102

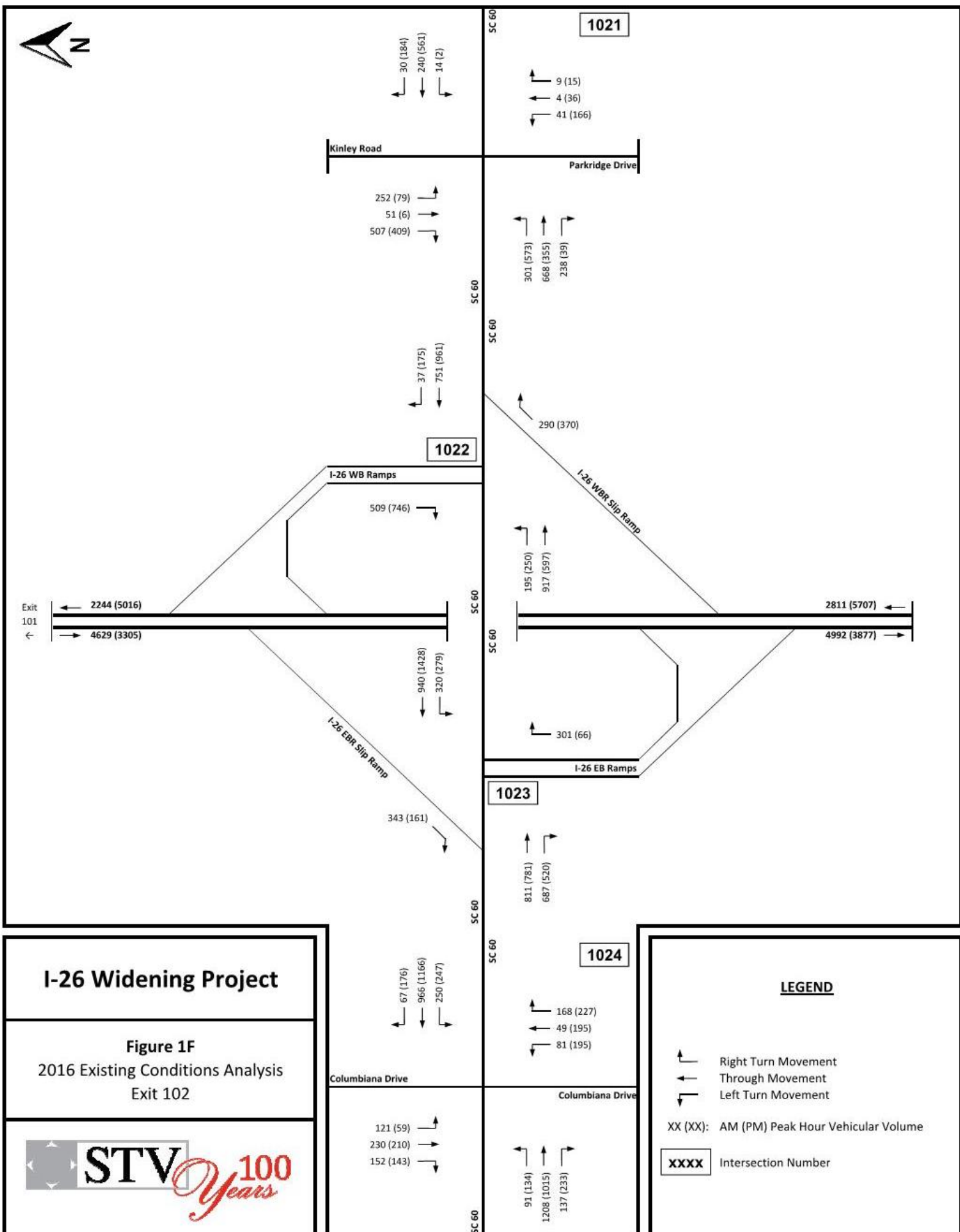


Figure 63 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 82

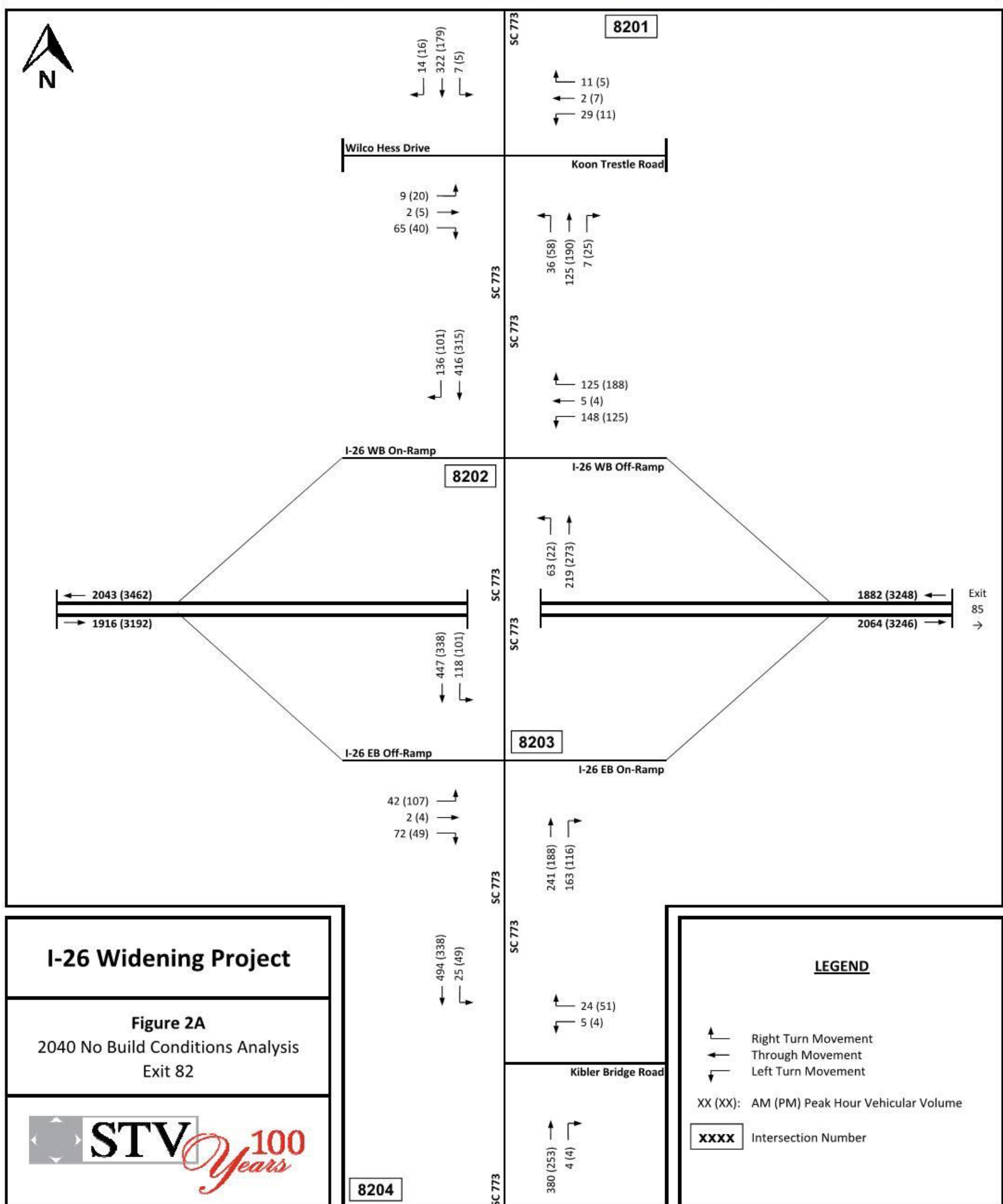
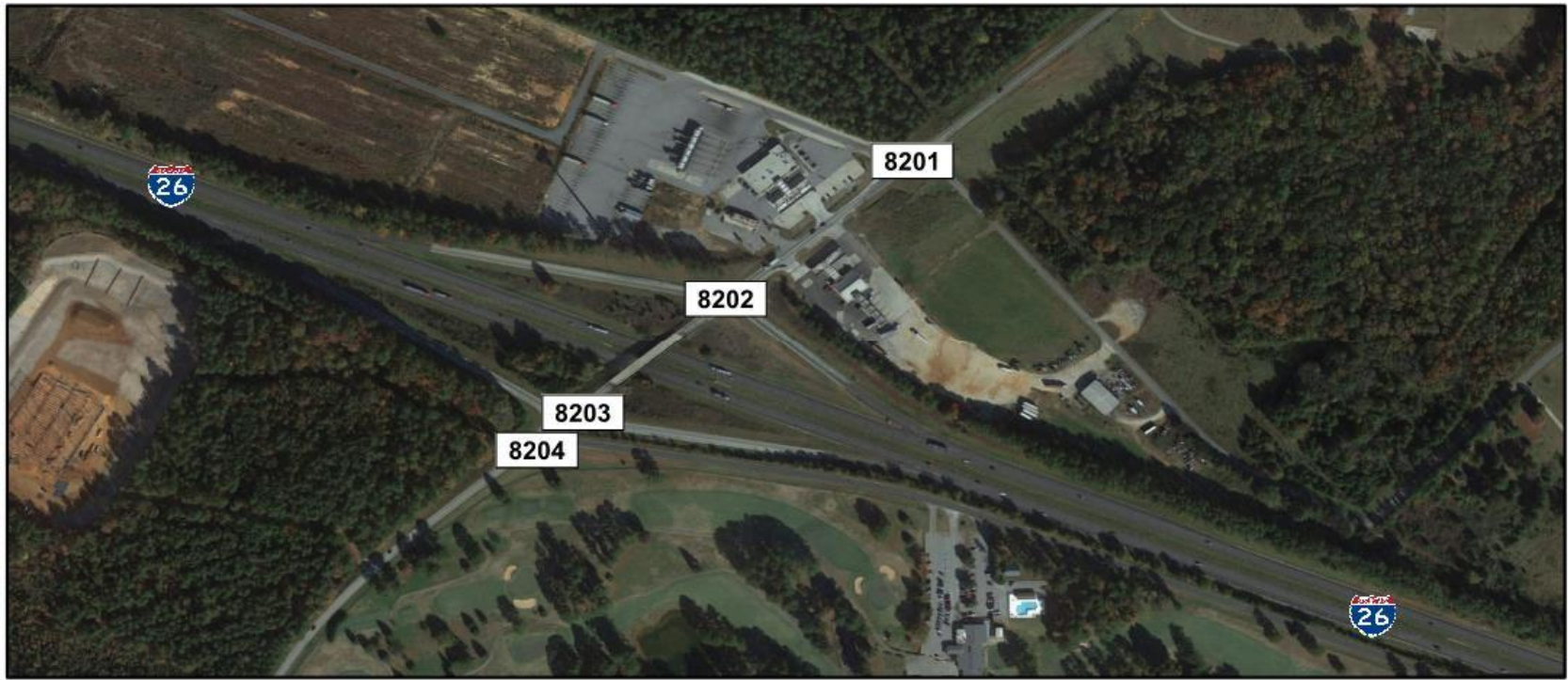


Figure 64 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85

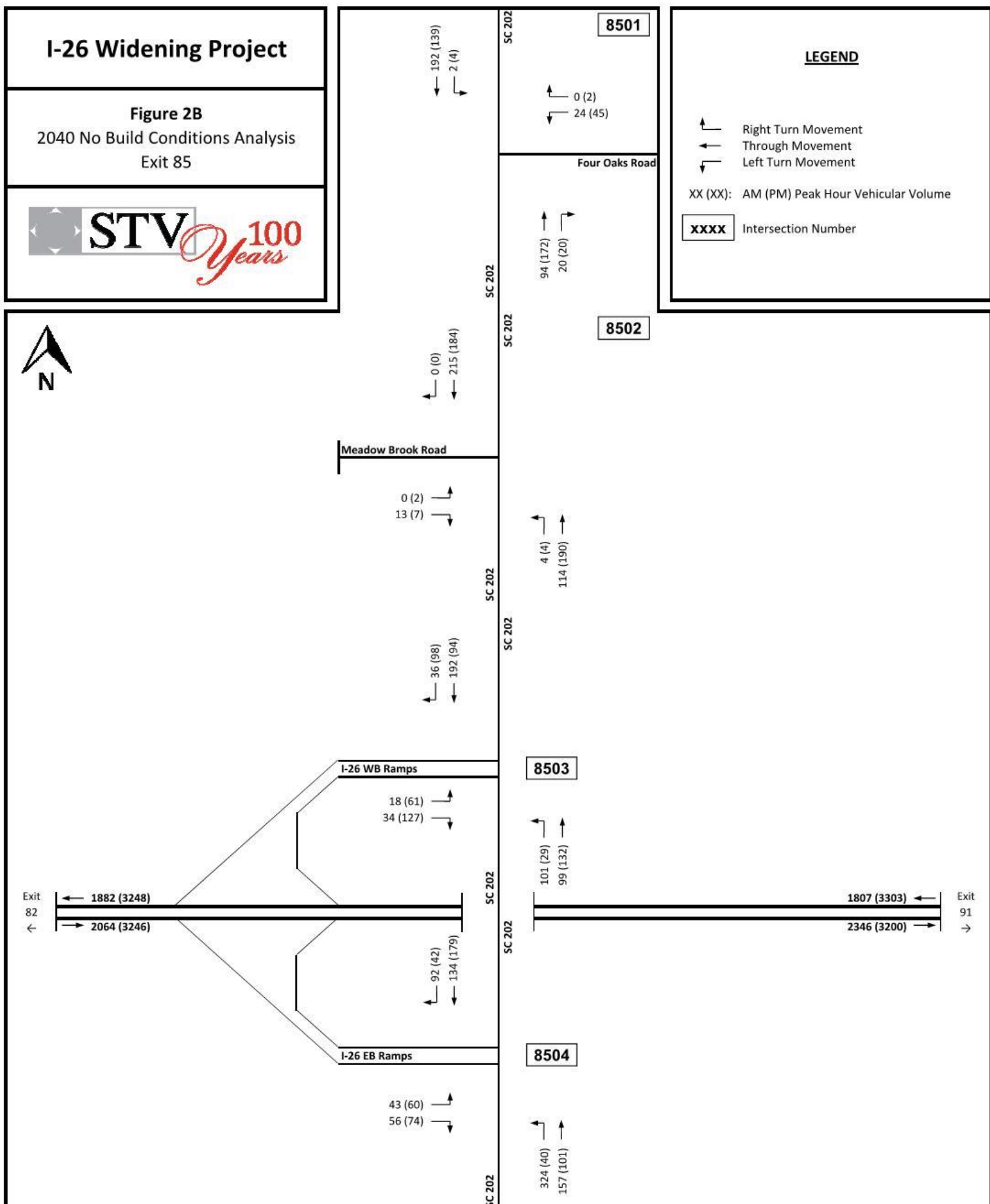
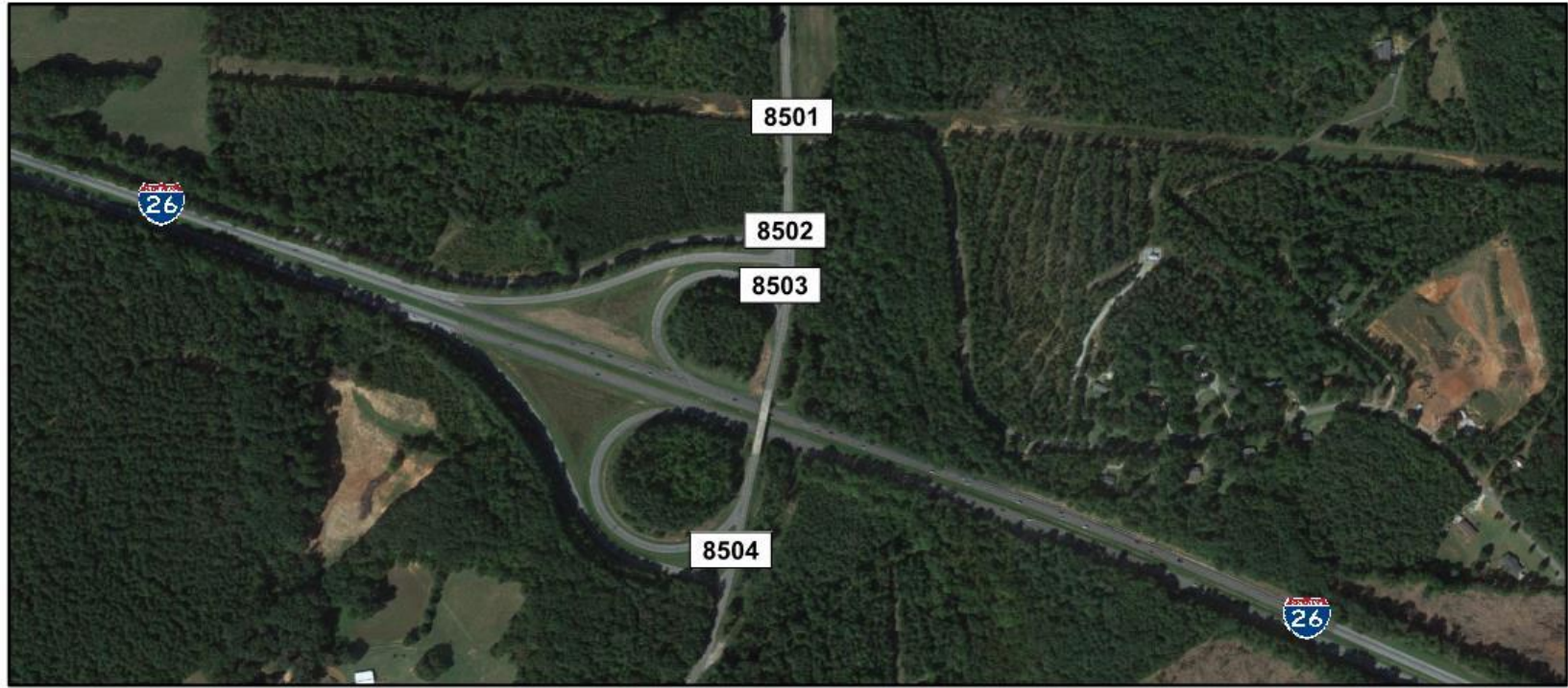


Figure 65 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 91

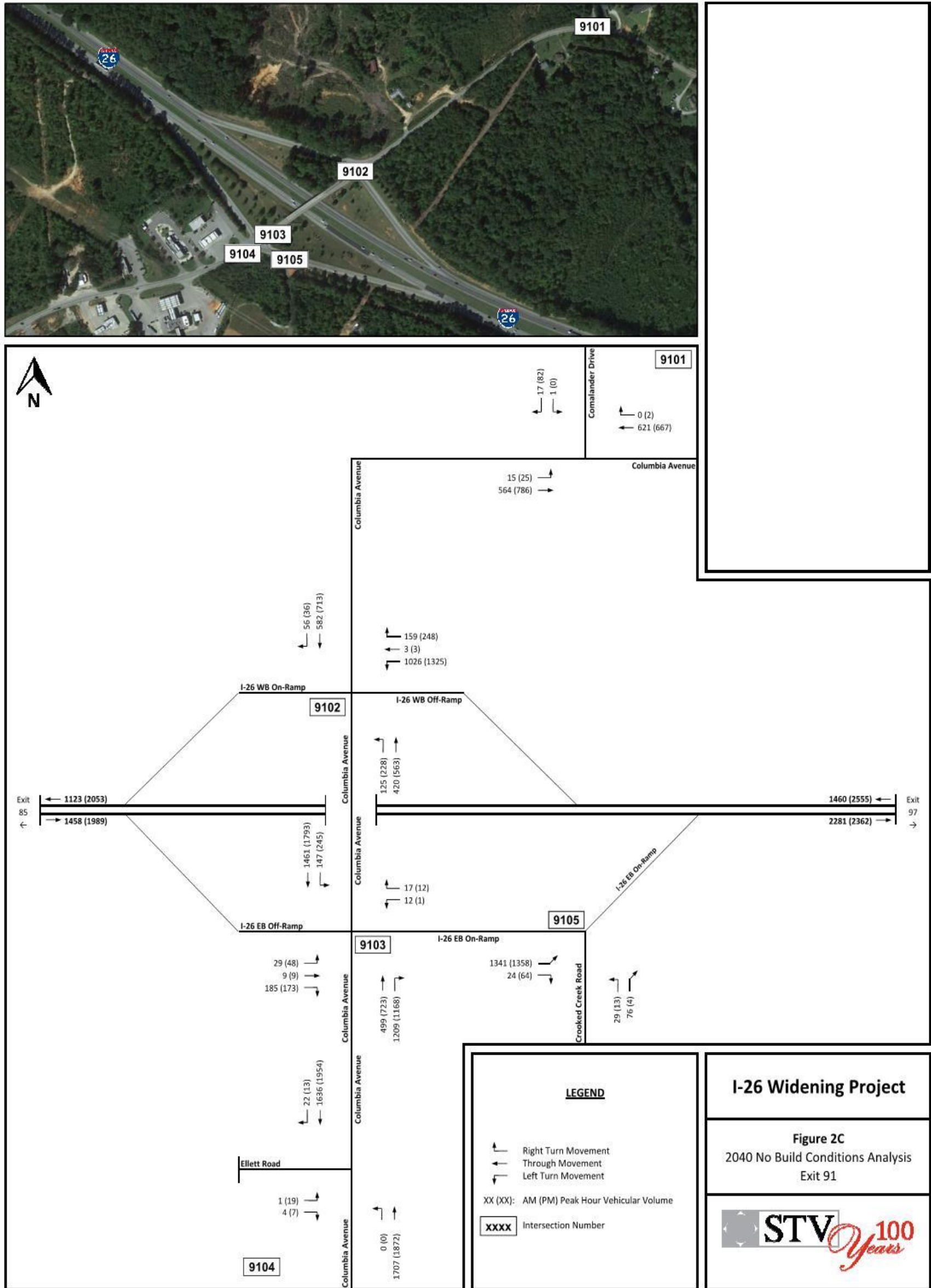


Figure 66 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 97

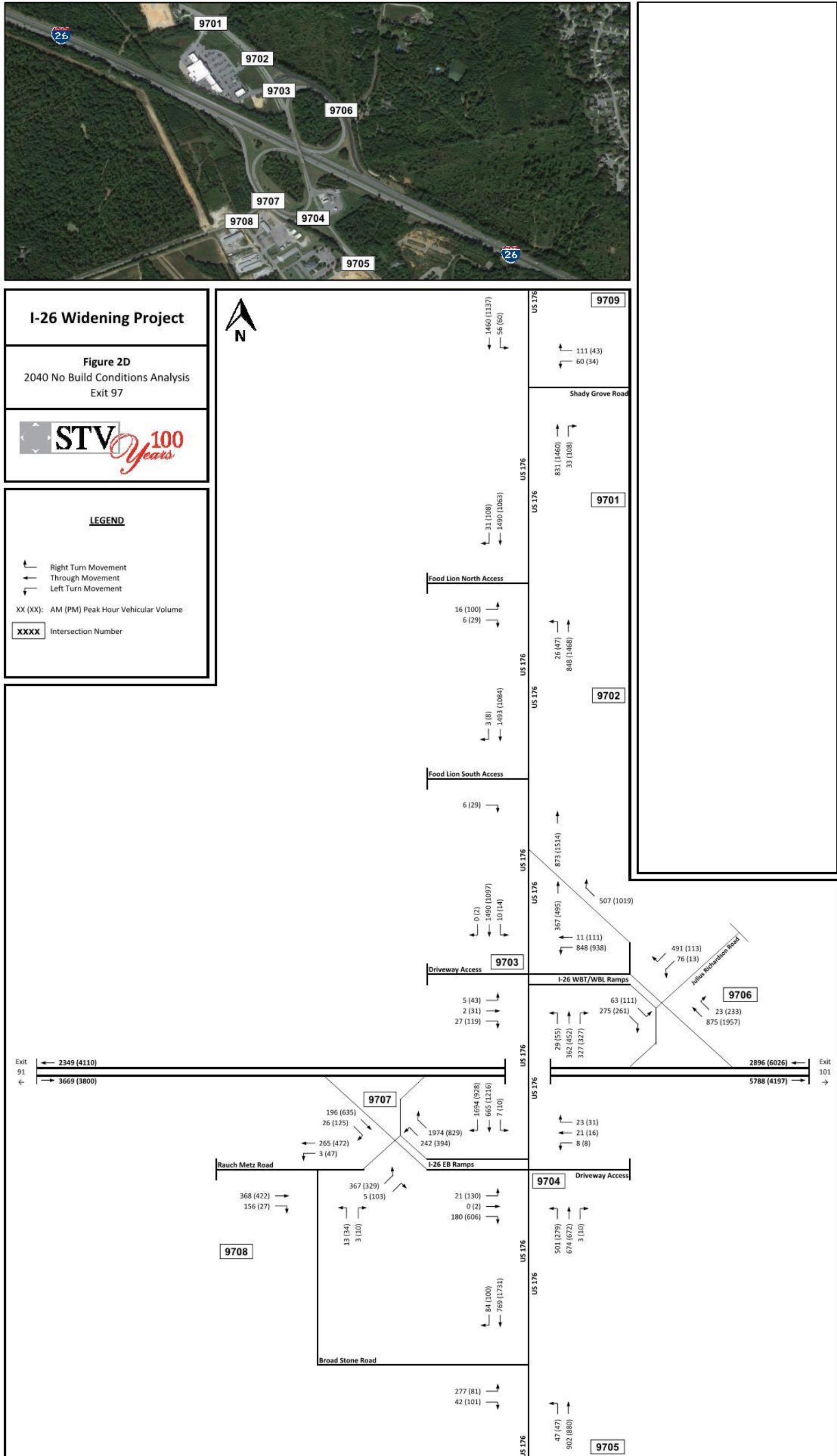


Figure 67 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 101

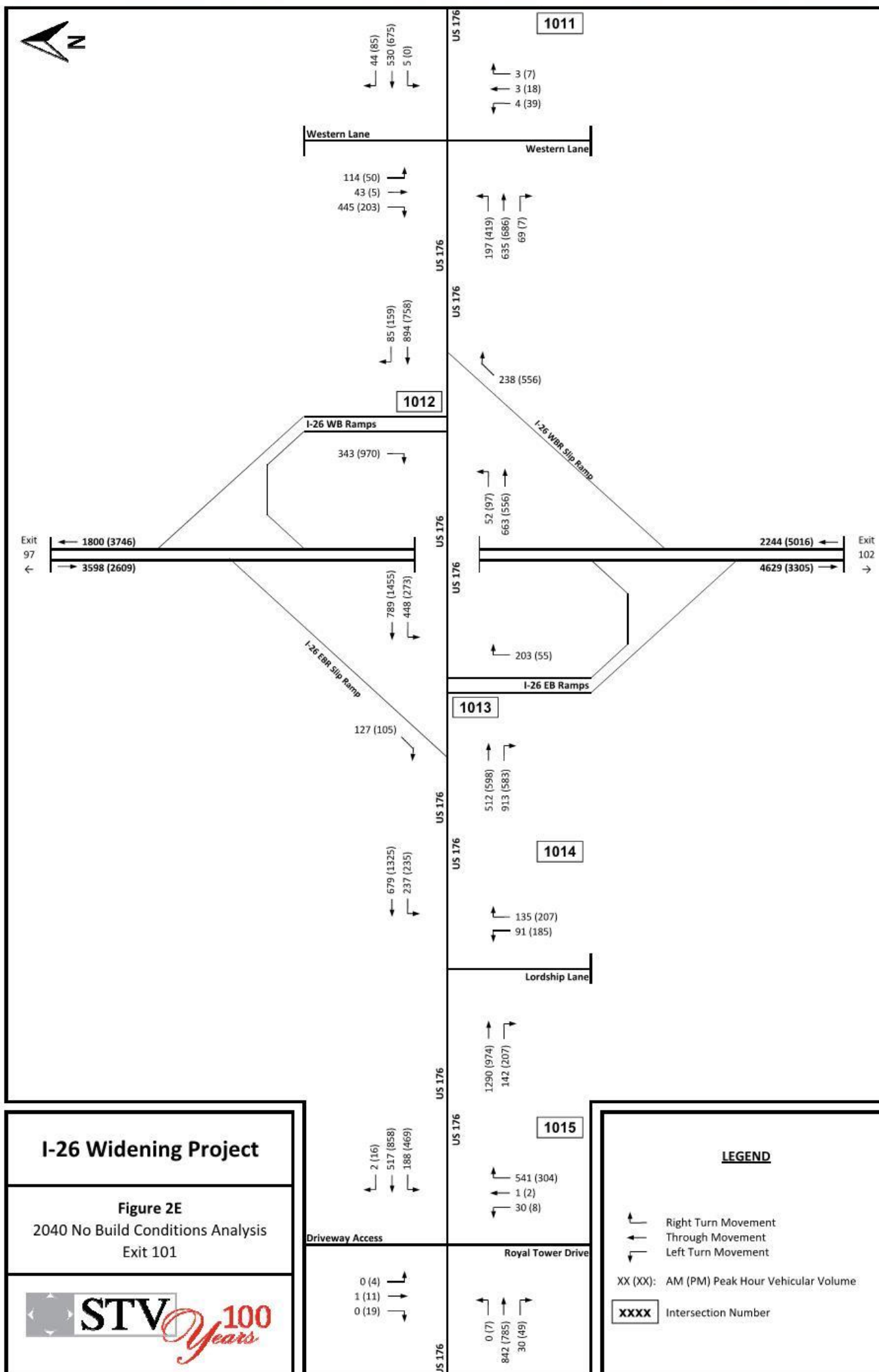
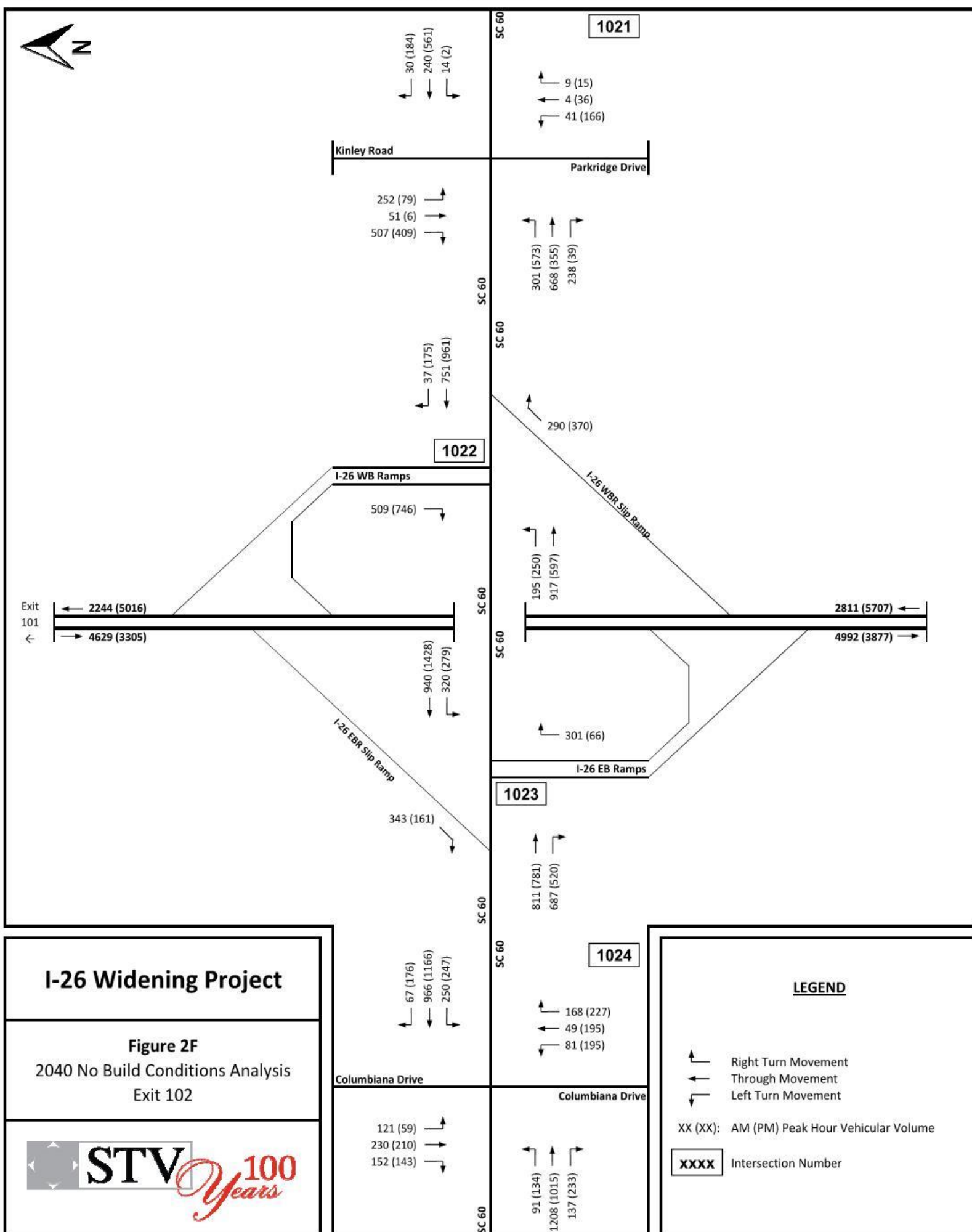


Figure 68 - 2040 Estimated Peak Hour Turning Movement Volumes: Exit 102

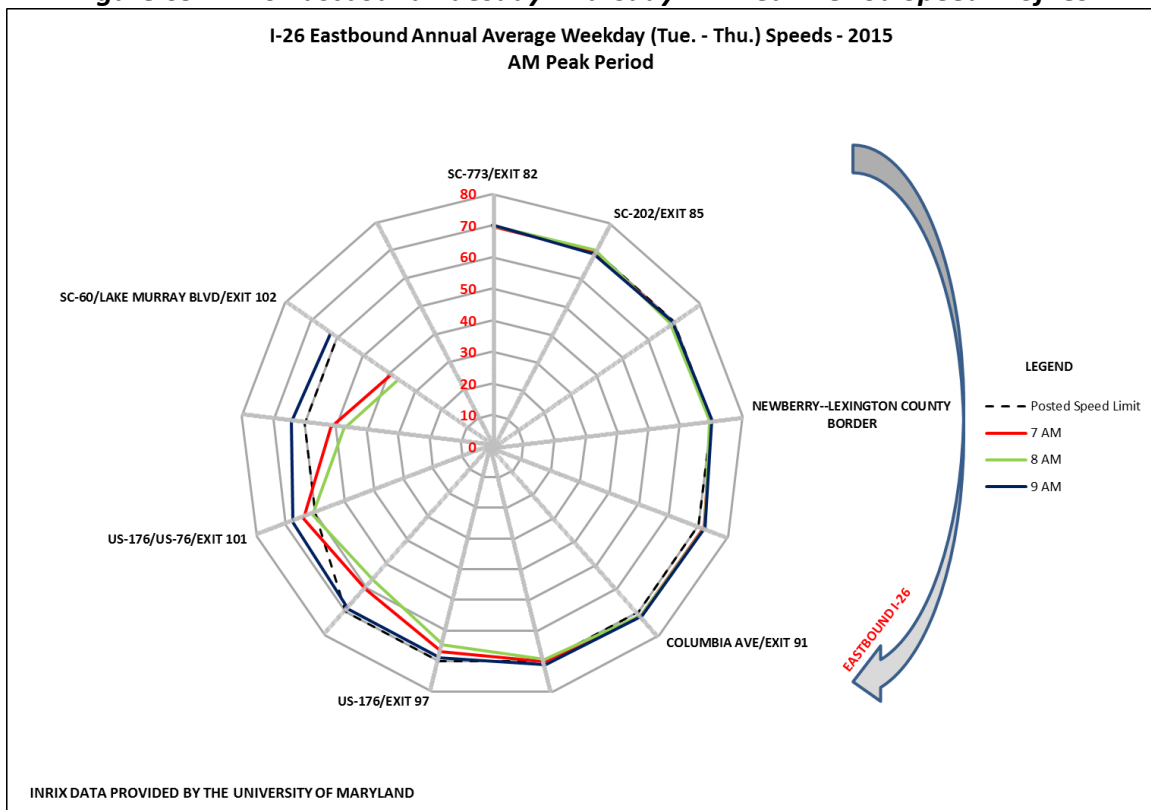


INRIX Speed Data

SCDOT provided travel speed data based on INRIX travel time data. The data provided by SCDOT are a summary of the average 2015 travel speeds for each hour of the day along the various segments of I-26 within the study area. The data are provided for Tuesday, Wednesday, and Thursday for the eastbound and westbound directions.

Graphs were created for each direction and AM and PM peak periods based on the format developed by SCDOT. The graphs depict a speed profile along the interstate in the chosen direction of travel and can clearly depict the time periods and locations where recurring congestion causes a drop of travel speed. The average annual travel speeds for the morning (7 to 9 AM) and afternoon (4 to 6 PM) peak periods in each direction for Tuesday-Thursday are shown in **Figure 69** through **Figure 72**.

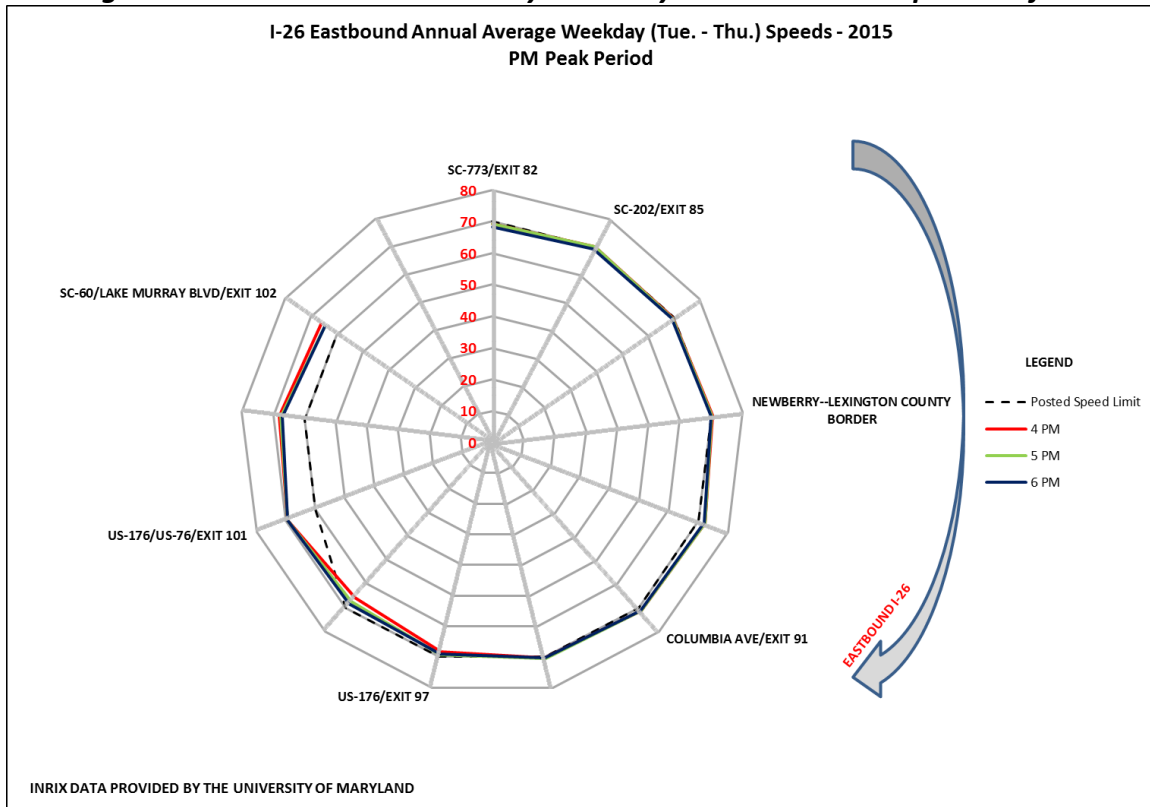
Figure 69 - I-26 Eastbound Tuesday-Thursday AM Peak Period Speed Profiles



The data plotted on the graphs indicate that eastbound travel speeds throughout the corridor during the morning peak period are generally near the posted speed limit. However, eastbound travel speeds begin to slow to between 60 and 70 miles per hour as traffic approaches Exit 97, likely from the friction caused by traffic entering from that interchange. Between Exit 101 and

Exit 102, eastbound AM speeds decrease significantly towards 40 miles per hour as morning commuting congestion is encountered.

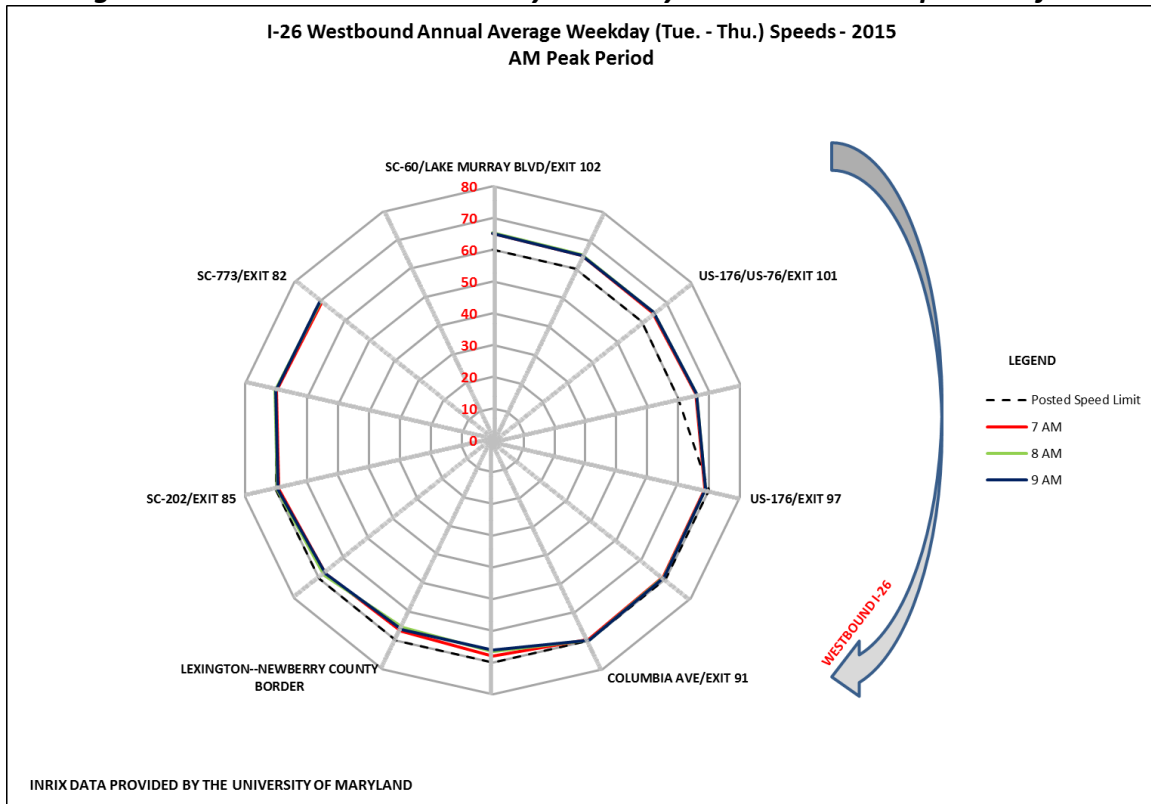
Figure 70 - I-26 Eastbound Tuesday-Thursday PM Peak Period Speed Profiles



The data plotted on the graph for the eastbound weekday PM Peak travel speeds indicate that travel speeds throughout the corridor are generally at or over the posted speed limit.

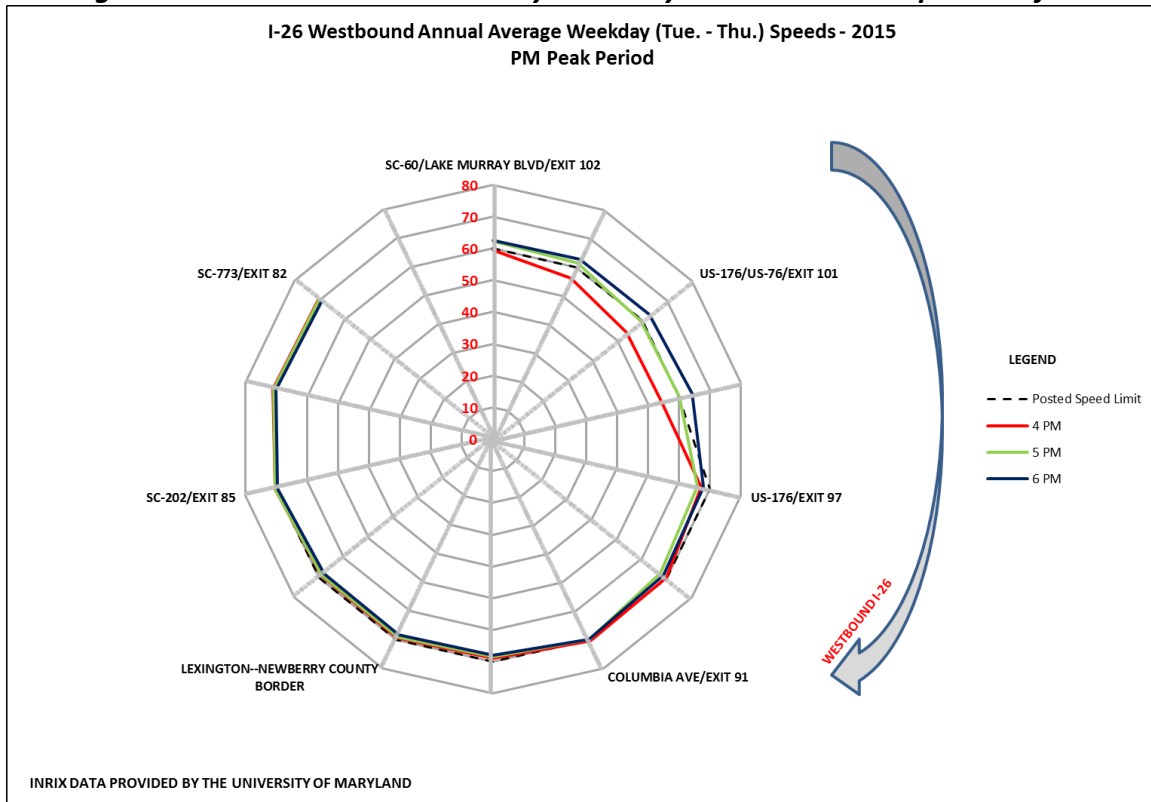
Similarly, the data plotted on the graph for the westbound weekday AM Peak travel speeds indicate that travel is generally at or above the posted speed limit between Exit 102 and Exit 91. Between Exit 91 and 85, travel is slightly below the posted speed limit. West of Exit 85, travel again at the posted speed limit.

Figure 71 - I-26 Westbound Tuesday-Thursday AM Peak Period Speed Profiles



The data plotted on the graphs indicate that westbound travel speeds throughout the corridor during the afternoon peak period are below the posted speed limit between 4:00 and 5:00 PM between Exit 102 and Exit 97. This is probably due to a combination of high commuting traffic, and the transition from the three lane to two lane westbound section west of Exit 101. Travel is at or near the posted speed limit during the rest of the afternoon period between Exit 102 and Exit 97. From Exit 97 to Exit 82, travel is generally at the speed limit during all three hours of the afternoon peak period.

Figure 72 - I-26 Westbound Tuesday-Thursday PM Peak Period Speed Profiles



Capacity Analysis

A series of capacity analyses were performed based on the methodologies and guidelines contained in the Transportation Research Board’s publication **HCM 2010 Highway Capacity Manual** (HCM). Various software analysis and simulation packages based on the HCM were used in performing the analyses. These included:

- a. McTrans’ *HCS 2010* (Version 6.3)
 - Freeway Segments
 - Ramp Merge/Diverge Areas
 - Weaving Segments
- b. Trafficware’s *Synchro* (Version 9.1.910.24)
 - Unsignalized Intersections
 - Signalized Intersections
- c. Caliper’s *TransModeler* (Version 4.0 Build 6020)
 - Network Simulation
 - Freeway Segments
 - Ramp Merge/Diverge Areas

Level of Service Criteria

The analysis methodologies contained in the HCM for the various facility types and users describe the operational conditions in terms of a Level of Service (LOS). The HCM defines LOS as *“...a quality measure describing operations conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver’s perception of those conditions. Safety is not included in the measures that establish service levels.”*

The following discussions and tables describe the HCM LOS criteria for the freeway segments, ramp merge/diverge segments, weaving segments, unsignalized intersections and signalized intersections.

Freeway Segments

The HCM characterizes the capacity of a basic freeway segment *“...by three performance measures: density in passenger cars per mile per lane (pc/mi/ln), space mean speed in miles per hour (mi/h), and the ratio of demand flow rate to capacity (v/c). Each of these measures is an indication of how well traffic is being accommodated by the basic freeway segment.”* **Table 12** shows the HCM LOS criteria for basic freeway segments. LOS F occurs when either the segment density exceeds 45 pc/mi/ln or when the segment v/c ratio exceeds 1.0 (regardless of the segment density).

Table 12 - Freeway Segment LOS Criteria

Basic Freeway Segments	
LOS	Density (pc/mi/ln)
A	< 11
B	> 11-18
C	> 18-26
D	> 26-35
E	> 35-45
F	> 45 v/c > 1.0

Weaving Segments

Weaving segments occur where two or more streams of traffic traveling in the same direction are able to cross each other without traffic control devices. This typically occurs where a merge segment is followed by a diverge segment within a relative short distance (usually less than 2,800 feet). The LOS of a weaving segment is also related to the density of the segment. Regardless of the density, the weaving segment is considered to operate at LOS F when the v/c exceeds 1.0. **Table 13** shows the HCM LOS criteria for Freeway Weaving Segments.

Table 13 - Weaving Segment LOS Criteria

Freeway Weaving Segments	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	v/c > 1.0

Ramp Merge and Diverge Areas

Ramp-freeway junctions occur when merging maneuvers occur (on-ramps) or when diverging maneuvers occur (off-ramps). The operation of these merge and diverge areas are affected by a number of factors, including the operation of the adjacent freeway segment and the proximity and flow on adjacent ramps. Typically, the influence area of the ramps is 1,500 feet upstream of a diverge point and downstream from a merge point. As with freeway segments and weaving segments, the LOS of a merge or diverge area is related to the density of the segment. Regardless of the density, the merge or diverge areas are considered to operate at LOS F when the freeway demand exceeds the capacity of the upstream freeway segment (at diverge areas) or the downstream freeway segment (at merge areas), as well as when the ramp demand exceeds the ramp capacity. **Table 14** shows the HCM LOS criteria for Ramp Merge and Diverge areas.

Table 14 - Merge/Diverge LOS Criteria

Ramp Merge and Diverge Areas	
LOS	Density (pc/mi/ln)
A	< 10
B	> 10-20
C	> 20-28
D	> 28-35
E	> 35
F	v/c > 1.0

Unsignalized Intersections

The LOS for unsignalized intersections is based on the average control delay per vehicle. Since major street traffic is seldom controlled by stop signs (except at intersections with all-way stop control or in special circumstances), major street traffic generally will experience virtually no delay. Most of the delay will be encountered by traffic on approaches controlled by stop signs. Under certain conditions, delay will also be encountered by left turning traffic on the major street waiting for appropriate sized gaps in the opposing traffic flow to complete their turn. Therefore, the delay experienced by stop controlled movements and major street left turns, rather than the entire average intersection delay, are used to identify the critical LOS at these intersections. **Table 15** shows the HCM LOS criteria for unsignalized intersections.

Table 15 - Unsignalized Intersection LOS Criteria

Unsignalized Intersections	
LOS	Control Delay (sec/vehicle)
A	< 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Signalized Intersections

The LOS for signalized intersections is based on the average control delay per vehicle. LOS can be identified for the entire intersection, individual intersection approaches, and each movement/lane-group. **Table 16** shows the HCM LOS criteria for signalized intersections.

Table 16 - Signalized Intersection LOS Criteria

Signalized Intersections	
LOS	Control Delay (sec/vehicle)
A	< 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

a. HCS Analysis

The analysis of basic freeway segments within the study area were performed for existing conditions, future (2040) no-build conditions and future (2040) build conditions. The following criteria were identified through discussions with SCDOT and used for various inputs within the freeway segment analysis:

- The 10th highest hour volumes based on the P-0112 ATR count station data for the eastbound AM design hour, and the P-0015 ATR count station data for the eastbound PM and westbound AM and PM design hours, balanced through the system, were used for the freeway segment mainline volumes.
- To develop future (2040) traffic volumes, a 1.5 percent annual growth rate was applied to existing volumes of the study area to the east of US 176 (Broad River Road), a growth rate of 2.0 percent was applied to existing volumes from US 176 (Broad River Road) to east of SC 202, and a growth rate of 2.5 percent was applied to existing volumes from SC 202 to the west.
- A peak hour factor of 0.90 was used for freeway segments and ramp areas.
- Mainline vehicle classification counts were completed in both directions east of Exit 101 and west of Exit 85. The highest observed peak hour truck percentages at the vehicle classification counts for all of the segments in each direction/peak hour were used. The highest observed truck percentages all ended up being the truck percentages observed west of Exit 85. The proportion of trucks and buses traveling on the freeway segments and ramp movements, based on SCDOT data, is:
 - Eastbound AM – 16%
 - Eastbound PM – 14%
 - Westbound AM – 23%
 - Westbound PM – 13%
- Based on the grades through the study area, the terrain was selected as “Rolling”, instead of “Level” or “Mountainous”.
- Free-flow speed was set at the posted speed limit along the segment.

Basic Freeway Segment Analysis

The existing condition and 2040 no-build condition analyses were performed using the existing number of freeway lanes present on the segments within the study area. The 2040 build condition analysis was performed assuming I-26 would provide three lanes in each direction from Exit 82 (or 85) to Exit 101 and four lanes in each direction from Exit 101 to Exit 102. In addition, analysis of four lanes between exits 97 and 101 and five lanes between exits 101 and 102 was performed due to inadequate LOS within these segments. The Basic Freeway Segment Analysis outputs are provided in **Appendix H** and a summary of results is shown in **Table 17**.

The three sets of freeway volumes were compared. The highest volumes throughout the system were obtained by using the P-0112 ATR design hour volumes as the control for the eastbound

morning design hour, and the P-0015 ATR design hour volumes as the control for the eastbound PM, and westbound AM and PM design hours. The network volumes were then fixed in each direction at the easternmost segment between Exits 101 and 102.

Table 17 - Freeway Segment Capacity Analysis Results

Basic Freeway Segment Analysis Results															
Direction	Segment	Existing # of lanes	Future # of lanes	AM Peak Hour						PM Peak Hour					
				2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
				LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 102-101 ¹	3	4	C	18.6	D	29.5	C ²	22.0	E	40.2	F	2281.0	F ²	58.3
WB	Exit 101-97	2	4	C	19.3	E	36.5	B ²	15.5	F	46.5	F	n/a	D ²	30.9
WB	Exit 97-91	2	3	B	15.6	D	26.4	B	16.7	C	24.6	F	59.4	D	26.9
WB	Exit 91-85	2	3	B	12.0	B	14.4	A	9.6	C	19.1	D	27.7	B	17.3
WB	Exit 85-82	2	3	B	12.5	B	15.3	A	10.2	C	18.8	D	26.9	B	16.9
WB	Exit 82-76	2	3	B	12.1	B	14.5	A	9.6	B	17.8	C	24.5	B	15.8
EB	Exit 76-82	2	3	B	12.0	C	20.2	B	13.4	C	18.9	D	26.7	B	16.8
EB	Exit 82-85	2	3	B	12.9	C	22.1	B	14.5	C	19.2	D	27.5	B	17.2
EB	Exit 85-91	2	3	B	14.7	D	26.2	B	16.6	C	18.9	D	26.8	B	16.9
EB	Exit 91-97	2	3	C	23.6	F	54.1	C	25.8	C	22.9	F	50.9	C	25.0
EB	Exit 97-101	2	4	F	51.4	F	n/a	D ²	33.0	D	26.0	F	68.7	C ²	20.1
EB	Exit 101-102	3	4	E	40.2	F	6738.0	F ²	59.0	C	24.4	F	45.1	D ²	28.9

¹ - Weaving section treated as freeway segment

² - Widened to four lanes

The analysis results for the freeway segments, summarized in **Table 17**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, all freeway segments operate at LOS D or better except the segments from Exit 97 to Exit 101 and Exit 101 to Exit 102 in eastbound direction. The eastbound segment from Exit 97 to Exit 101 operates at LOS F and the segment from Exit 101 to Exit 102 operates at LOS E;
- During the afternoon peak hour, all freeway segments operate at LOS D or better except for the westbound segment from Exit 102 to Exit 101 and the segment from Exit 101 to Exit 97 that operate at LOS E and at LOS F respectively.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 and 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and reductions of freeway segment LOS.

- During the morning peak hour, all freeway segments operate at LOS D or better except the three eastbound segments from Exit 91 to Exit 102 that operate at LOS F and the westbound segment between Exit 101 and 97 that operates at LOS E;
- During the afternoon peak hour, the westbound segments from Exit 102 to Exit 91 operate at LOS F. The eastbound segments from Exit 91 to Exit 102 operate at LOS F. All other segments operate at LOS D or better.

2040 Build Conditions

The additional capacity provided by the construction of three lanes in each direction from west of Exit 85 to Exit 101 and four lanes in each direction from Exit 101 to Exit 102 will result in comparable LOS in the morning and afternoon peak hours compared to the Existing Conditions, and improved LOS over the 2040 No-Build condition.

Comparing LOS results of morning peak hour of existing and build condition, LOS decreased from LOS E to LOS F in eastbound direction from Exit 101 to Exit 102 and increased from LOS F to LOS D in the eastbound direction between Exit 97 and Exit 101. The LOS on the westbound segments between Exits 91 and 82 improved from LOS B to LOS A.

Comparing LOS results of afternoon peak hour of existing and build condition, LOS decreased from LOS E to LOS F in westbound direction from Exit 102 to Exit 101, and from LOS C to LOS D between Exit 97 and Exit 91. The eastbound segment LOS between Exit 101 and Exit 102

decreased from LOS C to LOS D. LOS on the westbound segment between Exits 101 to 97 improved from LOS F to LOS D, and from LOS C to LOS B on the segments between Exit 91 to Exit 82. On the eastbound segments, LOS improved from LOS D to LOS C between Exits 97 and 101, and from LOS C to LOS B on the segments between Exit 82 and Exit 91.

The 2040 Build analysis results indicate that:

- During the morning peak hour, all freeway segments operate at LOS D or better except the segment from Exit 101 to Exit 102 in the eastbound direction (LOS F) with four lanes in each direction between Exits 97 and 102;
- During the afternoon peak hour, all freeway segments operate at LOS D or better except the segment from Exit 102 to Exit 101 in the westbound direction (LOS F) with four lanes in each direction between Exits 97 and 102.

Ramp Merge Analysis

The Ramp Merge Analyses outputs are provided in **Appendix I** and the summary results are shown in **Table 18**.

The analysis results for the ramp merge areas, summarized in **Table 18**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, all merge areas operate at LOS D or better;
- During the afternoon peak hour, all eastbound and westbound on-ramps operate at LOS C or better.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 and 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and will reduce of merge area LOS.

- During the morning peak hour,
 - the merge areas for the eastbound on-ramp at Exit 91 and the eastbound loop on-ramp at Exit 97 operate at LOS F;
 - the remaining eastbound and westbound on-ramps operate at LOS D or better.
- During the afternoon peak hour,
 - the merge areas for the eastbound loop on-ramp at Exit 97 and on-ramp at Exit 91, and the westbound loop on-ramp at Exit 97 and the on-ramp at Exit 101 operate at LOS F;
 - the remaining eastbound and westbound on-ramps operate at LOS D or better.

Table 18 - Ramp Merge Capacity Analysis Results

Freeway Merge Analysis Results													
Direction	Merge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 101	B	11.3	B	19.2	B	12.6	C	22.1	F	37.8	C	24.4
WB	Exit 97 Loop	B	13.1	C	23.2	B	14.3	C	22.0	F	40.3	C	24.4
WB	Exit 91	B	10.8	B	13.2	A	7.9	B	18.9	C	26.8	B	16.8
WB	Exit 85	B	15.6	B	18.7	B	12.5	C	22.5	D	29.8	B	19.1
EB	Exit 82	B	10.6	B	18.5	B	11.1	B	17.9	D	30.7	B	18.6
EB	Exit 85 Loop	B	17.9	D	28.8	B	19.5	C	23.0	D	30.1	B	19.1
EB	Exit 91	B	19.8	F	34.3	C	24.9	C	20.5	F	35.3	C	25.7
EB	Exit 97 Loop	D	32.5	F	54.6	F ¹	40.2	C	21.7	F	37.3	C	25.3

¹ - Requires four lanes on mainline to achieve acceptable LOS (D, 31.9)

2040 Build Conditions

The additional capacity provided by the construction of a third lane in each direction along I-26 will lower densities in the ramp diverge areas, resulting in substantial improvement in LOS compared to the 2040 no-build condition, especially in during the afternoon peak hour. The 2040 Build analysis results indicate that:

- During the morning peak hour, on-ramp merge areas operate at LOS C or better with the exception of the merge area from the eastbound loop on-ramp from Exit 97. If mainline widening is limited to three lanes in the eastbound direction between Exits 97 and 101, the merge area will operate at LOS F. With the construction of a fourth mainline lane between Exits 97 and 101, the merge area is expected to operate at LOS D.
- During the afternoon peak hour, all ramp merge areas are expected to operate at LOS B or C.

Ramp Diverge Analysis

The Ramp Diverge Analyses are also provided in **Appendix I** and the summary results are shown in **Table 19**.

The analysis results for the ramp diverge areas, summarized in **Table 19**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, all ramp diverge areas operate at LOS D or better.
- During the afternoon peak hour,
 - the diverge area for the westbound off-ramp at Exit 97 operates at LOS F;
 - the remaining eastbound and westbound off-ramps operate at LOS C or better.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 and 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and will reduce the diverge area LOS at the off-ramps.

- The eastbound off-ramp at Exits 97, eastbound off-ramp at Exit 101, and eastbound loop off-ramp at Exit 101 will operate at LOS F;
- The remaining off-ramps are expected to operate at LOS D or better.
- During the afternoon peak hour:
 - The eastbound off-ramp at Exit 97, westbound loop off-ramp at Exit 101, westbound off-ramp at Exit 97, and westbound off-ramp at Exit 91 will operate at LOS F;

- The remaining off-ramps are expected to operate at LOS D or better.

2040 Build Conditions

The additional capacity provided by the construction of a third lane in each direction along I-26 will lower densities in the ramp diverge areas, resulting in substantial improvement in LOS compared to the 2040 No-Build condition, with LOS comparable to those experienced under existing conditions. The 2040 Build analysis results indicate that:

- During the morning peak hour, all of the off-ramp diverge areas operate at LOS B or C, with the exception of the off-ramp and loop off-ramp at Exit 101, which is projected to operate at LOS D.
- During the afternoon peak hour, all of the diverge areas are expected to operate at LOS B or C, with the exception of the westbound off-ramp to Exit 97 and the westbound loop off-ramp to Exit 101. With only the mainline widening, these diverge areas are projected to operate at LOS F and LOS E respectively. In addition to the mainline widening to provide four lanes at each diverge area, the volume of off-ramp traffic forecast at these two interchanges would likely require the construction of a two lane off-ramp in the diverge area. With a two-lane off-ramp, the diverge areas at Exit 97 and the Exit 101 loop off-ramps are projected to operate at LOS B.

Table 19 - Ramp Diverge Capacity Analysis Results

Freeway Diverge Analysis Results													
Direction	Diverge Location	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 101 Loop	B	13.3	C	22.1	B	15.8	C	27.3	F	50.4	E ²	37.2
WB	Exit 97	B	16.5	D	30.6	B	19.9	F	35.2	F	60.7	F ³	35.8
WB	Exit 91	B	12.7	C	24.1	B	18.3	C	22.4	F	39.8	C	26.5
WB	Exit 85	B	14.9	B	17.8	B	13.0	C	23.5	D	31.8	C	21.8
WB	Exit 82 Loop	B	11.7	B	15.1	B	10.4	B	19.2	C	27.3	B	17.9
EB	Exit 85	B	16.2	C	26.8	B	18.7	B	23.7	D	31.7	C	21.7
EB	Exit 91	B	13.0	C	23.7	B	15.0	B	18.0	D	31.9	B	19.7
EB	Exit 97	C	23.2	F	40.0	C	24.4	C	22.5	F	39.0	C	26.6
EB	Exit 101	D	30.4	F	49.1	D	34.8	C	22.5	D	32.2	C	24.0
EB	Exit 101 Loop	C	23.3	F	40.7	D	28.2	B	15.5	C	25.1	B	16.7

² - Two lane off-ramp, four lane freeway segment required to achieve acceptable LOS (B, 13.4)

³ - Two lane off-ramp, four lane freeway segment required to achieve acceptable LOS (B, 12.6)

Weave Analysis

The analyses of weaving sections are also provided in **Appendix J**. A summary of the results are shown in **Table 20**.

Table 20 - Weave Capacity Analysis Results

Freeway Weaving Analysis Results													
Direction	Segment	AM Peak Hour						PM Peak Hour					
		2016 Existing		2040 No-Build		2040 Build		2016 Existing		2040 No-Build		2040 Build	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
WB	Exit 102-101	B	15.8	C	27.0	C	21.1	E	36.9	F	n/a	F	n/a
EB	Exit 101-102	E	41.6	F	n/a	F	-	C	22.3	E	40.1	D	31.1

The analysis results for the weaving areas, summarized in **Table 20**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour,
 - the weave area for the westbound between Exit 102 and Exit 101 operates at LOS B;
 - the weave area for the eastbound between Exit 101 and Exit 102 operates at LOS E.
- During the afternoon peak hour,
 - the weave area for the westbound between Exit 102 and Exit 101 operates at LOS E;
 - the weave area for the eastbound between Exit 101 and Exit 102 operates at LOS C.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 and 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and will reduce the LOS at the weave areas.

- During the morning peak hour,
 - the weave area for the westbound between Exit 102 and Exit 101 operates at LOS C;
 - the weave area for the eastbound between Exit 101 and Exit 102 operates at LOS F.
- During the afternoon peak hour,
 - the weave area for the westbound between Exit 102 and Exit 101 operates at LOS F;
 - the weave area for the eastbound between Exit 101 and Exit 102 operates at LOS E.

2040 Build Conditions

With the projected volumes and possible widening of the mainline lanes in these weaving sections, the westbound weaving section and the eastbound weaving section are expected to operate at LOS C and LOS D in the morning and afternoon peak hours respectively. The eastbound weaving section and the westbound weaving section are expected to operate at LOS F under the build condition during the morning and afternoon peak hours respectively. Between 2040 No-Build Conditions and 2040 Build Conditions the LOS for weaving sections remains the same (LOS F). Since these weaving sections are on the eastern fringe of study area, it is likely improvements to these weaving sections will have to be addressed as part of SCDOT's Carolina Crossroads project.

b. Intersection Analysis

Capacity analyses for the signalized and unsignalized intersections at the interchanges within the study area were performed. Analyses were performed for existing conditions (existing traffic, intersection traffic control and geometry), 2040 No-Build conditions (2040 traffic, and existing intersection traffic control and geometry), and 2040 Build conditions (2040 traffic and modified intersection traffic control and geometry)

For unsignalized intersections, the intersection operation is represented by the worst approach delay and LOS of all the stop sign controlled approaches to the intersection. For signalized intersections, the intersection operation is represented by the intersection delay and LOS.

At some intersections, there are atypical intersection geometry and/or traffic control which are not compatible with HCM methodologies and procedures. No LOS or delay can be estimated at these atypical intersections.

For the intersections located where no modifications are anticipated at the existing interchanges (Exits 82, 101, and 102), the 2040 No-Build and 2040 Build condition analysis results will be identical since no changes in intersection capacity will be made.

Where the existing interchanges are proposed to be modified as part of the widening project (Exit 85, 91, and 97), the capacity analysis results for the 2040 Build condition alternatives can be found within the section for each of those individual interchanges.

Existing Conditions and 2040 No-Build Intersection Analysis

The results of the unsignalized and signalized intersection capacity analyses for existing conditions and the 2040 No-Build conditions are shown in **Table 21**. Specific details concerning the results of the intersection capacity analyses can be found in the discussion for each of the

individual interchanges. The HCM intersection capacity outputs for each intersection are provided in **Appendix K**.

In general, with the forecast increases in traffic and without improvements to the intersections, delay in the 2040 No-Build analyses can be expected to higher than delay during the Existing Conditions analyses. In some cases, the increases in delay may still result in acceptable LOS being obtained. In other cases, the increases in delay may result in LOS E or LOS F conditions. When these results occur, it may be necessary to provide additional capacity (such as constructing separating left and/or right turn lanes) and/or changes in the traffic control (such as installing traffic signals) to reduce delay and improve the LOS.

Table 21 - Intersection Capacity Analysis Results

Intersection #	Intersection Name	2016 Existing Conditions				2040 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Exit 82									
8201	St. Paul Road (SC 773) at Koom Trestle Road ¹	B	11.9	B	10.3	C	18.0	B	12.6
8211	St. Paul Road (SC 773) at Wilco Hess Drive ¹	B	12.6	B	10.9	C	20.7	B	14.6
8202	St. Paul Road (SC 773) at I-26 WB Ramps ¹	C	19.1	B	12.8	F	392.6	E	44.4
8203	St. Paul Road (SC 773) at I-26 EB Ramps ¹	C	16.3	C	15.7	F	136.0	F	95.3
8204	St. Paul Road (SC 773) at Kibler Bridge Road ¹	B	11.8	A	9.8	C	19.6	B	11.7
Exit 85									
8501	SC 202 at Four Oaks Road ¹	A	9.8	A	9.8	B	11.2	B	11.4
8502	SC 202 at Meadow Brook Road ¹	A	9.1	A	9.7	A	9.8	B	11.0
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ¹	B	10.5	A	9.6	B	12.6	B	10.8
8513	SC 202 at I-26 WB On-Ramp ¹	A	3.9	A	1.6	A	4.4	A	1.8
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ¹	A	9.1	A	9.0	A	9.8	A	9.7
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ¹	A	5.5	A	1.8	A	6.6	A	2.0
8514	SC 202 at I-26 WB Off-Ramp ¹	B	10.7	A	9.8	B	14.7	B	11.8
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ¹	A	0.0	A	0.0	A	0.0	A	0.0
Exit 91									
9101	Columbia Avenue (S-32-48) at Comalander Drive ¹	A	1.1	A	9.9	C	15.3	B	11.5
9102	Columbia Avenue (S-32-48) at I-26 WB Ramps ³	B	11.7	B	19.1	F	247.4	F	900.0
9103	Columbia Avenue (S-32-48) at I-26 EB Ramps ^{1,3}	D	28.4	E	42.7	F	900.0	F	900.0
9104	Columbia Avenue (S-32-48) at Ellett Road ¹	F	64.5	E	40.1	err ²	err ²	F	1,043.9
9105	Crooked Creek Road at I-26 EB On-Ramps ¹	C	24.6	B	13.4	F	285.3	C	21.6
Exit 97									
9701	Broad River Road (US 176) at Food Lion North Access ¹	E	45.8	F	260.3	F	859.1	err ²	err ²
9702	Broad River Road (US 176) at Food Lion South Access	incompatible with HCM 2000 due to free movements							
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	B	14.2	F	55.5	F	60.9	F	531.7
9703	Broad River Road (US 176) at I-26 WBT / WBL Ramps	F	93.1	D	51.8	F	320.5	F	211.7
9704	Broad River Road (US 176) at I-26 EB Ramps	incompatible with HCM 2000 due to five-legged intersection							
9705	Broad River Road (US 176) at Broad Stone Road	F	214.1	F	198.2	F	8,373.8	F	4,604.9
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	83.0	F	84.6	F	789.9	err ²	err ²
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err ²	err ²	F	222.6	err ²	err ²	err ²	err ²
9708	Rauch-Metz Road at Broad Stone Road ¹	B	12.7	B	14.8	C	18.2	D	27.8
9709	Broad River Road (US 176) at Shady Grove Road ¹	E	41.3	F	56.0	B	10.5	B	12.6
Exit 101									
1011	Broad River Road (US 176) at Western Lane	B	16.9	D	39.4	E	56.9	F	145.8
1012	Broad River Road (US 176) at I-26 WB On-Ramp ¹	B	10.6	B	10.7	B	14.1	B	14.9
1013	Broad River Road (US 176) at I-26 EB On-Ramp	A	7.7	A	1.7	E	75.7	A	3.1
1014	Broad River Road (US 176) at Lordship Lane	F	129.8	C	31.6	F	289.9	F	122.9
1015	Broad River Road (US 176) at Royal Tower Drive / Driveway Access ¹	F	901.2	F	577.0	F	1,778.3	F	74.1
Exit 102									
1021	Lake Murray Boulevard (SC 60) at Parkridge Drive / Kinley Road	C	21.7	F	116.4	D	35.8	F	249.4
1022	Lake Murray Boulevard (SC 60) at I-26 WB On-Ramp ¹	B	11.1	B	14.0	C	17.2	C	15.6
1023	Lake Murray Boulevard (SC 60) at I-26 EB On-Ramp ¹	B	11.4	B	12.4	D	28.6	E	44.0
1024	Lake Murray Boulevard (SC 60) at Columbiana Drive	F	206.2	F	275.6	F	438.8	F	566.1

¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported.
² Queue unable to be processed per HCM 2000 methodology; error reported.
³ Values from Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements.

Exit 82 – SC 773

The analysis results for the existing and 2040 No-Build conditions at Exit 82 for the SC 773 interchange intersections are summarized on **Table 21** and illustrated in **Figure 73**.

Existing Conditions

Under the existing conditions at Exit 82, the yield and/or the stop sign controlled approaches at the unsignalized intersections operate at LOS B or better during both the morning and afternoon peak hours due to low volumes. *No improvements are necessary to provide acceptable LOS under existing conditions.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the intersections, delay increases on the stop sign controlled approaches. All intersections operate at LOS D or better except the intersection of St. Paul Road (SC 773) with the I-26 westbound and eastbound ramps. The westbound approach of the westbound off-ramps is anticipated to operate at LOS F during the morning peak hour and LOS E during the afternoon peak hour under No-Build conditions. The eastbound approach of the eastbound off-ramp is anticipated to operate at LOS F during both peak hours. The poor operation is attributed to the delay encountered by the shared left-thought-right turn lane at SC-773.

The operation of the intersection of SC-733 at the eastbound and westbound ramps may require capacity or traffic control improvements, such as the installation of a traffic signal, to provide acceptable LOS during the 2040 No-Build operating conditions.

Figure 73 - Exit 82 Intersection LOS Summary



Exit 85 – SC 202

The analysis results for the existing and 2040 No-Build conditions at Exit 85 for the SC-202 interchange intersections are summarized on **Table 21** and illustrated in **Figure 74**.

Existing Conditions

The stop sign controlled approach intersections along SC 202 at Exit 85 operate at LOS A or B for the morning and afternoon peak hours. *No improvements are necessary to provide acceptable LOS under existing conditions.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the intersections, delay increases slightly on the stop sign controlled approaches. However, the approaches are expected to continue to operate at LOS B or better during the morning and afternoon peak hours.

No improvements should be necessary to provide acceptable LOS during the 2040 No-Build operating conditions at these intersections.

Figure 74 - Exit 85 Intersection LOS Summary



Exit 91 – Columbia Avenue (S-32-48)

The Columbia Avenue (S-32-48) interchange is proposed to be modified as outlined in the *Interchange Modification Report: I-26 at S-48 (Columbia Avenue) Interchange Improvements* prepared for SCDOT and Lexington County. The analysis in that report was completed for existing (2014) and 2040 No Build conditions. The analysis results for the existing and 2040 No-Build conditions at Exit 91 for the Columbia Avenue (S-32-48) interchange intersections are summarized on **Table 21** and illustrated in **Figure 75**. The ramp termini LOS results are from the Exit 91 IMR Existing and 2040 analysis.

Existing Conditions

The unsignalized intersection of Columbia Avenue at the I-26 eastbound ramps at Exit 91 operate at LOS D for the morning peak hour and E for the afternoon peak hour. The signalized intersection of Columbia Avenue at the I-26 westbound ramps at Exit 91 operate at LOS B for both the morning peak and afternoon peak hours. The intersections adjacent to the interchange operate at LOS C or better during both peak hours. *Improvements to the intersections of Columbia Avenue at the I-26 eastbound ramps, such as the installation of a traffic signal and turn lanes added along Columbia Avenue, are necessary to provide acceptable LOS under existing conditions.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the ramp intersections, delay increases at both the intersections. Both the I-26 eastbound and westbound ramp intersections are expected to operate at LOS F in the morning and afternoon peak hours.

The operation of the intersection of Columbia Avenue at the eastbound ramps may require capacity or traffic control improvements, such as the installation of a traffic signal and turn lanes added along Columbia Avenue, to provide acceptable LOS during the 2040 No-Build operating conditions. The operation of the intersection of Columbia Avenue at the I-26 westbound ramps may require capacity improvements, such as an additional left turn lane for the I-26 westbound off-ramp approach and signal timing modifications to provide acceptable LOS during the 2040 No-Build operating conditions.

Figure 75 - Exit 91 Intersection LOS Summary



Exit 97 – Broad River Road (US 176)

The analysis results for the existing and 2040 No-Build conditions at Exit 97 for the Broad River Road (US 176) interchange intersections are summarized on **Table 21** and illustrated in **Figure 76**.

Existing Conditions

Under the existing conditions at Exit 97, the atypical intersection configuration and heavy volumes lead to several intersections operating at LOS E or F in both the morning and afternoon peak hours including Broad River Road at Food Lion North Access, Broad River Road at Broad Stone Road, I-26 westbound ramps at Julius Richardson Road, and I-26 eastbound ramps at Rauch-Metz Road.

For the intersections identified above, several improvements may be necessary to provide acceptable LOS under existing conditions such as:

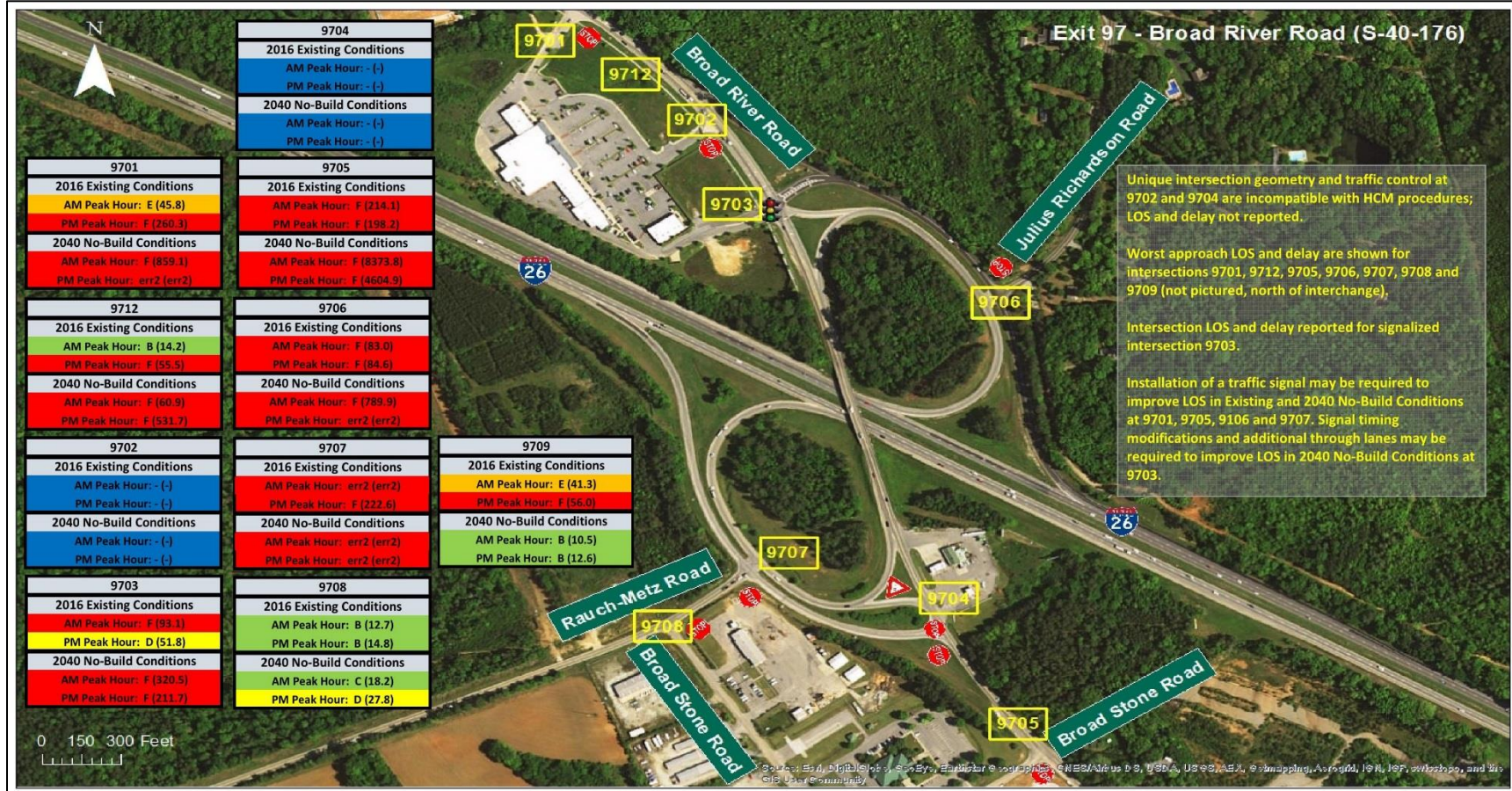
- *Install new traffic signals on Broad River Road at Food Lion North Access and at Broad Stone Road*
- *Provide a left turn lane for the northbound approach onto Rauch-Metz Road.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the intersections, delay can be expected to increase on the intersection approaches. Additional intersections are expected to operate at LOS E or F in the morning and afternoon peak hours, in addition to those described in existing conditions, including Broad River Road at the I-26 westbound off-ramp right turn slip ramp, and Broad River Road at I-26 westbound off-ramp intersection opposite the shopping center driveway.

The operation of the intersections on Broad River Road at the I-26 westbound ramps may require capacity or traffic control improvements, such as an additional through lane on Broad River Road in both directions, to provide acceptable LOS during the 2040 No-Build operating conditions.

Figure 76 - Exit 97 Intersection LOS Summary



Exit 101 – Broad River Road (US 76, US 176)

The analysis results for the existing and 2040 No-Build conditions at Exit 101 for the Broad River Road (US 76, US 176) interchange intersections are summarized on **Table 21** and illustrated in **Figure 77**.

Existing Conditions

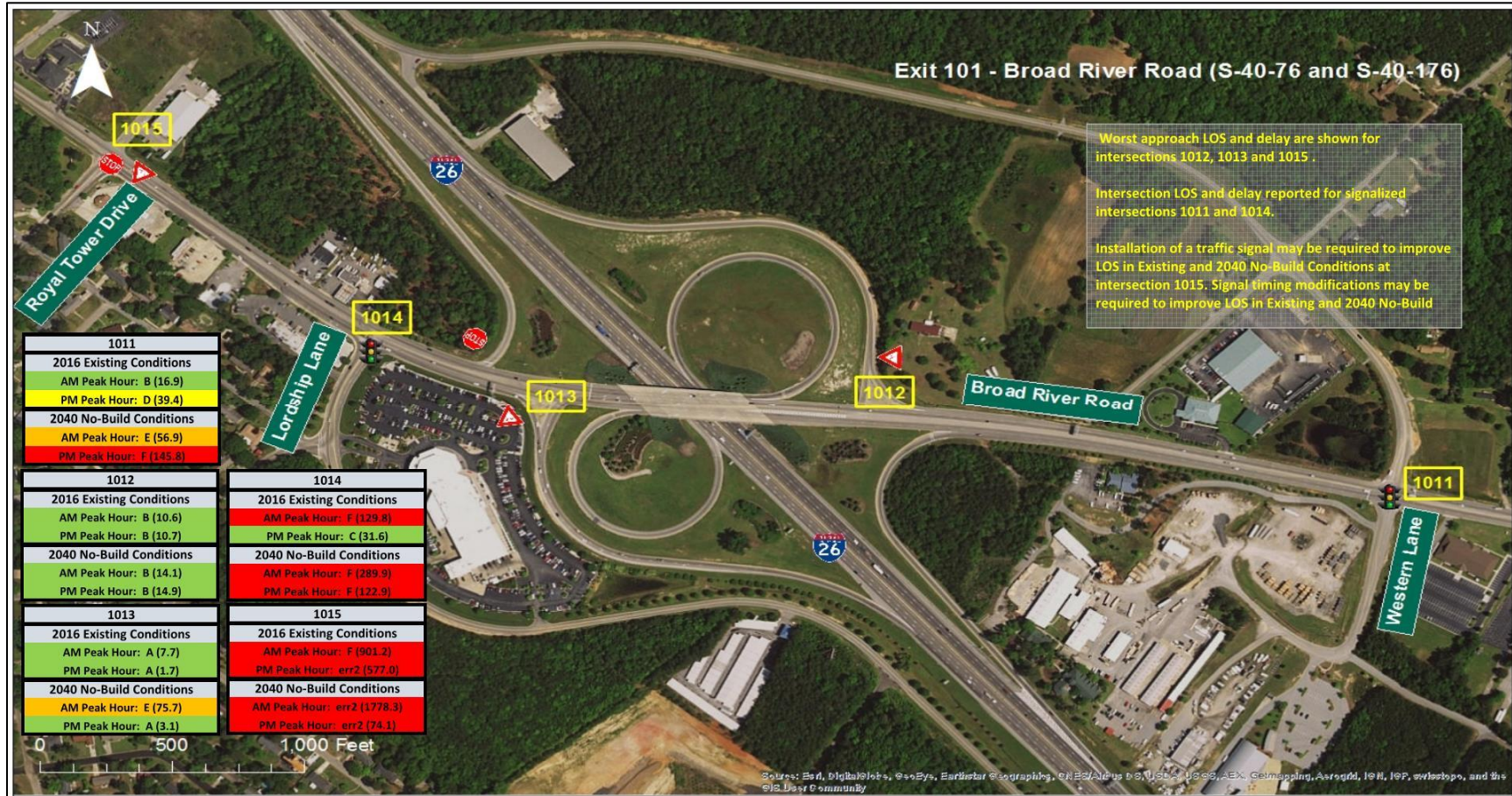
Under the existing conditions at Exit 101, the intersections of Broad River Road operate at LOS D or better during both the morning and afternoon peak hours, except for the intersection of Broad River Road at Royal Tower Drive during the both peak hours and the intersection of Broad River Road at Lordship Lane during the AM peak hour. The intersection of Broad River Road at Royal Tower Drive currently operates at LOS F during the morning and afternoon peak hours due to delay at the stop sign controlled approach of Royal Tower Drive. *Improvements to this particular intersection, such as an installation of a traffic signal, may be necessary to provide acceptable LOS under existing conditions. Signal timing modifications may be necessary to provide acceptable LOS under existing conditions at the intersection of Broad River Road at Lordship Lane.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the intersections, delay increases mainly on the signalized intersections. The signalized intersections of Broad River Road at Lordship Lane and at Western Lane operate at LOS E or LOS F during both peak hours. Similar to existing conditions, the Royal Tower Drive approach continues to operate at LOS F in both peak hours as the northbound approach cannot process the increased traffic. The yield/stop-controlled eastbound and westbound ramps are anticipated to operate at LOS B or better during the afternoon peak hour under No-Build conditions, except for the eastbound ramp intersection, which is expected to operate at LOS E in the morning peak hour. The poor operation at the signalized intersections is attributed to the delay encountered by all movements.

The operation of the Broad River Road intersections may require capacity or traffic control improvements, such traffic signal timing changes to provide acceptable LOS during the 2040 No-Build operating conditions.

Figure 77 - Exit 101 Intersection LOS Summary



Exit 102 – Lake Murray Boulevard (SC 60)

The analysis results for the existing and 2040 No-Build conditions at Exit 102 for the Lake Murray Boulevard (SC 60) interchange intersections are summarized on **Table 21** and illustrated in **Figure 78**.

Existing Conditions

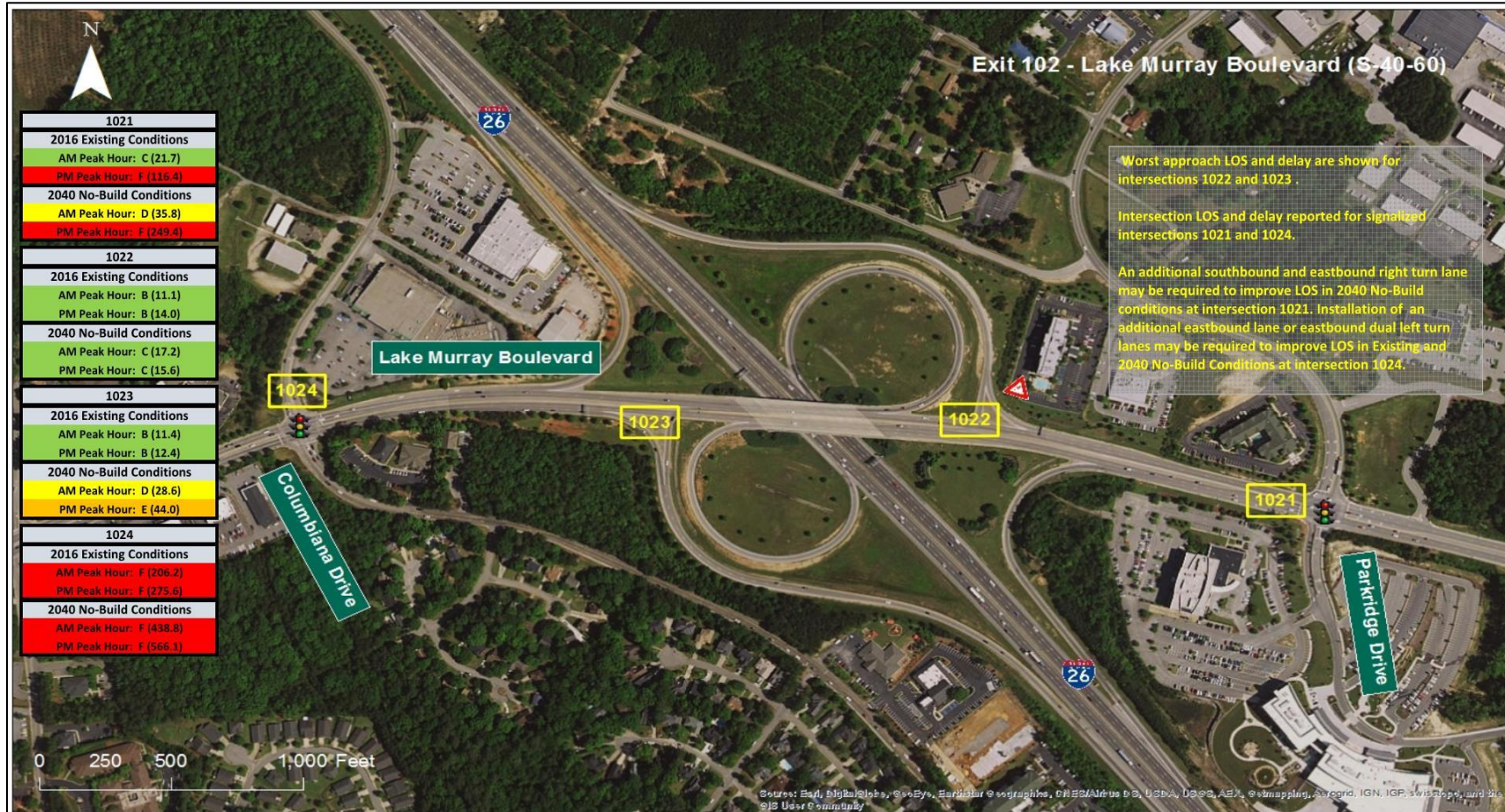
Under the existing conditions at Exit 102, the yield-controlled intersections of Lake Murray Boulevard at both eastbound and westbound I-26 ramps operate at LOS A during both the morning and afternoon peak hours. The signalized intersection of Lake Murray Boulevard at Parkridge Drive/Kinley Road operates at LOS C during the morning peak hour and LOS F during the afternoon peak hour. The intersection of Lake Murray Boulevard at Columbiana Drive currently operates at LOS F during both peak hours. *Improvements to the intersection of Lake Murray Boulevard at Columbiana Drive, such as providing southbound and eastbound right turn lanes, may be necessary to provide acceptable LOS under existing conditions.*

2040 No-Build Conditions

With the forecast increases in traffic and without improvements to the intersections, delay increases at the signalized intersections. The signalized intersection of Lake Murray Boulevard at Parkridge Drive/Kinley Road operates at LOS D during the morning peak hour and LOS F during the afternoon peak hour. The signalized intersection of Lake Murray Boulevard at Columbiana Drive operates at LOS F during both peak hours. The yield-controlled eastbound ramp intersection is expected to operate at LOS D and LOS E during the morning and afternoon peak hours respectively. The yield controlled westbound ramp intersection is anticipated to operate at LOS LOS C during both peak hours.

The operation of the Lake Murray Boulevard intersections may require capacity or traffic control improvements, such as providing an additional eastbound lane approaching the I-26 interchange, and installing eastbound dual left turn lanes at the intersection of Lake Murray Boulevard at Kinley Road to provide acceptable LOS during the 2040 No-Build operating conditions.

Figure 78 - Exit 102 Intersection LOS Summary



2040 Build Intersection Analysis

The results of the unsignalized and signalized intersection capacity analyses for the 2040 Build conditions for Exit 85 and for Exit 97 are shown in **Table 22** and **Table 23**. **Table 24** to **Table 29** summarize the storage length and queuing for 2040 Build conditions for Exit 85 and Exit 97. Specific details concerning the results of the intersection capacity analyses can be found in the discussion for each of the individual interchanges which are proposed to be modified as part of the widening project (Exit 85 and 97). The queuing intersection outputs for each intersection are provided in **Appendix L**.

Table 22 - Intersection Capacity Analysis Results - 2040 No Build vs 2040 Build Exit 85

Intersection #	Intersection Name	2040 No Build Conditions				2040 Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Alternative 1: Diamond									
8501	SC 202 at Four Oaks Road ¹	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,2}	B	12.6	B	10.8	B	12.8	B	11.5
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	intersections removed; shifted to 8503			
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7				
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2}	A	6.6	A	2.0	B	12.1	B	11.1
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	intersections removed; shifted to 8504			
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0				
Alternative 1A: Diamond Loop									
8501	SC 202 at Four Oaks Road ²	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,3}	B	12.6	B	10.8	B	10.4	A	9.8
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	A	3.7	A	1.0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7	intersection removed; shifted to 8503			
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2}	A	6.6	A	2.0	B	12.2	B	11.1
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	intersections removed; shifted to 8504			
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0				
Alternative 2: Parclo Slip									
8501	SC 202 at Four Oaks Road ²	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,2}	B	12.6	B	10.8	A	9.3	A	9.0
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	A	3.7	A	1.0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7	A	9.6	A	9.5
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2}	A	6.6	A	2.0	A	0.0	A	0.0
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	B	10.3	B	10.3
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0	A	0.0	A	0.0
Alternative 2A: Parclo									
8501	SC 202 at Four Oaks Road ²	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,2}	B	12.6	B	10.8	B	11.4	A	10.0
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	A	3.7	A	1.0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7	A	9.6	A	9.5
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2}	A	6.6	A	2.0	A	0.0	A	0.0
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	B	10.3	B	10.3
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0	A	0.0	A	0.0
Alternative 3: Bowtie									
8501	SC 202 at Four Oaks Road ²	B	11.2	B	11.4	B	11.4	B	11.8
8502	SC 202 at Meadow Brook Road ¹	A	9.8	B	11.0	intersection removed; shifted to 8501			
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ^{1,2,3}	B	12.6	B	10.8	A	6.8	A	6.6
8513	SC 202 at I-26 WB On-Ramp ¹	A	4.4	A	1.8	intersections removed; shifted to 8503			
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp / I-26 WB Loop Ramp ^{1,2}	A	9.8	A	9.7				
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ^{1,2,3}	A	6.6	A	2.0	B	12.2	A	6.1
8514	SC 202 at I-26 WB Off-Ramp ¹	B	14.7	B	11.8	intersections removed; shifted to 8504			
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ^{1,2}	A	0.0	A	0.0				

¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported.
² Intersection name updated under 2040 Build Conditions.
³ HCM 2010 delay and LOS reported for proposed roundabout intersections.

Table 23 - Intersection Capacity Analysis Results - 2040 No Build vs 2040 Build Exit 97

Intersection #	Intersection Name	2040 No Build Conditions				2040 Build Conditions				2040 Build Conditions with Improvements			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Alternative 1: DDI													
9701	Broad River Road (US 176) at Food Lion North Access ¹	F	859.1	err ²	err ²	C	21.5	B	14.9	C	21.5	B	14.9
9702	Broad River Road (US 176) at Food Lion South Access ³	incompatible with HCM 2000 due to free movements				F	611.4	err ⁵	err ⁵	A	7.4	B	14.2
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	F	60.9	F	531.7	intersection removed; shifted to 9713							
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	F	320.5	F	211.7	B	16.6	C	21.1	B	10.3	B	10.8
9704	Broad River Road (US 176) at I-26 EB Ramps ²	incompatible with HCM 2000 due to five-legged intersection				C	21.8	C	22.5	B	17.3	C	24.1
9705	Broad River Road (US 176) at Broad Stone Road ³	F	8,373.8	F	4,604.9	F	9,323.3	err ⁵	err ⁵	B	15.3	B	19.3
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	789.9	err ²	err ²	intersection removed; shifted to 9709							
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err ²	err ²	err ²	err ²	intersection removed; shifted to 9705							
9708	Rauch-Metz Road at Broad Stone Road ¹	C	18.2	D	27.8	free-flow under Build Conditions							
9709	Broad River Road (US 176) at Shady Grove Road ³	B	10.5	B	12.6	F	6,032.1	F	5,129.5	C	26.7	C	29.9
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp	added under Build Conditions				B	14.7	F	541.8	A	1.8	B	10.8
9714	Broad River Road (US 176) at I-26 EBR Slip Ramp ⁴					C	16.2	F	601.8	A	0.0	A	0.0
9723	Broad River Road (US 176) at I-26 WBL Slip Ramp					B	14.7	B	14.0	B	14.6	B	18.5
9724	Broad River Road (US 176) at I-26 EBL Slip Ramp ¹					B	11.2	B	12.8	B	11.2	B	12.8
Alternative 2: Parclo													
9701	Broad River Road (US 176) at Food Lion North Access ¹	F	859.1	err ²	err ²	F	65.2	D	26.8	C	21.5	B	14.9
9702	Broad River Road (US 176) at Food Lion South Access ³	incompatible with HCM 2000 due to free movements				F	3,803.7	F	4,497.2	A	6.0	B	14.2
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	F	60.9	F	531.7	intersection removed; shifted to 9703							
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	F	320.5	F	211.7	F	228.2	F	282.7	B	13.4	C	27.9
9704	Broad River Road (US 176) at I-26 EB Ramps ³	incompatible with HCM 2000 due to five-legged intersection				F	55.6	err ⁵	err ⁵	A	6.4	B	18.7
9705	Broad River Road (US 176) at Broad Stone Road ³	F	8,373.8	F	4,604.9	F	9,323.4	F	6,897.4	B	18.3	C	25.0
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	789.9	err ²	err ²	intersection removed; shifted to 9709							
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err ²	err ²	err ²	err ²	intersection removed; shifted to 9705							
9708	Rauch-Metz Road at Broad Stone Road ¹	C	18.2	D	27.8	free-flow under Build Conditions							
9709	Broad River Road (US 176) at Shady Grove Road ³	B	10.5	B	12.6	F	6,035.6	F	5,181.4	C	25.4	C	29.1
Alternative 3: SPUI													
9701	Broad River Road (US 176) at Food Lion North Access ³	F	859.1	err ²	err ²	F	679.5	F	8,326.3	A	4.6	B	12.6
9702	Broad River Road (US 176) at Food Lion South Access ¹	incompatible with HCM 2000 due to free movements				C	23.8	C	20.9	D	31.6	B	12.6
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp ¹	F	60.9	F	531.7	intersection removed; shifted to 9713							
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	F	320.5	F	211.7	intersections removed; shifted to 9710							
9704	Broad River Road (US 176) at I-26 EB Ramps ²	incompatible with HCM 2000 due to five-legged intersection				F	9,322.8	F	6,693.4	C	24.2	C	23.9
9705	Broad River Road (US 176) at Broad Stone Road ³	F	8,373.8	F	4,604.9	F	9,322.8	F	6,693.4	C	24.2	C	23.9
9706	I-26 WB Ramps at Julius Richardson Road ¹	F	789.9	err ²	err ²	intersection removed; shifted to 9709							
9707	I-26 EB Ramps at Rauch-Metz Road ¹	err ²	err ²	err ²	err ²	intersection removed; shifted to 9705							
9708	Rauch-Metz Road at Broad Stone Road ¹	C	18.2	D	27.8	free-flow under Build Conditions							
9709	Broad River Road (US 176) at Shady Grove Road ³	B	10.5	B	12.6	F	4,453.3	F	3,654.6	B	14.7	C	25.7
9710	Broad River Road (US 176) at I-26 LT Slip Ramps	added under Build Conditions				D	51.4	D	48.5	D	51.9	D	44.5
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp					A	2.2	D	44.1	A	5.5	B	12.8
9714	Broad River Road (US 176) at I-26 EBR Slip Ramp ³					B	13.6	F	237.1	A	8.1	B	15.4

¹ Intersection unsignalized under all scenarios; worst approach LOS and delay reported.
² Intersection signalized under 2040 Build Conditions; otherwise, worst approach LOS and delay reported.
³ Intersection signalized under 2040 Build Conditions with Improvements; otherwise, worst approach LOS and delay reported.
⁴ Lane added and YIELD control removed under 2040 Build Conditions with Improvements; zero delay reported per HCM 2000 methodology.
⁵ Delay unable to be processed per HCM 2000 methodology; error reported.

Table 24 - 2040 Build Intersection Queue Lengths Exit 85

Intersection #	Intersection Name	Movement		95th Percentile Queue Length (ft)			
		2040 No Build Conditions	2040 Build Conditions	2040 No Build Conditions		2040 Build Conditions	
				AM Peak	PM Peak	AM Peak	PM Peak
Alternative 1: Diamond							
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0
			NBTR	0	0	0	0
		SBLT	SBL	0	0	0	0
			SBTR	-	-	0	0
		-	EBLTR	-	-	0	0
WBLR	WBLTR	0	0	0	0		
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501	
		SBTR	-	0	0		
		EBLR	-	0	0		
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WB Ramps ¹	NBT	NBL	0	0	0	0
			NBT	0	0	0	0
		SBT	SBT	0	0	0	0
			SBR	0	0	0	0
		EBL	-	0	0	0	0
-	WBL	-	-	0	25		
-	WBTR	-	-	0	0		
8513	SC 202 at I-26 WB On-Ramp	NBLT	-	0	0	shifted to 8503.	
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	-	0	25		
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 EB Ramps ¹	NBLT	NBT	25	0	0	0
			NBR	25	0	0	0
		SBT	SBL	0	0	0	0
			SBT	0	0	0	0
		-	EBLT	-	-	0	0
-	EBR	-	-	0	0		
8514	SC 202 at I-26 WB Off-Ramp	EBL	-	25	25	shifted to 8504	
Alternative 1A: Diamond Loop							
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0
			NBTR	0	0	0	0
		SBLT	SBL	0	0	0	0
			SBTR	-	-	0	0
		-	EBLTR	-	-	0	0
WBLR	WBLTR	0	0	0	0		
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501	
		SBTR	-	0	0		
		EBLR	-	0	0		
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WB Ramps ¹	EBL	EBL	0	0	0	0
			EBR	0	0	0	25
8513	SC 202 at I-26 WB On-Ramp	NBLT	NBL	0	0	0	0
			NBT	0	0	0	0
		SBTR	SBT	0	0	0	0
			SBR	0	0	0	0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	-	0	25	shifted to 8503	
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 EB Ramps ¹	NBLT	NBT	25	0	0	0
			NBR	25	0	0	0
		SBT	SBL	0	0	0	0
			SBT	0	0	0	0
		-	EBLT	-	-	0	0
-	EBR	-	-	0	0		
8514	SC 202 at I-26 WB Off-Ramp	EBL	-	25	25	shifted to 8504	

Table 25 - 2040 Build Intersection Queue Lengths Exit 85

Intersection #	Intersection Name	Movement		95th Percentile Queue Length (ft)			
		2040 No Build Conditions	2040 Build Conditions	2040 No Build Conditions		2040 Build Conditions	
				AM Peak	PM Peak	AM Peak	PM Peak
Alternative 2: Parclo Slip							
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0
			NBTR	0	0	0	0
		SBLT	SBL	0	0	0	0
			SBTR	0	0	0	0
		-	EBLTR	-	-	0	0
WBLR	WBLTR	0	0	0	0		
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501	
		SBTR	-	0	0		
		EBLR	-	0	0		
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ¹	EBL	-	0	0	-	-
		-	WBR	-	-	0	0
8513	SC 202 at I-26 WB On-Ramp	NBLT	NBL	0	0	0	0
			NBT	0	0	0	0
		SBTR	SBT	0	0	0	0
			SBR	0	0	0	0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	EBR	0	25	0	25
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ¹	NBLT	NBT	25	0	0	0
			NBR	25	0	0	0
8514	SC 202 at I-26 WB Off-Ramp	EBL	EBL	25	25	0	0
			EBR	25	25	0	0
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ¹	SBTR	SBT	0	0	0	0
			SBR	0	0	0	0
Alternative 2A: Parclo							
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0
			NBTR	0	0	0	0
		SBLT	SBL	0	0	0	0
			SBTR	0	0	0	0
		-	EBLTR	-	-	0	0
WBLR	WBLTR	0	0	0	0		
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501	
		SBTR	-	0	0		
		EBLR	-	0	0		
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WBR Slip Ramp ¹	EBL	EBL	0	0	0	0
8513	SC 202 at I-26 WB On-Ramp	NBLT	NBL	0	0	0	0
			NBT	0	0	0	0
		SBTR	SBT	0	0	0	0
			SBR	0	0	0	0
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	EBR	0	25	0	25
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 NBR Slip Ramp ¹	NBLT	NBT	25	0	0	0
			NBR	25	0	0	0
8514	SC 202 at I-26 WB Off-Ramp	EBL	EBL	25	25	0	0
			EBR	25	25	0	0
8524	SC 202 at I-26 WB On-Ramp SBR Slip Ramp / I-26 EB Loop Ramp ¹	SBTR	SBT	0	0	0	0
			SBR	0	0	0	0

Table 26 - 2040 Build Intersection Queue Lengths Exit 85

Intersection #	Intersection Name	Movement		95th Percentile Queue Length (ft)			
		2040 No Build Conditions	2040 Build Conditions	2040 No Build Conditions		2040 Build Conditions	
				AM Peak	PM Peak	AM Peak	PM Peak
Alternative 3: Bowtie							
8501	SC 202 at Four Oaks Road	NBTR	NBL	0	0	0	0
			NBTR	0	0	0	0
		SBLT	SBL	0	0	0	0
			SBTR	0	0	0	0
		-	EBLTR	-	-	0	0
WBLR	WBLTR	0	0	0	0		
8502	SC 202 at Meadow Brook Road	NBLT	-	0	0	intersection removed; shifted to 8501	
		SBTR	-	0	0		
		EBLR	-	0	0		
8503	SC 202 at I-26 WB Off-Ramp EBL Slip Ramp / I-26 WB Ramps ^{1,2}	NBT	NBLT	0	0	25	25
		SBT	SBTR	0	0	25	25
		EBL	-	0	0	-	-
		-	WBLTR	-	0	0	25
8513	SC 202 at I-26 WB On-Ramp	NBLT	-	0	0	shifted to 8503	
8523	SC 202 at I-26 WB Off-Ramp EBR Slip Ramp	EBR	-	0	25		
8504	SC 202 at I-26 WB On-Ramp NBL Slip Ramp / I-26 EB Ramps ^{1,2}	NBLT	NBTR	25	0	75	25
		SBT	SBLT	0	0	25	25
		-	EBLTR	-	-	25	25
8514	SC 202 at I-26 WB Off-Ramp	EBL	-	25	25	shifted to 8504	
¹ Intersection name updated under 2040 Build Conditions. ² HCM 2010 delay and LOS reported for proposed roundabout intersections.							

Table 27 - 2040 Build Intersection Queue Lengths Exit 97

Intersection #	Intersection Name	Movement			95th Percentile Queue Length (ft)						Available Storage Length (ft)		
		2040 No Build Conditions	2040 Build Conditions	2040 Build Conditions w/ Improvements	2040 No Build Conditions		2040 Build Conditions		2040 Build Conditions w/ Improvements		2040 No Build	2040 Build	2040 Build Conditions w/ Improvements
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak			
Alternative 1: DDI													
9701	Broad River Road (US 176) at Food Lion North Access	NBL	-	-	25	0	-	-	-	-	250	-	-
		NBT ¹	NBT	NBT	0	0	0	0	0	0	525	525	525
		SBT ¹	SBTR	SBTR	0	0	0	0	0	0	1,700	1,700	1,700
		SBR			0	0					250		
		EBLR	-	-	100	err ³	-	-	-	-	-	-	-
EBC	EBC	EBC	-	-	0	0	0	0	0	-	-	-	
9702	Broad River Road (US 176) at Food Lion South Access	-	NBL	NBL	incompatible with HCM 2000 due to free movements	25	50	25 ^m	75 ^m	-	325	325	
		NBT	NBT	NBT		0	0	25	300 ^m	350	675	675	
		SBT ¹	SBTR	SBTR		0	0	775 [#]	250	525	525	525	
		SBR ¹				-	-	25	150 [#]	-	-		
		EBC	EBL	EBL		175	err ³	25	50	-	-		
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	NBL	-	-	25	75	-	-	-	400	-	-	
		NBT	NBT	NBT	300	400	75 [#]	100	150 [#]	125	400	550	550
		SBL	-	-	25	25	-	-	-	-	350	-	-
		SBTR	SBT	SBT	2,875 [#]	2,100 [#]	525	400	50	25	350	650	650
9704	Broad River Road (US 176) at I-26 EB Ramps	NBLTR	NBT	NBT	incompatible with HCM 2000 due to five-legged intersection		250	275	200	200 ^m	525	875	875
		SBLT	SBT	SBT			200 ^m	400	300 ^m	550 ^m	1,425	550	550
9705	Broad River Road (US 176) at Broad Stone Road	NBLT	NBL	NBL	0	25	25	150	50	100 [#]	500	150	150
		NBT	NBT	NBT	0	0	0	0	225	100	500	500	
		SBT	SBT	SBT	0	0	0	0	100	650 [#]	525	725	875
		SBR ⁴	SBR	SBR	0	0	0	0	0	0	100	725	725
		EBL	EBL	EBL	err ³	err ³	err ³	err ³	225	225 ^m	-	-	-
9709	Broad River Road (US 176) at Shady Grove Road	EBR	EBR	EBR	25	325	25	err ³	25	100	250	250	250
		NBTR	NBT	NBT	0	0	0	0	525	1,225 [#]	1,700	2,225	2,225
		NBR	NBR	0			0	75	50	2,225		2,225	
		SBLT	SBL	SBL	0	25	0	25	50	75 [#]	2,150	100	100
		SBT	SBT	0			0	550 [#]	125	2,150		2,150	
WBLR	WBL	WBL	err ³	err ³	err ³	err ³	425 [#]	150 [#]	-	100	100		
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp	WBR	WBR	WBR	150	125	125	75	-	-	-	-	
		WBR ¹	WBR ¹	WBR ¹	75	2,550	50	525 [#]	added under Build Conditions	1,300	1,300		
		EBR ¹	EBR ^{1,2}	EBR ^{1,2}	50	1,350	0	0	1,400	1,400			
		WBL ¹	WBL ¹	WBL ¹	275 [#]	325	275 [#]	375 [#]	1,200	1,200			
9724	Broad River Road (US 176) at I-26 EBL Slip Ramp	EBR ¹	EBR ¹	EBR ¹	0	25	0	25	added under Build Conditions	1,500	1,500		

Table 28 - 2040 Build Intersection Queue Lengths Exit 97

Intersection #	Intersection Name	Movement			95th Percentile Queue Length (ft)						Available Storage Length (ft)			
		2040 No Build Conditions	2040 Build Conditions	2040 Build Conditions w/ Improvements	2040 No Build Conditions		2040 Build Conditions		2040 Build Conditions w/ Improvements		2040 No Build	2040 Build	2040 Build Conditions w/ Improvements	
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak				
Alternative 2: Parclo														
9701	Broad River Road (US 176) at Food Lion North Access	NBL	-	-	25	0	-	-	-	-	250	-	-	
		NBT	NBT	NBT	0	0	0	0	0	0	525	525	525	
		SBT	SBTR	SBTR	0	0	0	0	0	0	1,700	1,700	1,700	
		SBR			0	0	-	-	-	-				
		EBLR	-	-	100	err ³	-	-	-	-	-	-	-	
EBR	EBR	EBR	-	-	0	25	0	0	-	-	-			
9702	Broad River Road (US 176) at Food Lion South Access	-	NBL	NBL	incompatible with HCM 2000 due to free movements	25	50	25 ^m	50 ^m	-	275	275		
		NBT	NBT	NBT		0	0	75	425 ^m	350	675	675		
		SBT	SBTR	SBTR		0	0	750 [#]	450	525	525	525		
		SBR				err ³	err ³	25	150	-	-	-		
		EBR	EBR	EBR		75	200	25	50	-	-	-		
9712	Broad River Road (US 176) at I-26 WBR Slip Ramp	WBR	-	-	375	2,000	movement shifted to 9703				1,100	-	-	
9703	Broad River Road (US 176) at I-26 WBT/WBL Ramps	NBL	-	-	25	75	-	-	-	-	400	-	-	
		NBT	NBT	NBT	300	400	250	700	100	200	400	800	800	
		SBL	-	-	25	25	-	-	-	-	350	-	-	
		SBTR	SBT	SBT	2,875 [#]	2,100 [#]	3,075 [#]	2,250 [#]	0	300 [#]	350	675	675	
		EBL	-	-	25	100	-	-	-	-	-	-	-	
		EBTR	-	-	0	100	-	-	-	-	-	-	-	
		WBL	WBL ¹	WBL ¹	1,875 [#]	2,025 [#]	1,025 [#]	1,425 [#]	225	500	850	1,700	1,700	
		WBT	-	-	25	150	-	-	-	-	850	-	-	
-	WBR ¹	WBR ¹	-	-	275	2,300 [#]	75	700 [#]	-	1,700	1,700			
9704	Broad River Road (US 176) at I-26 EB Ramps	NBLTR	NBT	NBT	incompatible with HCM 2000 due to five-legged intersection	0	0	50	250 ^m	525	875	875		
		SBLT	SBT	SBT		0	0	50	250 ^m	1,425	800	800		
		EBLT	EBL ¹	EBL ¹		75	err ³	50	275	650	1,600	1,600		
		EBR	EBR	EBR ¹		100	err ³	50	300	650	275	1,600		
		WBLTR	-	-		-	-	-	-	-	-	-		
9705	Broad River Road (US 176) at Broad Stone Road	NBLT	NBLT	NBL	0	25	25	125	50	100 [#]	500	500	150	
				NBT					225	100			500	
		SBT	SBT	SBT	0	0	0	0	275	650 [#]	525	875	875	
		SBR	SBR	SBR	0	0	0	0	25	75	100	175	875	
		EBL	EBL	EBL	err ³	err ³	err ³	err ³	225	225 [#]	-	-	-	
EBR	EBR	EBR	25	325	25	500	25	100	250	250	250			
9709	Broad River Road (US 176) at Shady Grove Road	NBTR	NBTR	NBT	0	0	0	0	500	1,250 [#]	1,700	1,700	2,225	
				NBR					50	0			2,225	
		SBLT	SBL	SBL	0	25	0	25	50	75 [#]	2,150	100	100	
				SBT					0	0	550 [#]	125	2,150	2,150
		WBLR	WBL	WBL	err ³	err ³	err ³	err ³	425 [#]	150 [#]	-	100	100	
		WBR					175	175	125	75	-	-		

Table 29 - 2040 Build Intersection Queue Lengths Exit 97

Intersection #	Intersection Name	Movement			95th Percentile Queue Length (ft)						Available Storage Length (ft)		
		2040 No Build Conditions	2040 Build Conditions	2040 Build Conditions w/ Improvements	2040 No Build Conditions		2040 Build Conditions		2040 Build Conditions w/ Improvements		2040 No Build	2040 Build	2040 Build Conditions w/ Improvements
					AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak			
Alternative 3: SPUI													
9701	Broad River Road (US 176) at Food Lion North Access	NBL	NBLT	NBL	25	0	25	50	50 ^m	125 [#]	250	1,200	250
		NBT	NBT	NBT	0	0	0	0	25	300	525	1,200	1,200
		SBT	SBTR	SBTR	0	0	0	0	350	150	1,700	1,700	1,700
		SBR	SBR	SBR	0	0	0	0	0	0	250	1,700	1,700
		EBLR	EBL	EBL	100	err ³	100	err ³	50	200 [#]	-	-	-
9702	Broad River Road (US 176) at Food Lion South Access	NBT	NBT	NBT	incompatible with HCM 2000 due to free movements		0	0	0	0	350	675	675
		SBT	SBTR	SBTR			0	0	0	0	525	525	525
		SBR	SBR	SBR			25	50	25	25	-	-	-
		EBR	EBR	EBR			25	50	25	25	-	-	-
9705	Broad River Road (US 176) at Broad Stone Road	NBLT	NBL	NBL	0	25	25	150	75	100 [#]	500	150	150
		NBT	NBT	NBT	0	0	0	0	275	100	500	500	500
		SBT	SBT	SBT	0	0	0	0	275	675 [#]	525	725	725
		SBR	SBR	SBR	0	0	0	0	0	75	100	150	150
		EBL	EBL	EBL	err ³	err ³	err ³	err ³	300	225 [#]	-	-	-
9709	Broad River Road (US 176) at Shady Grove Road	NBTR	NBT	NBT	0	0	0	0	325	1,225 [#]	1,700	1,700	1,700
		NBR	NBR	NBR	0	0	0	0	25	25	1,700	1,700	1,700
		SBLT	SBL	SBL	0	25	0	25	25	75 [#]	2,150	100	100
		SBT	SBT	SBT	0	25	0	0	400	125	2,150	2,150	2,150
		WBLR	WBL	WBL	err ³	err ³	err ³	err ³	175	50	-	-	-
9710	Broad River Road (US 176) at I-26 LT Slip Ramps	added under Build Conditions	NBL	NBL	added under Build Conditions	250	225	325	150	250	250	250	250
			NBT	NBT		225 [#]	250 [#]	250	175	1,225	1,225		
			SBL	SBL		725 [#]	225	825 [#]	350 [#]	250	250		
			SBT	SBT		100	250	150	325	950	950		
			EBL ¹	EBL ¹		25	125	50	125	1,375	1,375		
			WBL ¹	WBL ¹		325 [#]	475 [#]	375 [#]	475 [#]	2,075	2,075		
			WBR ¹	WBR ¹		25	675 [#]	50	575	2,175	2,175		
9713	Broad River Road (US 176) at I-26 WBR Slip Ramp	EBR ¹	EBR ¹	50	875	25	400 [#]	1,875	1,875				
9714	Broad River Road (US 176) at I-26 EBR Slip Ramp	EBR ¹	EBR ¹	50	875	25	400 [#]	1,875	1,875				

¹ Storage length measured to I-26 diverge point.
² Lane added and YIELD control removed under 2040 Build Conditions with Improvements; zero queue reported per HCM 2000 methodology.
³ Queue unable to be processed per HCM 2000 methodology; error reported.
[#] 95th-percentile volume exceeds capacity, queue may be longer.
^m Volume for 95th-percentile queue is metered by upstream signal.

Exit 82 - SC-773

The SC 773 interchange is not expected to be modified as part of the I-26 widening project. Therefore, the results of the 2040 Build analyses within the Exit 82 interchange area will be the same results of the 2040 No Build analysis (see **Figure 73**).

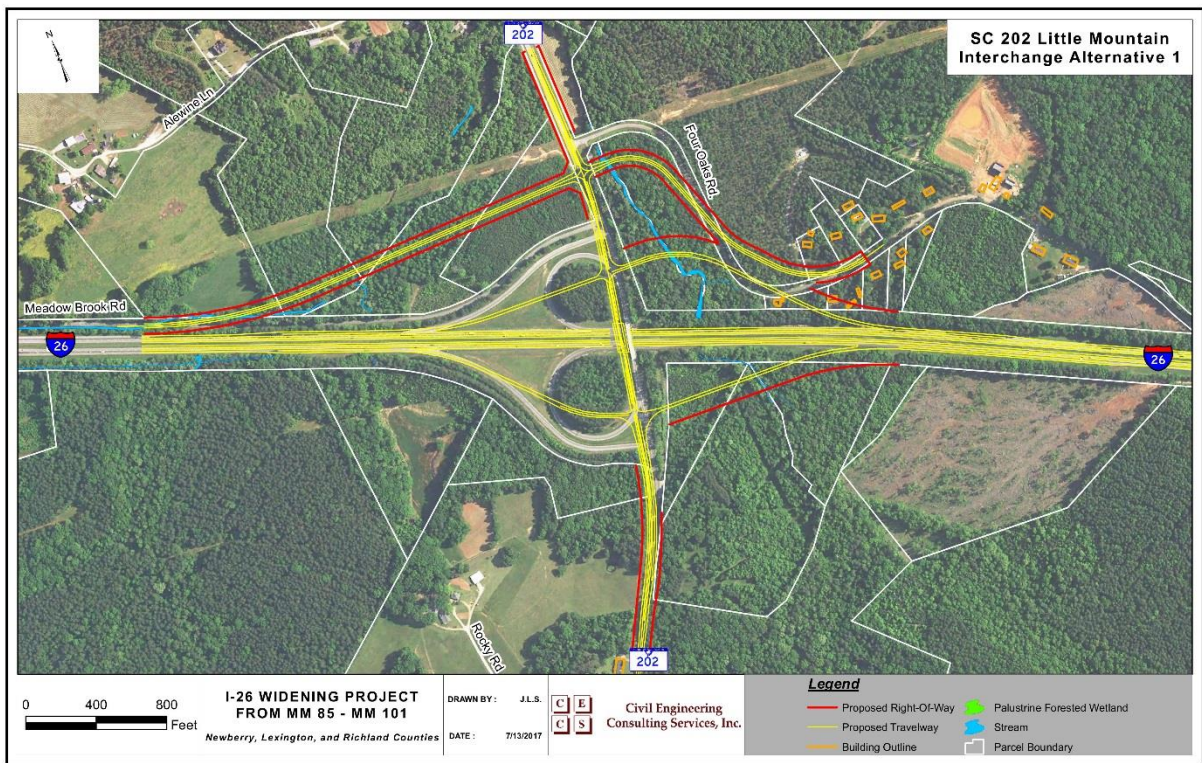
Exit 85 - SC 202

The SC 202 interchange is expected to be modified as part of the I-26 widening project. 2040 Build analyses for the intersections within the Exit 85 interchange area were performed for three alternatives.

Alternative 1

The conceptual design of Alternative 1 is shown in **Figure 79**.

Figure 79 - Exit 85: Improvement Alternative 1 Diamond



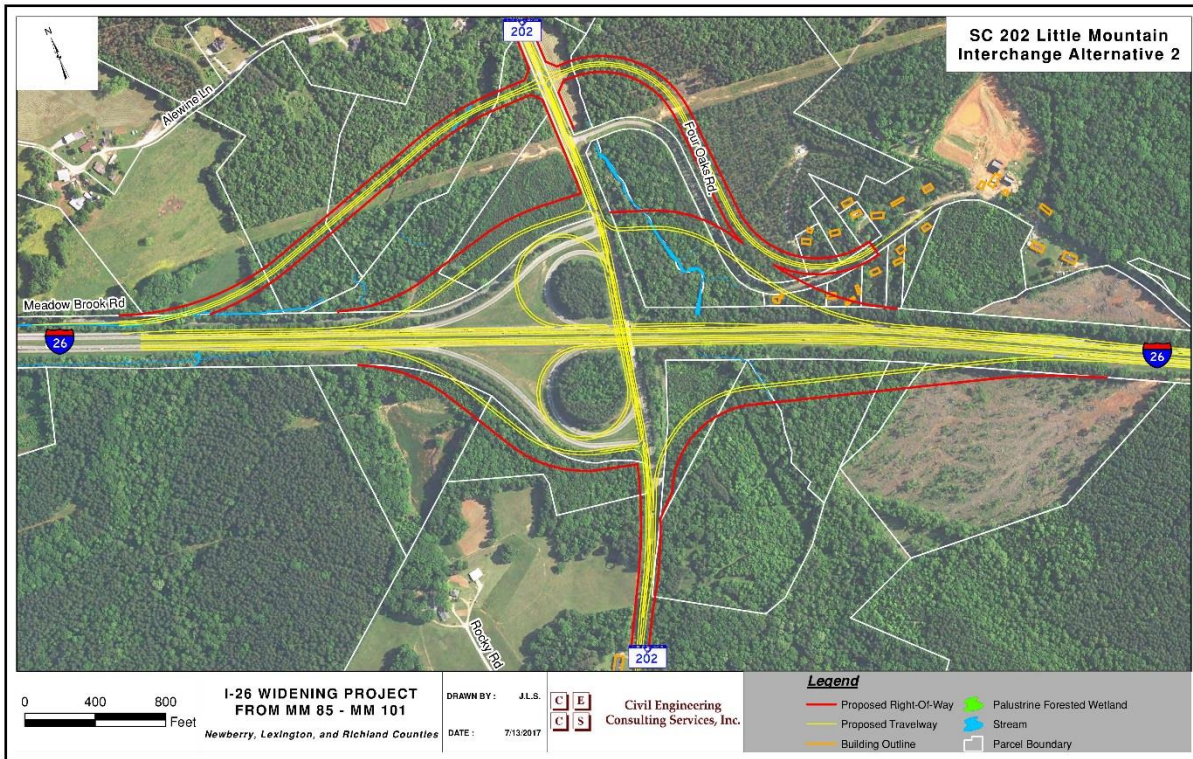
Alternative 1 replaces the existing Exit 85 interchange with a diamond interchange. All intersections would remain stop-controlled under the 2040 Build conditions. **Figure 88** shows the 2040 Build Volumes for Alternative 1. As can be seen in **Table 22** and **Table 24**, the LOS and

queuing results are very similar for the 2040 No Build and 2040 Build scenarios. All intersections within the interchange operate at LOS A or B in both the AM and PM peak hours.

Alternative 2

The conceptual design of Alternative 2 is shown in **Figure 80**.

Figure 80 - Exit 85: Improvement Alternative 2 Partial Cloverleaf



Alternative 2 replaces the existing Exit 85 interchange with a partial cloverleaf. This alternative would shift two left turn movements to right turn movements, potentially increasing the safety of the ramp termini. **Figure 90** shows the 2040 Build Volumes for Alternative 2. As can be seen in **Table 22** and **Table 25**, the LOS and queuing results are very similar for the 2040 No Build and 2040 Build scenarios. All intersections within the interchange operate at LOS A or B in both the AM and PM peak hours.

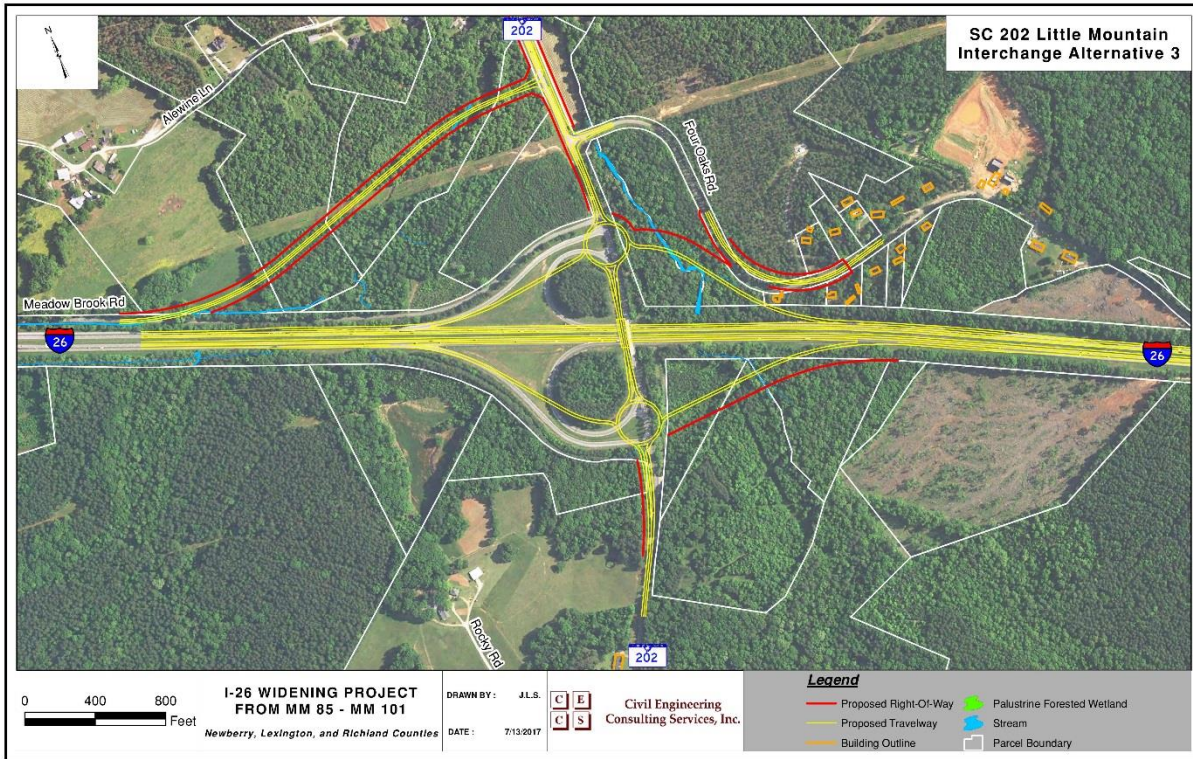
Alternative 3

The conceptual design of Alternative 3 is shown in **Figure 81**.

Alternative 3 replaces the existing Exit 85 interchange with a diamond interchange. Under this alternative, the ramp termini intersections would operate as roundabouts, minimizing stops

along the corridor. **Figure 92** shows the 2040 Build Volumes for Alternative 3. As can be seen in **Table 22** and **Table 26**, the LOS and queuing results are very similar for the 2040 No Build and 2040 Build scenarios.

Figure 81 - Exit 85: Improvement Alternative 3 Bowtie



Revised Alternatives

As part of the refinement of alternatives, Alternative 1A and Alternative 2A were developed.

The conceptual design of Alternative 1A is shown in **Figure 82** and the conceptual design for Alternative 2A is shown in **Figure 83**.

Alternative 1-A

In order to minimize impacts, the westbound off-ramp has been changed to a loop ramp for Alternative 1A. **Figure 89** shows the 2040 Build Volumes for Alternative 1A. As can be seen in **Table 22** and **Table 24**, the LOS and queuing results are very similar for the 2040 No Build and 2040 Build scenarios.

Alternative 2-A

In order to minimize impacts, the westbound off-ramp has been combined with the loop ramp for Alternative 2A. **Figure 91** shows the 2040 Build Volumes for Alternative 2A. As can be seen in **Table 22** and in **Table 25**, the LOS and queuing results are very similar for the 2040 No Build and 2040 Build scenarios.

Figure 82 - Exit 85: Improvement Alternative 1A Diamond Modified

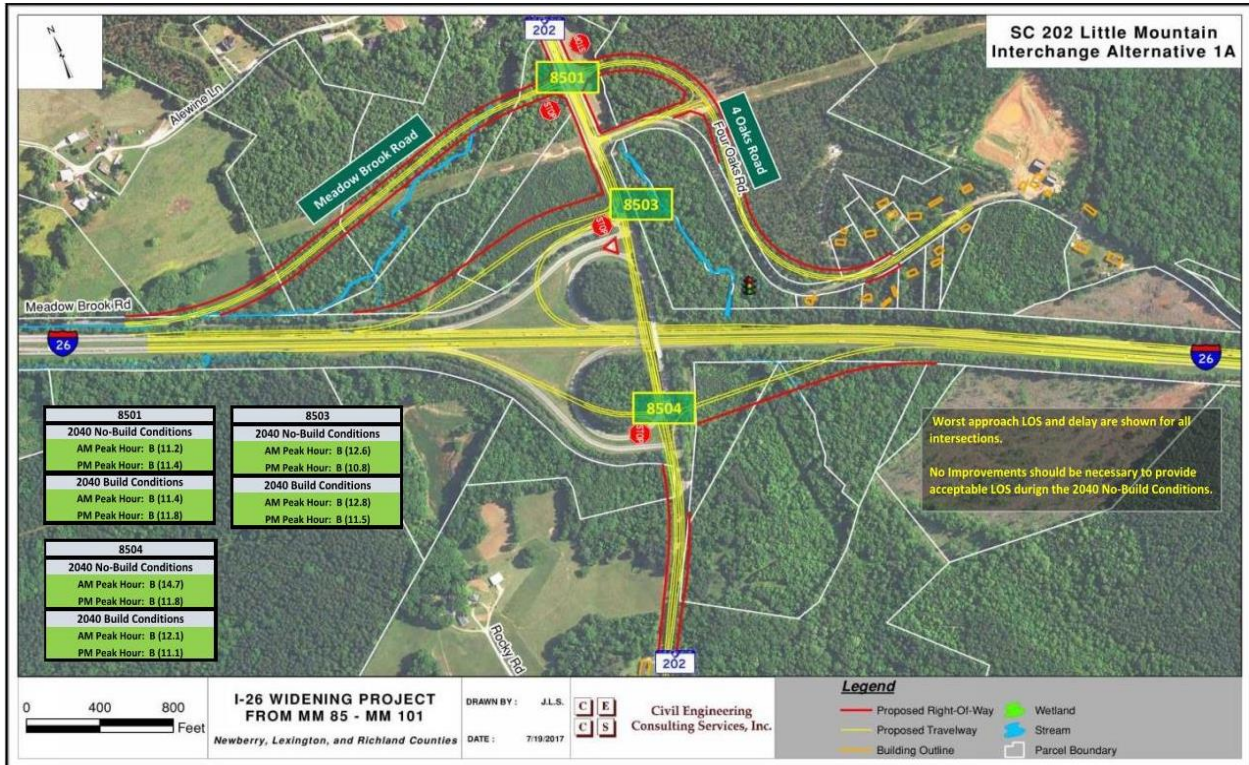
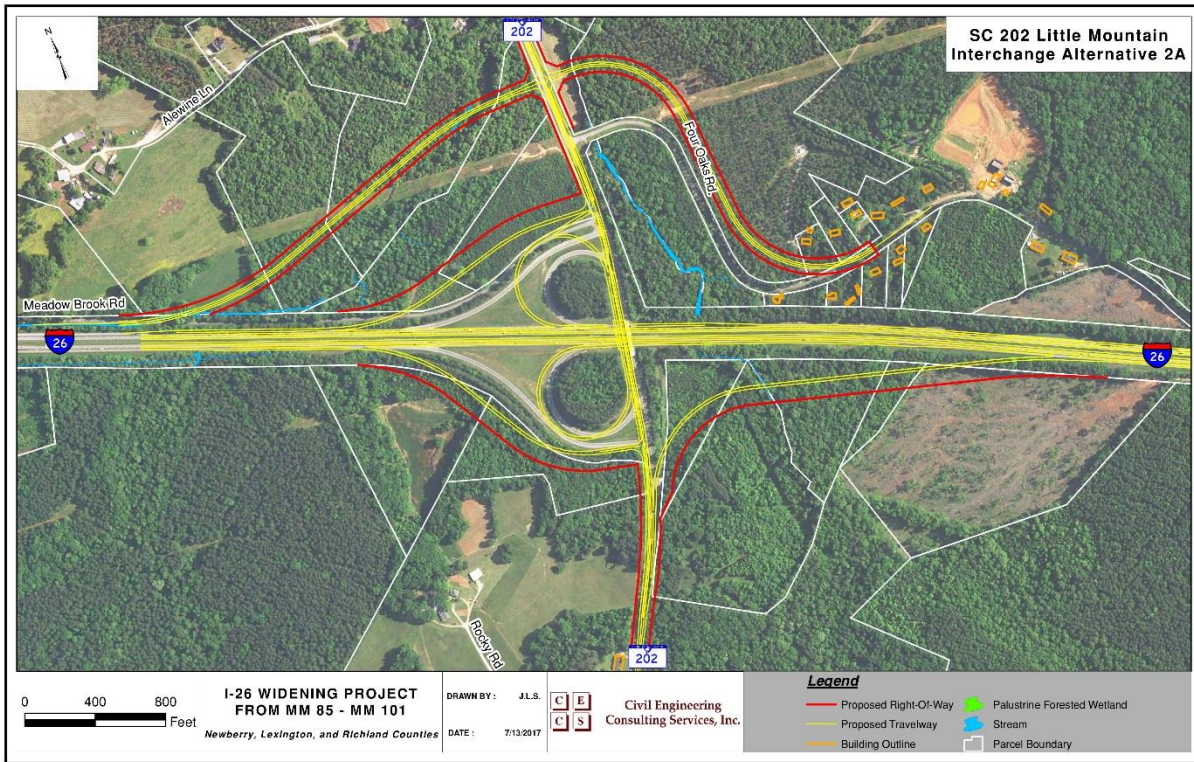


Figure 83 - Exit 85: Improvement Alternative 2A Partial Cloverleaf Modified



Exit 91 - Columbia Avenue (S-32-48)

The Columbia Avenue (S-32-48) interchange is expected to be modified to a DDI configuration. As part of the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*, three build alternatives were evaluated, a DDI, a ParClo, and Dual Roundabout. The preferred alternative from the IMR is the DDI. **Figure 84** shows the proposed design of the DDI.

Table 30 summarizes the analysis completed by the S-48 (Columbia Avenue) Corridor Improvement Project. The DDI would improve operations along the S-28 corridor in both the AM and PM peak hours for the 2040 Build condition with the most significant improvement being in the eastbound direction in the AM peak hour, from LOS F to C, and in the westbound direction in the PM peak hour, from LOS F to C. In addition, VISSIM analysis completed as part of the IMR showed that the intersection LOS at each of the ramp termini are anticipated to operate at LOS C or better in the 2040 Build condition as compared to LOS E or F in the 2040 No Build condition.

Figure 84 - Exit 91: DDI Proposed Improvement

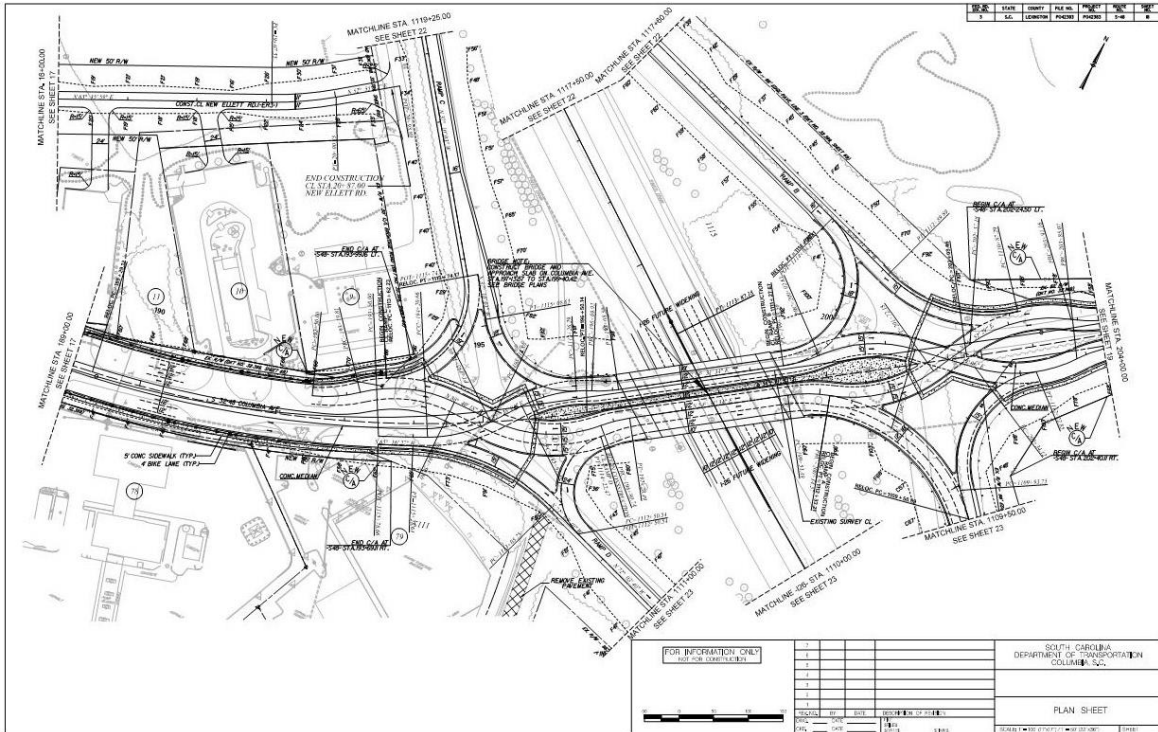


Table 30 – 2040 Arterial Level of Service Analysis Exit 91

	Eastbound S-48 (EB)				Westbound S-48 (WB)			
	Arterial Speed (MPH)		Arterial Level of Service		Arterial Speed (MPH)		Arterial Level of Service	
	AM	PM	AM	PM	AM	PM	AM	PM
2040 No-Build	5.3	15.2	F	D	18.2	6.7	C	F
2040 Build	18.9	20.5	C	C	28.6	23.9	B	C

(Source) S-48 (Columbia Avenue) Corridor Improvement Project - Arterial LOS; AECOM, July 29, 2016

Exit 97 – Broad River Road (US 176)

The Broad River Road interchange is expected to be modified as part of the I-26 widening project. 2040 Build analyses for the intersections within the Exit 97 interchange area were performed for three alternatives.

Alternative 1

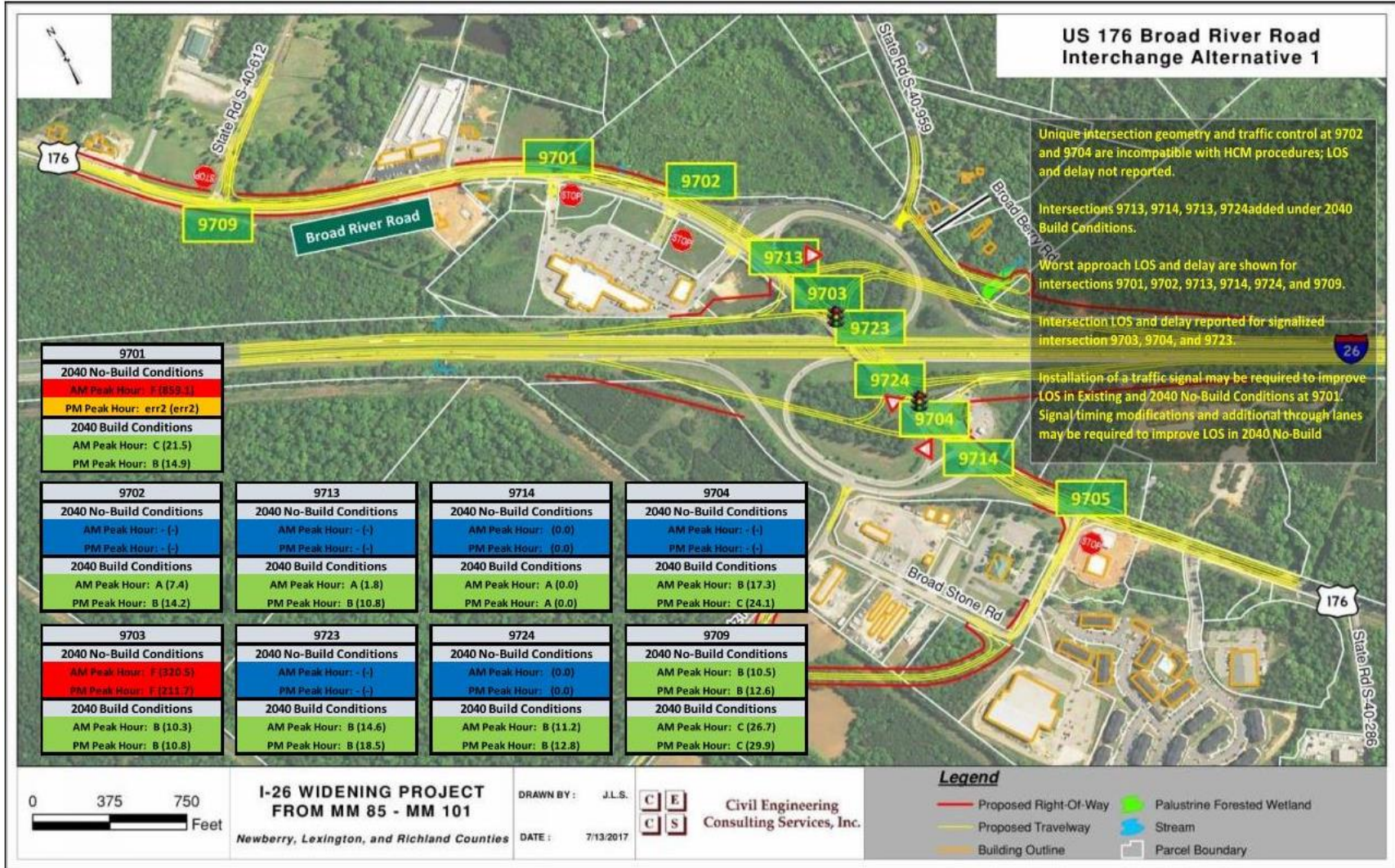
The conceptual design of Alternative 1 is shown in **Figure 85**.

Alternative 1 replaces the existing Exit 97 interchange with a diverging diamond interchange. Other elements of the alternative concept include:

- Eliminating access to Julius Richardson Road from the westbound ramps, shifting Julius Richardson Road traffic to West Shady Grove Road
- Eliminating access to Rauch-Metz Road from the eastbound ramps, shifting Rauch-Metz Road traffic to Broad Stone Road
- Eliminating the existing intersection of Broad River Road and the I-26 westbound ramps/shopping center access
- Widening Broad River Road between Broad Stone Road and the Food Lion North Access

Figure 93 shows the 2040 Build Volumes for Alternative 2. **Table 23** and **Table 27** present the LOS and queuing results for the 2040 Build Conditions. Improvements to the original concept were made including the turn lane lengths, number of approach lanes, number of lanes on Broad River Road, and signal phasing to obtain acceptable LOS results. This is represented under the 2040 Build Conditions with Improvements which shows the intersections of Broad River Road and the I-26 ramps improving from LOS E or F to LOS C or better. **Table 27** shows the queuing analysis as well as the necessary turn lane lengths for the 2040 Build conditions with Improvements.

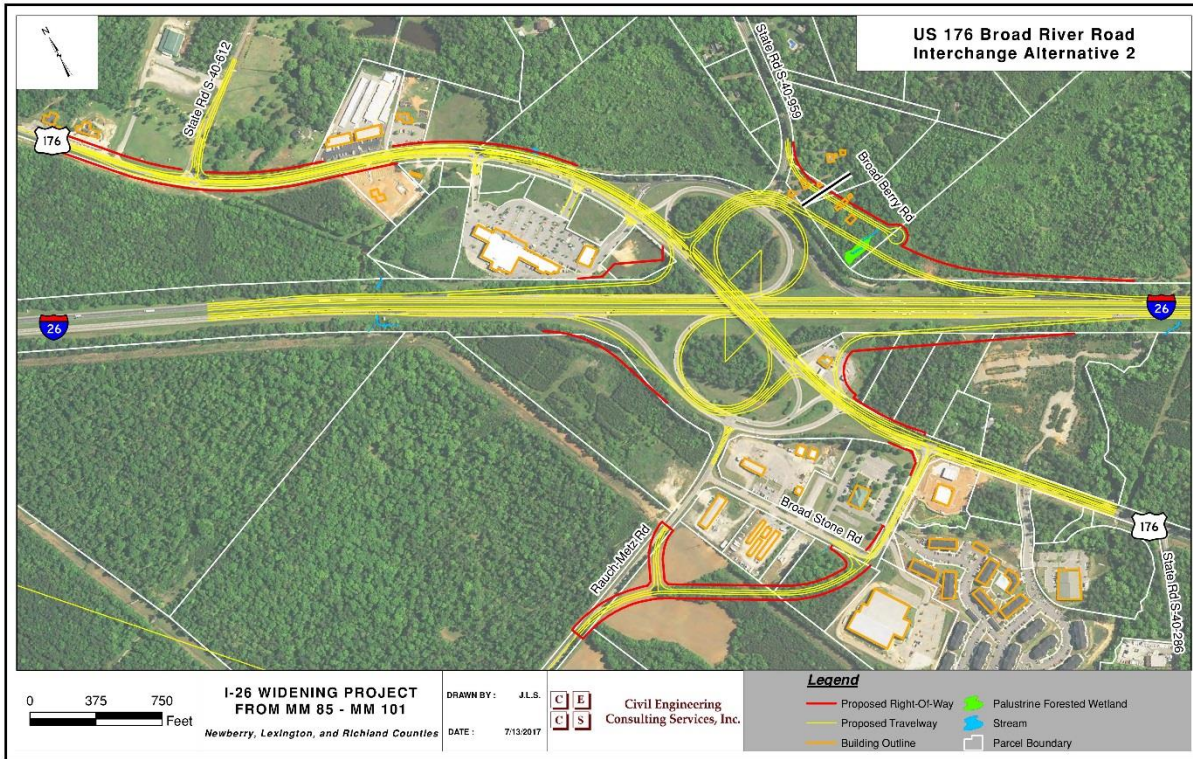
Figure 85 - Exit 97: Improvement Alternative 1 Diverging Diamond Interchange



Alternative 2

The conceptual design of Alternative 2 is shown in **Figure 86**.

Figure 86 - Exit 97: Improvement Alternative 2 Partial Cloverleaf



Alternative 2 replaces the existing Exit 97 interchange with a partial cloverleaf interchange. Other elements of the alternative concept include:

- Eliminating access to Julius Richardson Road from the westbound ramps, shifting Julius Richardson Road traffic to West Shady Grove Road
- Eliminating access to Rauch-Metz Road from the eastbound ramps, shifting Rauch-Metz Road traffic to Broad Stone Road
- Eliminating the existing eastbound and westbound ramp intersections with Broad River Road
- Widening Broad River Road between Broad Stone Road and the Food Lion North Access

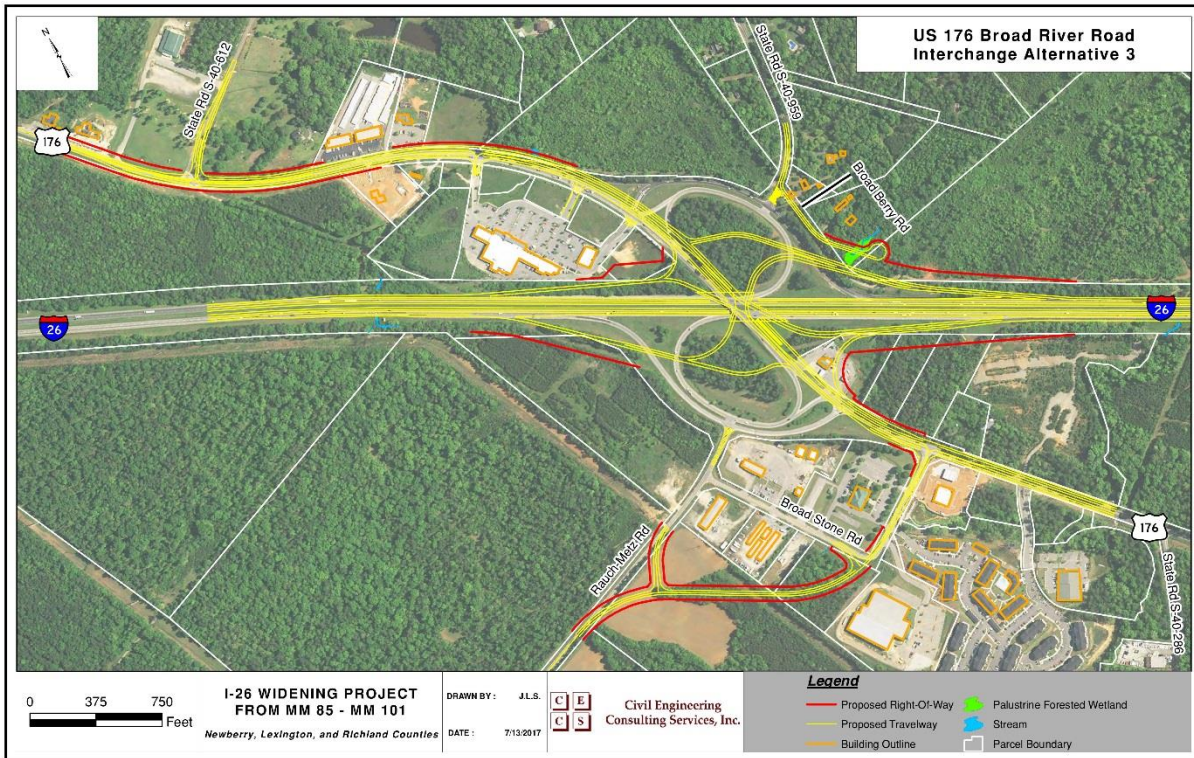
Figure 94 shows the 2040 Build Volumes for Alternative 1. **Table 23** and **Table 28** present the LOS and queuing results for the 2040 Build Conditions. Improvements to the original concept were made including the turn lane lengths, number of approach lanes, and signal phasing to obtain acceptable LOS results. This is represented under the 2040 Build Conditions with Improvements which shows the intersections of Broad River Road and the I-26 ramps improving from LOS E or

F to LOS C or better. **Table 28** shows the queuing analysis as well as the necessary turn lane lengths for the 2040 Build conditions with Improvements.

Alternative 3

The conceptual design of Alternative 3 is shown in **Figure 87**.

Figure 87 - Exit 97: Improvement Alternative 3 SPUI



Alternative 3 replaces the existing Exit 97 interchange with a Single Point Urban Interchange (SPUI). Other elements of the alternative concept include:

- Eliminating access to Julius Richardson Road from the westbound ramps, shifting Julius Richardson Road traffic to West Shady Grove Road
- Eliminating access to Rauch-Metz Road from the eastbound ramps, shifting Rauch-Metz Road traffic to Broad Stone Road
- Eliminating the existing intersection of Broad River Road and the I-26 westbound ramps/shopping center access
- Widening Broad River Road between Broad Stone Road and the Food Lion North Access

Figure 95 shows the 2040 Build Volumes for Alternative 3. **Table 23** and **Table 29** present the LOS and queuing results for the 2040 Build Conditions. Improvements to the original concept were made including the turn lane lengths, number of approach lanes, and signal phasing to obtain acceptable LOS results. This is represented under the 2040 Build Conditions with Improvements

which shows the intersections of Broad River Road and the I-26 ramps improving from LOS E or F to LOS D or better. **Table 29** shows the queuing analysis as well as the necessary turn lane lengths for the 2040 Build conditions with Improvements.

Exit 101 – Broad River Road (US 76, US 176)

The Broad River Road (US 76, US 176) interchange is not expected to be modified as part of the I-26 widening project. Therefore, the results of the 2040 Build analyses within the Exit 101 interchange area will be the same results of the 2040 No Build analysis (see **Figure 77**).

Exit 102 – Lake Murray Boulevard (SC 60)

The Lake Murray Boulevard (SC 60) interchange is not expected to be modified as part of the I-26 widening project. Therefore, the results of the 2040 Build analyses within the Exit 102 interchange area will be the same results of the 2040 No Build analysis (see **Figure 78**).

Figure 88- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85 Alternative 1

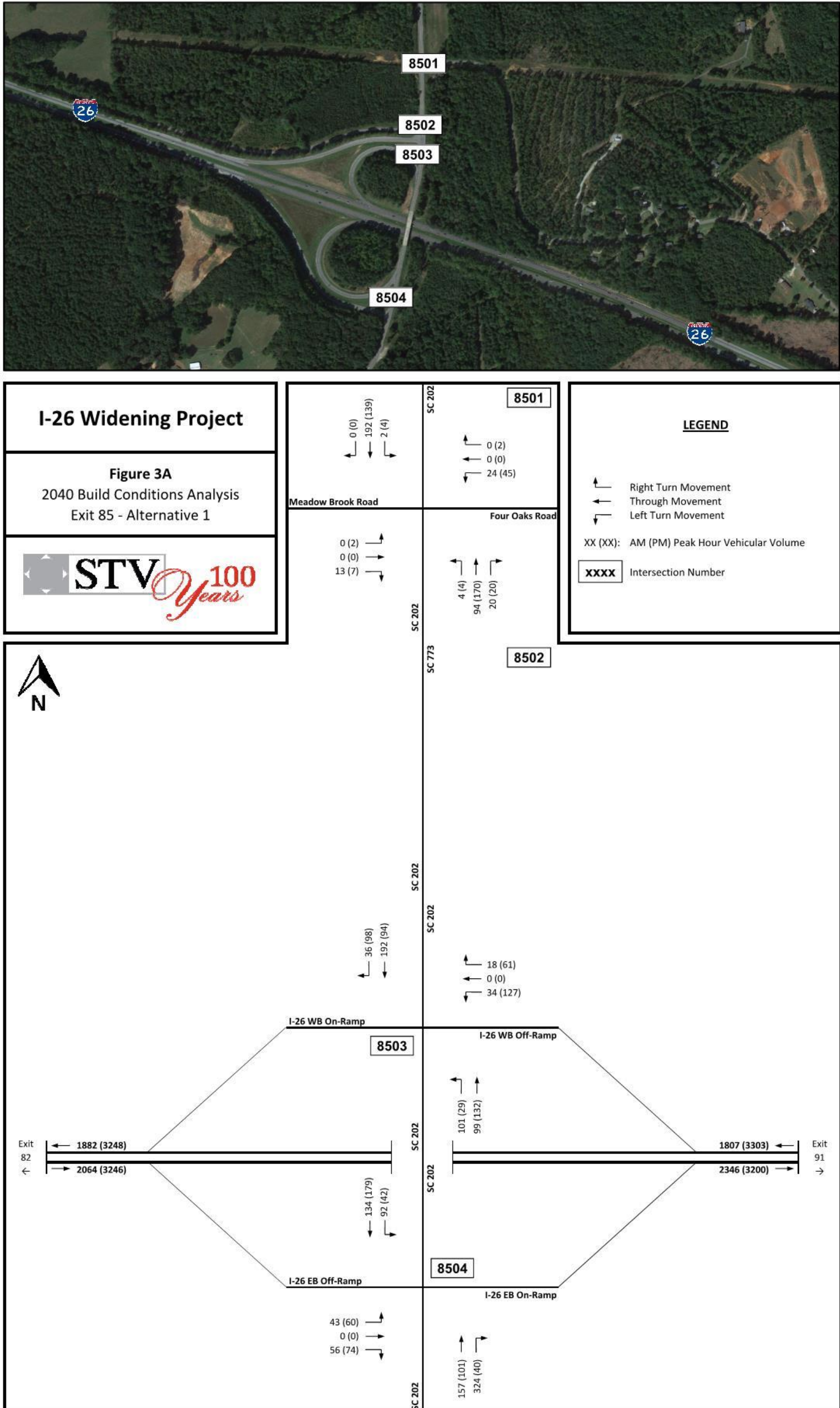


Figure 89- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85 Alternative 1A

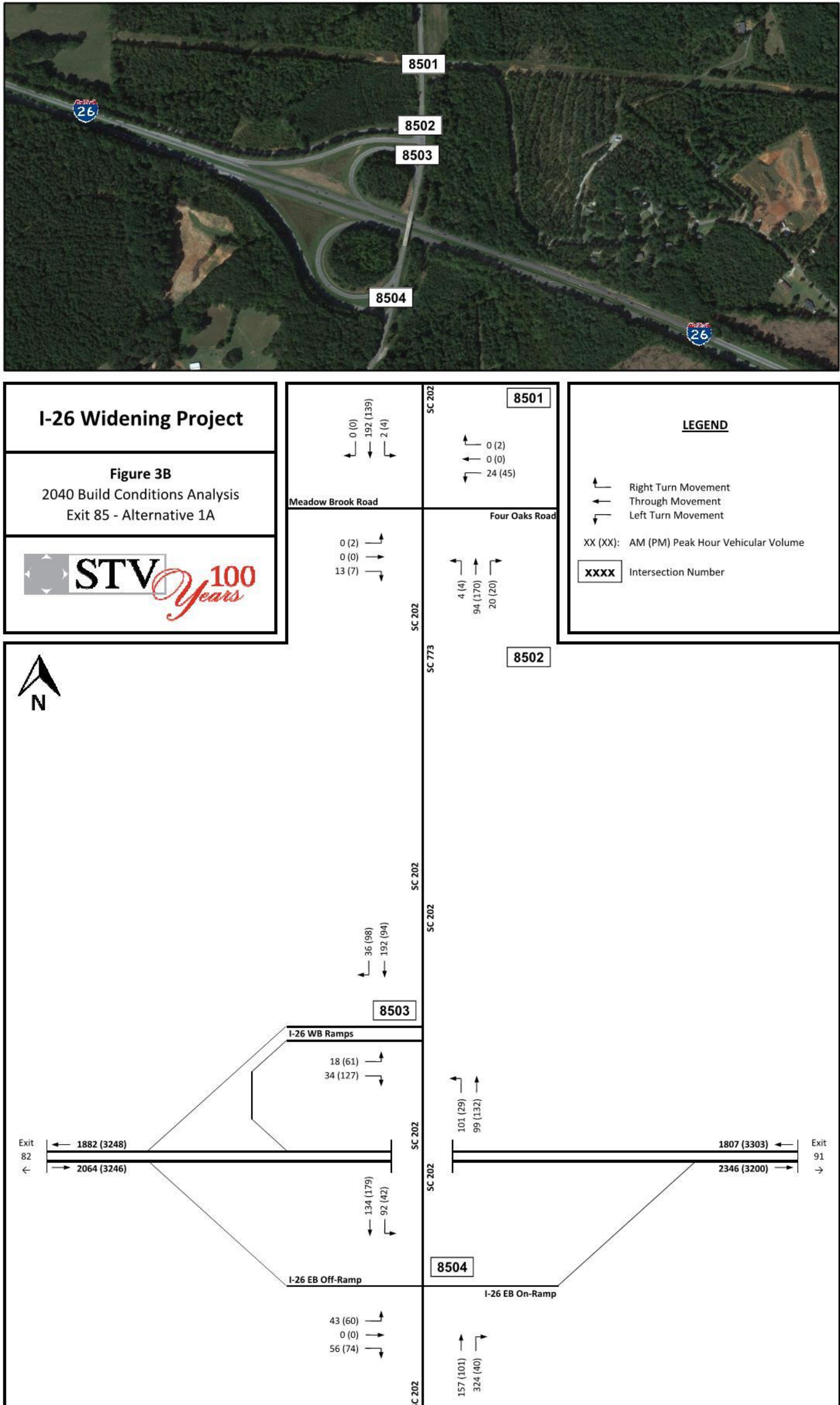


Figure 90- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85 Alternative 2

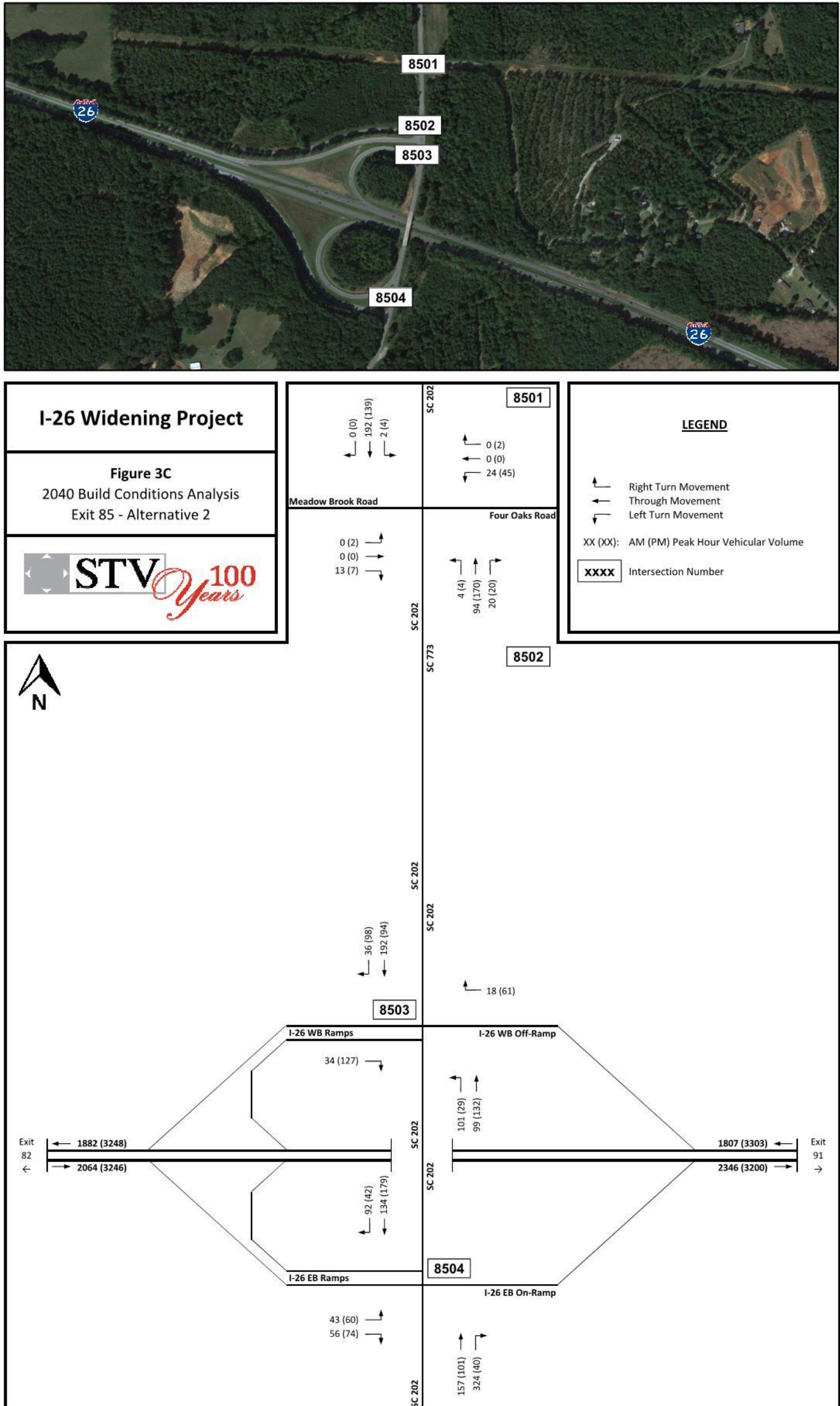


Figure 91- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85 Alternative 2A

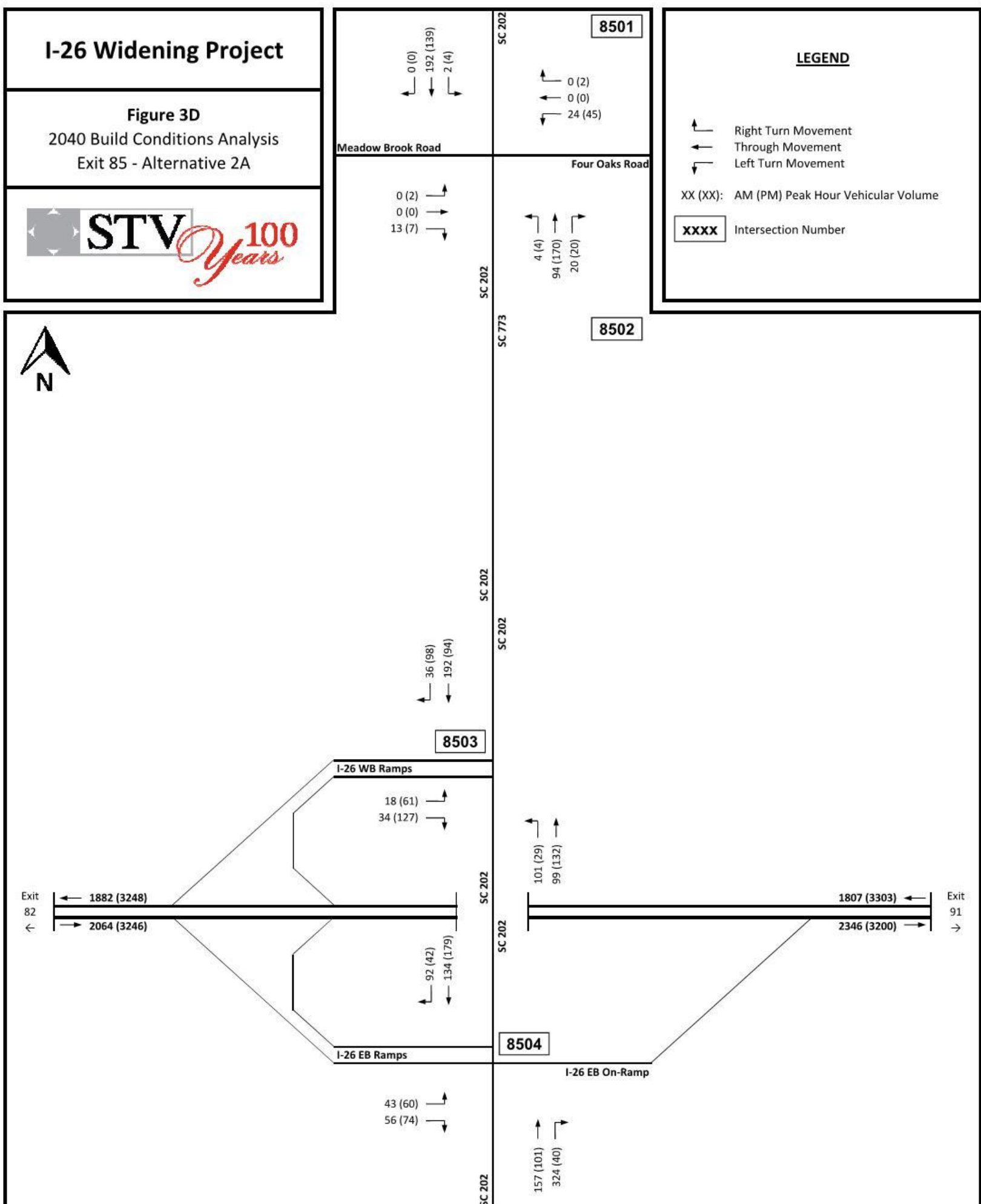


Figure 92- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 85 Alternative 3

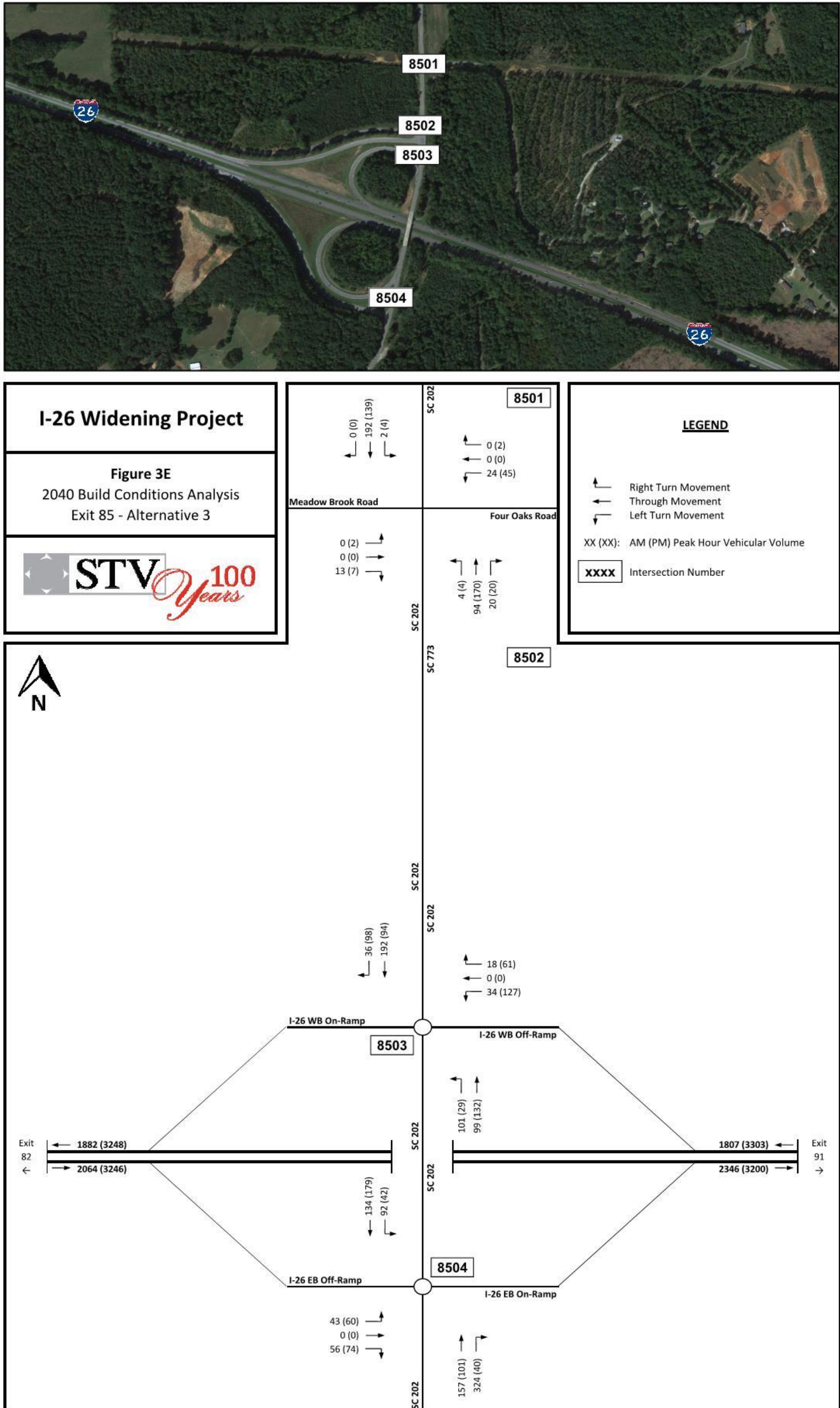


Figure 93- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 97 Alternative 1

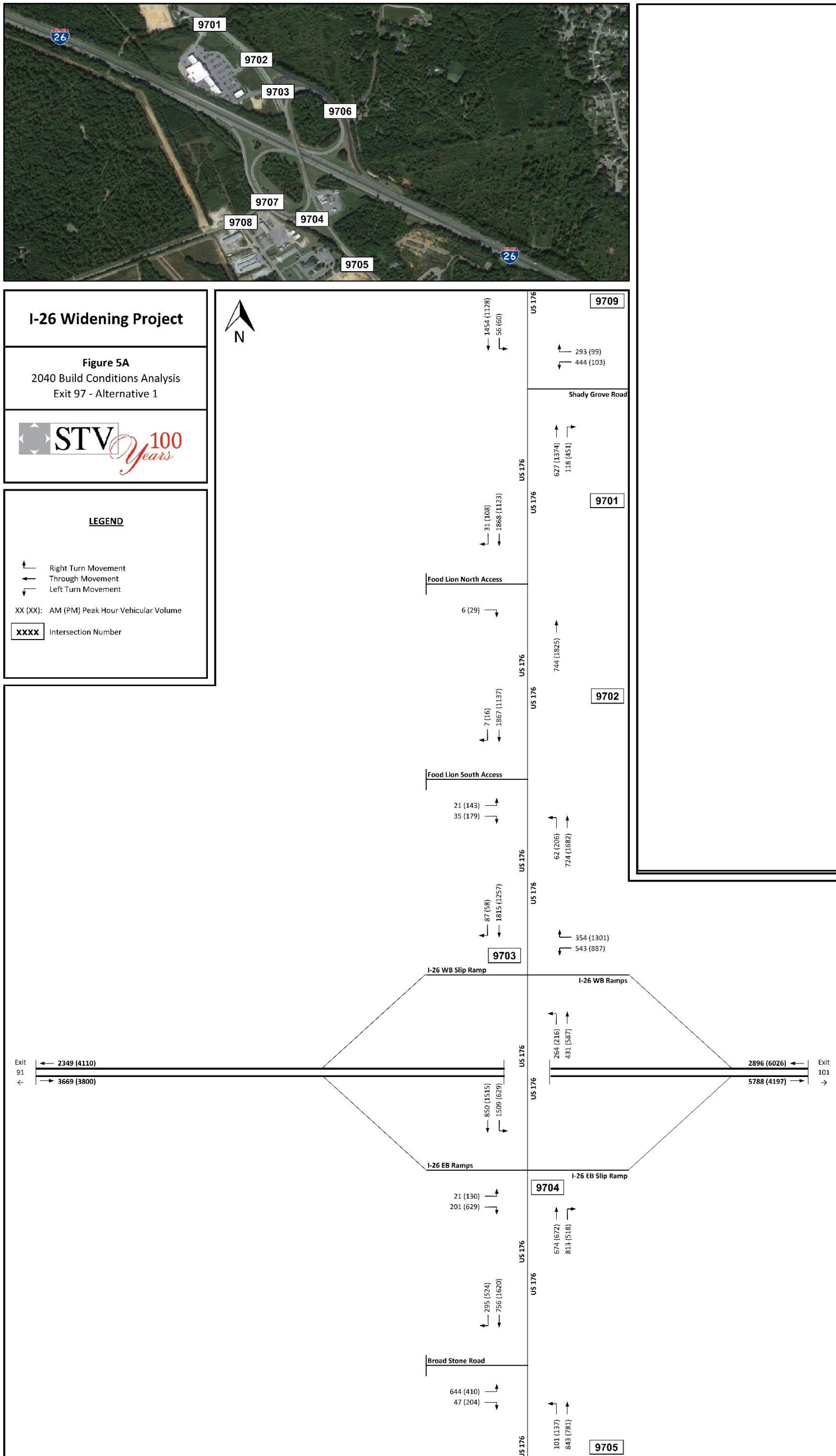


Figure 94- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 97 Alternative 2

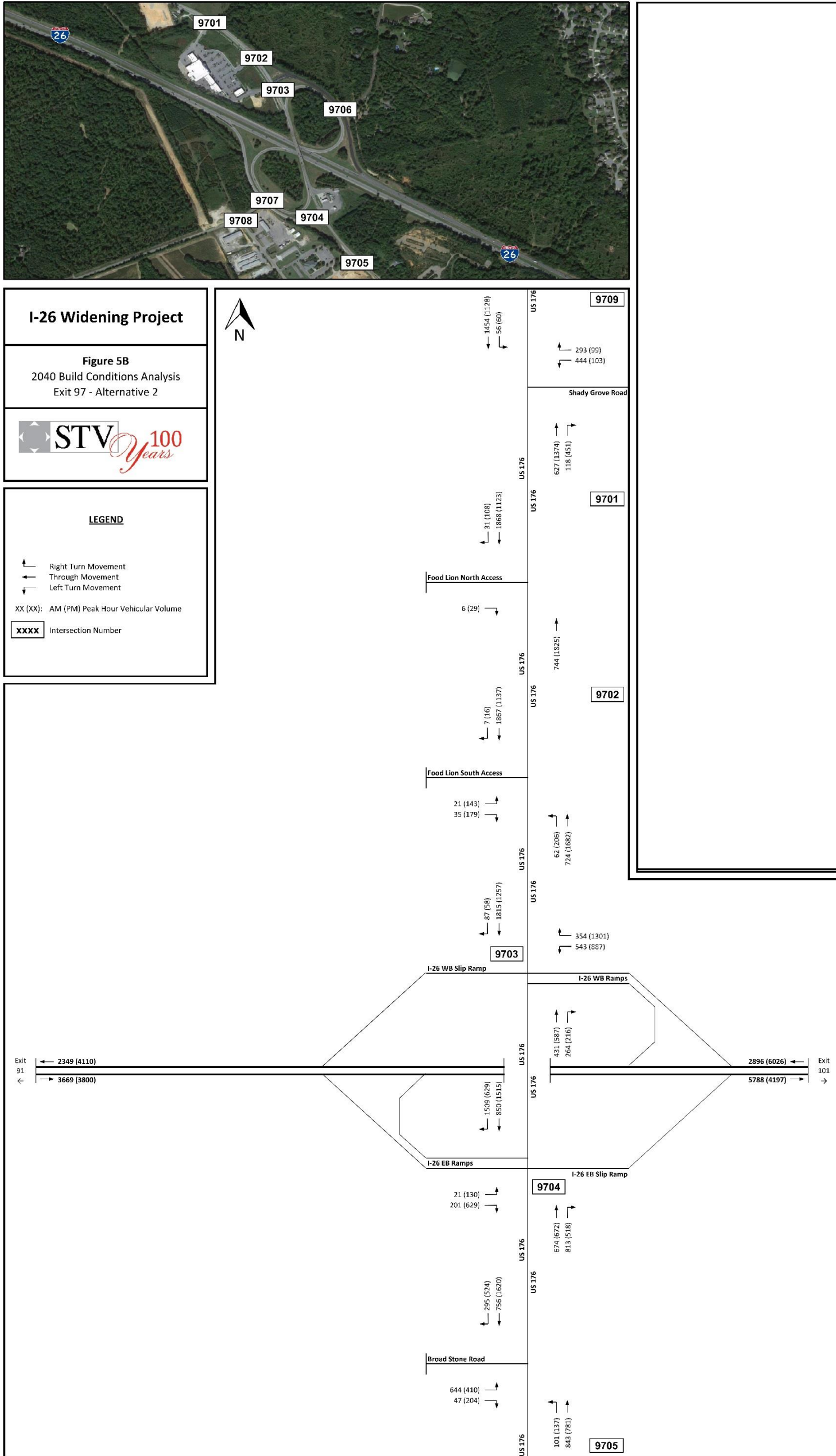
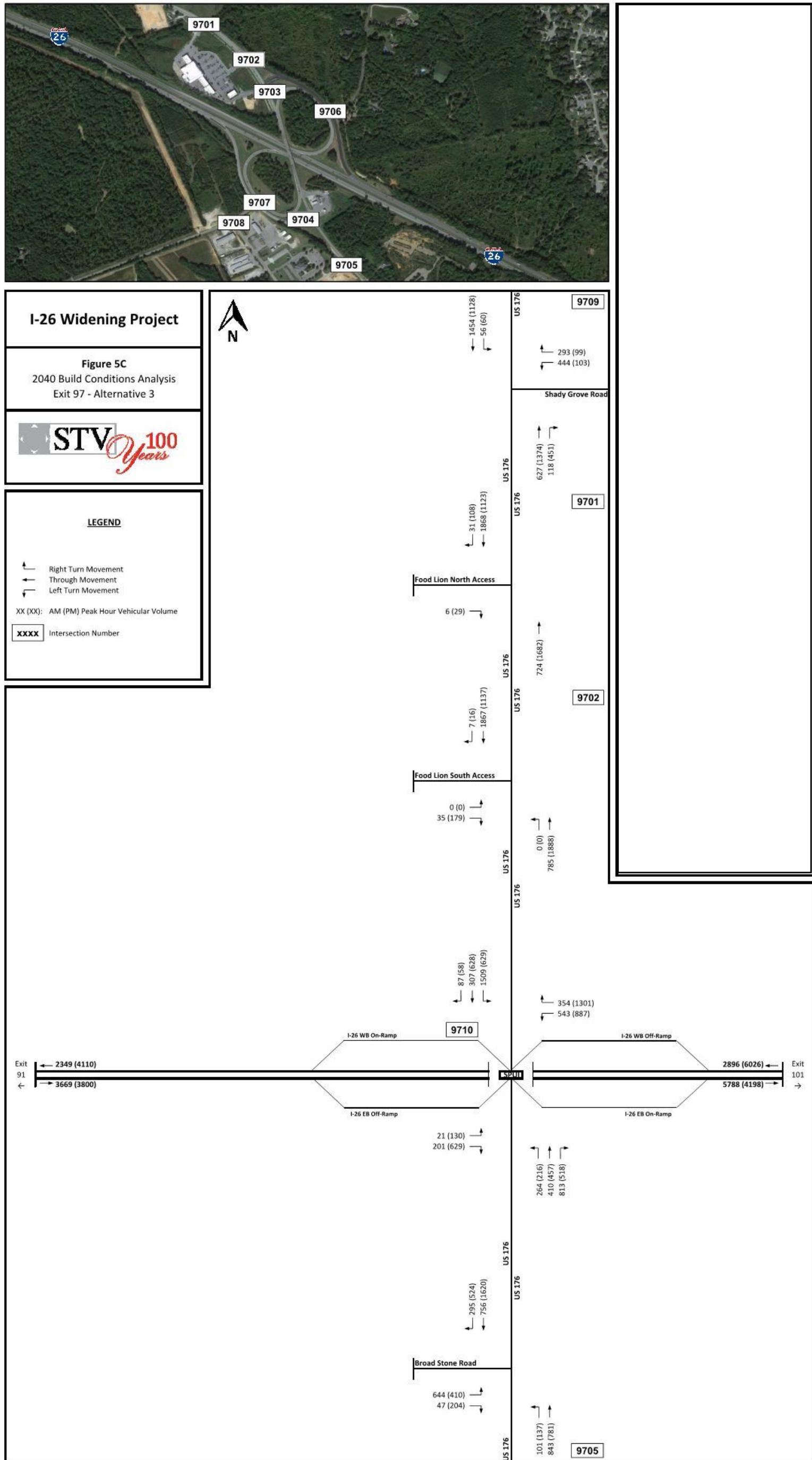


Figure 95- 2040 Estimated Peak Hour Turning Movement Volumes: Exit 97 Alternative 3



TransModeler Network Analysis

TransModeler, a microsimulation software, was used to analyze the existing, no-build, and final build alternative freeway networks. A TransModeler microsimulation model consists of a large amount of component database and executable files that are run through the TransModeler software. The model then is initiated within TransModeler through a single project file. The main components of the model are network files, traffic control and signal timing plans, vehicle detector layout and configuration, trip tables for both autos and trucks, traffic counts, and parameter files. This section illustrates how to develop these main components for creating a base year model of existing conditions. The microsimulation model was developed for the 20-mile interstate section of the project and was based on a calibrated base model for the area.

There are several limitations of using HCS, which is a macroscopic, deterministic model that uses HCM methodologies. The HCS analysis may show differing conditions than existing operations and conditions in the field because it does not consider upstream and downstream traffic impacts and is unable to model interactions between the two. The HCS model is a spot check at a certain location; therefore upstream and downstream operations are not taken into consideration and have no effect on the analyses. This is not the case for actual conditions, as upstream or downstream congestion may have direct impacts at a specific segment causing a ripple effect. TransModeler evaluates each segment and lane by taking into consideration vehicle interaction and driver behaviors, as well as the operation impacts for both the upstream and downstream traffic conditions.

Building Base Model Network and Calibration

The base network 20-mile study area of I-26 originated from the Columbia traffic microsimulation model developed for use in the I-20/26/77 Corridor Management Plan study. However, the Exit 82 and Exit 85 interchanges were not part of the model and were developed based on aerial images. The existing signal timings were confirmed based on SCDOT data. Similar to the Columbia model, each simulation was run for one hour and a 30 minute preload period to load the network. Page 64 of the FHWA Guidelines outlines the microsimulation model calibration criteria developed by WDOT, which includes three metrics: traffic flow, travel times, and visual audits. Formulas for the first two metrics verify that the criteria thresholds are not violated, while satisfaction of the third depends on engineering judgement.

Appendix B: Confidence Intervals of the FHWA Guidelines suggests that, to account for the stochastic nature of traffic and to ensure that the mean statistics taken from the model are within an acceptable confidence interval of the true mean, each model should be run a certain number of randomly seeded runs. Based on the standard deviation of a sample of link speeds and flows from the TransModeler networks, it was determined that at least ten (10) simulation runs per model are required to maintain a 95% confidence interval.

Model calibration deals with refining the model’s operation through observation of the simulation and detection of probable anomalies in the output and trip tables. The parameters are modified through an iterative process so that observed traffic conditions, like travel speeds and link flows, are more accurately matched to predefined criteria.

Existing traffic flows on the mainline segments and interchange ramps were compared to the average traffic flows from the microsimulation runs at the same locations for both AM and PM peak periods. FHWA Guidelines suggest an overall comparison of the total simulation flow to the total count volume. In addition, it divides the volumes into three categories and proposes different criteria for each. It also suggests calculating the GEH statistics, its formula shown below:

$$GEH = \sqrt{\frac{(E - V)^2}{\frac{E + V}{2}}}$$

In which:

E = model estimated volume

V = field count

The comparison of all the mainline and ramp count locations for the AM and PM peak hour scenarios are shown in **Table 31** inclusive of the calibration targets and flow statistics. As the table shows, the flow statistics satisfied the range of criteria targets for each volume category.

The GEH statistic is a universal measure to compare simulation input and output data. The GEH output tables for each segment and ramp are also provided as an attachment in **Appendix M**.

Table 31 – Traffic Flow Calibration Statistics - TransModeler Existing Network

Hourly flows, Model Versus Observed	Target	AM Peak Hour		PM Peak Hour	
		Total Links	% of Cases	Total Links	% of Cases
Individual Link Flows					
Within 15%, for 700 veh/h <Flow< 2700 veh/h	> 85% of cases	14	100%	15	100%
Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases	24	100%	22	100%
Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases	4	100%	5	100%
Average Link Flows Criteria Compliance	>85% of cases	42	100%	42	100%
Sum of All Links		42		42	
Sum of Link Flow	Within 5% of sum of all link counts		41,038		51,314.0
Sum of Counts			41,396		50,540
Abs(Flow - Counts)/Counts				0.86%	
Links within 15% of Observed Travel Speeds	>85% of cases	14	93%	14	86%
Links with GEH Statistic < 5	>85% of cases	42	100%	41	98%

The INRIX speed data in addition to observations of queueing and speed along the I-26 corridor from the I-20/I-26/I-77 Corridor Management Planning Study was used to calibrate the base model. The FHWA Guidelines also suggest comparing the modeled vehicle travel speeds to those collected in the field; the modeled speeds should fall within 15% of the existing ones to consider a model calibrated. Travel speeds for specific routes, however, are not provided in TransModeler outputs; rather, travel speeds are obtained from the simulation and compared with the model input speeds. **Table 32** provides a summary of the network segments and the percentage of which met the 15% threshold.

Table 32 – Speed Calibration Summary - TransModeler Existing Network

AM Peak Hour			
EB Segments	Within 15%	WB Segments	Within 15%
east of Exit 102 (Lake Murray Blvd)	-27.8	east of Exit 102 (Lake Murray Blvd)	TRUE
Exit 102 to Exit 101 (Broad River Road)	TRUE	Exit 102 to Exit 101 (Broad River Road)	TRUE
Exit 101 to Exit 97 (Broad River Road)	TRUE	Exit 101 to Exit 97 (Broad River Road)	TRUE
Exit 97 to Exist 91 (Columbia Ave)	TRUE	Exit 97 to Exist 91 (Columbia Ave)	TRUE
Exit 91 to Exit 85 (HWY 202)	TRUE	Exit 91 to Exit 85 (HWY 202)	TRUE
Exit 85 to Exit 82 (St Pauls Road)	TRUE	Exit 85 to Exit 82 (St Pauls Road)	TRUE
west of Exit 82 (St Pauls Road)	TRUE	west of Exit 82 (St Pauls Road)	TRUE
85% Target	92.86%		
PM Peak Hour			
EB Segments	Within 15%	WB Segments	Within 15%
east of Exit 102 (Lake Murray Blvd)	TRUE	east of Exit 102 (Lake Murray Blvd)	78.6
Exit 102 to Exit 101 (Broad River Road)	TRUE	Exit 102 to Exit 101 (Broad River Road)	TRUE
Exit 101 to Exit 97 (Broad River Road)	TRUE	Exit 101 to Exit 97 (Broad River Road)	27.0
Exit 97 to Exist 91 (Columbia Ave)	TRUE	Exit 97 to Exist 91 (Columbia Ave)	TRUE
Exit 91 to Exit 85 (HWY 202)	TRUE	Exit 91 to Exit 85 (HWY 202)	TRUE
Exit 85 to Exit 82 (St Pauls Road)	TRUE	Exit 85 to Exit 82 (St Pauls Road)	TRUE
west of Exit 82 (St Pauls Road)	TRUE	west of Exit 82 (St Pauls Road)	TRUE
85% Target	85.71%		

Existing and No-Build Network Conditions

The existing condition and 2040 no-build condition TransModeler analysis was performed using the existing number of freeway lanes present on the segments within the study area, similar to the HCS analysis. One TransModeler simulation network was used for existing and no-build. The only difference between the existing and No-Build condition is the input trip table volumes and a proposed widening project along Broad River Road. The 2040 no-build condition volumes were developed using the 1.5/2.0/2.5 percent annual growth rate in traffic. The existing truck percentages for the model were developed utilizing classification counts along the mainline along with intersection counts along the arterials. These inputs were combined to develop an OD

matrix for both medium and heavy trucks. These truck volumes were then scaled up to 2040 volumes by the same proportions as the overall volume growth.

The densities for the I-26 segments were obtained from the TransModeler output files. In calculating density, TransModeler automatically determines the segments and lanes within the influence area for freeway, merge and diverge analysis and applies the HCM methodology to each segment, considering only the vehicles within the influence area.

As mentioned previously, HCS is a macroscopic/deterministic model, while TransModeler is microscopic behavior-based multi-purpose traffic simulation program. TransModeler, therefore, accounts for the interaction between the passenger cars and other types of vehicles in the traffic stream while HCS does not. In TransModeler, the density is calculated at each time step of the simulation, for the entire peak hour, over a number of iterations, it is considered to be a more accurate measure of the density.

It should be noted that due to the high demand volumes the microsimulation network was not able to accommodate all of the demand volume in the Existing and No-Build simulations. There was extensive queuing outside of the network in the No-Build at the finish of the peak hour simulation for both the morning and afternoon peak hours. The queuing outside the network in the Existing was more minimal, mainly seen in the afternoon peak hour.

Basic Freeway Segment Analysis

The Basic Freeway Segment Analysis outputs are provided in **Appendix N** and a summary of results is shown in **Table 33**.

Table 33 - Freeway Segment Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound								
west of Exit 82	B	12.4	C	18.7	B	17.6	C	23.2
Exit 82 to Exit 85	B	13.9	C	20.0	C	20.4	C	25.6
Exit 85 to Exit 91	B	16.7	C	20.5	F	104.9	F	99.6
Exit 91 to Exit 97	C	23.2	C	23.7	C	21.7	F	78.2
Exit 97 to Exit 101	E	35.9	C	25.5	D	32.2	C	20.1
Exit 101 to Exit 102	D	26.6	B	17.9	D	27.9	B	17.0
east of exit 102	D	33.1	C	25.9	E	35.5	C	24.6
I-26 Westbound								
east of exit 102	C	23.4	F	75.6	E	42.6	F	117.9
Exit 102 to Exit 101	B	14.5	E	35.2	C	21.5	F	113.9
Exit 101 to Exit 97	C	22.2	F	54.7	D	31.5	F	115.3
Exit 97 to Exit 91	C	19.0	D	27.8	E	36.6	C	24.5
Exit 91 to Exit 85	B	15.3	C	24.5	B	13.2	B	15.1
Exit 85 to Exit 82	B	15.2	C	23.4	A	10.9	B	13.6
west of Exit 82	B	14.2	C	21.4	A	10.5	B	12.5

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

The analysis results for the freeway segments, summarized in **Table 33**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, the eastbound freeway segment between Exit 97 and 101 operates at LOS E. All other segments operate at LOS D or better.
- During the afternoon peak hour, westbound freeway segments from the east of Exit 102 to Exit 97 operate at LOS E or F. All other freeway segments operate at LOS D or better.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 to 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and reductions of freeway segment LOS.

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, the eastbound segment from Exit 85 to Exit 91 operates at LOS F, while the segment east of Exit 101 operates at LOS E. The westbound segments east of Exit 102 and between Exits 97 and 91 operate at LOS E. All other freeway segments operate at LOS D or better.

- During the afternoon peak hour, the westbound freeway segments between east of Exit 102 to Exit 97 operate at LOS F. In the eastbound direction, freeway segments operate at LOS F between exits 85 and 97. All other freeway segments operate at LOS C or better.

Ramp Merge Analysis

The Ramp Merge Analyses outputs are provided in **Appendix O** and the summary results are shown in **Table 34**. The merge analysis results for the eastbound on-ramp at Exit 101 and the westbound on-ramp from Exit 102 are summarized in these tables even though they are the entry legs of existing weaving sections between Exits 101 and 102.

Table 34 - Ramp Merge Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound								
Exit 82 On-ramp	A	9.1	B	14.2	B	14.0	B	17.8
Exit 85 Loop On	B	17.0	B	17.5	D	30.9	D	26.5
Exit 91 On-ramp	B	16.9	B	16.6	B	14.4	B	13.0
Exit 97 Loop	E	40.6	C	20.2	D	31.9	B	16.1
Exit 101	D	26.6	B	17.9	D	27.9	B	17.0
Exit 102	E	36.1	C	25.9	F	46.1	D	26.9
I-26 Westbound								
Exit 102	B	14.5	E	35.2	C	21.5	F	113.9
Exit 101	B	12.1	F	119.2	B	17.0	F	155.7
Exit 97 Loop	B	13.4	C	20.3	B	17.5	B	16.2
Exit 91 On-ramp	A	10.5	B	17.7	A	10.0	B	11.3
Exit 85 On ramp	B	11.5	C	18.7	A	9.3	B	11.1
Exit 82 On-ramp	A	9.6	B	14.6	A	7.5	A	8.6

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

The analysis results for the ramp merge areas, summarized in **Table 34**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, eastbound ramp merge areas at the Exit 97 loop on-ramp and the Exit 102 on-ramp operate at LOS E. All other ramp merge areas operate at LOS D or better.
- During the afternoon peak hour, ramp merge areas at Exit 101 and Exit 102 operate at LOS F or E respectively. All other ramp merge areas operate at LOS D or better.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 to 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and will reduce the merge area LOS.

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, the eastbound ramp merge area from Exit 102 operates at LOS F. All other ramp merge areas operate at LOS D or better.
- During the afternoon peak hour, westbound ramp merge areas at Exits 102 and 101 operate at LOS F. All other ramp merge areas operate at LOS D or better.

Ramp Diverge Analysis

The Ramp Diverge Analyses are also provided in **Appendix O** and the summary results are shown in **Table 35**. The merge analysis results for the eastbound off-ramp at Exit 102 and the westbound off-ramp to Exit 101 are summarized in these tables even though they are the exit legs of existing weaving sections between Exits 101 and 102.

The analysis results for the ramp diverge areas, summarized in **Table 35**, indicate the following:

2016 Existing Conditions

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, all ramp diverge areas operate at LOS D or better.
- During the afternoon peak hour, the westbound ramp diverge areas from Exit 102 to Exit 97 operate at LOS E or F. All other ramp diverge areas operate at LOS C or better.

Table 35 - Ramp Diverge Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound								
Exit 82 to Exit 85	A	10.6	B	15.6	B	15.3	C	19.8
Exit 85	B	11.8	B	16.1	B	17.9	C	22.1
Exit 91	B	12.3	B	15.5	F	137.5	F	123.3
Exit 97	B	17.2	B	16.9	E	38.3	F	133.5
Exit 101	D	28.9	C	20.9	D	27.2	B	16.7
Exit 101 Loop	C	18.1	B	13.8	B	17.1	B	11.9
Exit 102	D	26.6	B	17.9	D	27.9	B	17.0
Exit 102 Loop	C	24.2	B	17.0	C	24.0	B	16.1
I-26 Westbound								
Exit 102	D	28.5	F	71.0	F	54.8	F	125.2
Exit 102 Loop	C	18.3	E	35.1	E	40.2	F	97.2
Exit 101	B	14.5	E	35.2	C	21.5	F	113.9
Exit 101 Loop	B	14.1	F	56.8	C	20.0	F	138.7
Exit 97	B	16.1	E	40.9	C	24.7	F	86.7
Exit 91	B	14.0	C	19.9	F	130.2	F	106.2
Exit 85 Loop Off	B	13.8	C	21.8	B	13.0	B	15.2
Exit 82 to Exit 85	B	11.5	B	17.6	A	8.8	B	11.0

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

2040 No-Build Conditions

With traffic volumes projected to increase within the corridor at an annual rate of between 1.5 to 2.5 percent per year, and if I-26 is not widened, the increased traffic volumes traveling on the existing interstate capacity will result in increased density and will reduce the diverge area LOS.

Using the design hour volumes for the morning and afternoon peak hours, the analysis results indicate that:

- During the morning peak hour, the eastbound ramp diverge area at Exits 91 and 97 are expected to operate at LOS F and E respectively. In the westbound direction, the diverge areas for Exits 102 and 91 operate at LOS F, and the diverge area for the loop exit ramp at Exit 102 operates at LOS E. All other ramp diverge areas operate at LOS D or better.
- During the afternoon peak hour, the eastbound ramp diverge areas at Exits 91 and 97 operate at LOS F. All westbound ramp diverge areas from Exit 102 to Exit 91 operate at LOS F. All other ramp diverge areas operate at LOS C or better.

VI. FINAL PREFERRED ALTERNATIVE NETWORK CONDITIONS

The final build alternative network was identified based on the preferred alternative improvements selected for each interchange. Though traffic operations were a consideration in the evaluation of alternatives, other factors, such as construction costs, business and residential relocations, and environmental impacts were used to identify the preferred alternatives. As outlined in the *I-26 Widening Environmental Assessment (MM 85 to MM 101)*, the preferred alternatives for the interchange improvements are as follows

- Exit 85: Alternative 1A was recommended as the preferred alternative for reasons which include:
 - Alternative 1A meets the purpose and need
 - Alternative 1A has the lowest overall construction cost
 - Alternative 1A does not require any residential or commercial relocations
 - Alternative 1A results in the lowest impact to streams making it the least environmentally damaging practicable alternative
- Exit 97: Alternative 1 was recommended as the preferred alternative for reasons which include:
 - Alternative 1 would impact the least amount of streams and wetlands making this the least environmentally damaging practicable alternative
 - Alternative 1 requires the least amount of new right-of-way and has the lowest overall estimated construction cost
 - Alternative 1 would also reduce congestion and provide a safer interchange, satisfying the project purpose and need

The Final Build AM and PM TransModeler models for the I-26 study area were developed by modifying the 2040 No-Build models to incorporate the widening of I-26 from two to three lanes in each direction between Exit 85 and Exit 97 and two to four lanes in each direction between Exit 97 and Exit 101 as well as the preferred alternatives for each interchange. Synchro was used to

input the recommended signal timing information into the network for the arterial intersections. Each simulation was run for one hour with 30 minutes of seeding time to load the network. 10 simulation runs for were compiled for both the AM and PM peak periods. It should be noted that there was some queuing outside the network observed at the end of the morning and afternoon simulation runs due to the high demand volumes at Exits 101 and 102.

Basic Freeway Segment Analysis

The Basic Freeway Segment Analysis outputs for the Final Build conditions are provided in **Appendix N** and a summary of results compared to Existing and No Build conditions is shown in **Table 36**.

With the widening of I-26 to accommodate the projected increase in traffic volume within the corridor, the increased traffic volumes traveling on the widened interstate capacity will result in most segment densities in the 2040 Build condition being comparable to those in existing conditions.

Table 36 – Final Freeway Segment Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
west of Exit 82	B	12.4	C	18.7	B	17.6	C	23.2	B	17.7	C	23.2
Exit 82 to Exit 85	B	13.9	C	20.0	C	20.4	C	25.6	C	20.1	C	25.4
Exit 85 to Exit 91	B	16.7	C	20.5	F	104.9	F	99.6	B	15.9	B	16.7
Exit 91 to Exit 97	C	23.2	C	23.7	C	21.7	F	78.2	C	21.1	C	21.8
Exit 97 to Exit 101	E	35.9	C	25.5	D	32.2	C	20.1	D	26.2	C	18.2
Exit 101 to Exit 102	D	26.6	B	17.9	D	27.9	B	17.0	D	34.0	C	21.6
east of exit 102	D	33.1	C	25.9	E	35.5	C	24.6	D	34.2	D	27.3
I-26 Westbound												
east of exit 102	C	23.4	F	75.6	E	42.6	F	117.9	C	25.1	F	77.1
Exit 102 to Exit 101	B	14.5	E	35.2	C	21.5	F	113.9	B	16.9	D	30.2
Exit 101 to Exit 97	C	22.2	F	54.7	D	31.5	F	115.3	B	15.1	D	26.5
Exit 97 to Exit 91	C	19.0	D	27.8	E	36.6	C	24.5	B	16.1	C	23.5
Exit 91 to Exit 85	B	15.3	C	24.5	B	13.2	B	15.1	A	10.1	B	17.1
Exit 85 to Exit 82	B	15.2	C	23.4	A	10.9	B	13.6	B	14.9	C	25.2
west of Exit 82	B	14.2	C	21.4	A	10.5	B	12.5	B	13.6	C	22.0

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

The analysis results for the ramp merge areas, summarized in **Table 36**, indicate the following:

- Under Build conditions during the morning peak hour:
 - All freeway segments operate at LOS C or better except the eastbound segments east of Exit 97 which operate at LOS D.
- Under Build conditions during the afternoon peak hour:
 - The eastbound freeway segment east of Exit 102 operates at LOS D while the remaining eastbound freeway segments operate at LOS C or better.

- The westbound freeway segment east of Exit 102 operates at LOS F while the remaining westbound segments operate at LOS D or better.

It should be noted that under the Build conditions, the three lane portion of I-26 extends just west of Exit 85 where it remains two lanes in both directions.

Ramp Merge Analysis

The summary of the Ramp Merge Analyses results for the Build condition, compared to the Existing and No-Build conditions are shown in **Table 37**. The outputs for the Final Build condition analyses are provided in **Appendix O**.

With the widening of I-26 to accommodate the projected increase in traffic volume within the corridor, the increased traffic volumes in most merge areas in the 2040 Build condition will have densities comparable to those in existing conditions. However, several merge areas are projected to experience increased densities and worse LOS than those experienced under existing conditions, even with the widening to three and four lanes.

Table 37 – Final Ramp Merge Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 82 On-ramp	A	9.1	B	14.2	B	14.0	B	17.8	B	14.6	C	18.1
Exit 85 Loop On	B	17.0	B	17.5	D	30.9	D	26.5	B	12.7	B	13.3
Exit 91 On-ramp	B	16.9	B	16.6	B	14.4	B	13.0	B	17.2	B	17.4
Exit 97 Loop	E	40.6	C	20.2	D	31.9	B	16.1	C	23.5	B	15.5
Exit 101	D	26.6	B	17.9	D	27.9	B	17.0	D	34.0	C	21.6
Exit 102	E	36.1	C	25.9	F	46.1	D	26.9	F	51.2	D	30.8
I-26 Westbound												
Exit 102	B	14.5	E	35.2	C	21.5	F	113.9	B	16.9	D	30.2
Exit 101	B	12.1	F	119.2	B	17.0	F	155.7	B	13.9	C	24.8
Exit 97 Loop	B	13.4	C	20.3	B	17.5	B	16.2	B	12.1	B	17.9
Exit 91 On-ramp	A	10.5	B	17.7	A	10.0	B	11.3	A	8.3	B	13.8
Exit 85 On ramp	B	11.5	C	18.7	A	9.3	B	11.1	A	9.3	B	14.9
Exit 82 On-ramp	A	9.6	B	14.6	A	7.5	A	8.6	A	9.7	B	15.3

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

The analysis results for the ramp merge areas, summarized in **Table 37**, indicate the following:

- Under Build conditions during the morning peak hour:
 - The eastbound and westbound merge areas operate at LOS C or better except for the eastbound merge area at Exit 101, which operates at LOS D, and the eastbound merge area at Exit 102, which operates at LOS F.
- Under Build conditions during the afternoon peak hour:

- The eastbound and westbound merge areas operate at LOS C or better except for the eastbound and westbound merge areas at Exit 102, which operates at LOS D.

It should be noted that under the Build conditions, I-26 is not widened in the merge areas at Exit 82 and remains at two lanes.

Ramp Diverge Analysis

The summary of the Ramp Diverge Analyses results for the Build condition, compared to the Existing and No-Build conditions are shown in **Table 38**. The outputs for the Final Build condition analyses are provided in **Appendix O**.

With the widening of I-26 to accommodate the projected increase in traffic volume within the corridor, the increased traffic volumes in most diverge areas in the 2040 Build condition will have densities comparable to those in existing conditions. However, several diverge areas are projected to experience increased densities and worse LOS than those experienced under existing conditions.

Table 38 – Final Ramp Diverge Capacity Analysis TransModeler Results

Segment	Existing Conditions				2040 No Build Conditions				2040 Build Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²	LOS ¹	Density ²
I-26 Eastbound												
Exit 82 to Exit 85	A	10.6	B	15.6	B	15.3	C	19.8	B	14.7	C	18.9
Exit 85	B	11.8	B	16.1	B	17.9	C	22.1	B	12.3	B	14.3
Exit 91	B	12.3	B	15.5	F	137.5	F	123.3	B	14.3	B	14.8
Exit 97	B	17.2	B	16.9	E	38.3	F	133.5	B	18.0	C	18.7
Exit 101	D	28.9	C	20.9	D	27.2	B	16.7	D	32.3	C	22.4
Exit 101 Loop	C	18.1	B	13.8	B	17.1	B	11.9	C	24.3	B	17.0
Exit 102	D	26.6	B	17.9	D	27.9	B	17.0	D	34.0	C	21.6
Exit 102 Loop	C	24.2	B	17.0	C	24.0	B	16.1	D	29.9	C	21.6
I-26 Westbound												
Exit 102	D	28.5	F	71.0	F	54.8	F	125.2	D	30.1	F	63.1
Exit 102 Loop	C	18.3	E	35.1	E	40.2	F	97.2	C	24.3	E	39.2
Exit 101	B	14.5	E	35.2	C	21.5	F	113.9	B	16.9	D	30.2
Exit 101 Loop	B	14.1	F	56.8	C	20.0	F	138.7	B	17.9	D	32.6
Exit 97	B	16.1	E	40.9	C	24.7	F	86.7	C	21.8	E	39.4
Exit 91	B	14.0	C	19.9	F	130.2	F	106.2	C	19.5	C	23.6
Exit 85 Loop Off	B	13.8	C	21.8	B	13.0	B	15.2	A	9.7	B	16.0
Exit 82 to Exit 85	B	11.5	B	17.6	A	8.8	B	11.0	B	11.6	C	18.5

¹ Per Highway Capacity Manual 2010 criteria.

² Density expressed as passenger cars/per mile/per lane.

The analysis results for the ramp merge areas, summarized in **Table 38**, indicate the following:

- Under Build conditions during the morning peak hour:
 - The eastbound and westbound off-ramps operate at LOS D or better.
- Under Build conditions during the afternoon peak hour:

- The diverge areas for the eastbound off-ramps will operate at LOS C or better.
- The diverge areas for the westbound off-ramp at Exit 102 operates at LOS F. The westbound loop off-ramp at Exit 102 and the off-ramp at Exit 97 operate at LOS E. The remaining westbound diverge areas will operate at LOS D or better.

VII. CONCLUSIONS AND RECOMMENDATIONS

The analysis results support the need to widen I-26 to provide three mainline lanes in each direction between Exit 85 and Exit 97 and four lanes from Exit 97 to Exit 101 to accommodate predicted 2040 design year traffic volumes.

The three interchange concepts evaluated at Exit 85 and at Exit 97 resulted in generally comparable predicted traffic operations in the 2040 Build scenario. Therefore, other considerations, such as construction cost, environmental impacts, constructability, and maintenance of traffic during construction were considered in identifying the preferred interchange improvement alternatives.

At Exit 85, Alternative 1a was selected as the Preferred Alternative because it meets the purpose and need, has the lowest overall construction cost, does not require any residential or commercial relocations, requires the lowest acreage of new right-of-way, and results in the lowest impact to streams making it the least environmentally damaging practicable alternative. Therefore, this alternative was selected as the Preferred Alternative.

At Exit 91, the DDI concept was selected as the preferred alternative in the *Interchange Modification Report, I-26 at S-48 (Columbia Avenue) Interchange Improvements*.

At Exit 97, Alternative 1 would impact the least amount of streams and wetlands, when compared to the remaining build alternatives, making this the least environmentally damaging practicable alternative. It also requires the least amount of new right-of-way and has the lowest overall estimated construction cost. The diverging diamond would also reduce congestion and provide a safer interchange, satisfying the project purpose and need. The intersections of Broad River Road and the I-26 ramps would be improved from LOS E or F to LOS C or better. Because of these reasons, Alternative 1 was selected as the Preferred Alternative.

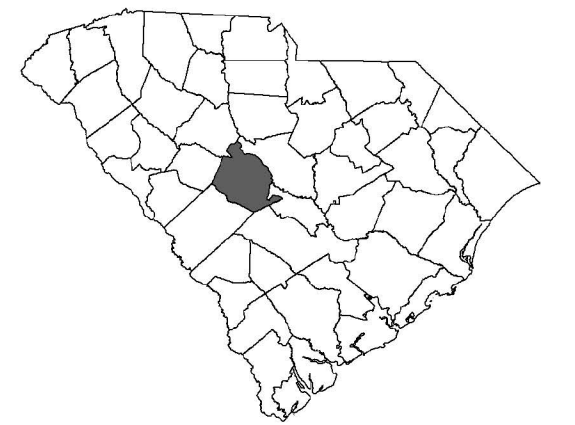
Appendix A

SCDOT AADT Data

General Highway System LEXINGTON COUNTY South Carolina

PREPARED BY THE
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

April 2016



SIGNIFICANT FACTS
EST. 1785
NAMED FOR THE BATTLE OF LEXINGTON, MASSACHUSETTS,
THE FIRST BATTLE OF THE AMERICAN REVOLUTION
COUNTY POPULATION 2010 CENSUS 262,391
COUNTY AREA IN SQUARE MILES 701

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Columbia, SC 29201 (803) 737-4533
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GIS/Mapping - (803) 737-1677

LEGEND

ROAD SYSTEM

INTERSTATE	
U.S. ROUTE	
S.C. ROUTE	
SECONDARY ROUTE	
DEED	
INTERSTATE	
U.S. & S.C.	
SECONDARY	
PRIVATE	
ROADS SHOWN FOR LARGER SCALE MAPS	
FAIRWAYS	

BOUNDARIES

STATE LINE	
COUNTY LINE	
UNINCORPORATED AREA	
SYSTEM OF LANDS (STATE, NAT'L, MILITARY, FEDERAL, STATE, COUNTY, LOCAL, PRIVATE)	
WATERWAY AND STATE RIGHTS	
STATE, FEDERAL, AND NATIONAL	
MISCELLANEOUS	

HYDROGRAPHY

NARROW STREAM	
WIDE STREAM OR RIVER	
RESERVOIR, POND OR LAKE	
WETLANDS OR MARSH	

CITIES AND TOWNS

STATE CAPITAL	
COUNTY SEAT	
OTHER CITY OR TOWN	

MAP FEATURES

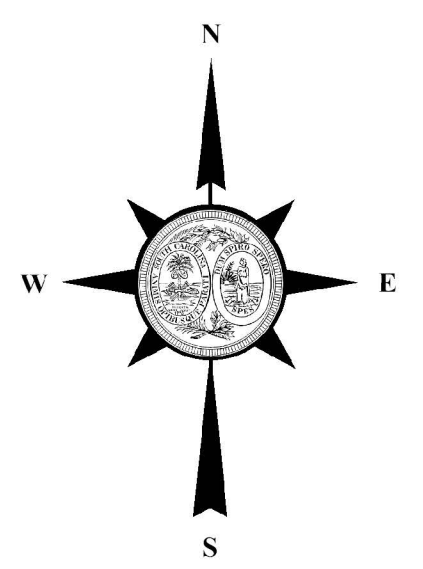
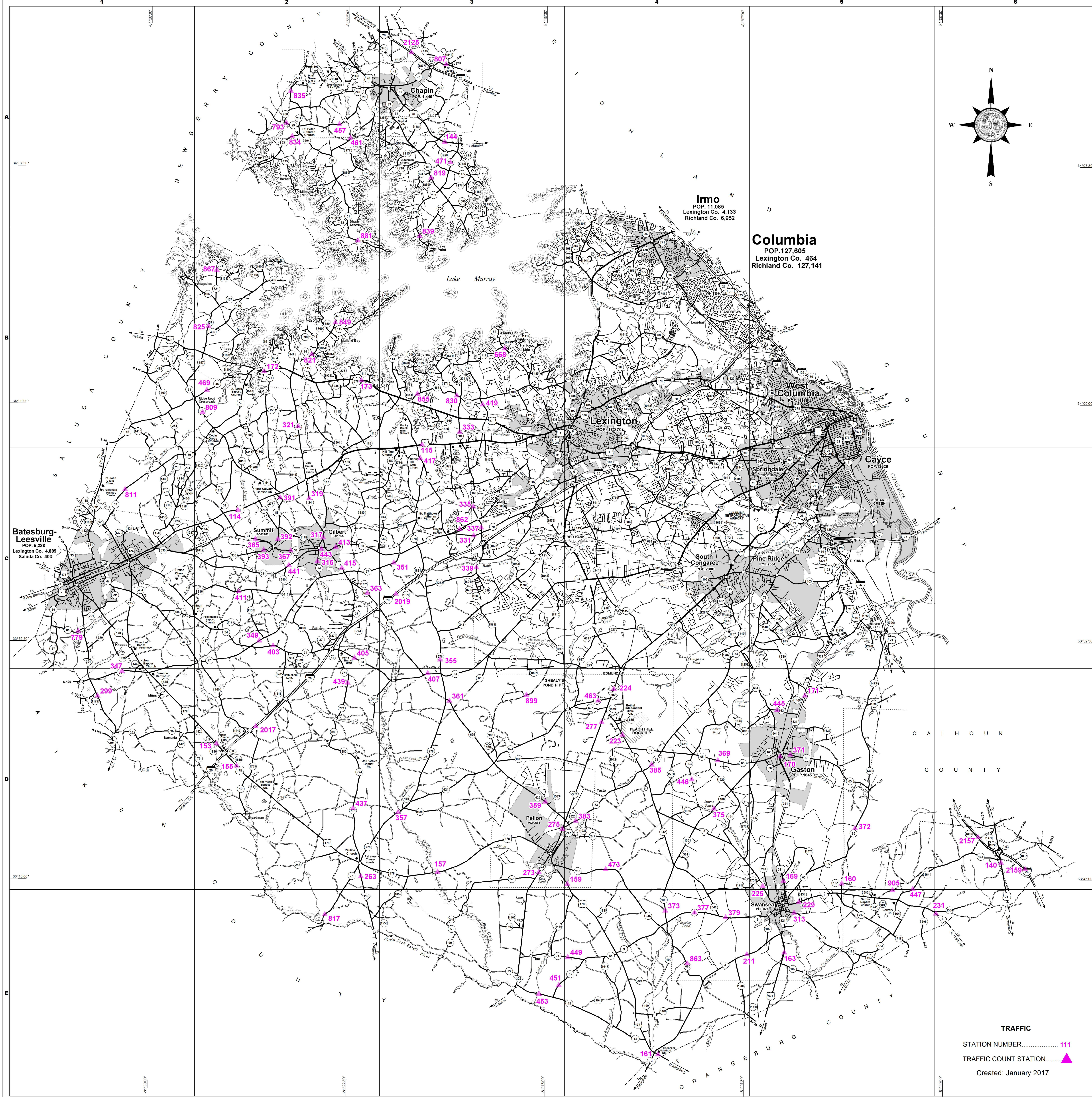
CHURCH	
AWAYWAY	
CONCRESSIONAL	
COURT	
COURTHOUSE	
AIRPORT COMPLETE FACILITIES	
AIRPORT LIMITED FACILITIES	
SCHOOL	
POINT OF INTEREST	
CEMETERY	
WELLS	
WELLS (LIMITED AREA)	
WELLS (LIMITED FACILITIES)	

0 1 2 3 4 MILES

0 7500 15000 FEET



The South Carolina Department of Transportation makes no representations or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability, for any particular purpose of the information and data contained on this map or any information furnished in connection herewith.



Irmo
POP. 11,085
Lexington Co. 4,133
Richland Co. 6,952

Columbia
POP. 127,605
Lexington Co. 464
Richland Co. 127,141

Batesburg-Leesville
POP. 5,288
Lexington Co. 4,885
Saluda Co. 403

Lexington
POP. 17,870

West Columbia
POP. 14,000

Cayce
POP. 12,228

South Congaree
POP. 2308

Pine Ridge
POP. 2064

Gaston
POP. 1645

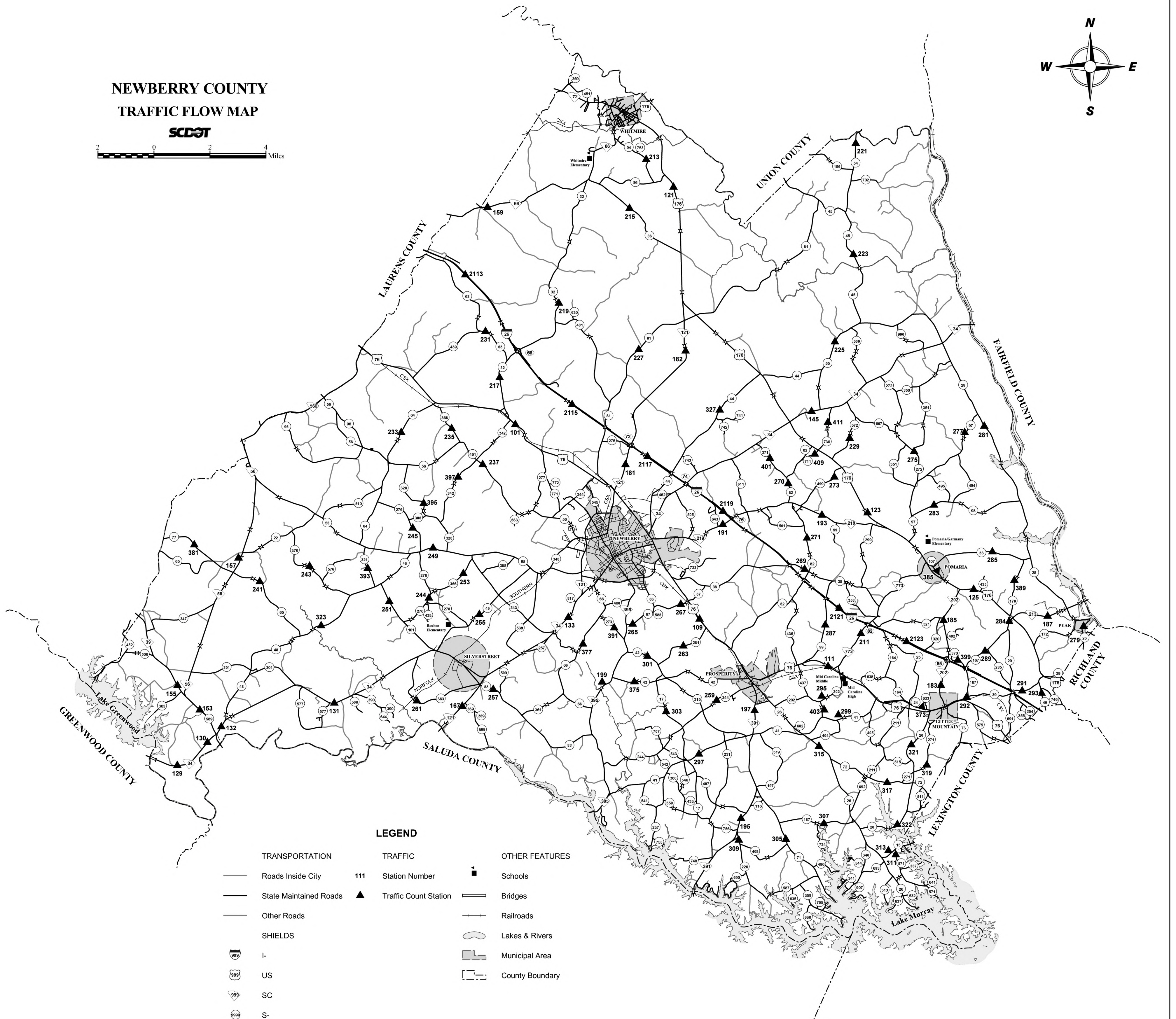
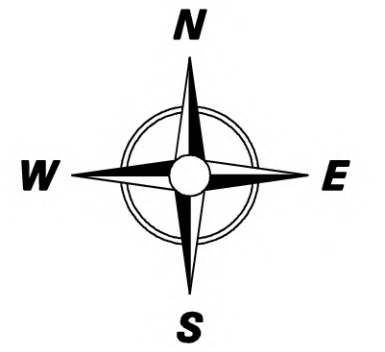
Pelton
POP. 61

Swansea
POP. 87

TRAFFIC
STATION NUMBER..... 111
TRAFFIC COUNT STATION.....
Created: January 2017

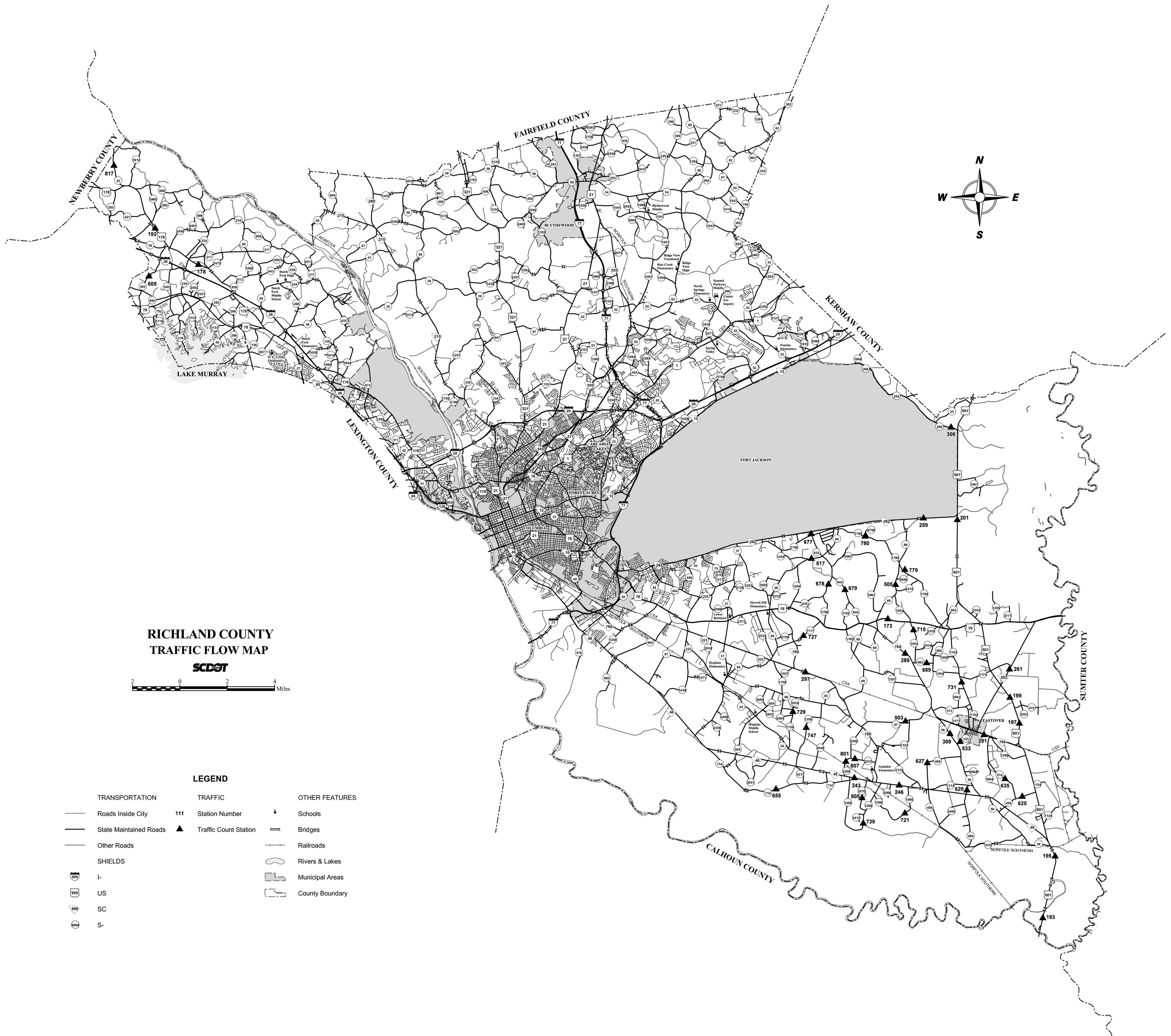
NEWBERRY COUNTY TRAFFIC FLOW MAP

SCDOT



LEGEND

TRANSPORTATION	TRAFFIC	OTHER FEATURES
Roads Inside City	111 Station Number	Schools
State Maintained Roads	Traffic Count Station	Bridges
Other Roads		Railroads
SHIELDS		
I-		Lakes & Rivers
US		Municipal Area
SC		County Boundary
S-		



**RICHLAND COUNTY
TRAFFIC FLOW MAP**

SCDOT



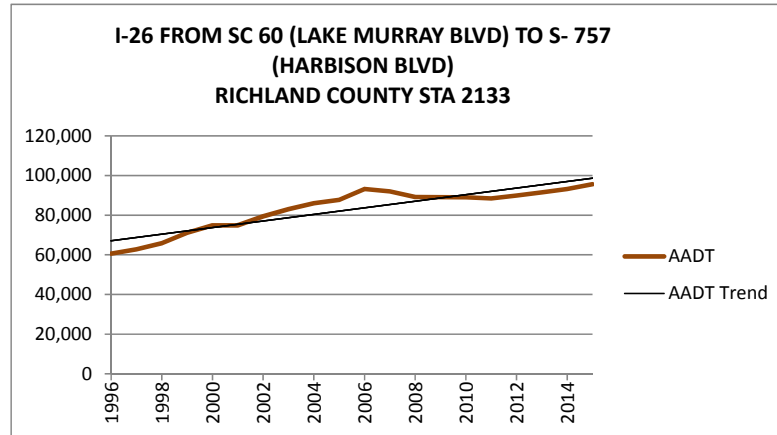
LEGEND

- | | | |
|--------------------------|-------------------------|-----------------------|
| TRANSPORTATION | TRAFFIC | OTHER FEATURES |
| — Roads Inside City | 111 Station Number | • Schools |
| — State Maintained Roads | ▲ Traffic Count Station | — Bridges |
| — Other Roads | | — Railroads |
| SHIELDS | | — Rivers & Lakes |
| 95 I- | | ▭ Municipal Areas |
| 89 US | | - - - County Boundary |
| 99 SC | | |
| 97 S- | | |

**I-26 FROM SC 60 (LAKE MURRAY BLVD) TO S- 757
(HARBISON BLVD)**

Year / Volume			
1996	60,600	2006	93,200
1997	62,800	2007	92,000
1998	65,800	2008	89,200
1999	71,100	2009	89,100
2000	74,900	2010	89,000
2001	74,900	2011	88,400
2002	79,400	2012	89,900
2003	83,000	2013	91,500
2004	86,000	2014	93,200
2005	87,700	2015	95,600

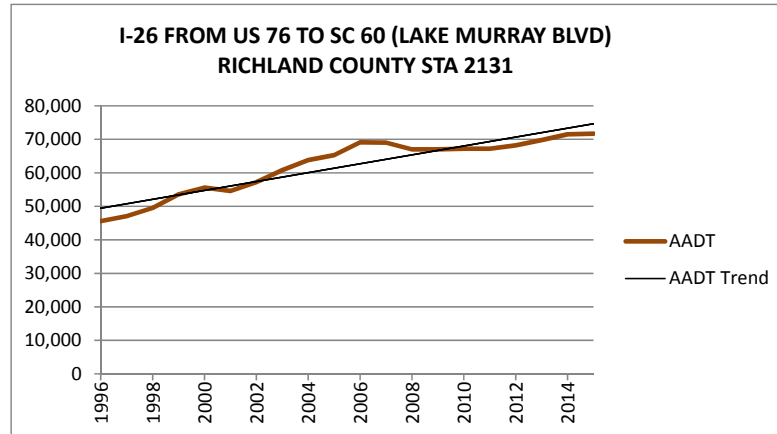
The annual growth rate for the 20 years selected is 2.306 percent
 The annual growth rate for the five years prior to 2015 is 1.578 percent
 The annual growth rate for the ten years prior to 2015 is 0.255 percent
 The annual growth rate since 2000 is 1.537 percent
 The annual growth rate since 2005 is 0.787 percent
 The annual growth rate since 2010 is 1.199 percent



**I-26 FROM US 76 TO SC 60 (LAKE MURRAY BLVD)
RICHLAND COUNTY STA 2131**

Year / Volume			
1996	45,600	2006	69,100
1997	47,100	2007	69,000
1998	49,500	2008	67,000
1999	53,600	2009	67,000
2000	55,600	2010	67,200
2001	54,600	2011	67,200
2002	57,200	2012	68,200
2003	60,800	2013	69,800
2004	63,800	2014	71,500
2005	65,300	2015	71,700

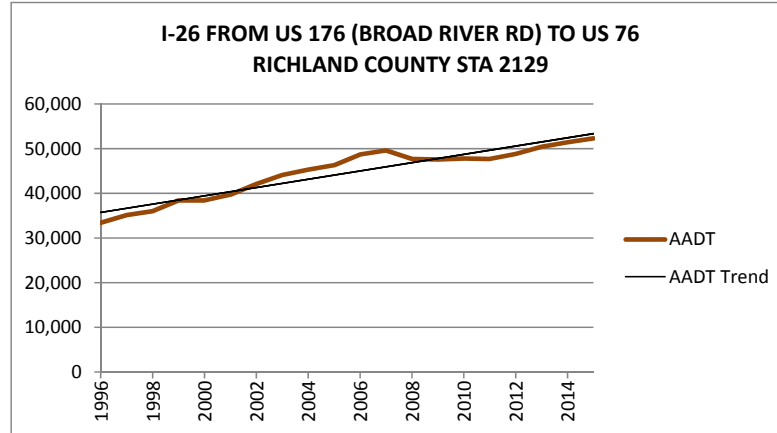
The annual growth rate for the 20 years selected is 2.289 percent
 The annual growth rate for the five years prior to 2015 is 1.305 percent
 The annual growth rate for the ten years prior to 2015 is 0.370 percent
 The annual growth rate since 2000 is 1.602 percent
 The annual growth rate since 2005 is 0.854 percent
 The annual growth rate since 2010 is 1.086 percent



**I-26 FROM US 176 (BROAD RIVER RD) TO US 76
RICHLAND COUNTY STA 2129**

Year / Volume			
1996	33,400	2006	48,700
1997	35,100	2007	49,600
1998	36,000	2008	47,700
1999	38,400	2009	47,600
2000	38,400	2010	47,800
2001	39,700	2011	47,700
2002	42,100	2012	48,800
2003	44,100	2013	50,400
2004	45,300	2014	51,400
2005	46,300	2015	52,300

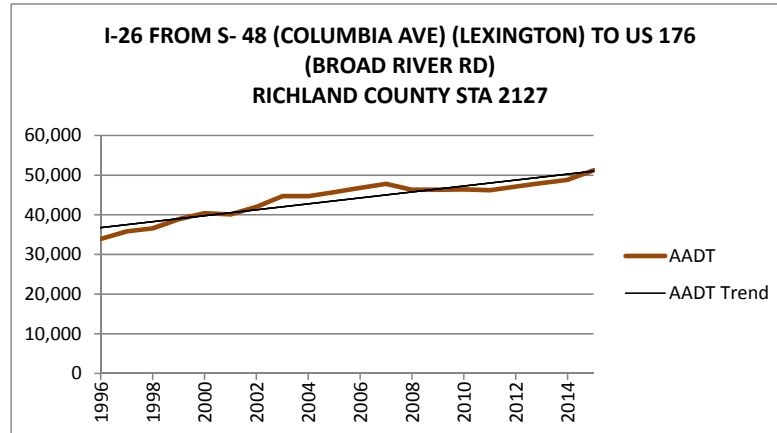
The annual growth rate for the 20 years selected is 2.268 percent
 The annual growth rate for the five years prior to 2015 is 1.858 percent
 The annual growth rate for the ten years prior to 2015 is 0.716 percent
 The annual growth rate since 2000 is 1.950 percent
 The annual growth rate since 2005 is 1.114 percent
 The annual growth rate since 2010 is 1.511 percent



**I-26 FROM S- 48 (COLUMBIA AVE) (LEXINGTON)
TO US 176 (BROAD RIVER RD)**

Year / Volume			
1996	33,900	2006	46,800
1997	35,800	2007	47,800
1998	36,600	2008	46,300
1999	38,900	2009	46,300
2000	40,400	2010	46,400
2001	40,100	2011	46,200
2002	42,000	2012	47,100
2003	44,700	2013	48,000
2004	44,700	2014	48,800
2005	45,700	2015	51,200

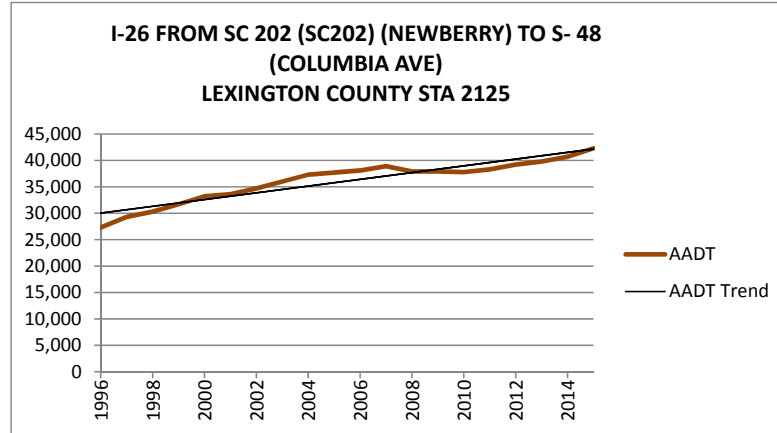
The annual growth rate for the 20 years selected is 2.083 percent
 The annual growth rate for the five years prior to 2015 is 2.076 percent
 The annual growth rate for the ten years prior to 2015 is 0.903 percent
 The annual growth rate since 2000 is 1.492 percent
 The annual growth rate since 2005 is 1.038 percent
 The annual growth rate since 2010 is 1.654 percent



**I-26 FROM SC 202 (SC202) (NEWBERRY) TO S- 48
(COLUMBIA AVE)**

Year / Volume			
1996	27,300	2006	38,100
1997	29,300	2007	38,900
1998	30,300	2008	37,900
1999	31,700	2009	37,900
2000	33,200	2010	37,800
2001	33,600	2011	38,300
2002	34,700	2012	39,200
2003	36,000	2013	39,800
2004	37,300	2014	40,700
2005	37,700	2015	42,300

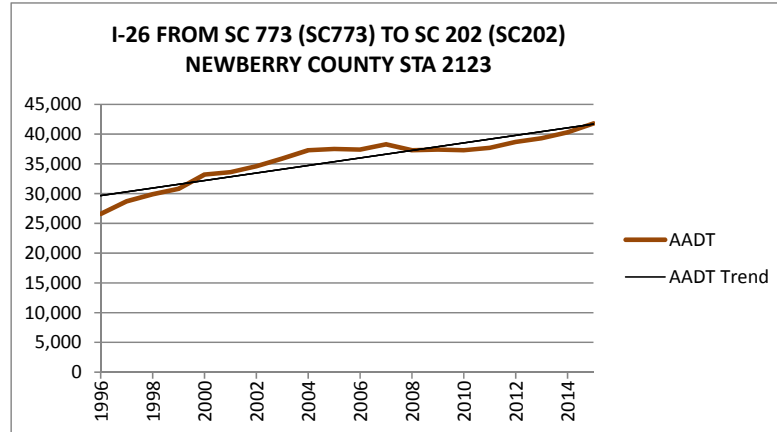
The annual growth rate for the 20 years selected is 2.214 percent
 The annual growth rate for the five years prior to 2015 is 2.007 percent
 The annual growth rate for the ten years prior to 2015 is 1.051 percent
 The annual growth rate since 2000 is 1.526 percent
 The annual growth rate since 2005 is 1.052 percent
 The annual growth rate since 2010 is 1.892 percent



**I-26 FROM SC 773 (SC773) TO SC 202 (SC202)
NEWBERRY COUNTY STA 2123**

Year / Volume			
1996	26,600	2006	37,400
1997	28,700	2007	38,300
1998	29,900	2008	37,300
1999	30,800	2009	37,400
2000	33,200	2010	37,300
2001	33,600	2011	37,700
2002	34,600	2012	38,700
2003	35,900	2013	39,300
2004	37,300	2014	40,300
2005	37,500	2015	41,800

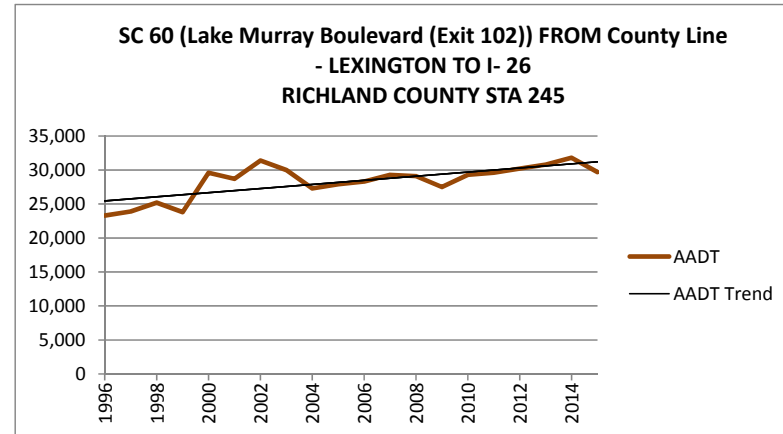
The annual growth rate for the 20 years selected is 2.286 percent
 The annual growth rate for the five years prior to 2015 is 2.086 percent
 The annual growth rate for the ten years prior to 2015 is 1.118 percent
 The annual growth rate since 2000 is 1.450 percent
 The annual growth rate since 2005 is 0.992 percent
 The annual growth rate since 2010 is 1.917 percent



**SC 60 (Lake Murray Boulevard (Exit 102)) FROM
County Line - LEXINGTON TO I- 26**

Year / Volume			
1996	23,300	2006	28,300
1997	23,900	2007	29,300
1998	25,200	2008	29,100
1999	23,800	2009	27,500
2000	29,600	2010	29,300
2001	28,700	2011	29,600
2002	31,400	2012	30,200
2003	30,000	2013	30,800
2004	27,300	2014	31,800
2005	27,900	2015	29,700

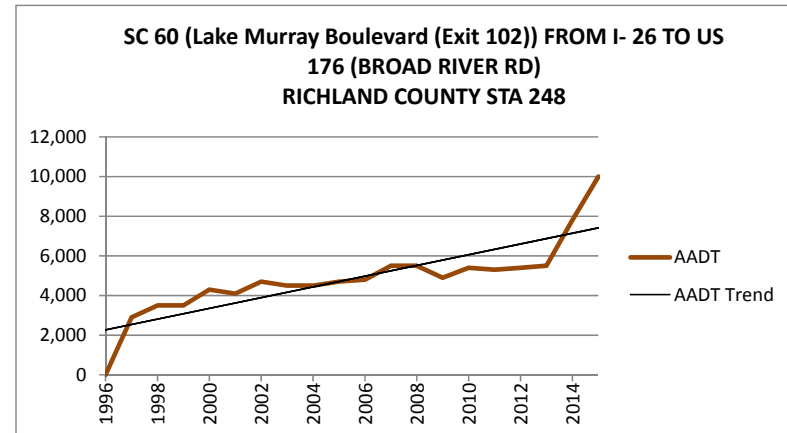
The annual growth rate for the 20 years selected is 1.221 percent
 The annual growth rate for the five years prior to 2015 is 0.067 percent
 The annual growth rate for the ten years prior to 2015 is 0.484 percent
 The annual growth rate since 2000 is 0.021 percent
 The annual growth rate since 2005 is 0.570 percent
 The annual growth rate since 2010 is 0.226 percent



**SC 60 (Lake Murray Boulevard (Exit 102)) FROM I-
26 TO US 176 (BROAD RIVER RD)**

Year / Volume			
1996	-	2006	4,800
1997	2,900	2007	5,500
1998	3,500	2008	5,500
1999	3,500	2009	4,900
2000	4,300	2010	5,400
2001	4,100	2011	5,300
2002	4,700	2012	5,400
2003	4,500	2013	5,500
2004	4,500	2014	7,800
2005	4,700	2015	10,000

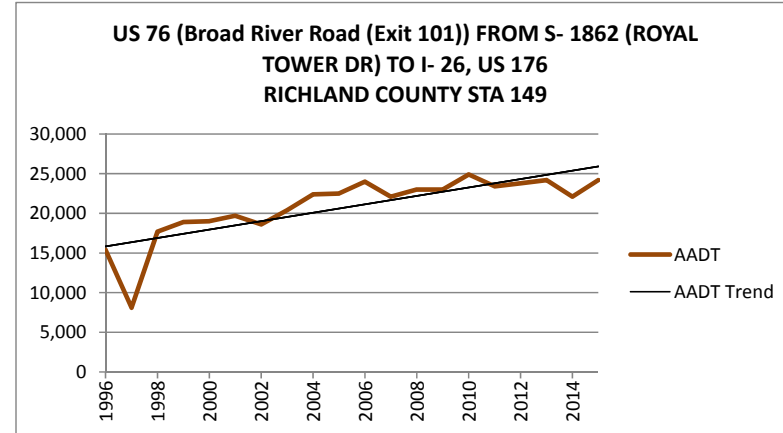
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 13.539 percent
 The annual growth rate for the ten years prior to 2015 is 7.616 percent
 The annual growth rate since 2000 is 5.416 percent
 The annual growth rate since 2005 is 7.105 percent
 The annual growth rate since 2010 is 10.816 percent



**US 76 (Broad River Road (Exit 101)) FROM S- 1862
(ROYAL TOWER DR) TO I- 26, US 176**

Year / Volume			
1996	15,400	2006	24,000
1997	8,100	2007	22,100
1998	17,700	2008	23,000
1999	18,900	2009	23,000
2000	19,000	2010	24,900
2001	19,700	2011	23,400
2002	18,600	2012	23,800
2003	20,400	2013	24,200
2004	22,400	2014	22,100
2005	22,500	2015	24,200

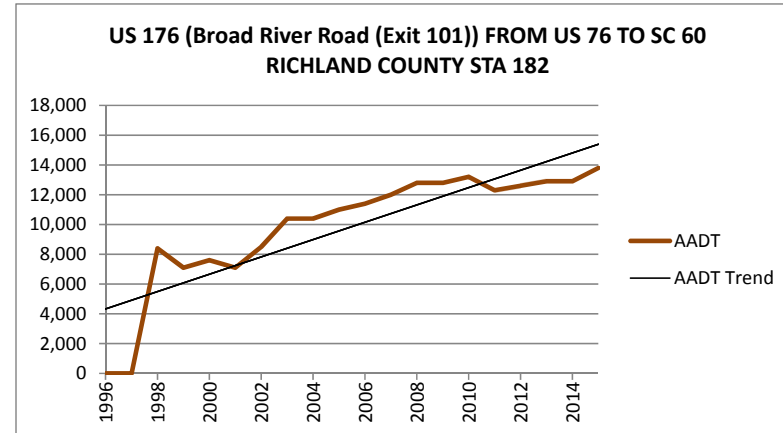
The annual growth rate for the 20 years selected is 2.286 percent
 The annual growth rate for the five years prior to 2015 is 0.675 percent
 The annual growth rate for the ten years prior to 2015 is 0.083 percent
 The annual growth rate since 2000 is 1.523 percent
 The annual growth rate since 2005 is 0.664 percent
 The annual growth rate since 2010 is -0.474 percent



**US 176 (Broad River Road (Exit 101)) FROM US 76
TO SC 60**

Year / Volume			
1996	-	2006	11,400
1997	-	2007	12,000
1998	8,400	2008	12,800
1999	7,100	2009	12,800
2000	7,600	2010	13,200
2001	7,100	2011	12,300
2002	8,500	2012	12,600
2003	10,400	2013	12,900
2004	10,400	2014	12,900
2005	11,000	2015	13,800

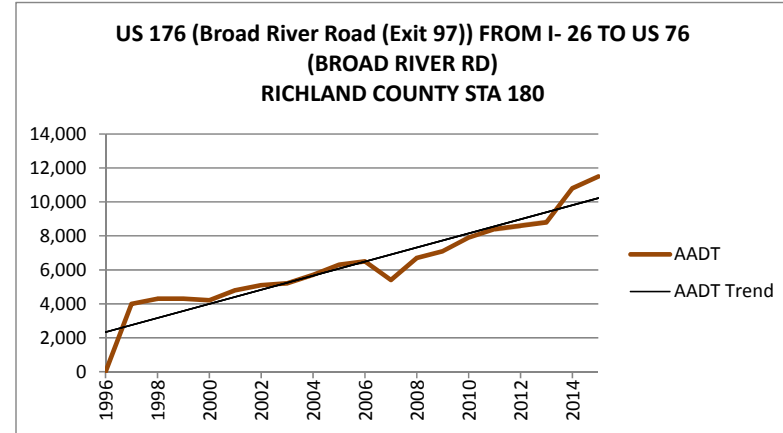
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 2.328 percent
 The annual growth rate for the ten years prior to 2015 is 1.929 percent
 The annual growth rate since 2000 is 3.799 percent
 The annual growth rate since 2005 is 2.083 percent
 The annual growth rate since 2010 is 0.744 percent



**US 176 (Broad River Road (Exit 97)) FROM I- 26 TO
US 76 (BROAD RIVER RD)**

Year / Volume			
1996	-	2006	6,500
1997	4,000	2007	5,400
1998	4,300	2008	6,700
1999	4,300	2009	7,100
2000	4,200	2010	7,900
2001	4,800	2011	8,400
2002	5,100	2012	8,600
2003	5,200	2013	8,800
2004	5,700	2014	10,800
2005	6,300	2015	11,500

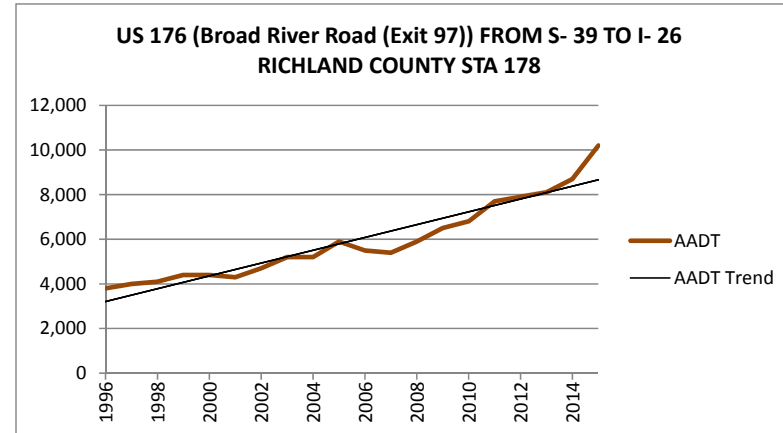
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 6.484 percent
 The annual growth rate for the ten years prior to 2015 is 5.871 percent
 The annual growth rate since 2000 is 6.498 percent
 The annual growth rate since 2005 is 5.623 percent
 The annual growth rate since 2010 is 6.458 percent



**US 176 (Broad River Road (Exit 97)) FROM S- 39 TO
I- 26**

Year / Volume			
1996	3,800	2006	5,500
1997	4,000	2007	5,400
1998	4,100	2008	5,900
1999	4,400	2009	6,500
2000	4,400	2010	6,800
2001	4,300	2011	7,700
2002	4,700	2012	7,900
2003	5,200	2013	8,100
2004	5,200	2014	8,700
2005	5,900	2015	10,200

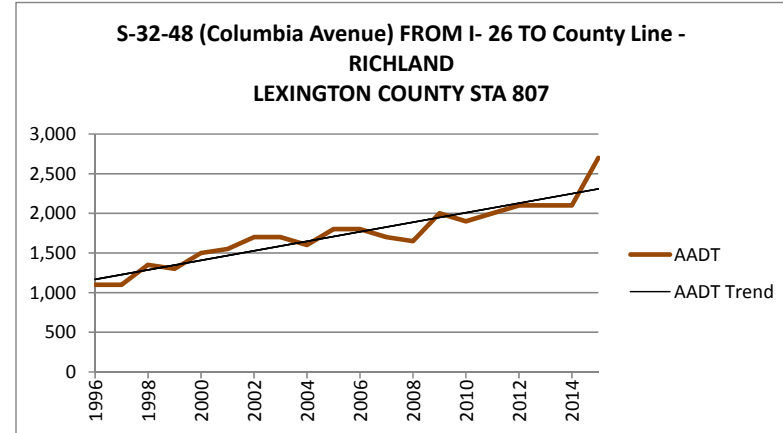
The annual growth rate for the 20 years selected is 5.061 percent
 The annual growth rate for the five years prior to 2015 is 5.784 percent
 The annual growth rate for the ten years prior to 2015 is 6.371 percent
 The annual growth rate since 2000 is 5.395 percent
 The annual growth rate since 2005 is 5.103 percent
 The annual growth rate since 2010 is 6.991 percent



S-32-48 (Columbia Avenue) FROM I- 26 TO County

Line - RICHLAND			
Year / Volume			
1996	1,100	2006	1,800
1997	1,100	2007	1,700
1998	1,350	2008	1,650
1999	1,300	2009	2,000
2000	1,500	2010	1,900
2001	1,550	2011	2,000
2002	1,700	2012	2,100
2003	1,700	2013	2,100
2004	1,600	2014	2,100
2005	1,800	2015	2,700

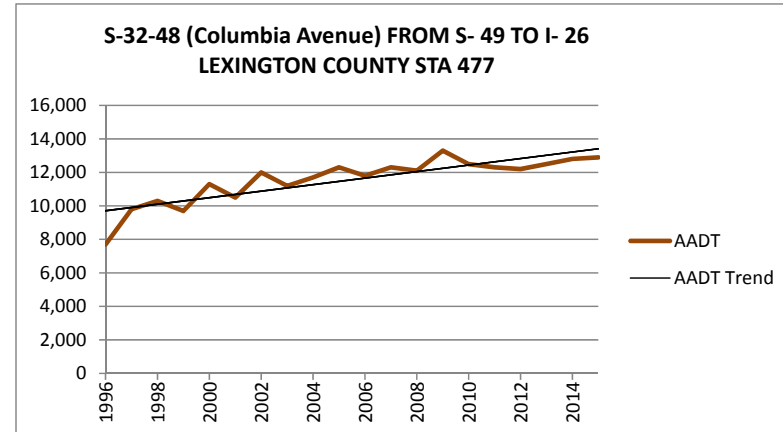
The annual growth rate for the 20 years selected is 4.592 percent
 The annual growth rate for the five years prior to 2015 is 6.186 percent
 The annual growth rate for the ten years prior to 2015 is 4.138 percent
 The annual growth rate since 2000 is 3.742 percent
 The annual growth rate since 2005 is 3.755 percent
 The annual growth rate since 2010 is 6.032 percent



S-32-48 (Columbia Avenue) FROM S- 49 TO I- 26 LEXINGTON COUNTY STA 477

Year / Volume			
1996	7,700	2006	11,800
1997	9,800	2007	12,300
1998	10,300	2008	12,100
1999	9,700	2009	13,300
2000	11,300	2010	12,500
2001	10,500	2011	12,300
2002	12,000	2012	12,200
2003	11,200	2013	12,500
2004	11,700	2014	12,800
2005	12,300	2015	12,900

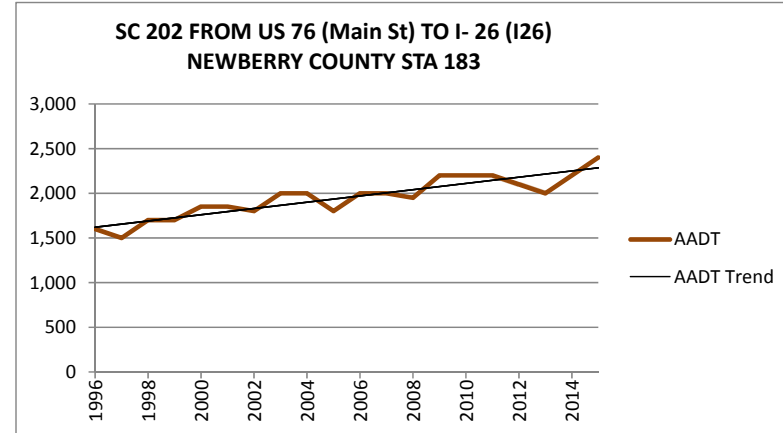
The annual growth rate for the 20 years selected is 2.614 percent
 The annual growth rate for the five years prior to 2015 is 0.957 percent
 The annual growth rate for the ten years prior to 2015 is 0.895 percent
 The annual growth rate since 2000 is 0.831 percent
 The annual growth rate since 2005 is 0.434 percent
 The annual growth rate since 2010 is 0.526 percent



**SC 202 FROM US 76 (Main St) TO I- 26 (I26)
NEWBERRY COUNTY STA 183**

Year / Volume			
1996	1,600	2006	2,000
1997	1,500	2007	2,000
1998	1,700	2008	1,950
1999	1,700	2009	2,200
2000	1,850	2010	2,200
2001	1,850	2011	2,200
2002	1,800	2012	2,100
2003	2,000	2013	2,000
2004	2,000	2014	2,200
2005	1,800	2015	2,400

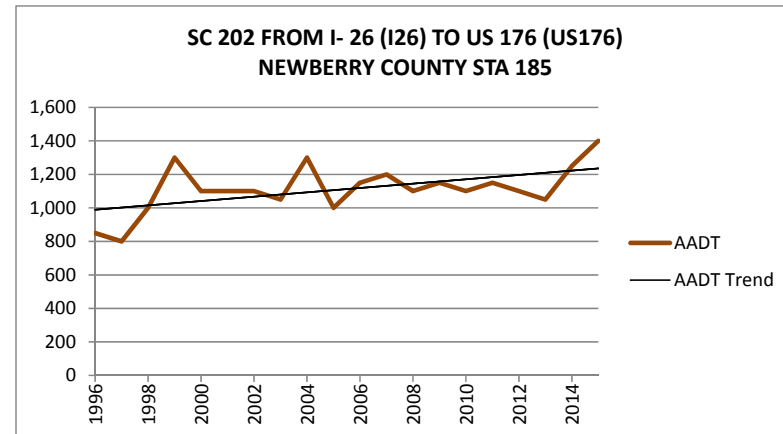
The annual growth rate for the 20 years selected is 2.048 percent
 The annual growth rate for the five years prior to 2015 is 1.755 percent
 The annual growth rate for the ten years prior to 2015 is 1.840 percent
 The annual growth rate since 2000 is 1.640 percent
 The annual growth rate since 2005 is 2.650 percent
 The annual growth rate since 2010 is 1.461 percent



**SC 202 FROM I- 26 (I26) TO US 176 (US176)
NEWBERRY COUNTY STA 185**

Year / Volume			
1996	850	2006	1,150
1997	800	2007	1,200
1998	1,000	2008	1,100
1999	1,300	2009	1,150
2000	1,100	2010	1,100
2001	1,100	2011	1,150
2002	1,100	2012	1,100
2003	1,050	2013	1,050
2004	1,300	2014	1,250
2005	1,000	2015	1,400

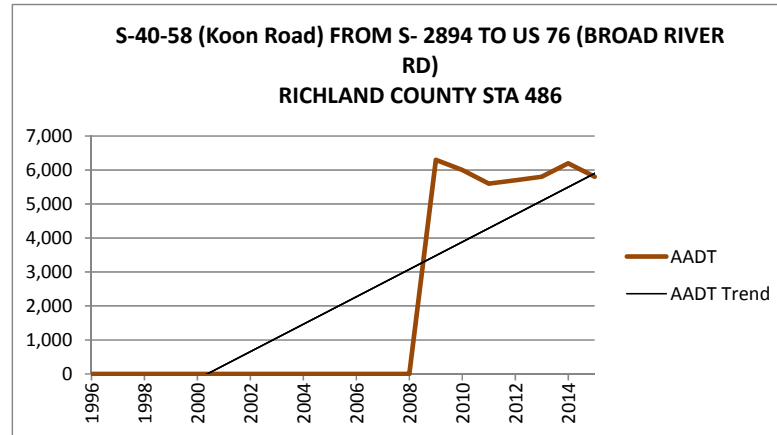
The annual growth rate for the 20 years selected is 2.526 percent
 The annual growth rate for the five years prior to 2015 is 4.013 percent
 The annual growth rate for the ten years prior to 2015 is 1.987 percent
 The annual growth rate since 2000 is 1.519 percent
 The annual growth rate since 2005 is 3.106 percent
 The annual growth rate since 2010 is 4.101 percent



**S-40-58 (Koon Road) FROM S- 2894 TO US 76
(BROAD RIVER RD)**

Year / Volume	
1996	-
1997	-
1998	-
1999	-
2000	-
2001	-
2002	-
2003	-
2004	-
2005	-
2006	-
2007	-
2008	-
2009	6,300
2010	6,000
2011	5,600
2012	5,700
2013	5,800
2014	6,200
2015	5,800

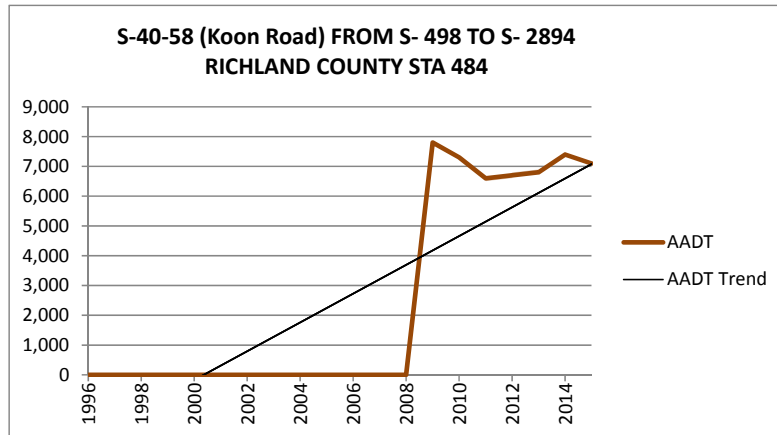
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 0.704 percent
 Count missing from data; check inputs for ten year rate calculation
 No rate since 2000 can be calculated
 No rate since 2005 can be calculated
 The annual growth rate since 2010 is -0.563 percent



**S-40-58 (Koon Road) FROM S- 498 TO S- 2894
RICHLAND COUNTY STA 484**

Year / Volume	
1996	-
1997	-
1998	-
1999	-
2000	-
2001	-
2002	-
2003	-
2004	-
2005	-
2006	-
2007	-
2008	-
2009	7,800
2010	7,300
2011	6,600
2012	6,700
2013	6,800
2014	7,400
2015	7,100

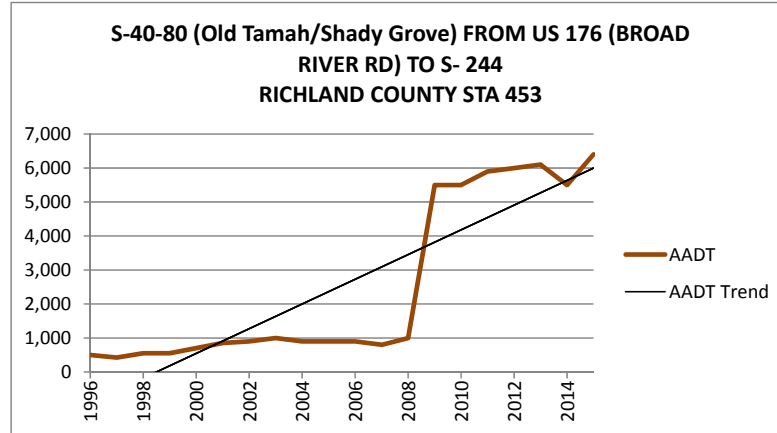
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 1.471 percent
 Count missing from data; check inputs for ten year rate calculation
 No rate since 2000 can be calculated
 No rate since 2005 can be calculated
 The annual growth rate since 2010 is -0.462 percent



S-40-80 (Old Tamah/Shady Grove) FROM US 176 (BROAD RIVER RD) TO S- 244

Year / Volume			
1996	500	2006	900
1997	425	2007	800
1998	550	2008	1,000
1999	550	2009	5,500
2000	700	2010	5,500
2001	850	2011	5,900
2002	900	2012	6,000
2003	1,000	2013	6,100
2004	900	2014	5,500
2005	900	2015	6,400

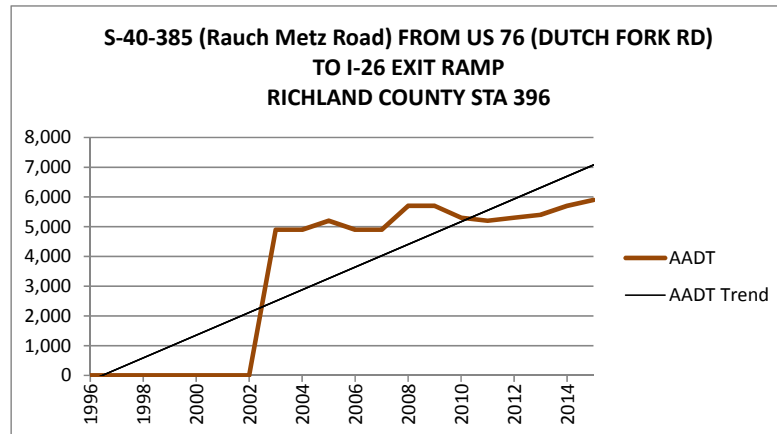
The annual growth rate for the 20 years selected is 13.595 percent
 The annual growth rate for the five years prior to 2015 is 1.640 percent
 The annual growth rate for the ten years prior to 2015 is 21.673 percent
 The annual growth rate since 2000 is 14.833 percent
 The annual growth rate since 2005 is 19.522 percent
 The annual growth rate since 2010 is 2.558 percent



S-40-385 (Rauch Metz Road) FROM US 76 (DUTCH FORK RD) TO I-26 EXIT RAMP

Year / Volume			
1996	-	2006	4,900
1997	-	2007	4,900
1998	-	2008	5,700
1999	-	2009	5,700
2000	-	2010	5,300
2001	-	2011	5,200
2002	-	2012	5,300
2003	4,900	2013	5,400
2004	4,900	2014	5,700
2005	5,200	2015	5,900

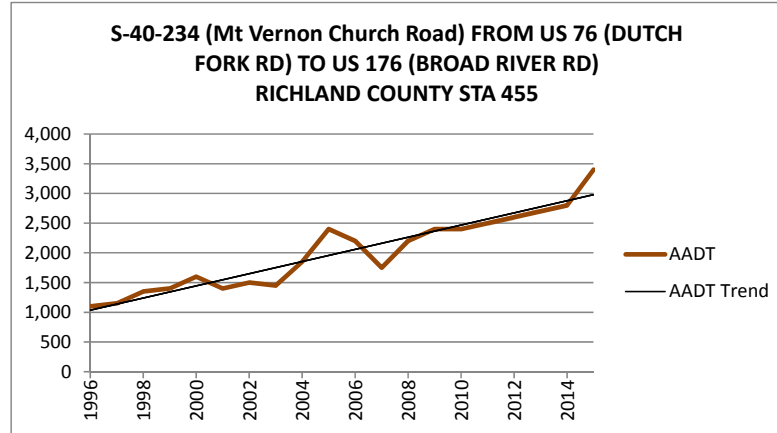
Count missing from data; check inputs for rate calculation
 The annual growth rate for the five years prior to 2015 is 2.558 percent
 The annual growth rate for the ten years prior to 2015 is 1.875 percent
 No rate since 2000 can be calculated
 The annual growth rate since 2005 is 1.155 percent
 The annual growth rate since 2010 is 1.803 percent



S-40-234 (Mt Vernon Church Road) FROM US 76 (DUTCH FORK RD) TO US 176 (BROAD RIVER RD)

Year / Volume			
1996	1,100	2006	2,200
1997	1,150	2007	1,750
1998	1,350	2008	2,200
1999	1,400	2009	2,400
2000	1,600	2010	2,400
2001	1,400	2011	2,500
2002	1,500	2012	2,600
2003	1,450	2013	2,700
2004	1,850	2014	2,800
2005	2,400	2015	3,400

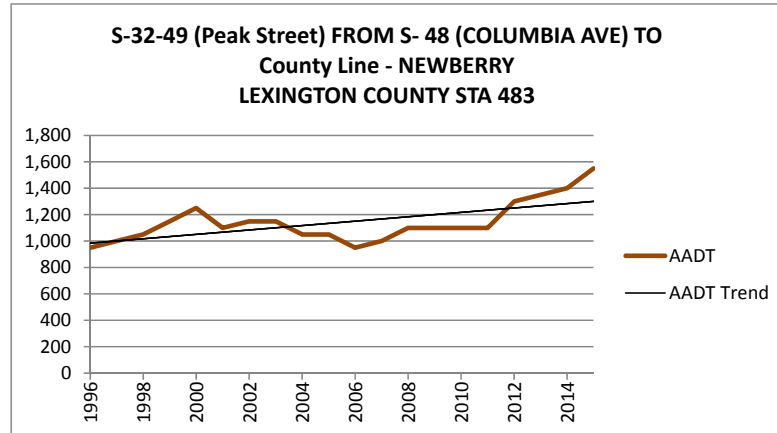
The annual growth rate for the 20 years selected is 5.805 percent
 The annual growth rate for the five years prior to 2015 is 6.343 percent
 The annual growth rate for the ten years prior to 2015 is 4.449 percent
 The annual growth rate since 2000 is 4.824 percent
 The annual growth rate since 2005 is 3.217 percent
 The annual growth rate since 2010 is 5.977 percent



S-32-49 (Peak Street) FROM S- 48 (COLUMBIA AVE) TO County Line - NEWBERRY

Year / Volume			
1996	950	2006	950
1997	1,000	2007	1,000
1998	1,050	2008	1,100
1999	1,150	2009	1,100
2000	1,250	2010	1,100
2001	1,100	2011	1,100
2002	1,150	2012	1,300
2003	1,150	2013	1,350
2004	1,050	2014	1,400
2005	1,050	2015	1,550

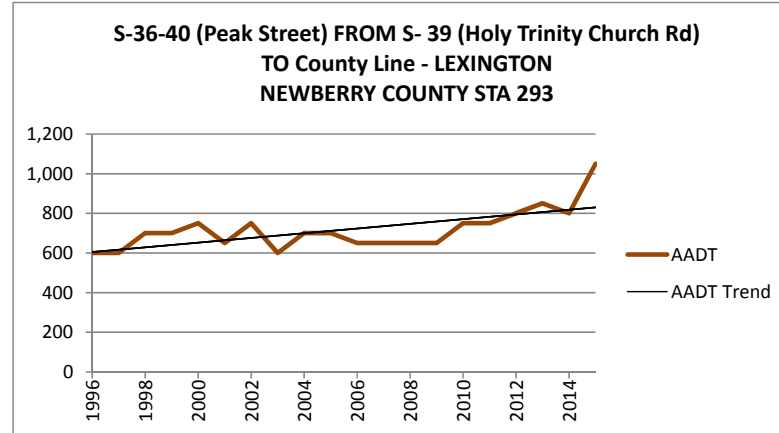
The annual growth rate for the 20 years selected is 2.478 percent
 The annual growth rate for the five years prior to 2015 is 7.100 percent
 The annual growth rate for the ten years prior to 2015 is 5.017 percent
 The annual growth rate since 2000 is 1.354 percent
 The annual growth rate since 2005 is 3.604 percent
 The annual growth rate since 2010 is 5.882 percent



S-36-40 (Peak Street) FROM S- 39 (Holy Trinity Church Rd) TO County Line - LEXINGTON

Year / Volume			
1996	600	2006	650
1997	600	2007	650
1998	700	2008	650
1999	700	2009	650
2000	750	2010	750
2001	650	2011	750
2002	750	2012	800
2003	600	2013	850
2004	700	2014	800
2005	700	2015	1,050

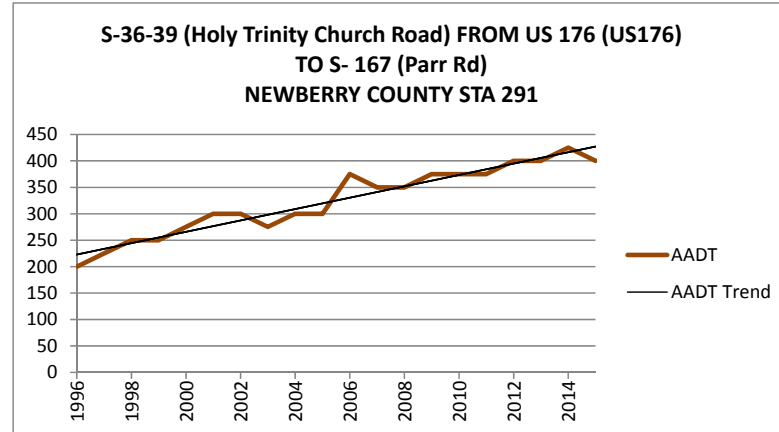
The annual growth rate for the 20 years selected is 2.838 percent
 The annual growth rate for the five years prior to 2015 is 6.961 percent
 The annual growth rate for the ten years prior to 2015 is 4.913 percent
 The annual growth rate since 2000 is 2.125 percent
 The annual growth rate since 2005 is 3.755 percent
 The annual growth rate since 2010 is 5.768 percent



S-36-39 (Holy Trinity Church Road) FROM US 176 (US176) TO S- 167 (Parr Rd)

Year / Volume			
1996	200	2006	375
1997	225	2007	350
1998	250	2008	350
1999	250	2009	375
2000	275	2010	375
2001	300	2011	375
2002	300	2012	400
2003	275	2013	400
2004	300	2014	425
2005	300	2015	400

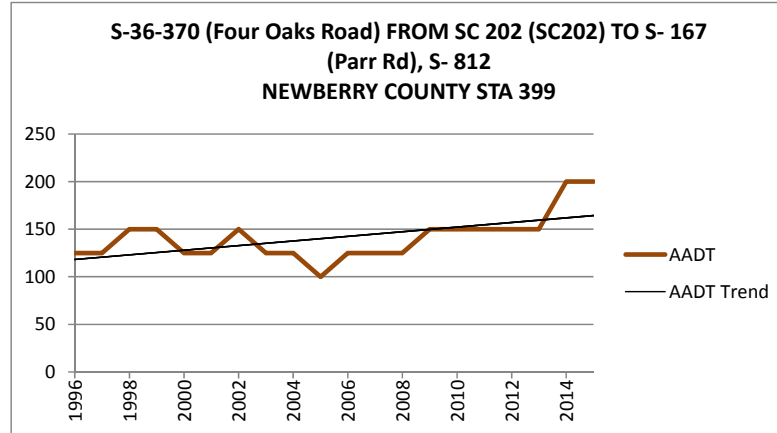
The annual growth rate for the 20 years selected is 3.526 percent
 The annual growth rate for the five years prior to 2015 is 1.299 percent
 The annual growth rate for the ten years prior to 2015 is 0.647 percent
 The annual growth rate since 2000 is 2.369 percent
 The annual growth rate since 2005 is 2.650 percent
 The annual growth rate since 2010 is 1.081 percent



**S-36-370 (Four Oaks Road) FROM SC 202 (SC202)
TO S- 167 (Parr Rd), S- 812**

Year / Volume			
1996	125	2006	125
1997	125	2007	125
1998	150	2008	125
1999	150	2009	150
2000	125	2010	150
2001	125	2011	150
2002	150	2012	150
2003	125	2013	150
2004	125	2014	200
2005	100	2015	200

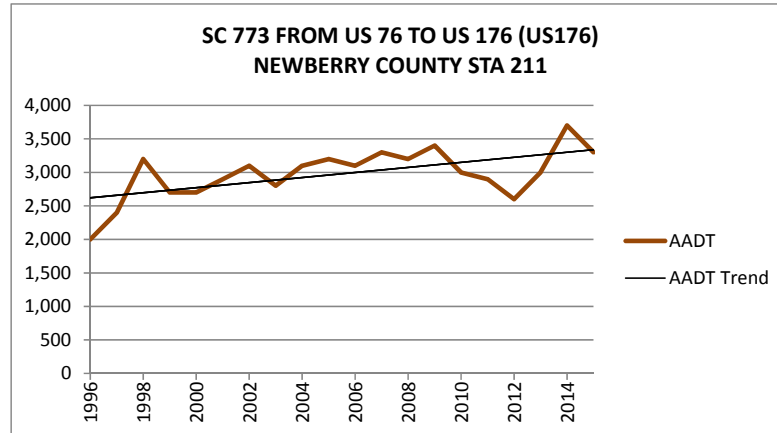
The annual growth rate for the 20 years selected is 2.378 percent
 The annual growth rate for the five years prior to 2015 is 5.922 percent
 The annual growth rate for the ten years prior to 2015 is 4.812 percent
 The annual growth rate since 2000 is 2.981 percent
 The annual growth rate since 2005 is 6.504 percent
 The annual growth rate since 2010 is 4.912 percent



**SC 773 FROM US 76 TO US 176 (US176)
NEWBERRY COUNTY STA 211**

Year / Volume			
1996	2,000	2006	3,100
1997	2,400	2007	3,300
1998	3,200	2008	3,200
1999	2,700	2009	3,400
2000	2,700	2010	3,000
2001	2,900	2011	2,900
2002	3,100	2012	2,600
2003	2,800	2013	3,000
2004	3,100	2014	3,700
2005	3,200	2015	3,300

The annual growth rate for the 20 years selected is 2.535 percent
 The annual growth rate for the five years prior to 2015 is 2.618 percent
 The annual growth rate for the ten years prior to 2015 is 0.627 percent
 The annual growth rate since 2000 is 1.262 percent
 The annual growth rate since 2005 is 0.280 percent
 The annual growth rate since 2010 is 1.601 percent



Appendix B

I-26 Vehicle Classification Data



Date: 8/23/16
 Location: Mile Marker 85
 Direction: Westbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total	
Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi		
12:00 AM	0	14	1	0	2	0	0	12	0	0	0	0	29	
12:15 AM	0	24	1	0	0	0	0	20	0	0	0	0	45	
12:30 AM	0	13	3	0	0	0	0	22	0	1	0	0	39	
12:45 AM	0	9	3	0	1	1	0	19	0	0	0	0	34	
1:00 AM	0	11	4	0	0	0	0	13	0	0	0	0	29	
1:15 AM	0	9	2	0	0	0	0	20	0	0	0	0	31	
1:30 AM	0	10	1	0	0	0	0	17	0	0	0	0	28	
1:45 AM	0	13	3	0	0	2	0	6	0	0	0	0	24	
2:00 AM	0	10	1	0	1	0	0	17	0	0	0	0	29	
2:15 AM	0	7	6	0	0	0	0	17	0	0	0	0	30	
2:30 AM	0	5	1	0	0	0	0	12	0	0	0	0	19	
2:45 AM	0	13	2	0	0	0	0	17	0	0	0	0	32	
3:00 AM	0	8	4	0	0	0	0	15	0	0	0	0	27	
3:15 AM	0	11	0	0	2	1	0	21	0	0	0	0	35	
3:30 AM	0	12	0	0	1	0	0	36	0	0	0	0	49	
3:45 AM	0	15	0	0	2	1	0	27	0	0	0	0	45	
4:00 AM	0	14	0	0	3	0	0	31	0	0	0	0	48	
4:15 AM	0	16	0	0	1	0	0	29	0	0	0	0	46	
4:30 AM	0	27	2	0	1	0	0	42	1	0	1	0	74	
4:45 AM	0	44	3	0	2	0	0	39	4	5	0	0	98	
5:00 AM	1	39	4	0	3	0	0	4	34	0	0	0	80	
5:15 AM	1	49	8	0	0	1	0	0	47	2	1	0	109	
5:30 AM	0	48	9	0	4	0	0	47	0	1	0	0	109	
5:45 AM	0	65	14	0	3	1	0	55	0	0	0	0	138	
6:00 AM	0	64	41	0	3	0	0	52	0	1	0	0	161	
6:15 AM	0	61	46	0	6	0	0	59	0	0	0	0	172	
6:30 AM	0	98	51	0	5	0	0	2	53	0	0	0	209	
6:45 AM	0	84	63	0	8	2	0	2	58	1	1	1	221	
7:00 AM	0	99	85	0	6	6	0	2	69	0	0	2	269	
7:15 AM	0	103	95	0	2	1	0	2	53	0	1	1	258	
7:30 AM	0	112	126	0	6	0	0	3	41	3	2	0	293	
7:45 AM	1	116	119	0	5	6	0	4	41	1	0	0	293	
8:00 AM	1	88	116	0	9	3	0	3	42	0	1	1	264	
8:15 AM	0	97	121	0	6	2	0	2	46	2	0	1	277	
8:30 AM	0	93	119	0	10	2	0	2	53	0	0	1	280	
8:45 AM	1	90	114	2	11	2	0	1	60	0	0	0	281	
9:00 AM	0	103	110	0	5	3	0	3	49	0	0	0	273	
9:15 AM	0	63	117	1	8	1	1	3	49	2	0	1	246	
9:30 AM	1	83	103	0	10	1	0	2	43	2	0	0	245	
9:45 AM	4	80	101	1	8	3	0	4	49	1	0	0	251	
10:00 AM	1	82	112	1	9	1	0	7	57	1	0	2	253	
10:15 AM	0	79	95	0	7	1	0	5	65	1	0	0	243	
10:30 AM	3	64	87	0	2	4	0	5	54	1	0	0	220	
10:45 AM	7	82	124	0	7	2	0	4	60	1	1	0	289	
11:00 AM	1	86	108	1	7	3	0	4	59	1	1	0	271	
11:15 AM	12	82	110	0	7	2	0	5	56	1	0	0	275	
11:30 AM	1	100	109	0	1	2	0	8	64	0	2	0	288	
11:45 AM	0	93	125	1	2	2	0	3	63	2	0	0	291	
12:00 PM	0	79	111	0	6	2	0	3	59	0	0	0	260	
12:15 PM	0	94	129	0	5	2	1	3	62	0	0	0	296	
12:30 PM	0	81	130	0	9	4	0	3	46	1	0	0	274	
12:45 PM	0	107	123	0	11	2	0	4	50	0	1	0	298	
1:00 PM	2	87	130	0	7	2	0	3	76	0	0	0	307	
1:15 PM	1	77	126	0	4	3	0	5	38	0	0	0	254	
1:30 PM	0	104	131	0	4	0	0	6	49	1	0	0	295	
1:45 PM	1	79	142	0	8	0	0	2	55	1	0	1	289	
2:00 PM	0	98	125	1	10	0	0	2	50	0	0	1	287	
2:15 PM	0	106	113	0	8	2	0	2	40	0	0	0	271	
2:30 PM	0	112	148	1	4	1	0	3	42	0	1	0	312	
2:45 PM	0	91	132	0	6	1	0	7	48	0	0	1	286	
3:00 PM	0	102	140	0	1	2	0	4	49	0	0	0	298	
3:15 PM	0	126	125	0	1	0	0	4	42	0	0	1	304	
3:30 PM	0	150	126	0	6	4	1	1	58	0	0	0	346	
3:45 PM	1	137	127	1	7	2	0	1	37	0	0	0	313	
4:00 PM	1	151	149	0	4	1	0	3	37	1	0	0	347	
4:15 PM	2	129	141	1	11	0	0	2	35	1	1	0	323	
4:30 PM	0	106	130	2	3	0	0	1	34	0	3	0	279	
4:45 PM	0	125	139	0	7	0	0	0	33	0	0	0	304	
5:00 PM	0	115	130	0	8	6	0	0	26	0	0	0	285	
5:15 PM	1	117	146	0	1	3	0	0	38	0	0	0	306	
5:30 PM	3	124	126	1	2	0	0	1	36	0	0	1	294	
5:45 PM	0	94	116	0	4	0	0	0	24	0	0	0	238	
6:00 PM	0	135	97	1	5	0	0	0	32	0	0	0	270	
6:15 PM	0	141	79	1	6	3	0	0	47	0	0	0	277	
6:30 PM	0	124	96	0	4	0	0	0	43	0	1	0	268	
6:45 PM	0	115	74	0	4	0	0	2	45	0	1	0	241	
7:00 PM	0	98	48	0	0	1	0	0	35	0	0	0	182	
7:15 PM	0	89	47	0	2	1	1	2	25	0	0	0	167	
7:30 PM	1	73	51	0	3	0	0	1	28	1	0	0	158	
7:45 PM	1	89	61	0	2	2	0	0	23	0	1	0	160	
8:00 PM	0	93	55	0	3	1	0	0	22	0	0	0	174	
8:15 PM	0	79	33	0	1	0	0	0	39	0	0	0	152	
8:30 PM	0	114	9	0	2	0	0	0	20	0	0	0	145	
8:45 PM	0	90	22	0	5	2	0	0	19	0	0	0	138	
9:00 PM	0	77	16	0	2	0	0	0	17	0	0	0	112	
9:15 PM	0	83	26	0	6	2	0	0	21	0	0	0	138	
9:30 PM	0	76	19	0	2	1	0	0	19	0	0	0	117	
9:45 PM	0	64	12	0	1	0	0	0	17	0	0	0	94	
10:00 PM	0	62	10	0	1	0	0	0	13	0	0	0	86	
10:15 PM	0	72	18	0	0	0	0	0	11	0	0	0	101	
10:30 PM	0	56	15	0	2	0	0	0	26	0	0	0	99	
10:45 PM	0	39	15	0	1	0	0	0	20	0	0	0	75	
11:00 PM	0	47	9	0	2	0	0	0	24	0	0	0	82	
11:15 PM	0	38	11	0	0	0	0	0	22	0	0	0	71	
11:30 PM	0	26	12	0	2	1	0	0	14	0	0	0	55	
11:45 PM	0	23	12	0	0	0	0	0	14	0	0	0	49	
Total	49	7042	6451	17	375	108	4	141	3560	33	27	17	3	17827
%	0.27%	39.50%	36.19%	0.10%	2.10%	0.61%	0.02%	0.79%	19.97%	0.19%	0.15%	0.10%	0.02%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/23/16
 Location: Mile Marker 85
 Direction: Eastbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	19	6	0	1	0	0	0	12	0	1	3	0	42
12:15 AM	0	22	6	0	0	0	0	2	9	0	1	9	0	45
12:30 AM	0	19	4	0	1	0	0	1	15	1	0	4	0	45
12:45 AM	0	10	4	0	0	0	0	0	12	0	0	3	0	29
1:00 AM	0	8	3	0	1	0	0	0	17	1	0	1	0	31
1:15 AM	1	19	1	0	0	0	0	1	18	0	0	4	0	44
1:30 AM	0	13	4	0	1	0	0	1	10	0	0	2	0	31
1:45 AM	0	11	4	0	2	0	0	1	8	2	0	1	2	31
2:00 AM	0	15	0	0	0	0	0	0	13	0	0	3	0	31
2:15 AM	0	7	2	0	1	0	0	1	16	0	0	3	0	30
2:30 AM	0	8	2	0	2	0	0	0	12	0	0	0	0	24
2:45 AM	0	10	2	0	1	0	0	1	14	0	0	1	0	29
3:00 AM	0	6	2	0	0	0	0	0	24	0	0	1	0	33
3:15 AM	0	12	1	0	2	0	0	0	23	0	0	0	0	38
3:30 AM	0	10	12	0	0	0	0	0	18	0	0	0	0	40
3:45 AM	0	15	8	0	1	0	0	0	15	0	0	0	0	39
4:00 AM	0	17	15	0	2	0	0	1	26	0	0	3	0	64
4:15 AM	0	23	21	0	3	0	0	0	19	1	0	4	0	71
4:30 AM	0	32	12	0	1	0	0	0	27	1	0	2	0	75
4:45 AM	0	30	9	0	2	0	0	0	27	0	0	1	0	69
5:00 AM	0	31	19	0	1	0	0	0	30	0	1	0	0	82
5:15 AM	0	55	11	0	3	0	0	0	34	0	0	0	0	103
5:30 AM	0	58	11	0	3	0	0	0	38	0	0	0	0	110
5:45 AM	0	57	12	0	1	0	0	0	31	0	0	0	0	101
6:00 AM	0	104	26	0	4	0	0	0	32	0	0	0	0	166
6:15 AM	0	104	43	1	6	3	0	0	48	0	1	0	0	206
6:30 AM	2	76	73	0	5	1	0	0	33	1	1	0	0	192
6:45 AM	0	94	72	2	5	1	0	0	42	0	0	0	0	216
7:00 AM	0	109	96	0	4	3	0	0	37	0	0	0	0	249
7:15 AM	0	100	98	1	5	4	0	0	24	0	1	1	0	234
7:30 AM	0	83	125	1	4	0	0	2	36	0	0	0	0	251
7:45 AM	0	116	101	0	6	1	0	0	28	0	2	0	0	254
8:00 AM	0	96	111	0	3	1	0	2	52	0	0	0	0	265
8:15 AM	0	95	106	0	7	0	0	3	42	0	1	0	0	254
8:30 AM	1	80	121	0	6	2	0	5	38	0	0	0	0	253
8:45 AM	0	88	113	1	8	3	2	2	47	0	0	0	0	264
9:00 AM	0	107	171	1	8	1	1	2	56	0	0	0	0	347
9:15 AM	2	105	131	0	4	3	0	3	56	1	0	1	0	306
9:30 AM	0	94	147	0	8	1	0	2	45	0	0	0	0	297
9:45 AM	2	82	144	0	7	1	0	1	52	1	0	1	0	295
10:00 AM	0	79	144	1	6	1	0	3	59	1	0	0	0	295
10:15 AM	2	90	146	1	6	0	0	5	81	1	0	0	0	332
10:30 AM	0	83	109	1	6	0	0	7	55	0	0	1	0	262
10:45 AM	1	88	112	0	9	1	0	4	71	1	0	0	0	287
11:00 AM	0	95	120	0	5	5	1	3	69	3	1	0	0	302
11:15 AM	0	98	121	0	7	3	0	4	80	3	1	0	0	317
11:30 AM	0	85	128	1	7	1	0	3	46	2	0	0	0	273
11:45 AM	2	90	123	0	5	2	0	2	54	2	0	0	0	280
12:00 PM	1	75	120	0	6	1	1	3	79	4	0	1	0	291
12:15 PM	0	77	128	0	8	3	1	5	64	4	0	0	0	290
12:30 PM	3	87	125	0	10	2	1	2	62	0	0	0	0	292
12:45 PM	1	92	112	1	7	1	0	5	65	0	0	0	0	284
1:00 PM	2	96	102	0	8	2	0	7	65	1	1	0	0	284
1:15 PM	0	78	112	0	7	0	0	8	48	1	0	0	0	254
1:30 PM	0	80	131	0	4	0	0	6	51	0	0	0	0	272
1:45 PM	1	97	126	0	6	1	0	3	57	0	0	0	0	291
2:00 PM	1	108	135	0	10	0	0	1	58	0	0	0	0	313
2:15 PM	0	105	140	2	8	1	0	2	32	1	0	0	0	291
2:30 PM	1	95	129	0	4	3	0	5	48	1	1	0	0	287
2:45 PM	1	95	134	0	4	1	0	5	45	0	0	1	0	287
3:00 PM	0	107	112	1	10	3	0	3	44	1	0	0	0	282
3:15 PM	0	123	123	1	12	2	0	3	48	1	0	2	0	322
3:30 PM	0	105	154	0	3	3	0	0	43	0	0	0	0	308
3:45 PM	0	136	150	0	8	7	0	1	43	1	0	0	0	346
4:00 PM	1	113	180	0	6	4	0	2	39	8	1	0	0	354
4:15 PM	2	121	157	3	4	0	0	2	42	2	1	0	0	334
4:30 PM	3	112	134	0	9	1	0	2	44	5	1	0	0	311
4:45 PM	1	108	150	1	8	3	0	1	33	2	1	0	0	308
5:00 PM	0	138	157	1	6	1	0	2	38	0	0	0	0	343
5:15 PM	3	154	169	1	6	1	0	1	37	0	0	0	0	372
5:30 PM	4	137	143	0	7	2	0	0	46	1	1	0	0	341
5:45 PM	2	119	131	0	5	0	0	0	35	0	0	1	0	293
6:00 PM	1	108	104	0	7	1	0	0	33	0	0	1	0	255
6:15 PM	0	104	96	0	5	0	0	0	32	0	0	0	0	237
6:30 PM	0	104	90	0	6	1	0	4	30	0	0	2	0	237
6:45 PM	0	87	83	1	5	0	0	1	31	1	0	0	0	209
7:00 PM	0	65	93	0	4	3	0	0	28	0	0	2	0	195
7:15 PM	5	80	63	0	3	1	0	0	26	0	0	0	0	178
7:30 PM	1	65	65	0	2	1	0	0	21	0	0	0	0	153
7:45 PM	2	64	68	1	2	0	0	0	26	0	0	1	0	192
8:00 PM	2	64	35	0	2	0	0	0	28	0	1	0	0	192
8:15 PM	0	86	31	2	3	0	0	0	26	1	1	0	0	147
8:30 PM	0	78	3	0	5	0	0	0	22	0	0	0	0	108
8:45 PM	4	78	28	0	2	0	0	1	24	0	0	0	0	137
9:00 PM	1	56	24	0	1	0	0	0	19	0	1	0	0	102
9:15 PM	0	60	21	0	2	0	0	0	14	0	0	0	0	97
9:30 PM	0	74	23	0	3	0	0	0	17	0	0	0	0	117
9:45 PM	0	53	26	0	3	0	0	1	22	1	0	0	0	106
10:00 PM	1	45	18	0	2	0	0	0	20	0	1	0	0	87
10:15 PM	2	56	17	0	1	0	0	1	14	0	1	0	0	92
10:30 PM	0	54	13	0	5	0	0	0	20	0	1	0	0	93
10:45 PM	1	42	11	0	2	0	0	0	15	0	0	0	0	71
11:00 PM	0	38	9	0	2	0	0	0	17	1	1	0	0	68
11:15 PM	0	31	11	0	2	0	0	0	12	0	3	0	0	59
11:30 PM	0	25	11	0	4	0	0	2	21	0	0	0	0	63
11:45 PM	1	25	4	0	1	0	0	1	12	0	2	0	0	46
Total	61	6875	7057	25	405	87	7	140	3357	59	30	61	2	18166
%	0.34%	37.85%	38.85%	0.14%	2.23%	0.48%	0.04%	0.77%	18.48%	0.32%	0.17%	0.34%	0.01%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/24/16
 Location: Mile Marker 85
 Direction: Westbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1	23	6	0	1	0	0	0	27	0	0	0	0	48
12:15 AM	0	17	7	0	0	0	0	1	17	0	0	0	0	40
12:30 AM	0	23	7	0	1	0	0	2	19	0	0	0	0	52
12:45 AM	0	16	4	0	0	0	0	1	10	0	0	0	0	31
1:00 AM	0	9	5	0	1	1	0	1	13	0	0	0	0	30
1:15 AM	0	10	2	0	1	0	0	0	21	0	0	0	0	34
1:30 AM	1	5	4	0	1	0	0	1	23	0	0	0	0	35
1:45 AM	0	7	2	0	1	0	0	1	10	0	0	0	0	21
2:00 AM	0	6	2	0	0	0	0	1	18	0	0	0	0	27
2:15 AM	0	0	6	0	2	0	0	1	19	0	0	0	0	28
2:30 AM	0	14	2	0	2	0	0	1	12	0	1	0	0	32
2:45 AM	1	7	2	0	0	0	0	0	24	0	0	0	0	34
3:00 AM	0	7	5	0	2	0	0	1	19	0	0	0	0	34
3:15 AM	0	11	3	0	3	0	0	2	22	0	0	0	0	41
3:30 AM	0	8	3	0	0	2	0	2	20	0	0	0	0	35
3:45 AM	0	9	4	0	4	0	0	0	18	0	0	0	0	35
4:00 AM	0	14	7	0	1	0	0	2	42	0	0	0	0	66
4:15 AM	0	19	7	0	2	0	0	3	35	0	0	0	0	66
4:30 AM	0	28	4	0	4	1	0	1	36	0	1	0	0	75
4:45 AM	1	34	11	0	6	0	0	1	44	0	1	0	0	98
5:00 AM	0	36	9	0	5	1	0	3	41	0	0	0	0	95
5:15 AM	0	42	9	0	3	3	0	4	45	0	1	0	0	107
5:30 AM	0	48	8	0	1	1	0	0	54	0	0	0	0	112
5:45 AM	0	58	23	0	6	2	0	0	49	0	0	0	0	138
6:00 AM	1	58	26	0	8	3	0	1	46	0	0	0	0	143
6:15 AM	0	57	37	0	6	2	0	0	48	0	2	0	0	152
6:30 AM	0	79	55	0	10	3	0	0	62	0	0	1	0	210
6:45 AM	0	95	50	0	2	1	0	0	48	0	2	0	0	198
7:00 AM	0	87	74	0	2	3	0	1	53	0	3	0	0	223
7:15 AM	1	113	100	0	10	2	0	1	43	0	1	0	0	271
7:30 AM	1	131	121	0	11	1	0	3	55	2	1	0	0	326
7:45 AM	0	127	113	0	4	1	1	5	36	2	0	1	0	290
8:00 AM	0	97	107	0	9	4	0	1	44	4	0	1	1	268
8:15 AM	0	89	125	2	9	1	1	1	35	2	0	0	0	265
8:30 AM	0	94	119	0	3	0	0	1	48	4	0	0	0	269
8:45 AM	1	105	121	0	8	3	0	0	49	0	0	1	0	288
9:00 AM	0	103	94	1	12	1	0	3	57	1	0	0	0	272
9:15 AM	0	123	92	0	5	1	0	0	54	1	0	0	0	276
9:30 AM	1	98	113	2	10	3	0	1	60	1	0	2	0	291
9:45 AM	1	97	104	0	9	3	0	1	45	1	1	0	0	260
10:00 AM	0	97	106	1	12	1	1	2	57	2	0	1	0	268
10:15 AM	0	89	106	1	12	3	0	3	60	2	1	0	0	267
10:30 AM	3	126	75	0	11	0	0	2	72	1	0	2	0	292
10:45 AM	0	104	87	0	8	1	1	3	60	2	0	0	0	266
11:00 AM	0	112	78	1	5	1	0	1	47	2	0	0	0	247
11:15 AM	0	97	87	0	7	1	0	3	66	0	0	0	0	261
11:30 AM	0	115	101	0	9	0	0	3	50	0	0	0	0	278
11:45 AM	0	81	118	2	1	1	1	3	57	1	1	0	0	266
12:00 PM	4	99	128	1	5	0	0	3	71	1	1	0	0	313
12:15 PM	0	88	126	0	4	4	1	2	58	1	2	0	0	286
12:30 PM	0	86	103	0	11	3	0	1	54	2	0	0	0	260
12:45 PM	0	93	133	0	6	5	0	4	52	0	1	0	0	294
1:00 PM	0	111	140	1	5	0	0	1	68	0	1	0	0	327
1:15 PM	0	89	138	0	5	2	0	1	51	1	0	0	0	287
1:30 PM	1	115	152	0	3	0	0	1	48	0	1	0	0	321
1:45 PM	1	91	153	0	11	2	1	4	49	2	0	0	0	314
2:00 PM	2	116	166	1	15	2	0	2	59	4	0	0	0	367
2:15 PM	0	90	182	0	5	4	1	2	39	1	2	0	0	326
2:30 PM	1	119	151	0	2	0	0	5	52	0	0	0	0	330
2:45 PM	3	137	128	0	3	3	0	4	42	0	0	0	0	320
3:00 PM	1	96	147	0	7	2	0	2	53	0	0	0	0	307
3:15 PM	0	129	163	1	9	1	0	3	45	0	0	0	0	351
3:30 PM	0	107	181	0	5	1	0	4	32	1	1	0	0	332
3:45 PM	3	137	166	1	8	7	0	2	56	0	0	0	0	380
4:00 PM	0	128	161	0	7	0	0	3	42	0	0	0	0	341
4:15 PM	1	115	176	0	2	3	0	1	53	2	0	0	0	353
4:30 PM	0	159	155	1	8	0	0	3	42	0	1	0	0	369
4:45 PM	0	147	136	0	5	1	0	2	32	0	2	0	0	325
5:00 PM	0	163	136	0	1	3	0	2	34	0	0	0	0	339
5:15 PM	0	181	170	1	3	1	0	2	39	0	1	0	0	398
5:30 PM	2	169	120	0	1	1	0	5	33	0	1	0	0	332
5:45 PM	0	120	120	0	6	1	0	1	35	0	0	0	0	283
6:00 PM	0	126	96	1	6	3	0	0	43	0	0	0	0	275
6:15 PM	2	142	114	2	4	3	0	6	41	0	0	0	0	314
6:30 PM	0	109	85	0	2	3	0	0	31	0	0	0	0	230
6:45 PM	0	99	87	0	1	2	0	2	31	0	1	0	0	223
7:00 PM	0	73	85	0	1	0	0	0	41	0	0	0	0	200
7:15 PM	0	80	71	0	2	0	0	1	34	0	0	0	0	188
7:30 PM	0	86	62	0	2	1	0	3	38	0	1	0	0	191
7:45 PM	1	90	63	0	2	1	0	0	35	0	1	0	0	193
8:00 PM	0	63	48	0	2	1	0	2	29	0	0	0	1	146
8:15 PM	3	52	43	0	4	1	0	1	34	0	0	0	0	138
8:30 PM	0	68	39	0	5	0	0	0	28	0	0	0	0	140
8:45 PM	0	85	28	0	6	2	0	3	21	0	0	0	0	145
9:00 PM	0	76	32	0	1	0	0	0	28	0	0	0	0	137
9:15 PM	0	65	31	0	2	0	0	0	24	0	0	0	0	122
9:30 PM	0	66	29	0	2	0	0	1	32	0	0	0	0	130
9:45 PM	3	38	28	0	1	0	0	0	23	0	0	0	0	93
10:00 PM	0	44	15	0	2	0	0	0	22	0	0	0	0	83
10:15 PM	0	40	24	0	1	0	0	1	25	0	0	0	0	91
10:30 PM	0	19	22	0	2	0	0	0	21	0	0	0	0	64
10:45 PM	0	31	20	0	2	0	0	1	21	0	0	0	0	75
11:00 PM	0	33	9	0	1	0	0	0	25	0	0	0	0	68
11:15 PM	0	29	8	0	3	0	0	0	20	0	1	0	0	61
11:30 PM	0	18	19	0	1	0	0	0	21	0	0	0	0	59
11:45 PM	1	17	5	0	0	0	0	2	22	0	0	0	0	47
Total	42	7256	6937	19	417	113	8	151	3709	43	34	8	2	18739
%	0.22%	38.72%	37.02%	0.10%	2.23%	0.60%	0.04%	0.81%	19.79%	0.23%	0.18%	0.04%	0.01%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/24/16
 Location: Mile Marker 85
 Direction: Eastbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	0	23	4	0	0	2	0	0	17	1	0	1	4	45
12:15 AM	0	28	7	0	0	0	0	0	17	1	0	1	4	58
12:30 AM	0	23	4	0	1	0	0	0	16	0	0	0	2	48
12:45 AM	0	17	2	0	0	3	0	0	15	0	0	1	4	42
1:00 AM	0	12	2	0	0	2	1	0	12	0	0	2	3	34
1:15 AM	0	16	0	0	0	0	0	0	13	0	0	0	1	30
1:30 AM	0	19	6	0	0	4	0	1	7	0	0	3	0	40
1:45 AM	0	10	2	0	0	1	0	0	14	0	0	1	0	28
2:00 AM	0	15	0	0	1	1	0	0	7	0	0	2	2	28
2:15 AM	0	10	2	0	0	1	0	0	12	0	0	4	3	32
2:30 AM	0	15	2	0	1	3	0	1	12	1	0	2	1	38
2:45 AM	0	13	4	0	1	2	0	0	12	1	0	1	1	35
3:00 AM	0	8	1	0	0	3	0	1	9	1	0	2	0	25
3:15 AM	0	15	2	0	0	1	0	0	17	1	0	3	2	41
3:30 AM	0	12	5	0	0	2	0	0	15	0	0	3	1	38
3:45 AM	0	18	4	0	1	1	1	0	24	1	0	2	1	53
4:00 AM	0	29	4	0	0	4	0	1	23	0	0	5	1	67
4:15 AM	0	37	9	0	1	3	0	0	22	0	0	5	7	77
4:30 AM	0	23	5	0	0	2	2	0	27	3	0	3	1	66
4:45 AM	0	30	1	0	3	1	0	1	22	2	0	3	1	64
5:00 AM	0	48	13	0	0	3	0	4	27	0	0	0	0	95
5:15 AM	0	68	10	0	1	1	0	0	30	1	0	0	3	114
5:30 AM	0	52	7	0	2	2	0	0	30	0	1	0	0	94
5:45 AM	0	59	7	0	5	0	0	0	50	0	0	0	0	121
6:00 AM	0	88	24	0	7	1	0	0	28	0	3	0	0	151
6:15 AM	1	106	62	0	10	0	0	1	36	0	2	0	0	218
6:30 AM	1	81	93	0	9	1	0	2	53	0	1	0	0	241
6:45 AM	0	99	96	0	10	2	0	1	38	1	0	0	0	247
7:00 AM	0	101	112	0	8	4	0	1	34	1	0	0	0	261
7:15 AM	0	101	136	1	7	6	0	0	22	0	0	0	0	273
7:30 AM	0	102	123	0	3	3	0	2	38	0	0	0	0	271
7:45 AM	0	117	122	0	9	1	0	0	36	0	1	1	0	287
8:00 AM	0	101	122	0	4	2	0	0	50	0	1	0	0	280
8:15 AM	0	114	97	1	7	2	0	2	45	0	2	0	0	270
8:30 AM	0	91	118	0	3	4	0	1	47	1	1	0	0	266
8:45 AM	0	93	128	0	8	2	0	2	48	0	0	0	0	281
9:00 AM	0	100	140	1	8	2	0	2	40	0	0	0	0	293
9:15 AM	1	102	158	0	3	1	0	1	52	0	0	0	0	318
9:30 AM	0	106	143	0	9	3	0	0	54	0	0	0	0	315
9:45 AM	0	104	147	0	9	0	0	4	60	3	0	0	0	327
10:00 AM	1	87	111	1	10	0	0	0	55	1	0	0	0	266
10:15 AM	0	79	167	0	11	1	0	1	62	1	0	0	0	324
10:30 AM	0	94	128	0	7	5	0	4	73	0	0	0	0	311
10:45 AM	1	105	122	0	3	1	0	5	59	1	0	0	0	297
11:00 AM	0	99	134	0	6	4	0	4	74	2	1	1	0	325
11:15 AM	1	96	145	0	8	3	0	4	64	1	1	0	0	323
11:30 AM	1	94	139	1	6	2	0	5	74	0	0	1	0	323
11:45 AM	0	74	121	1	3	4	0	6	53	3	0	0	0	265
12:00 PM	0	105	157	0	0	4	2	2	59	3	0	0	0	332
12:15 PM	0	91	159	0	6	3	1	2	76	1	0	0	0	339
12:30 PM	0	99	132	0	2	2	0	4	62	0	0	0	0	301
12:45 PM	0	83	146	0	5	3	0	1	52	1	0	0	0	291
1:00 PM	1	86	133	0	7	3	0	4	58	1	1	0	0	294
1:15 PM	0	88	151	0	7	3	0	6	54	0	0	0	0	309
1:30 PM	2	89	138	1	3	4	0	2	42	0	0	0	0	281
1:45 PM	0	95	124	0	7	1	0	2	48	1	0	0	0	278
2:00 PM	0	96	133	0	10	1	0	3	45	3	2	0	0	293
2:15 PM	2	83	157	0	11	2	0	4	46	1	0	0	0	306
2:30 PM	0	112	176	0	11	0	1	4	41	2	0	0	0	347
2:45 PM	0	101	203	0	17	2	0	6	45	5	0	1	0	390
3:00 PM	1	100	163	0	9	0	0	5	55	1	0	0	0	334
3:15 PM	0	107	137	0	7	4	0	7	43	1	0	4	2	301
3:30 PM	3	123	145	0	6	1	0	4	41	2	0	1	0	326
3:45 PM	0	88	161	0	9	10	0	2	47	1	0	1	0	319
4:00 PM	1	103	153	0	7	1	0	4	37	2	3	0	0	311
4:15 PM	2	119	133	0	7	2	0	2	55	2	0	0	0	322
4:30 PM	0	118	145	0	12	4	1	1	51	0	0	0	0	332
4:45 PM	1	134	164	0	9	0	0	5	48	1	0	0	0	362
5:00 PM	1	125	171	0	7	3	0	1	36	4	0	0	0	348
5:15 PM	0	135	198	0	6	1	0	3	32	0	0	0	0	375
5:30 PM	1	121	187	0	9	0	0	2	25	0	1	0	0	346
5:45 PM	1	91	133	0	7	1	0	0	32	0	1	0	0	266
6:00 PM	0	99	150	0	5	0	0	1	32	0	0	0	0	287
6:15 PM	1	93	122	0	2	1	0	1	15	6	2	0	0	243
6:30 PM	0	81	92	0	5	4	0	0	41	0	0	0	0	223
6:45 PM	3	77	101	0	4	0	0	0	34	2	1	0	0	222
7:00 PM	0	67	111	0	4	2	0	0	27	0	0	0	0	211
7:15 PM	4	72	87	1	3	2	0	1	31	0	2	0	0	203
7:30 PM	0	70	84	0	4	1	0	0	25	2	1	0	0	187
7:45 PM	0	63	83	0	3	0	0	1	28	1	0	0	0	176
8:00 PM	0	59	67	0	1	0	0	1	33	0	0	0	0	161
8:15 PM	0	54	80	1	7	4	0	0	30	1	0	0	0	166
8:30 PM	0	44	60	0	0	0	0	0	24	0	0	0	0	128
8:45 PM	2	46	40	0	4	0	0	0	18	0	1	0	0	111
9:00 PM	0	45	52	0	0	0	0	0	20	0	1	0	0	118
9:15 PM	0	36	55	0	2	0	0	0	17	0	2	0	0	112
9:30 PM	0	25	34	0	1	0	0	0	13	0	1	0	0	74
9:45 PM	0	33	37	0	3	0	0	0	18	0	2	0	0	93
10:00 PM	0	37	32	0	4	1	0	0	16	0	2	0	0	92
10:15 PM	0	34	35	1	2	0	0	0	17	0	1	0	0	90
10:30 PM	1	49	13	0	3	0	0	0	12	0	4	0	0	82
10:45 PM	0	28	9	0	3	0	0	0	10	0	4	0	0	54
11:00 PM	0	34	4	0	6	0	0	0	16	0	2	0	0	62
11:15 PM	0	29	2	0	2	0	0	0	18	0	3	0	0	54
11:30 PM	0	24	2	0	3	0	0	0	16	0	1	0	0	46
11:45 PM	0	32	3	0	3	0	0	0	14	0	1	0	0	53
Total	34	6665	8045	10	434	164	10	132	3291	70	53	47	38	18993
%	0.18%	35.09%	42.36%	0.05%	2.29%	0.86%	0.05%	0.69%	17.33%	0.37%	0.28%	0.25%	0.20%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/23/16
 Location: Mile Marker 101
 Direction: Westbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1	0	17	0	0	2	0	1	20	0	0	2	0	65
12:15 AM	0	28	9	0	0	1	0	2	16	0	0	1	0	57
12:30 AM	0	25	6	0	4	2	0	1	15	1	0	1	0	55
12:45 AM	0	24	4	0	2	0	1	0	9	0	0	1	0	41
1:00 AM	1	21	1	0	1	0	0	1	16	1	0	1	0	43
1:15 AM	0	23	3	0	0	0	0	0	15	0	0	1	0	42
1:30 AM	0	20	5	0	2	0	0	0	8	0	0	0	0	35
1:45 AM	0	23	1	0	4	0	0	1	13	0	0	0	0	42
2:00 AM	0	11	9	0	1	0	0	0	15	0	2	0	0	38
2:15 AM	0	11	2	0	2	0	0	0	12	0	1	0	0	28
2:30 AM	0	7	1	0	0	0	2	0	11	0	0	0	0	21
2:45 AM	0	15	6	0	2	0	0	0	16	0	0	0	0	39
3:00 AM	0	17	6	0	0	1	1	0	24	0	0	0	0	49
3:15 AM	0	33	3	0	2	0	4	0	33	0	3	0	0	78
3:30 AM	0	57	10	0	6	3	2	0	27	0	1	0	0	106
3:45 AM	0	74	5	0	2	0	3	0	31	0	0	0	0	115
4:00 AM	0	144	3	0	2	1	2	0	28	0	0	0	0	180
4:15 AM	1	101	5	0	0	2	2	2	42	0	0	0	0	155
4:30 AM	0	83	6	0	5	2	1	0	44	0	0	0	0	141
4:45 AM	1	103	6	0	1	1	1	1	36	0	0	0	0	150
5:00 AM	1	155	6	0	1	0	0	0	47	0	1	0	0	212
5:15 AM	0	117	7	0	5	1	1	1	46	0	1	0	0	179
5:30 AM	0	125	17	0	2	1	0	0	57	0	0	0	0	202
5:45 AM	0	138	6	0	4	0	0	0	56	0	0	0	0	204
6:00 AM	2	160	18	0	5	2	0	0	61	0	0	0	0	248
6:15 AM	1	124	93	0	9	0	0	1	59	0	0	0	0	287
6:30 AM	0	151	81	0	14	1	0	1	62	0	0	0	2	312
6:45 AM	1	165	120	0	14	7	0	3	59	0	0	0	3	372
7:00 AM	0	171	119	0	15	0	0	4	52	0	0	0	1	362
7:15 AM	1	173	196	0	9	1	0	4	42	0	0	0	2	428
7:30 AM	3	190	215	0	15	3	3	0	42	1	0	0	0	472
7:45 AM	1	164	205	1	18	6	2	1	45	1	0	0	2	446
8:00 AM	0	163	192	0	16	4	0	2	44	5	0	0	1	427
8:15 AM	0	158	215	1	20	1	0	0	48	3	0	0	1	447
8:30 AM	1	137	192	2	14	3	0	0	66	0	0	0	0	415
8:45 AM	0	153	175	0	19	2	0	0	57	0	0	0	0	406
9:00 AM	0	115	183	1	25	0	0	0	50	1	0	0	1	376
9:15 AM	4	118	180	0	21	2	0	1	49	0	0	0	0	375
9:30 AM	1	137	182	0	31	1	0	0	53	1	0	0	0	406
9:45 AM	1	127	161	1	18	1	0	0	66	0	0	0	1	376
10:00 AM	7	132	144	0	13	1	0	0	55	0	0	0	0	352
10:15 AM	4	100	144	1	14	4	0	1	62	0	0	0	0	330
10:30 AM	1	113	180	0	8	4	0	0	62	2	0	0	1	371
10:45 AM	1	137	195	2	10	3	0	0	67	1	0	0	1	417
11:00 AM	12	130	183	0	7	2	0	4	63	0	0	0	0	401
11:15 AM	2	146	198	0	6	6	0	4	67	1	0	2	0	432
11:30 AM	1	146	214	1	2	2	0	4	66	0	0	1	0	437
11:45 AM	1	115	212	0	8	5	0	1	63	0	0	0	0	405
12:00 PM	0	153	210	1	9	5	0	1	58	0	0	0	0	437
12:15 PM	1	147	270	0	15	9	0	1	58	0	0	0	0	501
12:30 PM	3	159	237	0	12	5	0	3	52	0	1	0	0	472
12:45 PM	0	160	236	1	9	4	0	1	73	0	0	0	0	484
1:00 PM	3	137	260	0	8	4	0	6	40	0	0	0	0	458
1:15 PM	1	183	243	0	9	1	0	5	49	2	0	0	0	493
1:30 PM	0	124	282	1	13	3	0	2	50	2	1	0	0	478
1:45 PM	0	157	251	3	10	2	1	0	57	0	1	0	0	482
2:00 PM	0	155	254	0	10	3	2	2	39	0	0	0	0	465
2:15 PM	2	159	316	1	7	2	0	1	50	2	1	0	0	541
2:30 PM	0	182	301	1	8	1	0	5	48	0	0	1	0	547
2:45 PM	3	179	292	1	6	4	1	1	41	3	0	0	0	531
3:00 PM	0	205	319	0	12	4	0	1	45	0	0	0	0	565
3:15 PM	1	205	364	1	10	1	0	4	58	1	0	0	0	644
3:30 PM	1	218	330	0	11	5	0	1	35	1	0	0	0	602
3:45 PM	0	223	363	1	7	5	0	1	34	0	0	0	0	634
4:00 PM	3	219	399	1	8	2	0	3	42	1	1	0	0	679
4:15 PM	4	281	304	2	5	3	0	0	29	5	1	2	0	636
4:30 PM	16	342	361	2	6	9	2	1	33	0	0	0	0	772
4:45 PM	0	338	410	1	12	12	2	0	36	0	1	0	0	812
5:00 PM	5	270	386	0	5	1	0	3	40	0	0	1	0	711
5:15 PM	2	301	403	0	3	0	0	2	42	0	0	0	0	753
5:30 PM	1	234	402	0	6	1	0	2	24	0	0	0	0	670
5:45 PM	0	240	359	2	4	3	0	1	34	1	0	0	0	644
6:00 PM	2	253	358	1	9	1	0	0	49	0	0	0	0	673
6:15 PM	2	199	315	0	6	0	0	1	30	0	0	1	0	554
6:30 PM	0	176	237	0	5	1	1	0	36	1	0	0	0	457
6:45 PM	0	149	242	0	3	2	0	1	33	1	0	0	0	431
7:00 PM	0	184	179	0	4	1	1	1	26	0	0	0	0	396
7:15 PM	3	150	186	0	4	0	0	1	29	1	0	0	0	374
7:30 PM	0	137	195	0	4	0	0	2	23	0	0	1	0	362
7:45 PM	1	129	174	0	4	1	0	0	24	0	0	0	0	334
8:00 PM	0	121	148	0	2	0	0	1	35	0	0	1	1	309
8:15 PM	0	180	109	0	2	0	0	3	22	0	0	0	0	318
8:30 PM	0	167	71	0	4	0	0	1	26	0	0	0	0	269
8:45 PM	3	136	89	0	2	0	0	0	24	0	0	0	0	254
9:00 PM	0	124	81	0	5	0	0	0	25	0	0	3	0	238
9:15 PM	0	121	58	0	6	0	0	0	23	0	0	0	0	208
9:30 PM	0	88	72	0	6	0	0	2	24	0	2	0	0	194
9:45 PM	1	77	69	0	1	0	0	1	14	0	1	0	0	164
10:00 PM	0	73	70	0	6	0	0	0	17	0	0	0	0	166
10:15 PM	0	58	38	0	3	1	0	2	23	0	4	0	0	129
10:30 PM	1	52	42	0	0	0	0	1	22	0	3	0	0	121
10:45 PM	0	47	36	0	1	0	0	4	24	0	2	0	0	114
11:00 PM	0	37	29	0	2	1	0	1	24	0	4	0	0	98
11:15 PM	2	35	22	0	3	0	0	1	18	0	0	0	0	81
11:30 PM	1	21	18	0	4	0	0	2	20	0	0	0	0	66
11:45 PM	0	20	32	0	5	0	0	1	25	0	0	0	0	83
Total	111	12489	14563	31	675	176	35	111	3680	39	32	22	17	31981
%	0.35%	39.05%	45.54%	0.10%	2.11%	0.55%	0.11%	0.35%	11.51%	0.12%	0.10%	0.07%	0.05%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/23/16
 Location: Mile Marker 101
 Direction: Eastbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	2	39	5	0	0	0	0	0	23	0	0	0	0	69
12:15 AM	0	53	2	0	0	0	0	1	18	0	0	0	0	74
12:30 AM	0	36	3	0	0	0	0	0	18	0	0	0	0	57
12:45 AM	0	19	1	0	1	0	0	1	20	0	0	0	0	42
1:00 AM	0	18	1	0	1	0	0	0	16	0	0	0	0	38
1:15 AM	0	14	1	0	2	0	0	0	24	0	0	0	0	41
1:30 AM	1	19	1	0	1	0	0	0	21	0	0	0	0	43
1:45 AM	0	11	0	0	0	0	0	0	14	0	0	0	0	25
2:00 AM	0	18	1	0	1	1	0	0	12	0	0	0	0	33
2:15 AM	0	39	4	0	0	0	0	0	15	0	0	0	0	58
2:30 AM	0	18	3	0	2	0	0	0	23	0	0	0	0	46
2:45 AM	0	15	0	0	2	0	0	0	13	0	0	0	0	30
3:00 AM	1	17	0	0	0	0	0	0	15	0	0	0	0	33
3:15 AM	0	22	0	0	2	0	0	0	24	0	0	0	0	48
3:30 AM	0	20	0	0	4	1	0	0	22	0	0	0	0	47
3:45 AM	0	21	2	0	3	1	0	0	19	0	0	0	0	46
4:00 AM	0	25	0	0	0	0	0	1	19	0	0	0	0	45
4:15 AM	0	34	0	0	2	1	0	0	31	0	0	0	0	68
4:30 AM	0	71	4	0	2	0	0	0	29	0	0	0	0	108
4:45 AM	0	74	1	0	3	0	0	0	34	3	0	0	0	115
5:00 AM	2	112	1	0	2	1	0	0	30	1	0	0	0	149
5:15 AM	0	147	1	0	1	0	0	0	29	0	0	0	0	184
5:30 AM	1	152	3	0	2	2	0	0	30	0	0	0	0	190
5:45 AM	0	172	1	0	0	0	0	0	40	0	0	0	0	213
6:00 AM	1	256	2	0	0	0	0	0	37	0	0	0	0	296
6:15 AM	0	417	17	0	7	0	0	0	37	0	0	0	0	478
6:30 AM	0	360	117	1	10	0	0	1	52	0	1	0	0	542
6:45 AM	1	289	365	2	13	4	0	0	33	1	1	0	0	709
7:00 AM	2	338	390	3	2	3	0	0	48	0	0	0	0	786
7:15 AM	4	397	519	0	5	1	0	1	31	0	0	0	0	958
7:30 AM	1	338	475	2	4	1	1	3	24	0	2	0	0	851
7:45 AM	1	313	410	1	10	0	0	9	37	0	0	0	0	781
8:00 AM	0	299	355	1	7	0	0	5	27	5	0	1	0	700
8:15 AM	1	249	362	0	4	3	3	8	38	2	0	0	0	670
8:30 AM	3	266	296	0	11	2	3	11	33	0	0	1	0	626
8:45 AM	0	214	323	0	10	6	0	8	35	2	0	0	0	598
9:00 AM	0	188	268	2	10	3	2	9	43	0	0	0	0	525
9:15 AM	0	233	311	1	11	5	0	10	54	2	0	0	0	627
9:30 AM	2	191	250	0	9	2	1	12	44	0	1	0	0	513
9:45 AM	3	168	289	1	8	4	0	22	37	2	0	0	0	496
10:00 AM	0	162	262	0	13	3	1	8	47	1	1	0	0	496
10:15 AM	0	163	258	0	11	2	4	4	66	3	1	0	0	511
10:30 AM	3	157	275	1	10	4	3	5	79	1	0	0	0	538
10:45 AM	2	140	245	1	7	3	1	5	71	0	0	0	0	475
11:00 AM	0	164	234	0	11	2	0	3	64	0	0	0	0	478
11:15 AM	0	144	212	0	13	3	1	0	73	0	0	1	0	447
11:30 AM	0	180	233	1	11	2	0	0	88	0	0	1	0	516
11:45 AM	1	147	233	1	13	2	1	1	58	1	0	0	1	459
12:00 PM	1	135	209	0	6	5	0	4	56	1	0	0	0	417
12:15 PM	0	124	191	1	14	5	3	5	84	3	0	0	0	430
12:30 PM	2	121	218	2	14	4	0	3	69	4	0	0	0	437
12:45 PM	3	123	204	0	15	1	0	5	56	1	0	0	0	408
1:00 PM	2	129	207	1	19	4	0	5	69	0	0	0	0	436
1:15 PM	1	137	205	0	11	4	0	6	61	2	1	0	0	428
1:30 PM	0	135	199	0	12	1	0	5	50	2	0	0	0	404
1:45 PM	0	125	231	0	10	2	0	5	54	0	0	0	0	427
2:00 PM	1	121	209	0	14	4	0	2	50	2	0	0	0	403
2:15 PM	2	167	195	1	12	3	0	5	55	0	0	0	0	440
2:30 PM	2	144	234	2	10	2	0	2	34	2	0	0	0	432
2:45 PM	1	123	204	0	8	1	0	4	50	2	0	1	0	393
3:00 PM	0	137	243	1	12	3	1	7	43	0	0	0	0	447
3:15 PM	0	154	219	2	14	2	0	5	47	0	0	1	0	446
3:30 PM	0	185	254	0	17	7	1	0	58	0	1	2	0	525
3:45 PM	1	163	298	0	6	2	0	1	40	0	0	0	0	511
4:00 PM	3	194	317	0	20	4	0	1	45	2	0	0	0	586
4:15 PM	0	187	319	0	19	5	2	2	38	4	1	0	0	577
4:30 PM	1	163	317	1	8	6	0	3	46	1	1	0	0	547
4:45 PM	3	173	252	0	15	1	0	2	47	1	1	0	0	495
5:00 PM	2	111	184	0	12	3	1	0	26	1	1	0	0	341
5:15 PM	1	157	233	0	8	5	0	0	37	0	0	0	0	441
5:30 PM	2	168	232	0	11	0	1	2	35	0	0	0	0	451
5:45 PM	0	164	224	0	9	1	0	0	41	0	0	1	0	440
6:00 PM	3	143	238	0	12	1	0	0	31	0	0	0	0	428
6:15 PM	2	175	212	0	13	1	0	0	40	1	1	1	0	446
6:30 PM	1	146	190	0	9	0	0	4	36	0	0	0	1	387
6:45 PM	1	131	200	0	11	1	0	1	32	0	1	1	0	379
7:00 PM	0	106	144	0	7	1	0	0	34	0	0	0	0	292
7:15 PM	2	103	152	0	7	2	0	1	28	1	0	2	0	298
7:30 PM	4	95	141	0	4	2	0	0	27	0	0	0	0	273
7:45 PM	2	72	117	0	5	0	0	0	22	0	0	0	0	215
8:00 PM	4	90	107	0	5	0	0	7	26	0	1	0	0	233
8:15 PM	1	85	82	0	3	0	0	1	24	1	1	0	0	198
8:30 PM	3	98	59	0	7	1	0	5	21	0	0	0	0	194
8:45 PM	1	89	66	0	9	1	1	2	21	0	0	0	0	190
9:00 PM	1	91	79	0	3	1	0	1	21	0	1	0	0	198
9:15 PM	1	82	42	0	0	0	0	1	15	0	1	0	0	142
9:30 PM	0	70	48	0	3	2	0	1	13	0	0	0	0	137
9:45 PM	0	78	44	0	1	0	0	3	13	2	0	0	0	141
10:00 PM	0	67	45	0	4	4	0	1	23	0	0	0	0	144
10:15 PM	1	53	41	0	2	0	0	2	15	0	1	0	0	115
10:30 PM	0	52	33	0	1	1	1	1	21	0	0	0	0	110
10:45 PM	0	41	29	0	3	1	0	2	13	0	2	0	0	91
11:00 PM	0	35	23	0	3	2	1	2	15	0	0	0	0	81
11:15 PM	0	31	20	0	1	2	0	0	16	0	1	0	0	71
11:30 PM	0	29	22	0	0	1	0	4	14	0	2	0	0	72
11:45 PM	0	20	10	0	2	0	1	3	17	0	1	0	0	54
Total	88	12461	14483	29	647	164	34	236	3424	58	24	15	2	31665
%	0.28%	39.35%	45.74%	0.09%	2.04%	0.52%	0.11%	0.75%	10.81%	0.18%	0.08%	0.05%	0.01%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/24/16
 Location: Mile Marker 101
 Direction: Westbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	2	39	3	0	3	0	0	1	14	0	1	0	0	61
12:15 AM	0	44	2	0	2	1	0	0	16	0	0	0	0	68
12:30 AM	0	32	2	0	1	0	0	0	12	0	0	0	0	47
12:45 AM	0	25	2	0	1	2	0	0	15	0	0	0	0	45
1:00 AM	1	26	1	0	1	1	0	1	19	0	0	0	0	50
1:15 AM	0	17	0	0	3	1	0	0	20	0	1	0	0	42
1:30 AM	1	15	1	0	1	0	0	0	9	0	0	0	0	27
1:45 AM	0	14	1	0	0	0	0	0	19	0	0	0	0	34
2:00 AM	0	8	1	0	0	1	0	0	20	0	0	0	0	30
2:15 AM	1	18	1	0	0	3	0	0	15	0	0	0	0	38
2:30 AM	0	17	0	0	1	0	0	0	24	0	0	0	0	42
2:45 AM	0	22	1	0	1	0	0	0	20	0	0	0	0	44
3:00 AM	1	23	3	0	5	2	0	0	22	0	0	0	0	56
3:15 AM	0	36	0	0	2	2	1	1	19	0	0	0	0	61
3:30 AM	0	64	4	0	3	4	0	0	17	0	0	0	0	92
3:45 AM	1	83	8	0	2	3	0	0	35	0	2	0	0	134
4:00 AM	2	127	15	0	3	2	0	0	32	0	2	0	0	183
4:15 AM	1	98	6	0	2	1	0	0	45	0	3	0	0	156
4:30 AM	1	96	6	0	2	3	0	0	45	0	2	0	0	155
4:45 AM	1	108	8	0	2	2	0	0	42	0	4	0	0	171
5:00 AM	2	148	12	0	5	1	0	0	46	0	0	0	0	214
5:15 AM	0	134	6	0	5	0	1	0	57	0	0	0	0	203
5:30 AM	1	120	11	0	5	0	1	0	52	0	1	0	0	191
5:45 AM	2	134	11	0	9	1	0	0	44	0	0	0	0	202
6:00 AM	3	138	10	0	4	1	0	0	53	0	2	0	0	211
6:15 AM	1	180	6	1	11	4	0	0	69	0	2	0	0	274
6:30 AM	0	183	73	0	7	4	0	0	56	0	1	0	0	324
6:45 AM	0	159	145	0	7	3	0	1	55	0	3	0	0	373
7:00 AM	0	155	146	0	15	1	0	1	47	0	0	0	0	365
7:15 AM	0	157	188	0	15	1	0	7	55	0	1	0	0	424
7:30 AM	1	180	188	0	15	2	0	7	46	0	1	0	0	440
7:45 AM	1	167	181	0	21	4	0	4	44	1	1	0	0	424
8:00 AM	0	156	198	0	15	7	0	2	46	0	0	0	0	424
8:15 AM	2	132	164	0	16	4	0	3	53	0	0	0	0	374
8:30 AM	1	154	201	2	16	5	0	4	50	0	1	0	0	434
8:45 AM	2	142	206	0	22	2	0	6	60	0	0	0	0	440
9:00 AM	0	133	214	1	16	0	0	0	53	0	0	0	0	417
9:15 AM	1	156	197	1	21	3	0	2	59	0	2	0	0	442
9:30 AM	0	111	181	1	21	2	0	1	52	0	2	0	0	371
9:45 AM	2	127	173	0	26	2	0	1	59	0	0	0	0	390
10:00 AM	1	117	177	1	26	4	0	5	47	1	1	0	0	379
10:15 AM	1	126	176	0	20	5	0	1	73	0	1	0	0	402
10:30 AM	1	106	197	0	15	2	0	3	56	0	0	0	0	380
10:45 AM	0	128	196	0	18	1	0	1	53	0	0	0	0	397
11:00 AM	0	130	172	0	11	2	0	4	70	0	0	0	0	389
11:15 AM	0	148	172	0	11	3	0	2	54	0	0	0	0	390
11:30 AM	2	137	185	1	4	4	0	2	57	0	1	0	0	393
11:45 AM	0	165	198	0	12	2	0	1	77	0	0	1	0	456
12:00 PM	0	147	212	0	12	7	0	0	68	0	1	0	0	447
12:15 PM	0	170	207	0	16	6	0	0	53	0	0	0	0	452
12:30 PM	1	177	226	0	12	3	0	4	56	0	1	0	0	480
12:45 PM	3	159	252	0	13	1	0	3	71	0	1	0	0	503
1:00 PM	0	169	241	1	12	2	0	1	52	1	0	0	0	479
1:15 PM	1	185	252	0	9	7	0	0	55	0	1	0	0	510
1:30 PM	4	187	262	1	13	6	1	1	47	0	0	0	0	522
1:45 PM	4	199	265	0	16	3	0	5	67	0	0	0	0	559
2:00 PM	1	204	272	2	13	4	0	3	42	0	2	0	0	543
2:15 PM	0	203	279	1	11	0	0	1	59	0	0	0	0	554
2:30 PM	4	233	260	0	6	6	0	2	45	0	0	0	0	556
2:45 PM	0	212	247	2	6	2	0	3	50	1	0	0	0	523
3:00 PM	0	124	321	2	11	4	0	2	47	1	0	1	0	618
3:15 PM	0	245	313	0	10	1	0	2	31	1	1	0	0	605
3:30 PM	3	253	376	1	13	3	1	2	60	1	0	0	0	713
3:45 PM	1	297	328	0	6	3	0	4	39	0	0	0	0	678
4:00 PM	4	276	360	2	9	3	1	3	53	2	0	0	0	713
4:15 PM	0	326	403	0	12	2	0	6	44	3	0	0	0	796
4:30 PM	2	341	424	0	3	3	2	4	31	0	1	1	0	812
4:45 PM	1	346	410	3	7	3	0	2	32	3	0	0	0	807
5:00 PM	1	387	485	1	11	1	0	3	34	1	0	1	0	925
5:15 PM	2	329	464	1	5	3	0	5	34	0	1	0	0	844
5:30 PM	3	279	397	0	9	1	0	1	34	0	0	0	0	724
5:45 PM	1	280	396	2	5	1	0	5	41	0	0	0	0	731
6:00 PM	3	306	356	2	7	2	0	2	45	0	0	0	0	723
6:15 PM	0	210	344	0	5	2	0	2	29	1	0	0	0	593
6:30 PM	0	190	280	0	5	1	1	3	43	3	0	1	0	527
6:45 PM	1	175	250	0	3	0	0	1	81	1	0	0	0	512
7:00 PM	2	149	233	0	4	1	0	1	31	0	0	0	0	421
7:15 PM	0	151	211	0	3	0	0	5	36	2	1	0	0	409
7:30 PM	1	139	212	0	3	1	0	1	33	2	0	1	0	393
7:45 PM	2	131	182	0	4	1	0	3	31	0	0	0	1	356
8:00 PM	3	124	144	0	5	1	0	2	30	2	3	0	0	311
8:15 PM	1	167	95	0	6	1	0	0	29	1	1	0	0	320
8:30 PM	1	180	104	0	6	2	0	1	20	0	0	0	0	314
8:45 PM	2	191	77	0	5	0	0	2	23	0	0	0	0	300
9:00 PM	1	196	57	0	4	0	0	0	22	0	0	0	0	280
9:15 PM	1	175	34	0	4	0	0	1	26	0	0	0	0	241
9:30 PM	2	133	14	0	2	0	0	0	25	0	0	0	0	176
9:45 PM	0	119	9	0	2	0	0	1	22	0	0	0	0	153
10:00 PM	2	134	9	0	2	0	0	0	23	0	0	0	0	170
10:15 PM	1	111	3	0	4	0	0	0	21	0	1	0	0	141
10:30 PM	0	107	4	0	0	0	0	0	16	0	1	0	0	128
10:45 PM	0	84	4	0	1	0	1	0	25	0	0	0	0	115
11:00 PM	0	72	0	0	2	0	0	0	17	0	2	0	0	93
11:15 PM	1	73	0	0	2	0	0	0	17	0	0	0	0	93
11:30 PM	1	63	7	0	4	0	0	0	19	0	0	0	0	94
11:45 PM	1	36	9	0	2	0	0	2	13	0	0	0	0	63
Total	97	14201	14336	29	753	185	12	150	3825	28	52	6	1	33675
%	0.29%	42.17%	42.57%	0.09%	2.24%	0.55%	0.04%	0.45%	11.36%	0.08%	0.15%	0.02%	0.00%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	



Date: 8/24/16
 Location: Mile Marker 101
 Direction: Eastbound

8407 Laurel Fair Cir, Ste 400
 Tampa, FL 33610
 Ph: 954.944.2363

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
12:00 AM	1	30	21	0	0	0	0	1	14	0	1	0	0	68
12:15 AM	0	34	17	0	1	4	0	0	11	0	5	0	0	72
12:30 AM	0	18	16	0	0	2	0	1	16	3	1	0	0	57
12:45 AM	0	19	9	0	0	0	0	0	18	0	0	0	0	46
1:00 AM	0	14	9	0	1	0	0	1	18	0	1	0	0	44
1:15 AM	0	10	7	0	2	1	0	1	17	0	0	0	0	38
1:30 AM	0	5	13	0	0	0	0	0	14	0	0	0	0	32
1:45 AM	0	13	7	0	1	2	0	0	12	0	0	0	0	35
2:00 AM	0	9	7	0	0	2	0	1	13	0	1	0	0	33
2:15 AM	0	16	20	0	1	1	0	0	11	0	0	0	0	49
2:30 AM	0	15	9	0	3	0	0	0	19	0	1	0	0	47
2:45 AM	0	9	8	0	2	0	0	1	17	1	0	0	0	38
3:00 AM	1	17	4	0	1	2	0	1	14	0	0	0	0	40
3:15 AM	0	13	11	0	2	0	0	1	19	0	1	0	0	47
3:30 AM	0	11	4	0	0	1	0	0	17	0	0	0	0	33
3:45 AM	0	14	10	0	2	0	0	0	22	0	0	0	0	48
4:00 AM	0	16	7	0	1	1	0	2	29	0	0	0	0	56
4:15 AM	0	23	15	0	0	1	0	1	30	0	1	0	0	71
4:30 AM	0	34	22	0	5	2	0	3	23	0	0	0	0	89
4:45 AM	0	30	29	0	5	0	2	3	33	0	0	0	0	102
5:00 AM	0	45	61	0	1	0	0	1	29	0	0	0	0	137
5:15 AM	2	57	79	0	5	1	0	1	35	0	0	0	0	179
5:30 AM	2	76	93	0	8	2	0	1	30	0	0	0	0	212
5:45 AM	0	85	116	0	6	0	0	0	30	0	1	0	0	238
6:00 AM	0	95	143	0	4	2	0	0	51	0	1	0	0	296
6:15 AM	0	262	145	0	19	1	0	0	35	0	0	0	0	462
6:30 AM	1	252	261	0	11	1	0	2	42	1	0	0	0	571
6:45 AM	0	273	365	2	21	6	0	3	54	0	1	0	0	725
7:00 AM	2	328	431	1	11	2	0	2	45	0	0	0	0	822
7:15 AM	2	413	468	0	13	5	0	1	37	1	0	0	0	940
7:30 AM	0	340	473	1	12	5	0	0	18	0	0	0	0	849
7:45 AM	1	294	408	1	6	1	0	0	40	0	0	0	0	751
8:00 AM	2	278	344	0	16	0	0	0	41	0	3	1	0	685
8:15 AM	1	240	312	0	14	4	0	0	51	0	0	0	0	622
8:30 AM	1	230	286	1	9	0	0	0	42	0	1	0	0	570
8:45 AM	1	217	282	1	8	6	0	2	49	0	0	0	0	566
9:00 AM	1	193	288	1	11	3	0	1	51	0	0	0	0	549
9:15 AM	1	210	295	0	9	3	0	2	39	0	0	0	0	559
9:30 AM	1	217	351	0	12	1	0	3	48	0	0	0	0	633
9:45 AM	0	186	276	0	10	7	0	0	57	0	0	0	0	536
10:00 AM	1	181	257	0	15	7	0	0	68	0	0	0	0	545
10:15 AM	1	144	255	2	14	3	0	0	57	0	0	0	0	478
10:30 AM	0	168	280	1	19	6	1	3	67	0	0	0	0	545
10:45 AM	0	144	257	0	14	4	1	6	71	0	0	0	0	497
11:00 AM	2	167	240	0	12	2	0	5	67	0	0	0	0	495
11:15 AM	1	155	253	0	11	7	0	2	84	0	1	0	0	514
11:30 AM	0	172	252	0	14	3	1	1	69	0	0	0	0	512
11:45 AM	1	134	239	3	22	5	0	6	69	0	2	0	0	481
12:00 PM	0	138	232	1	12	1	0	6	69	0	1	0	0	460
12:15 PM	0	148	268	1	8	7	0	3	71	0	0	0	0	506
12:30 PM	1	156	224	0	15	4	0	3	72	0	0	0	0	475
12:45 PM	1	154	215	0	14	1	0	4	66	1	0	0	0	456
1:00 PM	0	135	209	0	13	6	0	2	48	0	1	0	0	414
1:15 PM	1	125	234	1	16	4	0	3	59	0	0	0	0	443
1:30 PM	2	144	238	0	25	3	0	5	49	0	0	0	0	466
1:45 PM	1	143	198	1	12	4	0	3	42	0	0	0	0	404
2:00 PM	0	144	223	1	14	4	0	1	49	0	0	0	0	436
2:15 PM	1	148	220	1	11	6	0	0	49	0	2	0	0	438
2:30 PM	3	127	273	0	12	2	0	3	48	1	0	0	0	469
2:45 PM	0	149	243	1	14	3	1	3	44	0	0	0	0	458
3:00 PM	0	172	292	2	11	4	0	0	53	2	1	0	0	545
3:15 PM	0	161	252	0	12	4	2	10	68	2	0	0	0	501
3:30 PM	1	171	238	1	16	5	0	0	44	2	2	0	0	480
3:45 PM	4	207	277	1	12	3	3	1	42	1	1	0	0	552
4:00 PM	0	175	303	0	18	9	0	2	42	0	3	0	0	552
4:15 PM	2	196	290	1	12	1	0	5	39	1	2	0	0	549
4:30 PM	4	200	307	1	14	4	0	3	58	1	0	0	0	592
4:45 PM	2	231	271	0	20	4	0	1	53	0	0	0	0	582
5:00 PM	1	214	316	0	13	5	0	4	47	0	0	0	0	600
5:15 PM	2	238	305	0	12	5	0	2	41	0	0	0	0	605
5:30 PM	3	226	301	0	9	1	0	7	35	0	0	0	0	582
5:45 PM	0	203	312	0	15	2	1	5	25	0	1	0	0	564
6:00 PM	2	167	263	0	7	2	0	0	31	0	1	0	0	473
6:15 PM	2	184	258	0	10	0	0	2	35	0	0	0	0	491
6:30 PM	2	154	234	0	9	1	0	1	20	0	2	0	0	423
6:45 PM	3	138	180	0	12	2	0	3	38	2	1	0	0	378
7:00 PM	2	114	176	0	7	3	0	1	35	0	1	0	0	339
7:15 PM	3	115	157	0	7	2	0	1	32	0	0	0	0	317
7:30 PM	1	116	132	0	6	1	0	1	28	0	2	0	0	287
7:45 PM	0	123	129	0	5	0	0	1	28	0	0	1	0	268
8:00 PM	0	78	93	0	8	0	0	0	29	0	0	0	0	206
8:15 PM	0	132	74	0	4	2	0	1	32	0	0	0	0	245
8:30 PM	1	169	34	0	2	4	0	0	33	0	0	0	0	243
8:45 PM	2	145	30	0	4	0	0	1	20	1	0	0	0	203
9:00 PM	0	125	41	0	6	0	0	0	21	0	0	0	0	193
9:15 PM	0	100	31	0	1	0	0	0	20	0	0	0	0	152
9:30 PM	0	104	15	0	3	1	0	0	21	0	0	0	0	144
9:45 PM	1	71	11	0	2	2	0	0	15	1	0	0	0	103
10:00 PM	0	98	5	0	3	2	0	0	23	0	0	0	0	131
10:15 PM	0	90	6	0	3	2	0	1	15	0	1	0	0	118
10:30 PM	0	86	5	1	1	0	0	0	19	0	0	0	0	112
10:45 PM	1	70	4	0	3	0	0	0	13	0	0	3	0	94
11:00 PM	1	43	4	0	3	1	0	0	11	0	0	5	0	68
11:15 PM	0	52	3	0	4	0	0	0	16	0	0	1	0	76
11:30 PM	0	34	4	0	1	2	0	0	17	0	0	6	0	64
11:45 PM	0	28	10	0	4	0	0	0	18	0	0	0	0	60
Total	76	12557	15895	28	796	227	12	161	3516	21	41	19	0	33349
%	0.23%	37.65%	47.66%	0.08%	2.39%	0.68%	0.04%	0.48%	10.54%	0.06%	0.12%	0.06%	0.00%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	

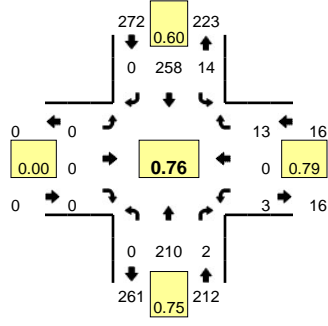
Appendix C

Turning Movement Count Data

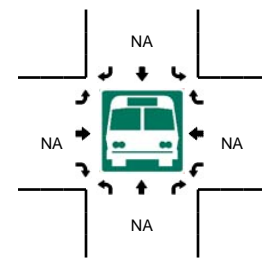
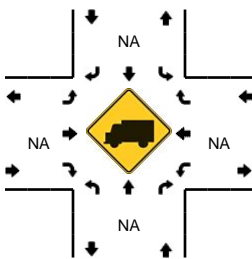
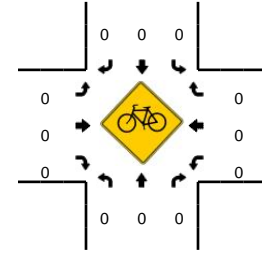
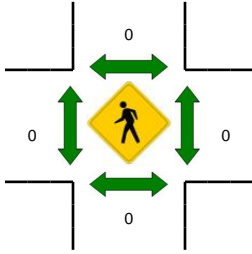
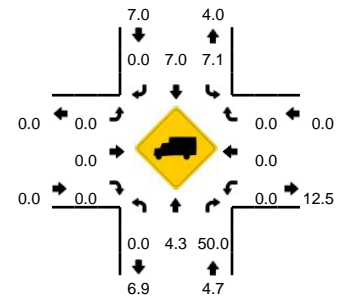
Exit 82

LOCATION: SC 773 (St Pauls Rd) -- S-23-164 (Kiblers Bridge Rd/Frontage Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535198
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

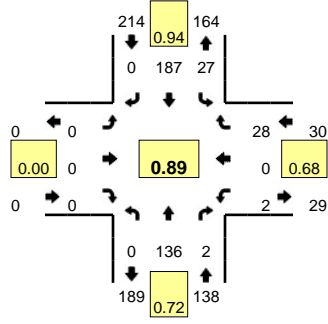


15-Min Count Period Beginning At	SC 773 (St Pauls Rd) (Northbound)				SC 773 (St Pauls Rd) (Southbound)				164 (Kiblers Bridge Rd/Frontage Rd) (Eastbound)				164 (Kiblers Bridge Rd/Frontage Rd) (Westbound)				Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	31	0	0	2	44	0	0	0	0	0	0	0	0	4	0	81	
7:15 AM	0	47	1	0	3	110	0	0	0	0	0	0	0	0	3	0	164	
7:30 AM	0	61	1	0	4	75	0	0	0	0	0	0	2	0	4	0	147	
7:45 AM	0	71	0	0	5	29	0	0	0	0	0	0	1	0	2	0	108	500
8:00 AM	0	19	1	0	3	15	0	0	0	0	0	0	0	0	6	0	44	463
8:15 AM	0	27	1	0	3	18	0	0	0	0	0	0	0	0	4	0	53	352
8:30 AM	0	17	0	0	1	18	0	0	0	0	0	0	0	0	2	0	38	243
8:45 AM	0	21	0	0	4	20	0	0	0	0	0	0	0	0	1	0	46	181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	188	4	0	12	440	0	0	0	0	0	0	0	0	12	0	656	
Heavy Trucks	0	16	0		0	32	0		0	0	0		0	0	0		48	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

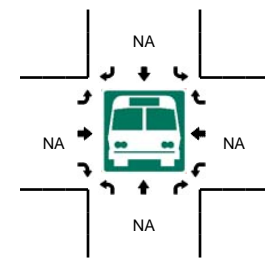
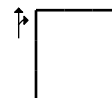
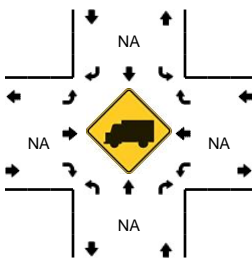
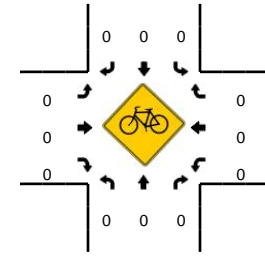
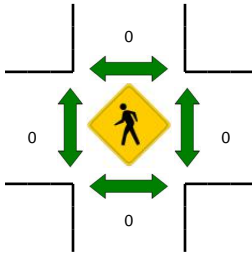
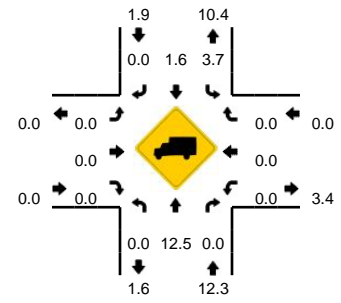
Comments:

LOCATION: SC 773 (St Pauls Rd) -- S-23-164 (Kiblers Bridge Rd/Frontage Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535199
DATE: Tue, Aug 23 2016



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



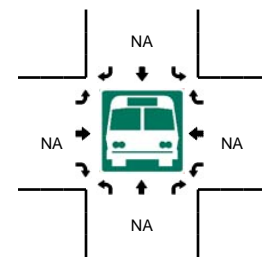
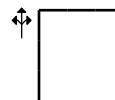
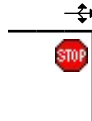
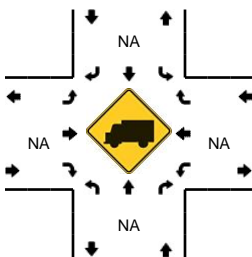
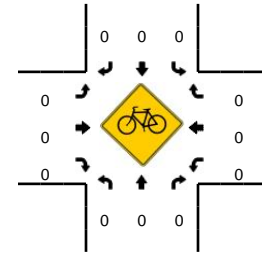
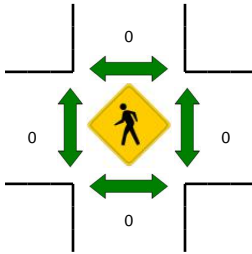
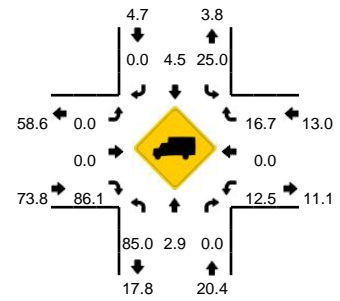
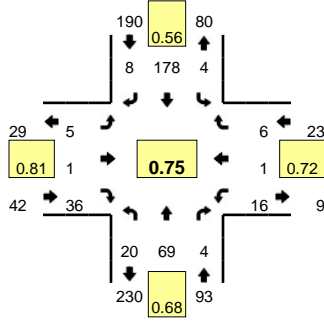
15-Min Count Period Beginning At	SC 773 (St Pauls Rd) (Northbound)				SC 773 (St Pauls Rd) (Southbound)				164 (Kiblers Bridge Rd/Frontage Rd) (Eastbound)				164 (Kiblers Bridge Rd/Frontage Rd) (Westbound)				Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
4:00 PM	0	29	2	0	11	33	0	0	0	0	0	0	1	0	5	0	81
4:15 PM	0	27	1	0	8	30	0	0	0	0	0	0	1	0	7	0	74
4:30 PM	0	33	1	0	5	34	0	0	0	0	0	0	0	0	7	0	80
4:45 PM	0	13	0	0	5	45	0	0	0	0	0	0	0	0	4	0	67
5:00 PM	0	29	0	0	8	46	0	0	0	0	0	0	0	0	7	0	90
5:15 PM	0	31	0	0	11	44	0	0	0	0	0	0	1	0	5	0	92
5:30 PM	0	48	0	0	4	44	0	0	0	0	0	0	1	0	10	0	107
5:45 PM	0	28	2	0	4	53	0	0	0	0	0	0	0	0	6	0	93
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	192	0	0	16	176	0	0	0	0	0	0	4	0	40	0	428
Heavy Trucks	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Comments:

LOCATION: SC 773 (St Pauls Rd) -- S-36-521 (Koon Trestle Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535200
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



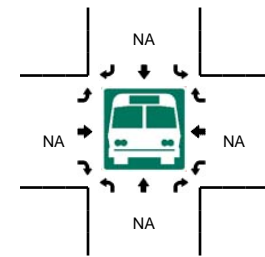
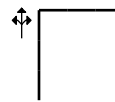
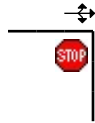
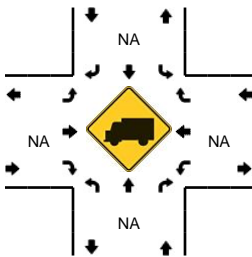
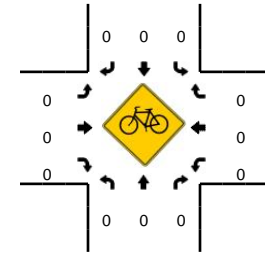
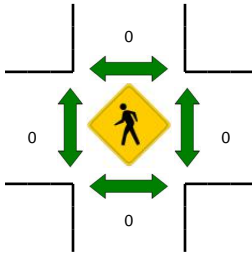
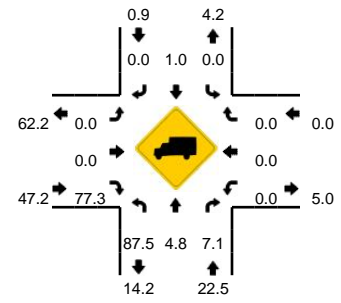
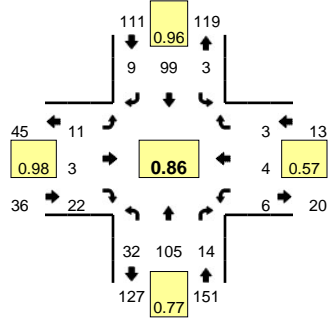
15-Min Count Period Beginning At	SC 773 (St Pauls Rd) (Northbound)				SC 773 (St Pauls Rd) (Southbound)				S-36-521 (Koon Trestle Rd) (Eastbound)				S-36-521 (Koon Trestle Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	11	1	0	1	31	2	0	0	1	11	0	4	0	2	0	69	
7:15 AM	4	9	0	0	0	80	5	0	1	0	9	0	6	1	1	0	116	
7:30 AM	5	27	2	0	2	49	1	0	3	0	10	0	4	0	1	0	104	
7:45 AM	6	22	1	0	1	18	0	0	1	0	6	0	2	0	2	0	59	348
8:00 AM	3	12	0	0	0	16	3	0	2	0	9	0	0	0	0	0	45	324
8:15 AM	5	5	0	0	1	10	2	0	1	0	4	0	1	0	1	0	30	238
8:30 AM	8	9	1	0	0	14	0	0	1	0	7	0	0	0	0	0	40	174
8:45 AM	4	6	1	0	1	8	0	0	1	0	8	0	3	0	1	0	33	148
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	36	0	0	0	320	20	0	4	0	36	0	24	4	4	0	464	
Heavy Trucks	16	0	0	0	0	12	0	0	0	0	28	0	0	0	0	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: SC 773 (St Pauls Rd) -- S-36-521 (Koon Trestle Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535201
DATE: Tue, Aug 23 2016

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



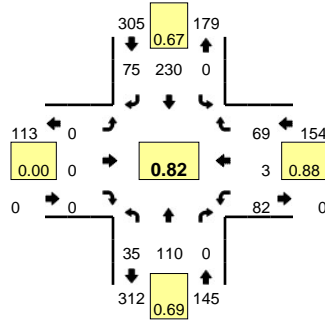
15-Min Count Period Beginning At	SC 773 (St Pauls Rd) (Northbound)				SC 773 (St Pauls Rd) (Southbound)				S-36-521 (Koon Trestle Rd) (Eastbound)				S-36-521 (Koon Trestle Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	17	1	0	0	18	4	0	2	0	8	0	2	0	0	0	62	
4:15 PM	7	17	5	0	3	19	1	0	3	0	7	0	3	0	0	0	65	
4:30 PM	10	24	1	0	0	12	2	0	2	0	8	0	1	0	0	0	60	
4:45 PM	6	19	1	0	1	24	0	0	2	0	7	0	3	0	1	0	64	251
5:00 PM	6	16	2	0	1	25	0	0	0	0	8	0	0	1	1	0	60	249
5:15 PM	6	27	5	0	0	27	1	0	6	1	3	0	5	2	0	0	83	267
5:30 PM	11	36	2	0	1	22	5	0	4	0	6	0	1	1	1	0	90	297
5:45 PM	9	26	5	0	1	25	3	0	1	2	5	0	0	0	1	0	78	311

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	144	8	0	4	88	20	0	16	0	24	0	4	4	4	0	360
Heavy Trucks	44	4	4		0	0	0		0	0	16		0	0	0		68
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

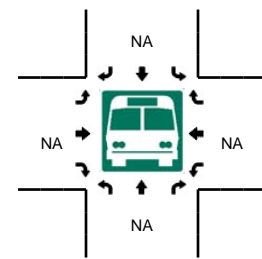
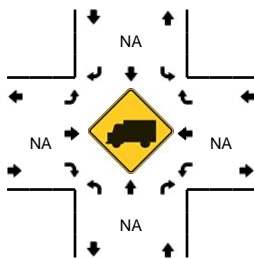
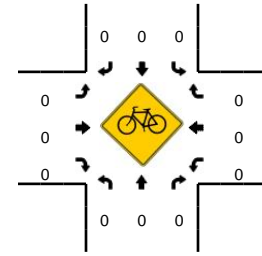
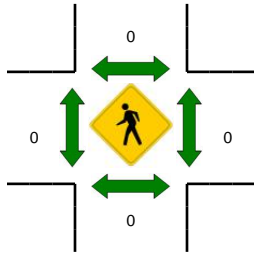
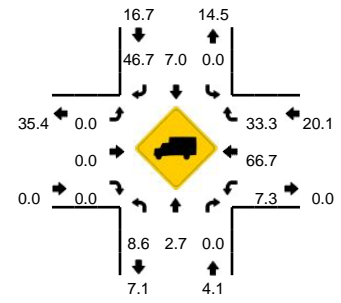
Comments:

LOCATION: SC 773 -- I-26 WB Ramp
CITY/STATE: Newberry, SC

QC JOB #: 138535296
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



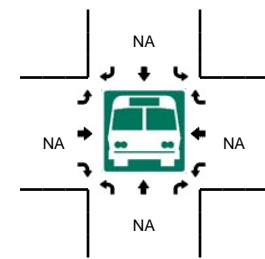
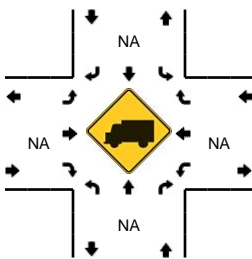
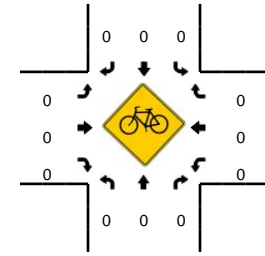
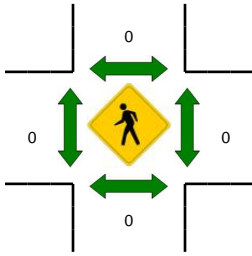
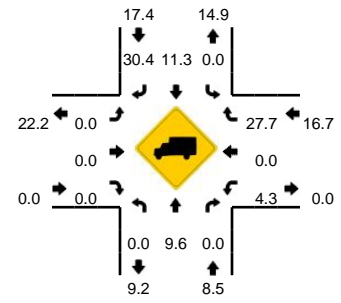
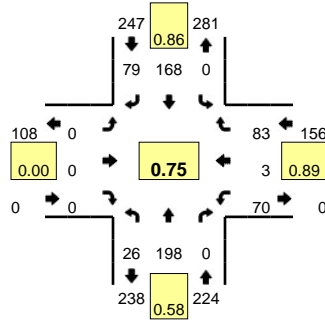
15-Min Count Period Beginning At	SC 773 (Northbound)				SC 773 (Southbound)				I-26 WB Ramp (Eastbound)				I-26 WB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	16	0	0	0	43	16	0	0	0	0	0	18	1	15	0	111	
7:15 AM	6	21	0	0	0	92	22	0	0	0	0	0	26	1	17	0	185	
7:30 AM	13	33	0	0	0	71	16	0	0	0	0	0	19	0	19	0	171	
7:45 AM	14	40	0	0	0	24	21	0	0	0	0	0	19	1	18	0	137	604
8:00 AM	5	18	0	0	0	25	15	0	0	0	0	0	8	1	16	0	88	581
8:15 AM	3	18	0	0	0	21	20	0	0	0	0	0	8	0	12	0	82	478
8:30 AM	6	16	0	0	0	24	12	0	0	0	0	0	12	0	17	0	87	394
8:45 AM	2	18	0	0	0	23	15	0	0	0	0	0	12	1	9	0	80	337
9:00 AM	4	21	0	0	0	32	12	0	0	0	0	0	4	1	12	0	86	335
9:15 AM	2	23	0	0	0	21	9	0	0	0	0	0	9	2	16	0	82	335
9:30 AM	6	22	0	0	0	21	15	0	0	0	0	0	9	0	11	0	84	332
9:45 AM	2	13	0	0	0	24	12	0	0	0	0	0	10	0	6	0	67	319
10:00 AM	2	20	0	0	0	19	9	0	0	0	0	0	9	0	9	0	68	301
10:15 AM	4	19	0	0	0	22	12	0	0	0	0	0	7	0	10	0	74	293
10:30 AM	1	15	0	0	0	25	7	0	0	0	0	0	6	1	10	0	65	274
10:45 AM	4	26	0	0	0	17	9	0	0	0	0	0	11	0	20	0	87	294
11:00 AM	5	22	0	0	0	30	17	0	0	0	0	0	12	0	16	0	102	328
11:15 AM	3	28	0	0	0	24	18	0	0	0	0	0	9	1	16	0	99	353
11:30 AM	2	21	0	0	0	19	26	0	0	0	0	0	7	0	21	0	96	384
11:45 AM	2	21	0	0	0	27	19	0	0	0	0	0	4	0	14	0	87	384
12:00 PM	2	36	0	0	0	26	12	0	0	0	0	0	9	0	19	0	104	386
12:15 PM	3	25	0	0	0	30	17	0	0	0	0	0	4	0	22	0	101	388
12:30 PM	3	21	0	0	0	26	22	0	0	0	0	0	10	0	21	0	103	395
12:45 PM	3	22	0	0	0	35	13	0	0	0	0	0	7	0	15	0	95	403
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	84	0	0	0	368	88	0	0	0	0	0	104	4	68	0	740	
Heavy Trucks	4	8	0	0	0	20	44	0	0	0	0	0	12	0	24	0	112	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: SC 773 -- I-26 WB Ramp
CITY/STATE: Newberry, SC

QC JOB #: 138535297
DATE: Tue, Aug 23 2016

Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:30 PM -- 3:45 PM

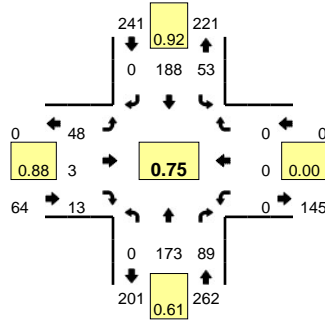


15-Min Count Period Beginning At	SC 773 (Northbound)				SC 773 (Southbound)				I-26 WB Ramp (Eastbound)				I-26 WB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	1	20	0	0	0	30	13	0	0	0	0	0	9	1	22	0	96	
1:15 PM	2	23	0	0	0	20	13	0	0	0	0	0	16	1	16	0	91	
1:30 PM	2	23	0	0	0	35	10	0	0	0	0	0	7	0	16	0	93	
1:45 PM	5	24	0	0	0	25	19	0	0	0	0	0	9	2	20	0	104	384
2:00 PM	2	30	0	0	0	28	17	0	0	0	0	0	10	1	20	0	108	396
2:15 PM	3	8	0	0	0	29	9	0	0	0	0	0	8	0	12	0	69	374
2:30 PM	1	27	0	0	0	28	19	0	0	0	0	0	10	1	19	0	105	386
2:45 PM	3	25	0	0	0	44	18	0	0	0	0	0	10	0	24	0	124	406
3:00 PM	3	22	0	0	0	50	22	0	0	0	0	0	13	1	19	0	130	428
3:15 PM	10	51	0	0	0	30	11	0	0	0	0	0	22	1	19	0	144	503
3:30 PM	11	89	0	0	0	46	25	0	0	0	0	0	15	1	21	0	208	606
3:45 PM	2	36	0	0	0	42	21	0	0	0	0	0	20	0	24	0	145	627
4:00 PM	6	28	0	0	0	27	24	0	0	0	0	0	17	1	25	0	128	625
4:15 PM	4	28	0	0	0	38	20	0	0	0	0	0	13	0	26	0	129	610
4:30 PM	3	31	0	0	0	24	11	0	0	0	0	0	14	0	16	0	99	501
4:45 PM	3	24	0	0	0	32	12	0	0	0	0	0	24	0	21	0	116	472
5:00 PM	4	32	0	0	0	42	10	0	0	0	0	0	19	1	19	0	127	471
5:15 PM	4	37	0	0	0	54	12	0	0	0	0	0	12	0	32	0	151	493
5:30 PM	3	43	0	0	0	33	19	0	0	0	0	0	19	1	30	0	148	542
5:45 PM	1	36	0	0	0	44	12	0	0	0	0	0	19	0	23	0	135	561
6:00 PM	3	27	0	0	0	28	18	0	0	0	0	0	16	1	18	0	111	545
6:15 PM	3	30	0	0	0	31	9	0	0	0	0	0	17	0	22	0	112	506
6:30 PM	9	36	0	0	0	28	16	0	0	0	0	0	18	0	23	0	130	488
6:45 PM	9	40	0	0	0	17	13	0	0	0	0	0	15	0	18	0	112	465
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	356	0	0	0	184	100	0	0	0	0	0	60	4	84	0	832	
Heavy Trucks	0	20	0	0	0	28	40	0	0	0	0	0	0	0	24	0	112	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

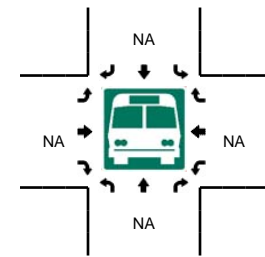
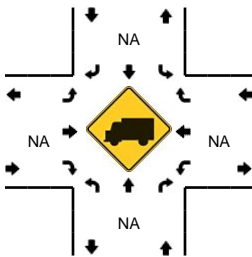
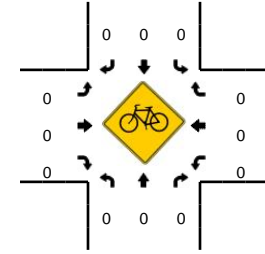
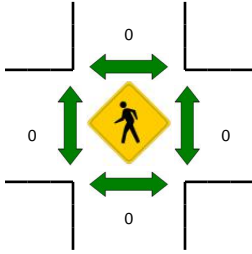
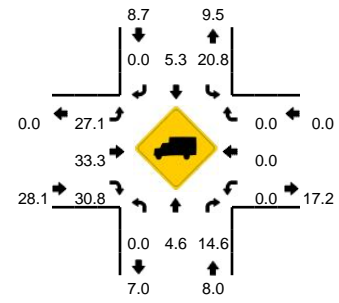
Comments:

LOCATION: SC 773 -- I-26 EB Ramp
CITY/STATE: Prosperity, SC

QC JOB #: 138535299
DATE: Tue, Aug 23 2016



Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:30 PM -- 3:45 PM



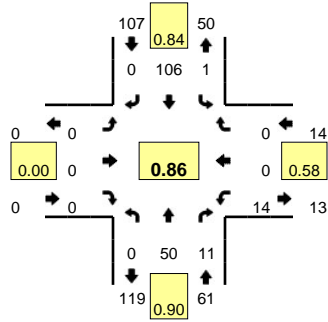
15-Min Count Period Beginning At	SC 773 (Northbound)				SC 773 (Southbound)				I-26 EB Ramp (Eastbound)				I-26 EB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	14	10	0	18	22	0	0	10	1	3	0	0	0	0	0	78	
1:15 PM	0	10	11	0	13	23	0	0	16	1	3	0	0	0	0	0	77	
1:30 PM	0	13	10	0	22	19	0	0	12	0	4	0	0	0	0	0	80	
1:45 PM	0	22	10	0	16	17	0	0	9	0	2	0	0	0	0	0	76	311
2:00 PM	0	22	10	0	10	28	0	0	9	0	2	0	0	0	0	0	81	314
2:15 PM	0	12	8	0	13	24	0	0	1	1	4	0	0	0	0	0	63	300
2:30 PM	0	12	9	0	13	26	0	0	14	0	2	0	0	0	0	0	76	296
2:45 PM	0	13	10	0	15	38	0	0	17	0	6	0	0	0	0	0	99	319
3:00 PM	0	13	24	0	13	51	0	0	13	2	6	0	0	0	0	0	122	360
3:15 PM	0	64	13	0	11	36	0	0	6	1	3	0	0	0	0	0	134	431
3:30 PM	0	74	34	0	19	46	0	0	14	0	3	0	0	0	0	0	190	545
3:45 PM	0	22	18	0	10	55	0	0	15	0	1	0	0	0	0	0	121	567
4:00 PM	0	21	13	0	14	39	0	0	13	0	5	0	0	0	0	0	105	550
4:15 PM	0	16	18	0	16	35	0	0	14	1	3	0	0	0	0	0	103	519
4:30 PM	0	24	17	0	11	27	0	0	13	1	12	0	0	0	0	0	105	434
4:45 PM	0	13	4	0	12	44	0	0	13	0	6	0	0	0	0	0	92	405
5:00 PM	0	18	18	0	14	47	0	0	19	1	8	0	0	0	0	0	125	425
5:15 PM	0	25	9	0	21	45	0	0	17	0	9	0	0	0	0	0	126	448
5:30 PM	0	36	22	0	11	42	0	0	10	1	7	0	0	0	0	0	129	472
5:45 PM	0	23	11	0	10	53	0	0	13	0	3	0	0	0	0	0	113	493
6:00 PM	0	24	20	0	14	29	0	0	8	0	6	0	0	0	0	0	101	469
6:15 PM	0	25	13	0	11	38	0	0	8	0	5	0	0	0	0	0	100	443
6:30 PM	0	36	13	0	6	41	0	0	7	0	5	0	0	0	0	0	108	422
6:45 PM	0	38	14	0	5	26	0	0	15	0	4	0	0	0	0	0	102	411
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	296	136	0	76	184	0	0	56	0	12	0	0	0	0	0	760	
Heavy Trucks	0	4	8	0	20	4	0	0	16	0	0	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

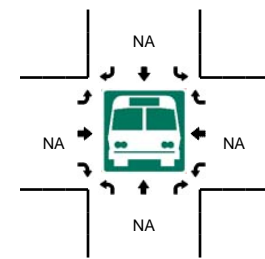
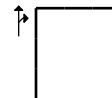
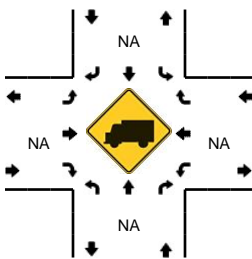
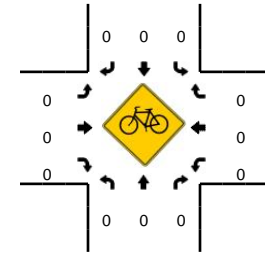
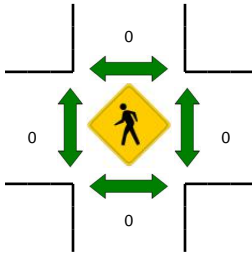
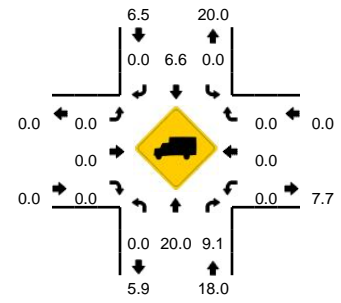
Exit 85

LOCATION: SC 202 -- S-36-370 (4 Oaks Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535194
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



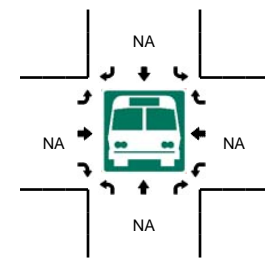
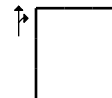
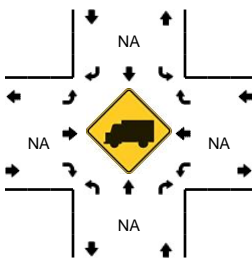
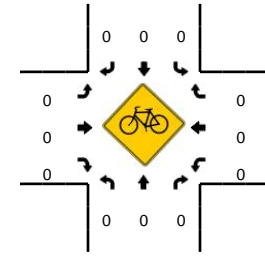
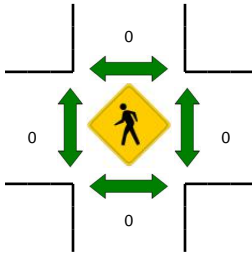
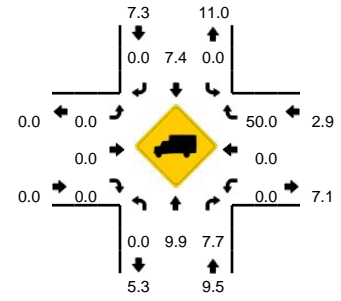
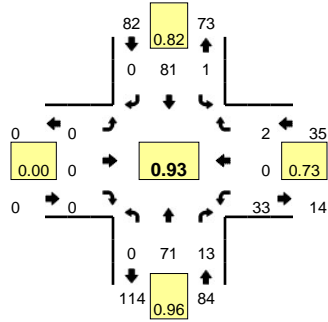
15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				S-36-370 (4 Oaks Rd) (Eastbound)				S-36-370 (4 Oaks Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	0	0	0	32	0	0	0	0	0	0	5	0	0	1	48	
7:15 AM	0	16	1	0	0	26	0	0	0	0	0	0	2	0	0	0	45	
7:30 AM	0	10	7	0	0	32	0	0	0	0	0	0	4	0	0	0	53	
7:45 AM	0	14	3	0	1	16	0	0	0	0	0	0	2	0	0	0	36	182
8:00 AM	0	8	1	0	0	19	0	0	0	0	0	0	1	0	0	0	29	163
8:15 AM	0	7	0	0	1	21	0	0	0	0	0	0	1	0	0	0	30	148
8:30 AM	0	6	1	0	0	6	0	0	0	0	0	0	1	0	0	0	14	109
8:45 AM	0	5	2	0	1	8	0	0	0	0	0	0	1	0	1	0	18	91
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	40	28	0	0	128	0	0	0	0	0	0	16	0	0	0	212	
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: SC 202 -- S-36-370 (4 Oaks Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535195
DATE: Tue, Aug 23 2016

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

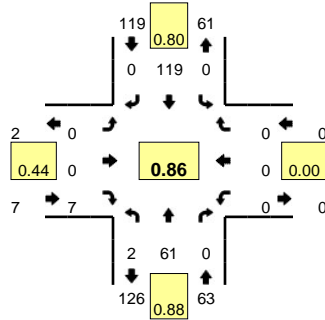


15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				S-36-370 (4 Oaks Rd) (Eastbound)				S-36-370 (4 Oaks Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	11	2	0	0	25	0	0	0	0	0	0	11	0	1	0	50	
4:15 PM	0	19	5	0	0	22	0	0	0	0	0	0	8	0	0	0	54	
4:30 PM	0	22	2	0	1	14	0	0	0	0	0	0	5	0	0	0	44	
4:45 PM	0	19	4	0	0	20	0	0	0	0	0	0	9	0	1	0	53	201
5:00 PM	0	21	0	0	1	20	0	0	0	0	0	0	3	0	0	0	45	196
5:15 PM	0	16	5	0	1	17	0	0	0	0	0	0	4	0	1	0	44	186
5:30 PM	0	17	3	0	0	11	0	0	0	0	0	0	6	0	0	0	37	179
5:45 PM	0	14	3	0	0	16	0	0	0	0	0	0	3	0	1	0	37	163
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	76	20	0	0	88	0	0	0	0	0	0	32	0	0	0	216	
Heavy Trucks	0	20	0		0	0	0		0	0	0		0	0	0		20	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

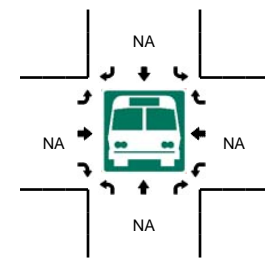
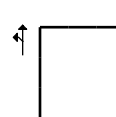
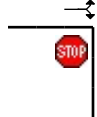
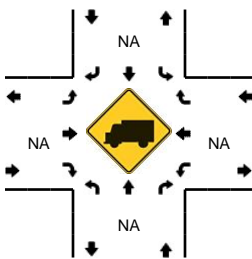
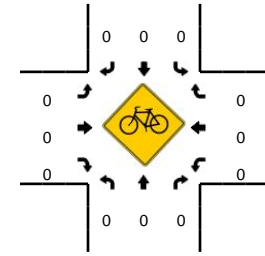
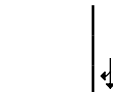
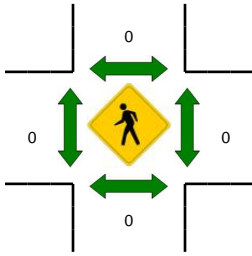
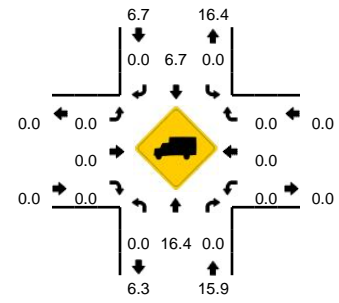
Comments:

LOCATION: SC 202 -- S-36-811 (Meadow Brook Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535196
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

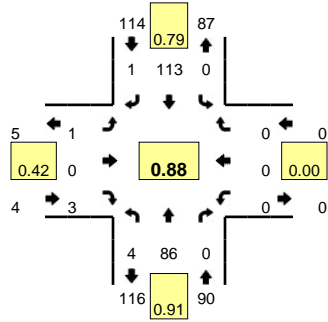


15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				S-36-811 (Meadow Brook Rd) (Eastbound)				S-36-811 (Meadow Brook Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	11	0	0	0	37	0	0	0	0	1	0	0	0	0	0	49	
7:15 AM	2	16	0	0	0	28	0	0	0	0	4	0	0	0	0	0	50	
7:30 AM	0	17	0	0	0	36	0	0	0	0	2	0	0	0	0	0	55	
7:45 AM	0	17	0	0	0	18	0	0	0	0	0	0	0	0	0	0	35	189
8:00 AM	2	9	0	0	0	20	0	0	0	0	0	0	0	0	0	0	31	171
8:15 AM	0	7	0	0	0	21	0	0	0	0	2	0	0	0	0	0	30	151
8:30 AM	0	7	0	0	0	7	0	0	0	0	1	0	0	0	0	0	15	111
8:45 AM	2	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16	92
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	68	0	0	0	144	0	0	0	0	8	0	0	0	0	0	220	
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

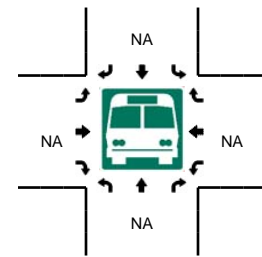
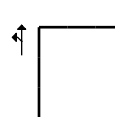
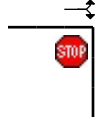
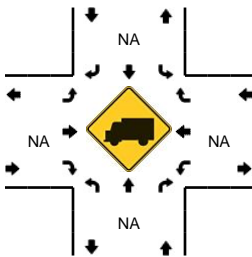
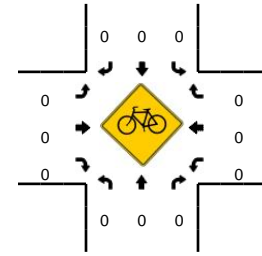
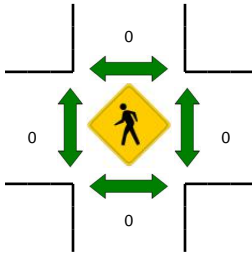
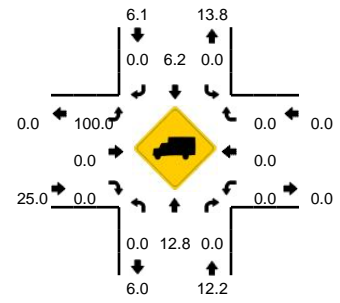
Comments:

LOCATION: SC 202 -- S-36-811 (Meadow Brook Rd)
CITY/STATE: Newberry, SC

QC JOB #: 138535197
DATE: Tue, Aug 23 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM



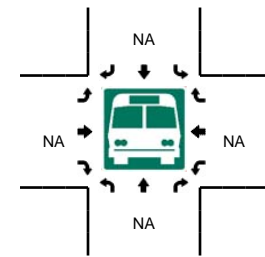
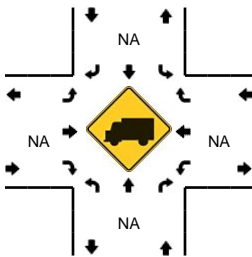
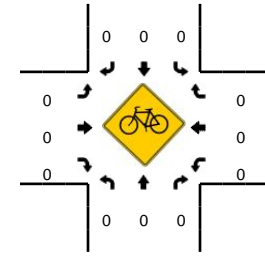
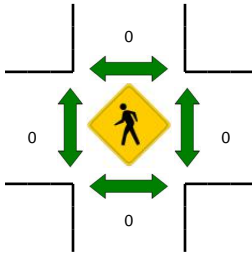
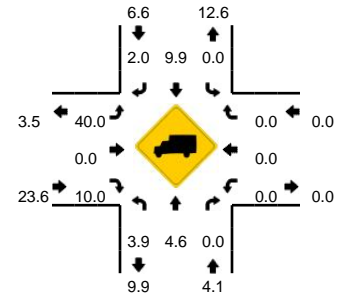
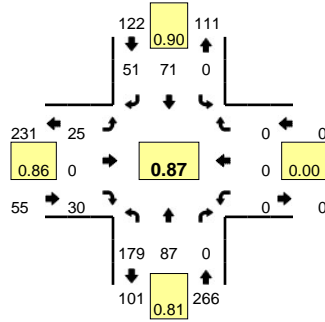
15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				S-36-811 (Meadow Brook Rd) (Eastbound)				S-36-811 (Meadow Brook Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	14	0	0	0	35	1	0	0	0	0	0	0	0	0	0	52	
4:15 PM	2	24	0	0	0	30	0	0	1	0	2	0	0	0	0	0	59	
4:30 PM	0	24	0	0	0	19	0	0	0	0	1	0	0	0	0	0	44	
4:45 PM	0	24	0	0	0	29	0	0	0	0	0	0	0	0	0	0	53	208
5:00 PM	0	21	0	0	0	23	0	0	0	0	1	0	0	0	0	0	45	201
5:15 PM	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	44	186
5:30 PM	2	19	0	1	0	17	0	0	0	0	0	0	0	0	0	0	39	181
5:45 PM	4	18	0	0	0	20	0	0	0	0	1	0	0	0	0	0	43	171
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	96	0	0	0	120	0	0	4	0	8	0	0	0	0	0	236	
Heavy Trucks	0	16	0	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: SC 202 -- I-26 EB Ramp
CITY/STATE: Little Mountain, SC

QC JOB #: 138535292
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



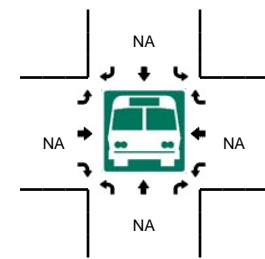
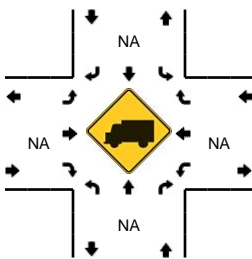
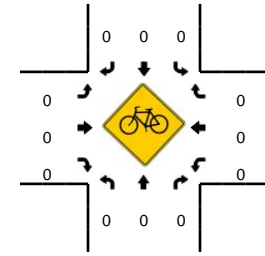
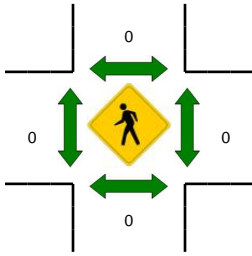
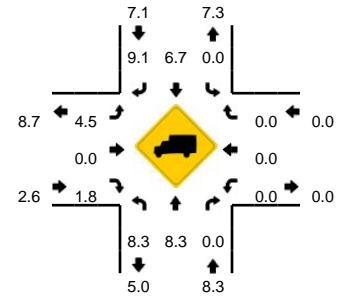
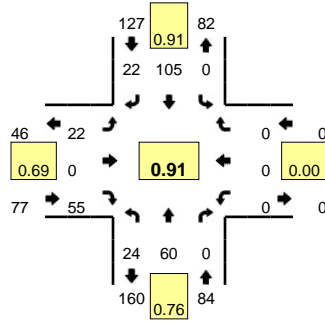
15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				I-26 EB Ramp (Eastbound)				I-26 EB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	36	12	0	0	0	15	19	0	7	0	8	1	0	0	0	0	98	
7:15 AM	43	22	0	0	0	25	8	0	7	0	9	0	0	0	0	0	114	
7:30 AM	56	26	0	0	0	17	17	0	6	0	6	0	0	0	0	0	128	
7:45 AM	44	27	0	0	0	14	7	0	4	0	7	0	0	0	0	0	103	443
8:00 AM	11	14	0	0	0	6	13	0	8	0	3	0	0	0	0	0	55	400
8:15 AM	20	12	0	0	0	18	9	0	1	0	1	0	0	0	0	0	61	347
8:30 AM	14	10	0	0	0	11	5	0	3	0	4	0	0	0	0	0	47	266
8:45 AM	17	14	0	0	0	9	4	0	2	0	7	0	0	0	0	0	53	216
9:00 AM	12	10	0	0	0	5	10	0	2	0	6	0	0	0	0	0	45	206
9:15 AM	2	13	0	0	0	7	3	0	2	0	1	1	0	0	0	0	29	174
9:30 AM	12	10	0	0	0	8	7	0	2	0	1	0	0	0	0	0	40	167
9:45 AM	9	6	0	0	0	23	5	0	1	0	3	0	0	0	0	0	47	161
10:00 AM	6	7	0	0	0	15	1	0	1	0	4	0	0	0	0	0	34	150
10:15 AM	9	5	0	0	0	5	3	0	3	0	2	0	0	0	0	0	27	148
10:30 AM	5	7	0	0	0	8	1	0	1	0	4	0	0	0	0	0	26	134
10:45 AM	10	10	0	0	0	7	5	0	2	0	0	0	0	0	0	0	34	121
11:00 AM	3	12	0	0	0	8	2	0	3	0	3	0	0	0	0	0	31	118
11:15 AM	6	5	0	0	0	11	5	0	2	0	1	0	0	0	0	0	30	121
11:30 AM	4	12	0	0	0	10	5	0	5	0	3	1	0	0	0	0	40	135
11:45 AM	6	6	0	0	0	13	4	0	3	0	1	0	0	0	0	0	33	134
12:00 PM	3	8	0	0	0	9	4	0	2	0	6	0	0	0	0	0	32	135
12:15 PM	6	9	0	0	0	3	2	0	3	0	0	0	0	0	0	0	23	128
12:30 PM	4	7	0	0	0	18	1	0	3	0	3	0	0	0	0	0	36	124
12:45 PM	10	12	0	0	0	12	3	0	1	0	5	1	0	0	0	0	44	135
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	224	104	0	0	0	68	68	0	24	0	24	0	0	0	0	0	512	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: SC 202 -- I-26 EB Ramp
CITY/STATE: Little Mountain, SC

QC JOB #: 138535293
DATE: Tue, Aug 23 2016

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

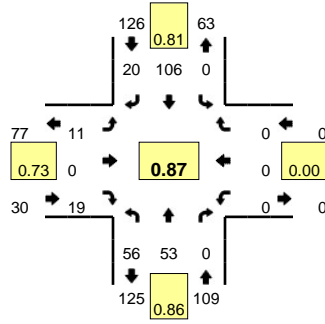


15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				I-26 EB Ramp (Eastbound)				I-26 EB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	7	7	0	0	0	15	2	0	1	0	9	0	0	0	0	0	41	
1:15 PM	5	5	0	0	0	14	3	0	3	0	7	0	0	0	0	0	37	
1:30 PM	6	9	0	0	0	22	1	0	0	0	14	0	0	0	0	0	52	
1:45 PM	8	4	0	0	0	20	2	0	1	0	9	0	0	0	0	0	44	174
2:00 PM	6	8	0	0	0	15	4	0	2	0	2	1	0	0	0	0	38	171
2:15 PM	7	9	0	0	0	10	3	0	2	0	7	0	0	0	0	0	38	172
2:30 PM	2	9	0	0	0	17	2	0	2	0	7	1	0	0	0	0	40	160
2:45 PM	6	16	0	0	0	12	0	0	2	0	5	0	0	0	0	0	41	157
3:00 PM	9	19	0	0	0	11	6	0	4	0	8	0	0	0	0	0	57	176
3:15 PM	16	16	0	0	0	12	3	0	3	0	7	1	0	0	0	0	58	196
3:30 PM	4	11	0	0	0	17	4	0	2	0	10	1	0	0	0	0	49	205
3:45 PM	7	12	0	0	0	23	4	0	2	0	11	1	0	0	0	0	60	224
4:00 PM	8	13	0	0	0	20	9	0	2	0	7	1	0	0	0	0	60	227
4:15 PM	5	12	0	0	0	25	6	0	10	0	6	0	0	0	0	0	64	233
4:30 PM	7	11	0	0	0	19	4	0	4	0	7	0	0	0	0	0	52	236
4:45 PM	5	15	0	0	0	28	7	0	7	0	8	0	0	0	0	0	70	246
5:00 PM	5	16	0	0	0	27	6	0	5	0	11	0	0	0	0	0	70	256
5:15 PM	7	9	0	0	0	19	6	0	7	0	21	0	0	0	0	0	69	261
5:30 PM	7	20	0	0	0	31	3	0	3	0	15	0	0	0	0	0	79	288
5:45 PM	6	14	0	0	0	21	5	0	6	0	6	0	0	0	0	0	58	276
6:00 PM	0	14	0	0	0	26	8	0	6	0	7	0	0	0	0	0	61	267
6:15 PM	8	12	0	0	0	24	1	0	1	0	10	0	0	0	0	0	56	254
6:30 PM	9	11	0	0	0	26	2	0	5	0	8	0	0	0	0	0	61	236
6:45 PM	8	8	0	0	0	17	0	0	2	0	7	0	0	0	0	0	42	220
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	80	0	0	0	124	12	0	12	0	60	0	0	0	0	0	316	
Heavy Trucks	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

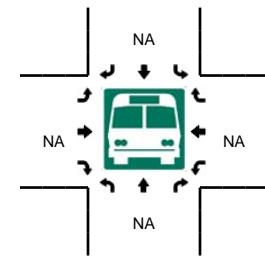
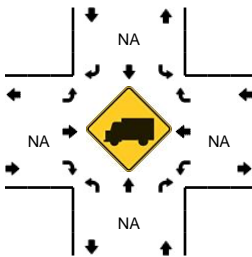
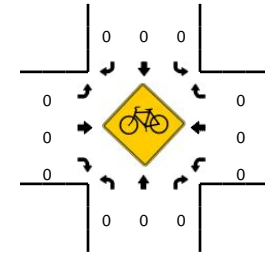
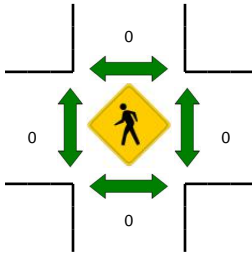
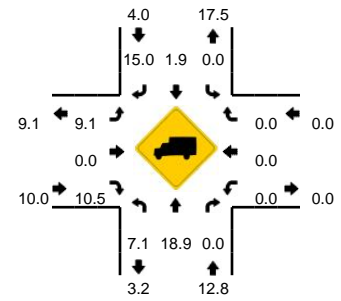
Comments:

LOCATION: SC 202 -- I-26 WB Ramp
CITY/STATE: Newberry, SC

QC JOB #: 138535294
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

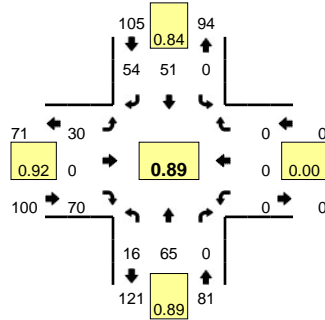


15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				I-26 WB Ramp (Eastbound)				I-26 WB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	10	0	0	0	32	7	0	1	0	3	0	0	0	0	0	61	
7:15 AM	14	13	0	0	0	28	4	0	5	0	7	0	0	0	0	0	71	
7:30 AM	17	16	0	0	0	30	7	0	1	0	4	1	0	0	0	0	76	
7:45 AM	17	14	0	0	0	16	2	0	3	0	5	0	0	0	0	0	57	265
8:00 AM	14	8	0	0	0	19	2	0	3	0	1	0	0	0	0	0	47	251
8:15 AM	9	4	0	0	0	20	3	0	3	0	5	0	0	0	0	0	44	224
8:30 AM	7	6	0	0	0	8	0	0	1	0	8	0	0	0	0	0	30	178
8:45 AM	10	6	0	0	0	7	2	0	1	0	6	0	0	0	0	0	32	153
9:00 AM	3	10	0	0	0	15	3	0	2	0	1	0	0	0	0	0	34	140
9:15 AM	9	6	0	0	0	7	2	0	2	0	5	0	0	0	0	0	31	127
9:30 AM	2	12	0	0	0	12	4	0	2	0	4	0	0	0	0	0	36	133
9:45 AM	5	1	0	0	0	12	2	1	1	0	13	0	0	0	0	0	35	136
10:00 AM	1	8	0	0	0	12	3	0	3	0	4	0	0	0	0	0	31	133
10:15 AM	2	3	0	0	0	6	3	0	3	0	1	0	0	0	0	0	18	120
10:30 AM	5	4	0	0	0	5	1	0	2	0	4	0	0	0	0	0	21	105
10:45 AM	4	8	0	0	0	6	4	0	3	0	6	0	0	0	0	0	31	101
11:00 AM	7	8	0	0	0	5	4	0	0	0	6	0	0	0	0	0	30	100
11:15 AM	3	4	0	0	0	8	2	0	2	0	7	0	0	0	0	0	26	108
11:30 AM	9	8	0	0	0	8	4	0	6	0	7	0	0	0	0	0	42	129
11:45 AM	1	7	0	1	0	6	0	0	0	0	9	0	0	0	0	0	24	122
12:00 PM	6	4	0	0	0	7	1	0	2	0	5	0	0	0	0	0	25	117
12:15 PM	7	6	0	0	0	4	3	0	1	0	1	0	0	0	0	0	22	113
12:30 PM	1	9	0	0	0	7	4	0	4	0	12	0	0	0	0	0	37	108
12:45 PM	5	8	0	0	0	8	2	0	2	0	8	0	0	0	0	0	33	117
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	64	0	0	0	120	28	0	4	0	16	4	0	0	0	0	304	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

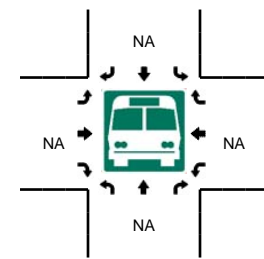
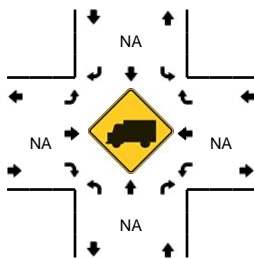
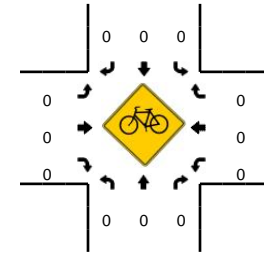
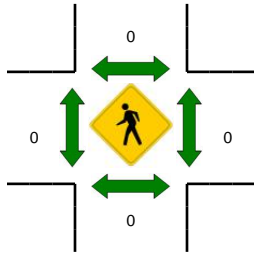
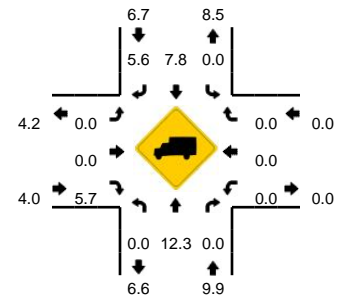
Comments:

LOCATION: SC 202 -- I-26 WB Ramp
CITY/STATE: Newberry, SC

QC JOB #: 138535295
DATE: Tue, Aug 23 2016



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



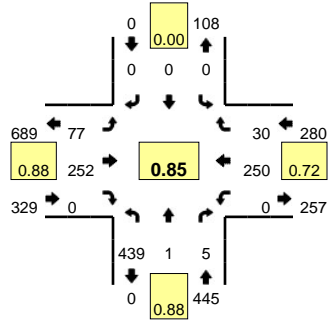
15-Min Count Period Beginning At	SC 202 (Northbound)				SC 202 (Southbound)				I-26 WB Ramp (Eastbound)				I-26 WB Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	1	7	0	0	0	6	2	0	3	0	11	0	0	0	0	0	30	
1:15 PM	1	8	0	0	0	10	3	0	3	0	9	1	0	0	0	0	35	
1:30 PM	2	7	0	0	0	4	6	0	6	0	20	0	0	0	0	0	45	
1:45 PM	5	1	0	0	0	10	3	0	0	0	13	0	0	0	0	0	32	142
2:00 PM	0	10	0	0	0	15	3	0	0	0	2	0	0	0	0	0	30	142
2:15 PM	4	7	0	0	0	8	4	0	0	0	5	1	0	0	0	0	29	136
2:30 PM	5	6	0	0	0	7	2	0	2	0	10	0	0	0	0	0	32	123
2:45 PM	4	16	0	0	0	6	7	0	3	0	5	0	0	0	0	0	41	132
3:00 PM	10	14	0	0	0	11	5	0	2	0	5	0	0	0	0	0	47	149
3:15 PM	8	11	0	0	0	7	3	0	3	0	8	0	0	0	0	0	40	160
3:30 PM	2	12	0	0	0	6	8	0	4	0	14	0	0	0	0	0	46	174
3:45 PM	4	10	0	0	0	14	13	0	5	0	15	0	0	0	0	0	61	194
4:00 PM	3	12	0	0	0	12	23	0	4	0	16	0	0	0	0	0	70	217
4:15 PM	2	20	0	0	0	15	17	0	5	0	15	0	0	0	0	0	74	251
4:30 PM	2	14	0	0	0	10	10	0	11	0	14	0	0	0	0	0	61	266
4:45 PM	5	17	0	0	0	13	17	0	6	0	22	0	0	0	0	0	80	285
5:00 PM	7	14	0	0	0	13	10	0	7	0	19	1	0	0	0	0	71	286
5:15 PM	3	13	0	0	0	11	11	0	9	0	14	0	0	0	0	0	61	273
5:30 PM	8	14	0	1	0	9	8	0	5	0	24	0	0	0	0	0	69	281
5:45 PM	8	10	0	0	0	13	8	0	11	0	13	0	0	0	0	0	63	264
6:00 PM	9	12	0	0	0	17	9	0	6	0	17	0	0	0	0	0	70	263
6:15 PM	3	10	0	0	0	6	5	0	11	0	18	0	0	0	0	0	53	255
6:30 PM	5	11	0	0	0	13	4	0	4	0	11	0	0	0	0	0	48	234
6:45 PM	4	6	0	0	0	7	4	0	4	0	12	0	0	0	0	0	37	208
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	68	0	0	0	52	68	0	24	0	88	0	0	0	0	0	320	
Heavy Trucks	0	12	0	0	0	4	8	0	0	0	0	0	0	0	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

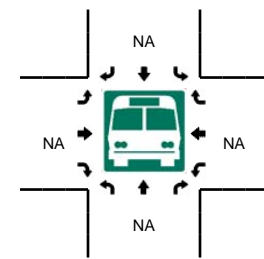
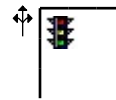
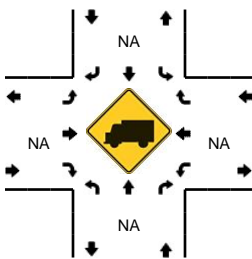
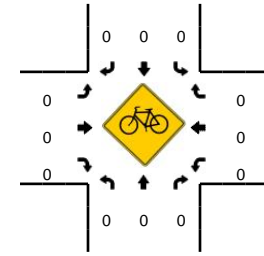
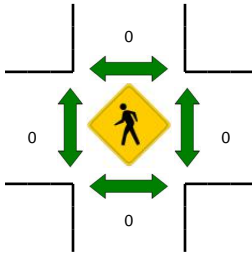
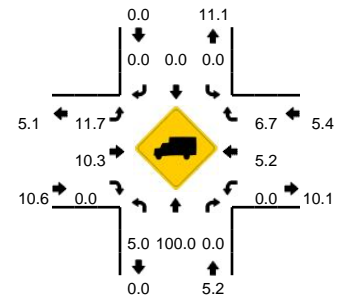
Exit 91

LOCATION: I-26 WB Ramps -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535184
DATE: Tue, Aug 23 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



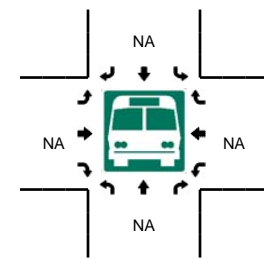
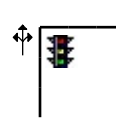
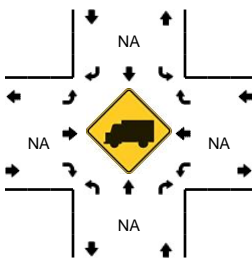
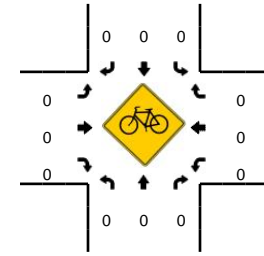
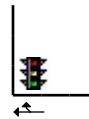
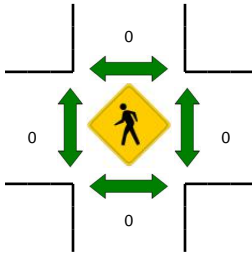
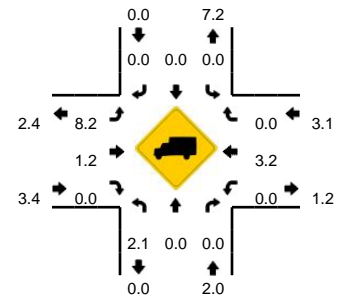
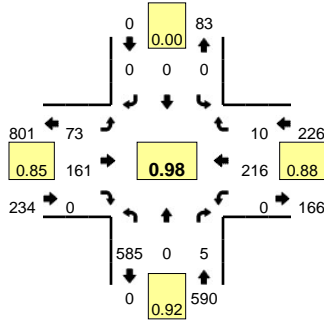
15-Min Count Period Beginning At	I-26 WB Ramps (Northbound)				I-26 WB Ramps (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	63	0	0	0	0	0	0	0	16	13	0	0	0	27	11	0	130	
7:15 AM	69	0	3	0	0	0	0	0	24	21	0	0	0	27	10	0	154	
7:30 AM	115	0	3	0	0	0	0	0	17	48	0	0	0	36	7	0	226	
7:45 AM	112	0	0	0	0	0	0	0	18	65	0	0	0	80	8	0	283	793
8:00 AM	125	1	0	0	0	0	0	0	19	69	0	0	0	90	7	0	311	974
8:15 AM	87	0	2	0	0	0	0	0	23	70	0	0	0	44	8	0	234	1054
8:30 AM	82	1	2	0	0	0	0	0	19	19	0	0	0	16	4	0	143	971
8:45 AM	82	0	4	0	0	0	0	0	20	18	0	0	0	25	5	0	154	842
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	500	4	0	0	0	0	0	0	76	276	0	0	0	360	28	0	1244	
Heavy Trucks	28	4	0	0	0	0	0	0	8	60	0	0	0	12	0	0	112	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-26 WB Ramps -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535185
DATE: Tue, Aug 23 2016

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



15-Min Count Period Beginning At	I-26 WB Ramps (Northbound)				I-26 WB Ramps (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	132	0	1	0	0	0	0	0	21	50	0	0	0	65	3	0	272	
4:15 PM	145	0	2	0	0	0	0	0	15	33	0	0	0	47	3	0	245	
4:30 PM	159	0	2	0	0	0	0	0	19	17	0	0	0	45	3	0	245	
4:45 PM	152	0	0	0	0	0	0	0	18	23	0	0	0	36	7	0	236	998
5:00 PM	129	0	1	0	0	0	0	0	23	45	0	0	0	59	1	0	258	984
5:15 PM	146	0	2	0	0	0	0	0	25	45	0	0	0	42	2	0	262	1001
5:30 PM	138	0	1	0	0	0	0	0	17	42	0	0	0	60	4	0	262	1018
5:45 PM	172	0	1	0	0	0	0	0	8	29	0	0	0	55	3	0	268	1050

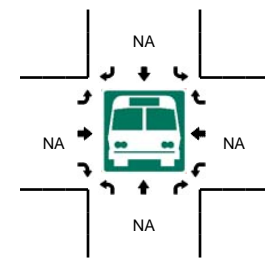
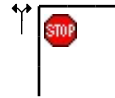
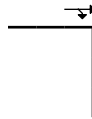
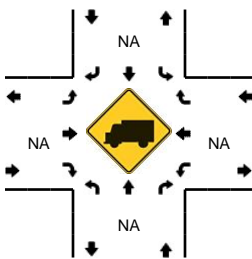
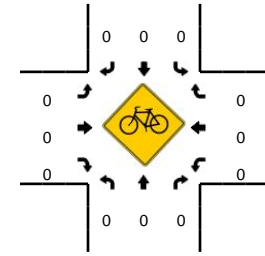
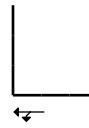
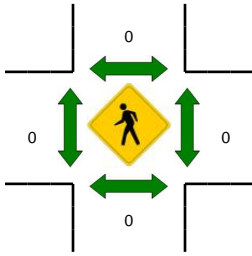
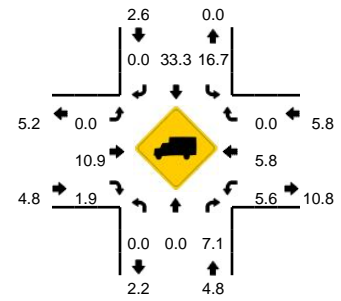
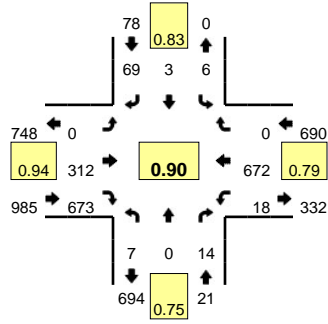
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	688	0	4	0	0	0	0	0	32	116	0	0	0	220	12	0	1072
Heavy Trucks	12	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	20
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: I-26 EB Ramps -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535186
DATE: Tue, Aug 23 2016

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



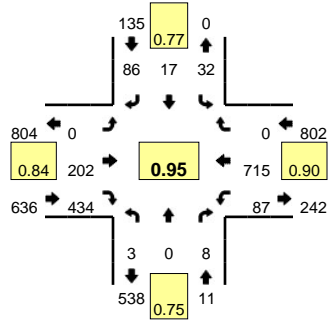
15-Min Count Period Beginning At	I-26 EB Ramps (Northbound)				I-26 EB Ramps (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	3	0	1	0	12	0	0	23	239	0	8	81	0	0	367	
7:15 AM	2	0	5	0	1	3	11	0	0	38	232	0	6	90	0	0	388	
7:30 AM	3	0	5	0	1	1	16	0	0	62	187	0	6	141	0	0	422	
7:45 AM	3	0	6	0	2	1	15	0	0	72	165	0	4	190	0	0	458	1635
8:00 AM	0	0	2	0	1	0	24	0	0	91	158	0	4	215	0	0	495	1763
8:15 AM	1	0	1	0	2	1	14	0	0	87	163	0	4	126	0	0	399	1774
8:30 AM	3	0	4	0	3	1	19	0	0	33	122	0	4	98	0	0	287	1639
8:45 AM	2	0	0	0	3	0	9	0	0	33	99	0	4	102	0	0	252	1433

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	4	0	96	0	0	364	632	0	16	860	0	0	1980
Heavy Trucks	0	0	4		0	0	0		0	64	12		0	44	0		124
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

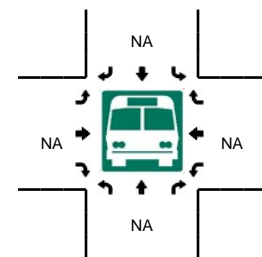
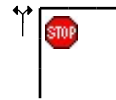
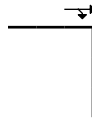
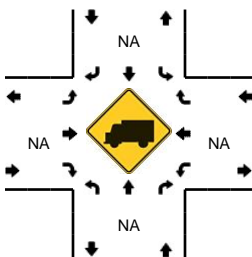
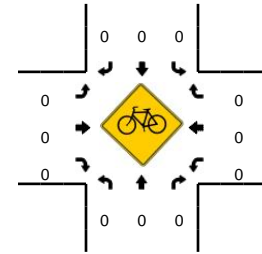
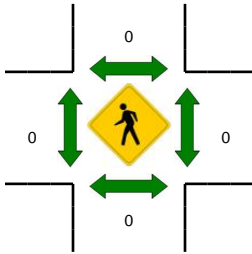
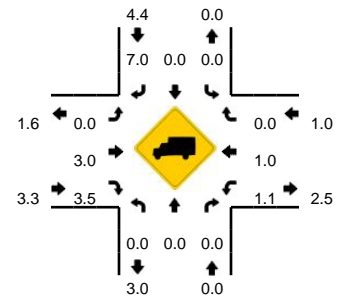
Comments:

LOCATION: I-26 EB Ramps -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535187
DATE: Tue, Aug 23 2016



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

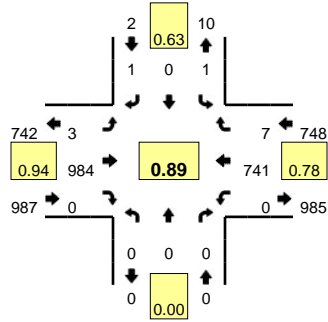


15-Min Count Period Beginning At	I-26 EB Ramps (Northbound)				I-26 EB Ramps (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	2	0	0	3	18	0	0	67	98	0	30	175	0	0	395	
4:15 PM	0	0	3	0	2	2	20	0	0	45	85	0	17	171	0	0	345	
4:30 PM	0	0	1	0	4	2	20	0	0	32	91	0	16	183	0	0	349	
4:45 PM	1	0	1	0	2	1	18	0	0	39	82	0	16	182	0	0	342	1431
5:00 PM	1	0	2	0	8	3	21	0	0	58	135	0	21	164	0	0	413	1449
5:15 PM	0	0	3	0	12	8	24	0	0	54	126	0	18	156	0	0	401	1505
5:30 PM	1	0	3	0	7	2	28	0	0	55	101	0	28	191	0	0	416	1572
5:45 PM	1	0	0	0	5	4	13	0	0	35	72	0	20	204	0	0	354	1584
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	12	0	28	8	112	0	0	220	404	0	112	764	0	0	1664	
Heavy Trucks	0	0	0		0	0	16		0	0	16		4	4	0		40	
Pedestrians																	0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

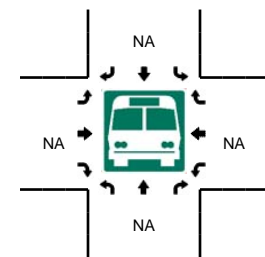
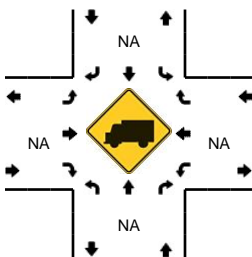
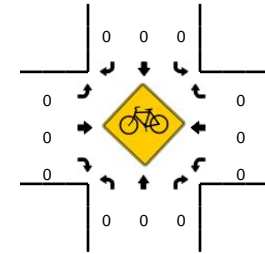
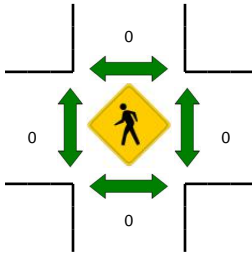
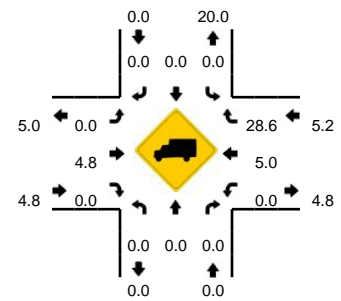
Comments:

LOCATION: Ellet Rd -- S-32-48 (Columbia Ave)
CITY/STATE: Chapin, SC

QC JOB #: 138535188
DATE: Tue, Aug 23 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

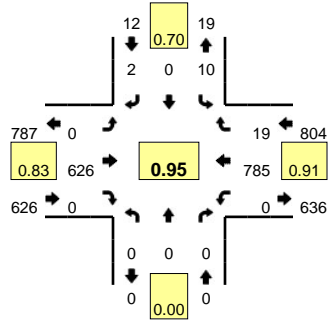


15-Min Count Period Beginning At	Ellet Rd (Northbound)				Ellet Rd (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	262	0	0	0	93	0	0	355	
7:15 AM	0	0	0	0	0	0	0	0	0	270	0	0	0	102	1	0	373	
7:30 AM	0	0	0	0	0	0	0	0	2	249	0	0	0	159	1	0	411	
7:45 AM	0	0	0	0	1	0	0	0	0	236	0	0	0	207	1	0	445	1584
8:00 AM	0	0	0	0	0	0	1	0	0	249	0	0	0	237	2	0	489	1718
8:15 AM	0	0	0	0	0	0	0	0	1	250	0	0	0	138	3	0	392	1737
8:30 AM	0	0	0	0	2	0	0	0	0	153	0	0	0	118	2	0	275	1601
8:45 AM	0	0	0	0	2	0	0	0	0	130	0	0	0	112	1	0	245	1401
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	4	0	0	996	0	0	0	948	8	0	1956	
Heavy Trucks	0	0	0	0	0	0	0	0	0	76	0	0	0	44	0	0	120	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

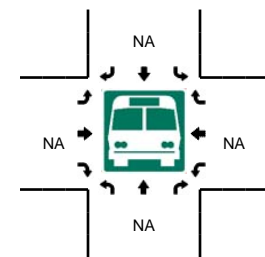
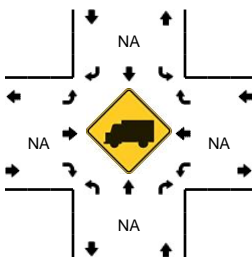
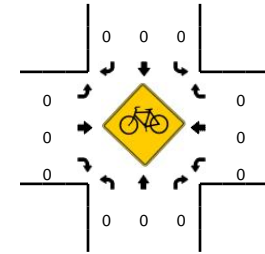
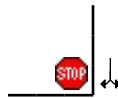
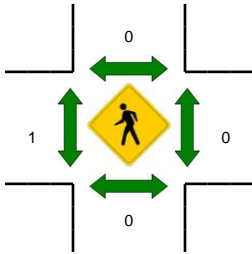
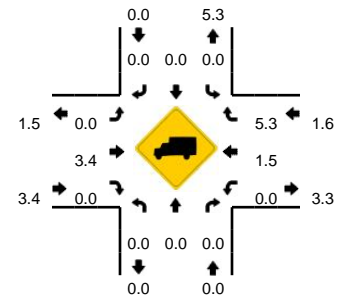
Comments:

LOCATION: Ellet Rd -- S-32-48 (Columbia Ave)
CITY/STATE: Chapin, SC

QC JOB #: 138535189
DATE: Tue, Aug 23 2016



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



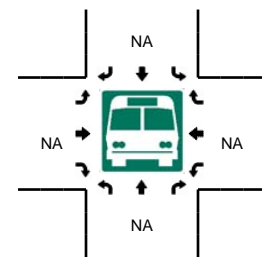
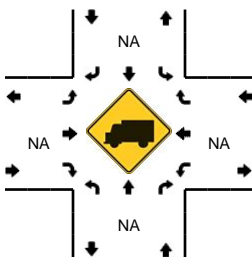
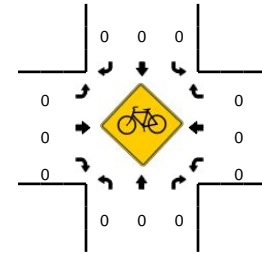
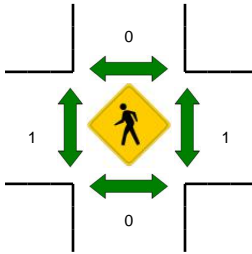
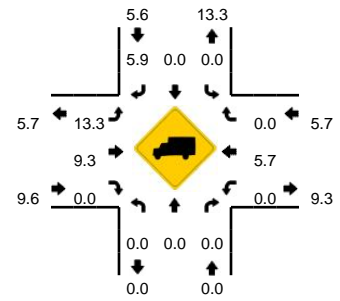
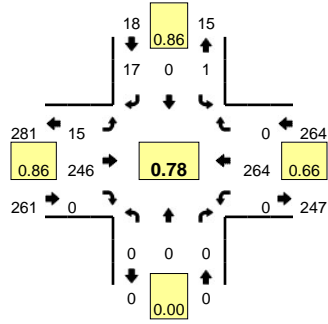
15-Min Count Period Beginning At	Ellet Rd (Northbound)				Ellet Rd (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	2	0	3	0	0	163	0	0	0	193	2	0	363	
4:15 PM	0	0	0	0	2	0	1	0	1	128	0	0	0	186	5	0	323	
4:30 PM	0	0	0	0	3	0	1	0	0	120	0	0	0	198	5	0	327	
4:45 PM	0	0	0	0	2	0	0	0	1	119	0	0	0	197	4	0	323	1336
5:00 PM	0	0	0	0	0	0	0	0	0	193	0	0	0	183	3	0	379	1352
5:15 PM	0	0	0	0	5	0	0	0	0	175	0	0	0	176	4	0	360	1389
5:30 PM	0	0	0	0	3	0	0	0	0	153	0	0	0	214	6	0	376	1438
5:45 PM	0	0	0	0	2	0	2	0	0	105	0	0	0	212	6	0	327	1442
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	772	0	0	0	732	12	0	1516	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	0	0	16	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: S-32-689 (Comalander Ave) -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535190
DATE: Tue, Aug 23 2016

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



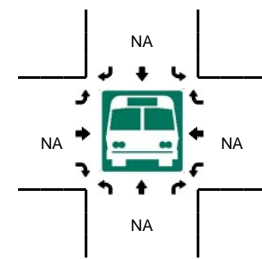
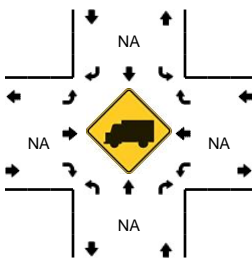
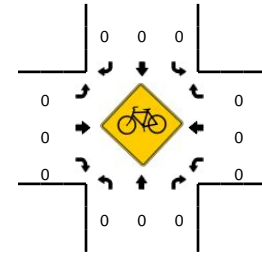
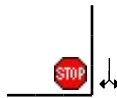
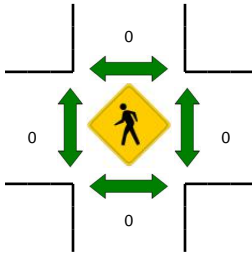
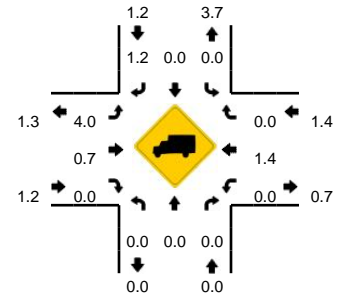
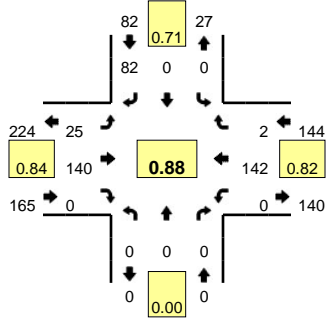
15-Min Count Period Beginning At	S-32-689 (Comalander Ave) (Northbound)				S-32-689 (Comalander Ave) (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	5	0	2	13	0	0	0	30	0	0	50	
7:15 AM	0	0	0	0	1	0	6	0	2	22	0	0	0	28	0	0	59	
7:30 AM	0	0	0	0	0	0	6	0	5	47	0	0	0	42	0	0	100	
7:45 AM	0	0	0	0	0	0	6	0	1	63	0	0	0	79	0	0	149	358
8:00 AM	0	0	0	0	0	0	4	0	2	67	0	0	0	100	0	0	173	481
8:15 AM	0	0	0	0	1	0	1	0	7	69	0	0	0	43	0	0	121	543
8:30 AM	0	0	0	0	0	0	3	0	1	20	0	0	0	20	1	0	45	488
8:45 AM	0	0	0	0	0	0	2	0	4	18	0	0	0	25	1	0	50	389
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	0	0	16	0	8	268	0	0	0	400	0	0	692	
Heavy Trucks	0	0	0	0	0	0	0	0	0	56	0	0	0	16	0	0	72	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: S-32-689 (Comalander Ave) -- S-32-48 (Columbia Ave)
CITY/STATE: Lexington, SC

QC JOB #: 138535191
DATE: Tue, Aug 23 2016

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



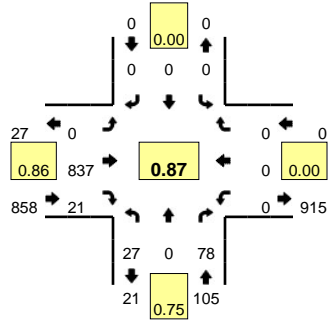
15-Min Count Period Beginning At	S-32-689 (Comalander Ave) (Northbound)				S-32-689 (Comalander Ave) (Southbound)				S-32-48 (Columbia Ave) (Eastbound)				S-32-48 (Columbia Ave) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	21	0	5	47	0	0	0	38	1	0	112	
4:15 PM	0	0	0	0	0	0	17	0	5	30	0	0	0	33	1	0	86	
4:30 PM	0	0	0	0	2	0	13	0	4	14	0	0	0	36	0	0	69	
4:45 PM	0	0	0	0	0	0	20	0	2	21	0	0	0	30	0	0	73	340
5:00 PM	0	0	0	0	0	0	18	0	5	35	0	0	0	33	0	0	91	319
5:15 PM	0	0	0	0	0	0	17	0	11	38	0	0	0	26	2	0	94	327
5:30 PM	0	0	0	0	0	0	30	0	4	38	0	0	0	39	0	0	111	369
5:45 PM	0	0	0	0	0	0	17	0	5	29	0	0	0	44	0	0	95	391

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	120	0	16	152	0	0	0	156	0	0	444
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

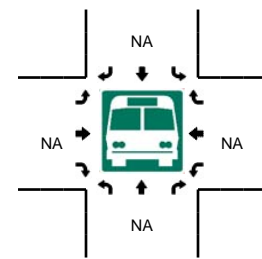
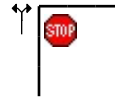
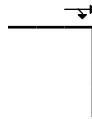
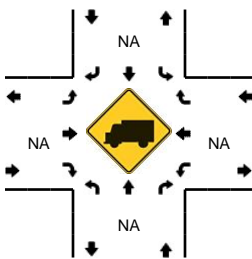
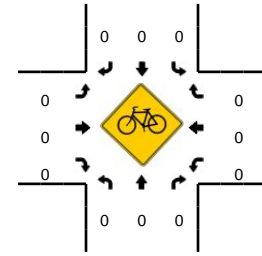
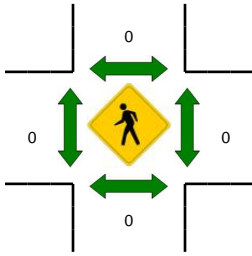
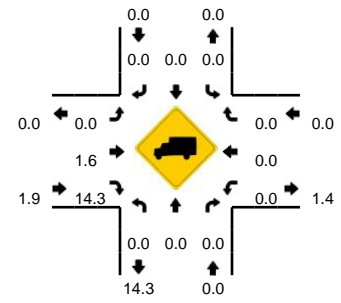
Comments:

LOCATION: S-32-232 (Crooked Creek Rd) -- I-26 EB On Ramp
CITY/STATE: Lexington, SC

QC JOB #: 138535192
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

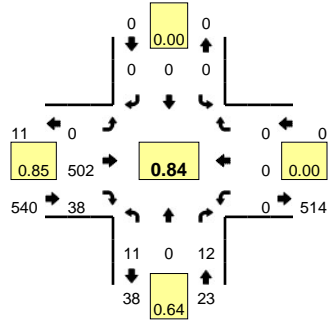


15-Min Count Period Beginning At	S-32-232 (Crooked Creek Rd) (Northbound)				S-32-232 (Crooked Creek Rd) (Southbound)				I-26 EB On Ramp (Eastbound)				I-26 EB On Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	22	0	0	0	0	0	0	245	3	0	0	0	0	0	273	
7:15 AM	7	0	28	0	0	0	0	0	0	237	5	0	0	0	0	0	277	
7:30 AM	8	0	16	0	0	0	0	0	0	192	4	0	0	0	0	0	220	963
7:45 AM	9	0	12	0	0	0	0	0	0	163	9	0	0	0	0	0	193	
8:00 AM	4	0	10	0	0	0	0	0	0	159	5	0	0	0	0	0	178	868
8:15 AM	1	0	3	0	0	0	0	0	0	166	4	0	0	0	0	0	174	765
8:30 AM	5	0	5	0	0	0	0	0	0	126	2	0	0	0	0	0	138	683
8:45 AM	2	0	3	0	0	0	0	0	0	100	4	0	0	0	0	0	109	599
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	0	112	0	0	0	0	0	0	948	20	0	0	0	0	0	1108	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

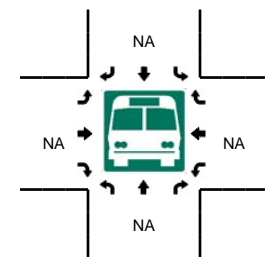
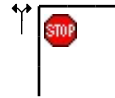
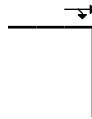
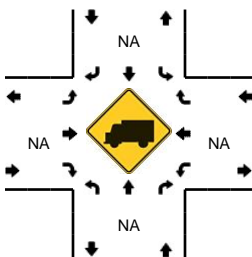
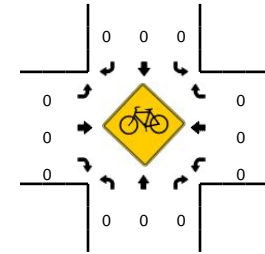
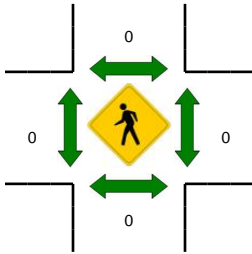
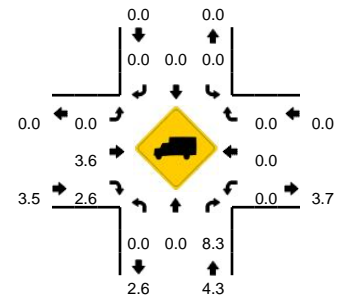
Comments:

LOCATION: S-32-232 (Crooked Creek Rd) -- I-26 EB On Ramp
CITY/STATE: Lexington, SC

QC JOB #: 138535193
DATE: Tue, Aug 23 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



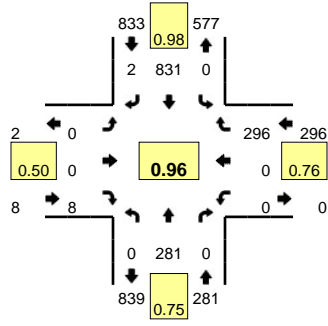
15-Min Count Period Beginning At	S-32-232 (Crooked Creek Rd) (Northbound)				S-32-232 (Crooked Creek Rd) (Southbound)				I-26 EB On Ramp (Eastbound)				I-26 EB On Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	0	2	0	0	0	0	0	0	121	17	0	0	0	0	0	144	
4:15 PM	3	0	2	0	0	0	0	0	0	98	7	0	0	0	0	0	110	
4:30 PM	1	0	2	0	0	0	0	0	0	100	8	0	0	0	0	0	111	
4:45 PM	2	0	2	0	0	0	0	0	0	91	9	0	0	0	0	0	104	469
5:00 PM	3	0	6	0	0	0	0	0	0	153	6	0	0	0	0	0	168	493
5:15 PM	3	0	3	0	0	0	0	0	0	136	13	0	0	0	0	0	155	538
5:30 PM	3	0	1	0	0	0	0	0	0	122	10	0	0	0	0	0	136	563
5:45 PM	1	0	1	0	0	0	0	0	0	87	11	0	0	0	0	0	100	559
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	0	24	0	0	0	0	0	0	612	24	0	0	0	0	0	672	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

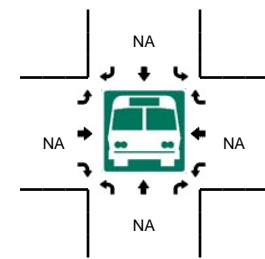
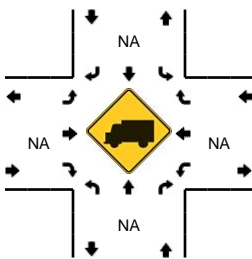
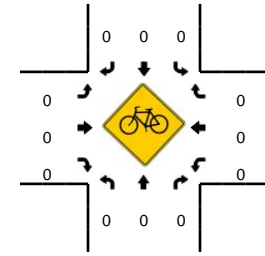
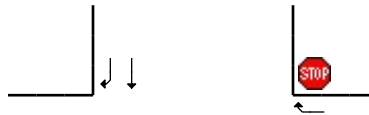
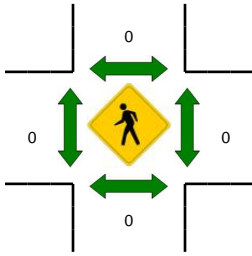
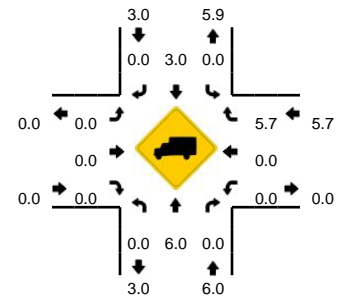
Exit 97

LOCATION: US 176 (Broad River Rd) -- Shopping Center Dr 2
CITY/STATE: Richland, SC

QC JOB #: 138535180
DATE: Tue, Aug 23 2016



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

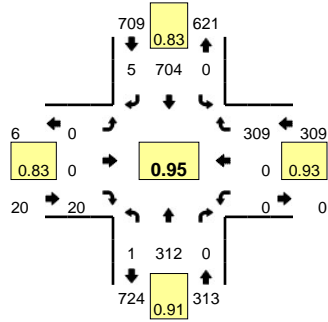


15-Min Count Period Beginning At	US 176 (Broad River Rd) (Northbound)				US 176 (Broad River Rd) (Southbound)				Shopping Center Dr 2 (Eastbound)				Shopping Center Dr 2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	34	0	0	0	230	0	0	0	0	1	0	0	0	35	0	300	
7:15 AM	0	41	0	0	0	222	0	0	0	0	0	0	0	0	41	0	304	
7:30 AM	0	59	0	0	0	224	0	0	0	0	2	0	0	0	59	0	344	1309
7:45 AM	0	62	0	0	0	231	1	0	0	0	2	0	0	0	65	0	361	
8:00 AM	0	66	0	0	0	201	1	0	0	0	0	0	0	0	74	0	342	1351
8:15 AM	0	94	0	0	0	175	0	0	0	0	4	0	0	0	98	0	371	1418
8:30 AM	0	29	0	0	0	182	2	0	0	0	2	0	0	0	33	0	248	1322
8:45 AM	0	40	0	0	0	112	1	0	0	0	2	0	0	0	41	0	196	1157
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	376	0	0	0	700	0	0	0	0	16	0	0	0	392	0	1484	
Heavy Trucks	0	32	0	0	0	20	0	0	0	0	0	0	0	0	36	0	88	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

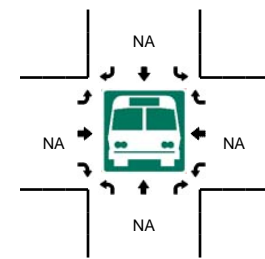
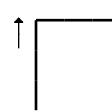
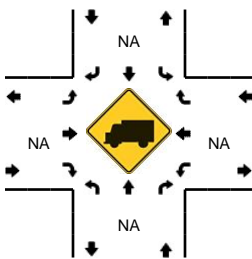
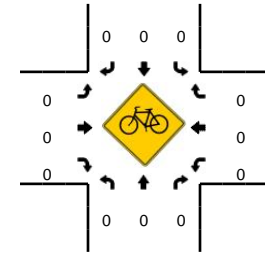
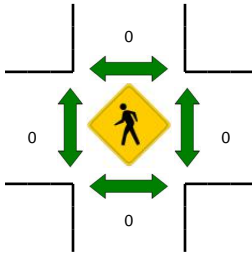
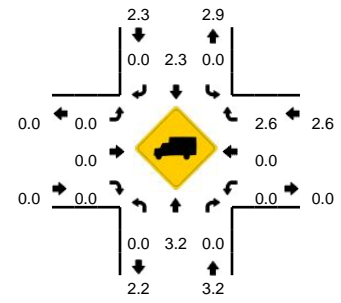
Comments:

LOCATION: US 176 (Broad River Rd) -- Shopping Center Dr 2
CITY/STATE: Richland, SC

QC JOB #: 138535181
DATE: Tue, Aug 23 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

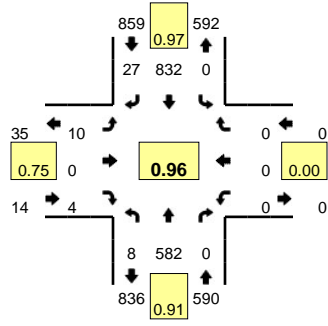


15-Min Count Period Beginning At	US 176 (Broad River Rd) (Northbound)				US 176 (Broad River Rd) (Southbound)				Shopping Center Dr 2 (Eastbound)				Shopping Center Dr 2 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	70	0	0	0	226	3	0	0	0	6	0	0	0	69	0	374	
4:15 PM	0	72	0	0	0	181	1	0	0	0	4	0	0	0	73	0	331	
4:30 PM	0	68	0	0	0	181	2	0	0	0	5	0	0	0	68	0	324	1348
4:45 PM	0	74	0	0	0	164	1	0	0	0	5	0	0	0	75	0	319	
5:00 PM	1	83	0	0	0	180	0	0	0	0	6	0	0	0	81	0	351	1325
5:15 PM	0	87	0	0	0	179	2	0	0	0	4	0	0	0	85	0	357	1351
5:30 PM	0	70	0	0	0	152	2	0	0	0	5	0	0	0	74	0	303	1330
5:45 PM	0	68	0	0	0	156	1	0	0	0	3	0	0	0	66	0	294	1305
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	348	0	0	0	716	8	0	0	0	16	0	0	0	340	0	1428	
Heavy Trucks	0	16	0	0	0	16	0	0	0	0	0	0	0	0	16	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

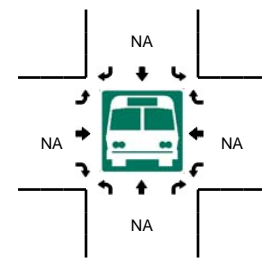
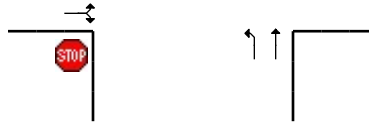
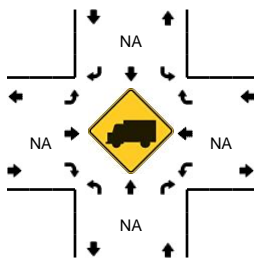
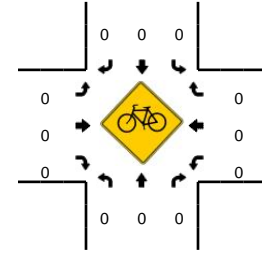
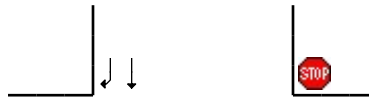
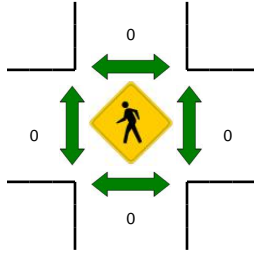
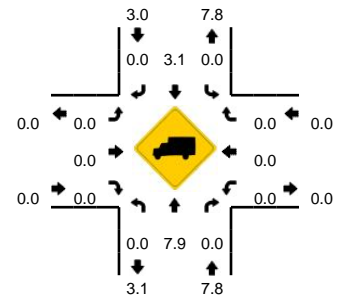
Comments:

LOCATION: US 176 (Broad River Rd) -- Shopping Center Dr 3
CITY/STATE: Richland, SC

QC JOB #: 138535182
DATE: Tue, Aug 23 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



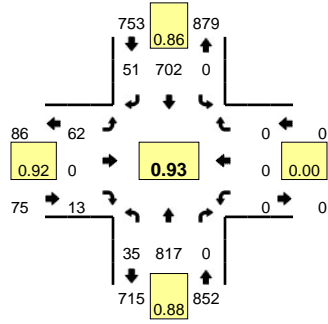
15-Min Count Period Beginning At	US 176 (Broad River Rd) (Northbound)				US 176 (Broad River Rd) (Southbound)				Shopping Center Dr 3 (Eastbound)				Shopping Center Dr 3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	93	0	0	0	228	3	0	1	0	0	0	0	0	0	0	327	
7:15 AM	9	106	0	0	0	222	1	0	2	0	1	0	0	0	0	0	341	
7:30 AM	5	134	0	0	0	225	7	0	4	0	1	0	0	0	0	0	376	
7:45 AM	2	136	0	0	0	234	5	0	2	0	1	0	0	0	0	0	380	1424
8:00 AM	0	151	0	0	0	193	6	0	2	0	1	0	0	0	0	0	353	1450
8:15 AM	1	161	0	0	0	180	9	0	2	0	1	0	0	0	0	0	354	1463
8:30 AM	1	77	0	0	0	176	3	0	5	0	1	0	0	0	0	0	263	1350
8:45 AM	2	89	0	0	0	114	5	0	6	0	0	0	0	0	0	0	216	1186

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	544	0	0	0	936	20	0	8	0	4	0	0	0	0	0	1520
Heavy Trucks	0	32	0	0	0	32	0	0	0	0	0	0	0	0	0	0	64
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

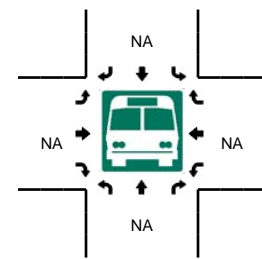
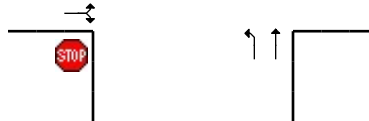
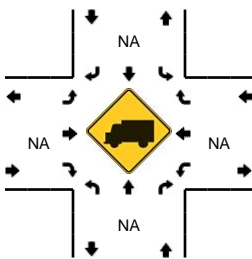
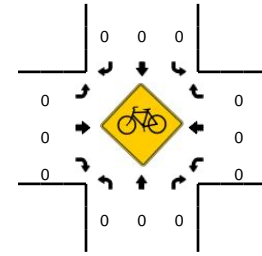
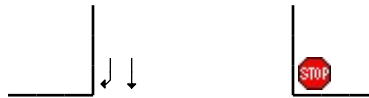
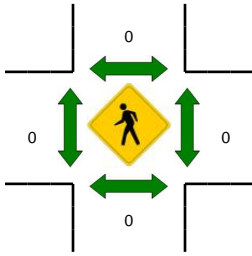
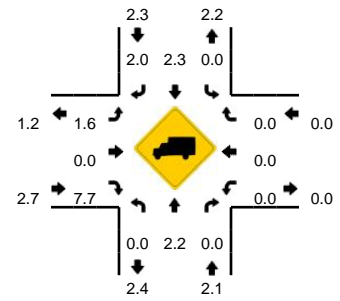
Comments:

LOCATION: US 176 (Broad River Rd) -- Shopping Center Dr 3
CITY/STATE: Richland, SC

QC JOB #: 138535183
DATE: Tue, Aug 23 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



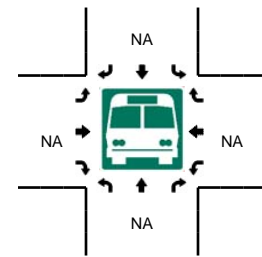
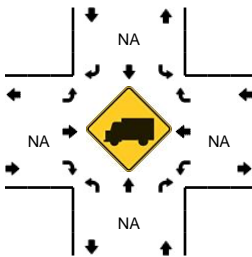
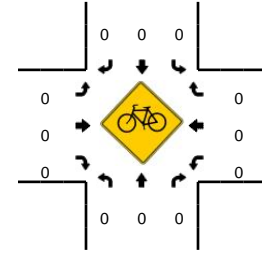
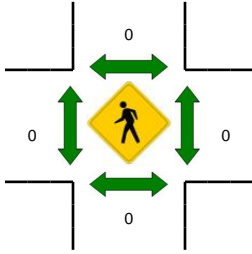
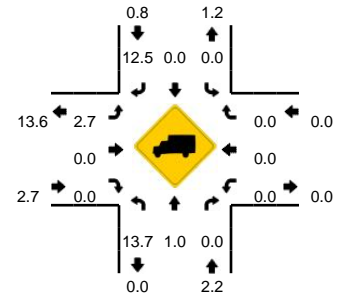
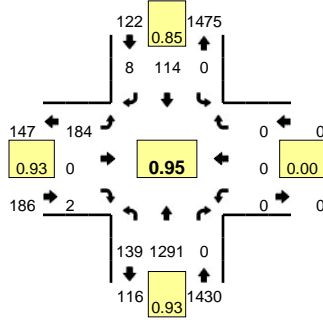
15-Min Count Period Beginning At	US 176 (Broad River Rd) (Northbound)				US 176 (Broad River Rd) (Southbound)				Shopping Center Dr 3 (Eastbound)				Shopping Center Dr 3 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	163	0	0	0	222	11	0	8	0	2	0	0	0	0	0	413	
4:15 PM	9	155	0	0	0	176	14	0	16	0	2	0	0	0	0	0	372	
4:30 PM	7	180	0	0	0	190	17	0	11	0	3	0	0	0	0	0	408	
4:45 PM	10	196	0	0	0	159	13	0	15	0	5	0	0	0	0	0	398	1591
5:00 PM	9	236	0	0	0	174	13	0	20	0	2	0	0	0	0	0	454	1632
5:15 PM	9	205	0	0	0	179	8	0	16	0	3	0	0	0	0	0	420	1680
5:30 PM	5	197	0	0	0	155	17	0	14	0	6	0	0	0	0	0	394	1666
5:45 PM	6	173	0	0	0	153	29	0	12	0	7	0	0	0	0	0	380	1648
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	944	0	0	0	696	52	0	80	0	8	0	0	0	0	0	1816	
Heavy Trucks	0	20	0	0	0	16	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 EB Ramp -- S-40-385 (Rauch-Metz Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535284
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



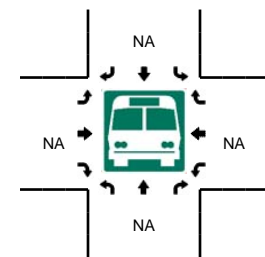
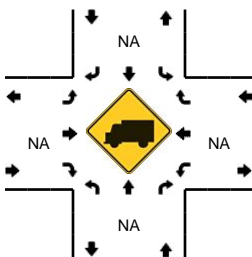
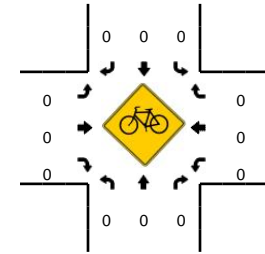
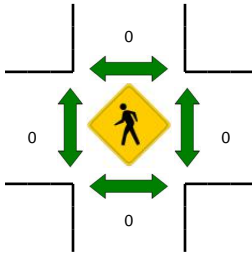
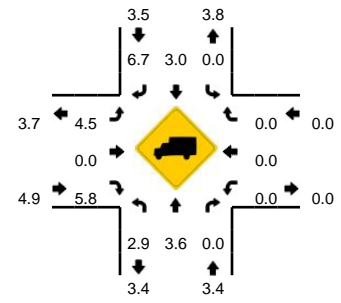
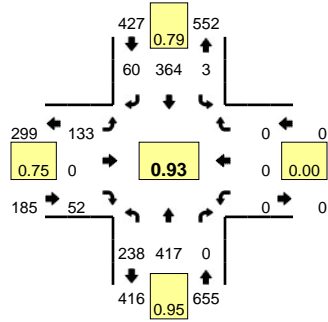
15-Min Count Period Beginning At	I-26 EB Ramp (Northbound)				I-26 EB Ramp (Southbound)				S-40-385 (Rauch-Metz Rd) (Eastbound)				S-40-385 (Rauch-Metz Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	34	352	0	0	0	21	1	0	39	0	0	0	0	0	0	0	447	
7:15 AM	28	357	0	0	0	24	2	0	45	0	2	0	0	0	0	0	458	
7:30 AM	31	301	0	0	0	29	3	0	55	0	0	0	0	0	0	0	419	
7:45 AM	46	281	0	0	0	40	2	0	45	0	0	0	0	0	0	0	414	1738
8:00 AM	32	229	0	0	0	29	9	0	72	0	0	0	0	0	0	0	371	1662
8:15 AM	39	182	0	0	0	26	5	0	69	0	2	0	0	0	0	0	323	1527
8:30 AM	27	177	0	0	0	17	4	0	72	0	5	0	0	0	0	0	302	1410
8:45 AM	28	158	0	0	0	16	2	0	79	0	2	0	0	0	0	0	285	1281
9:00 AM	31	124	0	1	0	30	2	0	65	0	2	0	0	0	0	0	255	1165
9:15 AM	24	118	0	0	0	17	3	0	67	0	2	0	0	0	0	0	231	1073
9:30 AM	29	104	0	0	0	20	1	0	59	0	4	0	0	0	0	0	217	988
9:45 AM	34	88	0	0	0	26	2	0	56	0	2	0	0	0	0	0	208	911
10:00 AM	27	80	0	0	0	19	4	1	47	0	4	0	0	0	0	0	182	838
10:15 AM	21	90	0	0	0	20	1	0	57	0	4	0	0	0	0	0	193	800
10:30 AM	25	89	0	0	0	12	0	0	50	0	8	0	0	0	0	0	184	767
10:45 AM	20	85	0	0	0	21	2	1	37	0	9	0	0	0	0	0	175	734
11:00 AM	28	72	0	0	0	12	1	0	54	0	6	0	0	0	0	0	173	725
11:15 AM	30	79	0	0	0	12	4	0	44	0	4	0	0	0	0	0	173	705
11:30 AM	36	76	0	1	0	18	1	0	38	0	9	0	0	0	0	0	179	700
11:45 AM	18	90	0	0	0	21	2	0	50	0	8	0	0	0	0	0	189	714
12:00 PM	26	58	0	0	0	21	1	0	34	0	3	0	0	0	0	0	143	684
12:15 PM	37	65	0	0	0	21	2	0	43	0	9	0	0	0	0	0	177	688
12:30 PM	38	71	0	0	0	27	3	0	32	0	5	0	0	0	0	0	176	685
12:45 PM	30	61	0	0	0	16	4	0	38	0	9	0	0	0	0	0	158	654
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	112	1428	0	0	0	96	8	0	180	0	8	0	0	0	0	0	1832	
Heavy Trucks	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 EB Ramp -- S-40-385 (Rauch-Metz Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535285
DATE: Tue, Aug 23 2016

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



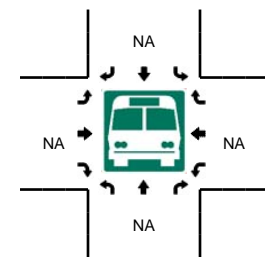
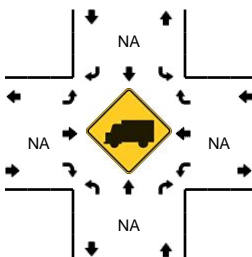
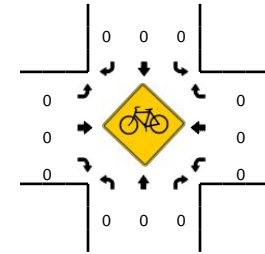
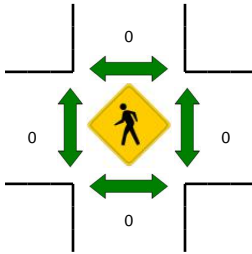
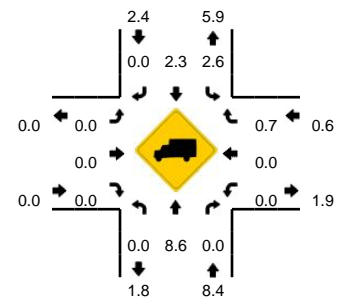
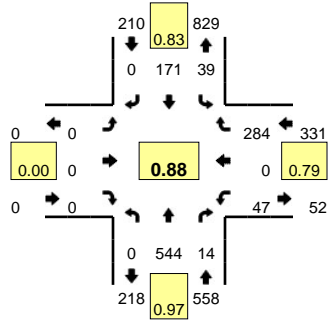
15-Min Count Period Beginning At	I-26 EB Ramp (Northbound)				I-26 EB Ramp (Southbound)				S-40-385 (Rauch-Metz Rd) (Eastbound)				S-40-385 (Rauch-Metz Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	28	84	0	0	0	26	1	0	34	0	3	0	0	0	0	0	176	
1:15 PM	44	58	0	1	0	14	2	0	39	0	7	0	0	0	0	0	165	
1:30 PM	21	66	0	0	0	27	2	0	55	0	5	0	0	0	0	0	176	
1:45 PM	46	76	0	0	0	25	3	0	50	0	8	0	0	0	0	0	208	725
2:00 PM	43	88	0	0	0	18	5	0	35	0	11	0	0	0	0	0	200	749
2:15 PM	49	67	0	0	0	45	6	0	40	0	2	0	0	0	0	0	209	793
2:30 PM	42	76	0	0	0	31	1	0	34	0	7	0	0	0	0	0	191	808
2:45 PM	42	82	0	0	0	21	3	0	40	0	6	0	0	0	0	0	194	794
3:00 PM	39	86	0	0	0	33	5	0	44	0	10	0	0	0	0	0	217	811
3:15 PM	54	92	0	0	0	25	1	0	49	0	10	0	0	0	0	0	231	833
3:30 PM	46	97	0	0	0	29	2	0	40	0	11	0	0	0	0	0	225	867
3:45 PM	55	146	0	0	0	49	6	0	40	0	3	0	0	0	0	0	299	972
4:00 PM	54	164	0	0	0	54	6	0	36	0	4	0	0	0	0	0	318	1073
4:15 PM	63	130	0	0	0	37	5	0	61	0	11	0	0	0	0	0	307	1149
4:30 PM	52	156	0	0	0	33	5	0	35	0	4	0	0	0	0	0	285	1209
4:45 PM	65	147	0	0	0	57	2	0	37	0	5	0	0	0	0	0	313	1223
5:00 PM	59	95	0	0	0	88	12	0	45	0	19	0	0	0	0	0	318	1223
5:15 PM	60	90	0	0	0	119	33	0	25	0	13	0	0	0	0	0	340	1256
5:30 PM	54	85	0	0	0	100	13	3	25	0	15	1	0	0	0	0	296	1267
5:45 PM	63	78	0	0	0	88	20	4	43	0	17	0	0	0	0	0	313	1267
6:00 PM	69	108	0	0	0	33	5	0	39	0	9	0	0	0	0	0	263	1212
6:15 PM	57	121	0	0	0	36	3	0	32	0	9	0	0	0	0	0	258	1130
6:30 PM	58	72	0	0	0	31	2	0	32	0	6	0	0	0	0	0	201	1035
6:45 PM	44	79	0	0	0	31	1	0	37	0	7	0	0	0	0	0	199	921
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	240	360	0	0	0	476	132	0	100	0	52	0	0	0	0	0	1360	
Heavy Trucks	4	4	0	0	0	8	12	0	0	0	4	0	0	0	0	0	32	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: I-26 WB Ramp -- S-40-2894 (Julius Richardson Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535286
DATE: Tue, Aug 23 2016

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

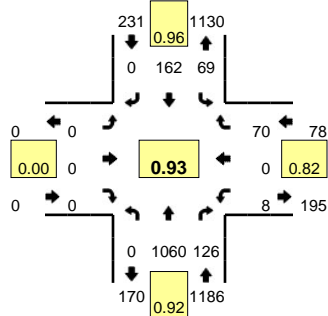


15-Min Count Period Beginning At	I-26 WB Ramp (Northbound)				I-26 WB Ramp (Southbound)				S-40-2894 (Julius Richardson Rd) (Eastbound)				S-40-2894 (Julius Richardson Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	101	4	0	2	30	0	0	0	0	0	0	6	0	88	0	231	
7:15 AM	0	127	5	0	8	55	0	0	0	0	0	0	5	0	111	0	311	
7:30 AM	0	138	3	0	12	34	0	0	0	0	0	0	14	0	77	0	278	
7:45 AM	0	140	4	0	15	36	0	1	0	0	0	0	13	0	52	0	261	1081
8:00 AM	0	139	2	0	3	46	0	0	0	0	0	0	15	0	44	0	249	1099
8:15 AM	0	119	15	0	4	46	0	0	0	0	0	0	2	0	38	0	224	1012
8:30 AM	0	93	5	0	2	27	0	0	0	0	0	0	2	0	30	0	159	893
8:45 AM	0	95	8	0	5	23	0	0	0	0	0	0	2	0	37	0	170	802
9:00 AM	0	93	7	0	3	22	0	0	0	0	0	0	3	0	14	0	142	695
9:15 AM	0	84	8	0	7	19	0	0	0	0	0	0	2	0	24	0	144	615
9:30 AM	0	97	2	0	3	20	0	0	0	0	0	0	6	0	21	0	149	605
9:45 AM	0	94	8	0	3	26	0	0	0	0	0	0	2	0	25	0	158	593
10:00 AM	0	85	4	0	3	18	0	0	0	0	0	0	2	0	14	0	126	577
10:15 AM	0	85	7	0	4	29	0	0	0	0	0	0	0	0	21	0	146	579
10:30 AM	0	76	6	0	3	17	0	0	0	0	0	0	2	0	13	0	117	547
10:45 AM	0	101	5	0	6	19	0	0	0	0	0	0	1	0	21	0	153	542
11:00 AM	0	84	4	0	7	22	0	0	0	0	0	0	3	0	9	0	129	545
11:15 AM	0	112	10	0	8	19	0	0	0	0	0	0	1	0	17	0	167	566
11:30 AM	0	94	6	0	5	19	0	0	0	0	0	0	0	0	15	0	139	588
11:45 AM	0	80	11	0	6	22	0	0	0	0	0	0	0	0	10	0	129	564
12:00 PM	0	107	10	0	6	25	0	0	0	0	0	0	2	0	10	0	160	595
12:15 PM	0	121	13	0	6	23	0	0	0	0	0	0	2	0	8	0	173	601
12:30 PM	0	126	7	0	5	34	0	0	0	0	0	0	0	0	9	0	181	643
12:45 PM	0	118	18	0	4	24	0	0	0	0	0	0	0	0	23	0	187	701
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	508	20	0	32	220	0	0	0	0	0	0	20	0	444	0	1244	
Heavy Trucks	0	44	0	0	4	4	0	0	0	0	0	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

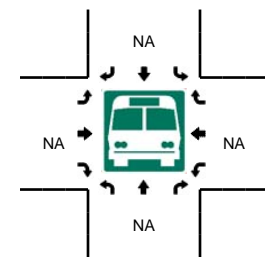
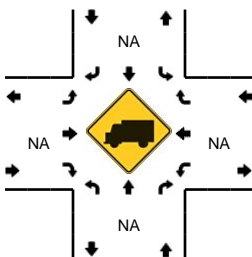
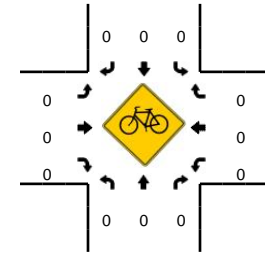
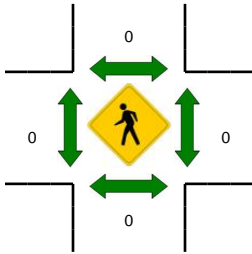
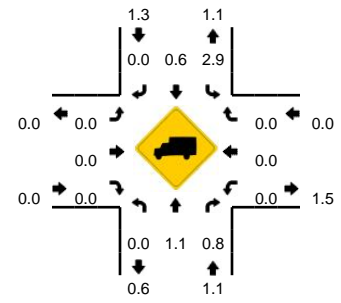
Comments:

LOCATION: I-26 WB Ramp -- S-40-2894 (Julius Richardson Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535287
DATE: Tue, Aug 23 2016



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



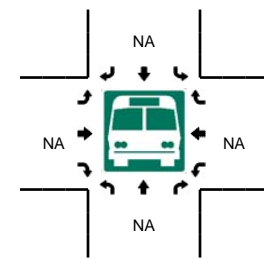
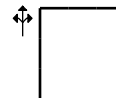
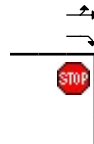
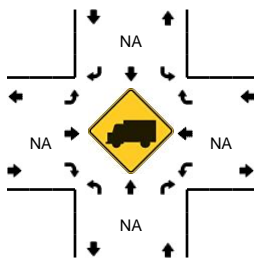
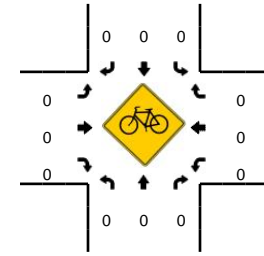
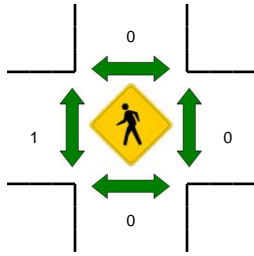
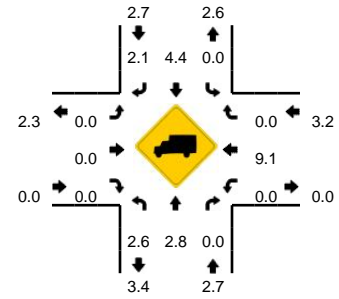
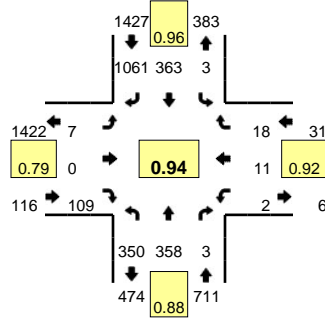
15-Min Count Period Beginning At	I-26 WB Ramp (Northbound)				I-26 WB Ramp (Southbound)				S-40-2894 (Julius Richardson Rd) (Eastbound)				S-40-2894 (Julius Richardson Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	129	13	0	12	29	0	1	0	0	0	0	1	0	13	0	198	
1:15 PM	0	128	10	0	6	18	0	0	0	0	0	0	0	0	9	0	171	
1:30 PM	0	108	13	0	3	25	0	0	0	0	0	0	0	0	17	0	166	
1:45 PM	0	148	11	0	6	22	0	0	0	0	0	0	0	0	12	0	199	734
2:00 PM	0	132	15	0	6	17	0	0	0	0	0	0	1	0	16	0	187	723
2:15 PM	0	163	13	0	5	17	0	0	0	0	0	0	3	0	17	0	218	770
2:30 PM	0	158	25	0	7	26	0	0	0	0	0	0	2	0	19	0	237	841
2:45 PM	0	154	22	0	11	30	0	0	0	0	0	0	0	0	16	0	233	875
3:00 PM	0	175	10	0	27	20	0	0	0	0	0	0	1	0	10	0	243	931
3:15 PM	0	193	16	0	3	17	0	0	0	0	0	0	1	0	10	0	240	953
3:30 PM	0	201	16	0	14	33	0	0	0	0	0	0	1	0	12	0	277	993
3:45 PM	0	194	14	0	5	18	0	0	0	0	0	0	3	0	16	0	250	1010
4:00 PM	0	206	29	0	11	26	0	0	0	0	0	0	2	0	10	0	284	1051
4:15 PM	0	203	23	0	12	25	0	0	0	0	0	0	1	0	23	0	287	1098
4:30 PM	0	254	49	0	17	38	0	0	0	0	0	0	1	0	25	0	384	1205
4:45 PM	0	268	28	0	19	20	0	0	0	0	0	0	3	0	14	0	352	1307
5:00 PM	0	296	31	0	20	36	0	0	0	0	0	0	2	0	16	0	401	1424
5:15 PM	0	244	29	0	11	45	0	0	0	0	0	0	2	0	16	0	347	1484
5:30 PM	0	261	32	0	21	39	0	0	0	0	0	0	3	0	21	0	377	1477
5:45 PM	0	259	34	0	17	42	0	0	0	0	0	0	1	0	17	0	370	1495
6:00 PM	0	235	28	0	14	37	0	0	0	0	0	0	4	0	18	0	336	1430
6:15 PM	0	222	29	0	18	26	0	0	0	0	0	0	2	0	17	0	314	1397
6:30 PM	0	261	38	0	15	31	0	0	0	0	0	0	2	0	11	0	358	1378
6:45 PM	0	156	21	0	10	20	0	1	0	0	0	0	1	0	17	0	226	1234
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1184	124	0	80	144	0	0	0	0	0	0	8	0	64	0	1604	
Heavy Trucks	0	32	0		0	4	0		0	0	0		0	0	0		36	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

Comments:

LOCATION: US 176 -- I-26 EB Ramps (Exit 97)
CITY/STATE: Richland, SC

QC JOB #: 138535300
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				I-26 EB Ramps (Exit 97) (Eastbound)				I-26 EB Ramps (Exit 97) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	105	60	2	0	0	60	270	0	0	0	21	0	0	3	5	0	526	
7:15 AM	114	88	0	0	0	103	268	0	2	0	24	0	1	3	6	0	609	
7:30 AM	73	101	1	0	2	107	255	0	1	0	28	0	1	4	5	0	578	
7:45 AM	58	109	0	0	1	93	268	0	4	0	36	0	0	1	2	0	572	2285
8:00 AM	53	110	1	0	1	105	204	0	6	0	24	0	3	5	1	0	513	2272
8:15 AM	44	129	0	0	0	69	175	0	7	0	20	0	0	2	4	0	450	2113
8:30 AM	36	49	0	0	2	87	164	0	5	0	18	0	0	4	3	0	368	1903
8:45 AM	31	60	0	0	2	53	152	0	4	0	14	0	1	3	3	0	323	1654
9:00 AM	32	45	2	0	1	48	121	0	9	0	20	1	1	2	1	0	283	1424
9:15 AM	49	46	0	0	1	67	90	0	2	0	16	0	4	3	1	0	279	1253
9:30 AM	24	48	0	0	0	75	103	0	6	0	18	0	0	6	3	0	283	1168
9:45 AM	24	53	1	0	0	64	95	0	8	0	19	0	2	3	4	0	273	1118
10:00 AM	18	40	3	0	0	52	86	0	3	0	17	0	2	3	2	0	226	1061
10:15 AM	29	49	0	0	8	54	80	0	5	0	17	0	1	2	1	0	246	1028
10:30 AM	26	45	0	0	3	64	86	0	6	1	11	1	1	2	2	0	248	993
10:45 AM	18	51	1	0	1	78	85	0	9	0	17	1	3	2	2	0	268	988
11:00 AM	17	49	0	0	2	53	80	0	4	0	12	0	2	3	1	0	223	985
11:15 AM	17	65	1	0	0	65	90	0	5	0	9	1	0	2	5	0	260	999
11:30 AM	19	43	0	0	1	69	92	0	8	0	20	0	0	1	2	0	255	1006
11:45 AM	24	59	3	0	0	90	83	0	8	0	16	1	2	1	1	0	288	1026
12:00 PM	27	88	1	0	1	65	56	0	2	0	17	1	2	1	4	0	265	1068
12:15 PM	19	64	2	0	2	64	82	0	7	0	20	0	2	1	6	0	269	1077
12:30 PM	25	66	1	0	1	63	82	0	8	0	21	2	3	2	1	0	275	1097
12:45 PM	18	58	0	0	3	63	72	0	9	0	15	0	1	1	2	0	242	1051
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	456	352	0	0	0	412	1072	0	8	0	96	0	4	12	24	0	2436	
Heavy Trucks	4	8	0	0	0	8	24	0	0	0	0	0	0	4	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

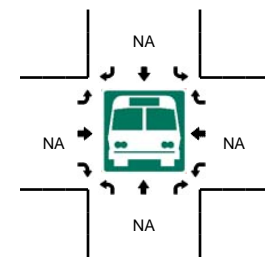
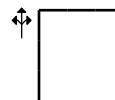
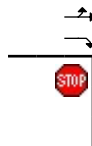
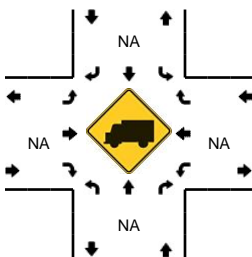
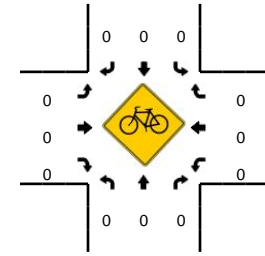
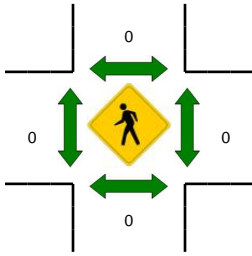
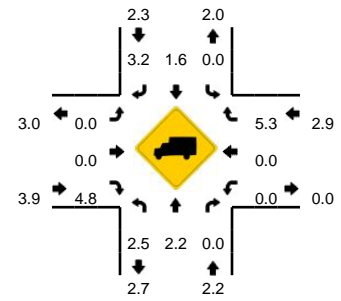
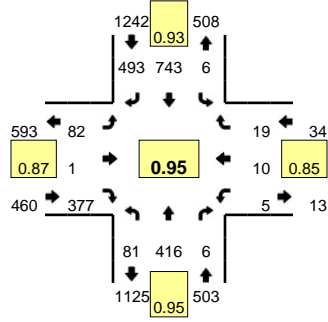
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: US 176 -- I-26 EB Ramps (Exit 97)
CITY/STATE: Richland, SC

QC JOB #: 138535301
DATE: Tue, Aug 23 2016

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



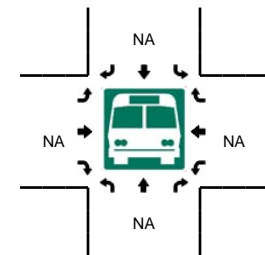
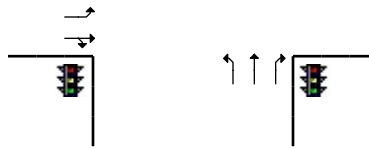
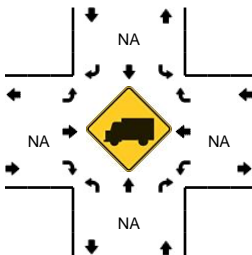
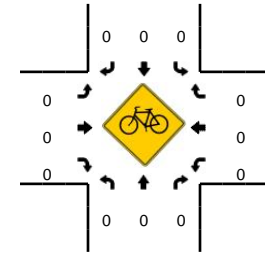
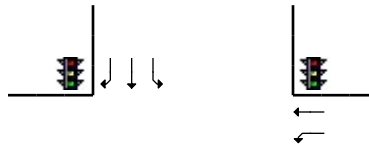
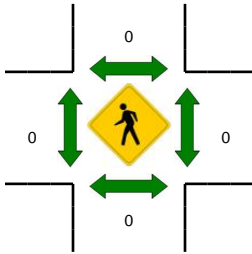
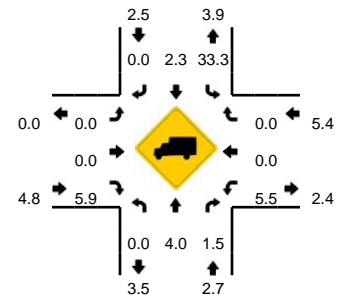
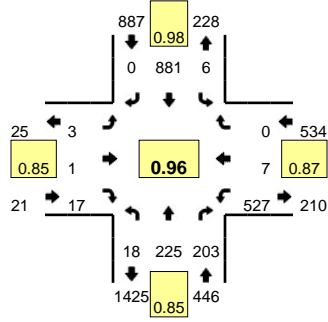
15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				I-26 EB Ramps (Exit 97) (Eastbound)				I-26 EB Ramps (Exit 97) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	25	67	0	0	0	76	86	0	2	0	23	0	2	1	0	0	282	
1:15 PM	18	64	0	0	1	51	84	0	8	0	13	0	0	0	0	0	239	
1:30 PM	21	56	2	0	0	59	63	0	7	0	19	0	2	3	3	0	235	
1:45 PM	33	69	1	0	2	86	89	0	7	0	23	0	2	0	3	0	315	1071
2:00 PM	17	52	0	0	0	93	111	0	10	0	19	0	1	3	4	0	310	1099
2:15 PM	22	61	1	0	1	72	93	0	12	0	29	1	1	1	1	0	295	1155
2:30 PM	20	78	1	0	1	82	93	0	13	0	25	0	2	5	3	0	323	1243
2:45 PM	36	79	0	0	0	87	86	0	12	0	14	1	0	2	5	0	322	1250
3:00 PM	23	86	1	0	1	70	101	0	15	0	24	0	0	1	2	0	324	1264
3:15 PM	18	72	1	0	0	83	126	0	11	0	22	2	0	2	4	0	341	1310
3:30 PM	18	80	0	0	3	132	123	0	12	0	25	0	1	2	6	0	402	1389
3:45 PM	17	63	3	0	1	164	179	0	15	0	34	0	2	5	2	0	485	1552
4:00 PM	23	71	0	0	0	121	188	0	12	0	46	0	1	7	2	0	471	1699
4:15 PM	20	88	2	0	0	144	163	0	11	0	33	0	0	10	3	0	474	1832
4:30 PM	26	109	0	0	1	149	176	0	10	0	29	0	1	6	5	0	512	1942
4:45 PM	30	80	3	0	2	137	180	0	6	0	53	1	1	2	5	0	500	1957
5:00 PM	14	101	3	0	2	169	137	0	17	1	70	3	1	3	6	0	527	2013
5:15 PM	23	106	0	0	3	188	123	0	20	0	111	1	1	4	8	0	588	2127
5:30 PM	20	104	1	0	0	195	118	0	21	0	102	4	1	1	3	0	570	2185
5:45 PM	24	105	2	0	1	191	115	0	15	0	94	1	2	2	2	0	554	2239
6:00 PM	27	109	1	0	1	181	144	0	7	0	33	0	1	6	5	0	515	2227
6:15 PM	23	101	1	0	3	134	151	0	10	0	34	0	0	4	2	0	463	2102
6:30 PM	14	69	0	0	1	156	114	0	9	0	28	0	0	2	4	0	397	1929
6:45 PM	14	73	1	0	3	113	107	0	14	0	23	0	0	2	0	0	350	1725
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	92	424	0	0	12	752	492	0	80	0	444	4	4	16	32	0	2352	
Heavy Trucks	0	16	0	0	0	16	8	0	0	0	12	0	0	0	4	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: US 176 -- I-26 WB Ramps (Exit 97)
CITY/STATE: Richland, SC

QC JOB #: 138535302
DATE: Tue, Aug 23 2016

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



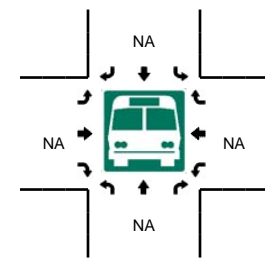
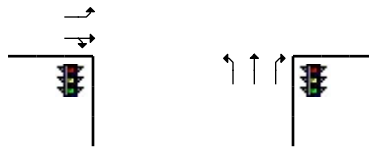
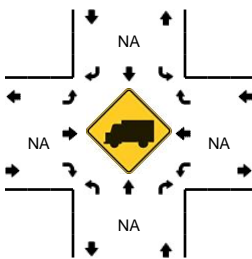
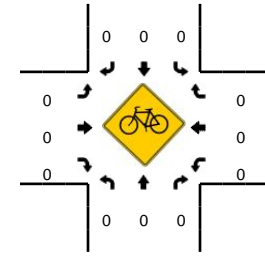
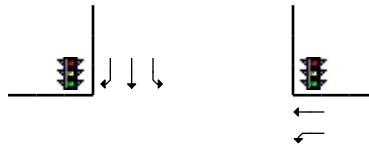
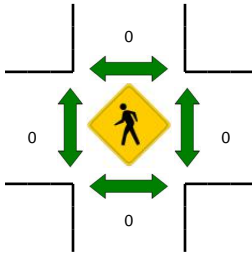
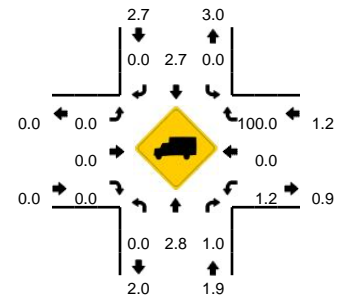
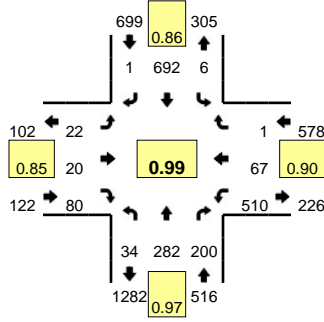
15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				I-26 WB Ramps (Exit 97) (Eastbound)				I-26 WB Ramps (Exit 97) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	33	30	0	2	231	0	0	1	0	3	0	116	3	0	0	422	
7:15 AM	3	41	59	0	4	221	0	0	0	0	1	0	158	0	0	0	487	
7:30 AM	4	58	46	0	0	225	0	0	1	0	3	0	145	2	0	0	484	
7:45 AM	9	60	51	0	1	233	0	0	2	0	7	0	125	3	0	0	491	1884
8:00 AM	2	66	47	0	1	202	0	0	0	1	6	0	99	2	0	0	426	1888
8:15 AM	2	94	47	0	3	175	0	0	0	0	0	0	82	7	0	0	410	1811
8:30 AM	6	28	27	0	0	180	0	0	1	2	3	0	80	0	0	0	327	1654
8:45 AM	1	40	26	0	2	113	1	0	0	0	5	0	80	1	0	0	269	1432
9:00 AM	2	31	21	0	4	108	1	0	1	0	0	0	58	4	0	0	230	1236
9:15 AM	5	21	24	0	1	93	0	0	0	1	6	0	60	3	0	1	215	1041
9:30 AM	7	31	20	0	2	119	0	0	1	1	5	0	68	3	0	0	257	971
9:45 AM	5	38	27	0	1	88	0	0	1	1	2	0	83	4	0	0	250	952
10:00 AM	3	21	19	0	2	84	0	0	0	0	3	0	47	1	0	0	180	902
10:15 AM	4	32	26	0	6	74	0	0	0	1	8	0	66	3	0	1	221	908
10:30 AM	6	39	18	0	1	94	0	0	0	1	3	0	58	1	0	1	222	873
10:45 AM	7	35	22	0	2	89	1	0	1	1	3	0	78	3	0	0	242	865
11:00 AM	6	25	26	0	2	73	0	0	1	1	2	0	60	3	0	0	199	884
11:15 AM	11	47	24	0	2	77	1	0	0	1	7	0	75	4	0	0	249	912
11:30 AM	6	27	20	0	3	92	0	0	1	1	5	0	70	3	0	0	228	918
11:45 AM	6	38	28	0	0	120	0	0	3	0	9	0	48	5	0	0	257	933
12:00 PM	5	66	30	0	0	55	1	0	1	1	9	0	55	3	0	0	226	960
12:15 PM	14	38	27	0	1	78	1	0	0	1	6	0	65	5	0	0	236	947
12:30 PM	6	43	30	0	5	71	0	0	2	4	5	0	72	7	0	1	246	965
12:45 PM	11	37	26	0	2	55	0	0	0	0	9	0	85	11	0	1	237	945
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	240	204	0	4	932	0	0	8	0	28	0	500	12	0	0	1964	
Heavy Trucks	0	16	4		4	28	0		0	0	0		36	0	0		88	
Pedestrians		0				0				0				0			0	
Bicycles		0				0				0				0			0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: US 176 -- I-26 WB Ramps (Exit 97)
CITY/STATE: Richland, SC

QC JOB #: 138535303
DATE: Tue, Aug 23 2016

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

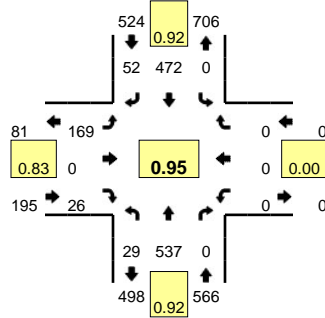


15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				I-26 WB Ramps (Exit 97) (Eastbound)				I-26 WB Ramps (Exit 97) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	4	34	35	0	7	78	0	0	2	0	9	0	75	8	0	0	252	
1:15 PM	8	47	23	0	1	46	1	0	0	0	5	0	78	6	0	0	215	
1:30 PM	14	34	24	1	3	57	0	0	0	1	6	0	67	7	0	1	215	
1:45 PM	9	48	24	1	3	68	1	0	1	1	12	0	95	10	0	0	273	955
2:00 PM	7	36	21	0	2	122	0	0	0	0	5	0	84	9	2	0	288	991
2:15 PM	6	54	17	0	3	69	1	0	2	2	7	0	90	8	0	0	259	1035
2:30 PM	9	53	31	0	1	73	0	0	3	1	9	0	98	8	0	0	286	1106
2:45 PM	7	50	38	0	2	86	0	0	3	1	5	0	88	9	0	1	290	1123
3:00 PM	7	60	44	0	0	91	1	0	1	3	5	0	84	4	0	0	300	1135
3:15 PM	12	63	17	0	2	115	0	0	2	1	7	0	94	12	0	1	326	1202
3:30 PM	7	63	38	0	2	157	0	0	4	7	14	0	90	5	0	1	388	1304
3:45 PM	6	55	21	0	1	244	0	0	3	1	10	0	95	17	0	0	453	1467
4:00 PM	1	63	26	0	5	230	0	0	7	6	7	0	95	9	1	0	450	1617
4:15 PM	6	66	31	0	3	180	0	0	6	3	14	0	123	20	0	0	452	1743
4:30 PM	11	63	48	0	2	178	0	0	5	5	11	0	151	14	0	0	488	1843
4:45 PM	9	66	31	0	3	167	0	0	8	5	9	0	129	22	1	0	450	1840
5:00 PM	6	74	49	0	4	186	0	0	9	3	12	0	115	16	0	0	474	1864
5:15 PM	8	80	46	0	2	181	1	0	7	8	16	0	120	12	0	0	481	1893
5:30 PM	12	65	56	0	2	155	0	0	5	2	22	0	137	17	0	0	473	1878
5:45 PM	8	62	52	0	1	156	0	0	6	6	24	0	136	24	1	0	476	1904
6:00 PM	6	75	46	0	1	200	0	0	4	4	18	0	117	14	0	0	485	1915
6:15 PM	11	73	33	0	2	157	0	0	3	9	19	0	108	16	0	0	431	1865
6:30 PM	10	39	38	1	2	122	1	0	3	6	8	0	142	15	0	0	387	1779
6:45 PM	11	57	29	0	2	115	0	0	2	0	8	0	100	6	0	0	330	1633
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	300	184	0	4	800	0	0	16	16	72	0	468	56	0	0	1940	
Heavy Trucks	0	8	0		0	24	0		0	0	0		4	0	0		36	
Pedestrians		0				0				0				0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		0
Stopped Buses																		0

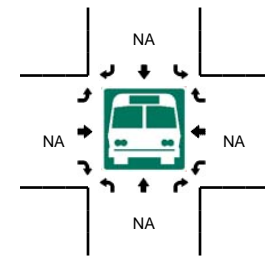
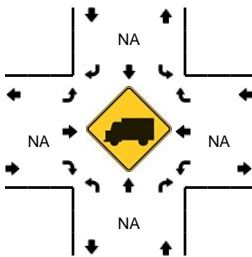
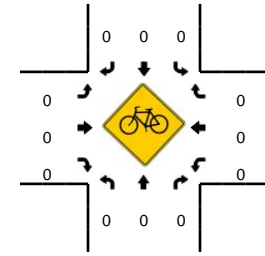
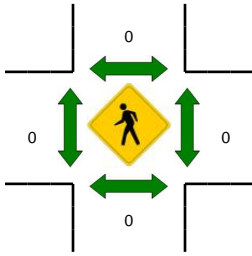
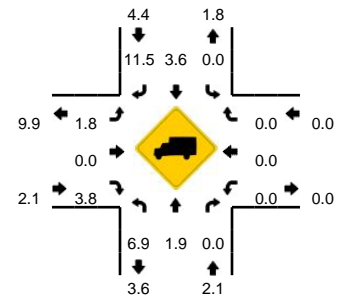
Comments:

LOCATION: US 176 -- S-40-2805 (Broad Stone Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535304
DATE: Tue, Aug 23 2016



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



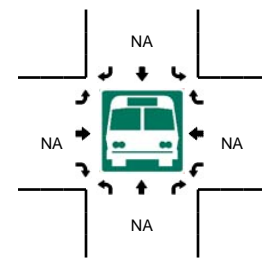
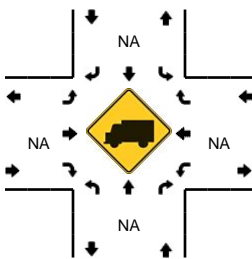
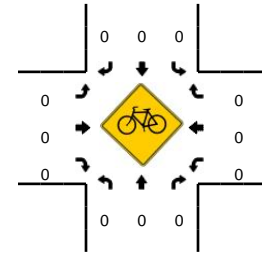
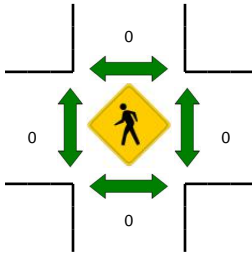
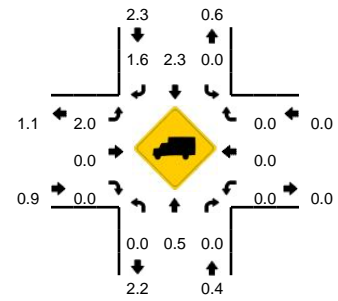
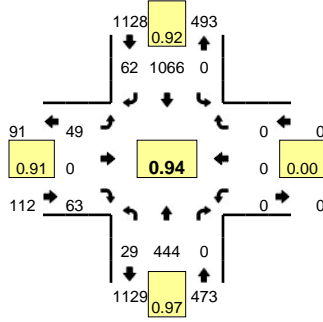
15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				S-40-2805 (Broad Stone Rd) (Eastbound)				S-40-2805 (Broad Stone Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	130	0	0	0	78	10	0	52	0	4	0	0	0	0	0	280	
7:15 AM	3	137	0	0	0	115	6	0	61	0	5	0	0	0	0	0	327	
7:30 AM	6	137	0	0	0	137	6	0	41	0	12	0	0	0	0	0	339	
7:45 AM	10	124	0	0	0	114	21	0	36	0	7	0	0	0	0	0	312	1258
8:00 AM	10	139	0	0	0	106	19	0	31	0	2	0	0	0	0	0	307	1285
8:15 AM	9	151	0	0	0	85	13	0	19	0	4	0	0	0	0	0	281	1239
8:30 AM	10	67	0	0	0	91	11	0	19	0	7	0	0	0	0	0	205	1105
8:45 AM	11	83	0	0	0	53	15	0	17	0	7	0	0	0	0	0	186	979
9:00 AM	6	66	0	0	0	57	11	0	14	0	5	0	0	0	0	0	159	831
9:15 AM	9	76	0	0	0	74	12	0	15	0	7	0	0	0	0	0	193	743
9:30 AM	8	53	0	0	0	89	9	0	12	0	7	0	0	0	0	0	178	716
9:45 AM	11	67	0	0	0	68	18	0	12	0	5	0	0	0	0	0	181	711
10:00 AM	10	45	0	0	0	55	14	0	17	0	15	0	0	0	0	0	156	708
10:15 AM	12	61	0	0	0	69	7	0	16	0	9	0	0	0	0	0	174	689
10:30 AM	5	57	0	0	0	64	7	1	10	0	7	1	0	0	0	0	152	663
10:45 AM	7	63	0	0	0	82	19	0	7	0	11	0	0	0	0	0	189	671
11:00 AM	11	67	0	0	0	51	14	0	10	0	3	0	0	0	0	0	156	671
11:15 AM	8	68	0	0	0	63	11	0	14	0	8	0	0	0	0	0	172	669
11:30 AM	4	52	0	0	0	73	12	0	11	0	5	0	0	0	0	0	157	674
11:45 AM	12	76	0	0	0	100	18	0	9	0	4	0	0	0	0	0	219	704
12:00 PM	8	93	0	0	0	57	13	1	27	0	14	0	0	0	0	0	213	761
12:15 PM	9	67	0	0	0	78	15	0	14	0	8	0	0	0	0	0	191	780
12:30 PM	10	79	0	0	0	70	13	0	14	0	7	0	0	0	0	0	193	816
12:45 PM	8	64	0	0	0	57	19	0	18	0	10	0	0	0	0	0	176	773
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	548	0	0	0	548	24	0	164	0	48	0	0	0	0	0	1356	
Heavy Trucks	0	4	0	0	0	12	0	0	0	0	4	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: US 176 -- S-40-2805 (Broad Stone Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535305
DATE: Tue, Aug 23 2016

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



15-Min Count Period Beginning At	US 176 (Northbound)				US 176 (Southbound)				S-40-2805 (Broad Stone Rd) (Eastbound)				S-40-2805 (Broad Stone Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	5	78	0	0	0	79	21	0	16	0	9	0	0	0	0	0	208	
1:15 PM	11	68	0	0	0	55	15	0	17	0	2	0	0	0	0	0	168	
1:30 PM	13	65	0	0	0	60	15	0	12	0	10	0	0	0	0	0	175	
1:45 PM	8	76	0	0	0	89	18	0	23	0	11	0	0	0	0	0	225	776
2:00 PM	7	53	0	1	0	105	10	0	18	0	7	0	0	0	0	0	201	769
2:15 PM	5	61	0	0	0	86	17	0	13	0	6	0	0	0	0	0	188	789
2:30 PM	10	90	0	0	0	97	13	0	15	0	3	0	0	0	0	0	228	842
2:45 PM	8	97	0	0	0	91	12	0	21	0	4	0	0	0	0	0	233	850
3:00 PM	4	91	0	0	0	74	12	0	16	0	7	0	0	0	0	0	204	853
3:15 PM	13	87	0	0	0	97	10	0	13	0	9	0	0	0	0	0	229	894
3:30 PM	8	98	0	0	0	147	12	0	8	0	6	0	0	0	0	0	279	945
3:45 PM	12	72	0	0	0	174	23	0	8	0	10	1	0	0	0	0	300	1012
4:00 PM	16	87	0	0	0	152	31	0	11	0	13	0	0	0	0	0	310	1118
4:15 PM	10	99	0	0	0	144	23	0	18	0	9	0	0	0	0	0	303	1192
4:30 PM	4	123	0	0	0	156	21	0	23	0	12	0	0	0	0	0	339	1252
4:45 PM	10	89	0	0	0	164	25	0	21	0	7	0	0	0	0	0	316	1268
5:00 PM	4	97	0	0	0	233	12	0	18	0	12	0	0	0	0	0	376	1334
5:15 PM	4	120	0	0	0	283	15	0	10	0	24	0	0	0	0	0	456	1487
5:30 PM	10	112	0	0	0	292	15	0	11	0	10	0	0	0	0	0	450	1598
5:45 PM	11	115	0	0	0	258	20	0	10	0	17	0	0	0	0	0	431	1713
6:00 PM	11	119	0	0	0	208	14	0	15	0	4	0	0	0	0	0	371	1708
6:15 PM	11	116	0	0	0	154	10	0	7	0	2	0	0	0	0	0	300	1552
6:30 PM	5	73	0	0	0	164	14	0	12	0	7	0	0	0	0	0	275	1377
6:45 PM	9	79	0	0	0	124	10	0	10	0	3	0	0	0	0	0	235	1181
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	480	0	0	0	1132	60	0	40	0	96	0	0	0	0	0	1824	
Heavy Trucks	0	8	0	0	0	20	0	0	0	0	0	0	0	0	0	0	28	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

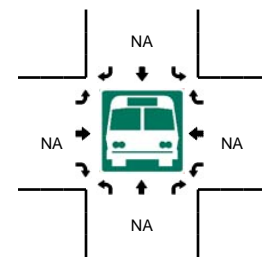
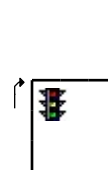
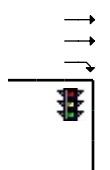
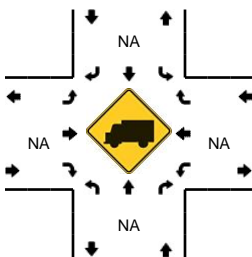
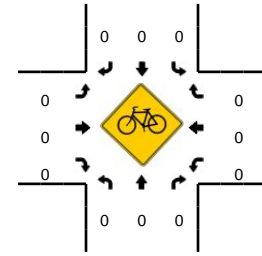
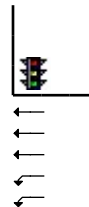
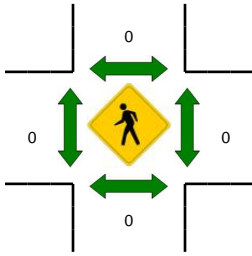
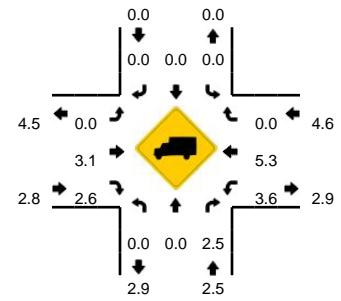
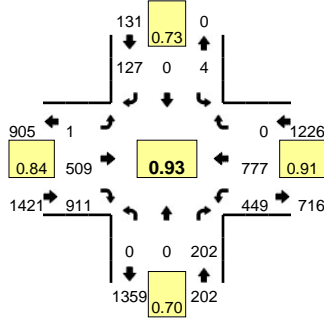
Comments:

Exit 101

LOCATION: I-26 EB Ramps (Exit 101) -- US 176 (Broad River Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535172
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



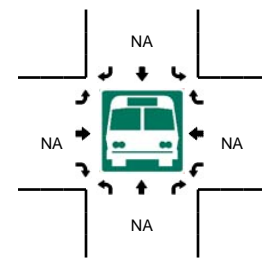
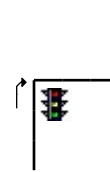
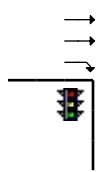
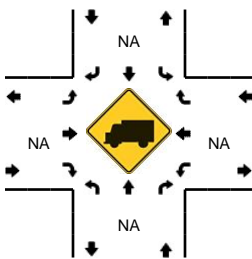
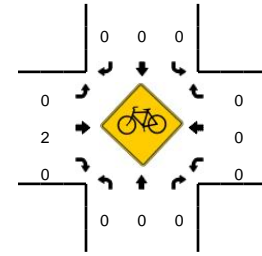
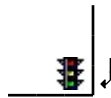
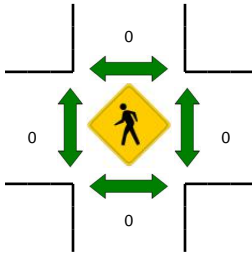
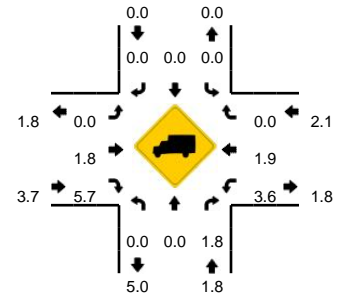
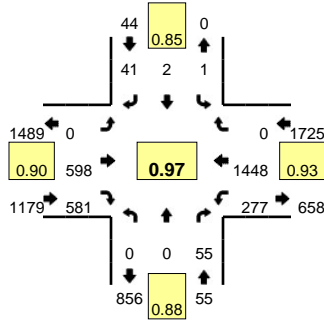
15-Min Count Period Beginning At	I-26 EB Ramps (Exit 101) (Northbound)				I-26 EB Ramps (Exit 101) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	22	0	0	0	18	0	0	88	290	0	132	141	0	0	691	
7:15 AM	0	0	28	0	0	0	10	0	0	144	279	0	132	206	0	0	799	
7:30 AM	0	0	69	0	1	0	48	0	0	151	207	1	103	218	0	0	798	
7:45 AM	0	0	83	0	3	0	51	0	0	126	135	0	81	212	0	1	692	2980
8:00 AM	0	0	51	0	2	0	27	0	0	114	157	0	71	147	0	0	569	2858
8:15 AM	0	0	26	0	1	0	24	0	0	97	163	0	80	179	0	0	570	2629
8:30 AM	0	0	26	0	1	0	18	0	0	78	172	0	52	128	0	0	475	2306
8:45 AM	0	0	22	0	0	0	18	0	0	88	163	0	75	121	0	0	487	2101
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	112	0	0	0	40	0	0	576	1116	0	528	824	0	0	3196	
Heavy Trucks	0	0	4		0	0	0		0	24	24		4	28	0		84	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 EB Ramps (Exit 101) -- US 176 (Broad River Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535173
DATE: Tue, Aug 23 2016

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

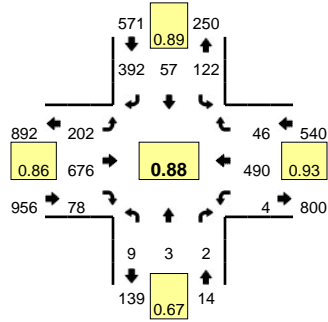


15-Min Count Period Beginning At	I-26 EB Ramps (Exit 101) (Northbound)				I-26 EB Ramps (Exit 101) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	20	0	0	1	21	0	0	91	116	0	64	250	0	0	563	
4:15 PM	0	0	23	0	2	0	20	0	0	100	110	0	58	261	0	0	574	
4:30 PM	0	0	25	0	1	0	23	0	0	103	110	0	51	289	0	0	602	
4:45 PM	0	0	27	0	1	0	13	0	0	122	132	0	63	296	0	0	654	2393
5:00 PM	0	0	12	0	0	2	11	0	0	130	135	0	100	326	0	0	716	2546
5:15 PM	0	0	14	0	1	0	8	0	0	132	144	0	63	400	0	0	762	2734
5:30 PM	0	0	16	0	0	0	10	0	0	180	147	0	59	362	0	2	776	2908
5:45 PM	0	0	13	0	0	0	12	0	0	156	155	0	51	360	0	2	749	3003
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	64	0	0	0	40	0	0	720	588	0	236	1448	0	8	3104	
Heavy Trucks	0	0	4		0	0	0		0	12	36		0	20	0		72	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2	
Railroad																		
Stopped Buses																		

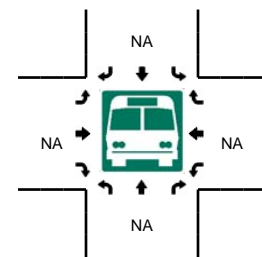
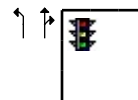
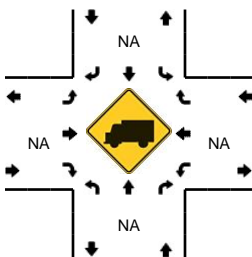
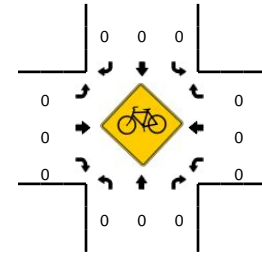
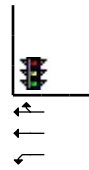
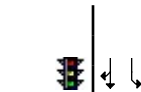
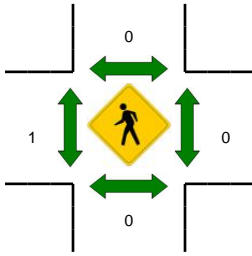
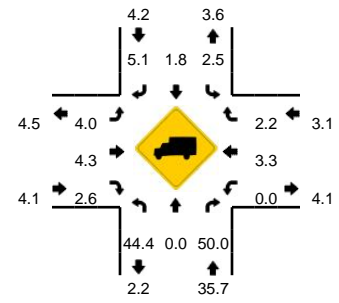
Comments:

LOCATION: S-40-2894 (Western Ln) -- US 176 (Broad River Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535174
DATE: Tue, Aug 23 2016



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

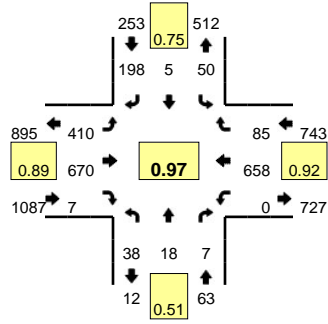


15-Min Count Period Beginning At	S-40-2894 (Western Ln) (Northbound)				S-40-2894 (Western Ln) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	23	2	96	0	34	87	7	0	1	131	7	0	390	
7:15 AM	0	1	0	0	27	6	121	0	53	161	6	0	2	140	12	0	529	
7:30 AM	0	2	2	0	31	20	119	0	60	186	18	0	1	138	11	0	588	
7:45 AM	3	0	0	0	33	15	109	0	48	193	37	0	1	114	14	0	567	2074
8:00 AM	6	0	0	0	31	16	43	0	40	136	17	1	0	98	9	0	397	2081
8:15 AM	0	1	0	0	32	7	68	0	42	121	7	0	1	110	3	0	392	1944
8:30 AM	1	1	2	0	11	5	34	0	10	106	7	0	0	89	10	0	276	1632
8:45 AM	2	0	3	0	12	4	38	0	23	104	9	1	2	102	5	0	305	1370
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	8	8	0	124	80	476	0	240	744	72	0	4	552	44	0	2352	
Heavy Trucks	0	0	4		4	0	28		24	28	0		0	12	4		104	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

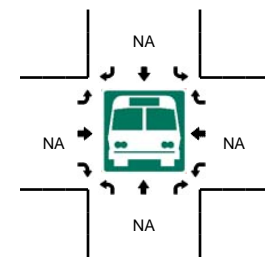
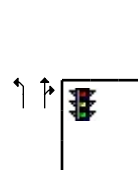
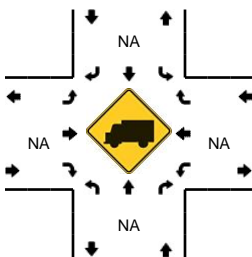
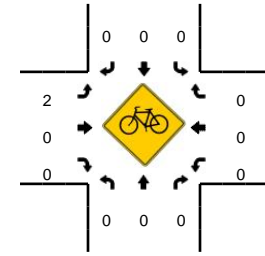
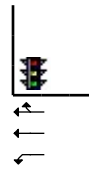
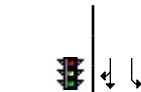
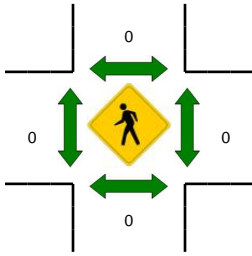
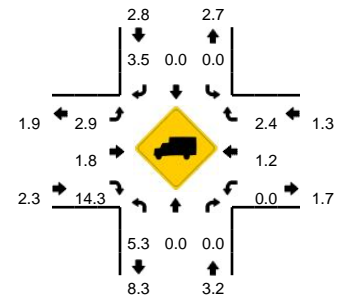
Comments:

LOCATION: S-40-2894 (Western Ln) -- US 176 (Broad River Rd)
CITY/STATE: Irmo, SC

QC JOB #: 138535175
DATE: Tue, Aug 23 2016



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



15-Min Count Period Beginning At	S-40-2894 (Western Ln) (Northbound)				S-40-2894 (Western Ln) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	2	1	0	14	2	45	0	48	117	5	0	0	159	11	1	412	
4:15 PM	9	4	1	0	13	2	42	0	58	140	4	0	2	148	20	0	443	
4:30 PM	4	1	4	0	12	1	47	0	61	137	2	1	0	158	15	0	443	
4:45 PM	5	4	4	0	7	2	51	0	61	158	3	0	1	163	15	0	474	1772
5:00 PM	28	4	3	0	18	1	70	0	79	140	1	0	0	161	17	0	522	1882
5:15 PM	5	5	0	0	11	1	47	0	108	172	2	1	0	186	16	0	554	1993
5:30 PM	1	5	3	0	9	1	41	0	114	189	1	0	0	158	28	0	550	2100
5:45 PM	4	4	1	0	12	2	40	0	108	169	3	0	0	153	24	0	520	2146

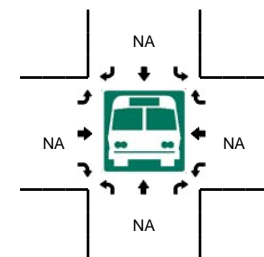
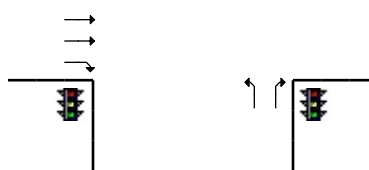
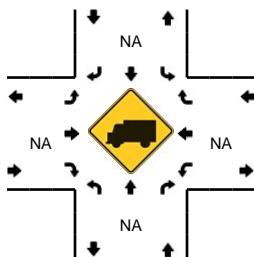
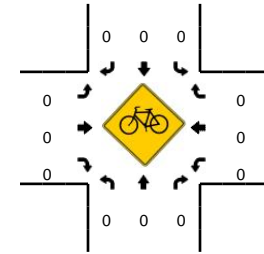
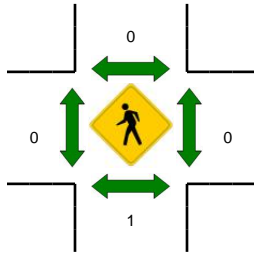
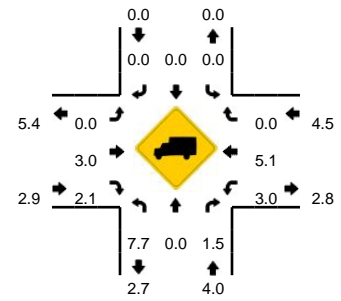
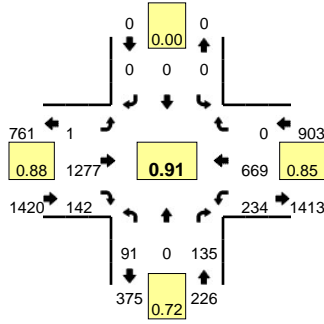
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	20	0	0	44	4	188	0	432	688	8	4	0	744	64	0	2216
Heavy Trucks	4	0	0	0	0	0	12	0	16	8	4	0	0	4	0	0	48
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

Comments:

LOCATION: S-40-3048 (Lordship Ln) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535176
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



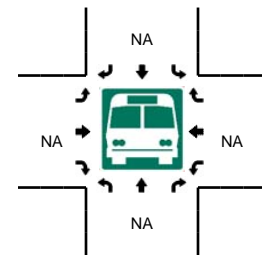
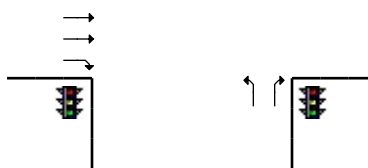
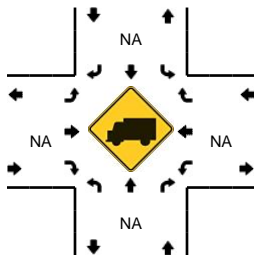
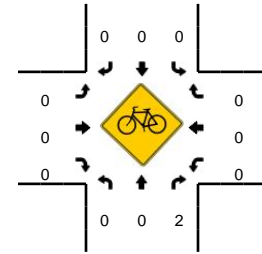
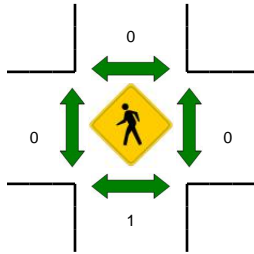
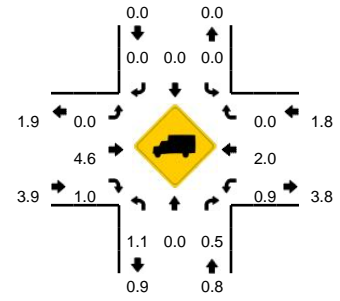
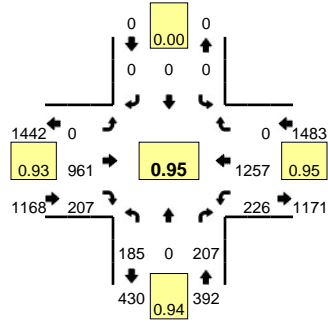
15-Min Count Period Beginning At	S-40-3048 (Lordship Ln) (Northbound)				S-40-3048 (Lordship Ln) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	0	34	0	0	0	0	0	0	346	21	0	26	130	0	0	572	
7:15 AM	35	0	47	0	0	0	0	0	0	377	27	0	31	181	0	0	698	
7:30 AM	26	0	31	0	0	0	0	0	0	319	46	0	68	194	0	1	685	
7:45 AM	15	0	23	0	0	0	0	0	0	235	48	1	108	164	0	0	594	2549
8:00 AM	21	0	39	0	0	0	0	0	0	231	49	0	40	134	0	0	514	2491
8:15 AM	17	0	21	0	0	0	0	0	0	237	26	0	40	165	0	0	506	2299
8:30 AM	19	0	21	0	0	0	0	0	0	239	33	0	29	116	0	0	457	2071
8:45 AM	17	0	27	0	0	0	0	0	0	217	37	0	35	108	0	0	441	1918
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	140	0	188	0	0	0	0	0	0	1508	108	0	124	724	0	0	2792	
Heavy Trucks	8	0	4	0	0	0	0	0	0	40	0	0	4	24	0	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: S-40-3048 (Lordship Ln) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535177
DATE: Tue, Aug 23 2016

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



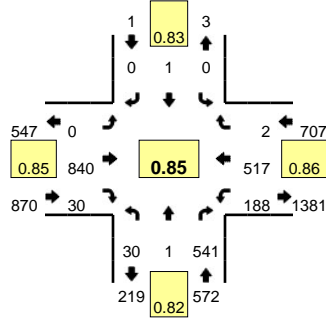
15-Min Count Period Beginning At	S-40-3048 (Lordship Ln) (Northbound)				S-40-3048 (Lordship Ln) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	31	0	35	0	0	0	0	0	0	176	45	0	28	240	0	0	555	
4:15 PM	31	0	48	0	0	0	0	0	0	157	48	0	36	247	0	0	567	
4:30 PM	28	0	29	0	0	0	0	0	0	180	40	0	43	270	0	0	590	
4:45 PM	51	0	40	0	0	0	0	0	0	211	29	0	50	262	0	0	643	2355
5:00 PM	53	0	49	0	0	0	0	0	0	219	42	0	40	295	0	0	698	2498
5:15 PM	50	0	40	0	0	0	0	0	0	238	58	0	51	339	0	0	776	2707
5:30 PM	35	0	61	0	0	0	0	0	0	260	54	0	76	312	0	2	800	2917
5:45 PM	47	0	57	0	0	0	0	0	0	244	53	0	56	311	0	1	769	3043

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	140	0	244	0	0	0	0	0	0	1040	216	0	304	1248	0	8	3200
Heavy Trucks	0	0	4	0	0	0	0	0	0	44	0	0	4	16	0	0	68
Pedestrians			4				0			0				0			4
Bicycles	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Railroad																	
Stopped Buses																	

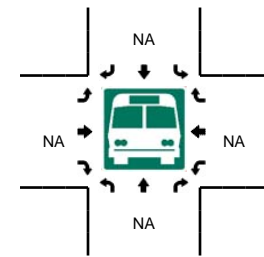
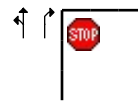
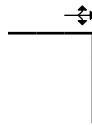
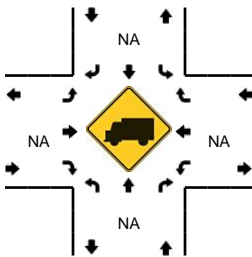
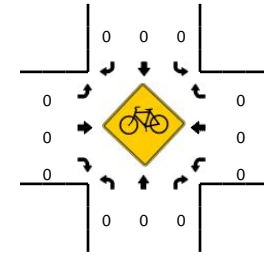
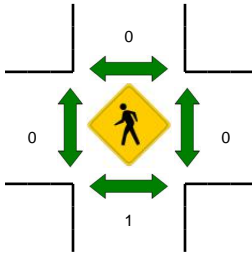
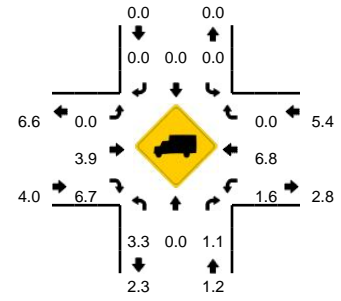
Comments:

LOCATION: S-40-1862 (Royal Tower Dr) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535178
DATE: Tue, Aug 23 2016



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM



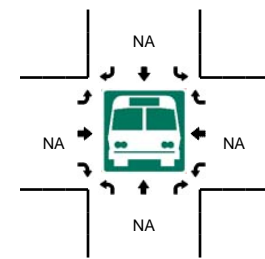
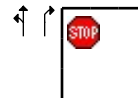
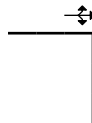
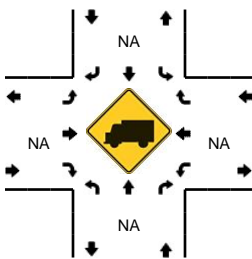
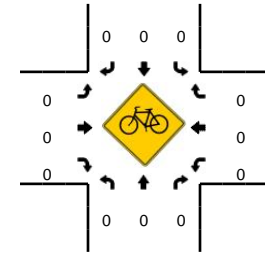
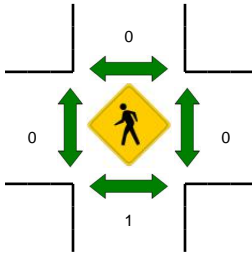
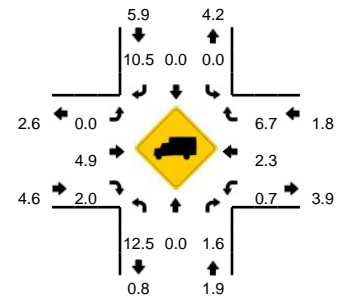
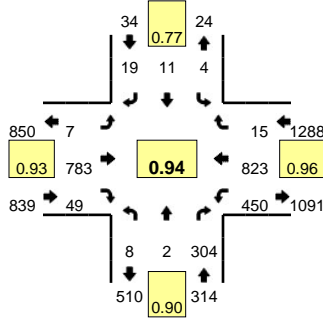
15-Min Count Period Beginning At	S-40-1862 (Royal Tower Dr) (Northbound)				S-40-1862 (Royal Tower Dr) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	0	163	0	0	0	0	0	0	187	3	0	37	90	0	0	486	
7:15 AM	10	0	164	0	0	0	0	0	0	248	8	0	49	155	0	0	634	
7:30 AM	8	1	124	0	0	1	0	0	0	222	10	0	49	159	1	0	575	
7:45 AM	6	0	90	0	0	0	0	0	0	183	9	0	53	113	1	0	455	2150
8:00 AM	0	1	95	0	1	2	0	0	0	175	0	0	35	101	2	0	412	2076
8:15 AM	2	1	90	0	0	1	2	0	0	176	3	0	63	102	2	0	442	1884
8:30 AM	4	2	97	0	1	1	0	0	0	162	2	0	30	106	1	0	406	1715
8:45 AM	4	0	74	0	2	0	0	0	1	163	1	0	25	94	6	0	370	1630
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	0	656	0	0	0	0	0	0	992	32	0	196	620	0	0	2536	
Heavy Trucks	0	0	8		0	0	0		0	32	4		0	36	0		80	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: S-40-1862 (Royal Tower Dr) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535179
DATE: Tue, Aug 23 2016

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



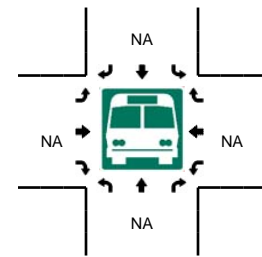
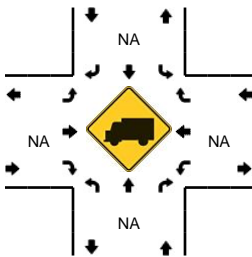
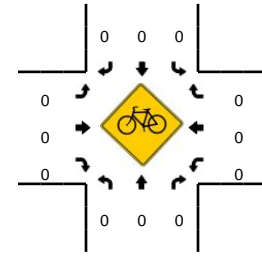
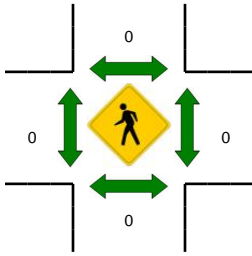
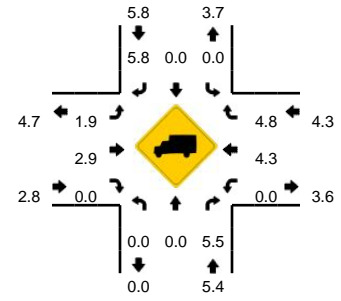
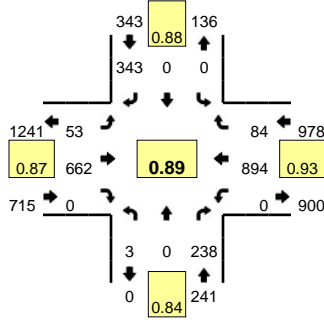
15-Min Count Period Beginning At	S-40-1862 (Royal Tower Dr) (Northbound)				S-40-1862 (Royal Tower Dr) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	5	3	69	0	0	2	5	0	3	140	10	0	81	174	6	0	498		
4:15 PM	1	3	42	0	6	1	1	0	2	153	5	0	92	180	5	0	491		
4:30 PM	2	1	65	0	3	5	5	0	4	142	11	0	97	168	9	0	512		
4:45 PM	3	1	83	0	2	0	7	0	0	143	15	0	114	174	9	0	551	2052	
5:00 PM	0	1	74	0	0	3	7	0	4	175	12	0	107	218	4	0	605	2159	
5:15 PM	4	0	85	0	0	2	5	0	2	203	21	0	108	224	3	0	657	2325	
5:30 PM	2	0	68	0	2	3	6	0	0	209	9	0	112	186	1	0	598	2411	
5:45 PM	2	1	77	0	2	3	1	0	1	196	7	0	123	195	7	0	615	2475	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
All Vehicles	16	0	340	0	0	8	20	0	8	812	84	0	432	896	12	0	2628		
Heavy Trucks	4	0	4		0	0	0		0	40	4		4	16	4		76		
Pedestrians		4				0				0				0			4		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

Comments:

LOCATION: I-26 WB Ramps (Exit 101) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535310
DATE: Tue, Aug 23 2016

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



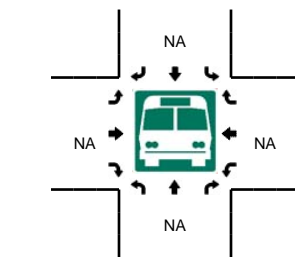
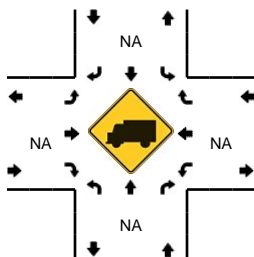
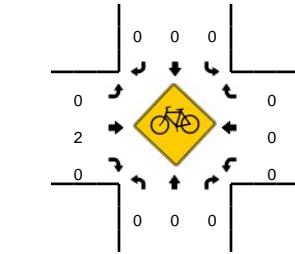
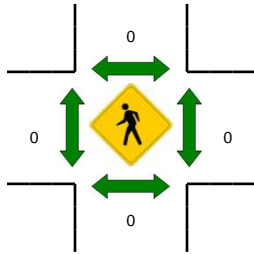
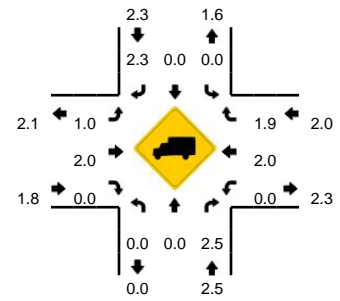
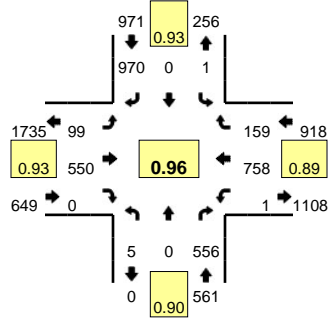
15-Min Count Period Beginning At	I-26 WB Ramps (Exit 101) (Northbound)				I-26 WB Ramps (Exit 101) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	0	52	0	0	0	69	0	11	85	0	0	0	215	16	0	450	
7:15 AM	1	0	52	0	0	0	96	0	16	161	0	0	0	242	21	0	589	
7:30 AM	0	0	72	0	0	0	85	0	10	215	0	0	0	231	26	0	639	
7:45 AM	0	0	62	0	0	0	93	0	15	201	0	1	0	206	21	0	599	2277
8:00 AM	0	0	43	0	0	0	90	0	21	146	0	0	0	124	26	0	450	2277
8:15 AM	2	0	55	0	0	0	106	0	11	118	0	0	0	153	25	0	470	2158
8:30 AM	0	0	19	0	0	0	75	0	7	101	0	0	0	110	17	0	329	1848
8:45 AM	0	0	42	0	0	0	75	0	15	94	0	0	0	126	15	0	367	1616
9:00 AM	0	0	45	0	0	0	63	0	10	79	0	0	0	131	17	0	345	1511
9:15 AM	1	1	20	0	0	0	85	0	10	66	0	0	0	96	8	0	287	1328
9:30 AM	0	0	38	0	0	0	60	0	7	85	0	0	0	106	15	0	311	1310
9:45 AM	0	0	40	0	0	0	58	0	4	95	0	0	0	113	16	0	326	1269
10:00 AM	1	0	35	0	0	0	63	0	7	70	0	1	0	118	19	0	314	1238
10:15 AM	0	0	38	0	0	0	63	0	6	59	0	0	0	106	11	0	283	1234
10:30 AM	0	0	38	0	0	0	59	0	8	79	0	0	0	112	11	0	307	1230
10:45 AM	0	0	36	0	0	0	75	0	5	84	0	0	0	100	17	0	317	1221
11:00 AM	0	0	45	0	0	0	81	0	7	69	0	0	0	108	29	0	339	1246
11:15 AM	0	0	40	0	0	0	77	0	7	58	0	0	0	121	15	0	318	1281
11:30 AM	0	0	33	0	0	0	80	0	8	97	0	0	0	125	21	0	364	1338
11:45 AM	0	0	45	0	1	0	92	0	6	74	0	0	0	106	10	0	334	1355
12:00 PM	0	0	50	0	0	0	93	0	8	80	0	0	0	137	21	0	389	1405
12:15 PM	0	0	40	0	0	0	85	0	9	96	0	0	0	132	18	0	380	1467
12:30 PM	0	0	37	0	0	0	84	0	8	98	0	0	0	136	21	1	385	1488
12:45 PM	0	0	57	0	0	0	91	0	6	100	0	0	0	125	13	1	393	1547
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	288	0	0	0	340	0	40	860	0	0	0	924	104	0	2556	
Heavy Trucks	0	0	28	0	0	0	28	0	0	28	0	0	0	36	0	0	120	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 WB Ramps (Exit 101) -- US 176 (Broad River Rd)
CITY/STATE: Richland, SC

QC JOB #: 138535311
DATE: Tue, Aug 23 2016

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



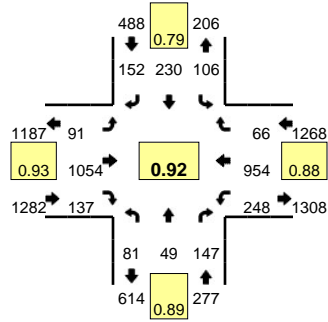
15-Min Count Period Beginning At	I-26 WB Ramps (Exit 101) (Northbound)				I-26 WB Ramps (Exit 101) (Southbound)				US 176 (Broad River Rd) (Eastbound)				US 176 (Broad River Rd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	0	60	0	0	0	98	0	6	84	0	0	0	125	16	0	389	
1:15 PM	0	0	47	0	0	0	103	0	6	87	0	1	0	119	18	0	381	
1:30 PM	0	0	43	0	0	0	99	0	9	91	0	0	0	119	15	1	377	
1:45 PM	0	0	68	0	0	0	97	0	8	80	0	0	0	128	24	0	405	1552
2:00 PM	0	0	51	0	0	0	114	0	14	87	0	0	0	148	25	0	439	1602
2:15 PM	0	0	73	0	0	0	128	0	8	85	0	0	0	131	18	0	443	1664
2:30 PM	0	0	72	0	0	0	103	0	9	104	0	0	0	142	13	1	444	1731
2:45 PM	0	0	55	0	0	0	141	0	15	108	0	0	0	138	30	0	487	1813
3:00 PM	0	0	78	0	0	0	112	0	10	113	0	0	0	137	16	0	466	1840
3:15 PM	0	0	74	0	0	0	101	0	11	102	0	0	0	111	26	0	425	1822
3:30 PM	1	0	60	0	0	0	136	0	11	70	0	0	0	133	25	0	436	1814
3:45 PM	1	0	71	0	0	0	131	0	14	107	0	0	0	130	16	0	470	1797
4:00 PM	1	0	78	0	0	0	132	0	12	97	0	0	0	175	35	0	530	1861
4:15 PM	0	0	95	0	0	0	166	0	9	111	0	0	0	155	40	0	576	2012
4:30 PM	0	0	90	0	0	0	169	0	15	110	0	0	0	175	36	0	595	2171
4:45 PM	0	0	85	0	0	0	177	0	19	133	0	0	0	185	37	0	636	2337
5:00 PM	0	0	120	0	0	0	211	0	27	113	0	1	0	220	46	0	738	2545
5:15 PM	0	0	156	0	0	0	260	0	18	128	0	0	0	201	47	0	810	2779
5:30 PM	0	0	144	0	0	0	255	0	33	163	0	0	0	168	33	1	797	2981
5:45 PM	5	0	136	0	1	0	244	0	19	146	0	1	0	169	33	0	754	3099
6:00 PM	1	0	112	0	0	0	211	0	42	139	0	0	0	143	33	0	681	3042
6:15 PM	0	0	93	0	0	0	173	0	39	144	0	0	0	153	18	0	620	2852
6:30 PM	1	0	63	0	1	0	134	0	15	106	0	0	0	133	16	0	469	2524
6:45 PM	0	0	50	0	0	0	157	0	6	89	0	0	0	128	18	0	448	2218
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	624	0	0	0	1040	0	72	512	0	0	0	804	188	0	3240	
Heavy Trucks	0	0	12		0	0	32		0	16	0		0	20	0		80	
Pedestrians			0				0			0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

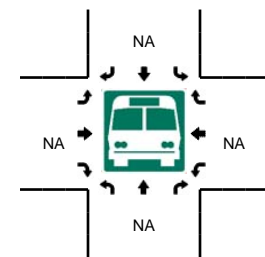
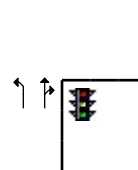
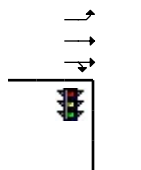
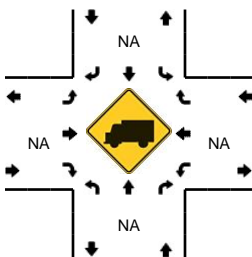
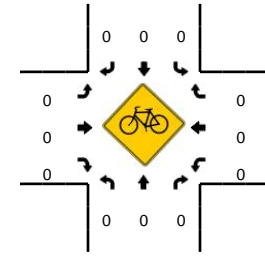
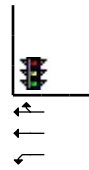
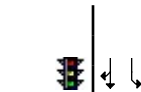
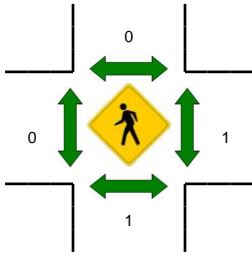
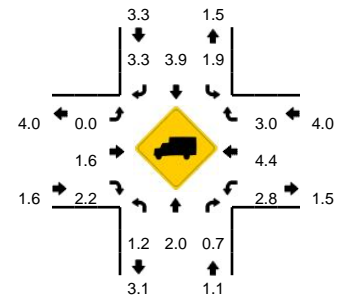
Exit 102

LOCATION: Columbiana Dr -- SC 60 (Lake Murray Blvd)
CITY/STATE: Irmo, SC

QC JOB #: 138535168
DATE: Tue, Aug 23 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

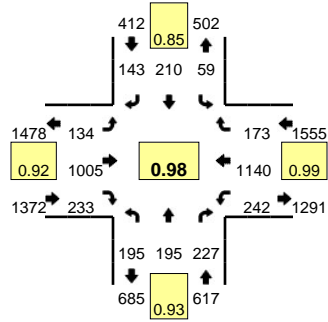


15-Min Count Period Beginning At	Columbiana Dr (Northbound)				Columbiana Dr (Southbound)				SC 60 (Lake Murray Blvd) (Eastbound)				SC 60 (Lake Murray Blvd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	11	8	38	0	8	26	22	0	18	255	26	0	39	179	5	0	635	
7:15 AM	19	16	52	0	7	25	16	0	19	305	29	0	40	178	9	0	715	
7:30 AM	17	17	48	0	31	73	35	0	23	296	37	0	70	210	15	0	872	
7:45 AM	26	10	32	0	37	74	43	0	32	249	33	0	63	283	15	0	897	3119
8:00 AM	21	15	35	0	24	54	41	0	19	253	32	0	71	241	24	0	830	3314
8:15 AM	17	7	32	0	14	29	33	0	17	256	35	0	43	220	12	1	716	3315
8:30 AM	17	10	27	0	8	20	24	0	20	261	33	0	23	208	15	0	666	3109
8:45 AM	17	11	29	0	4	27	29	0	21	251	45	0	31	235	16	1	717	2929
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	104	40	128	0	148	296	172	0	128	996	132	0	252	1132	60	0	3588	
Heavy Trucks	0	0	0	0	8	8	0	0	0	4	4	0	4	52	4	0	84	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																		

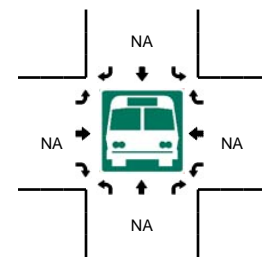
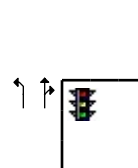
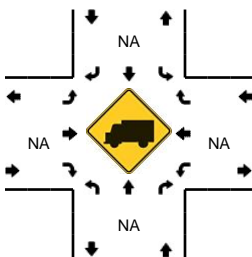
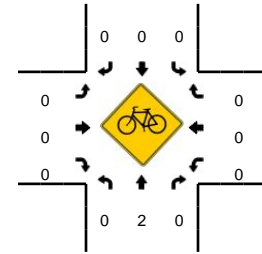
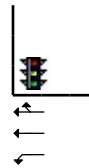
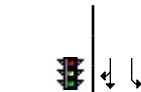
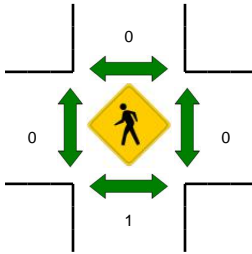
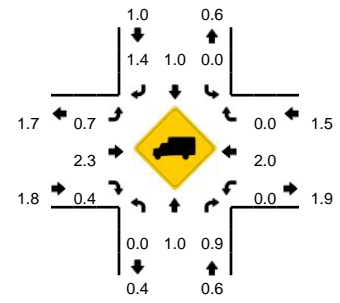
Comments:

LOCATION: Columbiana Dr -- SC 60 (Lake Murray Blvd)
CITY/STATE: Irmo, SC

QC JOB #: 138535169
DATE: Tue, Aug 23 2016



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



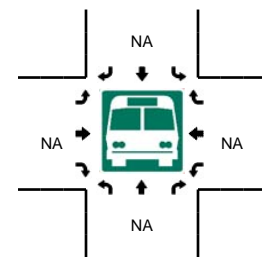
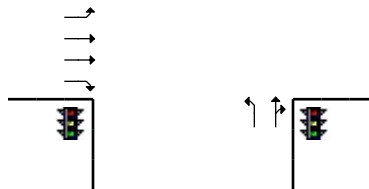
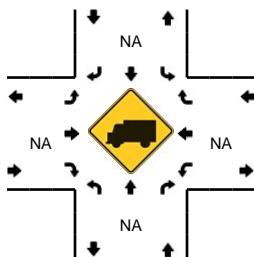
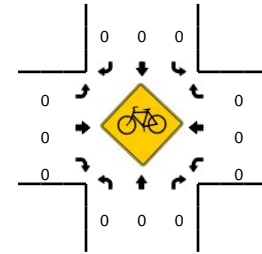
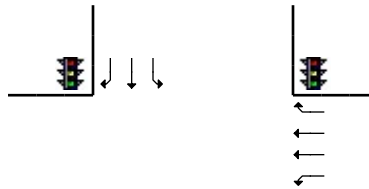
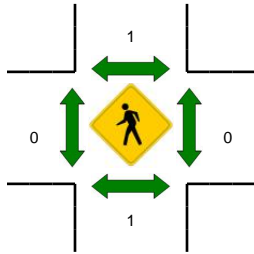
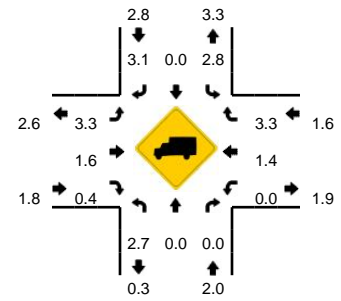
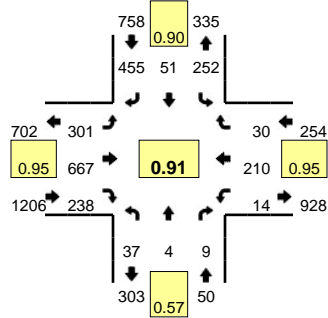
15-Min Count Period Beginning At	Columbiana Dr (Northbound)				Columbiana Dr (Southbound)				SC 60 (Lake Murray Blvd) (Eastbound)				SC 60 (Lake Murray Blvd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	41	43	60	0	5	41	30	0	24	213	55	0	58	283	34	0	887	
4:15 PM	55	40	50	0	10	52	25	0	22	205	41	0	51	275	35	0	861	
4:30 PM	46	35	62	0	10	54	19	0	30	244	52	0	54	311	39	0	956	
4:45 PM	48	72	52	0	15	39	40	0	33	208	58	0	64	297	44	0	970	3674
5:00 PM	37	50	67	0	9	41	31	0	32	287	55	0	54	311	33	0	1007	3794
5:15 PM	47	58	66	0	14	57	33	0	24	236	56	0	70	273	48	0	982	3915
5:30 PM	50	46	43	0	18	52	36	0	35	255	60	0	57	287	53	0	992	3951
5:45 PM	61	41	51	0	18	60	43	0	43	227	62	0	61	269	39	0	975	3956
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	148	200	268	0	36	164	124	0	128	1148	220	0	216	1244	132	0	4028	
Heavy Trucks	0	4	0		0	0	0		0	24	4		0	32	0		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

Comments:

LOCATION: Kinley Rd/Parkridge Dr -- SC 60 (Lake Murray Blvd)
CITY/STATE: Columbia, SC

QC JOB #: 138535170
DATE: Tue, Aug 23 2016

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

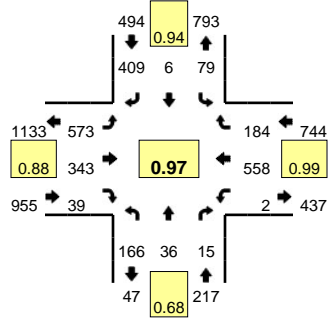


15-Min Count Period Beginning At	Kinley Rd/Parkridge Dr (Northbound)				Kinley Rd/Parkridge Dr (Southbound)				SC 60 (Lake Murray Blvd) (Eastbound)				SC 60 (Lake Murray Blvd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	1	1	0	14	1	167	0	74	61	23	0	0	53	9	0	405	
7:15 AM	2	0	0	0	27	4	153	0	91	104	40	0	2	52	10	0	485	
7:30 AM	7	3	2	0	73	14	133	0	76	153	55	0	4	60	6	0	586	
7:45 AM	9	0	3	0	84	22	120	0	79	169	70	0	5	53	11	0	625	2101
8:00 AM	6	1	3	0	62	11	99	0	71	179	60	0	3	44	3	0	542	2238
8:15 AM	15	0	1	0	33	4	103	0	75	166	53	0	2	53	10	0	515	2268
8:30 AM	10	4	5	0	24	6	101	0	67	97	41	0	4	42	7	0	408	2090
8:45 AM	28	4	3	0	26	4	93	0	59	97	51	0	4	59	7	0	435	1900
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	36	0	12	0	336	88	480	0	316	676	280	0	20	212	44	0	2500	
Heavy Trucks	0	0	0	0	8	0	12	0	4	0	4	0	0	8	0	0	36	
Pedestrians	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

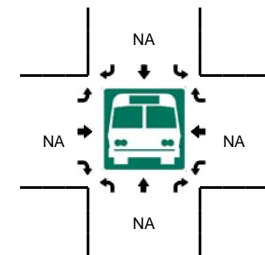
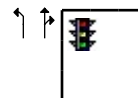
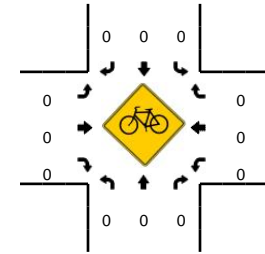
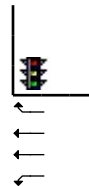
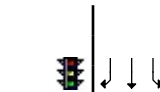
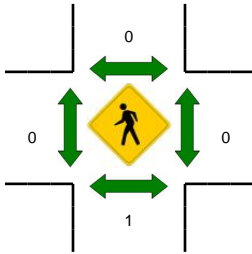
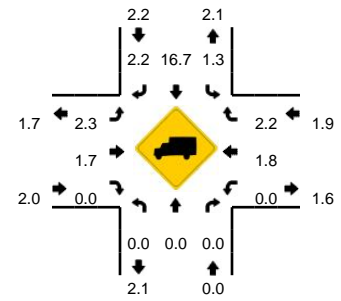
Comments:

LOCATION: Kinley Rd/Parkridge Dr -- SC 60 (Lake Murray Blvd)
CITY/STATE: Columbia, SC

QC JOB #: 138535171
DATE: Tue, Aug 23 2016



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



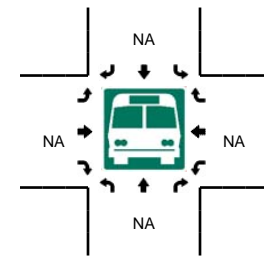
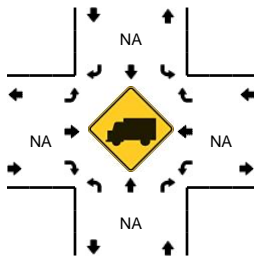
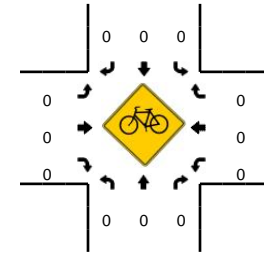
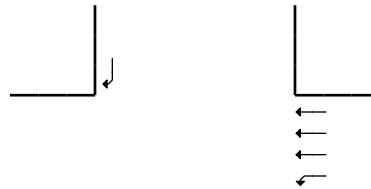
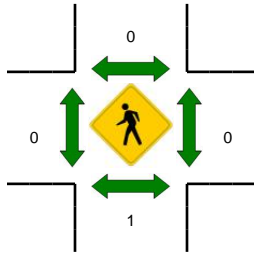
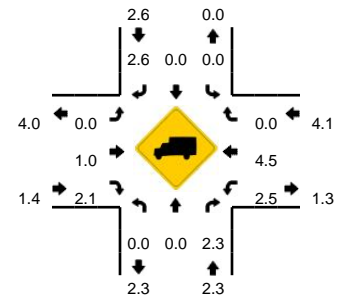
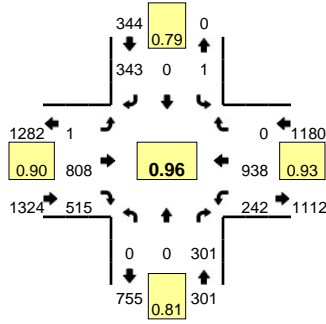
15-Min Count Period Beginning At	Kinley Rd/Parkridge Dr (Northbound)				Kinley Rd/Parkridge Dr (Southbound)				SC 60 (Lake Murray Blvd) (Eastbound)				SC 60 (Lake Murray Blvd) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	10	3	0	19	5	90	0	121	61	23	0	1	112	24	0	499	
4:15 PM	43	8	2	0	22	4	87	0	122	89	20	0	1	112	37	0	547	
4:30 PM	46	8	4	0	16	2	92	0	119	66	13	0	0	146	42	0	554	
4:45 PM	41	10	4	0	19	5	100	0	126	63	18	0	0	119	34	0	539	2139
5:00 PM	74	15	8	0	23	1	111	0	132	61	10	0	0	139	46	0	620	2260
5:15 PM	42	8	4	0	18	2	98	0	160	87	10	0	0	141	43	0	613	2326
5:30 PM	31	6	3	0	19	3	111	0	134	84	5	0	0	143	44	0	583	2355
5:45 PM	19	7	0	0	19	0	89	0	147	111	14	0	2	135	51	0	594	2410
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	296	60	32	0	92	4	444	0	528	244	40	0	0	556	184	0	2480	
Heavy Trucks	0	0	0	0	0	0	4	0	8	4	0	0	0	16	8	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-26 EB Ramps -- SC 60
CITY/STATE: Richland, SC

QC JOB #: 138535306
DATE: Tue, Aug 23 2016

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

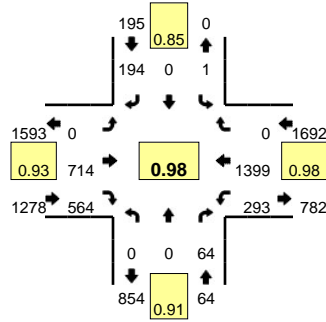


15-Min Count Period Beginning At	I-26 EB Ramps (Northbound)				I-26 EB Ramps (Southbound)				SC 60 (Eastbound)				SC 60 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	21	0	0	0	41	0	0	103	210	0	120	177	0	0	672	
7:15 AM	0	0	42	0	0	0	57	0	0	182	181	0	95	173	0	0	730	
7:30 AM	0	0	53	0	0	0	75	0	0	210	173	0	74	237	0	1	823	
7:45 AM	0	0	67	0	0	0	94	0	0	213	112	0	63	255	0	0	804	3029
8:00 AM	0	0	88	0	1	0	108	0	0	183	112	1	49	239	0	0	781	3138
8:15 AM	0	0	93	0	0	0	66	0	0	202	118	0	54	207	0	1	741	3149
8:30 AM	0	0	41	0	0	0	52	0	0	133	159	0	67	198	0	1	651	2977
8:45 AM	0	0	47	0	0	0	49	0	0	144	147	0	73	236	0	0	696	2869
9:00 AM	0	0	17	0	0	0	31	0	0	107	140	0	59	194	0	0	548	2636
9:15 AM	0	0	19	0	0	0	35	0	0	107	143	0	70	188	0	0	562	2457
9:30 AM	0	0	12	0	0	0	30	0	0	112	142	0	63	170	0	0	529	2335
9:45 AM	0	0	15	0	0	0	36	0	0	97	139	0	69	204	0	0	560	2199
10:00 AM	0	0	10	0	1	0	31	0	0	97	105	0	54	190	0	0	488	2139
10:15 AM	0	0	8	0	0	0	29	0	0	99	126	0	71	196	0	0	529	2106
10:30 AM	0	0	19	0	0	0	35	0	0	119	118	0	67	193	0	0	551	2128
10:45 AM	0	0	10	0	0	0	38	0	0	115	111	0	55	195	0	0	524	2092
11:00 AM	0	0	16	0	0	0	34	0	0	128	113	0	59	240	0	0	590	2194
11:15 AM	0	0	10	0	0	0	28	0	0	123	124	0	50	245	0	0	580	2245
11:30 AM	0	0	7	0	0	0	38	0	0	107	134	0	55	227	0	0	568	2262
11:45 AM	0	0	18	0	0	0	43	0	0	126	125	1	48	225	0	0	586	2324
12:00 PM	0	0	10	0	0	0	35	0	0	139	120	0	47	283	0	0	634	2368
12:15 PM	0	0	7	0	0	0	35	0	0	131	130	1	45	254	0	0	603	2391
12:30 PM	0	0	10	0	0	0	41	0	0	140	116	0	54	254	0	0	615	2438
12:45 PM	0	0	16	0	0	0	33	0	0	183	140	0	44	251	0	0	667	2519
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	212	0	0	0	300	0	0	840	692	0	296	948	0	4	3292	
Heavy Trucks	0	0	0	0	0	0	4	0	0	0	12	0	8	24	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

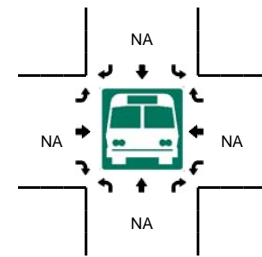
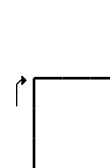
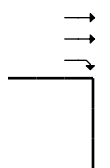
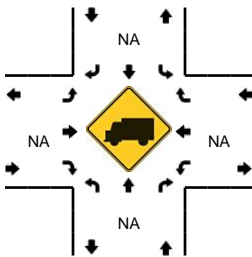
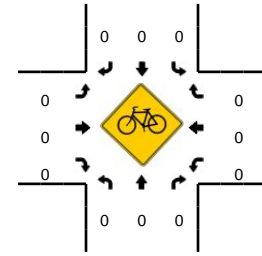
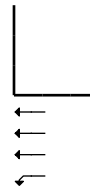
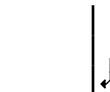
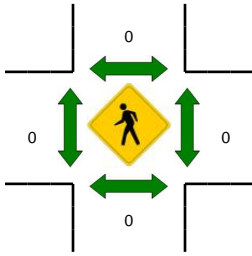
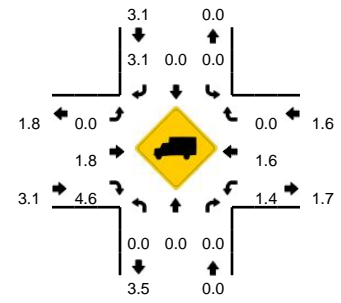
Comments:

LOCATION: I-26 EB Ramps -- SC 60
CITY/STATE: Richland, SC

QC JOB #: 138535307
DATE: Tue, Aug 23 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



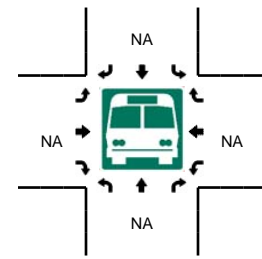
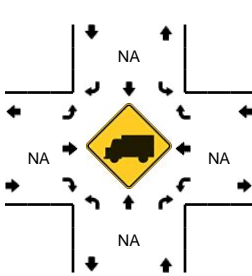
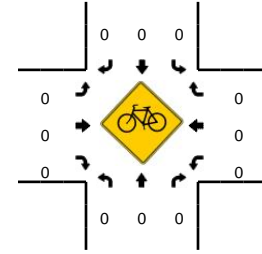
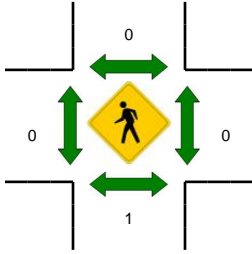
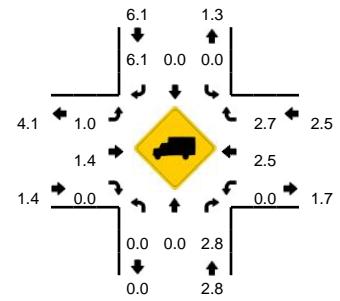
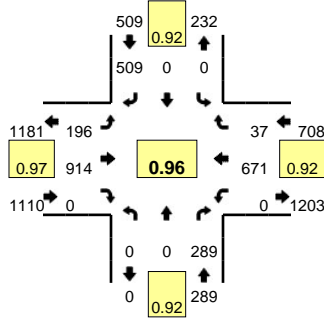
15-Min Count Period Beginning At	I-26 EB Ramps (Northbound)				I-26 EB Ramps (Southbound)				SC 60 (Eastbound)				SC 60 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	0	18	0	0	0	37	0	0	159	133	0	54	229	0	0	630	
1:15 PM	0	0	11	0	0	0	29	0	0	146	114	0	48	220	0	0	568	
1:30 PM	0	0	12	0	0	0	41	0	0	141	122	0	38	233	0	0	587	
1:45 PM	0	0	17	0	0	0	34	0	0	154	108	0	45	244	0	0	602	2387
2:00 PM	0	0	18	0	0	0	33	0	0	141	130	0	36	218	0	0	576	2333
2:15 PM	0	0	9	0	0	0	37	0	0	126	136	0	55	247	0	0	610	2375
2:30 PM	0	0	8	0	0	0	38	0	0	143	124	0	54	206	0	0	573	2361
2:45 PM	0	0	8	0	0	0	35	0	0	151	113	0	60	245	0	0	612	2371
3:00 PM	0	0	15	0	0	0	29	0	0	163	113	0	58	241	0	0	619	2414
3:15 PM	0	0	4	0	0	0	43	0	0	126	96	0	65	287	0	0	621	2425
3:30 PM	0	0	13	0	0	0	52	0	0	122	119	1	58	281	0	1	647	2499
3:45 PM	0	0	12	0	0	0	47	0	0	138	109	0	49	253	0	0	608	2495
4:00 PM	0	0	23	0	0	0	73	0	0	167	94	0	56	287	0	0	700	2576
4:15 PM	0	0	22	0	0	0	59	0	0	158	124	0	72	326	0	0	761	2716
4:30 PM	0	0	19	0	0	0	53	0	0	176	129	0	68	338	0	0	783	2852
4:45 PM	0	0	20	0	0	0	64	0	0	150	143	0	65	356	0	1	799	3043
5:00 PM	0	0	9	0	0	0	35	0	0	200	147	0	92	344	0	0	827	3170
5:15 PM	0	0	16	0	1	0	42	0	0	188	145	0	65	361	0	2	820	3229
5:30 PM	0	0	21	0	0	0	41	0	0	177	118	0	75	345	0	1	778	3224
5:45 PM	0	0	18	0	0	0	43	0	0	209	110	0	47	348	0	0	775	3200
6:00 PM	0	0	18	0	0	0	56	0	0	162	113	0	56	314	0	0	719	3092
6:15 PM	0	0	22	0	0	0	40	0	0	146	111	0	37	297	0	0	653	2925
6:30 PM	0	0	21	0	0	0	37	0	0	170	113	0	58	281	0	0	680	2827
6:45 PM	0	0	19	0	0	0	47	0	0	134	85	0	41	254	0	0	580	2632
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	36	0	0	0	140	0	0	800	588	0	368	1376	0	0	3308	
Heavy Trucks	0	0	0	0	0	0	4	0	0	4	20	0	0	28	0	0	56	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 WB Ramps -- SC 60
CITY/STATE: Richland, SC

QC JOB #: 138535308
DATE: Tue, Aug 23 2016

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



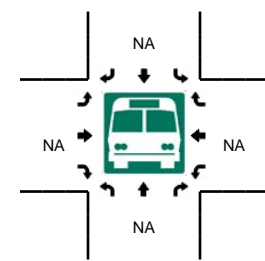
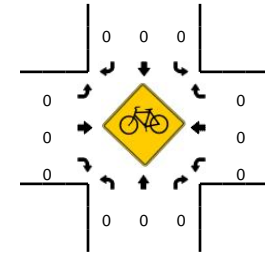
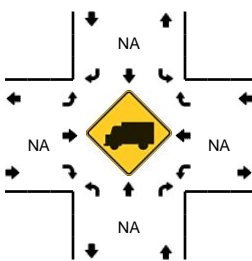
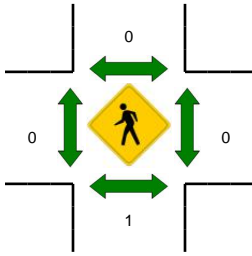
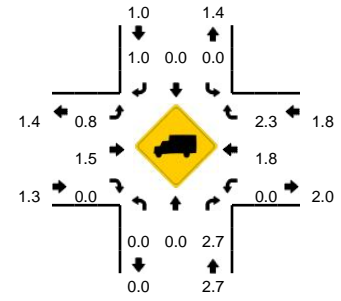
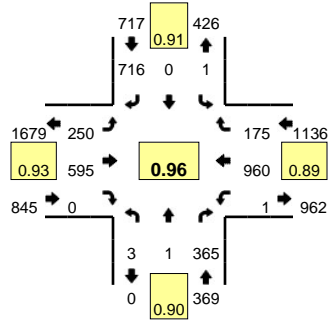
15-Min Count Period Beginning At	I-26 WB Ramps (Northbound)				I-26 WB Ramps (Southbound)				SC 60 (Eastbound)				SC 60 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	56	0	0	0	82	0	21	104	0	0	0	207	13	0	483	
7:15 AM	0	0	72	0	0	0	92	0	54	172	0	0	0	191	13	0	594	
7:30 AM	0	0	83	0	0	0	116	0	48	215	0	0	0	190	13	0	665	
7:45 AM	0	0	78	0	0	0	146	0	45	231	0	1	0	174	8	0	683	2425
8:00 AM	0	0	74	0	0	0	137	0	49	234	0	0	0	146	5	0	645	2587
8:15 AM	0	0	54	0	0	0	110	0	53	234	0	0	0	161	11	0	623	2616
8:30 AM	0	0	65	0	0	0	116	0	31	147	0	0	0	145	9	0	513	2464
8:45 AM	0	0	51	0	0	0	143	0	40	143	0	0	0	174	10	0	561	2342
9:00 AM	0	0	52	0	0	0	109	0	22	102	0	0	0	139	9	0	433	2130
9:15 AM	1	0	49	0	0	0	103	0	25	103	0	0	0	154	10	0	445	1952
9:30 AM	0	0	47	0	0	0	102	0	27	98	0	1	0	129	13	0	417	1856
9:45 AM	0	0	69	0	0	0	101	0	28	81	0	1	0	172	10	0	462	1757
10:00 AM	1	0	44	0	0	0	109	0	23	85	0	0	0	131	10	0	403	1727
10:15 AM	0	0	66	0	0	0	114	0	22	86	0	0	0	153	5	0	446	1728
10:30 AM	0	1	52	0	0	0	104	0	23	114	0	0	0	159	7	0	460	1771
10:45 AM	4	0	46	0	0	0	101	0	20	106	0	1	0	142	10	0	430	1739
11:00 AM	0	0	59	0	0	0	128	0	28	116	0	0	0	177	5	0	513	1849
11:15 AM	0	0	65	0	0	0	142	0	31	102	0	0	0	150	11	0	501	1904
11:30 AM	0	0	48	0	0	0	128	0	30	83	0	0	0	151	13	0	453	1897
11:45 AM	1	0	65	0	0	0	114	0	28	112	0	1	0	161	13	1	496	1963
12:00 PM	0	0	62	0	0	0	138	0	30	117	0	0	0	206	17	0	570	2020
12:15 PM	1	0	54	0	0	0	131	0	34	105	0	0	0	156	15	0	496	2015
12:30 PM	0	0	48	0	0	0	148	0	32	127	0	0	0	170	14	1	540	2102
12:45 PM	0	1	57	0	1	0	127	0	44	149	0	1	0	164	20	0	564	2170
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	312	0	0	0	584	0	180	924	0	4	0	696	32	0	2732	
Heavy Trucks	0	0	8	0	0	0	32	0	0	0	0	0	0	16	4	0	60	
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: I-26 WB Ramps -- SC 60
CITY/STATE: Richland, SC

QC JOB #: 138535309
DATE: Tue, Aug 23 2016

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



15-Min Count Period Beginning At	I-26 WB Ramps (Northbound)				I-26 WB Ramps (Southbound)				SC 60 (Eastbound)				SC 60 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	0	72	0	0	0	111	0	42	130	0	1	0	163	10	0	529	
1:15 PM	2	0	75	0	0	0	124	0	33	124	0	0	0	140	12	0	510	
1:30 PM	2	0	65	0	0	0	144	0	36	117	0	1	0	136	17	0	518	
1:45 PM	1	0	79	0	0	0	141	0	43	133	0	0	0	143	17	0	557	2114
2:00 PM	0	0	69	0	0	0	112	0	29	130	0	0	0	149	21	0	510	2095
2:15 PM	0	0	69	0	0	0	126	0	39	94	0	0	0	164	22	0	514	2099
2:30 PM	1	0	68	0	0	0	128	0	45	110	0	0	0	141	17	0	510	2091
2:45 PM	0	0	61	0	0	0	148	0	41	122	0	0	0	149	18	0	539	2073
3:00 PM	1	0	79	0	0	0	141	0	48	134	0	0	0	161	28	0	592	2155
3:15 PM	0	0	80	0	0	0	160	0	39	94	0	2	0	190	13	0	578	2219
3:30 PM	0	0	70	0	0	0	172	0	36	101	0	0	0	175	24	0	578	2287
3:45 PM	0	0	86	0	0	0	152	0	37	119	0	1	0	143	27	0	565	2313
4:00 PM	1	0	77	0	0	0	161	0	41	150	0	0	0	190	37	0	657	2378
4:15 PM	2	0	82	0	0	0	187	0	43	136	0	0	0	210	33	0	693	2493
4:30 PM	0	0	56	0	0	0	167	0	63	142	0	0	0	232	41	0	701	2616
4:45 PM	0	0	77	0	0	0	197	0	43	123	0	0	0	237	33	0	710	2761
5:00 PM	2	0	81	0	0	0	173	0	77	139	0	0	0	265	57	1	795	2899
5:15 PM	1	1	101	0	1	0	203	0	50	145	0	0	0	227	51	0	780	2986
5:30 PM	0	0	82	0	0	0	167	0	70	138	0	0	0	242	37	0	736	3021
5:45 PM	0	0	101	0	0	0	173	0	53	173	0	0	0	226	30	0	756	3067
6:00 PM	0	0	84	0	0	0	169	0	49	127	0	0	0	194	29	0	652	2924
6:15 PM	1	0	83	0	0	0	188	0	37	131	0	0	0	152	14	0	606	2750
6:30 PM	1	0	84	0	0	0	179	0	44	150	0	0	0	167	11	0	636	2650
6:45 PM	1	0	57	0	1	0	147	0	37	118	0	0	0	144	8	0	513	2407
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	324	0	0	0	692	0	308	556	0	0	0	1060	228	4	3180	
Heavy Trucks	0	0	12	0	0	0	12	0	4	0	0	0	0	16	4	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Appendix D

INRIX Speed Data

I-26 Eastbound 2015 Weekday

TMC CODE	NAME	MILES	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
125N05671	SC-773/EXIT 82	0.469157	67.08	66.98	67.14	67.23	67.8	67.94	68.72	69.58	69.82	70.2	67.07	65.11	68.26	68.56	68.55	68.52	69.38	69.2	68.39	67.83	67.48	67.32	67.6	67.22
125-05670	SC-202/EXIT 85	2.68772	67.53	67.26	67.19	67.55	67.99	67.99	68.59	69.79	70.13	68.97	64.5	64.08	69.45	69.6	69.42	69.97	70.2	70.03	69.29	68.66	68.28	67.95	68.27	67.65
125N05670		0.234175	67.13	66.67	66.76	67.12	67.38	67.4	67.98	69.38	68.64	69.65	69.42	69.83	69.48	69.58	69.59	69.73	69.65	69.41	69.16	68.8	68.35	67.93	67.99	67.25
125-05669	NEWBERRY--LE	3.7323	67.79	67.51	67.38	67.73	68.07	68.05	68.97	70.02	69.44	70.23	68.15	70.05	70.1	70.18	70.25	70.4	70.42	70.22	69.92	69.46	69.09	68.75	68.62	67.9
125-05668		0.046158	70.1	69.78	69.67	70.1	70.33	70.35	71.29	71.93	72.13	72.27	71.85	71.86	71.9	71.95	72	72.21	72.13	72.18	71.94	71.61	71.23	70.92	70.83	70.25
125-05667	COLUMBIA AVE	1.94146	69.29	69.08	68.96	69.3	69.62	69.57	70.54	71.27	71.48	71.72	71.27	71.31	71.31	71.36	71.31	71.58	71.41	71.41	71.13	70.77	70.44	70.28	70.03	69.53
125N05667		0.364258	68.71	68.39	68.33	68.53	68.88	68.89	69.62	70.04	69.5	71.08	70.79	70.74	70.63	70.74	70.6	70.96	70.35	70.47	70.29	70.1	69.78	69.67	69.33	68.86
125-05666	US-176/EXIT 97	4.95688	68.18	68	67.98	68.16	68.45	68.47	69.78	66.82	64.66	68.94	70.3	69.91	68.34	69.16	69.7	70.38	68.23	69.26	69.03	69.69	69.35	69.06	68.82	68.35
125N05666		0.223437	68.38	68.12	67.97	68.22	68.51	68.55	69.62	60.32	56.69	68.95	69.59	68.55	63.8	67.01	69.96	68.91	65.73	67.4	68.36	69.56	69.22	69.05	68.55	68.57
125-05665	US-176/US-76/I	4.47593	67.87	67.55	67.64	67.76	68.14	68.74	69.95	64.15	60.81	67.53	67.43	66.17	62.57	64.31	69.74	69.83	69.41	69.36	69.33	69.23	68.94	68.7	68.38	68
125N05665		0.641571	66.17	66.13	66.16	66.05	66.39	66.63	67.76	51.47	47.33	64.21	65.87	65.24	60.88	64.04	67.64	68.41	68.18	67.69	67.22	67.47	67.09	66.76	66.59	66.13
125-05664	SC-60/LAKE MU	0.160557	64.54	64.38	64.35	64.37	64.74	64.95	64.04	39.42	36.6	62.43	64.41	64.54	62.29	63.7	63.26	65.89	65.99	64.55	64.6	65.9	65.34	65.25	65.28	64.66

I-26 Westbound 2015 Weekday

TMC CODE	NAME	MILES	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
125+05664	SC-60/LAKE MURRAY BLVD/EXIT 102	0.513102	63	62.92	63.1	63.37	63.92	64	64.35	65.2	65.45	65.12	65.38	65.22	63.42	64.95	63.61	65.16	59.53	62.23	62.59	64.61	64.35	63.74	63.66	63.31
125P05664		0.603094	62.74	62.68	62.91	63.13	63.57	63.71	63.97	64.61	64.88	64.83	65.02	64.98	62.24	64.63	62.84	63.88	56.31	61.5	62.74	64.2	63.91	63.4	63.41	63.08
125+05665	US-176/US-76/EXIT 101	0.166299	63.12	62.99	63.12	63.24	63.3	63.89	64.08	64.66	65.01	64.91	65.05	64.72	62.12	64.37	63.93	61.84	53.78	59.41	62.83	64.48	64.05	63.56	63.61	63.47
125P05665		0.612458	63.89	63.68	63.94	64.1	64.7	64.81	65.07	65.6	66.04	65.9	65.38	65.64	64.75	65.82	65.63	61.38	54.18	60.05	64.14	65.52	65.04	64.51	64.5	64.25
125+05666	US-176/ EXIT 97	4.48325	66.84	66.36	66.64	66.84	67.37	67.63	68.12	68.65	68.93	68.92	69.05	68.82	68.98	69.13	68.7	68.04	67.09	65.92	67.98	68.92	68.2	65.92	67.87	67.06
125P05666		0.215719	66.92	66.62	66.91	66.74	67.02	67.53	67.91	68.88	69.12	69.24	69.4	69.36	69.26	69.43	69.44	69.55	69.68	67.31	68.67	68.7	68.4	67.68	68.14	67.28
125+05667	COLUMBIA AVE/EXIT 91	5.12873	67.58	67.25	67.51	67.43	67.83	68.6	69.17	69.72	70.02	69.98	69.9	69.9	69.88	69.88	69.85	70.07	70.47	69.77	69.73	69.74	69.3	68.72	68.61	67.78
125P05667		0.317069	65.84	65.36	65.76	65.55	65.71	66.69	67.14	68.08	66.69	66.19	68.52	68.49	68.26	68.5	68.54	68.52	68.78	68.47	67.87	67.83	67.65	66.96	67.1	66.07
125+05668	LEXINGTON--NEWBERRY COUNTY	1.9851	66.15	65.85	66.07	65.86	66.14	66.67	67.27	66.62	65.45	66.22	68.09	68.78	68.5	68.65	68.78	68.79	69.24	69.04	68.35	67.91	67.79	67.08	67.34	66.43
125+05669		0.042889	65.28	64.82	64.98	64.78	65.07	65.45	66.35	67.46	68.06	67.54	67.92	68.06	67.76	67.93	68.09	68.59	68.92	68.71	67.92	67.2	66.89	66.35	66.56	65.61
125+05670	SC-202/EXIT 85	3.75343	67.42	67.14	67.13	67.03	67.24	67.55	68.37	69.3	69.62	69.49	69.73	69.83	69.5	69.81	69.79	69.93	70.39	70.21	69.47	68.93	68.76	68.31	68.49	67.66
125P05670		0.218826	68.44	68.19	68.53	68.44	68.58	69.01	69.37	69.9	70.35	70.15	70.15	70.22	70.1	70.4	70.47	70.68	70.99	70.76	70.02	68.87	69.41	69.31	69.67	68.91
125+05671	SC-773/EXIT 82	2.67836	67.37	67.37	67.41	67.47	67.51	67.74	68.45	69.18	69.66	69.82	69.73	69.77	69.7	69.93	70.01	70.06	70.43	70.08	69.13	67.56	67.26	67.95	68.72	67.83

Appendix E

Signal Plans/Timing Data

SIGNAL EQUIPMENT

ONE (1) 8 PHASE FULLY ACTUATED STANDARD
170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT,
AND POLE (BASE MOUNTED) 336S/332A CABINET. EXT. PROP.

5 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT. PROP. W/ACT. & SIGN

VEHICLE SIGNALS: EXT. PROP.

HEAD NUMBER	1	2	3	4	5	6	7	8
LENS		R		R		R		
		Y		Y		Y		
		G		G		G		
PHASE		2		4		6		
SIZE		12"		12"		12"		
QUANTITY		2		2		2		

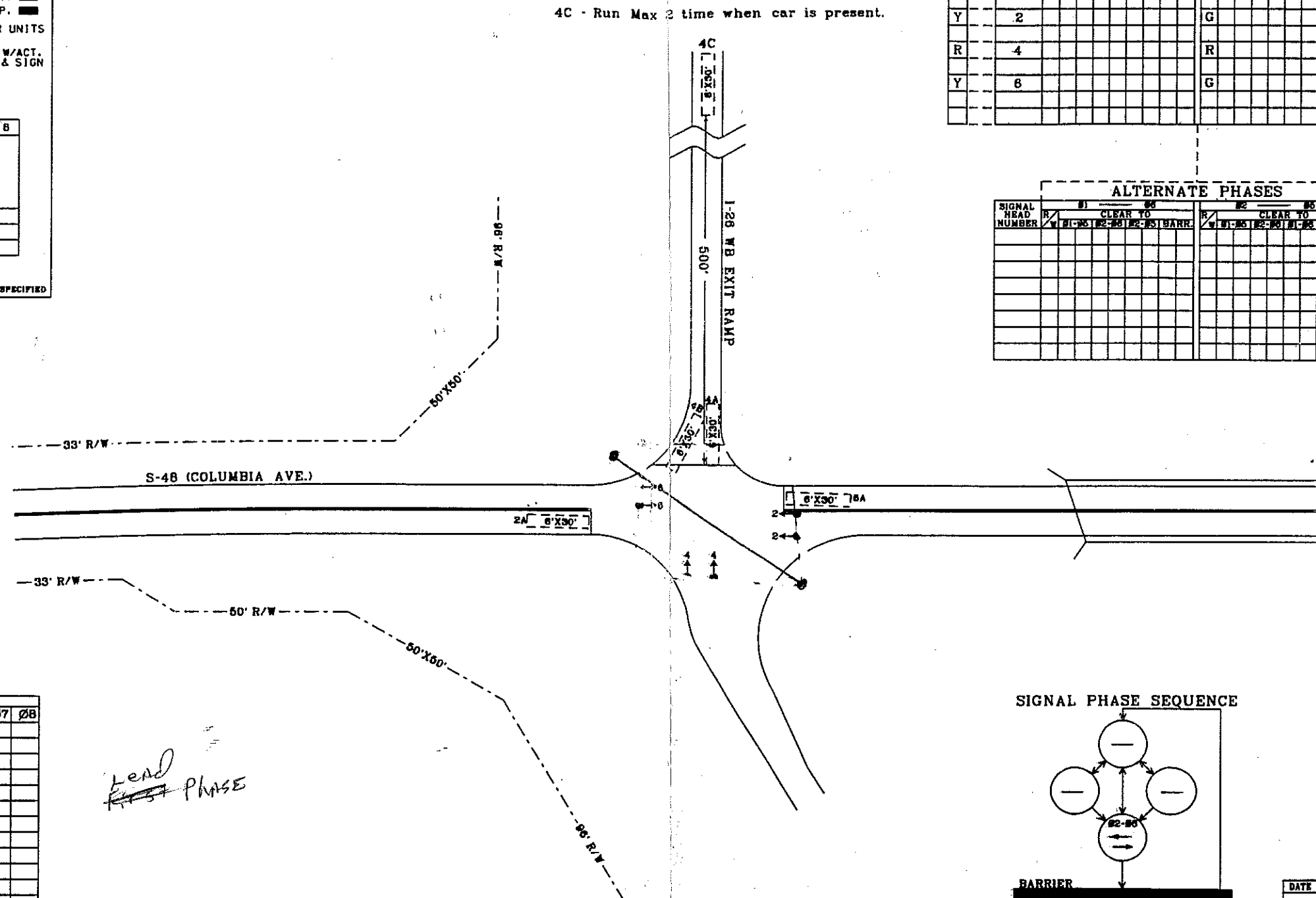
METAL POLES AS NECESSARY: EXT. PROP. (28")
WOOD POLES AS NECESSARY: EXT. PROP. (35")
* UNLESS OTHERWISE SPECIFIED

SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
	R	W	B	BARR.	R	W	B	BARR.	R	W	B	BARR.	R	W	B	BARR.
Y	2				G				Y	R			R			RR
R	4				R				R	R			G			YR
Y	6				G				Y	R			R			RR

ALTERNATE PHASES

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
	R	W	B	BARR.	R	W	B	BARR.	R	W	B	BARR.	R	W	B	BARR.



TRAFFIC SIGNAL SETTINGS

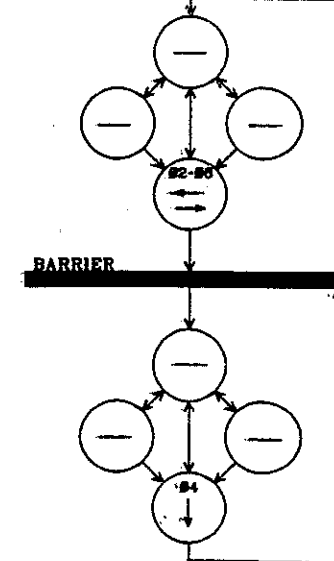
FUNCTIONS	SECONDS							
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		10		10		10		
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3.0		4.0		3.0		
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP		3.0		4.0		3.0		
MAXIMUM I		30		40		30		
MAXIMUM II		-		60		-		
YELLOW CHANGE		4.3		4.0		4.3		
RED CLEAR		2.0		2.0		2.0		
RECALL		OFF		OFF		OFF		
DET. MEMORY		N		N		N		
L-LOCK, N-NON-LOCK								
DET. DELAY				8				
DET. MODE		PR		PR		PR		
P-PULSE PR-PRESENCE								
WALK								
PEDESTRIAN CLEAR								

• Ø2-Ø6 Min Recall Expect
Ø4 Min Recall from 18:00-18:00 M-F
• Delay on loop 4B

OVERLAP SETTINGS

OLA	OLC
OLB	OLD

SIGNAL PHASE SEQUENCE



INT # 1050
D+2+R = 26
A+3+B = 4
D+9+4+5 = 213

ROUTE NUMBER	S-48	I-26WB
APPROACH DIRECTION	NB	SB
SIGNAL DESIGN SPEED	45	45
GRADE (%)		

DKT. NO. 32.399 SHEET NO. 69

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION	
		SCDOT DISTRICT #1 TRAFFIC ENGINEERING COLUMBIA, S.C.	
SUBJECT TITLE TRAFFIC SIGNAL INSTALLATION			
SPECIFIC LOCATION I-26 WB EXIT RAMP AT S-48 (COLUMBIA AVE.)			
CITY NEAR CHAPIN		COUNTY LEXINGTON	
APPROVED BY		APPROVED BY	
DESIGNED JAR	DISTRICT #1 TRAFFIC ENGINEER		ENGINEER
DRAWN CLP	SCALE	DATE	SHEET NO. INDEX NO.
RECOMMENDED	1"-30"	7/25/01	1 OF 1 (32)01-07
CONSTRUCTED			

* NOTE: ØHC LOOP calls Ø5A TO PRE-EMPT EVC

RED REVERT

2-6

1050

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																	STD8										
1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc					Off	Split	Seq				
Min Green		10	10		10			1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	Ring/Startup [1.1.4]							
Gap, Ext		3	4		3			2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1					Phs	Ring	Start	Enable
Max 1		30	30		30			3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1					1	1	RED	Off
Max 2		30	60		30			4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1					2	1	GREEN	On
Yel Clearance		4.3	4		4.3			5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1					3	1	RED	Off
Red Clearance		2	2		2			6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1					4	1	RED	On
Walk								7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1					5	2	RED	Off
Ped Clearance								8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1					6	2	GREEN	On
Red Revert		5	5		5			9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1					7	2	RED	Off
Add Initial								10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1					8	2	RED	Off
Max Initial								11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1					Coord Modes [2.1]			
Time B4 Reduct								12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1					Test OpMode	0		
Cars B4 Reduct								Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	Correction	SHRT/LNG								
Time To Reduce								1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0					Maximum	MAX INH		
Reduce By								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Force-Off	FLOAT								
Min Gap		3	4		3			2	Coor	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0	Closed Loop	ON							
DyMaxLim								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Stop-in-Walk	ON								
Max Step								3	Coor	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	Auto Reset	ON							
Options [1.1.2]	1	2	3	4	5	6	7	8	###	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Expand Splt	ON								
Enable		On		On		On			4	Coor	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	Ped Recycle	NO_RECYCLE							
Min Recall								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Before	TIMED								
Max Recall								5	Coor	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	After	TIMED							
Ped Recall								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Auto Flash [1.4.1]									
Soft Recall								6	Coor	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0	Auto Flash	PH OVER							
Lock Calls								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Flash Yel	40								
Auto Flash Entry			On					7	Coor	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0	Flash Red	0							
Auto Flash Exit		On			On			###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Unit Params [1.2.1]									
Dual Entry		On			On			8	Coor	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0	Phase Mode	STD8							
Enable Simul Gap		On			On			###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	IO Mode	MODE 0								
Gaurantee Passag								9	Coor	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	Loc Flash Start	ON							
Rest In Walk								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Start Flash(s)	0								
Conditon Service								10	Coor	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0	Start AllRed(s)	0							
Non-Actuated 1								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Yellow <3"	OFF								
Non-Actuated 2								11	Coor	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0	Display Time	15							
Add Init Calc								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Red Revert	4								
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0	MCE Timeout	0							
Reservice								###	NON	NON	NON	NON	NON	NON	NON	NON	###	NON	NON	NON	NON	NON	NON	NON	NON	Feature Profile	0								
PedClr Thru Yel								Page#																		Free Ring Seq	1								
Skip Red No Call								1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																	Auxswitch	STOPTM								
Red Rest								1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																	SDLC Retry	0								
Max II								2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																	TS2 Det Faults	OFF								
Call Phase								3	Detection; Sample Time and Unit Parameters related to detection																	Auto Ped Clear	OFF								
Conflicting Phase								4	Preemption and Alternate Phase Time and Phase Options																	SDLC Retry	0								
Omit Yellow								5	Annual Schedule																	Auto Ped Clear	OFF								
Ped Delay								6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																	SDLC Retry	0								
Gm/Ped Delay								7	Communications; Security; I/O Setup																	SDLC Retry	0								
ID: 1267 S-48 Columbia Ave @ I-26 WB Exit Rp.								8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																	01/24/17	Page 1								

Expanded Split Tables (Splits > 255")

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	25	0	0	0	0
2	0	0	2	1	26	0	0	0	0
3	0	0	3	1	27	0	0	0	0
4	0	0	4	1	28	0	0	0	0
5	0	0	5	1	29	0	0	0	0
6	0	0	6	1	30	0	0	0	0
7	0	0	7	1	31	0	0	0	0
8	0	0	8	1	32	0	0	0	0
9	0	0	9	1	33	0	0	0	0
10	0	0	10	1	34	0	0	0	0
11	0	0	11	1	35	0	0	0	0
12	0	0	12	1	36	0	0	0	0
13	0	0	13	1	37	0	0	0	0
14	0	0	14	1	38	0	0	0	0
15	0	0	15	1	39	0	0	0	0
16	0	0	16	1	40	0	0	0	0
17	0	0	0	0	41	0	0	0	0
18	0	0	0	0	42	0	0	0	0
19	0	0	0	0	43	0	0	0	0
20	0	0	0	0	44	0	0	0	0
21	0	0	0	0	45	0	0	0	0
22	0	0	0	0	46	0	0	0	0
23	0	0	0	0	47	0	0	0	0
24	0	0	0	0	48	0	0	0	0

Expanded Splits ON

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

24	Coord	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON
		0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

SIGNAL EQUIPMENT

ONE (1) 8 PHASE FULLY ACTUATED STANDARD 170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND POLE(BASE)-MOUNTED 1365/132A CABINET. EXT. PROP.

5 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT. PROP. W/ACT. & SIGN

VEHICLE SIGNALS: EXT. PROP.

HEAD NUMBER	1	2	3	4	5	6	7	8	2P	4P	6P	8P
LENS		R		R		R		R				
PHASE		2		4		6		8	2P	4P	6P	8P
SIZE		12"		12"		12"		12"	12"	12"	12"	12"
QUANTITY		2		2		2		2	2	2	2	2

METAL POLES AS NECESSARY: EXT. PROP. (28')⁵

WOOD POLES AS NECESSARY: EXT. PROP. (36')⁵

⁵ UNLESS OTHERWISE SPECIFIED

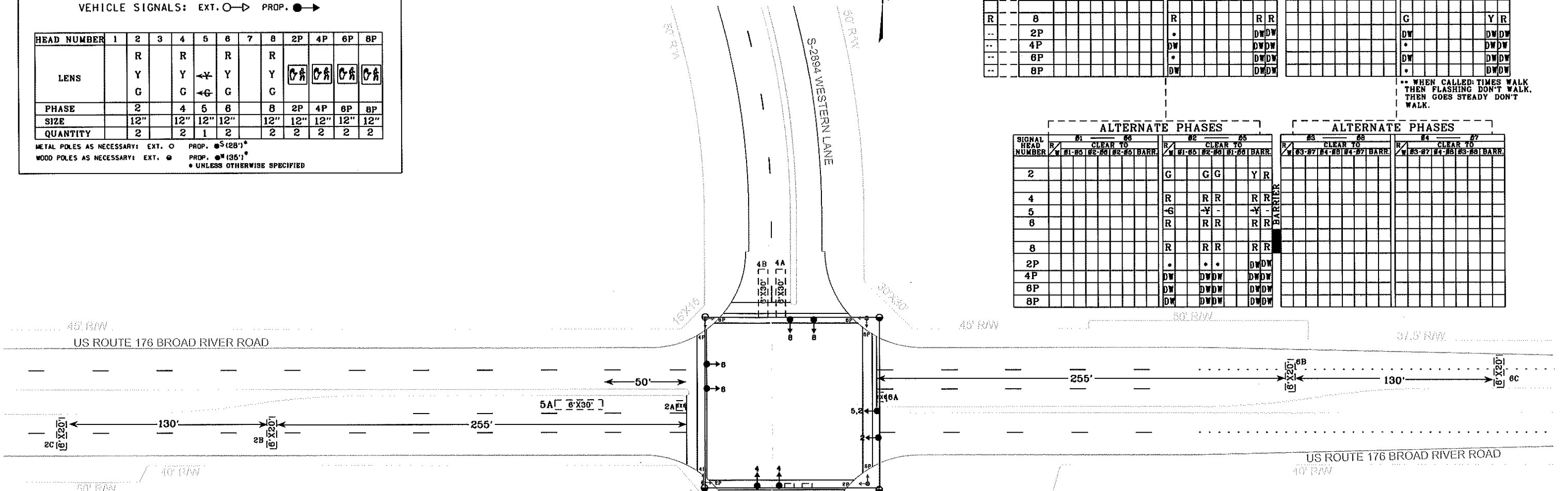
SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

SIGNAL HEAD NUMBER	#1 CLEAR TO #5				#2 CLEAR TO #6				#3 CLEAR TO #7				#4 CLEAR TO #8			
	R/W	B1-B5	B1-B5	B2-B5 BARR.	R/W	B1-B5	B1-B5	B1-B5 BARR.	R/W	B3-B7	B3-B7	B3-B7 BARR.	R/W	B3-B7	B3-B7	B3-B7 BARR.
Y	2				G			Y R					R			R R
R	4				R			R R					G			Y R
-	5				-			- -					-			- -
Y	6				G			Y R					R			R R
R	8				R			R R					G			Y R
2P					*			DW DW					DW			DW DW
4P					DW			DW DW					*			DW DW
6P					DW			DW DW					DW			DW DW
8P					DW			DW DW					*			DW DW

** WHEN CALLED: TIMES WALK THEN FLASHING DON'T WALK, THEN GOES STEADY DON'T WALK.

ALTERNATE PHASES

SIGNAL HEAD NUMBER	#1 CLEAR TO #5				#2 CLEAR TO #6				#3 CLEAR TO #7				#4 CLEAR TO #8			
	R/W	B1-B5	B1-B5	B2-B5 BARR.	R/W	B1-B5	B1-B5	B1-B5 BARR.	R/W	B3-B7	B3-B7	B3-B7 BARR.	R/W	B3-B7	B3-B7	B3-B7 BARR.
2					G	G	G	Y R								
4					R	R	R	R R								
5					G	Y	-	Y -								
6					R	R	R	R R								
8					R	R	R	R R								
2P					*	*	*	DW DW								
4P					DW	DW	DW	DW DW								
6P					DW	DW	DW	DW DW								
8P					DW	DW	DW	DW DW								



TRAFFIC SIGNAL SETTINGS

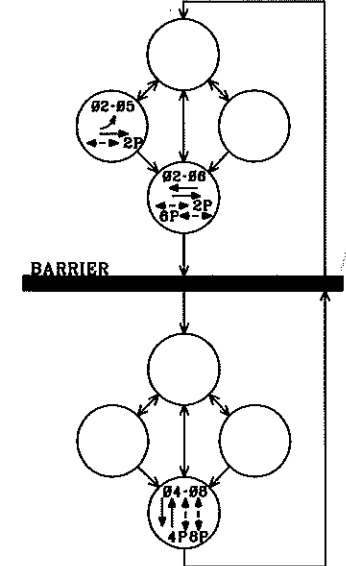
FUNCTIONS	SECONDS							
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		23		6	8	23		6
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3.0		3.0	3.0	3.0		3.0
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP		3.0		3.0	3.0	3.0		3.0
MAXIMUM I		30		35	25	30		35
MAXIMUM II		-		-	-	-		-
YELLOW CHANGE		4.5		4.0	4.5	4.5		4.0
RED CLEAR		2.0		2.3	2.0	2.0		2.3
RECALL		MIN		OFF	OFF	MIN		OFF
DET. MEMORY		L		N	N	L		N
L-LOCK, N-NON-LOCK								
DET. DELAY								
DET. MODE		P		PR	PR	P		PR
P-PULSE PR-PRESENCE								
WALK		7		7	7	7		7
PEDESTRIAN CLEAR		16		16	16	16		16

2P & 6P on Ped Recall
 Rest in Walk
 No push button needed
 Use sign R10-4b-9
 "Push button for walk signal" for 4P & 8P

OVERLAP SETTINGS

OLA	OLC
OLB	OLD

SIGNAL PHASE SEQUENCE



FOR / CONSTRUCTION: _____ DATE _____

SOUTH CAROLINA
 LICENSED PROFESSIONAL ENGINEER
 NO. _____

ROUTE NUMBER	US 176	S-2894
APPROACH DIRECTION	EB WB NB SB	
SIGNAL DESIGN SPEED	45 45 35 35	
GRADE (%)	-30% -1.48% 0% 0%	
* ESTIMATED	FILE #: 40.468A	SHEET #: 12, 13

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION COLUMBIA, S.C.	
DESIGNED	JAR	SUBJECT TITLE: TRAFFIC SIGNAL INSTALLATION	
DRAWN	CLP	SPECIFIC LOCATION: US ROUTE 176 BROAD RIVER ROAD AND S-2894 WESTERN LANE	
CHECKED		CITY: _____	COUNTY: RICHLAND
REVIEWED		APPROVED BY: _____ ENGINEER	
RECOMMENDED		DISTRICT # _____	SCALE: 1" = 30'
		DATE: _____	SHEET NO. 1 OF 1
			INDEX NO. _____

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																		STD8										
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc					Off	Split	Seq				
Min Green		23		6	8	23		6	1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	Ring/Startup [1.1.4]							
Gap, Ext		3		3	3	3		3	2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1					Phs	Ring	Start	Enable
Max 1		30		35	25	30		35	3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1					1	1	RED	Off
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1					2	1	GREEN	On
Yel Clearance		4.5		4	4.5	4.5		4	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1					3	1	RED	Off
Red Clearance		2		2.3	2	2		2.3	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1					4	1	RED	On
Walk		7		7		7		7	7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1					5	2	RED	On
Ped Clearance		16		16		16		16	8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1					6	2	GREEN	On
Red Revert		5		5	5	5		5	9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1					7	2	RED	Off
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1					8	2	RED	On
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1					Coord Modes [2.1]			
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1					Test OpMode	0		
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	Correction	SHRT/LNG								
Time To Reduce									1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0					Maximum	MAX 1		
Reduce By									2	####	NON	NON	NON	NON	NON	NON	NON	NON	14	Coor	0	0	0	0	0	0	0	0	Force-Off	FLOAT						
Min Gap									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0	Closed Loop	ON						
DyMaxLim									4	####	NON	NON	NON	NON	NON	NON	NON	NON	16	Coor	0	0	0	0	0	0	0	0	Stop-in-Walk	ON						
Max Step									5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	Auto Reset	ON						
Options [1.1.2]	1	2	3	4	5	6	7	8	6	####	NON	NON	NON	NON	NON	NON	NON	NON	18	Coor	0	0	0	0	0	0	0	0	Expand Splt	ON						
Enable		On		On	On	On		On	7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0	Ped Recycle	NO_RECYCLE						
Min Recall		On				On			8	####	NON	NON	NON	NON	NON	NON	NON	NON	20	Coor	0	0	0	0	0	0	0	0	Before	TIMED						
Max Recall									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	After	TIMED						
Ped Recall		On				On			10	####	NON	NON	NON	NON	NON	NON	NON	NON	22	Coor	0	0	0	0	0	0	0	0	Auto Flash [1.4.1]							
Soft Recall								On	11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0	Auto Flash	PH OVER						
Lock Calls									12	####	NON	NON	NON	NON	NON	NON	NON	NON	24	Coor	0	0	0	0	0	0	0	0	Flash Yel	40						
Auto Flash Entry				On				On	13	Coor	0	0	0	0	0	0	0	0	25	Coor	0	0	0	0	0	0	0	0	Flash Red	0						
Auto Flash Exit		On				On			14	####	NON	NON	NON	NON	NON	NON	NON	NON	26	Coor	0	0	0	0	0	0	0	0	Unit Params [1.2.1]							
Dual Entry		On		On		On		On	15	Coor	0	0	0	0	0	0	0	0	27	Coor	0	0	0	0	0	0	0	0	Phase Mode	STD8						
Enable Simul Gap		On		On		On		On	16	####	NON	NON	NON	NON	NON	NON	NON	NON	28	Coor	0	0	0	0	0	0	0	0	IO Mode	MODE 0						
Gaurantee Passage									17	Coor	0	0	0	0	0	0	0	0	29	Coor	0	0	0	0	0	0	0	0	Loc Flsh Start	ON						
Rest In Walk		On				On			18	####	NON	NON	NON	NON	NON	NON	NON	NON	30	Coor	0	0	0	0	0	0	0	0	Start Flash(s)	0						
Conditon Service									19	Coor	0	0	0	0	0	0	0	0	31	Coor	0	0	0	0	0	0	0	0	Start AllRed(s)	0						
Non-Actuated 1									20	####	NON	NON	NON	NON	NON	NON	NON	NON	32	Coor	0	0	0	0	0	0	0	0	Yellow < 3"	OFF						
Non-Actuated 2									21	Coor	0	0	0	0	0	0	0	0	33	Coor	0	0	0	0	0	0	0	0	Display Time	15						
Add Init Calc									22	####	NON	NON	NON	NON	NON	NON	NON	NON	34	Coor	0	0	0	0	0	0	0	0	Red Revert	4						
Options+ [1.1.3]	1	2	3	4	5	6	7	8	23	Coor	0	0	0	0	0	0	0	0	35	Coor	0	0	0	0	0	0	0	0	MCE Timeout	0						
Reservice									24	####	NON	NON	NON	NON	NON	NON	NON	NON	36	Coor	0	0	0	0	0	0	0	0	Feature Profile	0						
PedClr Thru Yel									25	####	NON	NON	NON	NON	NON	NON	NON	NON	37	Coor	0	0	0	0	0	0	0	0	Free Ring Seq	1						
Skip Red No Call									26	####	NON	NON	NON	NON	NON	NON	NON	NON	38	Coor	0	0	0	0	0	0	0	0	Auxswitch	STOPTM						
Red Rest									27	####	NON	NON	NON	NON	NON	NON	NON	NON	39	Coor	0	0	0	0	0	0	0	0	SDLC Retry	0						
Max II									28	####	NON	NON	NON	NON	NON	NON	NON	NON	40	Coor	0	0	0	0	0	0	0	0	TS2 Det Faults	OFF						
Call Phase									29	####	NON	NON	NON	NON	NON	NON	NON	NON	41	Coor	0	0	0	0	0	0	0	0	Auto Ped Clear	OFF						
Conflicting Phase									30	####	NON	NON	NON	NON	NON	NON	NON	NON	42	Coor	0	0	0	0	0	0	0	0	SDLC Retry	0						
Ornit Yellow									31	####	NON	NON	NON	NON	NON	NON	NON	NON	43	Coor	0	0	0	0	0	0	0	0	Page 1							
Ped Delay									32	####	NON	NON	NON	NON	NON	NON	NON	NON	44	Coor	0	0	0	0	0	0	0	0								
Grn/Ped Delay									33	####	NON	NON	NON	NON	NON	NON	NON	NON	45	Coor	0	0	0	0	0	0	0	0								
ID: 1553 US-176 Broad River Rd. @ Western								8 Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																		01/24/17										

SIGNAL EQUIPMENT

ONE (1) 8 PHASE FULLY ACTUATED STANDARD 170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND PDL BASE MOUNTED 336S/332A CABINET. EXT. PROP.

1 MODEL 222, (2)-CHANNEL VEHICLE DETECTOR UNITS

PEDESTRIAN SIGNALS: EXT. PROP. W/ACT. & SIGN

VEHICLE SIGNALS: EXT. PROP.

PVC JUNCTION BOX (INCIDENTAL TO PVC CONDUIT) (BURIED IN EARTH):

HEAD NUMBER	1	2	Icon	4	5	6	7	8
LENS	←Y	Y	↘			R		R
	←G	G	↘			Y		Y
PHASE	1	2	Icon			6		8
SIZE	12"	12"	12"			12"		12"
QUANTITY	1	2	1			2		2

METAL POLES AS NECESSARY: EXT. PROP. M

WOOD POLES AS NECESSARY: EXT. PROP. W

NOTE: COORDINATE SIGNAL INSTALLATION WITH RME TONY MAGWOOD.

RIGHT TURN LANE MARKINGS AND CHANNELIZING ISLAND TO BE PAINTED AT THE TIME SIGNAL IS PLACED INTO FLASHING OPERATION.

SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

P.L.S.H.	SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
		R	W	B2-B8	B1-B8	R	W	B1-B5	BARR.	R	W	B4-B8	B3-B8	R	W	B3-B7	BARR.
-	1																
Y	2																
--	Icon																
Y	6					G								R			R
R	8									R				G			Y

ALTERNATE PHASES

SIGNAL HEAD NUMBER	#1 CLEAR TO				#2 CLEAR TO				#3 CLEAR TO				#4 CLEAR TO			
	R	W	B1-B5	B2-B8	R	W	B1-B5	BARR.	R	W	B3-B7	B4-B8	R	W	B3-B7	BARR.
1	G		Y	-				Y	-							
2	R		R	R				R	R							
Icon	G		Y	-				Y	-							
6	G		G	G				Y	R							
8	R		R	R				R	R							

Backplates for mainline heads

TRAFFIC SIGNAL SETTINGS

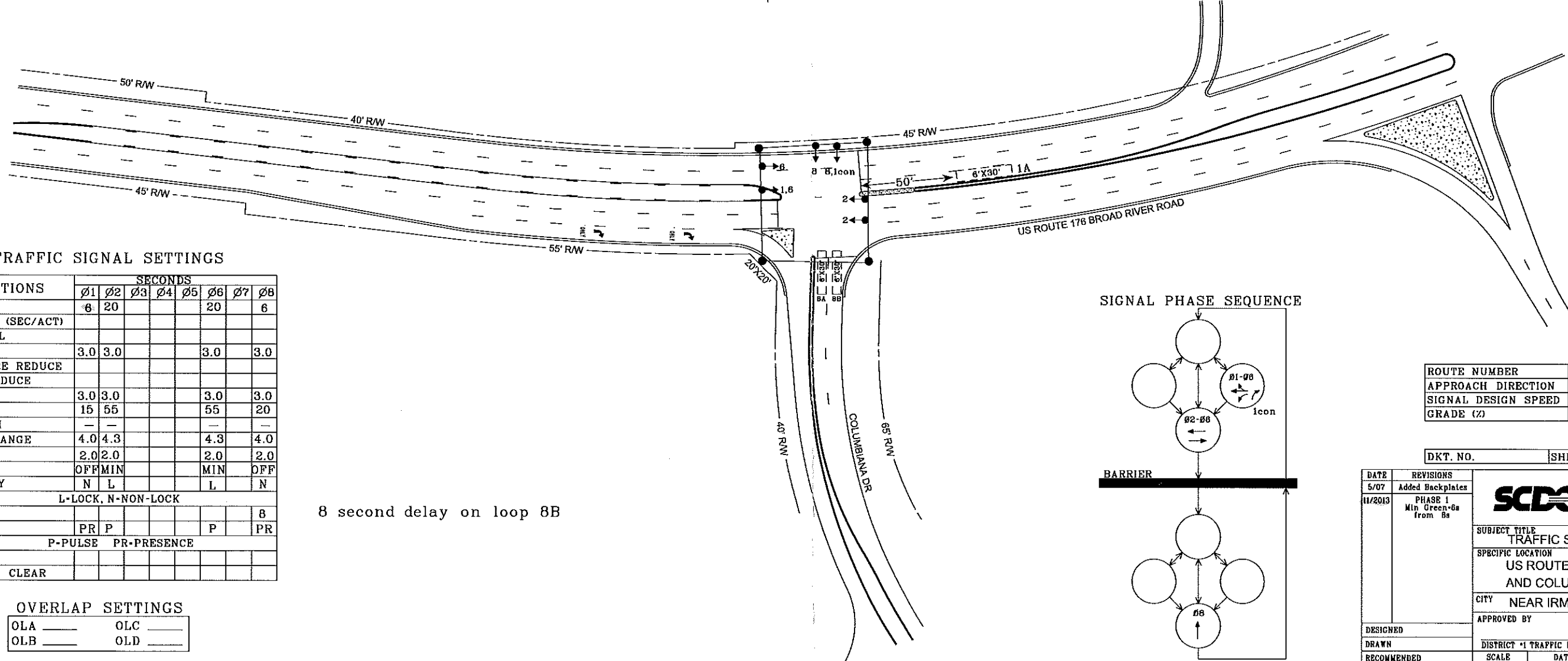
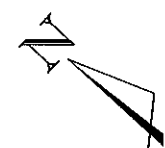
FUNCTIONS	SECONDS							
	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
MIN GREEN	6	20				20		6
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE	3.0	3.0				3.0		3.0
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP	3.0	3.0				3.0		3.0
MAXIMUM I	15	55				55		20
MAXIMUM II	-	-				-		-
YELLOW CHANGE	4.0	4.3				4.3		4.0
RED CLEAR	2.0	2.0				2.0		2.0
RECALL	OFF	MIN				MIN		OFF
DET. MEMORY	N	L				L		N
L-LOCK, N-NON-LOCK								
DET. DELAY								B
DET. MODE		PR	P				P	PR
P-PULSE PR-PRESENCE								
WALK								
PEDESTRIAN CLEAR								

OVERLAP SETTINGS

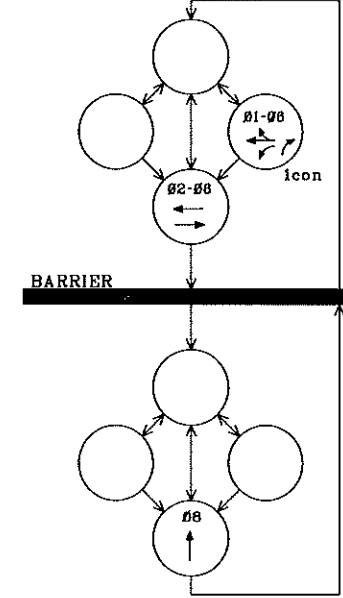
OLA _____ OLC _____

OLB _____ OLD _____

8 second delay on loop 8B



SIGNAL PHASE SEQUENCE



ROUTE NUMBER	
APPROACH DIRECTION	
SIGNAL DESIGN SPEED	
GRADE (%)	

DKT. NO. _____ SHEET NO. _____

DATE	REVISIONS	SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION DISTRICT #1 TRAFFIC ENGINEERING COLUMBIA, S.C.	
5/07	Added Backplates	SCDOT	
11/2013	PHASE 1 Min Green-6s from 8s		
SUBJECT TITLE		TRAFFIC SIGNAL INSTALLATION	
SPECIFIC LOCATION		US ROUTE 176 BROAD RIVER ROAD AND COLUMBIANA DR (O.S.)	
CITY		NEAR IRMO	COUNTY
APPROVED BY		APPROVED BY	
DESIGNED	DISTRICT #1 TRAFFIC ENGINEER	ENGINEER	
DRAWN	SCALE	DATE	SHEET NO.
RECOMMENDED	1"=50'		OF
CONSTRUCTED			INDEX NO.

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]															STD8													
	1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split					Seq	Pat#	Cyc	Off	Split	Seq				
Min Green	6	20				20		6	1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	Ring/Startup [1.1.4]							
Gap, Ext	3	3				3		3	2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1					Phs	Ring	Start	Enable
Max 1	15	55				55		20	3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1					1	1	RED	On
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1					2	1	GREEN	On
Yel Clearance	4	4.3				4.3		4	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1					3	1	RED	Off
Red Clearance	2	2				2		2	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1					4	1	RED	Off
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1					5	2	RED	Off
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1					6	2	GREEN	On
Red Revert	5	5				5		5	9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1					7	2	RED	Off
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1					8	2	RED	On
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1					Coord Modes [2.1]			
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1					Test OpMode	0		
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8	8	2					RED	On	Correction	SHRT/LNG
Time To Reduce									1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0	Maximum							
Reduce By									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	Force-Off								
Min Gap	3	3				3		3	2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	Closed Loop								
DyMaxLim									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	Auto Flash [1.4.1]								
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	Auto Flash								
Options [1.1.2]	1	2	3	4	5	6	7	8	4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	PH OVER								
Enable	On	On				On		On	####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	Flash Yel								
Min Recall		On				On			5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	Flash Red								
Max Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0								
Ped Recall									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	Unit Params [1.2.1]								
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	Phase Mode								
Lock Calls									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	STD8								
Auto Flash Entry								On	7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	IO Mode								
Auto Flash Exit		On				On			####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	MODE 0								
Dual Entry		On				On			8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	Loc Flsh Start								
Enable Simul Gap		On				On		On	####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	ON								
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	Start Flash(s)								
Rest In Walk									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	0								
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	Start AllRed(s)								
Non-Actuated 1									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	0								
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	Yellow < 3"								
Add Init Calc									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	OFF								
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	Display Time								
Reservice									####	NON	NON	NON	NON	NON	NON	NON	NON	NON	####	NON	NON	NON	NON	NON	NON	NON	NON	15								
PedClr Thru Yel									Page#																Red Revert											
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															MCE Timeout											
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param															Feature Profile											
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)															Free Ring Seq											
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection															Auxswitch											
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options															SDLC Retry											
Omit Yellow									5	Annual Schedule															TS2 Det Faults											
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)															Auto Ped Clear											
Grn/Ped Delay									7	Communications; Security; I/O Setup															SDLC Retry											
ID: 1555 US-76,176 Broad River Rd. @ Columbiana								8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param															01/24/17 Page 1												

Expanded Split Tables (Splits > 255")

Pat#	Cyc	Off	Split	Seg	Pat#	Cyc	Off	Split	Seg
1	100	0	1	1	25	0	0	0	0
2	80	0	2	1	26	0	0	0	0
3	0	0	0	0	27	0	0	0	0
4	0	0	0	0	28	0	0	0	0
5	0	0	0	0	29	0	0	0	0
6	0	0	0	0	30	0	0	0	0
7	0	0	0	0	31	0	0	0	0
8	0	0	0	0	32	0	0	0	0
9	0	0	0	0	33	0	0	0	0
10	0	0	0	0	34	0	0	0	0
11	0	0	0	0	35	0	0	0	0
12	0	0	0	0	36	0	0	0	0
13	0	0	0	0	37	0	0	0	0
14	0	0	0	0	38	0	0	0	0
15	0	0	0	0	39	0	0	0	0
16	0	0	0	0	40	0	0	0	0
17	0	0	0	0	41	0	0	0	0
18	0	0	0	0	42	0	0	0	0
19	0	0	0	0	43	0	0	0	0
20	0	0	0	0	44	0	0	0	0
21	0	0	0	0	45	0	0	0	0
22	0	0	0	0	46	0	0	0	0
23	0	0	0	0	47	0	0	0	0
24	0	0	0	0	48	0	0	0	0

Expanded Splits ON

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

24	Coord	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON
		0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON

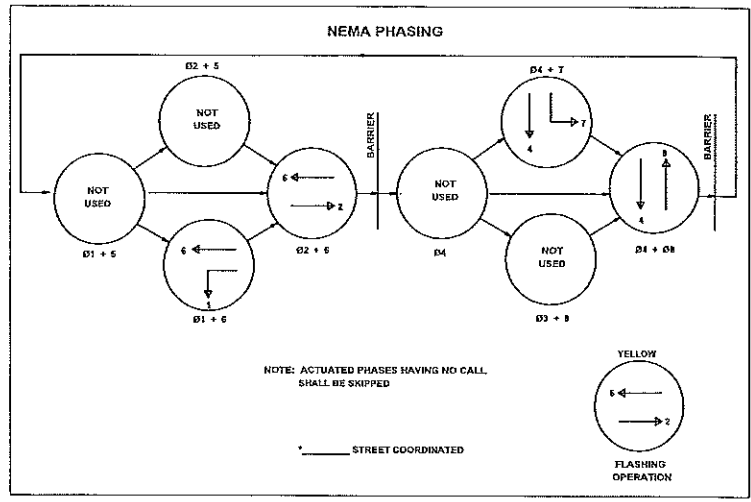
Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord	18	57	0	0	0	75	0	25	0	0	0	0	0	0	0	0
	#####	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coord	15	40	0	0	0	55	0	25	0	0	0	0	0	0	0	0
	#####	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	#####	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

INSTALLATION NOTES:

1. INSTALL SIGNAL HEADS, LOOPS, LOOP LEAD-INS, CABINET AND CONTROLLER, CONDUIT, SIGNAL SPAN CABLE AND WIRES AS SHOWN.
2. REMOVE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH NEW MARKINGS.
3. INSTALL 24" STOP BAR AND PAVEMENT ARROWS AS SHOWN.
4. INSTALL 4" WHITE AND 4" YELLOW LAINE LINE PAVEMENT MARKING AS SHOWN.

PROJECT NOTES:

1. POLE LOCATIONS ARE APPROXIMATE. 24 HOURS NOTICE SHALL BE GIVEN BY CONTRACTOR TO SCDOT INSPECTOR (737-6660) PRIOR TO DIGGING AND SETTING POLES. ALL POLES PER SCDOT SPECIFICATIONS.
2. A PRE-CONSTRUCTION MEETING SHALL BE HELD ON SITE WITH THE SCDOT DISTRICT SIGNAL SUPERVISOR PRIOR TO CONSTRUCTION. THE MEETING SHALL BE SCHEDULED AT LEAST 24 HOURS IN ADVANCE.
3. TRAFFIC SIGNAL ELECTRICAL SERVICE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL EQUIPMENT, MATERIALS AND INSTALLATION PROCEDURES SHALL ADHERE TO THE SCDOT SIGNAL EQUIPMENT SPECIFICATIONS. FOR THE LATEST VERSION, CONTACT SCDOT TRAFFIC ENGINEERING IN COLUMBIA (803) 737-1646.
5. ALL PAVEMENT MARKINGS (REMOVAL AND REPLACEMENT) AS SHOWN ON THE PLANS, ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL INSTALLATION MUST BE PER SCDOT SPECIFICATIONS.
6. SCDOT SIGNAL INSPECTOR SHALL BE PRESENT FOR ALL LOOP CUTTING. PRIOR TO CUTTING LOOPS, 24 HOURS ADVANCE NOTICE SHALL BE GIVEN BY CONTRACTOR TO SCDOT SIGNAL INSPECTOR (737-6660).



Backplates for phases 2, 4, & 6

TYPE 3 LIMIT	PHASE BANK 1							
	PHASE	1	2	4	6	7	8	
WALK	0							
DONT WALK	1							
MIN. INITIAL	0	15	4	15	8	4		
MAX. INITIAL	1	30		30				
ADD VEH	4	1.5		1.5				
VEH EXT	5	3.0	4.0	3.0	4.0	3.0	3.0	
TIME PER REDUC	6							
MIN GAP	7							
MAX LIMIT	8	15	80	20	80	45	20	
MAXIMUM B	9	16	90	20	90	60	20	
DELAYED WALK	A							
PRMT PER CLR	B							
COND BY MIN	C							
TIME REDUC	D							
YELLOW	E	4.0	4.0	4.0	4.0	4.0	4.0	
RED CLEAR	F	2.0	2.0	2.5	2.0	2.0	2.5	

NOTE:
Monday - Friday 16:00 - 18:00
Run Max 1 Times

EVA phases 7 and 4
EVA delay 8 seconds
EVA minimum 60 seconds

EVA service of 4 and 7 will only occur when queue loop has been active for 12 seconds (may require use of special detector amplifier)

SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

SIGNAL HEAD NUMBER	Phase 1 & 2		Phase 2 & 6		Phase 4 & 7		Phase 4 & 8	
	CLR TO	BARL	CLR TO	BARL	CLR TO	BARL	CLR TO	BARL
1								
2								
3								
4								
5								
6								
7								
8								

SIGNAL HEAD NUMBER	ALTERNATE PHASES Phase 1 & 6		ALTERNATE PHASES Phase 4 & 7		ALTERNATE PHASES Phase 4 & 8	
	CLR TO	BARL	CLR TO	BARL	CLR TO	BARL
1						
2						
3						
4						
5						
6						
7						
8						

-SIGNAL EQUIPMENT-							
SIGNAL NUMBER	1, 6	2	4	6	7, 4	8	
LENS							
PHASE	1, 6	2	4	6	7, 4	8	
SIZE	12"	12"	12"	12"	12"	12"	
QUANTITY	1	2	2	1	1	2	

ONE (1), 8 PHASE FULLY ACTUATED STANDARD 2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT AND POLE MOUNTED CABINET. OLA= OLC= OLB= OLD= STEEL POLES: INSTALL

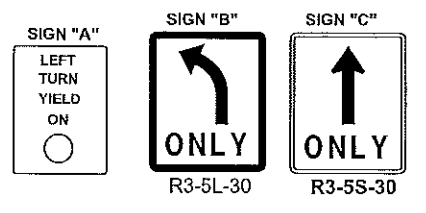
(5) VEHICLE DETECTOR UNITS
VEHICLE SIGNALS: PROP.

N.E.M.A. 8 PHASE CONTROLLER SEQUENCE DIAGRAM

NOTE A: ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
NOTE B: WHEN ONE PHASE IS ON ALONE, ANY OTHER CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART).
NOTE C: CONFLICTING PHASES REQUIRE A CLEARANCE INTERVAL.
NOTE D: WHEN CALLED, TIMES WALK, THEN FLASHING DON'T WALK, THEN GOES STEADY DON'T WALK.

PHASE ON (A)	NON-CONFLICTING PHASE (B)	CONFLICTING PHASE (C)
1	5, 6, 8P	2, 3, 4, 7, 8, 2P, 4P, 8P
2	5, 6, 8P, 2P	1, 3, 4, 7, 8, 4P, 8P
3	7, 8, 8P	1, 2, 4, 5, 6, 2P, 4P, 8P
4	7, 8, 8P, 4P	1, 2, 3, 5, 6, 2P, 8P
5	1, 2, 2P	3, 4, 6, 7, 8, 4P, 8P, 1P
6	1, 2, 2P, 6P	3, 4, 5, 7, 8, 4P, 8P
7	1, 4, 4P	1, 2, 3, 5, 6, 2P, 8P, 8P
8	3, 4, 4P, 8P	1, 2, 3, 5, 6, 2P, 8P

- LOOP DETECTOR INSTALLATION CHART -									
PHASE & LOOP LET#	RACK SLOT-CHAN NO. & NO.	WIRED TO PHASE	X PULSE	X PULSE	ON DET. NO.	OPERATION DELAY SEC	EXT SEC	SPECIAL FEATURES	LOOP DESIGN
1A	1	X							6x10 QUAD 50'
2A	1	X							6x10 QUAD 50'
3B	2	X							6x10 QUAD 300'
2C	2	X							6x10 QUAD 300'
4A	4	X							6x10 QUAD 45'
4B	4	X							6x10 QUAD 45'
5A	6	X							6x10 QUAD 50'
5B	6	X							6x10 QUAD 225'
5C	6	X							6x10 QUAD 385'
7A	7	X							6x10 QUAD 50'
8A	8	X							6x10 QUAD 45'
8B	8	X							6x10 QUAD 45'



ROUTE NUMBER	US 176	225 RAMP	FOOD LOT
APPROACH DIRECTION	EB	WB	NB
DESIGN SPEED	45	45	25
GRADE (ASSUMED)	+5%	-5%	2% 5%

Has new info seen + standard
Special 1 has old info
#1558

Date	Revision	DATE
7/13	Increased phase 4 & 8 max green to 40s from 25s & min gap to 4s from 3s	4/21/2015
8/29/13	Increased phase 4 & 8 max green to 45s from 40s and phase 7 max green to 45s from 15s & min gap to 4s from 3s & decreased red time to 2s from 2.5s	SCALE 1" = 40'
9/17/13	Increased phase 2 & 6 to 60s from 50s	DRAWN BY
12/2013	Added Max 2 times to run between 14:00-16:00, M-F	CHECKED BY
	PHASE 2 & 6 Add/Veh= 1.5s; Max Int=30s; Max 2=70s from 50s	PROJECT NO.
	PHASE 4 & 8 VEH EXT= 3s from 4s; Min Int=4s from 6s	
	PHASE 7 Min Int=5s from 8s; Max 1 & Max 2=15s from 20s; VEH EXT=2s from 4s	
4/2015	Revised Signal Timings	
5/2015	Install EVA Queue Loop	

TRAFFIC SIGNAL PLAN
BROAD RIVER ROAD (U.S. HWY. NO. 176)
@
I-26 WB RAMP
Chapin South Carolina

Phase Times [1.1.1]								Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]																STD8								
1	2	3	4	5	6	7	8	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq										
Min Green	6	15		4		15	8	4	1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	Ring/Startup [1.1.4]			
Gap, Ext	3	4		3		4	3	3	2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1				
Max 1	15	100		20		100	45	20	3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1	1	1	RED	On
Max 2	15	110		20		110	60	20	4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	2	1	GREEN	On
Yel Clearance	4	4.9		4		4.9	4	4	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	3	1	RED	On
Red Clearance	2	2		2.5		2	2	2.5	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	4	1	RED	On
Walk									7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	5	2	GREEN	On
Ped Clearance									8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	6	2	RED	Off
Red Revert	5	5		5		5	5	5	9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	7	2	RED	On
Add Initial		1.5				1.5			10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	8	2	RED	Off
Max Initial		30				30			11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1	9	2	GREEN	On
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1	8	2	RED	On
Cars B4 Reduct									Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8						
Time To Reduce									1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0		Coord Modes [2.1]			
Reduce By									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Test OpMode	0
Min Gap									2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0		Correction	SHRT/LNG		
DyMaxLim									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Maximum	MAX 1		
Max Step									3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0		Force-Off	FLOAT		
Options [1.1.2]	1	2	3	4	5	6	7	8	Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Closed Loop	ON		
Enable	On	On		On		On	On	On	4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0		Stop-in-Walk	ON		
Min Recall		On				On			Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Auto Reset	ON		
Max Recall									5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0		Expand Split	OFF		
Ped Recall									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Ped Recycle	NO_RECYCLE		
Soft Recall									6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0		Before	TIMED		
Lock Calls									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		After	TIMED		
Auto Flash Entry				On				On	7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0		Auto Flash [1.4.1]			
Auto Flash Exit		On				On			Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Auto Flash	PH OVER		
Dual Entry		On		On		On		On	8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0		Flash Yel	40		
Enable Simul Gap		On		On		On		On	Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Flash Red	0		
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0		Unit Params [1.2.1]			
Rest In Walk									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Phase Mode	STD8		
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0		IO Mode	MODE 0		
Non-Actuated 1									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Loc Flash Start	ON		
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0		Start Flash(s)	0		
Add Init Calc									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Start AllRed(s)	0		
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0		Yellow <3°	OFF		
Reservice									Coor	NON	NON	NON	NON	NON	NON	NON	NON	NON	Coor	NON	NON	NON	NON	NON	NON	NON	NON		Display Time	15		
PedClr Thru Yel									Page#																	Red Revert	4					
Skip Red No Call									1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																MCE Timeout	0					
Red Rest									1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param																Feature Profile	0					
Max II									2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)																Free Ring Seq	1					
Call Phase									3	Detection; Sample Time and Unit Parameters related to detection																Auxswitch	STOPTM					
Conflicting Phase									4	Preemption and Alternate Phase Time and Phase Options																SDLC Retry	0					
Omit Yellow									5	Annual Schedule																TS2 Det Faults	OFF					
Ped Delay									6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)																Auto Ped Clear	OFF					
Gm/Ped Delay									7	Communications; Security; I/O Setup																SDLC Retry	0					
									8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param																01/24/17	Page 1					

Appendix F

Accident Analysis Report

Interstate 26 Traffic Safety Analysis Report

I-26 Widening Project MM85 – MM101

Newberry, Lexington and Richland Counties

Submitted to:

South Carolina Department of Transportation



Prepared By:

STV Incorporated
140 Stoneridge Drive, Suite 450
Columbia, SC 29210



March 2017 (revised February 2018)

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APPENDIX A - I-26 Eastbound Collision Diagrams

APPENDIX B – I-26 Westbound Collision Diagrams

APPENDIX C – I-26 Interchange Arterial Collision Diagrams

EXECUTIVE SUMMARY

The South Carolina Department of Transportation (SCDOT) is proposing to increase capacity, upgrade interchanges, improve vertical clearance and/or replace existing overpass bridges. The study area interstate is located within Newberry, Lexington and Richland Counties, and includes interchanges at Exit 85 (SC 202), Exit 91 (S-32-48/Columbia Avenue) and Exit 97 (US 176/Broad River Road), which are anticipated to be modified to comply with design requirements. To provide sufficient coverage to prepare interchange modification reports, the study area also includes the existing interchanges at Exits 82, 101 and 102. As part of the widening project, the crash information is being reviewed for the interstate, its interchange ramps, and arterial roadways at the interchanges.

For the study, historic crash data covering the three year period from January 1, 2013 through December 31, 2015 for the interstate from mile marker 81.813 to 102.500. Data included accidents occurring on the interstate as well as on the ramps and the surrounding roads in the vicinity of these interchanges.

The 1,167 crashes (1,037 interstate or interstate ramp crashes and 130 crashes on interchange arterial and adjacent roadways) were reviewed to identify hot spot locations and trends.

A majority of the crashes (about 82 percent) were classified as property damage only; however, about 12% were classified as possible injuries, 5% as non-incapacitating injuries, less than 1% as incapacitating injuries and less than 1% as fatalities.

The seven fatal crashes were a mixture of fixed object (four crashes), sideswipe same direction and head-on, as well as a crashes involving a pedestrian illegally in the roadway (one each). Three crashes resulted from driving too fast for conditions, and two from driving under the influence. Two of the fixed object crashes involved collisions with guardrail face. All seven fatal crashes occurred on dry pavement, with only two occurring in daylight. Four of the seven crashes occurred at night between 11:30 PM and 3:00 AM. Three fatal crashes occurred on three separate eastbound freeway segments. Four fatal crashes occurred two separate westbound segments; three crashes took place on the segment between Exit 97 and Exit 91.

The most frequent crashes along I-26 were rear end crashes and no collision with motor vehicle crashes. These two crash types accounted for nearly equal numbers of crashes: 441 rear end crashes and 433 no collision with motor vehicle crashes totaling about 84 percent of all the crashes. Sideswipes same direction crashes (11%) were the third most common crash type.

The most frequent first harmful event for the rear end crashes involved motor vehicle in transport (244 or about 55 percent) and motor vehicle stopped (193 or about 44 percent). Together, these two causes account for approximately 99 percent of the rear end crashes. The

most frequent contributing cause for rear end crashes is driving too fast for conditions (398 or about 90 percent), followed too closely (10 or about two percent), and DUI (six or about 1 percent). These three causes accounted for about 94 percent of the rear end crashes.

The most frequent first harmful event for the no collision with motor vehicle crashes involve median barrier (198 crashes or about 46 percent), guardrail face (48 crashes or about 11 percent), and other moveable object (33 crashes or about eight percent). Together, these three causes account for approximately 64 percent of the no collision with motor vehicle crashes.

The most frequent contributing cause for no collision with motor vehicle crashes is driving too fast for conditions (246 crashes or about 57 percent), improper lane change (48 crashes or about 11 percent), and tires (26 crashes or about six percent). These three contributing causes account for about 74 percent of all the no collision with motor vehicle crashes.

Study area hot spots along I-26 include:

- Eleven freeway segments exceed the rural or urban statewide average ACR. Ten of the segments are rural segments that exceed the statewide average rural ACR of 0.626 crashes per MVM. One urban segment exceeds the statewide average urban ACR of 1.431 MVM.
- Seven of the ten freeway segments with the highest total Actual Crash Rate are located between ramps at individual interchanges or on weaving sections between adjacent interchanges. These include
 - Both weaving sections in both directions between Exits 101 and 102
 - Both segments between the off-ramp and loop on-ramps in both directions at Exit 97
 - Both segments between the ramps/loop ramps in both directions at Exit 85
- The two freeway segments between interchanges with the highest Actual Crash Rate (exceeding the statewide average urban or rural ACR) include:
 - Eastbound between Exit 97 and Exit 101
 - Eastbound between Exit 85 and Exit 91
- Weaving segments and loop ramp merge/diverge areas are elements in nine of the ten segments with the highest rural or urban Actual Crash Rate

The geometric conditions resulting from merge/diverge areas of loop ramps and weaving sections of the interchanges seem to play a role in the frequency of the crashes. Merging distance at on-ramps and diverging distances at off-ramps should be improved to SCDOT standards where these standards are not already met.

Modifying interchanges to eliminate loop ramps at Exit 85 and Exit 97 may also reduce crashes on the segments adjacent to the loop ramps.

Study area hot spots along the interchange arterials include:

- Frequent crashes at Exit 91 along Columbia Avenue at business driveways to the west of the eastbound off-ramp intersection. It is anticipated that access controls implements as part of the proposed diverging diamond interchange improvement planned by Lexington County will address these locations.
- There is a significant cluster of crashes at Exit 97 at the unsignalized eastbound off-ramp intersection with Broad River Road. Interchange improvement concepts at Exit 97 should consider addressing the possible causes of the frequent crashes at this location.
- At Exit 101, there are several clusters of crashes that occur at or near the signalized intersection of Broad River Road with Lordship Lane, at the unsignalized intersection with Royal Tower Drive (S-40-1862) and at the signalized intersection at the eastbound on-ramp. Since no improvements are anticipated at this interchange as part of this project, they may be evaluated and addressed as part of Richland County's proposed improvement project along Broad River Road.

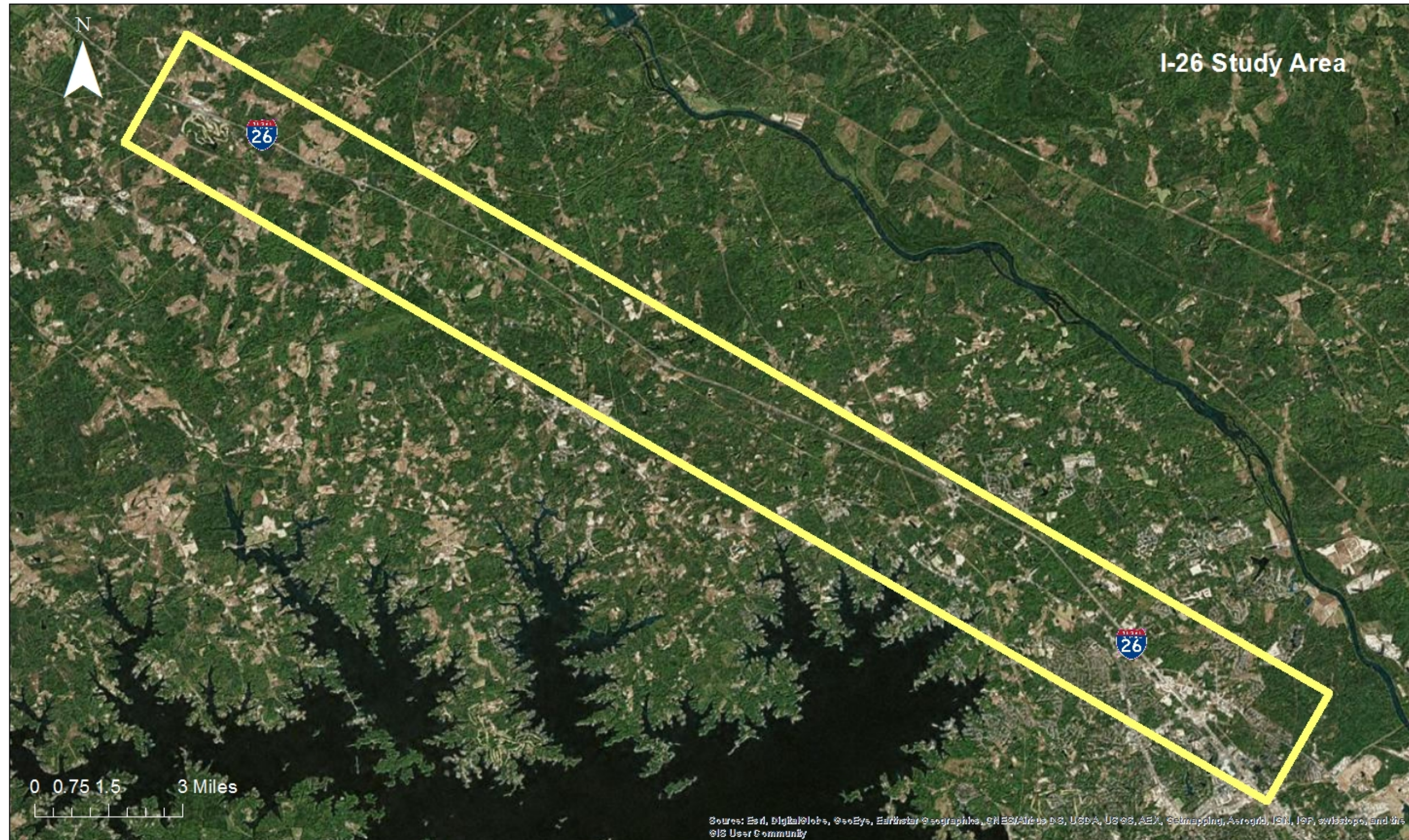
INTRODUCTION

The South Carolina Department of Transportation (SCDOT) proposes multiple improvements to the I-26 corridor designed to increase capacity, upgrade interchanges to meet design requirements, and expand vertical clearance at overpass bridges and/or replace them. For this study, I-26 will be examined to determine the need to widen the interstate from two to three lanes from approximately 1.6 miles west of Exit 85 to about 2,200 feet west of Exit 101. The interstate within the study area is located within Newberry, Lexington and Richland Counties, and includes interchanges at Exit 85 (SC 202), Exit 91 (S-32-48/Columbia Avenue) and Exit 97 (US 176/Broad River Road), which will be modified to bring them into compliance with design requirements. Figure 1 shows the project limits of the crash data review.

Historic crash data was obtained for the period covering January 1, 2013 through December 31, 2015. The historic crash data were reviewed for the project study area including the arterial roadways located at the following interchanges:

- Exit 82 (SC 773)
- Exit 85 (SC 202)
- Exit 91 (S-32-48 - Columbia Avenue)
- Exit 97 (US 176 – Broad River Road)
- Exit 97 (Rauch-Metz Road)
- Exit 101 (US 76 and US 176 – Broad River Road)
- Exit 102 (SC 60 – Lake Murray Boulevard)

Figure 1: I-26 Study Area



DATA COLLECTION

Crash data were provided by SCDOT's Safety Office between mile marker (MM) 81.82 and MM 102.50 for the three year period between January 1, 2013 and December 31, 2015. The collision locations were coded into a database along with other collision characteristics such as time, date, longitude/latitude coordinates, manner of collision, collision severity, lighting condition, and pavement surface condition.

The manner of collision classifications include:

- No Collision with Motor Vehicle
- Rear End
- Head On
- Rear-to-Rear
- Angle (types 1,2, and 3)
- Sideswipe Same Direction
- Sideswipe Opposite Direction
- Backed Into
- Unknown

Crashes classified as No Collision with Motor Vehicle include Non-Collisions, Collision with an Object Not Fixed, and Collision with a Fixed Object.

Injury Status is broken into five categories ranging from INJ0 (no injury or PDO) to INJ4 (fatality). The injury status codes are:

- INJ0 – Property Damage Only, No Injury
- INJ1 – Possible Injury
- INJ2 – Non-Incapacitating Injury
- INJ3 – Incapacitating Injury
- INJ4 – Fatality

There were 591 crashes on the eastbound I-26 mainline and ramps and 446 crashes on the westbound I-26 mainline and ramps. The crash data and collision diagrams for the eastbound segments are provided in **Appendix A**. The crash data and collision diagrams for the westbound segments are provided in **Appendix B**. The collision diagrams provide a breakdown of the manner of collision (rear end, head-on, sideswipe, etc.) and the injury status (PDO, injury (INJ1, INJ2, or INJ3), or fatality (INJ4)) for each crash.

In addition to the interstate data, the following arterials were included in the study area (data included crashes from January 1st 2013 through December 31st 2015):

- SC 202 from MM 1.55 to MM 2.15 at Exit 85 (Newberry County)
- S-32-48 - Columbia Avenue from MM 2.375 to MM 2.960 at Exit 91 (Lexington County)
- US 176 – Broad River Road from MM 7.790 to MM 8.576 at Exit 97 (Richland County)
- S-40-385 - Rauch-Metz Road from MM 0.900 to MM 1.170 adjacent to Exit 97 (Richland County)
- US 76 – Broad River Road from MM 8.620 to MM 9.110 at Exit 101 (Richland County)
- US 176 – Broad River Road from MM 13.280 to MM 13.800 at Exit 101 (Richland County)

There were 130 crashes on the interchange arterials during the study period. The crash data and collision diagrams for the eastbound segments are provided in **Appendix C**. Note that some arterials had no reported crashes during the study period. Those arterials have been excluded from this report.

Collision Diagrams

Collision diagrams were created for the various segments outlined in the report. The segments are based on the mileposts associated with interchange ramp mileposts coded in the South Carolina Statewide Highway GIS network file. The crash locations were plotted on an aerial photograph background based on the longitude and latitude coordinates coded in the individual crash data. This allows for accurate placement of collisions for those locations where coordinates were accurately entered. Crashes for which coordinates were either missing or were improperly entered (placing the crash away from the area being summarized in the collision diagram) will not show up on the collision diagram.

INTERSTATE CRASHES

A total of 1,037 crashes occurred between January 1, 2013 and December 31, 2015 along I-26 within the study area. The data also included three crashes that have been omitted from the analysis since the coordinates of the crashes located them outside the study area at the I-20 interchange with Broad River Road and on Elmwood Avenue near downtown Columbia. Of the 1037 crashes, approximately 57 percent occurred on the eastbound lanes (591 crashes) and approximately 43 percent occurred on the westbound lanes (446 crashes).

The most prevalent crash type within the study area was No Injury/Property Damage Only (PDO). The total PDO crashes were 855 (82.4 percent). There were 175 crashes resulting in injury (16.9 percent). Seven crashes (0.7 percent) resulted in fatalities.

Table 1 summarizes the crash data based on injury severity, lighting and pavement surface conditions. As shown in the table, most of the crashes within the study area occurred during daylight and on dry pavement.

Table 1: Crash Data Summary – I-26

Freeway Name	Direction	Total Crashes	Injury Severity			Lighting Condition			Surface Condition		
			Fatality	Injury	Property Damage	Day Light	Dark		Dry	Wet	Snow
							Lighted	Not Lighted			
Interstate 26	Eastbound	591	3	101	487	490	1	100	430	159	2
	Westbound	446	4	74	368	337	1	108	338	104	4
	Total	1037	7	175	855	827	2	208	768	263	6
Percentage (For Overall Study Area)			0.7%	16.9%	82.4%	79.7%	0.2%	20.1%	74.1%	25.4%	0.6%

Table 2 summarizes the crash data based on collision type. Along I-26, rear end collisions (42.5 percent) were most frequent, followed by no collision with motor vehicle (41.8 percent) and same direction sideswipe accidents (11 percent).

Table 2: Collision Type Summary – I-26

Collision Type	I-26			
	Eastbound	Westbound	Total	Percentage
No Collision with Motor Vehicle	263	170	433	41.8%
Rear End	238	203	441	42.5%
Head On	1	1	2	0.2%
Angle	31	12	43	4.1%
Sideswipe Same Direction	56	58	114	11.0%
Sideswipe Opposite Direction	1	0	1	0.1%
Other	1	2	3	0.3%

There were 7 fatal crashes along the I-26 within the study area. Three fatal crashes took place in the eastbound direction and four fatal crashes occurred in the westbound direction. Table 3 summarizes the details of the seven fatal crashes within the study area.

Table 3: Summary of Fatal Crashes on I-26

Route	Day	Date_	Time	Crash Type	FHE	Cause	Surface	Lighting
I-26 EB	Monday	3/11/2013	10:50 AM	No Collision with Motor Vehicle	Tree	DTFFC	Dry	Daylight
I-26 EB	Sunday	9/15/2013	06:06 PM	Sideswipe Same Direction	Motor Vehicle In Transport	DUI	Dry	Daylight
I-26 EB	Sunday	10/26/2014	08:00 PM	No Collision with Motor Vehicle	Motor Vehicle Stopped	DTFFC	Dry	Dark (no lights)
I-26 WB	Wednesday	5/15/2013	09:26 PM	Head On	Motor Vehicle In Transport	DUI	Dry	Dark (no lights)
I-26 WB	Tuesday	7/30/2013	02:12 AM	No Collision with Motor Vehicle	Guardrail Face	FATIGUE	Dry	Dark (street lamp lit)
I-26 WB	Sunday	10/19/2014	02:40 AM	No Collision with Motor Vehicle	Pedestrian	ILLEGALLY IN ROAD	Dry	Dark (no lights)
I-26 WB	Monday	3/9/2015	11:47 PM	No Collision with Motor Vehicle	Guardrail Face	DTFFC	Dry	Dark (no lights)

There were four fatal crashes that occurred in 2013, two in 2014 and one in 2015. Three crashes occurred on Sunday, two on Monday, one on Tuesday, and one on Wednesday. None of the

crashes could be considered to have occurred during a weekday peak period. Five of the seven fatal crashes were due to no collision with a motor vehicle crashes, while one was due to sideswipe same direction and one due to a head on crash. Three crashes were attributed to driving too fast for conditions (DTFFC), two crashes to driving under the influence (DUI), one crash to fatigue and one crash to illegally in roadway. All seven crashes occurred on dry pavement. Five crashes occurred in the dark, with two occurring in daylight.

Analyses of the crash data was performed for thirteen segments of the interstate separately for westbound and for eastbound direction within the study area as well as for ramps and for arterials within the study area interchanges. No accidents occurred on frontage roads.

Eastbound I-26 Crashes

A total of 591 crashes were reported along eastbound I-26 within the study area. There were three fatal crashes reported. Two of the fatal crashes were caused by a no collision with motor vehicle, and one by sideswipe same direction. Approximately 82 percent of the crashes (487 crashes) caused PDO. The remaining 101 reported crashes resulted in incapacitating injury (4 crashes), non-incapacitating injury (36 crashes), or possible injury (61 crashes). Together, the injury crashes total approximately 17 percent of all crashes reported. The four incapacitating injury crashes consisted of three no collision with motor vehicle crashes and one rear end crash. Of the 36 non-incapacitating injury crashes, 22 resulted from no collision with motor vehicle crashes, nine from rear end crashes, and three from angle crashes. There was one crash each classified as head-on and sideswipe same direction.

Table 4 summarizes the crash data along eastbound I-26 based on collision type and injury severity. As presented in the table, no collision with motor vehicle type accidents (263 crashes) are the most frequent type of collision (44.5 percent) along eastbound I-26. Two crashes of this type resulted in fatalities. Approximately 17 percent of all no collision with motor vehicle type crashes resulted in incapacitating, non-incapacitating or possible injuries. Half of these crashes involved collisions with the median barrier (132 crashes out of 263 crashes). Other reasons included:

- animals (8 crashes),
- bridges (2 crashes),
- cargo/equipment loss or shift (1 crash),
- collisions into a ditch (8 crashes),
- embankment (5 crashes),
- equipment failure (3 crashes),
- fences (2 crashes),
- guardrails (29 crashes),
- highway traffic sign posts (5 crashes),
- jackknife (1 crash),
- motor vehicle parked/in transport/stopped (5 crashes),

- collisions with other moveable objects including unknown objects (17 crashes),
- tree (19 crashes),
- splits (3 crashes),
- overturn/rollover (14 crashes),
- other non-collision (4 crashes),
- other fixed object (1 crash),
- other (post/pole/support) (4 crashes).

Rear end collisions are second most frequent type of collision (40.3 percent) along eastbound I-26. Approximately 17 percent of all rear end collisions resulted in injuries.

There were 56 collisions (9.5 percent) that were classified as sideswipe same direction. One crash of this type resulted in fatality, and six (10.7 percent) sideswipe same direction crashes resulted in injuries.

Table 4: Eastbound I-26 Crash Summary – Collision Type and Injury Severity

Collision Type	Injury Severity					Total	Percentage
	Fatality	Injury			Property Damage		
		Incapacitating	Non-incapacitating	Possible			
No Collision with Motor Vehicle	2	3	22	20	216	263	44.5%
Rear End	0	1	9	31	197	238	40.3%
Head On	0	0	1	0	0	1	0.2%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	3	4	24	31	5.2%
Sideswipe Same Direction	1	0	1	5	49	56	9.5%
Sideswipe Opposite Direction	0	0	0	1	0	1	0.2%
Backed Into	0	0	0	0	1	1	0.2%
Other	0	0	0	0	0	0	0.0%
Totals	3	4	36	61	487	591	100.0%

Most of the crashes along eastbound I-26 (430 crashes or 72.8 percent) occurred during daylight, as shown in Table 5 which summarizes crash data by injury severity, lighting and pavement surface condition. All three reported fatal crashes occurred on dry pavement. About 27 percent (159 crashes) of the crashes occurred on wet pavement. Approximately 24 percent of all injury crashes (24 crashes) and 28 percent of all PDO crashes (135 crashes) occurred on wet pavement.

Table 5: Eastbound I-26 Crash Summary - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark		Dry	Wet / Standing Water	Snow / Ice /Slush	Other / Unkown		
		Lighted	Not Lighted						
Fatality	2	0	1	3	0	0	0	3	0.5%
Incapacitating Injury	2	0	2	4	0	0	0	4	0.7%
Non-incapacitating Injury	33	0	3	29	7	0	0	36	6.1%
Possible Injury	55	0	6	43	17	1	0	61	10.3%
Property Damage Only	411	1	75	351	135	1	0	487	82.4%
Total	503	1	87	430	159	2	0	591	
Percentage	85.1%	0.2%	14.7%	72.8%	26.9%	0.3%	0.0%		

The eastbound I-26 crash data were further grouped into the following thirteen segments of the mainline:

- Within Exit 82 between the eastbound off-ramp and on-ramp (MM 81.841 - 82.327)
- Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85 (MM 82.327 - 84.958)
- Within Exit 85 between the eastbound off-ramp and loop on-ramp (MM 84.958 - 85.300)
- Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91 (MM 85.300 - 90.927)
- Within Exit 91 between the eastbound off-ramp and on-ramp (MM 90.927 - 91.301)
- Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97 (MM 91.301 - 96.228)
- Within Exit 97 between the eastbound off-ramp and loop on-ramp (MM 96.228 - 96.513)
- Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101 (MM 96.513 - 100.911)
- Within Exit 101 between the eastbound off-ramp and loop off-ramp (MM 100.911 - 101.214)
- Within Exit 101 between the eastbound loop off-ramp and on-ramp (MM 101.214 - 101.561)
- Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102 (MM 101.562 - 101.742)
- Within Exit 102 between the eastbound off-ramp and loop off-ramp (MM 101.743 - 102.014)
- Within Exit 102 between the eastbound loop off-ramp and on-ramp (MM 102.014 - 102.623)

Also, eastbound I-26 crash data were grouped according to the ramps on which they occurred. If no crashes occurred on a ramp during the study period, they are omitted from the list and the analysis. The eastbound ramps with crashes include:

- EB off-ramp Exit 82
- EB off-ramp Exit 85
- EB off-ramp Exit 91
- EB on-ramp Exit 91
- EB off-ramp Exit 97
- EB loop on-ramp Exit 97
- EB off-ramp Exit 101
- EB loop off-ramp Exit 101
- EB on-ramp Exit 101
- EB off-ramp Exit 102
- EB loop off-ramp Exit 102
- EB on-ramp Exit 102

Table 6 and Table 7 summarize the crash data for each segment by collision type, lighting and pavement surface condition for interstate segments and ramps respectively. Crash data for individual segments and for each ramp were summarized by collision type and accident severity in Table 8 and Table 9. A few crashes included in the data, but occurring outside the study area due to coding with inaccurate coordinates, were omitted from the tables, leaving 525 eastbound segment crashes and 37 ramp crashes in the tables.

Table 6: Eastbound I-26 Segment Summary

Segment	Mile Posts	Injury Severity					Lighting Condition				Surface Condition				Total	Percentage
		Fatality	Injury			Property Damage	Day Light	Dark		Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown			
			Incapacitating	Non-Incapacitating	Possible			Lighted	Not Lighted							
Within Exit 82 between the eastbound off-ramp and on-ramp	(MM 81.841 - 82.327)	0	0	1	0	3	3	0	1	3	1	0	0	4	0.8%	
Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	(MM 82.327 - 84.958)	0	1	2	6	42	38	0	13	27	24	0	0	51	9.7%	
Within Exit 85 between the eastbound off-ramp and loop on-ramp	(MM 84.958 - 85.300)	0	0	2	2	4	7	0	1	8	0	0	0	8	1.5%	
Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	(MM 85.300 - 90.927)	1	3	5	15	107	114	0	17	91	40	0	0	131	25.0%	
Within Exit 91 between the eastbound off-ramp and on-ramp	(MM 90.927 - 91.301)	0	0	1	0	6	7	0	0	6	1	0	0	7	1.3%	
Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	(MM 91.301 - 96.228)	1	0	8	11	93	99	0	14	90	23	0	0	113	21.5%	
Within Exit 97 between the eastbound off-ramp and loop on-ramp	(MM 96.228 - 96.513)	1	0	3	7	28	34	0	5	22	17	0	0	39	7.4%	
Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	(MM 96.513 - 100.911)	0	0	6	11	112	115	0	14	102	27	0	0	129	24.6%	
Within Exit 101 between the eastbound off-ramp and loop off-ramp	(MM 100.911 - 101.214)	0	0	0	0	4	2	0	2	3	1	0	0	4	0.8%	
Within Exit 101 between the eastbound loop off-ramp and on-ramp	(MM 101.214 - 101.561)	0	0	0	0	2	2	0	0	0	2	0	0	2	0.4%	
Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	(MM 101.562 - 101.742)	0	0	0	2	7	8	1	0	8	1	0	0	9	1.7%	
Within Exit 102 between the eastbound off-ramp and loop off-ramp	(MM 101.743 - 102.014)	0	0	0	1	14	15	0	0	12	3	0	0	15	2.9%	
Within Exit 102 between the eastbound loop off-ramp and on-ramp	(MM 102.014 - 102.623)	0	0	1	1	11	12	0	1	10	3	0	0	13	2.5%	
Total		3	4	29	56	433	456	1	68	382	143	0	0	525		
Percentage		0.6%	0.8%	5.5%	10.7%	82.5%	86.9%	0.2%	13.0%	72.8%	27.2%	0.0%	0.0%			

Table 7: Eastbound I-26 Ramp Summary

Segment	Mile Posts	Injury Severity					Lighting Condition				Surface Condition				Total	Percentage
		Fatality	Injury			Property Damage	Day Light	Dark		Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown			
			Incapacitating	Non-Incapacitating	Possible			Lighted	Not Lighted							
EB off-ramp Exit 82	(MM 82.290 - 81.813)	0	0	0	0	2	2	0	0	2	0	0	0	2	5.4%	
EB off-ramp Exit 85	(MM 84.917 - 82.290)	0	0	0	0	2	1	0	1	2	0	0	0	2	5.4%	
EB off-ramp Exit 91	(MM 85.268 - 84.917)	0	0	1	0	0	1	0	0	1	0	0	0	1	2.7%	
EB on-ramp Exit 91	(MM 90.898 - 85.268)	0	0	0	0	1	0	0	1	1	0	0	0	1	2.7%	
EB off-ramp Exit 97	(MM 91.270 - 90.898)	0	0	2	0	5	7	0	0	7	0	0	0	7	18.9%	
EB loop on-ramp Exit 97	(MM 96.338 - 91.270)	0	0	0	0	6	3	0	3	2	4	0	0	6	16.2%	
EB off-ramp Exit 101	(MM 96.587 - 96.338)	0	0	0	1	3	3	0	1	3	1	0	0	4	10.8%	
EB loop off-ramp Exit 101	(MM 100.921 - 96.587)	0	0	1	0	1	2	0	0	2	0	0	0	2	5.4%	
EB on-ramp Exit 101	(MM 101.483 - 100.921)	0	0	0	0	4	3	0	1	4	0	0	0	4	10.8%	
EB off-ramp Exit 102	(MM 101.733 - 101.483)	0	0	0	0	1	0	0	1	1	0	0	0	1	2.7%	
EB loop off-ramp Exit 102	(MM 101.863 - 101.734)	0	0	0	1	0	0	0	1	0	1	0	0	1	2.7%	
EB on-ramp Exit 102	(MM 102.228 - 101.864)	0	0	0	1	5	4	0	2	2	4	0	0	6	16.2%	
Total		0	0	4	3	30	26	0	11	27	10	0	0	37		
Percentage		0.0%	0.0%	10.8%	8.1%	81.1%	70.3%	0.0%	29.7%	73.0%	27.0%	0.0%	0.0%			

Table 8: Eastbound I-26 Segment Summary by Collision Type and Injury Severity

Segment	Mile Posts	Accident Types									Total	Percentage
		No Collision with Motor Vehicle	Rear End	Head On	Rear-to-Rear	Angle	Sideswipe Same Direction	Sideswipe Opposite Direction	Backed Into	Other		
Within Exit 82 between the eastbound off-ramp and on-ramp	(MM 81.841 - 82.327)	1	2	0	0	1	0	0	0	0	4	0.8%
Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	(MM 82.327 - 84.958)	22	24	0	0	2	3	0	0	0	51	9.7%
Within Exit 85 between the eastbound off-ramp and loop on-ramp	(MM 84.958 - 85.300)	4	2	0	0	2	0	0	0	0	8	1.5%
Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	(MM 85.300 - 90.927)	60	49	1	0	10	11	0	0	0	131	25.0%
Within Exit 91 between the eastbound off-ramp and on-ramp	(MM 90.927 - 91.301)	1	3	0	0	1	2	0	0	0	7	1.3%
Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	(MM 91.301 - 96.228)	57	41	0	0	3	12	0	0	0	113	21.5%
Within Exit 97 between the eastbound off-ramp and loop on-ramp	(MM 96.228 - 96.513)	15	16	0	0	6	2	0	0	0	39	7.4%
Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	(MM 96.513 - 100.911)	56	60	0	0	1	11	1	0	0	129	24.6%
Within Exit 101 between the eastbound off-ramp and loop off-ramp	(MM 100.911 - 101.214)	1	0	0	0	0	3	0	0	0	4	0.8%
Within Exit 101 between the eastbound loop off-ramp and on-ramp	(MM 101.214 - 101.561)	0	2	0	0	0	0	0	0	0	2	0.4%
Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	(MM 101.562 - 101.742)	4	2	0	0	1	2	0	0	0	9	1.7%
Within Exit 102 between the eastbound off-ramp and loop off-ramp	(MM 101.743 - 102.014)	1	12	0	0	0	2	0	0	0	15	2.9%
Within Exit 102 between the eastbound loop off-ramp and on-ramp	(MM 102.014 - 102.623)	2	6	0	0	0	5	0	0	0	13	2.5%
Total		224	219	1	0	27	53	1	0	0	525	
Percentage		42.7%	41.7%	0.2%	0.0%	5.1%	10.1%	0.2%	0.0%	0.0%		

Table 9: Eastbound I-26 Ramp Summary by Collision Type and Injury Severity

Segment	Mile Posts	Accident Types									Total	Percentage
		No Collision with Motor Vehicle	Rear End	Head On	Rear-to-Rear	Angle	Sideswipe Same Direction	Sideswipe Opposite Direction	Backed Into	Other		
EB off-ramp Exit 82	(MM 82.290 - 81.813)	1	1	0	0	0	0	0	0	0	2	5.4%
EB off-ramp Exit 85	(MM 84.917 - 82.290)	1	1	0	0	0	0	0	0	0	2	5.4%
EB off-ramp Exit 91	(MM 85.268 - 84.917)	1	0	0	0	0	0	0	0	0	1	2.7%
EB on-ramp Exit 91	(MM 90.898 - 85.268)	0	0	0	0	1	0	0	0	0	1	2.7%
EB off-ramp Exit 97	(MM 91.270 - 90.898)	2	3	0	0	1	0	0	1	0	7	18.9%
EB loop on-ramp Exit 97	(MM 96.338 - 91.270)	5	1	0	0	0	0	0	0	0	6	16.2%
EB off-ramp Exit 101	(MM 96.587 - 96.338)	3	1	0	0	0	0	0	0	0	4	10.8%
EB loop off-ramp Exit 101	(MM 100.921 - 96.587)	2	0	0	0	0	0	0	0	0	2	5.4%
EB on-ramp Exit 101	(MM 101.483 - 100.921)	0	3	0	0	1	0	0	0	0	4	10.8%
EB off-ramp Exit 102	(MM 101.733 - 101.483)	1	0	0	0	0	0	0	0	0	1	2.7%
EB loop off-ramp Exit 102	(MM 101.863 - 101.734)	1	0	0	0	0	0	0	0	0	1	2.7%
EB on-ramp Exit 102	(MM 102.228 - 101.864)	5	1	0	0	0	0	0	0	0	6	16.2%
Total		22	11	0	0	3	0	0	1	0	37	
Percentage		59.5%	29.7%	0.0%	0.0%	8.1%	0.0%	0.0%	2.7%	0.0%		

Eastbound I-26 Actual Crash Rates

The Actual Crash Rate (ACR) for every segment along eastbound I-26 was calculated to compare the segments against the statewide average ACR. For urban freeway segments, the 2015 statewide average ACR for all crashes is 1.431 per one million vehicle miles (MVM) and the rural crash rate is 0.626 MVM. The 2015 statewide average injury and fatality ACR for urban freeway segments are 0.273 MVM and 0.005 MVM accordingly. For rural freeways, the 2015 average injury crash rate is 0.126 MVM and the fatal crash rate is 0.008 MVM. The same statewide average ACR are applied to the ramps too.

The ACR for all crashes for each segment and for the ramps are shown in Table 10 and Table 11 respectively. The ACR for injury crashes for the segments and for the ramps are shown in Table 12 and Table 13 respectively. Segments evaluated as “rural” segments include all the segments west of the Exit 101 eastbound off-ramp and are highlighted yellow in the tables.

As can be seen from Table 10, seven segments of eastbound I-26 exceed the statewide average ACR for freeway segments. The segments that exceed the statewide average ACR are:

- Between the eastbound on-ramp at Exit 82 and the off-ramp at Exit 85
- Within Exit 85 between the eastbound off-ramp and the loop on-ramp
- Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91
- Within Exit 91 between the eastbound off-ramp and on-ramp.
- Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97.
- Within Exit 97 between the eastbound off-ramp and loop on-ramp
- Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101

As can be seen from Table 11, all the ramps of eastbound I-26 exceed the statewide average ACR for total crashes except for the eastbound on-ramp from Exit 101.

As can be seen from Table 12, seven of the thirteen segments of eastbound I-26 exceed the statewide average for the overall Injury ACR. These segments include:

- Between the eastbound on-ramp at Exit 82 and the off-ramp at Exit 85
- Within Exit 85 between the eastbound off-ramp and loop on-ramp
- Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91
- Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97.
- Within Exit 97 between the eastbound off-ramp and loop on-ramp
- Within Exit 97 between the eastbound off-ramp and loop on-ramp
- In the weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102

As can be seen from Table 13, all ramps of eastbound I-26 where crashes happened exceed the statewide average ACR for injury crashes. These include:

- The eastbound off-ramp to Exit 91
- The eastbound off-ramp to Exit 97
- The eastbound off-ramp to Exit 101
- The eastbound loop off-ramp to Exit 101.

Table 10: I-26 Eastbound Segments - Actual Crash Rate (Total Crashes)

Segment	Mile Posts	Total Crashes	Segment Length, mi	Segment AADT	Actual Crash Rate (per MVM)
Within Exit 82 between the eastbound off-ramp and on-ramp	(MM 81.841 - 82.327)	4	0.486	20,250	0.371
Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	(MM 82.327 - 84.958)	51	2.631	20,900	0.847
Within Exit 85 between the eastbound off-ramp and loop on-ramp	(MM 84.958 - 85.300)	8	0.342	20,900	1.022
Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	(MM 85.300 - 90.927)	131	5.627	21,150	1.005
Within Exit 91 between the eastbound off-ramp and on-ramp	(MM 90.927 - 91.301)	7	0.374	21,150	0.808
Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	(MM 91.301 - 96.228)	113	4.927	25,600	0.818
Within Exit 97 between the eastbound off-ramp and loop on-ramp	(MM 96.228 - 96.513)	39	0.285	25,600	4.882
Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	(MM 96.513 - 100.911)	129	4.398	26,150	1.024
Within Exit 101 between the eastbound off-ramp and loop off-ramp	(MM 100.911 - 101.214)	4	0.303	26,150	0.461
Within Exit 101 between the eastbound loop off-ramp and on-ramp	(MM 101.214 - 101.561)	2	0.347	26,150	0.201
Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	(MM 101.562 - 101.742)	9	0.18	35,850	1.274
Within Exit 102 between the eastbound off-ramp and loop off-ramp	(MM 101.743 - 102.014)	15	0.271	35,850	1.410
Within Exit 102 between the eastbound loop off-ramp and on-ramp	(MM 102.014 - 102.623)	13	0.609	35,850	0.544

Rural ramps are highlighted in yellow

Table 11: I-26 Eastbound Ramps - Actual Crash Rate (Total Crashes)

Segment	Total Crashes	Segment Length, mi	Segment AADT	Actual Crash Rate (per MVM)
EB off-ramp Exit 82	2	0.23	1,300	6.1
EB off-ramp Exit 85	2	0.28	600	10.9
EB off-ramp Exit 91	1	0.16	1,100	5.2
EB on-ramp Exit 91	1	0.17	6,000	0.9
EB off-ramp Exit 97	7	0.34	1,900	9.9
EB loop on-ramp Exit 97	6	0.24	10,000	2.3
EB off-ramp Exit 101	4	0.32	800	14.3
EB loop off-ramp Exit 101	2	0.23	1,100	7.2
EB on-ramp Exit 101	4	0.31	12,000	1.0

Rural ramps are highlighted in yellow

Table 12: I-26 Eastbound Segments - Actual Crash Rates (Injury Crashes)

Segment	Mile Posts	Total Injury Crashes	Segment Length	Segment AADT	Actual Crash Rate (per MVM)
Within Exit 82 between the eastbound off-ramp and on-ramp	(MM 81.841 - 82.327)	1	0.486	20,250	0.093
Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	(MM 82.327 - 84.958)	9	2.631	20,900	0.149
Within Exit 85 between the eastbound off-ramp and loop on-ramp	(MM 84.958 - 85.300)	4	0.342	20,900	0.511
Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	(MM 85.300 - 90.927)	23	5.627	21,150	0.176
Within Exit 91 between the eastbound off-ramp and on-ramp	(MM 90.927 - 91.301)	1	0.374	21,150	0.115
Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	(MM 91.301 - 96.228)	19	4.927	25,600	0.138
Within Exit 97 between the eastbound off-ramp and loop on-ramp	(MM 96.228 - 96.513)	10	0.285	25,600	1.252
Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	(MM 96.513 - 100.911)	17	4.398	26,150	0.135
Within Exit 101 between the eastbound off-ramp and loop off-ramp	(MM 100.911 - 101.214)	0	0.303	26,150	0.000
Within Exit 101 between the eastbound loop off-ramp and on-ramp	(MM 101.214 - 101.561)	0	0.347	26,150	0.000
Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	(MM 101.562 - 101.742)	2	0.180	35,850	0.283
Within Exit 102 between the eastbound off-ramp and loop off-ramp	(MM 101.743 - 102.014)	1	0.271	35,850	0.094
Within Exit 102 between the eastbound loop off-ramp and on-ramp	(MM 102.014 - 102.623)	2	0.609	35,850	0.084

Rural ramps are highlighted in yellow

Table 13: I-26 Eastbound Ramps - Actual Crash Rates (Injury Crashes)

Segment	Total Injury Crashes	Segment Length	Segment AADT	Actual Crash Rate (per MVM)
EB off-ramp Exit 82	0	0.23	1,300	0.0
EB off-ramp Exit 85	0	0.28	600	0.0
EB off-ramp Exit 91	1	0.16	1,100	5.2
EB on-ramp Exit 91	0	0.17	6,000	0.0
EB off-ramp Exit 97	2	0.34	1,900	2.8
EB loop on-ramp Exit 97	0	0.24	10,000	0.0
EB off-ramp Exit 101	1	0.32	800	3.6
EB loop off-ramp Exit 101	1	0.23	1,100	3.6
EB on-ramp Exit 101	0	0.31	12,000	0.0

Rural ramps are highlighted in yellow

Eastbound I-26 Segment Crashes

The following sections contain a detailed review of crash data for each segment of eastbound I-26. Collision diagrams for the freeway segments, ramps and interchange areas of eastbound I-26 are shown in **Appendix A**.

Exit 82 Eastbound Off-Ramp

Two crashes were reported along this 0.23 mile long eastbound off-ramp at Exit 82. Table 14 summarizes the crash data by collision type and injury severity. Two crashes resulted in PDO, with one crash resulting from a no collision with motor vehicle type crash and one from a rear end crash. No fatal or injury crashes were reported in this segment.

Table 14: I-26 Eastbound Off-Ramp at Exit 82 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	50.0%
Rear End	0	0	0	0	1	1	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 15 summarizes crash data by accident severity, lighting and pavement surface conditions. Both crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-1 and A-2).

Table 15: I-26 Eastbound Off-Ramp at Exit 82 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	0	2	0	0	0	2	100.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 82 between the eastbound off-ramp and on-ramp (MM 81.841 - 82.327)

Four crashes were reported along this 0.486 mile long segment of eastbound I-26 within the Exit 82 interchange between the eastbound off-ramp and on-ramp. Table 16 summarizes the crash data by collision type and injury severity. One of the four crashes resulted in non-incapacitating injury and was classified as a rear end collision. Three PDO crashes were caused by one no collision with motor vehicle type accident, one rear end collision and one angle collision. No fatal crashes were reported in this segment.

Table 17 summarizes crash data by accident severity, lighting and pavement surface conditions. The non-incapacitating injury crash occurred in daylight on dry pavement and was classified as a rear end collision. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-1 and A-2).

Table 16: I-26 Eastbound (Exit 82 Between the Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	25.0%
Rear End	0	0	1	0	1	2	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	25.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	0	3	4	
Percentage	0.0%	0.0%	25.0%	0.0%	75.0%		

Table 17: I-26 Eastbound (Exit 82 Between the Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	1	0	0	1	0	0	0	1	25.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	1	2	1	0	0	3	75.0%
Total	3	0	1	3	1	0	0	4	
Percentage	75.0%	0.0%	25.0%	75.0%	25.0%	0.0%	0.0%		

Exit 82 Eastbound On-Ramp

No individual crashes were identified along the eastbound on-ramp at Exit 82.

Between the Eastbound On-Ramp at Exit 82 and the Eastbound Off-Ramp at Exit 85 (MM 82.327 - 84.958)

Fifty one crashes were reported along this 2.631 mile long segment of eastbound I-26 Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85. Table 18 summarizes the crash data by collision type and injury severity. One crash resulted in incapacitating injury and was classified as a rear end collision. One crash caused by a no collision with motor vehicle type crash and one angle collision resulted in non-incapacitating injuries. One crash caused by a no collision with motor vehicle type crash, four rear end collisions and one sideswipe same direction crash resulted in possible injuries. Twenty no collision with motor vehicle crashes, 19 rear end collisions, one angle and two sideswipe same direction crashes resulted in PDO. No fatal crashes were reported in this segment.

Table 19 summarizes crash data by accident severity, lighting and pavement surface conditions. All incapacitating injury, non-incapacitating injury and possible injury crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-3 and A-4).

Table 18: I-26 Eastbound (On-Ramp at Exit 82 to the Off-Ramp at Exit 85) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	1	20	22	43.1%
Rear End	0	1	0	4	19	24	47.1%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	1	0	1	2	3.9%
Sideswipe Same Direction	0	0	0	1	2	3	5.9%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	1	2	6	42	51	
Percentage	0.0%	2.0%	3.9%	11.8%	82.4%		

Table 19: I-26 Eastbound (On-Ramp at Exit 82 to the Off-Ramp at Exit 85) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	1	0	0	1	0	0	0	1	2.0%
Non Incapacitating Injury	2	0	0	2	0	0	0	2	3.9%
Possible Injury	6	0	0	6	0	0	0	6	11.8%
Property Damage Only	29	0	13	18	24	0	0	42	82.4%
Total	38	0	13	27	24	0	0	51	
Percentage	74.5%	0.0%	25.5%	52.9%	47.1%	0.0%	0.0%		

Exit 85 Eastbound Off-Ramp

Two crashes were reported along this 0.28 mile long eastbound off-ramp at Exit 85. Table 20 summarizes the crash data by collision type and injury severity. Both crashes were PDO, with one crash resulting from a no collision with motor vehicle crash and one from a rear end collision resulted. No fatal or injury crashes were reported in this segment.

Table 21 summarizes crash data by accident severity, lighting and pavement surface conditions. Both crashes occurred on dry pavement. One crash occurred in daylight and one occurred in unlit darkness. Both crashes occurred on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-5 and A-6).

Table 20: I-26 Eastbound Off-Ramp at Exit 85 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	50.0%
Rear End	0	0	0	0	1	1	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 21: I-26 Eastbound Off-Ramp at Exit 85 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	1	0	1	2	0	0	0	2	100.0%
Total	1	0	1	2	0	0	0	2	
Percentage	50.0%	0.0%	50.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 85 between the eastbound off-ramp and loop on-ramp (MM 84.958 - 85.300)

Eight crashes were reported along this 0.342 mile long segment of eastbound I-26 Between the eastbound off-ramp and the eastbound loop on-ramp at Exit 85. Table 22 summarizes the crash data by collision type and injury severity. Two crashes resulted in non-incapacitating injuries with one resulting from a no collision with motor vehicle crash and the other from a rear end crash. Two crashes resulting in possible injury were caused by one rear end crash and one angle crash. Four crashes resulted from no collision with motor vehicle type crashes, and there were two crashes each resulting from rear end and angle crashes. Four crashes resulted in PDO: three of these resulted from no collision with motor vehicle crashes, and one from an angle crash. No fatal crashes were reported in this segment.

Table 23 summarizes crash data by accident severity, lighting and pavement surface conditions. All non-incapacitating injury and possible injury crashes occurred in daylight on dry pavement.

Three of the four PDO crashes similarly occurred in daylight (one occurred in not lighted darkness) and all four PDO crashes occurred on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-5 and A-6).

Table 22: I-26 Eastbound (Exit 85 between the Off-Ramp and Loop On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	0	3	4	50.0%
Rear End	0	0	1	1	0	2	25.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	1	1	2	25.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	2	2	4	8	
Percentage	0.0%	0.0%	25.0%	25.0%	50.0%		

Table 23: I-26 Eastbound (Exit 85 between the Off-Ramp and Loop On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	2	0	0	2	0	0	0	2	25.0%
Possible Injury	2	0	0	2	0	0	0	2	25.0%
Property Damage Only	3	0	1	4	0	0	0	4	50.0%
Total	7	0	1	8	0	0	0	8	
Percentage	87.5%	0.0%	12.5%	100.0%	0.0%	0.0%	0.0%		

Exit 85 Eastbound Loop On-Ramp

No individual crashes were identified along the eastbound loop on-ramp at Exit 85.

Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91 (MM 85.300 - 90.927)

One hundred thirty one crashes were reported along this 5.627 mile long segment of eastbound I-26 between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91. Table 24 summarizes the crash data by collision type and injury severity. One crash resulted in a fatality and was classified as sideswipe same direction crash. Three no collision with motor vehicle crashes resulted in incapacitating injury. The five non-incapacitating injury crashes were the result of one no collision with motor vehicle crash, two rear end crashes, one head on collision and one angle collision. The 15 possible injury crashes resulted from six no collision with motor vehicle crashes, eight rear end collisions and one sideswipe same direction crash. Of the 107 PDO crashes, 50 crashes were caused by no collision with motor vehicle crashes, 39 resulted from rear end collisions, nine from angle crashes and nine from sideswipe same direction crashes.

Table 24: I-26 Eastbound (From the Loop On-Ramp at Exit 85 to the Off-Ramp at Exit 91) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	3	1	6	50	60	45.8%
Rear End	0	0	2	8	39	49	37.4%
Head On	0	0	1	0	0	1	0.8%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	1	0	9	10	7.6%
Sideswipe Same Direction	1	0	0	1	9	11	8.4%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	1	3	5	15	107	131	
Percentage	0.8%	2.3%	3.8%	11.5%	81.7%		

Table 25 summarizes crash data by accident severity, lighting and pavement surface conditions. The fatal crash occurred in daylight on dry pavement. One incapacitating injury crash occurred in daylight and two in unlit darkness. All three incapacitating injury crashes occurred on dry pavement. All five of the non-incapacitating injury crashes occurred in daylight, with four on dry pavement and one on wet pavement. Fourteen of the 15 possible injury crashes occurred in daylight with ten occurring on wet pavement. Five of the possible injury crashes occurred on dry pavement. Of the 107 PDO crashes, 93 took place in daylight and 14 in unlit darkness. Seventy eight of the PDO crashes occurred on dry pavement, and 29 occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-7, A-8, A-9, and A-10).

Table 25: I-26 Eastbound (From the Loop On-Ramp at Exit 85 and the Off-Ramp at Exit 91) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	1	0	0	1	0	0	0	1	0.8%
Incapacitating Injury	1	0	2	3	0	0	0	3	2.3%
Non Incapacitating Injury	5	0	0	4	1	0	0	5	3.8%
Possible Injury	14	0	1	5	10	0	0	15	11.5%
Property Damage Only	93	0	14	78	29	0	0	107	81.7%
Total	114	0	17	91	40	0	0	131	
Percentage	87.0%	0.0%	13.0%	69.5%	30.5%	0.0%	0.0%		

Exit 91 Eastbound Off-Ramp

One crash was reported along the 0.16 mile long eastbound off-ramp at Exit 91. Table 26 summarizes the crash data by collision type and injury severity. The crash resulted from a no collision with motor vehicle crash resulting in non-incapacitating injuries. No fatal crashes were reported in this segment.

Table 26: I-26 Eastbound Off-Ramp at Exit 91 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	0	0	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	0	0	1	
Percentage	0.0%	0.0%	100.0%	0.0%	0.0%		

Table 27 summarizes crash data by accident severity, lighting and pavement surface conditions. The crash occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-11 and A-12).

Table 27: I-26 Eastbound Off-Ramp at Exit 91 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	1	0	0	1	0	0	0	1	100.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	0	0	0	0	0	0	0	0	0.0%
Total	1	0	0	1	0	0	0	1	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 91 Between the Eastbound Off-Ramp and On-Ramp (MM 90.927 - 91.301)

Seven crashes were reported along this 0.374 mile long segment of eastbound I-26 within the Exit 91 interchange between the eastbound off-ramp and on-ramp. Table 28 summarizes the crash data by collision type and injury severity. One sideswipe same direction crash resulted in non-incapacitating injury. One crash caused by a no collision with motor vehicle crash, three rear end collisions, one angle crash and one sideswipe same direction crash resulted in PDO. No fatal crashes were reported in this segment.

Table 28: I-26 Eastbound (Exit 91 Between the Eastbound Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	14.3%
Rear End	0	0	0	0	3	3	42.9%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	14.3%
Sideswipe Same Direction	0	0	1	0	1	2	28.6%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	0	6	7	
Percentage	0.0%	0.0%	14.3%	0.0%	85.7%		

Table 29 summarizes crash data by accident severity, lighting and pavement surface conditions. The non-incapacitating injury crash and all PDO crashes occurred in daylight. One PDO crash occurred on wet pavement; the other crashes occurred on dry pavement. Collision diagrams

summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-11 and A-12).

Table 29: I-26 Eastbound (Exit 91 Between the Eastbound Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	1	0	0	1	0	0	0	1	14.3%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	6	0	0	5	1	0	0	6	85.7%
Total	7	0	0	6	1	0	0	7	
Percentage	100.0%	0.0%	0.0%	85.7%	14.3%	0.0%	0.0%		

Exit 91 Eastbound On-Ramp

One crash was reported along the 0.17 mile eastbound on-ramp at Exit 91. Table 30 summarizes the crash data by collision type and injury severity. One angle accident resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 30: I-26 Eastbound On-Ramp at Exit 91 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	100.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 31 summarizes crash data by accident severity, lighting and pavement surface conditions. The crash occurred in dark, not lighted conditions on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-11 and A-12).

Table 31: I-26 Eastbound On-Ramp at Exit 91 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	0	0	1	1	0	0	0	1	100.0%
Total	0	0	1	1	0	0	0	1	
Percentage	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%		

Eastbound Between the On-Ramp at Exit 91 and the Off-Ramp at Exit 97 (MM 91.301 - 96.228)

One hundred thirteen crashes were reported along this 4.927 mile long segment of eastbound I-26 Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97. Table 32 summarizes the crash data by collision type and injury severity. One fatal crash occurred in this section: it resulted from a no collision with motor vehicle crash. Six no collision with motor vehicle crashes and two rear end crashes resulted in non-incapacitating injuries. Three no collision with motor vehicle crashes, six rear end crashes and two sideswipe same direction crashes resulted in possible injuries. Of the 93 PDO crashes, 47 crashes resulted from no collision with motor vehicle crashes, 33 from rear end collisions, three from angle collisions and ten from sideswipe same direction crashes.

Table 32: I-26 Eastbound (Between the Exit 91 On-Ramp and the Exit 97 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	1	0	6	3	47	57	50.4%
Rear End	0	0	2	6	33	41	36.3%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	3	3	2.7%
Sideswipe Same Direction	0	0	0	2	10	12	10.6%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	1	0	8	11	93	113	
Percentage	0.9%	0.0%	7.1%	9.7%	82.3%		

Table 33 summarizes the crash data by accident severity, lighting and pavement surface conditions. The fatal crash occurred in daylight on dry pavement. The eight non-incapacitating

injury crashes and 11 possible injury crashes occurred in daylight. Six of the non-incapacitating injury crashes occurred on dry pavement and two occurred on wet pavement. All 11 of the possible injury crashes occurred on dry pavement. Most PDO crashes (79 of 93) occurred in daylight, and 72 occurred on dry pavement. Four PDO crashes occurred in unlit darkness, while 21 occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-13, A-14, A-15, and A-16).

Table 33: I-26 Eastbound (Between the Exit 91 On-ramp and the Exit 97 Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	1	0	0	1	0	0	0	1	0.9%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	8	0	0	6	2	0	0	8	7.1%
Possible Injury	11	0	0	11	0	0	0	11	9.7%
Property Damage Only	79	0	14	72	21	0	0	93	82.3%
Total	99	0	14	90	23	0	0	113	
Percentage	87.6%	0.0%	12.4%	79.6%	20.4%	0.0%	0.0%		

Exit 97 Eastbound Off-Ramp

Seven crashes were reported along the 0.34 mile long I-26 eastbound off-ramp at Exit 97. Table 34 summarizes the crash data by collision type and injury severity. There were two crashes resulting in non-incapacitating injuries resulting from no collision with motor vehicle crashes. There were five PDO crashes, three of which were the result of rear end collisions, with one angle crash and one backed into crash. No fatal crashes were reported in this segment.

Table 34: I-26 Eastbound Off-Ramp at Exit 97 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	2	0	0	2	28.6%
Rear End	0	0	0	0	3	3	42.9%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	14.3%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	1	1	14.3%
Other	0	0	0	0	0	0	0.0%
Total	0	0	2	0	5	7	
Percentage	0.0%	0.0%	28.6%	0.0%	71.4%		

Table 35 summarizes crash data by accident severity, lighting and pavement surface conditions. All crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-17 and A-18).

Table 35: I-26 Eastbound Off-Ramp at Exit 97 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	2	0	0	2	0	0	0	2	28.6%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	5	0	0	5	0	0	0	5	71.4%
Total	7	0	0	7	0	0	0	7	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 97 between the Off-Ramp and Loop On-ramp (MM 96.228 - 96.513)

Thirty nine crashes were reported along this 0.285 mile long segment of eastbound I-26 within the Exit 97 interchange between the eastbound off-ramp and loop on-ramp. Table 36 summarizes the crash data by collision type and injury severity. One fatal no collision with motor vehicle crash occurred in this section. Three non-incapacitating injury crashes resulted from one crash each resulting from no collision with motor vehicle, rear end and angle crashes. Of the seven possible injury crashes, one crash resulted from a no collision with motor vehicle crash, four from rear end crashes and two from angle crashes. Twenty eight PDO crashes occurred in

this segment: 12 were classified as no collision with motor vehicle type crashes, 11 as rear end crashes, three were angle crashes and two were sideswipe same direction crashes.

Table 37 summarizes crash data by accident severity, lighting and pavement surface conditions. The fatal crash occurred in dark, not lighted conditions on dry pavement. All three non-incapacitating injury crashes occurred in daylight; two occurred on wet pavement and one on dry pavement. Six of the seven possible injury crashes occurred in daylight, while four occurred on dry pavement and three on wet pavement. Of the 28 PDO crashes, 25 occurred in daylight and three in unlit darkness. Sixteen occurred on dry pavement and 12 occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-17 and A-18).

Table 36: I-26 Eastbound (Exit 97 Between the Off-Ramp and Loop On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	1	0	1	1	12	15	38.5%
Rear End	0	0	1	4	11	16	41.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	1	2	3	6	15.4%
Sideswipe Same Direction	0	0	0	0	2	2	5.1%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	1	0	3	7	28	39	
Percentage	2.6%	0.0%	7.7%	17.9%	71.8%		

Table 37: I-26 Eastbound (Exit 97 Between the Off-Ramp and Loop On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	1	1	0	0	0	1	2.6%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	3	0	0	1	2	0	0	3	7.7%
Possible Injury	6	0	1	4	3	0	0	7	17.9%
Property Damage Only	25	0	3	16	12	0	0	28	71.8%
Total	34	0	5	22	17	0	0	39	
Percentage	87.2%	0.0%	12.8%	56.4%	43.6%	0.0%	0.0%		

Exit 97 Eastbound Loop On-Ramp

Six crashes were reported along the 0.24 mile long I-26 eastbound loop on-ramp at Exit 97. Table 38 summarizes the crash data by collision type and injury severity. Five crashes resulting from no collision with motor vehicle crashes and one rear end collision resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 38: I-26 Eastbound Loop On-Ramp at Exit 97 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	5	5	83.3%
Rear End	0	0	0	0	1	1	16.7%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	6	6	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 39 summarizes crash data by accident severity, lighting and pavement surface conditions. Three crashes occurred in daylight and three in dark, not lighted conditions. Two crashes happened on dry pavement and four on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-17 and A-18).

Table 39: I-26 Eastbound Loop On-Ramp at Exit 97 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	3	0	3	2	4	0	0	6	100.0%
Total	3	0	3	2	4	0	0	6	
Percentage	50.0%	0.0%	50.0%	33.3%	66.7%	0.0%	0.0%		

Between the Eastbound Loop On-Ramp at Exit 97 and the Off-Ramp at Exit 101 (MM 96.513 - 100.911)

One hundred twenty nine crashes were reported along this 4.398 mile long segment of eastbound I-26 between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101. Table 40 summarizes the crash data by collision type and injury severity. Of the six non-incapacitating injury crashes, four resulted from no collision with motor vehicle crashes and two from rear end collisions. Of the 11 possible injury crashes, four crashes resulted from no collision with motor vehicle crashes, six from rear end collisions and one from sideswipe opposite direction crashes. There were 112 PDO crashes in this section: 48 crashes resulted from no collision with motor vehicle crashes, 52 from rear end collisions, 11 from sideswipe same direction crashes, and one from an angle crash. No fatal crashes or incapacitating injury crashes were reported in this segment.

Table 40: I-26 Eastbound (Between the Loop On-Ramp at Exit 97 and the Off-Ramp at Exit 101) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	4	4	48	56	43.4%
Rear End	0	0	2	6	52	60	46.5%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	0.8%
Sideswipe Same Direction	0	0	0	0	11	11	8.5%
Sideswipe Opposite Direction	0	0	0	1	0	1	0.8%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	6	11	112	129	
Percentage	0.0%	0.0%	4.7%	8.5%	86.8%		

Table 41 summarizes crash data by accident severity, lighting and pavement surface conditions. Of the six non-incapacitating injury crashes, five occurred in daylight, one in unlit darkness, five on dry pavement, and one on wet pavement. Ten of the 11 possible injury crashes occurred in daylight and ten occurred on dry pavement. There was one possible injury crash that occurred in unlit darkness, and one on wet pavement. One hundred of the PDO crashes occurred in daylight and 12 in darkness. Eighty seven PDO crashes occurred on dry pavement and 25 occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-19, A-20, A-21, and A-22).

Table 41: I-26 Eastbound (Between the Eastbound Loop On-Ramp at Exit 97 and the Off-Ramp at Exit 101) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	5	0	1	5	1	0	0	6	4.7%
Possible Injury	10	0	1	10	1	0	0	11	8.5%
Property Damage Only	100	0	12	87	25	0	0	112	86.8%
Total	115	0	14	102	27	0	0	129	
Percentage	89.1%	0.0%	10.9%	79.1%	20.9%	0.0%	0.0%		

Exit 101 Eastbound Off-Ramp

Four crashes were reported along the 0.32 mile long I-26 eastbound off-ramp Exit 101. Table 42 summarizes the crash data by collision type and injury severity. One crash resulting from a no collision with motor vehicle crash resulted in possible injury. Two crashes resulting from no collision with motor vehicle crashes and one rear end collision resulted in PDO. No fatal crashes, incapacitating injury crashes, or non-incapacitating injury crashes were reported in this segment.

Table 42: I-26 Eastbound Off-Ramp at Exit 101 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	2	3	75.0%
Rear End	0	0	0	0	1	1	25.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	3	4	
Percentage	0.0%	0.0%	0.0%	25.0%	75.0%		

Table 43 summarizes crash data by accident severity, lighting and pavement surface conditions. The possible injury crash occurred in unlit darkness on wet pavement. All three PDO crashes happened in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-23 and A-24).

Table 43: I-26 Eastbound Off-Ramp at Exit 101 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	1	0	1	0	0	1	25.0%
Property Damage Only	3	0	0	3	0	0	0	3	75.0%
Total	3	0	1	3	1	0	0	4	
Percentage	75.0%	0.0%	25.0%	75.0%	25.0%	0.0%	0.0%		

Within Exit 101 Between the Off-Ramp and Loop Off-Ramp (MM 100.911 - 101.214)

Four crashes were reported along this 0.303 mile long segment of eastbound I-26 within the Exit 101 interchange between the eastbound off-ramp and loop off-ramp. Table 44 summarizes the crash data by collision type and injury severity. No fatal or injury crashes were reported in this segment. Four PDO crashes occurred on this segment. Three PDO crashes resulted from sideswipe same direction crashes and one resulted from a no collision with motor vehicle crash.

Table 44: I-26 Eastbound (Exit 101 between the Off-Ramp and Loop Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	25.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	3	3	75.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	4	4	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 45 summarizes crash data by accident severity, lighting and pavement surface conditions. Two crashes occurred in daylight and two in darkness without lighting. Three crashes occurred on dry pavement and one on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-23 and A-24).

Table 45: I-26 Eastbound (Exit 101 Between the Off-Ramp and Loop Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	2	3	1	0	0	4	100.0%
Total	2	0	2	3	1	0	0	4	
Percentage	50.0%	0.0%	50.0%	75.0%	25.0%	0.0%	0.0%		

Exit 101 Eastbound Loop Off-Ramp

Two crashes were reported along the 0.23 mile long I-26 eastbound loop off-ramp at Exit 101. Table 46 summarizes the crash data by collision type and injury severity. One crash non-incapacitating injury crash resulted from a no collision with motor vehicle crash. One PDO crash resulted from a no collision with motor vehicle crash. No fatal crashes, incapacitating injury crashes, or possible injury crashes were reported in this segment.

Table 47 summarizes crash data by accident severity, lighting and pavement surface conditions. Both crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-23 and A-24).

Table 46: I-26 Eastbound Loop Off-Ramp at Exit 101 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	0	1	2	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	0	1	2	
Percentage	0.0%	0.0%	50.0%	0.0%	50.0%		

Table 47: I-26 Eastbound Loop Off-Ramp at Exit 101 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	1	0	0	1	0	0	0	1	50.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	1	0	0	1	0	0	0	1	50.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 101 Between the Loop Off-Ramp and On-Ramp (MM 101.214 - 101.561)

Two crashes were reported along this 0.347 mile long segment of eastbound I-26 within the Exit 101 interchange between the eastbound loop off-ramp and on-ramp. Table 48 summarizes the crash data by collision type and injury severity. No fatal or injury crashes were reported in this segment. Two rear end collisions resulted in PDO.

Table 48: I-26 Eastbound (Exit 101 Between the Loop Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	2	2	100.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 49 summarizes crash data by accident severity, lighting and pavement surface conditions. Both crashes occurred in daylight on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-23 and A-24).

Table 49: I-26 Eastbound (Exit 101 Between the Loop Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	0	0	2	0	0	2	100.0%
Total	2	0	0	0	2	0	0	2	
Percentage	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%		

Exit 101 Eastbound On-Ramp

Four crashes were reported along the 0.31 mile long I-26 eastbound on-ramp at Exit 101. Table 50 summarizes the crash data by collision type and injury severity. Three rear end collisions and one angle accident resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 50: I-26 Eastbound (Exit 101 On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	3	3	75.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	25.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	4	4	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 51 summarizes crash data by accident severity, lighting and pavement surface conditions. All four crashes occurred on dry pavement. Three accidents happened in daylight while the one crash occurred in unlit darkness. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-23 and B-24).

Table 51: I-26 Eastbound (Exit 101 On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	3	0	1	4	0	0	0	4	100.0%
Total	3	0	1	4	0	0	0	4	
Percentage	75.0%	0.0%	25.0%	100.0%	0.0%	0.0%	0.0%		

Weaving Segment Between the Exit 101 On-Ramp and Exit 102 Off-Ramp (MM 101.562 - 101.742)

Nine crashes were reported along this 0.180 mile long segment of the eastbound I-26 weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102. Table 52 summarizes the crash data by collision type and injury severity. There were two possible injury crashes and seven PDO crashes on this segment. One of the possible injury crashes resulted from a no collision with motor vehicle crash and one from an angle crash. Of the seven PDO crashes, three were no collision with motor vehicle crashes, two were rear end collisions and two sideswipe same direction crashes. No fatal, incapacitating injury, or non-incapacitating injury crashes were reported in this segment.

Table 52: I-26 Eastbound (Weaving Segment between the Exit 101 On-Ramp and the Exit 102 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	3	4	44.4%
Rear End	0	0	0	0	2	2	22.2%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	1	0	1	11.1%
Sideswipe Same Direction	0	0	0	0	2	2	22.2%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	2	7	9	
Percentage	0.0%	0.0%	0.0%	22.2%	77.8%		

Table 53 summarizes crash data by accident severity, lighting and pavement surface conditions. Both possible injury crashes occurred in daylight and on dry pavement. Six of the PDO crashes occurred in daylight and six occurred on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-25 and A-26).

Table 53: I-26 Eastbound (Weaving Segment between the Exit 101 On-Ramp and the Exit 102 Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	2	0	0	2	0	0	0	2	22.2%
Property Damage Only	6	1	0	6	1	0	0	7	77.8%
Total	8	1	0	8	1	0	0	9	
Percentage	88.9%	11.1%	0.0%	88.9%	11.1%	0.0%	0.0%		

Exit 102 Eastbound Off-Ramp

One crash was reported along the 0.32 mile long I-26 eastbound off-ramp at Exit 102. Table 54 summarizes the crash data by collision type and injury severity. One crash caused by a no collision with motor vehicle crash and resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 54: I-26 Eastbound Off-Ramp at Exit 102 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 55 summarizes crash data by accident severity, lighting and pavement surface conditions. The crash occurred in unlit darkness on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-27 and A-28).

Table 55: I-26 Eastbound Off-Ramp at Exit 102 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	0	0	1	1	0	0	0	1	100.0%
Total	0	0	1	1	0	0	0	1	
Percentage	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 102 Between the Off-Ramp and Loop Off-Ramp (MM 101.743 - 102.014)

Fifteen crashes were reported along this 0.271 mile long segment of eastbound I-26 within the Exit 102 interchange between the eastbound off-ramp and loop off-ramp. Table 56 summarizes the crash data by collision type and injury severity. There was one possible injury crash resulting from a rear end crash. Of the 14 PDO crashes, 11 were the result of rear end crashes, two from sideswipe same direction crashes, and one no collision with motor vehicle crash. No fatal crashes, incapacitating injury crashes, or non-incapacitating injury crashes were reported in this segment.

Table 56: I-26 Eastbound (Exit 102 Between the Off-Ramp and Loop Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	6.7%
Rear End	0	0	0	1	11	12	80.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	2	2	13.3%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	14	15	
Percentage	0.0%	0.0%	0.0%	6.7%	93.3%		

Table 57 summarizes crash data by accident severity, lighting and pavement surface conditions. All crashes on the segment occurred in daylight. The possible injury crash and 11 of the PDO crashes occurred on dry pavement; three PDO crashes occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-27 and A-28).

Table 57: I-26 Eastbound (Exit 102 Between the Off-Ramp and Loop Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	6.7%
Property Damage Only	14	0	0	11	3	0	0	14	93.3%
Total	15	0	0	12	3	0	0	15	
Percentage	100.0%	0.0%	0.0%	80.0%	20.0%	0.0%	0.0%		

Eastbound Loop Off-Ramp at Exit 102

One crash was reported along the 0.23 mile long I-26 eastbound loop off-ramp at Exit 102. Table 58 summarizes the crash data by collision type and injury severity. One crash possible injury crash occurred on the ramp. This crash resulted from a no collision with motor vehicle crash. No fatal crashes, incapacitating injury, non-incapacitating injury or PDO crashes were reported in this segment.

Table 58: I-26 Eastbound Loop Off-Ramp at Exit 102 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	0	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	0	1	
Percentage	0.0%	0.0%	0.0%	100.0%	0.0%		

Table 59 summarizes crash data by accident severity, lighting and pavement surface conditions. The crash occurred in unlit darkness on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-27 and A-28).

Table 59: I-26 Eastbound Loop Off-Ramp at Exit 102 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	1	0	1	0	0	1	100.0%
Property Damage Only	0	0	0	0	0	0	0	0	0.0%
Total	0	0	1	0	1	0	0	1	
Percentage	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%		

Within Exit 102 Between the Eastbound Loop Off-Ramp and On-Ramp (MM 102.014 - 102.623)

Thirteen crashes were reported along this 0.609 mile long segment of eastbound I-26 within the Exit 102 interchange between the eastbound loop off-ramp and on-ramp. Table 60 summarizes the crash data by collision type and injury severity. There was one non-incapacitating injury crash resulting from a no collision with motor vehicle crash, one possible injury crash resulting from a rear end collision and 11 PDO crashes. Of the 11 PDO crashes, five resulted from rear end crashes, five from sideswipe same direction crashes, and one crash from a no collision with motor vehicle crash. No fatal crashes or incapacitating injury crashes were reported in this segment.

Table 60: I-26 Eastbound (Exit 102 Between the Loop Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	0	1	2	15.4%
Rear End	0	0	0	1	5	6	46.2%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	5	5	38.5%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	1	11	13	
Percentage	0.0%	0.0%	7.7%	7.7%	84.6%		

Table 61 summarizes crash data by accident severity, lighting and pavement surface conditions. The incapacitating injury crash and the possible injury crash both occurred in daylight; the non-incapacitating injury crash occurred on wet pavement and the possible injury crash occurred on dry pavement. Ten of the 11 PDO crashes occurred in daylight, nine occurred on dry pavement and two on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-27 and A-28).

Table 61: I-26 Eastbound (Exit 102 Between the Loop Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	1	0	0	0	1	0	0	1	7.7%
Possible Injury	1	0	0	1	0	0	0	1	7.7%
Property Damage Only	10	0	1	9	2	0	0	11	84.6%
Total	12	0	1	10	3	0	0	13	
Percentage	92.3%	0.0%	7.7%	76.9%	23.1%	0.0%	0.0%		

Exit 102 Eastbound On-Ramp

Six crashes were reported along the 0.55 mile long I-26 eastbound on-ramp at Exit 102. Table 62 summarizes the crash data by collision type and injury severity. One possible injury crash was caused by a no collision with motor vehicle crash. Four PDO crashes resulted from no collision with motor vehicle crashes and one rear end collision. No fatal crashes, incapacitating injury, or non-incapacitating injury crashes were reported in this segment.

Table 62: I-26 Eastbound On-Ramp at Exit 102 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	4	5	83.3%
Rear End	0	0	0	0	1	1	16.7%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	5	6	
Percentage	0.0%	0.0%	0.0%	16.7%	83.3%		

Table 63 summarizes crash data by accident severity, lighting and pavement surface conditions. The possible injury crash occurred in daylight on wet pavement. Three PDO crashes occurred in daylight while two crashes happened in unlit darkness. Two PDO crashes occurred on dry pavement and four happened on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix A** (Figures A-27 and A-28).

Table 63: I-26 Eastbound On-Ramp at Exit 102 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	0	1	0	0	1	16.7%
Property Damage Only	3	0	2	2	3	0	0	5	83.3%
Total	4	0	2	2	4	0	0	6	
Percentage	66.7%	0.0%	33.3%	33.3%	66.7%	0.0%	0.0%		

Westbound I-26

A total of 446 crashes were reported along westbound I-26 within the study area. There were four fatal crashes reported. Three of the fatal crashes were caused by no collision with motor vehicle crashes, and one by a head on collision. Approximately 82.5 percent of the crashes (368 crashes) were PDO. The remaining 74 reported crashes resulted in incapacitating injury (2 crashes), non-incapacitating injury (10 crashes), or possible injury (62 crashes). The two

incapacitating injury crashes consisted of one no collision with motor vehicle crash and one rear end crash. Of the 10 non-incapacitating injury crashes, five were the result of no collision with motor vehicle crashes, four were rear end crashes and one crash was a sideswipe same direction.

Table 64 summarizes crash data along westbound I-26 based on collision type and injury severity. As presented in the table, rear end collisions (203 crashes) are the most frequent type of collision (45.5 percent) along westbound I-26. Approximately 15 percent of all rear end crashes resulted in incapacitating, non-incapacitating or possible injuries.

Table 64: Westbound I-26 Crash Summary – Collision Type and Injury Severity

Collision Type	Injury Severity					Total	Percentage
	Fatality	Injury			Property Damage		
		Incapacitating	Non-incapacitating	Possible			
No Collision with Motor Vehicle	3	1	5	26	135	170	38.1%
Rear End	0	1	4	25	173	203	45.5%
Head On	1	0	0	0	0	1	0.2%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	2	10	12	2.7%
Sideswipe Same Direction	0	0	1	9	48	58	13.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	2	2	0.4%
Other	0	0	0	0	0	0	0.0%
Totals	4	2	10	62	368	446	100.0%

No collision with motor vehicle type accidents (170 crashes) are the second most frequent type of collision (38 percent) along westbound I-26. Three crashes of this type resulted in fatalities. Approximately 19 percent of all no collision with motor vehicle type crashes resulted in incapacitating, non-incapacitating or possible injuries. Almost third of these crashes involved collisions with the median barrier (66 crashes out of 170 crashes). Other reasons included:

- animals (8 crashes),
- bridges (1 crash),
- cargo/equipment loss or shift (4 crashes),
- collisions into a ditch (6 crashes),
- embankment (1 crash),
- equipment failure (1 crash),
- fences (1 crash),
- guardrails (23 crashes),
- highway traffic sign posts (6 crashes),
- jackknife (1 crash),
- motor vehicle in transport/stopped (5 crashes),
- collisions with other moveable objects including unknown objects (19 crashes),

- tree (8 crashes),
- spill (two-wheeled vehicles) (2 crashes),
- pedestrian (1 crash),
- separation of units (1 crash),
- overturn/rollover (10 crashes),
- other non-collision (1 crash),
- other fixed object (1 crash),
- other (post/pole/support) and overhead sign support (4 crashes).

There were 58 collisions (13 percent) that were classified as sideswipe same direction. Approximately 17 percent of all sideswipe same direction resulted in injuries. There were 12 collisions (2.7 percent) that were classified as angle collisions. Approximately 17 percent of all angle collisions resulted in injuries. There were 2 collisions (0.4 percent) that were classified as backed into crashes and resulted in PDO type of crashes. There was 1 collision (0.2 percent) that was classified as a head on collision and resulted in a fatality.

Most of the crashes along westbound I-26 (78.3 percent) occurred during daylight, as shown in Table 65, which summarizes crash data by injury severity, lighting and pavement surface condition. However, all four reported fatal crashes occurred in dark: three in not lighted conditions and one crash in lighted conditions. All four fatalities happened on dry pavement.

About 24 percent of the crashes occurred on wet pavement and 0.4 percent of the crashes occurred on the pavement with snow/ice/slush. Approximately 16 percent of all injury crashes and 25.5 percent of all PDO crashes occurred on wet pavement.

Table 65: Westbound I-26 Crash Summary - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark		Dry	Wet / Standing Water	Snow / Ice /Slush	Other / Unkown		
		Lighted	Not Lighted						
Fatality	0	1	3	4	0	0	0	4	0.9%
Incapacitating Injury	2	0	0	1	1	0	0	2	0.4%
Non-incapacitating Injury	6	0	4	10	0	0	0	10	2.2%
Possible Injury	43	0	19	51	11	0	0	62	13.9%
Property Damage Only	298	0	70	272	94	2	0	368	82.5%
Total	349	1	96	338	106	2	0	446	
Percentage	78.3%	0.2%	21.5%	75.8%	23.8%	0.4%	0.0%		

Westbound I-26 accident data were further grouped into the following thirteen segments of the mainline:

- Within Exit 102 between the westbound off-ramp and loop off-ramp (MM 102.473 - 102.228)

- Within Exit 102 between the westbound loop off-ramp and on-ramp (MM 102.228 - 101.863)
- Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101 (MM 101.863 - 101.734)
- Within Exit 101 between the westbound off-ramp and loop off-ramp (MM 101.733 - 101.483)
- Within Exit 101 between the westbound loop off-ramp and on-ramp (MM 101.483 - 100.921)
- Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97 (MM 100.921 - 96.587)
- Within Exit 97 between the westbound off-ramp and loop on-ramp (MM 96.587 - 96.338)
- Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91 (MM 96.338 - 91.270)
- Within Exit 91 between the westbound off-ramp and on-ramp (MM 91.270 - 90.898)
- Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85 (MM 90.898 - 85.268)
- Within Exit 85 between the westbound loop off-ramp and on-ramp (MM 85.268 - 84.917)
- Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82 (MM 84.917 - 82.290)
- Within Exit 82 between the westbound off-ramp and on-ramp (MM 82.290 - 81.813)

Also, crashes occurred on the following ten westbound I-26 ramps:

- Exit 102 westbound off-ramp
- Exit 101 westbound off-ramp
- Exit 101 westbound loop off-ramp
- Exit 97 westbound off-ramp
- Exit 97 westbound loop on-ramp
- Exit 91 westbound off-ramp
- Exit 85 westbound loop off-ramp
- Exit 85 westbound on-ramp
- Exit 82 westbound off-ramp
- Exit 82 westbound on-ramp

No crashes occurred during the study period at the Exit 102 loop off-ramp, the Exit 102 on-ramp, the Exit 101 on-ramp, and the Exit 91 on-ramp.

Table 66 and Table 67 summarize the accident data for each segment by collision type, lighting and pavement surface condition for the interstate segments and ramps respectively. Crash data for individual segments and for each ramp were summarized by collision type and accident severity in Table 68 and in Table 69. A few crashes with inaccurate coordinates were omitted, resulting in 339 westbound segment crashes and 39 ramp crashes being summarized in the tables.

Table 66: Westbound I-26 Segment Summary

Segment	Mile Posts	Injury Severity					Lighting Condition			Surface Condition				Total	Percentage
		Fatality	Injury			Property Damage	Day Light	Dark		Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
			Incapacitating	Non-Incapacitating	Possible			Lighted	Not Lighted						
Within Exit 102 between the westbound off-ramp and loop off-ramp	(MM 102.473 - 102.228)	0	0	0	0	6	5	0	1	6	0	0	0	6	1.8%
Within Exit 102 between the westbound loop off-ramp and on-ramp	(MM 102.228 - 101.864)	0	0	0	2	8	9	0	1	8	2	0	0	10	2.9%
Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101	(MM 101.863 - 101.734)	0	0	0	0	9	7	0	2	4	5	0	0	9	2.7%
Within Exit 101 between the westbound off-ramp and loop off-ramp	(MM 101.733 - 101.483)	0	0	0	0	2	2	0	0	2	0	0	0	2	0.6%
Within Exit 101 between the westbound loop off-ramp and on-ramp	(MM 101.483 - 100.921)	0	0	0	0	4	4	0	0	3	1	0	0	4	1.2%
Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	(MM 100.921 - 96.587)	1	1	2	15	89	88	1	19	91	17	0	0	108	31.9%
Within Exit 97 between the westbound off-ramp and loop on-ramp	(MM 96.587 - 96.338)	0	0	0	1	8	9	0	0	4	5	0	0	9	2.7%
Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	(MM 96.338 - 91.270)	3	0	2	14	70	64	0	25	72	17	0	0	89	26.3%
Within Exit 91 between the westbound off-ramp and on-ramp	(MM 91.270 - 90.898)	0	0	0	0	1	1	0	0	1	0	0	0	1	0.3%
Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	(MM 90.898 - 85.268)	0	1	2	8	53	46	0	18	43	19	2	0	64	18.9%
Within Exit 85 between the westbound loop off-ramp and on-ramp	(MM 85.268 - 84.917)	0	0	0	0	7	5	0	2	7	0	0	0	7	2.1%
Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	(MM 84.917 - 82.290)	0	0	2	2	22	18	0	8	19	7	0	0	26	7.7%
Within Exit 82 between the westbound off-ramp and on-ramp	(MM 82.290 - 81.813)	0	0	0	1	3	4	0	0	3	1	0	0	4	1.2%
Total		4	2	8	43	282	262	1	76	263	74	2	0	339	
Percentage		1.2%	0.6%	2.4%	12.7%	83.2%	77.3%	0.3%	22.4%	77.6%	21.8%	0.6%	0.0%		

Table 67: Westbound I-26 Ramp Summary

Segment	Mile Posts	Injury Severity					Lighting Condition			Surface Condition				Total	Percentage
		Fatality	Injury			Property Damage	Day Light	Dark		Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
			Incapacitating	Non-Incapacitating	Possible			Lighted	Not Lighted						
WB off-ramp Exit 102	(MM 101.733 - 101.483)	0	0	0	1	1	2	0	0	2	0	0	0	2	5.1%
WB off-ramp Exit 101	(MM 101.483 - 100.921)	0	0	0	0	2	2	0	0	1	1	0	0	2	5.1%
WB loop off-ramp Exit 101	(MM 100.921 - 96.587)	0	0	0	0	4	2	0	2	1	3	0	0	4	10.3%
WB off-ramp Exit 97	(MM 96.587 - 96.338)	0	0	1	2	10	9	0	4	11	2	0	0	13	33.3%
WB loop on-ramp Exit 97	(MM 96.338 - 91.270)	0	0	0	0	2	1	0	1	0	2	0	0	2	5.1%
WB off-ramp Exit 91	(MM 91.270 - 90.898)	0	0	0	1	6	5	0	2	4	3	0	0	7	17.9%
WB loop off-ramp Exit 85	(MM 90.898 - 85.268)	0	0	0	2	0	2	0	0	2	0	0	0	2	5.1%
WB on-ramp Exit 85	(MM 85.268 - 84.917)	0	0	0	0	1	1	0	0	1	0	0	0	1	2.6%
WB off-ramp Exit 82	(MM 84.917 - 82.290)	0	0	0	0	3	3	0	0	2	1	0	0	3	7.7%
WB on-ramp Exit 82	(MM 82.290 - 81.813)	0	0	0	1	2	3	0	0	3	0	0	0	3	7.7%
Total		0	0	1	7	31	30	0	9	27	12	0	0	39	
Percentage		0.0%	0.0%	2.6%	17.9%	79.5%	76.9%	0.0%	23.1%	69.2%	30.8%	0.0%	0.0%		

Table 68: Westbound I-26 Segment Summary by Collision Type and Injury Severity

Segment	Mile Posts	Accident Types									Total	Percentage
		No Collision with Motor Vehicle	Rear End	Head On	Rear-to-Rear	Angle	Sideswipe Same Direction	Sideswipe Opposite Direction	Backed Into	Other		
Within Exit 102 between the westbound off-ramp and loop off-ramp	(MM 102.473 - 102.228)	0	5	0	0	0	1	0	0	0	6	1.8%
Within Exit 102 between the westbound loop off-ramp and on-ramp	(MM 102.228 - 101.864)	2	2	0	0	3	3	0	0	0	10	2.9%
Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101	(MM 101.863 - 101.734)	0	8	0	0	0	1	0	0	0	9	2.7%
Within Exit 101 between the westbound off-ramp and loop off-ramp	(MM 101.733 - 101.483)	0	2	0	0	0	0	0	0	0	2	0.6%
Within Exit 101 between the westbound loop off-ramp and on-ramp	(MM 101.483 - 100.921)	1	1	0	0	0	2	0	0	0	4	1.2%
Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	(MM 100.921 - 96.587)	45	49	0	0	1	13	0	0	0	108	31.9%
Within Exit 97 between the westbound off-ramp and loop on-ramp	(MM 96.587 - 96.338)	4	3	0	0	0	2	0	0	0	9	2.7%
Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	(MM 96.338 - 91.270)	42	28	1	0	2	16	0	0	0	89	26.3%
Within Exit 91 between the westbound off-ramp and on-ramp	(MM 91.270 - 90.898)	1	0	0	0	0	0	0	0	0	1	0.3%
Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	(MM 90.898 - 85.268)	31	22	0	0	1	10	0	0	0	64	18.9%
Within Exit 85 between the westbound loop off-ramp and on-ramp	(MM 85.268 - 84.917)	4	3	0	0	0	0	0	0	0	7	2.1%
Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	(MM 84.917 - 82.290)	15	9	0	0	1	1	0	0	0	26	7.7%
Within Exit 82 between the westbound off-ramp and on-ramp	(MM 82.290 - 81.813)	0	2	0	0	1	1	0	0	0	4	1.2%
Total		145	134	1	0	9	50	0	0	0	339	
Percentage		42.8%	39.5%	0.3%	0.0%	2.7%	14.7%	0.0%	0.0%	0.0%		

Table 69: Westbound I-26 Ramp Summary by Collision Type and Injury Severity

Segment	Mile Posts	Accident Types									Total	Percentage
		No Collision with Motor Vehicle	Rear End	Head On	Rear-to-Rear	Angle	Sideswipe Same Direction	Sideswipe Opposite Direction	Backed Into	Other		
WB off-ramp Exit 102	(MM 101.733 - 101.483)	2	0	0	0	0	0	0	0	0	2	5.1%
WB off-ramp Exit 101	(MM 100.921 - 96.587)	4	0	0	0	0	0	0	0	0	4	10.3%
WB loop off-ramp Exit 101	(MM 101.483 - 100.921)	1	1	0	0	0	0	0	0	0	2	5.1%
WB off-ramp Exit 97	(MM 96.338 - 91.270)	4	9	0	0	0	0	0	0	0	13	33.3%
WB loop on-ramp Exit 97	(MM 96.587 - 96.338)	0	1	0	0	0	0	0	1	0	2	5.1%
WB off-ramp Exit 91	(MM 91.270 - 90.898)	1	6	0	0	0	0	0	0	0	7	17.9%
WB loop off-ramp Exit 85	(MM 90.898 - 85.268)	1	1	0	0	0	0	0	0	0	2	5.1%
WB on-ramp Exit 85	(MM 85.268 - 84.917)	1	0	0	0	0	0	0	0	0	1	2.6%
WB off-ramp Exit 82	(MM 84.917 - 82.290)	1	2	0	0	0	0	0	0	0	3	7.7%
WB on-ramp Exit 82	(MM 82.290 - 81.813)	1	1	0	0	0	1	0	0	0	3	7.7%
Total		16	21	0	0	0	1	0	1	0	39	
Percentage		41.0%	53.8%	0.0%	0.0%	0.0%	2.6%	0.0%	2.6%	0.0%		

The Actual Crash Rate (ACR) for every segment along westbound I-26 was calculated to compare the segments against the statewide average ACR. For urban freeway segments, the 2015 statewide average ACR for all crashes is 1.431 per one million vehicle miles (MVM) and the rural crash rate is 0.626 MVM. The 2015 statewide average injury and fatality ACR for urban freeway segments are 0.273 MVM and 0.005 MVM accordingly. For rural freeways, the 2015 average injury crash rate is 0.126 MVM and the fatal crash rate is 0.008 MVM. The same statewide average ACR are applied to the ramps too.

The ACR for all crashes for each segment and for the ramps are shown in Table 70 and Table 71 respectively. The ACR for injury crashes for segment and for the ramps are shown in Table 72 and Table 73 respectively. Segments evaluated as “rural” segments include all the segments west of the Exit 101 eastbound off-ramp and are highlighted yellow in the tables.

As can be seen from Table 70, four of the segments of westbound I-26 exceed the statewide average ACR for freeway segments. The segments exceeding the statewide average ACR are:

- The weaving segment between the westbound on-ramp from Exit 102 and the off-ramp to Exit 101
- Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97
- Within Exit 97 between the westbound off-ramp and loop on-ramp
- Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91

As can be seen from Table 71, all ramps of westbound I-26 exceed the statewide average ACR for total crashes except for the westbound loop off-ramp at Exit 101.

As can be seen from Table 72, two of the thirteen segments of westbound I-26 are below the statewide average for the overall Injury ACR. The segments exceeding the statewide average ACR are:

- Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97
- Within Exit 97 between the westbound off-ramp and loop on-ramp

As can be seen from Table 73, all ramps of westbound I-26 where crashes happened exceed the statewide average ACR for injury crashes.

Table 70: I-26 Westbound Segments - Actual Crash Rate (Total Crashes)

Segment	Mile Posts	Total Crashes	Segment Length, mi	Segment AADT	Actual Crash Rate (per MVM)
Within Exit 102 between the westbound off-ramp and loop off-ramp	(MM 102.473 - 102.228)	6	0.245	35,850	0.624
Within Exit 102 between the westbound loop off-ramp and on-ramp	(MM 102.228 - 101.863)	10	0.365	35,850	0.698
Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101	(MM 101.863 - 101.734)	9	0.129	35,850	1.777
Within Exit 101 between the westbound off-ramp and loop off-ramp	(MM 101.733 - 101.483)	2	0.250	26,150	0.279
Within Exit 101 between the westbound loop off-ramp and on-ramp	(MM 101.483 - 100.921)	4	0.562	26,150	0.249
Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	(MM 100.921 - 96.587)	108	4.334	26,150	0.870
Within Exit 97 between the westbound off-ramp and loop on-ramp	(MM 96.587 - 96.338)	9	0.249	25,600	1.289
Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	(MM 96.338 - 91.270)	89	5.068	25,600	0.626
Within Exit 91 between the westbound off-ramp and on-ramp	(MM 91.270 - 90.898)	1	0.372	21,150	0.116
Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	(MM 90.898 - 85.268)	64	5.630	21,150	0.491
Within Exit 85 between the westbound loop off-ramp and on-ramp	(MM 85.268 - 84.917)	7	0.351	20,900	0.871
Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	(MM 84.917 - 82.290)	26	2.627	20,900	0.432
Within Exit 82 between the westbound off-ramp and on-ramp	(MM 82.290 - 81.813)	4	0.477	20,250	0.378

Rural ramps are highlighted in yellow

Table 71: I-26 Westbound Ramps - Actual Crash Rate (Total Crashes)

Segment	Total Crashes	Segment Length, mi	Segment AADT	Actual Crash Rate (per MVM)
WB off-ramp Exit 101	4	0.31	4,000	2.946
WB loop off-ramp Exit 101	2	0.28	7,100	0.919
WB off-ramp Exit 97	13	0.29	10,900	3.756
WB loop on-ramp Exit 97	2	0.24	1,800	4.228
WB off-ramp Exit 91	7	0.13	6,300	7.805
WB loop off-ramp Exit 85	2	0.16	900	12.684
WB on-ramp Exit 85	1	0.23	700	5.672
WB off-ramp Exit 82	3	0.15	2,500	7.306
WB on-ramp Exit 82	3	0.24	2,000	5.708

Rural ramps are highlighted in yellow

Table 72: I-26 Westbound Segments - Actual Crash Rates (Injury Crashes)

Segment	Mile Posts	Total Injury Crashes	Segment Length	Segment AADT	Actual Crash Rate (per MVM)
Within Exit 102 between the westbound off-ramp and loop off-ramp	(MM 102.473 - 102.228)	0	0.245	35,850	0.000
Within Exit 102 between the westbound loop off-ramp and on-ramp	(MM 102.228 - 101.863)	2	0.365	35,850	0.140
Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101	(MM 101.863 - 101.734)	0	0.129	35,850	0.000
Within Exit 101 between the westbound off-ramp and loop off-ramp	(MM 101.733 - 101.483)	0	0.250	26,150	0.000
Within Exit 101 between the westbound loop off-ramp and on-ramp	(MM 101.483 - 100.921)	0	0.562	26,150	0.000
Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	(MM 100.921 - 96.587)	18	4.334	26,150	0.145
Within Exit 97 between the westbound off-ramp and loop on-ramp	(MM 96.587 - 96.338)	1	0.249	25,600	0.143
Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	(MM 96.338 - 91.270)	16	5.068	25,600	0.113
Within Exit 91 between the westbound off-ramp and on-ramp	(MM 91.270 - 90.898)	0	0.372	21,150	0.000
Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	(MM 90.898 - 85.268)	11	5.630	21,150	0.084
Within Exit 85 between the westbound loop off-ramp and on-ramp	(MM 85.268 - 84.917)	0	0.351	20,900	0.000
Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	(MM 84.917 - 82.290)	4	2.627	20,900	0.067
Within Exit 82 between the westbound off-ramp and on-ramp	(MM 82.290 - 81.813)	1	0.477	20,250	0.095

Rural ramps are highlighted in yellow

Table 73: I-26 Westbound Ramps - Actual Crash Rates (Injury Crashes)

Segment	Total Injury Crashes	Segment Length	Segment AADT	Actual Crash Rate (per MVM)
WB off-ramp Exit 101	0	0.31	4,000	0.000
WB loop off-ramp Exit 101	0	0.28	7,100	0.000
WB off-ramp Exit 97	3	0.29	10,900	0.867
WB loop on-ramp Exit 97	0	0.24	1,800	0.000
WB off-ramp Exit 91	1	0.13	6,300	1.115
WB loop off-ramp Exit 85	2	0.16	900	12.684
WB on-ramp Exit 85	0	0.23	700	0.000
WB off-ramp Exit 82	0	0.15	2,500	0.000
WB on-ramp Exit 82	1	0.24	2,000	1.903

Rural ramps are highlighted in yellow

Westbound I-26 Segment Crashes

The following sections contain a detailed review of crash data for each segment of westbound I-26. Collision diagrams for the freeway segments, ramps and interchange areas of westbound I-26 are shown in **Appendix B**.

Exit 102 Westbound Off-Ramp

Two crashes were reported along the 0.29 mile long I-26 westbound off-ramp at Exit 102. Table 74 summarizes the crash data by collision type and injury severity. One possible injury crash resulted from a no collision with motor vehicle crash. One PDO crash resulted from a no collision with motor vehicle crash. No fatal crashes, incapacitating injury or non-incapacitating injury crashes were reported in this segment.

Table 74: I-26 Westbound Off-Ramp at Exit 102- Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	1	2	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	1	2	
Percentage	0.0%	0.0%	0.0%	50.0%	50.0%		

Table 75 summarizes crash data by accident severity, lighting and pavement surface conditions. Both the possible injury and the PDO crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-1 and B-2).

Table 75: I-26 WB off-ramp Exit 102- Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	50.0%
Property Damage Only	1	0	0	1	0	0	0	1	50.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 102 Between the Off-Ramp and Loop Off-Ramp (MM 102.473 - 102.228)

Six crashes were reported along the 0.245 mile long segment of westbound I-26 within the Exit 102 interchange between the westbound off-ramp and loop off-ramp. Table 76 summarizes the crash data by collision type and injury severity. Five rear end collisions and one sideswipe same direction accident resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 76: I-26 Westbound (Exit 102 Between the Off-Ramp and Loop Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	5	5	83.3%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	1	1	16.7%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	6	6	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 77 summarizes crash data by accident severity, lighting and pavement surface conditions. Five of the six crashes occurred in daylight and one in not lighted conditions. All crashes happened on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-1 and B-2).

Table 77: I-26 Westbound (Exit 102 Between the Off-Ramp and Loop Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	5	0	1	6	0	0	0	6	100.0%
Total	5	0	1	6	0	0	0	6	
Percentage	83.3%	0.0%	16.7%	100.0%	0.0%	0.0%	0.0%		

Exit 102 Westbound Loop Off-Ramp

No individual crashes were identified along the westbound loop off-ramp at Exit 102.

Within Exit 102 Between the Loop Off-Ramp and On-Ramp (MM 102.228 - 101.864)

Ten crashes were reported along this 0.365 mile long segment of westbound I-26 within the Exit 102 interchange between the westbound loop off-ramp and on-ramp. Table 78 summarizes the crash data by collision type and injury severity. There were two possible injury crashes resulting from a no collision with motor vehicle crash and one sideswipe same direction crash. Of the eight PDO crashes three resulted from angle crashes, two from sideswipe same direction and two from rear-end crashes, and one by a no collision with motor vehicle crash. No fatal crashes, incapacitating injury crashes or non-incapacitating injury crashes were reported in this segment.

Table 78: I-26 Westbound (Exit 102 Between the Loop Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	1	2	20.0%
Rear End	0	0	0	0	2	2	20.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	3	3	30.0%
Sideswipe Same Direction	0	0	0	1	2	3	30.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	2	8	10	
Percentage	0.0%	0.0%	0.0%	20.0%	80.0%		

Table 79 summarizes crash data by accident severity, lighting and pavement surface conditions. One of the possible injury crashes occurred in daylight and one in dark, unlighted conditions. All the PDO crashes occurred in daylight. Both possibly injury crashes and five of the eight PDO crashes occurred on dry pavement; two PDO crashes occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-1 and B-2).

Table 79: I-26 Westbound (Exit 102 Between the Loop Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	1	2	0	0	0	2	20.0%
Property Damage Only	8	0	0	6	2	0	0	8	80.0%
Total	9	0	1	8	2	0	0	10	
Percentage	90.0%	0.0%	10.0%	80.0%	20.0%	0.0%	0.0%		

Exit 102 Westbound On-Ramp

No individual crashes were identified along the westbound on-ramp at Exit 102.

*Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101
(MM 101.863 - 101.734)*

Nine crashes were reported along the 0.129 mile long I-26 weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101. Table 80 summarizes the crash data by collision type and injury severity. Eight rear end collisions and one sideswipe same direction accident resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 81 summarizes crash data by accident severity, lighting and pavement surface conditions. Seven of the nine PDO crashes occurred in daylight while two occurred in not lighted conditions. Five of the nine crashes occurred on wet pavement and four occurred on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-3 and B-4).

Table 80: I-26 Westbound (Weaving Segment Between the Exit 102 On-Ramp and the Exit 101 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	8	8	88.9%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	1	1	11.1%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	9	9	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 81: I-26 Westbound (Weaving Segment Between the Exit 102 On-Ramp and the Exit 101 Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	7	0	2	4	5	0	0	9	100.0%
Total	7	0	2	4	5	0	0	9	
Percentage	77.8%	0.0%	22.2%	44.4%	55.6%	0.0%	0.0%		

Exit 101 Westbound Off-Ramp

Four crashes were reported along the 0.31 mile long I-26 westbound off-ramp at Exit 101. Table 82 summarizes the crash data by collision type and injury severity. Four crashes caused by a no collision with motor vehicle type accident resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 83 summarizes crash data by accident severity, lighting and pavement surface conditions. Two of the PDO crashes occurred in daylight while the other two happened in dark, not lighted conditions. One crash occurred on dry pavement and three occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-5 and B-6).

Table 82: I-26 WB off-ramp Exit 101- Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	4	4	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	4	4	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 83: I-26 WB off-ramp Exit 101- Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice /Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	2	1	3	0	0	4	100.0%
Total	2	0	2	1	3	0	0	4	
Percentage	50.0%	0.0%	50.0%	25.0%	75.0%	0.0%	0.0%		

Within Exit 101 Between the Off-Ramp and Loop Off-Ramp (MM 101.733 - 101.483)

Two crashes were reported along this 0.250 mile long segment of westbound I-26 within Exit 101 between the westbound off-ramp and loop off-ramp. Table 84 summarizes the crash data by collision type and injury severity. Two rear end collisions resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 85 summarizes crash data by accident severity, lighting and pavement surface conditions. Both PDO crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-5 and B-6).

Table 84: I-26 Westbound (Exit 101 Between the Off-Ramp and Loop Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	2	2	100.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 85: I-26 Westbound (Exit 101 Between the Off-Ramp and Loop Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	0	2	0	0	0	2	100.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Exit 101 Westbound Loop Off-Ramp

Two crashes were reported along this 0.28 mile long I-26 westbound loop off-ramp at Exit 101. Table 86 summarizes the crash data by collision type and injury severity. Two PDO crashes occurred. One crash was caused by a no collision with motor vehicle crash and one from a rear end crash. No fatal or injury crashes were reported in this segment.

Table 87 summarizes crash data by accident severity, lighting and pavement surface conditions. Both PDO crashes occurred in daylight. One crash occurred on dry pavement and the other crash occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-5 and B-6).

Table 86: I-26 Westbound Loop Off-Ramp at Exit 101 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	50.0%
Rear End	0	0	0	0	1	1	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 87: I-26 Westbound Loop Off-Ramp at Exit 101- Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice /Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	2	0	0	1	1	0	0	2	100.0%
Total	2	0	0	1	1	0	0	2	
Percentage	100.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%		

Within Exit 101 Between the Loop Off-Ramp and On-Ramp (MM 101.483 - 100.921)

Four crashes were reported along the 0.562 mile long segment of westbound I-26 within Exit 101 between the westbound loop off-ramp and on-ramp. Table 88 summarizes the crash data by collision type and injury severity. There were four PDO crashes. One crash caused by a no collision with motor vehicle crash, one by a rear end crash and two by sideswipe same direction crashes. No fatal or injury crashes were reported in this segment.

Table 89 summarizes crash data by accident severity, lighting and pavement surface conditions. All four PDO crashes accidents occurred in daylight. Three PDO crashes happened on dry pavement and one on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-5 and B-6).

Table 88: I-26 Westbound (Exit 101 Between the Loop Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	25.0%
Rear End	0	0	0	0	1	1	25.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	2	2	50.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	4	4	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 89: I-26 Westbound (Exit 101 Between the Loop Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	4	0	0	3	1	0	0	4	100.0%
Total	4	0	0	3	1	0	0	4	
Percentage	100.0%	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%		

Between the Westbound On-Ramp at Exit 101 and the Off-Ramp at Exit 97 (MM 100.921 - 96.587)

One hundred eight crashes were reported along this 4.334 mile long segment of westbound I-26 between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97. Table 90 summarizes the crash data by collision type and injury severity. The one fatal crash, one incapacitating injury crash, and one of the two non-incapacitating injury crashes were the result of a no collision with motor vehicle crashes. The other non-incapacitating injury crash was the result of a rear end crash. Of the 15 possible injury crashes, seven were the result of no collision with motor vehicle crashes, five were the result of rear end crashes and three resulted from sideswipe same direction crashes. There were 89 PDO crashes in the segment. Forty three PDO crashes resulted from rear end crashes, 35 crashes resulted from no collision with motor vehicle crashes, ten from sideswipe same direction crashes and one from an angle crash.

Table 90: I-26 Westbound (Between the Exit 101 On-Ramp and the Exit 97 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	1	1	1	7	35	45	41.7%
Rear End	0	0	1	5	43	49	45.4%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	0.9%
Sideswipe Same Direction	0	0	0	3	10	13	12.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	1	1	2	15	89	108	
Percentage	0.9%	0.9%	1.9%	13.9%	82.4%		

Table 91 summarizes crash data by accident severity, lighting and pavement surface conditions. The fatal crash occurred in dark, lighted conditions on dry pavement. The incapacitating injury crash occurred in daylight on wet pavement. Both non-incapacitating injury crashes occurred in daylight on dry pavement. Of the 15 possible injury crashes, 14 occurred in daylight; 11 on dry pavement and four on wet pavement. Of the 89 PDO crashes, 71 occurred in daylight and 18 in dark, unlighted conditions. Seventy seven occurred on dry pavement and 12 occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-7, B-8, B-9, and B-10).

Table 91: I-26 Westbound (Between the Exit 101 On-Ramp and the Exit 97 Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	1	0	1	0	0	0	1	0.9%
Incapacitating Injury	1	0	0	0	1	0	0	1	0.9%
Non Incapacitating Injury	2	0	0	2	0	0	0	2	1.9%
Possible Injury	14	0	1	11	4	0	0	15	13.9%
Property Damage Only	71	0	18	77	12	0	0	89	82.4%
Total	88	1	19	91	17	0	0	108	
Percentage	81.5%	0.9%	17.6%	84.3%	15.7%	0.0%	0.0%		

Exit 97 Westbound Off-Ramp

Thirteen crashes were reported along the 0.29 mile long I-26 westbound off-ramp at Exit 97. Table 92 summarizes the crash data by collision type and injury severity. One crash resulting in non-incapacitating injury resulted from caused by a no collision with motor vehicle crash. Of the two possible injury crashes, one crash resulted from a no collision with motor vehicle crash and one from a rear end crash. Eight of the ten PDO crashes were the result of rear end crashes and two resulted from no collision with motor vehicle crashes. No fatal crashes and incapacitating injury crashes were reported in this segment.

Table 92: I-26 Westbound Off-Ramp at Exit 97 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	1	2	4	30.8%
Rear End	0	0	0	1	8	9	69.2%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	1	2	10	13	
Percentage	0.0%	0.0%	7.7%	15.4%	76.9%		

Table 93 summarizes crash data by accident severity, lighting and pavement surface conditions. The non-incapacitating injury crash occurred in daylight on dry pavement. One possible injury crash occurred in daylight and one in dark, not lighted conditions; both possible injury crashes occurred on dry pavement. Seven of the ten PDO crashes occurred in daylight; three in dark, unlighted conditions. Eight PDO crashes occurred on dry pavement and two on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-11 and B-12).

Table 93: I-26 Westbound Off-Ramp at Exit 97 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	1	0	0	1	0	0	0	1	7.7%
Possible Injury	1	0	1	2	0	0	0	2	15.4%
Property Damage Only	7	0	3	8	2	0	0	10	76.9%
Total	9	0	4	11	2	0	0	13	
Percentage	69.2%	0.0%	30.8%	84.6%	15.4%	0.0%	0.0%		

Within Exit 97 Between the Off-Ramp and Loop On-Ramp (MM 96.587 - 96.338)

Nine crashes were reported along the 0.249 mile long segment of westbound I-26 within Exit 97 between the westbound off-ramp and loop on-ramp. Table 94 summarizes the crash data by collision type and injury severity. One rear end crash resulted in possible injury. Of the eight PDO crashes, four resulted from no collision with motor vehicle crashes, and two each were rear end crashes and sideswipe same direction crashes. There were no fatal, incapacitating injury, or non-incapacitating injury crashes in this section.

Table 94: I-26 Westbound (Exit 97 Between the Off-Ramp and Loop On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	4	4	44.4%
Rear End	0	0	0	1	2	3	33.3%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	2	2	22.2%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	8	9	
Percentage	0.0%	0.0%	0.0%	11.1%	88.9%		

Table 95 summarizes crash data by accident severity, lighting and pavement surface conditions. All crashes occurred in daylight. The possible injury crash and three of the eight PDO crashes occurred on dry pavement. Five of the PDO crashes occurred on wet pavement. Collision

diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-11 and B-12).

Table 95: I-26 Westbound (Exit 97 Between the Off-Ramp and Loop On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	11.1%
Property Damage Only	8	0	0	3	5	0	0	8	88.9%
Total	9	0	0	4	5	0	0	9	
Percentage	100.0%	0.0%	0.0%	44.4%	55.6%	0.0%	0.0%		

Exit 97 Westbound Loop On-Ramp

Two crashes were reported along the 0.24 mile long I-26 westbound loop on-ramp at Exit 97. Table 96 summarizes the crash data by collision type and injury severity. One rear end crash and one backed into crash resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 96: I-26 Westbound - Exit 97 Loop On-Ramp - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	0	1	1	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	1	1	50.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 97 summarizes crash data by accident severity, lighting and pavement surface conditions. One crash occurred in dark, not lighted conditions and another occurred in daylight. Both crashes occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-11 and B-12).

Table 97: I-26 Westbound - Exit 97 Loop On-Ramp - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	1	0	1	0	2	0	0	2	100.0%
Total	1	0	1	0	2	0	0	2	
Percentage	50.0%	0.0%	50.0%	0.0%	100.0%	0.0%	0.0%		

Between the Exit 97 Loop On-Ramp and the Exit 91 Off-Ramp (MM 96.338 - 91.270)

Eighty nine crashes were reported along the 5.068 mile long segment of westbound I-26 between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91. Table 98 summarizes the crash data by collision type and injury severity. There were three fatal crashes along the section: two were the result of no collision with motor vehicle crashes and one resulted from a head on crash. There were no incapacitating injury crashes and two non-incapacitating injury crashes – both of which resulted from no collision with motor vehicle crashes. Of the 14 possible injury crashes, seven resulted from no collision with motor vehicle crashes, four rear from end crashes, two from sideswipe same direction crashes and one from an angle crash. There were 70 PDO crashes: 31 crashes resulted from no collision with motor vehicle crashes, 24 from rear end crashes, 14 from sideswipe same direction crashes and one from an angle crash.

Table 98: I-26 Westbound (Between the Exit 97 Loop On-Ramp and the Exit 91 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	2	0	2	7	31	42	47.2%
Rear End	0	0	0	4	24	28	31.5%
Head On	1	0	0	0	0	1	1.1%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	1	1	2	2.2%
Sideswipe Same Direction	0	0	0	2	14	16	18.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	3	0	2	14	70	89	
Percentage	3.4%	0.0%	2.2%	15.7%	78.7%		

Table 99 summarizes crash data by accident severity, lighting and pavement surface conditions. The three fatal crashes and the two non-incapacitating injury crashes occurred in dark, not lighted conditions on dry pavement. Eight of the 14 possible injury crashes occurred in daylight; 11 occurred on dry pavement and three on wet pavement. Of the 70 PDO crashes, 56 occurred in daylight and 14 occurred in unlit darkness. Fifty six crashes occurred on dry pavement and 14 happened on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-13, B-14, B-15, and B-16).

**Table 99: I-26 Westbound (Between the Exit 97 Loop On-Ramp and the Exit 91 Off-Ramp) -
Lighting and Pavement Conditions**

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	3	3	0	0	0	3	3.4%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	2	2	0	0	0	2	2.2%
Possible Injury	8	0	6	11	3	0	0	14	15.7%
Property Damage Only	56	0	14	56	14	0	0	70	78.7%
Total	64	0	25	72	17	0	0	89	
Percentage	71.9%	0.0%	28.1%	80.9%	19.1%	0.0%	0.0%		

Exit 91 Westbound Off-Ramp

Seven crashes were reported along the 0.13 mile long I-26 westbound off-ramp at Exit 91. Table 100 summarizes the crash data by collision type and injury severity. One rear end crash resulted in possible injury. Six PDO crashes occurred, with five resulting from rear-end crashes and one resulting from a no collision with motor vehicle type crash. No fatal crashes, incapacitating injury or non-incapacitating injury crashes were reported in this segment.

Table 101 summarizes crash data by accident severity, lighting and pavement surface conditions. Most crashes occurred in daylight while some happened in not lighted conditions. The possible injury crash occurred in daylight and on dry pavement. Four of the six PDO crashes occurred in daylight; three occurred on dry pavement and three occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-17 and B-18).

Table 100: I-26 Westbound Off-Ramp at Exit 91 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	14.3%
Rear End	0	0	0	1	5	6	85.7%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	6	7	
Percentage	0.0%	0.0%	0.0%	14.3%	85.7%		

Table 101: I-26 Westbound Off-Ramp at Exit 91 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	14.3%
Property Damage Only	4	0	2	3	3	0	0	6	85.7%
Total	5	0	2	4	3	0	0	7	
Percentage	71.4%	0.0%	28.6%	57.1%	42.9%	0.0%	0.0%		

Within Exit 91 Between the Off-Ramp and On-Ramp (MM 91.270 - 90.898)

One crash was reported along the 0.372 mile long segment of westbound I-26 within the Exit 91 interchange between the westbound off-ramp and on-ramp. Table 102 summarizes the crash data by collision type and injury severity. The one crash resulted from a no collision with motor vehicle crash that resulted in PDO. No fatal or injury crashes were reported in this segment.

Table 103 summarizes crash data by accident severity, lighting and pavement surface conditions. The single PDO crash occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-17 and B-18).

Table 102: I-26 Westbound (Exit 91 Between the Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 103: I-26 Westbound (Exit 91 Between the Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	1	0	0	1	0	0	0	1	100.0%
Total	1	0	0	1	0	0	0	1	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Exit 91 Westbound On-Ramp

No individual crashes were identified along the westbound on-ramp at Exit 91.

Between the On-Ramp at Exit 91 and the Loop Off-Ramp at Exit 85 (MM 90.898 - 85.268)

Sixty four crashes were reported along the 5.630 mile long segment of westbound I-26 between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85. Table 104 summarizes the crash data by collision type and injury severity. One crash resulted in incapacitating injury and resulted from a rear end crash. There were two non-incapacitating injury crashes: one resulted from a no collision with motor vehicle crash and one from a sideswipe same direction crash. Of the eight possible injury crashes, five crashes resulted from no collision with motor vehicle

crashes, two from rear end crashes and one from a sideswipe same direction crash. There were 53 PDO crashes. Twenty five PDO crashes were the result of no collision with motor vehicle type crashes, 19 resulted from rear end crashes, eight from sideswipe same direction crashes, and one from an angle crash.

Table 104: I-26 Westbound (Between the Exit 91 On-Ramp and the Exit 85 Loop Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	5	25	31	48.4%
Rear End	0	1	0	2	19	22	34.4%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	1.6%
Sideswipe Same Direction	0	0	1	1	8	10	15.6%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	1	2	8	53	64	
Percentage	0.0%	1.6%	3.1%	12.5%	82.8%		

Table 105 summarizes crash data by accident severity, lighting and pavement surface conditions. The incapacitating injury crash occurred in daylight on dry pavement. The two non-incapacitating injury crashes occurred on dry pavement; one occurred in daylight, and one occurred in unlit darkness. Three of the possible injury crashes occurred in daylight and five in dark, unlit conditions. Six possible injury crashes occurred on dry pavement and two on wet pavement. Forty one of the PDO crashes occurred in daylight and 12 in dark, unlit conditions. Thirty four of the PDO crashes occurred on dry pavement, 17 on wet pavement, and two on pavement with snow/ice/slush. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-19, B-20, B-21, and B-22).

Table 105: I-26 Westbound (Between the Exit 91 On-Ramp and the Exit 85 Loop Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	1	0	0	1	0	0	0	1	1.6%
Non Incapacitating Injury	1	0	1	2	0	0	0	2	3.1%
Possible Injury	3	0	5	6	2	0	0	8	12.5%
Property Damage Only	41	0	12	34	17	2	0	53	82.8%
Total	46	0	18	43	19	2	0	64	
Percentage	71.9%	0.0%	28.1%	67.2%	29.7%	3.1%	0.0%		

Exit 85 Westbound Loop Off-Ramp

Two possible injury crashes were reported along the 0.16 mile I-26 westbound loop off-ramp at Exit 85. Table 106 summarizes the crash data by collision type and injury severity. One possible injury crash resulted from a no collision with motor vehicle crash and one from a rear end crash. No fatal, incapacitating injury or non-incapacitating injury crashes were reported on this ramp.

Table 106: I-26 Westbound - Exit 85 Loop Off-Ramp - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	0	1	50.0%
Rear End	0	0	0	1	0	1	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	2	0	2	
Percentage	0.0%	0.0%	0.0%	100.0%	0.0%		

Table 107 summarizes crash data by accident severity, lighting and pavement surface conditions. Both possible injury crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-23 and B-24).

Table 107: I-26 Westbound - Exit 85 Loop Off-Ramp - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	2	0	0	2	0	0	0	2	100.0%
Property Damage Only	0	0	0	0	0	0	0	0	0.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Within Exit 85 Between the Westbound Loop Off-Ramp and On-Ramp (MM 85.268 - 84.917)

Seven crashes were reported along this 0.351 mile long segment of westbound I-26 within Exit 85 between the westbound loop off-ramp and on-ramp. Table 108 summarizes the crash data by collision type and injury severity. All seven crashes resulted in PDO. Four of the PDO crashes resulted from no collision with motor vehicle crashes and three from rear end collisions crashes. No fatal crashes or injury crashes were reported in this segment.

Table 108: I-26 Westbound (Exit 85 between the Loop Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	4	4	57.1%
Rear End	0	0	0	0	3	3	42.9%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	7	7	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 109 summarizes crash data by accident severity, lighting and pavement surface conditions. Five of the seven crashes occurred in daylight and two occurred in dark, not lighted conditions. All crashes occurred on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-23 and B-24).

Table 109: I-26 Westbound (Exit 85 Between the Loop Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Inapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	5	0	2	7	0	0	0	7	100.0%
Total	5	0	2	7	0	0	0	7	
Percentage	71.4%	0.0%	28.6%	100.0%	0.0%	0.0%	0.0%		

Exit 85 Westbound On-Ramp

One PDO crash was reported along the 0.23 mile long I-26 westbound on-ramp at Exit 85. Table 110 summarizes the crash data by collision type and injury severity. The one PDO crash resulted from no collision with motor vehicle type crash. No fatal or injury crashes were reported in this segment.

Table 110: I-26 Westbound On-Ramp at Exit 85 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	100.0%
Rear End	0	0	0	0	0	0	0.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 111 summarizes crash data by accident severity, lighting and pavement surface conditions. The single PDO crash occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-23 and B-24).

Table 111: I-26 Westbound On-Ramp at Exit 85 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	1	0	0	1	0	0	0	1	100.0%
Total	1	0	0	1	0	0	0	1	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Between the Westbound On-Ramp at Exit 85 and the Off-Ramp at Exit 82 (MM 84.917 - 82.290)

Twenty six crashes were reported along the 2.627 mile long segment of westbound I-26 between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82. Table 112 summarizes the crash data by collision type and injury severity. Two non-incapacitating injury crashes resulted from rear end crashes. Of the two possible injury crashes, one was the result of a rear end crash and one from an angle crash. There were 22 PDO crashes: 15 crashes were the result of no collision with motor vehicle crashes, six resulted from rear end crashes and one from a sideswipe same direction crash. No fatal crashes or incapacitating injury crashes were reported in this segment.

Table 112: I-26 Westbound (Between the Exit 85 On-Ramp and the Exit 82 Off-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	15	15	57.7%
Rear End	0	0	2	1	6	9	34.6%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	1	0	1	3.8%
Sideswipe Same Direction	0	0	0	0	1	1	3.8%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	2	2	22	26	
Percentage	0.0%	0.0%	7.7%	7.7%	84.6%		

Table 113 summarizes crash data by accident severity, lighting and pavement surface conditions. Both non-incapacitating injury crashes and both possible injury crashes occurred on dry

pavement. Of the non-incapacitating injury and possible injury crashes; one each occurred in daylight and one each occurred in dark, not lighted conditions. Sixteen of the 22 PDO crashes occurred on dry pavement and six occurred in dark, not lighted conditions. Fifteen PDO crashes occurred on dry pavement and seven occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-25 and B-26).

Table 113: I-26 Westbound (Between the Exit 85 On-Ramp and the Exit 82 Off-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	1	0	1	2	0	0	0	2	7.7%
Possible Injury	1	0	1	2	0	0	0	2	7.7%
Property Damage Only	16	0	6	15	7	0	0	22	84.6%
Total	18	0	8	19	7	0	0	26	
Percentage	69.2%	0.0%	30.8%	73.1%	26.9%	0.0%	0.0%		

Exit 82 Westbound Off-Ramp

Three PDO crashes were reported along the 0.15 mile long westbound off-ramp at Exit 82. Table 114 summarizes the crash data by collision type and injury severity. Two PDO crashes resulted from rear end crashes and one resulted from a no collision with motor vehicle crash. No fatal or injury crashes were reported in this segment.

Table 114: I-26 Westbound Off-Ramp at Exit 82 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	33.3%
Rear End	0	0	0	0	2	2	66.7%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	3	3	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

Table 115 summarizes crash data by accident severity, lighting and pavement surface conditions. All three crashes occurred in daylight. Two crashes occurred on dry pavement and one crash occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-27 and B-28).

Table 115: I-26 Westbound Off-Ramp at Exit 82 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	3	0	0	2	1	0	0	3	100.0%
Total	3	0	0	2	1	0	0	3	
Percentage	100.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%		

Within Exit 82 Between the Westbound Off-Ramp and On-Ramp (MM 82.290 - 81.813)

Four crashes were reported along the 0.477 mile long segment of westbound I-26 within the Exit 82 interchange between the westbound off-ramp and on-ramp. Table 116 summarizes the crash data by collision type and injury severity. One of the four crashes resulted in possible injury and was classified as a rear end crash. Out of the three PDO crashes, one was a rear end crash, one was an angle crash and one was a sideswipe same direction crash. No fatal, incapacitating injury and non-incapacitating injury crashes were reported along this segment.

Table 116: I-26 Westbound (Exit 82 Between the Off-Ramp and On-Ramp) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	1	1	2	50.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	1	1	25.0%
Sideswipe Same Direction	0	0	0	0	1	1	25.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	3	4	
Percentage	0.0%	0.0%	0.0%	25.0%	75.0%		

Table 117 summarizes crash data by accident severity, lighting and pavement surface conditions. The Possible injury crash occurred in daylight on wet pavement. All three PDO crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-27 and B-28).

Table 117: I-26 Westbound (Exit 82 between the Off-Ramp and On-Ramp) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	0	1	0	0	1	25.0%
Property Damage Only	3	0	0	3	0	0	0	3	75.0%
Total	4	0	0	3	1	0	0	4	
Percentage	100.0%	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%		

Exit 82 Westbound On-Ramp

Three crashes were reported along this 0.24 mile long WB on-ramp Exit 82. Table 118 summarizes the crash data by collision type and injury severity. One possible injury crash resulted from a no collision with motor vehicle crash. Of the two PDO crashes, one was the result of a rear end crash and one the result of a sideswipe same direction crash. No fatal crashes, incapacitating injury or non-incapacitating injury crashes were reported in this segment.

Table 118: I-26 Westbound On-Ramp at Exit 82- Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	0	1	33.3%
Rear End	0	0	0	0	1	1	33.3%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	1	1	33.3%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	2	3	
Percentage	0.0%	0.0%	0.0%	33.3%	66.7%		

Table 119 summarizes crash data by accident severity, lighting and pavement surface conditions. All three crashes occurred in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix B** (Figures B-27 and B-28).

Table 119: I-26 Westbound On-Ramp at Exit 82 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	33.3%
Property Damage Only	2	0	0	2	0	0	0	2	66.7%
Total	3	0	0	3	0	0	0	3	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

ARTERIAL ROADWAYS CRASHES

Crash analyses were performed for the arterial roadway segments at I-26 interchanges within the study area and on adjacent roadways and frontage roads.

There were no fatal crashes along the interchange arterial roadways and on the frontage roads interstate within the study area.

I-26 Arterial Roadway Crashes

Within the study area, there are four arterial roadways at the interchange of I-26 for which crash data was summarized. These arterials are:

- SC 202 at Exit 85 from MM 1.550 (approximately 500 feet south of the eastbound off-ramp intersection) to MM 2.150 (approximately 580 feet north of the intersection of SC 202 with 4 Oaks Road [S-36-370])
- Columbia Avenue (S-48) at Exit 91 from MM 2.375 (approximately 500 feet west of the eastbound ramp intersection) to MM 2.960 (approximately 2,100 feet east of the westbound ramp intersection)
- Broad River Road (US 176) at Exit 97 from MM 7.790 (approximately 1,500 feet north of the signalized intersection of the westbound off-ramp) to MM 9.110 (approximately 1,025 feet east of the intersection of Bickley Road [S-40-286]).
- Rauch-Metz Road (S-40-385) from MM 0.900 (approximately 1,530 feet west of its intersection with the Exit 97 eastbound off-ramp) to MM 1.170 (at its intersections with the Exit 97 eastbound off-ramp).
- Broad River Road (US 76 and US 176) at Exit 101 from MM 8.620 (approximately 1,200 feet west of Lordship Lane) to MM 13.800 (approximately 600 feet east of Western Lane).

The following sections contain a detailed review of crash data for each of the arterial roadways at the I-26 interchanges. Collision diagrams for the I-26 arterials are shown in [Appendix C](#).

Exit 85 - SC 202

Two crashes were reported along SC 202 from approximately 500 feet south of the eastbound off-ramp intersection to approximately 580 feet north of the intersection of SC 202 with 4 Oaks Road [S-36-370]. Table 120 summarizes this section's crash data based on collision type and injury severity.

Table 120: Exit 85 - SC 202 - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	0	0	0.0%
Rear End	0	0	0	1	1	2	100.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	0	0	0.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	1	2	
Percentage	0.0%	0.0%	0.0%	50.0%	50.0%		

No fatal crashes, incapacitating injury crashes, or non-incapacitating injury crashes were reported along SC 202. However, one crash resulted in possible injury and one crash resulted in PDO. Both crashes resulted from rear end crashes.

Table 121 summarizes crash data on this segment based on injury severity, lighting and pavement surface condition. Both crashes took place in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix C** (Figures C-1 and C-2).

Table 121: Exit 85 - SC 202 - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	50.0%
Property Damage Only	1	0	0	1	0	0	0	1	50.0%
Total	2	0	0	2	0	0	0	2	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Exit 91 - COLUMBIA AVENUE (S-48)

Fifteen crashes were reported along Columbia Avenue (S-48) from approximately 500 feet west of the eastbound ramp intersection to approximately 2,100 feet east of the westbound ramp intersection. Table 122 summarizes this section’s crash data based on collision type and injury severity.

Table 122: Exit 91 - Columbia Avenue (S-48) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	2	2	13.3%
Rear End	0	0	0	1	9	10	66.7%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	3	3	20.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	1	14	15	
Percentage	0.0%	0.0%	0.0%	6.7%	93.3%		

No fatal crashes, incapacitating injury crashes, or non-incapacitating injury crashes were reported along Columbia Avenue. However, one crash resulted in possible injury and fourteen crashes resulted in PDO. The possible injury crash resulted from a rear-end crash. Of the 14 PDO crashes, nine resulted from rear end crashes and two from no collision with motor vehicle crashes.

Table 123 summarizes crash data on this segment based on injury severity, lighting and pavement surface condition. The possible injury crash took place in daylight on dry pavement. Most PDO crashes occurred during daylight (13 of 14) and one occurred in dark, not lighted conditions. Twelve of the fourteen PDO crashes occurred on dry pavement and two occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix C** (Figures C-3 and C-4).

Table 123: Exit 91 - Columbia Avenue (S-48) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	1	0	0	1	0	0	0	1	6.7%
Property Damage Only	13	0	1	12	2	0	0	14	93.3%
Total	14	0	1	13	2	0	0	15	
Percentage	93.3%	0.0%	6.7%	86.7%	13.3%	0.0%	0.0%		

Exit 97 – Broad River Road (US 176)

Fifty five crashes were reported along Broad River Road (US 176) approximately 1,500 feet north of the signalized intersection of the westbound off-ramp to approximately 1,025 feet east of the intersection of Bickley Road (S-40-286). Table 124 summarizes this section’s crash data based on collision type and injury severity.

No fatal crashes or non-incapacitating injury crashes were reported along Broad River Road (US 176). However, three crashes resulted in non-incapacitating injuries, nine crashes resulted in possible injuries while forty three more crashes resulted in PDO. The three non-incapacitating injury crashes resulted from two angle crashes and one sideswipe same direction crash. The nine possible injury crashes resulted from five angle crashes, two rear end crashes, and one each of no collision of motor vehicle and head on crashes. Of the 43 PDO crashes, 20 resulted from angle crashes, 17 from rear end crashes, four from no collision with motor vehicle crashes, and two from sideswipe same direction crashes.

There is a cluster of accidents that occur at the eastbound ramp intersection with Broad River Road. The majority of these crashes are angle crashes. The combination of stop sign control of the off-ramp approach, speed of traffic on Broad River Road, drivers on the off-ramp misjudging the eastbound traffic traveling through rather than turning onto the loop on-ramp, and the curve and grade to the east of the intersection may contribute to this cluster of crashes.

Table 124: Exit 97 - Broad River Road (US 176) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	1	4	5	9.1%
Rear End	0	0	0	2	17	19	34.5%
Head On	0	0	0	1	0	1	1.8%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	2	5	20	27	49.1%
Sideswipe Same Direction	0	0	1	0	2	3	5.5%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	3	9	43	55	
Percentage	0.0%	0.0%	5.5%	16.4%	78.2%		

Table 125 summarizes crash data on this segment based on injury severity, lighting and pavement surface condition. Forty eight of the crashes took place in daylight and forty nine crashes occurred on dry pavement. Two out of three non-incapacitating injury crashes took place in daylight while one crash occurred in dark, not lighted conditions. Two out of three non-incapacitating injury crashes took place on dry pavement while one crash occurred on wet pavement. Eight out of nine possible injury crashes took place in daylight while one crash occurred in dark, not lighted conditions. Eight out of nine possible injury crashes took place on dry pavement while one crash occurred on wet pavement. Thirty eight PDO crashes took place in daylight while five crashes occurred in dark, not lighted conditions. Thirty nine PDO crashes took place on dry pavement while four crashes occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix C** (Figures C-5 and C-6).

Table 125: Exit 97 - Broad River Road (US 176) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unknwn		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	2	0	1	2	1	0	0	3	5.5%
Possible Injury	8	0	1	8	1	0	0	9	16.4%
Property Damage Only	38	0	5	39	4	0	0	43	78.2%
Total	48	0	7	49	6	0	0	55	
Percentage	87.3%	0.0%	12.7%	89.1%	10.9%	0.0%	0.0%		

Exit 97 – Rauch Metz Road

In addition, Rauch-Metz Road was analyzed due to its proximity to the interchange and its intersection with the eastbound ramps at Exit 97. The section of Rauch Metz Road where crash data was obtained extends approximately 1,530 feet west of its intersection with the Exit 97 eastbound ramps. Five crashes were reported along Rauch-Metz Road. Table 126 summarizes the Rauch Metz Road crash data based on collision type and injury severity.

Table 126: Exit 97 - Rauch-Metz Road - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	0	0	1	1	20.0%
Rear End	0	0	0	0	2	2	40.0%
Head On	0	0	0	0	0	0	0.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	0	0	0	2	2	40.0%
Sideswipe Same Direction	0	0	0	0	0	0	0.0%
Sideswipe Opposite Direction	0	0	0	0	0	0	0.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	0	0	0	5	5	
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%		

No fatal or injury crashes were reported along Rauch-Metz Road. All five crashes resulted in PDO. Two crashes were rear end crashes, two crashes were angle crashes and one crash was a no collision with motor vehicle crash.

Table 127 summarizes crash data on Rauch Metz Road based on injury severity, lighting and pavement surface condition. All five crashes took place in daylight on dry pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix C** (Figures C-7 and C-8).

Table 127: Exit 97 - Rauch-Metz Road - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Non-incapacitating Injury	0	0	0	0	0	0	0	0	0.0%
Possible Injury	0	0	0	0	0	0	0	0	0.0%
Property Damage Only	5	0	0	5	0	0	0	5	100.0%
Total	5	0	0	5	0	0	0	5	
Percentage	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%		

Exit 101 – Broad River Road (US 76 and US 176)

Forty crashes were reported along Broad River Road 101 from approximately 1,200 feet west of Lordship Lane to approximately 600 feet east of Western Lane. Table 128 summarizes this section’s crash data based on collision type and injury severity.

Table 128: Exit 101 - Broad River Road (US-76 and US 176) - Collision Type and Injury Severity

Collision Type	Fatality	Incapacitating Injury	Non-incapacitating Injury	Possible Injury	Property Damage	Total	Percentage
No Collision with Motor Vehicle	0	0	1	0	3	4	10.0%
Rear End	0	0	0	0	10	10	25.0%
Head On	0	0	1	1	2	4	10.0%
Rear-to-Rear	0	0	0	0	0	0	0.0%
Angle	0	1	5	0	11	17	42.5%
Sideswipe Same Direction	0	0	0	0	3	3	7.5%
Sideswipe Opposite Direction	0	0	1	0	1	2	5.0%
Backed Into	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Total	0	1	8	1	30	40	
Percentage	0.0%	2.5%	20.0%	2.5%	75.0%		

No fatal crashes were reported along Broad River Road. One crash resulted in incapacitating injury, eight crashes resulted in non-incapacitating injuries, one crash resulted in possible injury and 30 crashes resulted in PDO.

There was one incapacitating injury crash resulting from an angle crash. There were eight non-incapacitating injury crashes: five were the result of angle crashes. There was one each non-incapacitating injury crashes resulting from a no collision with motor vehicle crash, a head on crash, and a sideswipe opposite direction crash. The one possible injury crash was the result of a head on crash. Of the 30 PDO crashes, 11 were the result of angle crashes, ten from rear end crashes, three each from no collision with motor vehicle and sideswipe same direction crashes, and one from a sideswipe opposite direction crash.

Table 129 summarizes crash data on this segment based on injury severity, lighting and pavement surface condition. Thirty three of the crashes took place in daylight and twenty six crashes occurred on dry pavement. The single incapacitating injury crash occurred in dark, not lighted conditions on wet pavement. Seven out of eight non-incapacitating injury crashes took place in daylight with one crash occurring in dark lighted conditions. Seven out of eight non-incapacitating injury crashes took place on dry pavement while one crash occurred on wet pavement. The one possible injury crash took place in dark lighted conditions on dry pavement. Twenty six out of 30 PDO crashes took place in daylight; three crashes occurred in dark, not lighted conditions, and one occurred in dark, lighted conditions. Eighteen of 30 PDO crashes took place on dry pavement while 12 crashes occurred on wet pavement. Collision diagrams summarizing the manner of collision and the injury type can be found in **Appendix C** (Figures C-9 and C-10).

Table 129: Exit 101 - Broad River Road (US 76 and US 176) - Lighting and Pavement Conditions

Crash Severity	Lighting Condition			Surface Condition				Total	Percentage
	Daylight	Dark Lighted	Not Lighted	Dry	Wet / Standing Water	Snow / Ice / Slush	Other / Unkown		
Fatality	0	0	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	1	0	1	0	0	1	2.5%
Non-incapacitating Injury	7	1	0	7	1	0	0	8	20.0%
Possible Injury	0	1	0	1	0	0	0	1	2.5%
Property Damage Only	26	1	3	18	12	0	0	30	75.0%
Total	33	3	4	26	14	0	0	40	
Percentage	82.5%	7.5%	10.0%	65.0%	35.0%	0.0%	0.0%		

ECONOMIC LOSS ANALYSIS

An economic loss analysis was for performed for the interstate sections within the study area as well as the arterials where accident data were provided.

Methodology

The approximate cost of crashes in the corridor were estimated using the following Cost of Motor Vehicle Injuries data, obtained from National Safety Council (2014 costs):

- Fatality: \$1,512,000
- Incapacitating Injury: \$88,500
- Non-incapacitating evident injury (Class B): \$25,600
- Possible Injury: \$21,000
- PDO: \$4,200

A conservative annual inflation rate of 1.6 percent, as per current Bloomberg values, was used to adjust the Fatality, Injury and Property Damage costs to 2016 dollars for the estimate of economic loss.

I-26 Freeway Segment Economic Loss

Table 130 summarizes the combined economic loss for the northbound and southbound I-26 segments within the study area.

Table 130: I-26 Freeway Segment Economic Loss

Location	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
			Incapacitating		Non-incapacitating		Possible					
	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)		
I-26 Eastbound	3	\$4,682,300	4	\$365,400	36	\$951,300	61	\$1,322,300	487	\$2,111,400	\$9,432,700	49.5%
I-26 Westbound	4	\$6,243,100	2	\$182,700	10	\$264,300	62	\$1,344,000	368	\$1,595,500	\$9,629,600	50.5%
Total Economic Loss	\$10,925,400		\$548,100		\$1,215,600		\$2,666,300		\$3,706,900		\$19,062,300	
Percentage	57.3%		2.9%		6.4%		14.0%		19.4%			

The projected economic loss from the crashes occurring on I-26 is estimated to be approximately \$19.1 million. The projected economic losses for eastbound I-26 and for the westbound I-26 are almost equal. The cost of fatal crashes made up about 57 percent of the total economic loss. PDO crashes made up about 19 percent of the total economic loss.

To understand the economic impact of the different collision types, economic loss analyses were performed for each collision type for both eastbound and westbound I-26. The results of this

analysis are summarized in Table 131 for the eastbound segments, Table 132 for the westbound segments, and Table 133 for the combined interstate

Table 131: I-26 Eastbound Economic Loss by Collision Type

Collision Type	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
	Num.	Cost (2016 \$\$)	Incapacitating		Non-incapacitating		Possible		Num.	Cost (2016 \$\$)		
			Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)				
No Collision with Motor Vehicle	2	\$3,121,500	3	\$274,100	22	\$581,400	20	\$433,500	216	\$936,500	\$5,347,000	56.7%
Rear End	0	\$0	1	\$91,400	9	\$237,800	31	\$672,000	197	\$854,100	\$1,855,300	19.7%
Head On	0	\$0	0	\$0	1	\$26,400	0	\$0	0	\$0	\$26,400	0.3%
Rear-to-Rear	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Angle	0	\$0	0	\$0	3	\$79,300	4	\$86,700	24	\$104,100	\$270,100	2.9%
Sideswipe Same Direction	1	\$1,560,800	0	\$0	1	\$26,400	5	\$108,400	49	\$212,400	\$1,908,000	20.2%
Sideswipe Opposite Direction	0	\$0	0	\$0	0	\$0	1	\$21,700	0	\$0	\$21,700	0.2%
Backed Into	0	\$0	0	\$0	0	\$0	0	\$0	1	\$4,300	\$4,300	0.0%
Other	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Total Economic Loss	\$4,682,300		\$365,500		\$951,300		\$1,322,300		\$2,111,400		\$9,432,800	
Percentage	49.6%		3.9%		10.1%		14.0%		22.4%			

Table 132: I-26 Westbound Economic Loss by Collision Type

Collision Type	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
	Num.	Cost (2016 \$\$)	Incapacitating		Non-incapacitating		Possible		Num.	Cost (2016 \$\$)		
			Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)				
No Collision with Motor Vehicle	3	\$4,682,300	1	\$91,400	5	\$132,100	26	\$563,600	135	\$585,300	\$6,054,700	62.9%
Rear End	0	\$0	1	\$91,400	4	\$105,700	25	\$541,900	173	\$750,000	\$1,489,000	15.5%
Head On	1	\$1,560,800	0	\$0	0	\$0	0	\$0	0	\$0	\$1,560,800	16.2%
Rear-to-Rear	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Angle	0	\$0	0	\$0	0	\$0	2	\$43,400	10	\$43,400	\$86,800	0.9%
Sideswipe Same Direction	0	\$0	0	\$0	1	\$26,400	9	\$195,100	48	\$208,100	\$429,600	4.5%
Sideswipe Opposite Direction	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Backed Into	0	\$0	0	\$0	0	\$0	0	\$0	2	\$8,700	\$8,700	0.1%
Other	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Total Economic Loss	\$6,243,100		\$182,800		\$264,200		\$1,344,000		\$1,595,500		\$9,629,600	
Percentage	64.8%		1.9%		2.7%		14.0%		16.6%			

Table 133: I-26 Total Economic Loss by Collision Type

Collision Type	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
	Num.	Cost (2016 \$\$)	Incapacitating		Non-incapacitating		Possible		Num.	Cost (2016 \$\$)		
			Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)				
No Collision with Motor Vehicle	5	\$7,803,900	4	\$365,400	27	\$713,500	46	\$997,200	351	\$1,521,800	\$11,401,800	59.8%
Rear End	0	\$0	2	\$182,700	13	\$343,500	56	\$1,213,900	370	\$1,604,100	\$3,344,200	17.5%
Head On	1	\$1,560,800	0	\$0	1	\$26,400	0	\$0	0	\$0	\$1,587,200	8.3%
Rear-to-Rear	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Angle	0	\$0	0	\$0	3	\$79,300	6	\$130,100	34	\$147,400	\$356,800	1.9%
Sideswipe Same Direction	1	\$1,560,800	0	\$0	2	\$52,900	14	\$303,500	97	\$420,500	\$2,337,700	12.3%
Sideswipe Opposite Direction	0	\$0	0	\$0	0	\$0	1	\$21,700	0	\$0	\$21,700	0.1%
Backed Into	0	\$0	0	\$0	0	\$0	0	\$0	3	\$13,000	\$13,000	0.1%
Other	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Total Economic Loss	\$10,925,500		\$548,100		\$1,215,600		\$2,666,400		\$3,706,800		\$19,062,400	
Percentage	57.3%		2.9%		6.4%		14.0%		19.4%			

Most of the economic loss resulted from no collision with motor vehicle crashes along both eastbound and westbound I-26. These crashes accounted for approximately \$11.4 Million (approximately 60 percent of the total economic loss). About 53 percent of the economic losses for no collision with motor vehicle crashes occurred along westbound I-26, and 47 percent along eastbound I-26. Rear end crashes accounted for 17.5 percent of the total economic losses in the corridor, and sideswipe same direction crashes accounted for about 12 percent of the total economic crashes in the corridor.

I-26 Arterial Roadway Economic Loss

Table 134 summarizes the combined economic loss by collision type for the arterial roadway segments at the I-26 interchanges within the study area. The total economic loss of crashes along the I-26 interchange arterials is approximately \$1 million. Angle crashes and rear end crashes account for about 76 percent of the total economic loss.

Table 134: I-26 Interchange Arterial Economic Loss by Collision Type

Collision Type	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
	Num.	Cost (2016 \$\$)	Incapacitating		Non-incapacitating		Possible Injury		Num.	Cost (2016 \$\$)		
			Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)				
No Collision with Motor Vehicle	0	\$0	0	\$0	1	\$26,400	1	\$21,700	10	\$43,400	\$91,500	8.8%
Rear End	0	\$0	0	\$0	0	\$0	4	\$86,700	39	\$169,100	\$255,800	24.5%
Head On	0	\$0	0	\$0	1	\$26,400	2	\$43,400	2	\$8,700	\$78,500	7.5%
Rear-to-Rear	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Angle	0	\$0	1	\$91,400	7	\$185,000	5	\$108,400	36	\$156,100	\$540,900	51.7%
Sideswipe Same Direction	0	\$0	0	\$0	1	\$26,400	0	\$0	5	\$21,700	\$48,100	4.6%
Sideswipe Opposite Direction	0	\$0	0	\$0	1	\$26,400	0	\$0	1	\$4,300	\$30,700	2.9%
Backed Into	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Other	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	0.0%
Total Economic Loss	\$ -		\$91,400		\$290,600		\$260,200		\$403,300		\$ 1,045,500	
Percentage	0.0%		8.7%		27.8%		24.9%		38.6%			

The economic loss for each interchange arterial roadway is summarized in Table 135.

Table 135: Economic Loss by I-26 Interchange Arterial

Arterial Location	Fatality		Injury						Property Damage		Total Economic Loss	Percentage
	Num.	Cost (2016 \$\$)	Incapacitating		Non-incapacitating		Possible Injury		Num.	Cost (2016 \$\$)		
			Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)	Num.	Cost (2016 \$\$)				
Exit 85 (SC 202)	0	\$0	0	\$0	0	\$0	1	\$21,700	1	\$4,300	\$26,000	2.5%
Exit 91 (S-48)	0	\$0	0	\$0	0	\$0	1	\$21,700	14	\$60,700	\$82,400	7.9%
Exit 97 (US 176)	0	\$0	0	\$0	3	\$79,300	9	\$195,100	43	\$186,400	\$460,800	44.1%
Exit 97 (Rauch-Metz Road)	0	\$0	0	\$0	0	\$0	0	\$0	5	\$21,700	\$21,700	2.1%
Exit 101 (US 76 and US 176)	0	\$0	1	\$91,400	8	\$211,400	1	\$21,700	30	\$130,100	\$454,600	43.5%
Total Economic Loss	\$ -		\$91,400		\$290,700		\$260,200		\$403,200		\$ 1,045,500	
Percentage	0.0%		8.7%		27.8%		24.9%		38.6%			

The interchange arterial roadways with the highest economic losses are at Broad River Road at Exits 97 and 101. At Exit 97, the economic losses for crashes along Broad River Road (US 176) was \$460,800, while at Exit 101, the economic losses for crashes along Broad River Road (US 76/US 176) and \$454,600. These two locations make up approximately 88 percent of the economic losses at the I-26 interchange arterial roadways.

HOT SPOTS

The crash data for the freeway segments, ramps and interchange arterial roadways were evaluated to identify the “hot spots” in the various roadway segments.

Freeway Segment Hot Spots

The following sections highlight the freeway segments with the highest total number of crashes, the highest overall ACR, the highest total number of injury crashes, and the highest overall injury ACR. There are a total of 26 freeway segments and 22 ramps along I-26 that were evaluated to identify freeway and ramps hot spots.

TOTAL FREEWAY AND RAMP CRASHES HOT SPOTS

The freeway segments within the study area were sorted based on the total crashes occurring on each segment. The segments with the ten highest number of crashes are shown in Table 136. The corresponding Total Injury Crashes and Injury Crash Rate were also included in Table 136.

Table 136: Freeway Segments with Most Crashes

Route	Segment	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
I-26 EB	Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	131	1.005	23	0.176
I-26 EB	Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	129	1.024	17	0.135
I-26 EB	Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	113	0.818	19	0.138
I-26 WB	Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	108	0.870	18	0.145
I-26 WB	Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	89	0.626	16	0.113
I-26 WB	Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	64	0.491	11	0.084
I-26 EB	Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	51	0.847	9	0.149
I-26 EB	Within Exit 97 between the eastbound off-ramp and loop on-ramp	39	4.882	10	1.252
I-26 WB	Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	26	0.432	4	0.067
I-26 EB	Within Exit 102 between the eastbound off-ramp and loop off-ramp	15	1.410	1	0.094

Rural ramps are highlighted in yellow

The three segments with the highest number of crashes occur on I-26 eastbound between Exit 85 and Exit 101. The segments with the fourth through sixth highest number of crashes occur between the same segments in the westbound direction.

The freeway segments with the most crashes do not necessarily have the highest ACR. The segment with the highest ACR (4.882 per MVM) is associated with the segment that has the eighth highest number of crashes.

The ramps within the study area were also sorted based on the number of total crashes that occurred. The five ramps with the most crashes are shown in Table 137. The corresponding ramp ACR, Total Injury Crashes and Injury Crash Rate were also included in Table 137.

Table 137: Ramps with Most Crashes

Ramps	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
WB off-ramp Exit 97	13	3.756	3	0.867
EB off-ramp Exit 97	7	9.896	2	2.827
WB off-ramp Exit 91	7	7.805	1	1.115
EB loop on-ramp Exit 97	6	2.283	0	0.000
EB off-ramp Exit 101	4	14.269	1	3.567

Rural ramps are highlighted in yellow

Based on the total number of crashes occurring on the I-26 ramps, three of the five ramps with the most frequent crashes are located on eastbound direction and the remaining two on westbound direction. It should be noted that three of the five ramps with the highest number of crashes occur at Exit 97 and that four of the ramps with the highest number of crashes involve interchanges with Broad River Road (at either Exit 97 or Exit 101).

FREEWAY AND RAMPS ACR HOT SPOTS

The freeway segments within the study area were sorted based on the total ACR. The segments with the ten highest ACR are shown in Table 138. The corresponding segment Total Crashes, Total Injury Crashes and Injury ACR were also included in Table 138.

Sorting the crashes in this manner, all eight of the freeway segments with ACR exceeding the statewide average for freeway segments are listed. Additionally, the three segments with Injury Crash Rates exceeding the statewide average are also shown in Table 138.

Table 138: Freeway Segments with Highest ACR

Route	Segment	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
I-26 EB	Within Exit 97 between the eastbound off-ramp and loop on-ramp	39	4.882	10	1.252
I-26 WB	Weaving segment between the westbound on-ramp at Exit 102 and the off-ramp at Exit 101	9	1.777	0	0.000
I-26 EB	Within Exit 102 between the eastbound off-ramp and loop off-ramp	15	1.410	1	0.094
I-26 WB	Within Exit 97 between the westbound off-ramp and loop on-ramp	9	1.289	1	0.143
I-26 EB	Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	9	1.274	2	0.283
I-26 EB	Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	129	1.024	17	0.135
I-26 EB	Within Exit 85 between the eastbound off-ramp and loop on-ramp	8	1.022	4	0.511
I-26 EB	Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	131	1.005	23	0.176
I-26 WB	Within Exit 85 between the westbound loop off-ramp and on-ramp	7	0.871	0	0.000
I-26 WB	Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	108	0.870	18	0.145

Rural ramps are highlighted in yellow

Based on the ACR occurring on the I-26 freeway segments, six of the ten segments with the highest ACR are located on eastbound I-26 with four segments located on westbound I-26. It should be noted the segments with the five highest ACR are located between ramps at interchange exits or on the existing weaving segments between Exits 101 and 102. The segments in both directions between the off-ramps and loop on-ramps at Exit 97 have the first and fourth highest ACR. The weaving segments in both directions between Exits 101 and 102 have the second and fifth highest ACR. The freeway segments between interchanges with the highest ACR are the eastbound segment between Exit 97 and Exit 101, and the eastbound segment between Exit 85 and Exit 91. Both of these segments have ACR that exceed the statewide average for freeway segments.

The ramps within the study area were sorted based on the total ACR. The ramps with the five highest ACR are shown in Table 139. The corresponding ramps Total Crashes, Total Injury Crashes and Injury Crash Rate were also included in Table 139.

Table 139: Ramps with Highest ACR

Ramps	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
EB off-ramp Exit 101	4	14.269	1	3.567
WB loop off-ramp Exit 85	2	12.684	2	12.684
EB off-ramp Exit 85	2	10.872	0	0.000
EB off-ramp Exit 97	7	9.896	2	2.827
WB off-ramp Exit 91	7	7.805	1	1.115

Rural ramps are highlighted in yellow

Based on the ACR, three ramps of eastbound direction and two ramps of westbound direction make up the five ramps with the highest ACR. It should be noted that all but two of the ramps had ACR that exceeded the statewide average ACR for freeway segments.

TOTAL FREEWAY AND RAMP INJURY CRASHES HOT SPOTS

The freeway segments within the study area were sorted based on the total number of injury crashes. The segments with the ten highest number of injury crashes are shown in Table 140. The corresponding segment Total Crashes, ACR, and Injury Crash Rate were also included in Table 140.

Based on the total number of injury crashes, six segments of eastbound I-26 and four segments of westbound I-26 make up the ten segments with the highest ACR. The locations with the most frequent injury crashes are on freeway segments. Eight of the ten locations with the highest number of injury crashes are located between Exits. The two locations within interchange areas that have the highest number of crashes are on eastbound I-26 within Exit 97 (seventh highest number of crashes) and eastbound within Exit 85 (ninth highest number of crashes).

The ramps within the study area were also sorted based on the total number of injury crashes. The ramps with the five highest number of injury crashes are shown in Table 141. The corresponding ramp Total Crashes, ACR, and Injury Crash Rate were also included in Table 141.

Three of the five ramps with the most injury crashes are located on westbound I-26. Two ramps at Exit 97, the westbound and eastbound off-ramps, have the highest and third highest injury crashes of all the ramps.

FREEWAY AND RAMP INJURY CRASH RATES HOT SPOTS

The freeway segments within the study area were sorted based on the injury ACR. The segments with the ten highest injury ACR are shown in Table 142. The corresponding segment Total Crashes, ACR, and Total Injury Crashes were also included in Table 142. Eight of the 26 segments

evaluated for hot spots had an injury ACR that exceeded the statewide average freeway injury crash rates (27.5).

Table 140: Segments with Highest Injury Crashes

Route	Segment	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
I-26 EB	Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	131	1.005	23	0.176
I-26 EB	Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	113	0.818	19	0.138
I-26 WB	Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	108	0.870	18	0.145
I-26 EB	Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	129	1.024	17	0.135
I-26 WB	Between the westbound loop on-ramp at Exit 97 and the off-ramp at Exit 91	89	0.626	16	0.113
I-26 WB	Between the westbound on-ramp at Exit 91 and the loop off-ramp at Exit 85	64	0.491	11	0.084
I-26 EB	Within Exit 97 between the eastbound off-ramp and loop on-ramp	39	4.882	10	1.252
I-26 EB	Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	51	0.847	9	0.149
I-26 EB	Within Exit 85 between the eastbound off-ramp and loop on-ramp	8	1.022	4	0.511
I-26 WB	Between the westbound on-ramp at Exit 85 and the westbound off-ramp at Exit 82	26	0.432	4	0.067

Rural ramps are highlighted in yellow

Table 141: Ramps with Highest Injury Crashes

Ramps	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
WB off-ramp Exit 97	13	3.756	3	0.867
WB loop off-ramp Exit 85	2	12.684	2	12.684
EB off-ramp Exit 97	7	9.896	2	2.827
EB off-ramp Exit 91	1	5.189	1	5.189
EB loop off-ramp Exit 101	2	7.219	1	3.610

Rural ramps are highlighted in yellow

Table 142: Segments with Highest Injury ACR

Route	Segment	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
I-26 EB	Within Exit 97 between the eastbound off-ramp and loop on-ramp	39	4.882	10	1.252
I-26 EB	Within Exit 85 between the eastbound off-ramp and loop on-ramp	8	1.022	4	0.511
I-26 EB	Weaving segment between the eastbound on-ramp at Exit 101 and the off-ramp at Exit 102	9	1.274	2	0.283
I-26 EB	Between the eastbound loop on-ramp at Exit 85 and the off-ramp at Exit 91	131	1.005	23	0.176
I-26 EB	Between the eastbound on-ramp at Exit 82 and the eastbound off-ramp at Exit 85	51	0.847	9	0.149
I-26 WB	Between the westbound on-ramp at Exit 101 and the off-ramp at Exit 97	108	0.870	18	0.145
I-26 WB	Within Exit 97 between the westbound off-ramp and loop on-ramp	9	1.289	1	0.143
I-26 WB	Within Exit 102 between the westbound loop off-ramp and on-ramp	10	0.698	2	0.140
I-26 EB	Between the eastbound on-ramp at Exit 91 and the off-ramp at Exit 97	113	0.818	19	0.138
I-26 EB	Between the eastbound loop on-ramp at Exit 97 and the off-ramp at Exit 101	129	1.024	17	0.135

Rural ramps are highlighted in yellow

Based on the highest injury ACR, seven of the ten highest segments are located along eastbound I-26, and three along westbound I-26. The five segments with the highest injury crash rate are located on eastbound I-26. The segments with the three highest injury crash rates exceed the statewide injury rate. Two of these segments are located within interchanges, and one is located along a weaving section.

The ramps within the study area were also sorted based on the injury crash rate. The ramps with the five highest injury crash rates are shown in Table 143. The corresponding ramp Total Crashes, ACR, and Total Injury Crashes were also included in Table 143. All of the ramps within the study area that had injuries (eight ramps total) had an injury ACR that exceeded either the statewide rural average injury ACR (0.126 MVM) or the statewide urban average injury ACR (0.273 MVM).

Table 143: Ramps with Highest Injury ACR

Ramps	Total Crashes	Actual Crash Rate (per MVM)	Total Injury Crashes	Actual Injury Crash Rate (per MVM)
WB loop off-ramp Exit 85	2	12.684	2	12.684
EB off-ramp Exit 91	1	5.189	1	5.189
EB loop off-ramp Exit 101	2	7.219	1	3.610
EB off-ramp Exit 101	4	14.269	1	3.567
EB off-ramp Exit 97	7	9.896	2	2.827

Rural ramps are highlighted in yellow

Based on the highest injury crash rates, four of the five ramps with the highest crash rates are located along eastbound I-26 and one along westbound I-26. Two of the ramps with the highest injury crash rate are located at Exit 101.

FREEWAY HOT SPOTS: CONCLUSIONS

The following conclusions were developed from the freeway hot spots analysis and freeway segment analysis to improve traffic flow and enhance safety by reducing the frequency and/or severity of crashes:

- Eleven freeway segments exceed the rural or urban statewide average ACR. Ten of the segments are rural segments that exceed the statewide average rural ACR of 0.626 crashes per MVM. One urban segment exceeds the statewide average urban ACR of 1.431.
- The five freeway segments with the highest total ACR are located between ramps at individual interchanges or along weaving segments between interchanges. Seven of the ten segments with the highest total ACR are located between ramps at individual interchanges. These locations include
 - I-26 eastbound between the Exit 97 off-ramp and loop on-ramp (rural)
 - I-26 westbound weaving section between Exit 102 and Exit 101 (urban)
 - I-26 eastbound between the Exit 102 off-ramp and loop on-ramp (urban)
 - I-26 westbound between the Exit 97 off-ramp and loop on-ramp (rural)
 - I-26 eastbound weaving section between Exit 101 and Exit 102 (urban)
 - I-26 eastbound between the Exit 85 off-ramp and loop on-ramp (rural)
 - I-26 westbound between the Exit 85 loop off-ramp and the on-ramp (rural)
- The freeway segment between interchanges with the highest total ACR (and exceeding the statewide average urban or rural ACR) include:
 - I-26 eastbound between the Exit 97 loop on-ramp and the Exit 101 off-ramp (rural)
 - I-26 eastbound between the Exit 85 loop on-ramp and the Exit 91 off-ramp (rural)
- Weaving sections and loop ramps are elements in nine of the ten highest ACR segments.

- Eight rural freeway segments exceed the statewide rural Injury Crash Rate of 0.126 crashes per MVM. One urban segment, the eastbound weaving section between Exit 101 and Exit 102, exceeds the statewide rural injury Crash Rate of 0.273 crashes per MVM.
- ***Elimination of loop ramps at Exits 97 and 85 may improve safety along these sections with high ACR and the segments where the ACR exceeds the statewide average for freeway segments.***

Interchange Arterial Roadway Hot Spots

The interchange arterial roadway segments were sorted by the highest total number of crashes in Table 144. The interchange arterial roadway crashes may include a portion of crashes taking place on ramp approaches as well as crashes along the arterial between the ramp intersections, at the ramp intersections, and along the arterial between the ramp intersections and nearby, adjacent intersections.

Table 144: Crashes on Arterials

Arterial	Exit	Total Crashes
Broad River Road (S-176)	Exit 97	43
Broad River Road (S-76 and S-176)	Exit 101	30
Columbia Avenue (S-48)	Exit 91	14
Rauch-Metz Road (addition)	Exit 97	5
SC 202	Exit 85	1

The three arterial roadways with the most crashes are Broad River Road (Exit 97), Broad River Road (Exit 101), and Columbia Avenue (Exit 91).

ARTERIAL HOT SPOTS: CONCLUSIONS

The following conclusions were developed from the interchange arterial hot spots analysis and the arterial segment analysis to improve traffic flow and enhance safety by identifying areas where a reduction in the frequency and/or severity of crashes may be achieved.

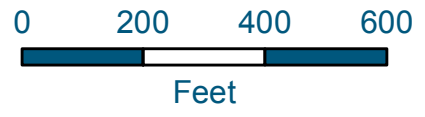
- At Exit 91, there are frequent crashes along Columbia Avenue to the west of the eastbound off-ramp intersection. These crashes seem to be associated with the frequent driveways serving the fast food restaurants, gas stations and other business located immediately west of the interchange. It is anticipated that these frequent driveways will be addressed through implementation of access management principles as part of the proposed diverging diamond interchange improvement planned by Lexington County at Exit 91.
- At Exit 97, there is a significant cluster of crashes, the majority of which are angle crashes, that occur at the currently unsignalized intersection of Broad River Road and the eastbound ramp termini. This cluster may result from stop sign control of the off-ramp

approach, traffic speed, misjudging eastbound traffic movements, and the curve and grade to the east of the intersection. The development of interchange improvement concepts at Exit 97 should consider addressing these factors in order to reduce the frequency of crashes at this location.

- At Exit 101, there is a cluster of crashes that occur at or near the signalized intersection of Broad River Road with Lordship Lane. There are smaller clusters of crashes that occur at the unsignalized intersection of Broad River Road and Royal Tower Drive (S-40-1862) and at the signalized intersection of Broad River Road and the eastbound on-ramp. Since no improvements are anticipated at this interchange as part of this project, these areas can perhaps be reviewed and safety concerns addressed as part of Richland County's proposed improvement project along Broad River Road.

APPENDIX A

I-26 Eastbound Collision Diagrams



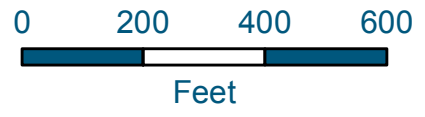
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- ⊙ Rear End EB

**Figure A-1
I-26 Eastbound
Exit 82**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

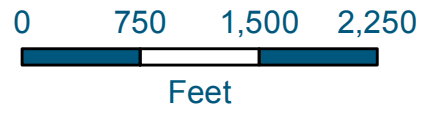
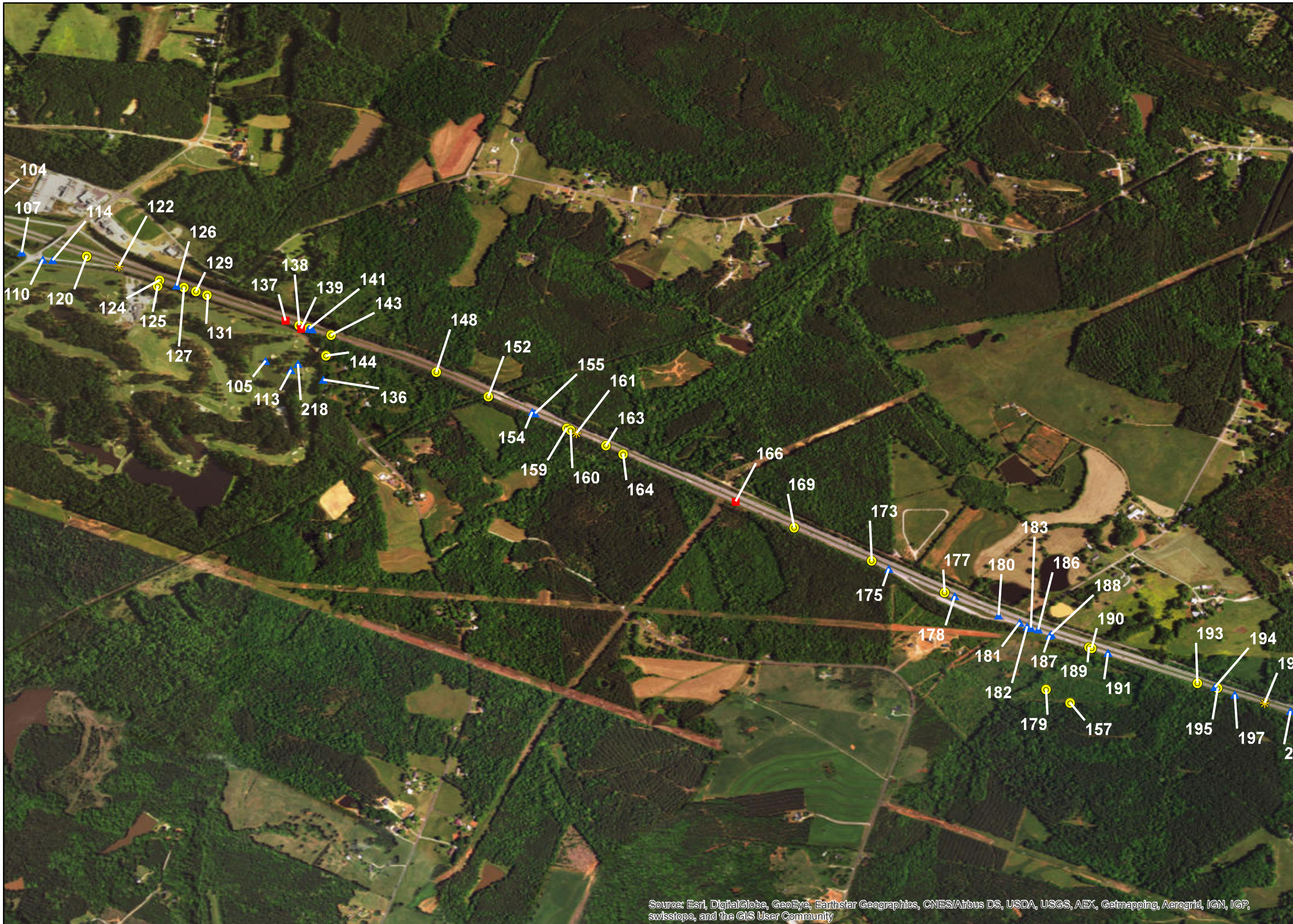
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

**Figure A-2
I-26 Eastbound
Exit 82**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
102	15564358	Newberry	Interstate	26	81.841	SC	26		0	0	No Injury	6/20/2015	1320	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4648611	34.240239	2
103	13624434	Newberry	Interstate	26	81.842	SC	26		0	0	No Injury	12/1/2013	1123	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4648889	34.240139	2
104	13549865	Newberry	Interstate	26	81.945	SC	26		0	0	No Injury	6/11/2013	334	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Fatigued/Asleep	-81.46315	34.239739	1
107	14571265	Newberry	Interstate	26	82.061	SC	26		0	0	No Injury	7/24/2014	1920	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4615611	34.2385	1
110	15634634	Newberry	Interstate	26	82.109	SC	26	ENTRANCE RAMP	0	0	No Injury	11/19/2015	1330	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Turn	-81.4607806	34.23825	1
114	13553135	Newberry	Interstate	26	82.128	SC	26		0	0	No Injury	6/18/2013	1220	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4604389	34.238219	1
120	15564147	Newberry	Interstate	26	82.189	SC	26		0	2	Non-incapacitating Injury	6/20/2015	1315	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4592111	34.238381	3
122	14622010	Newberry	Interstate	26	82.261	SC	26		0	0	No Injury	11/17/2014	1057	Monday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4580389	34.238	2
124	15620930	Newberry	Interstate	26	82.351	SC	26		0	2	Possible Injury	10/23/2015	1225	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4565806	34.237511	2
125	14616554	Newberry	Interstate	26	82.353	SC	26		0	0	No Injury	11/17/2014	1110	Monday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4566389	34.237289	2
126	14571256	Newberry	Interstate	26	82.389	SC	26		0	1	Non-incapacitating Injury	7/24/2014	1135	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.4559611	34.237311	1
127	14625308	Newberry	Interstate	26	82.405	SC	26		0	0	No Injury	11/25/2014	1830	Tuesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4557	34.237239	2
129	15596456	Newberry	Interstate	26	82.431	SC	26		0	0	No Injury	9/4/2015	1825	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4552694	34.237111	3
131	14624550	Newberry	Interstate	26	82.456	SC	26		0	0	No Injury	11/25/2014	1835	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4548611	34.236961	2



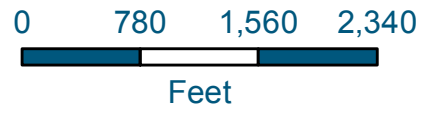
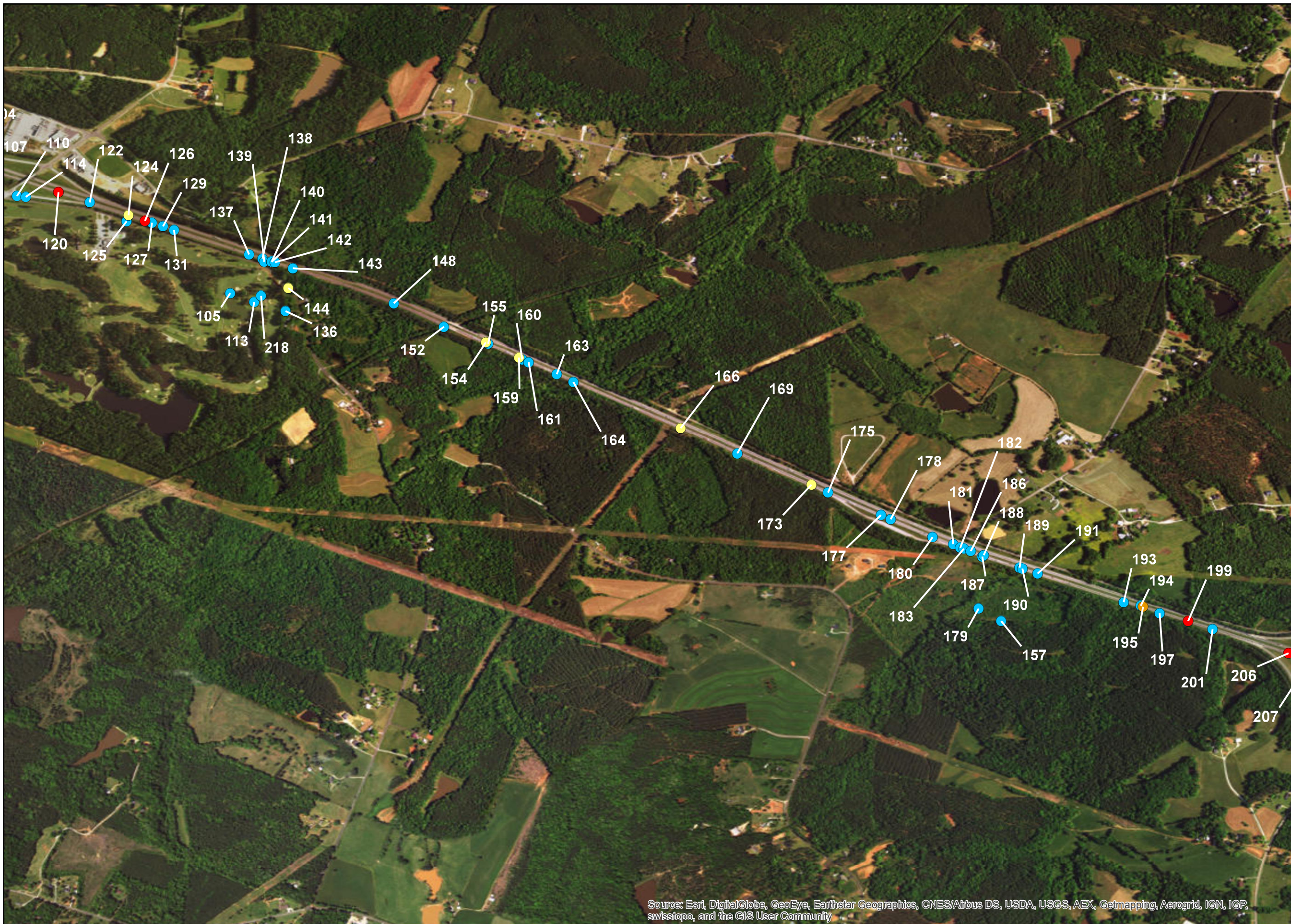
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-3
I-26 Eastbound
Exit 82 - Exit 85

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

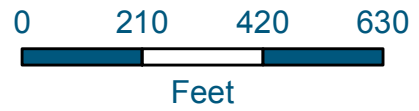
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

**Figure A-4
I-26 Eastbound
Exit 82 - Exit 85**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
105	14580922	Newberry	Interstate	26	82.02	SC	26		0	0	No Injury	8/21/2014	745	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.45275	34.234589	1
113	14554816	Newberry	Interstate	26	82.12	SC	26		0	0	No Injury	6/4/2014	1625	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.4518389	34.234261	1
136	14584546	Newberry	Interstate	26	82.62	SC	26		0	0	No Injury	9/2/2014	1550	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4506611	34.233911	1
137	15602560	Newberry	Interstate	26	82.63	SC	26		0	0	No Injury	9/24/2015	1155	Thursday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4520306	34.236039	2
138	13535936	Newberry	Interstate	26	82.661	SC	26		0	0	No Injury	5/5/2013	1605	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.4515306	34.235881	2
139	14625307	Newberry	Interstate	26	82.667	SC	26		0	0	No Injury	11/25/2014	1735	Tuesday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4514694	34.235761	2
141	14627355	Newberry	Interstate	26	82.682	Secondary	26		0	0	No Injury	11/25/2014	1720	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4511889	34.235761	2
143	15568174	Newberry	Interstate	26	82.731	SC	26		0	0	No Injury	6/20/2015	1333	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4503889	34.235531	3
144	15609116	Newberry	Interstate	26	82.74	SC	26		0	1	Possible Injury	9/4/2015	1650	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4505611	34.234781	4
148	14630618	Newberry	Interstate	26	82.967	SC	26		0	0	No Injury	11/25/2014	1900	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4465889	34.2342	2
152	14624549	Newberry	Interstate	26	83.091	SC	26		0	0	No Injury	11/25/2014	1715	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4447	34.233319	2
154	14565755	Newberry	Interstate	26	83.189	SC	26		0	1	Possible Injury	7/12/2014	930	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4431306	34.232739	1
155	14574086	Newberry	Interstate	26	83.196	SC	26		0	0	No Injury	8/5/2014	929	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Other (Vehicle Defect)	-81.4430306	34.232689	2
157	15593972	Newberry	Interstate	26	83.22	SC	26		0	0	No Injury	8/29/2015	1130	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4237194	34.22225	2
159	15597052	Newberry	Interstate	26	83.271	SC	26		0	1	Possible Injury	8/29/2015	1035	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4418694	34.232161	2
160	15540130	Newberry	Interstate	26	83.279	SC	26		0	0	No Injury	4/8/2015	1335	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.44175	34.2321	2
161	14614620	Newberry	Interstate	26	83.295	SC	26		0	0	No Injury	11/3/2014	1055	Monday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4415194	34.231981	2
163	14622986	Newberry	Interstate	26	83.363	SC	26		0	0	No Injury	11/25/2014	1715	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4404611	34.231539	2
164	15540131	Newberry	Interstate	26	83.404	SC	26		0	0	No Injury	4/8/2015	1423	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4398389	34.231239	4
166	14560775	Newberry	Interstate	26	83.664	SC	26		0	1	Possible Injury	5/12/2014	610	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4357889	34.229511	2
169	15575390	Newberry	Interstate	26	83.803	SC	26		0	0	No Injury	7/11/2015	1020	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4336611	34.228561	2
173	15501115	Newberry	Interstate	26	83.982	SC	26		0	1	Possible Injury	1/6/2015	745	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4308694	34.227369	2
175	15515590	Newberry	Interstate	26	84.023	SC	26		0	0	No Injury	2/2/2015	1521	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.43025	34.227081	1
177	15637756	Newberry	Interstate	26	84.152	SC	26		0	0	No Injury	11/8/2015	1610	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.42825	34.226231	2
178	15552222	Newberry	Interstate	26	84.175	SC	26		0	0	No Injury	5/17/2015	1300	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4278806	34.226081	1
179	15571773	Newberry	Interstate	26	84.26	SC	26		0	0	No Injury	7/13/2015	1120	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4245806	34.222719	2
180	15549864	Newberry	Interstate	26	84.277	SC	26		0	0	No Injury	5/19/2015	1900	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4263	34.2254	1
181	13579130	Newberry	Interstate	26	84.325	SC	26		0	0	No Injury	8/19/2013	835	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4255306	34.225139	1
182	13568755	Newberry	Interstate	26	84.342	SC	26		0	0	No Injury	8/12/2013	1915	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4252694	34.225	1
183	14634535	Newberry	Interstate	26	84.351	SC	26		0	0	No Injury	12/24/2014	625	Wednesday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4251306	34.224961	1
186	15595980	Newberry	Interstate	26	84.367	SC	26		0	0	No Injury	8/30/2015	1920	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4248611	34.224889	1
187	14504049	Newberry	Interstate	26	84.395	SC	26		0	0	No Injury	1/11/2014	1320	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4244389	34.224681	1
188	15576233	Newberry	Interstate	26	84.396	SC	26		0	0	No Injury	7/18/2015	1810	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4243889	34.224719	1
189	13515043	Newberry	Interstate	26	84.48	SC	26		0	0	No Injury	2/27/2013	2045	Wednesday	Dry	Dark (street lamp not lit)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4230389	34.22425	2
190	14621060	Newberry	Interstate	26	84.487	SC	26		0	0	No Injury	11/25/2014	1730	Tuesday	Wet	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4229306	34.224219	2
191	14558308	Newberry	Interstate	26	84.522	SC	26		0	0	No Injury	6/14/2014	1215	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.42235	34.224039	1
193	14563040	Newberry	Interstate	26	84.722	SC	26		0	0	No Injury	6/14/2014	1150	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4191111	34.222961	2
194	15538644	Newberry	Interstate	26	84.759	SC	26		0	0	No Injury	4/19/2015	902	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.4184806	34.222811	1
195	15635964	Newberry	Interstate	26	84.765	SC	26		0	2	Incapacitating Injury	11/20/2015	813	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4183889	34.222781	2
197	15611949	Newberry	Interstate	26	84.804	SC	26		0	0	No Injury	10/4/2015	445	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4177694	34.222539	1
218	14577037	Newberry	Interstate	26	85.26	SC	26		0	0	No Injury	8/10/2014	845	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.4515806	34.234481	1



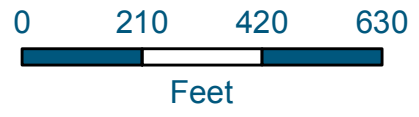
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ✚ Head On EB
- ▲ No Collision With Motor Vehicle EB
- ✱ Angle Collision EB
- Rear End EB

Figure A-5
I-26 Eastbound
Exit 85

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

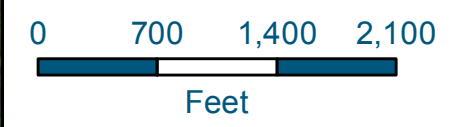
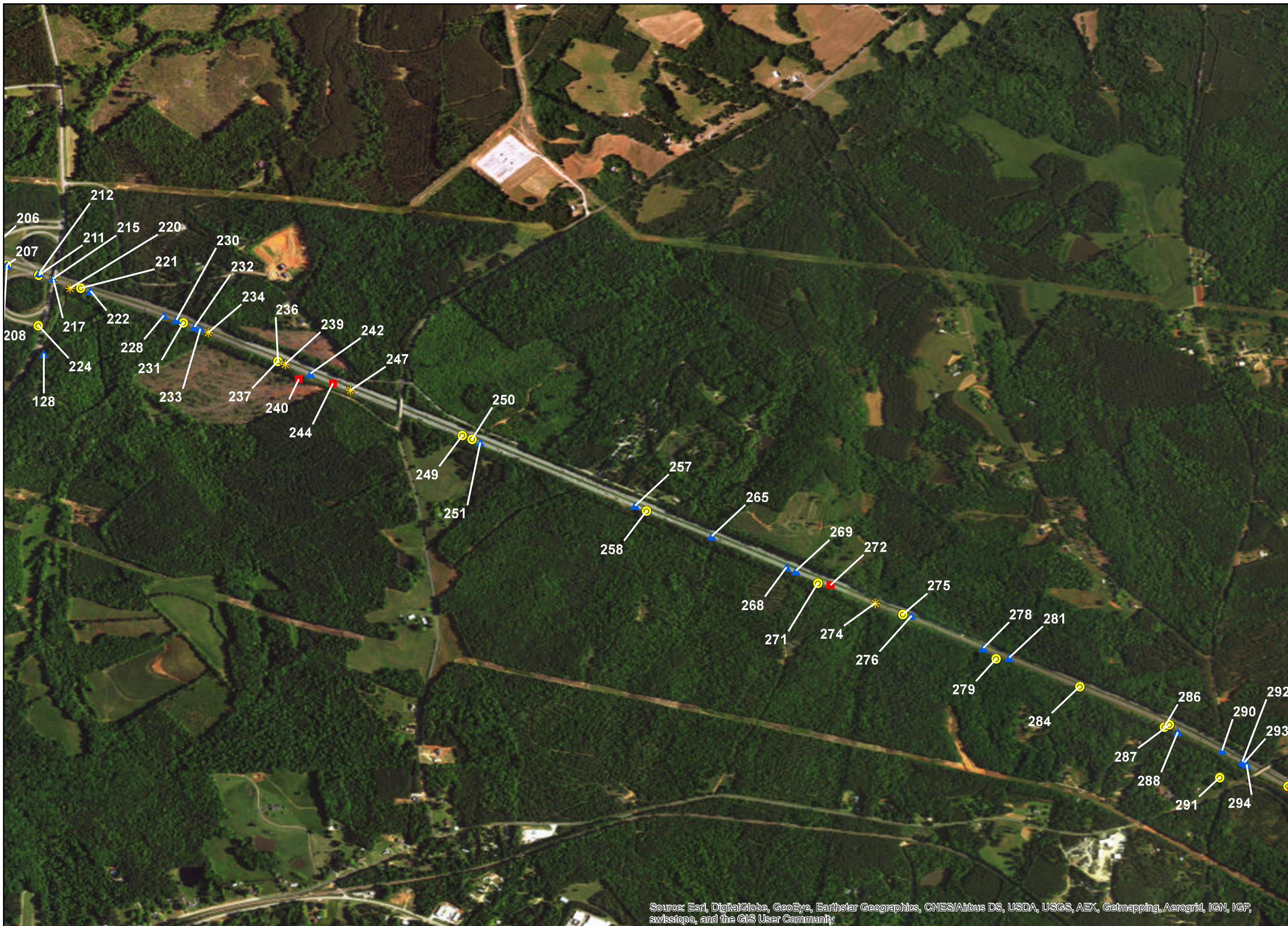
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

**Figure A-6
I-26 Eastbound
Exit 85**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
128	14609330	Newberry	Interstate	26	82.42	Secondary	26		0	0	No Injury	10/5/2014	1427	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.41085	34.2178	3
199	15552210	Newberry	Interstate	26	84.869	SC	26		0	2	Non-incapacitating Injury	5/17/2015	1200	Sunday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4166889	34.22239	3
201	14609419	Newberry	Interstate	26	84.926	SC	26		0	0	No Injury	10/16/2014	255	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4157611	34.221939	1
206	13542757	Newberry	Interstate	26	85.101	SC	26		0	2	Non-incapacitating Injury	5/23/2013	1428	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.4129	34.221031	1
207	14560786	Newberry	Interstate	26	85.151	SC	26		0	1	Non-incapacitating Injury	6/14/2014	1350	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4120889	34.220769	2
211	15564354	Newberry	Interstate	26	85.216	SC	26		0	1	Possible Injury	6/19/2015	1745	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4110194	34.220431	4
212	15571285	Newberry	Interstate	26	85.216	SC	26		0	0	No Injury	6/28/2015	515	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.411	34.220489	1
215	15535774	Newberry	Interstate	26	85.244	SC	26		0	0	No Injury	3/31/2015	830	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.4105611	34.2203	1
217	14567364	Newberry	Interstate	26	85.247	SC	26		0	3	Possible Injury	7/12/2014	905	Saturday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Under The Influence	-81.4105306	34.220269	2
220	15511857	Newberry	Interstate	26	85.283	SC	26		0	0	No Injury	2/2/2015	1450	Monday	Dry	Daylight	Angle 3	Equipment Failure	Tires/Wheel Defect	-81.4099694	34.22	2
221	15573836	Newberry	Interstate	26	85.302	SC	26		0	0	No Injury	7/18/2015	1425	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4096111	34.22	2
222	13591463	Newberry	Interstate	26	85.323	SC	26		0	0	No Injury	9/20/2013	2300	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.4092889	34.2199	1
224	15647534	Newberry	Interstate	26	85.36	SC	26	RAMP 7729	0	0	No Injury	12/16/2015	1835	Wednesday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	#N/A	-81.4110389	34.218739	2
228	13623314	Newberry	Interstate	26	85.478	SC	26		0	1	Possible Injury	11/30/2013	1345	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Improper Lane Usage/Change	-81.4068389	34.219089	2
230	13524151	Newberry	Interstate	26	85.505	SC	26		0	0	No Injury	4/5/2013	1600	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.4064306	34.218931	2
231	15565691	Newberry	Interstate	26	85.52	SC	26		0	0	No Injury	6/13/2015	1050	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4061889	34.218831	4
232	15597048	Newberry	Interstate	26	85.543	SC	26		0	0	No Injury	8/1/2015	1055	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4058306	34.2187	1
233	15509202	Newberry	Interstate	26	85.556	SC	26		0	0	No Injury	1/8/2015	1340	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4056306	34.218631	1
234	14537672	Newberry	Interstate	26	85.574	SC	26		0	0	No Injury	3/27/2014	955	Thursday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	#N/A	-81.4053611	34.218511	2



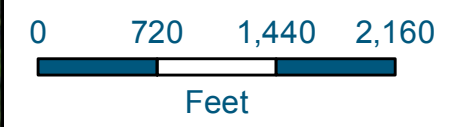
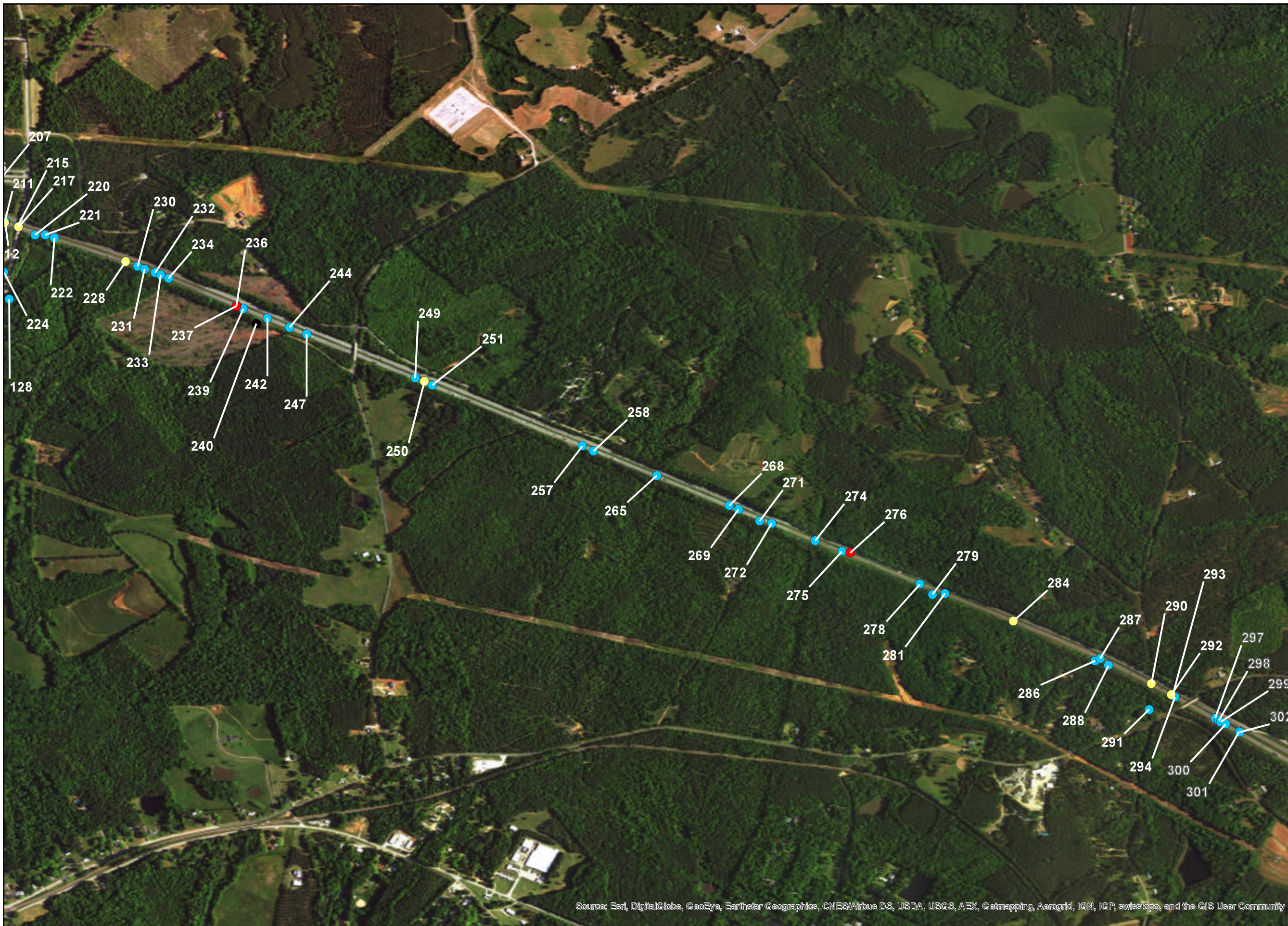
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-7
I-26 Eastbound
Exit 85 - Holy
Trinity Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

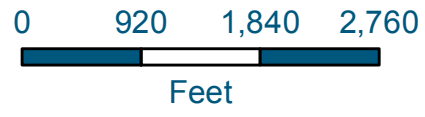
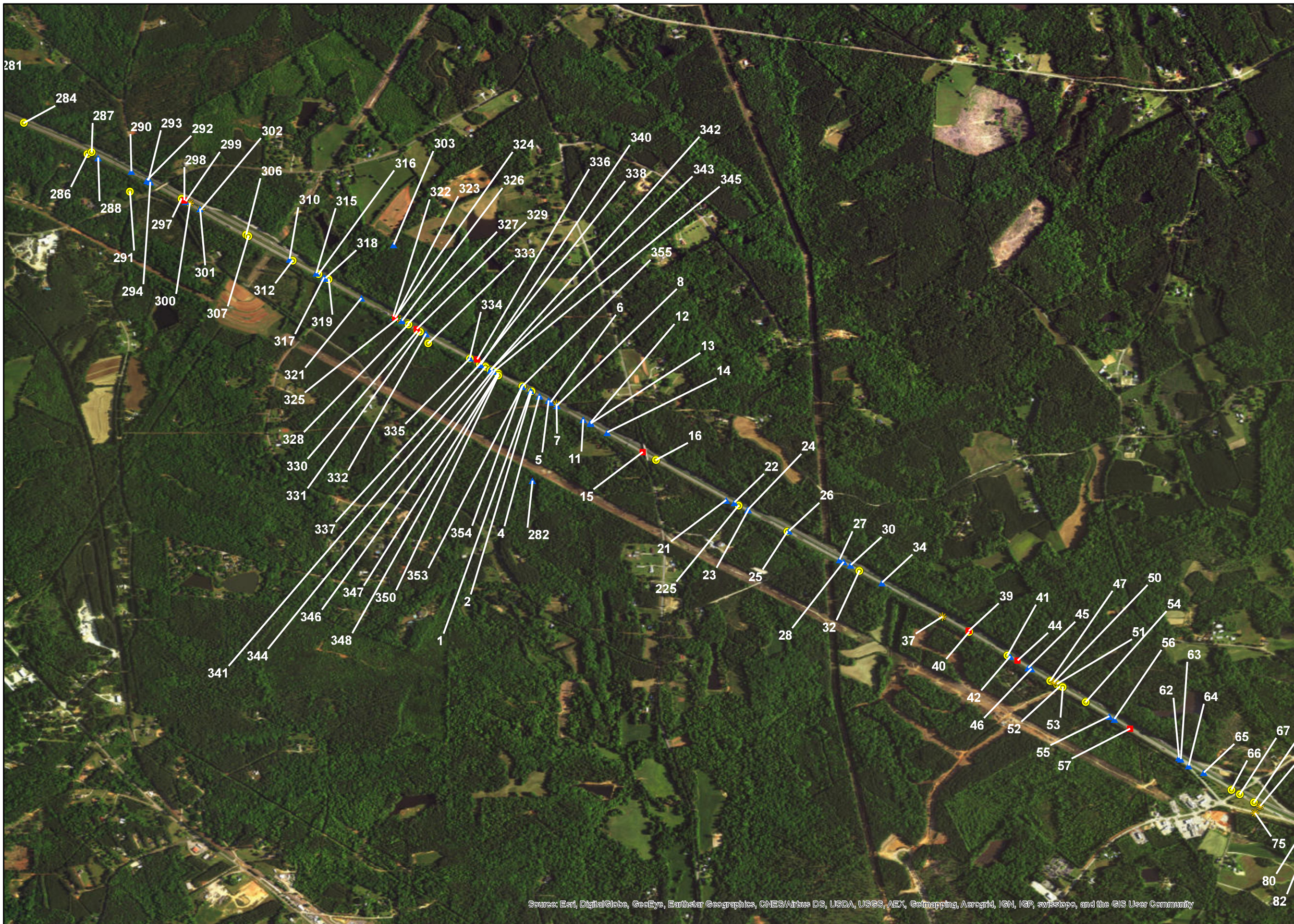
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-8
I-26 Eastbound
Exit 85 - Holy
Trinity Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
236	14577362	Newberry	Interstate	26	85.726	SC	26		0	0	No Injury	8/11/2014	1555	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4030306	34.217581	2
237	15634636	Newberry	Interstate	26	85.727	SC	26		0	1	Non-incapacitating Injury	11/20/2015	713	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4030306	34.217561	2
239	14578554	Newberry	Interstate	26	85.743	SC	26		0	0	No Injury	8/11/2014	1549	Monday	Dry	Daylight	Angle 3	Median Barrier	Driving too Fast for Conditions	-81.4027889	34.217461	2
240	13586466	Newberry	Interstate	26	85.782	SC	26		1	2	Fatality	9/15/2013	1806	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Under The Influence	-81.4023389	34.216961	2
242	14571225	Newberry	Interstate	26	85.797	Secondary	26		0	0	No Injury	7/8/2014	2245	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.4019611	34.217139	1
244	15509207	Newberry	Interstate	26	85.847	Secondary	26		0	0	No Injury	1/22/2015	1745	Thursday	Dry	Dusk	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4012	34.216819	2
247	13595906	Newberry	Interstate	26	85.885	SC	26		0	0	No Injury	7/25/2013	1350	Thursday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4006111	34.216589	2
249	13580708	Newberry	Interstate	26	86.13	Secondary	26		0	0	No Injury	8/27/2013	935	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3968806	34.215081	2
250	15520390	Newberry	Interstate	26	86.15	SC	26		0	1	Possible Injury	2/22/2015	1605	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3965611	34.214961	2
251	15628169	Newberry	Interstate	26	86.168	SC	26		0	0	No Injury	11/8/2015	740	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3962889	34.214839	1
257	13533372	Newberry	Interstate	26	86.507	SC	26		0	0	No Injury	4/19/2013	1535	Friday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3911194	34.212739	1
258	15566158	Newberry	Interstate	26	86.533	SC	26		0	0	No Injury	6/26/2015	1320	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3907389	34.212569	2
265	15640582	Newberry	Interstate	26	86.674	SC	26		0	0	No Injury	12/10/2015	740	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3885611	34.211719	1
268	14575122	Newberry	Interstate	26	86.839	Secondary	26		0	0	No Injury	7/28/2014	1610	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3860694	34.210681	2
269	13628936	Newberry	Interstate	26	86.859	Secondary	26		0	0	No Injury	12/21/2013	1150	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.38575	34.210561	1
271	15652850	Newberry	Interstate	26	86.91	SC	26		0	0	No Injury	11/8/2015	1420	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3850194	34.210161	2
272	15643362	Newberry	Interstate	26	86.935	SC	26		0	0	No Injury	11/7/2015	935	Saturday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3846	34.210089	2
274	13533263	Newberry	Interstate	26	87.033	SC	26		0	0	No Injury	4/19/2013	1520	Friday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3831111	34.209481	2
275	13533373	Newberry	Interstate	26	87.093	Secondary	26		0	0	No Injury	4/19/2013	1530	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3821806	34.209111	2
276	14558082	Newberry	Interstate	26	87.11	SC	26		0	4	Non-incapacitating Injury	6/17/2014	835	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Driving too Fast for Conditions	-81.3818889	34.209061	1
278	15571281	Newberry	Interstate	26	87.27	Secondary	26		0	0	No Injury	6/27/2015	214	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.3795	34.207989	1
279	15501433	Newberry	Interstate	26	87.304	SC	26		0	0	No Injury	1/3/2015	1315	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3790611	34.207639	2
281	13584077	Newberry	Interstate	26	87.326	Secondary	26		0	0	No Injury	9/2/2013	1600	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3786306	34.207669	1
284	13539349	Newberry	Interstate	26	87.48	Secondary	26		0	2	Possible Injury	5/5/2013	2000	Sunday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3762806	34.206711	2
286	15567581	Newberry	Interstate	26	87.672	SC	26		0	0	No Injury	6/27/2015	1425	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3734611	34.20535	3
287	13562106	Newberry	Interstate	26	87.678	SC	26		0	0	No Injury	7/14/2013	1425	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3732889	34.205431	2
288	14600678	Newberry	Interstate	26	87.701	SC	26		0	0	No Injury	10/1/2014	1350	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.3730111	34.205181	1
290	15651115	Newberry	Interstate	26	87.799	SC	26		0	1	Possible Injury	12/23/2015	800	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3715306	34.204569	1
291	14625306	Newberry	Interstate	26	87.83	SC	26		0	0	No Injury	11/25/2014	1630	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3716111	34.203669	2
292	13583069	Newberry	Interstate	26	87.847	Secondary	26		0	1	Possible Injury	9/15/2013	835	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.37085	34.204189	1
293	13563816	Newberry	Interstate	26	87.851	Secondary	26		0	0	No Injury	7/14/2013	1329	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3707889	34.204161	1
294	13561715	Newberry	Interstate	26	87.857	Secondary	26		0	0	No Injury	7/14/2013	1328	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3707111	34.2041	1



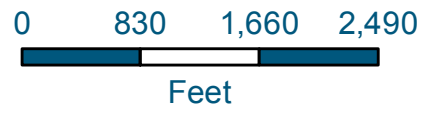
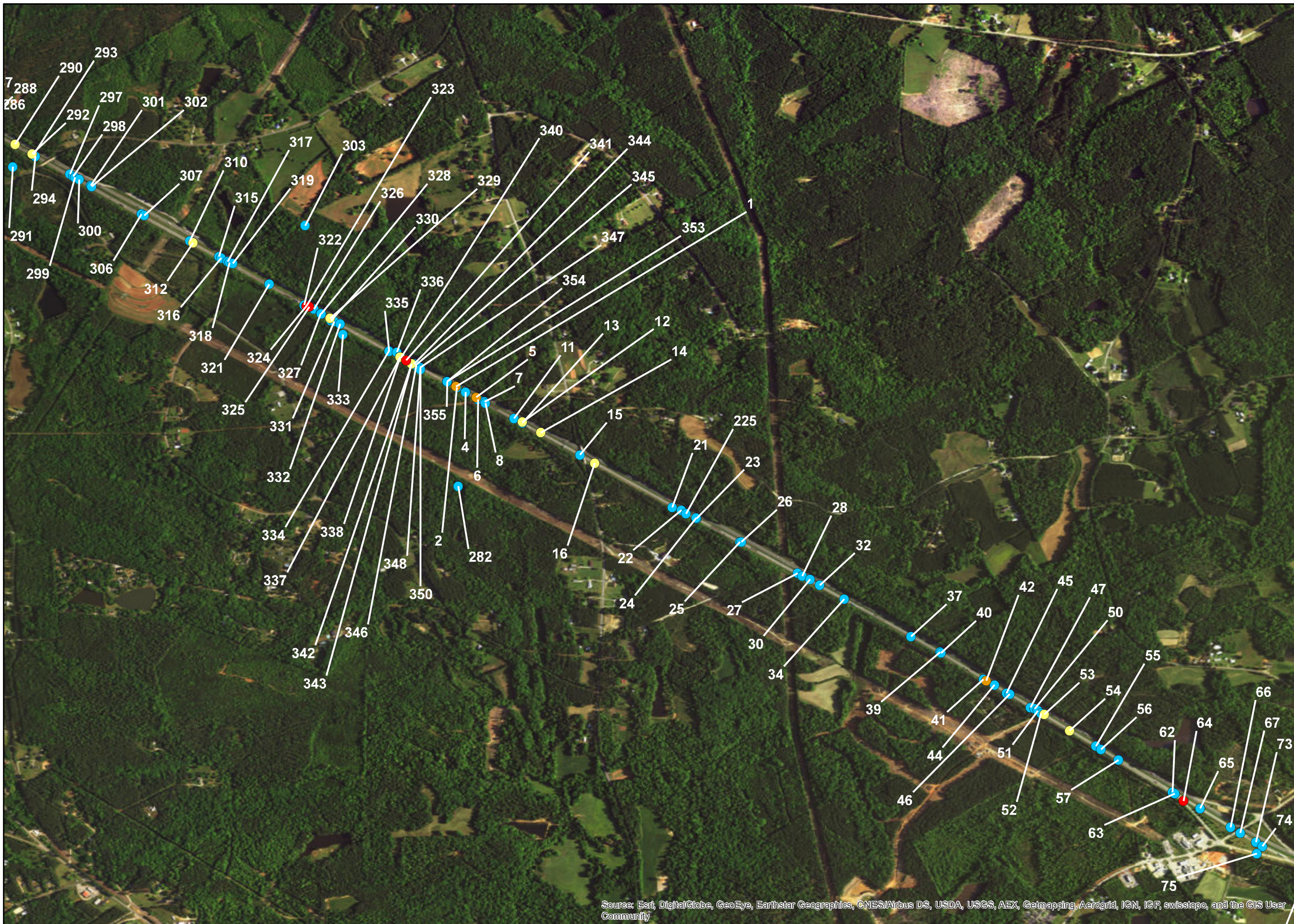
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ✚ Head On EB
- ▲ No Collision With Motor Vehicle EB
- ✱ Angle Collision EB
- Rear End EB

Figure A-9
I-26 Eastbound
Holy Trinity Church
Road - Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

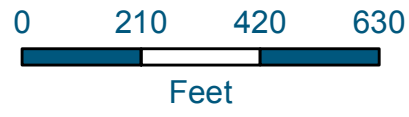
Figure A-10
I-26 Eastbound
Holy Trinity Church
Road - Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomapping, AeroGrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	15573377	Lexington	Interstate	26	89.04	Secondary	26		0	2	Incapacitating Injury	6/29/2015	30	Monday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.35395	34.1949	1
2	15561481	Lexington	Interstate	26	89.043	Secondary	26		0	0	No Injury	6/13/2015	1400	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3539111	34.194869	4
4	15631236	Lexington	Interstate	26	89.065	Secondary	26		0	0	No Injury	11/19/2015	310	Thursday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Animal in Road	-81.3535611	34.194681	1
5	14619574	Lexington	Interstate	26	89.091	Secondary	26		0	2	Incapacitating Injury	11/19/2014	1920	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.35315	34.194481	1
6	13517981	Lexington	Interstate	26	89.099	Secondary	26		0	0	No Injury	3/2/2013	845	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3530611	34.194389	1
7	15579202	Lexington	Interstate	26	89.113	Secondary	26		0	0	No Injury	7/25/2015	1120	Saturday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3528111	34.1943	2
8	13561714	Lexington	Interstate	26	89.116	Secondary	26		0	0	No Injury	7/14/2013	1230	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3527806	34.19425	1
11	15545592	Lexington	Interstate	26	89.19	Secondary	26		0	0	No Injury	5/2/2015	1630	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Debris (Roadway)	-81.3516306	34.193639	1
12	15504668	Lexington	Interstate	26	89.21	Secondary	26		0	1	Possible Injury	1/3/2015	1245	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3513111	34.1935	1
13	14545737	Lexington	Interstate	26	89.211	Secondary	26		0	0	No Injury	5/15/2014	1020	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3513111	34.193461	1
14	15573733	Lexington	Interstate	26	89.259	Secondary	26		0	1	Possible Injury	7/17/2015	1744	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3505694	34.193061	1
15	15545893	Lexington	Interstate	26	89.362	Secondary	26		0	0	No Injury	5/8/2015	1423	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.349	34.192189	2
16	15628040	Lexington	Interstate	26	89.401	Secondary	26		0	1	Possible Injury	11/8/2015	1235	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3484111	34.19185	2
16	15628040	Lexington	Interstate	26	89.401	Secondary	26		0	1	Possible Injury	11/8/2015	1235	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3484111	34.19185	2
21	13566086	Lexington	Interstate	26	89.603	Secondary	26		0	0	No Injury	7/27/2013	1830	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3453389	34.190089	1
22	13538304	Lexington	Interstate	26	89.624	Secondary	26		0	0	No Injury	5/17/2013	2025	Friday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3449694	34.189989	1
23	13538300	Lexington	Interstate	26	89.663	Secondary	26		0	0	No Injury	5/5/2013	1351	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3443611	34.18965	1
24	13535937	Lexington	Interstate	26	89.663	Secondary	26		0	0	No Injury	5/5/2013	1405	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3443694	34.189661	1
25	15573346	Lexington	Interstate	26	89.775	Secondary	26		0	0	No Injury	6/27/2015	1220	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3426306	34.188711	5
26	15507071	Lexington	Interstate	26	89.778	Secondary	26		0	0	No Injury	1/23/2015	1830	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3425694	34.188719	1
27	14615960	Lexington	Interstate	26	89.925	Secondary	26		0	0	No Injury	11/9/2014	830	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.3403306	34.187461	1
28	15573562	Lexington	Interstate	26	89.937	Secondary	26		0	0	No Injury	7/9/2015	845	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.3401389	34.187361	1
30	14624891	Lexington	Interstate	26	89.956	Secondary	26		0	0	No Injury	11/30/2014	1520	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3398389	34.187219	1
32	15535161	Lexington	Interstate	26	89.982	SC	26		0	0	No Injury	4/5/2015	1800	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.33945	34.186981	2
34	14624477	Lexington	Interstate	26	90.046	Secondary	26		0	0	No Injury	11/1/2014	1700	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3384694	34.186439	2
37	15579201	Lexington	Interstate	26	90.22	Secondary	26		0	0	No Injury	7/25/2015	1340	Saturday	Dry	Daylight	Angle 3	Median Barrier	Driving too Fast for Conditions	-81.3358	34.18495	2
39	13532981	Lexington	Interstate	26	90.295	Secondary	26		0	0	No Injury	5/5/2013	1334	Sunday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.33465	34.184311	5
40	13535583	Lexington	Interstate	26	90.298	Secondary	26		0	0	No Injury	5/5/2013	1530	Sunday	Wet	Daylight	Rear End	Motor Vehicle (Parked)	Driving too Fast for Conditions	-81.3346194	34.184281	2
41	15595169	Lexington	Interstate	26	90.412	Secondary	26		0	0	No Injury	9/4/2015	1720	Friday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3329306	34.183239	2
42	15612496	Lexington	Interstate	26	90.419	Secondary	26		0	1	Incapacitating Injury	10/19/2015	750	Monday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3328111	34.183189	1
44	15505312	Lexington	Interstate	26	90.44	Secondary	26		0	0	No Injury	1/13/2015	958	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3324889	34.183011	2
45	15522158	Lexington	Interstate	26	90.474	Secondary	26		0	0	No Injury	3/7/2015	810	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Animal in Road	-81.3320111	34.182689	1
46	13570610	Lexington	Interstate	26	90.481	Interstate	26		0	0	No Injury	8/19/2013	110	Monday	Wet	Dark (street lamp not lit)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3318806	34.18265	1
47	15639762	Lexington	Interstate	26	90.538	Secondary	26		0	0	No Injury	12/5/2015	1500	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3310389	34.182119	2
50	15524478	Lexington	Interstate	26	90.547	Secondary	26		0	0	No Injury	3/13/2015	1330	Friday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3308806	34.182061	2
51	14563965	Lexington	Interstate	26	90.556	Secondary	26		0	0	No Injury	6/14/2014	1030	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3307611	34.181981	4
52	15621075	Lexington	Interstate	26	90.566	Secondary	26		0	0	No Injury	10/25/2015	1700	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3306194	34.181869	2
53	13535244	Lexington	Interstate	26	90.573	Secondary	26		0	3	Possible Injury	5/5/2013	1532	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3305	34.181831	2
54	13532800	Lexington	Interstate	26	90.642	Secondary	26		0	2	Possible Injury	5/5/2013	1532	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3329306	34.181189	2
225	15563935	Newberry	Interstate	26	85.36	SC	26	85 MM EAST	0	0	No Injury	6/13/2015	1053	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3447806	34.189831	2
282	15652460	Newberry	Interstate	26	87.36	SC	26		0	0	No Injury	12/21/2015	1330	Monday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.3538611	34.190939	2
297	15568175	Newberry	Interstate	26	87.953	SC	26		0	0	No Injury	6/20/2015	1250	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3693306	34.203381	2
298	13617824	Newberry	Interstate	26	87.963	SC	26		0	0	No Injury	11/22/2013	1925	Friday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3692111	34.203289	2
299	15648448	Newberry	Interstate	26	87.968	SC	26		0	0	No Injury	12/16/2015	800	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle (Parked)	Glare	-81.3691389	34.20325	3
300	15652459	Newberry	Interstate	26	87.979	SC	26		0	0	No Injury	12/16/2015	815	Wednesday	Dry	Daylight	Angle 3	Motor Vehicle (Parked)	Driving too Fast for Conditions	-81.3689694	34.203169	3
301	14597961	Newberry	Interstate	26	88.012	Secondary	26		0	0	No Injury	9/26/2014	650	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Ran off Road	-81.3685111	34.202919	1
302	15620925	Newberry	Interstate	26	88.014	SC	26		0	0	No Injury	10/23/2015	750	Friday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3684806	34.202889	2
303	14619372	Newberry	Interstate	26	88.04	Secondary	26		0	0	No Injury	11/19/2014	1415	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3599694	34.201331	1
306	14627352	Newberry	Interstate	26	88.155	Secondary	26		0	0	No Injury	11/25/2014	1623	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3664889	34.201789	2
307	13596416	Newberry	Interstate	26	88.163	SC	26		0	0	No Injury	10/11/2013	1640	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3663806	34.201719	2
310	15508272	Newberry	Interstate	26	88.292	Secondary	26		0	0	No Injury	1/17/2015	140	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3645611	34.200711	1
312	13553674	Newberry	Interstate	26	88.301	Secondary	26		0	1	Possible Injury	6/30/2013	1800	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3644194	34.20065	3
315	13519482	Newberry	Interstate	26	88.373	SC	26		0	0	No Injury	3/9/2013	535	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3634	34.200089	1
316	13535466	Newberry	Interstate	26	88.38	SC	26		0	0	No Injury	5/5/2013	1356	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3633	34.200039	2
317	15501430	Newberry	Interstate	26	88.398	SC	26		0	0	No Injury	1/3/2015	1305	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.36305	34.199889	1
318	13535465																					

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
337	13521634	Newberry	Interstate	26	88.885	Secondary	26		0	0	No Injury	3/29/2013	1850	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3561694	34.196081	2
338	15540128	Newberry	Interstate	26	88.885	Secondary	26		0	2	Possible Injury	4/5/2015	1804	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3561694	34.196081	2
340	14538852	Newberry	Interstate	26	88.888	Secondary	26		0	0	No Injury	5/1/2014	115	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.3561389	34.196061	1
341	14600385	Newberry	Interstate	26	88.902	Secondary	26		0	2	Non-incapacitating Injury	9/26/2014	648	Friday	Dry	Dawn	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3559306	34.19595	2
342	13535474	Newberry	Interstate	26	88.918	SC	26		0	1	Possible Injury	5/5/2013	1357	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Ran off Road	-81.3557194	34.195811	1
343	13535476	Newberry	Interstate	26	88.918	SC	26		0	1	Possible Injury	5/5/2013	1358	Sunday	Wet	Daylight	Rear End	Median Barrier	Obstruction in Roadway	-81.3557194	34.195811	2
344	15568178	Newberry	Interstate	26	88.923	SC	26		0	0	No Injury	6/20/2015	1053	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3556194	34.1958	2
345	14504465	Newberry	Interstate	26	88.928	Secondary	26		0	0	No Injury	1/16/2014	150	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.3555611	34.195761	1
346	15564145	Newberry	Interstate	26	88.93	SC	26		0	0	No Injury	6/20/2015	1035	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3555306	34.19575	3
347	15568176	Newberry	Interstate	26	88.94	SC	26		0	0	No Injury	6/20/2015	1055	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3553889	34.195669	2
348	15568177	Newberry	Interstate	26	88.941	SC	26		0	0	No Injury	6/20/2015	1054	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3553694	34.195669	2
350	13563817	Newberry	Interstate	26	88.945	Secondary	26		0	0	No Injury	7/14/2013	1328	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3553611	34.195581	3
353	13603497	Newberry	Interstate	26	89.015	#N/A	26		0	0	No Injury	10/11/2013	1630	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3543	34.195111	3
354	13596466	Newberry	Interstate	26	89.015	SC	26		0	0	No Injury	10/11/2013	1748	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3543	34.195111	2
355	13603498	Newberry	Interstate	26	89.015	#N/A	26		0	0	No Injury	10/11/2013	1630	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3543	34.195111	1



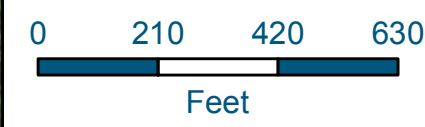
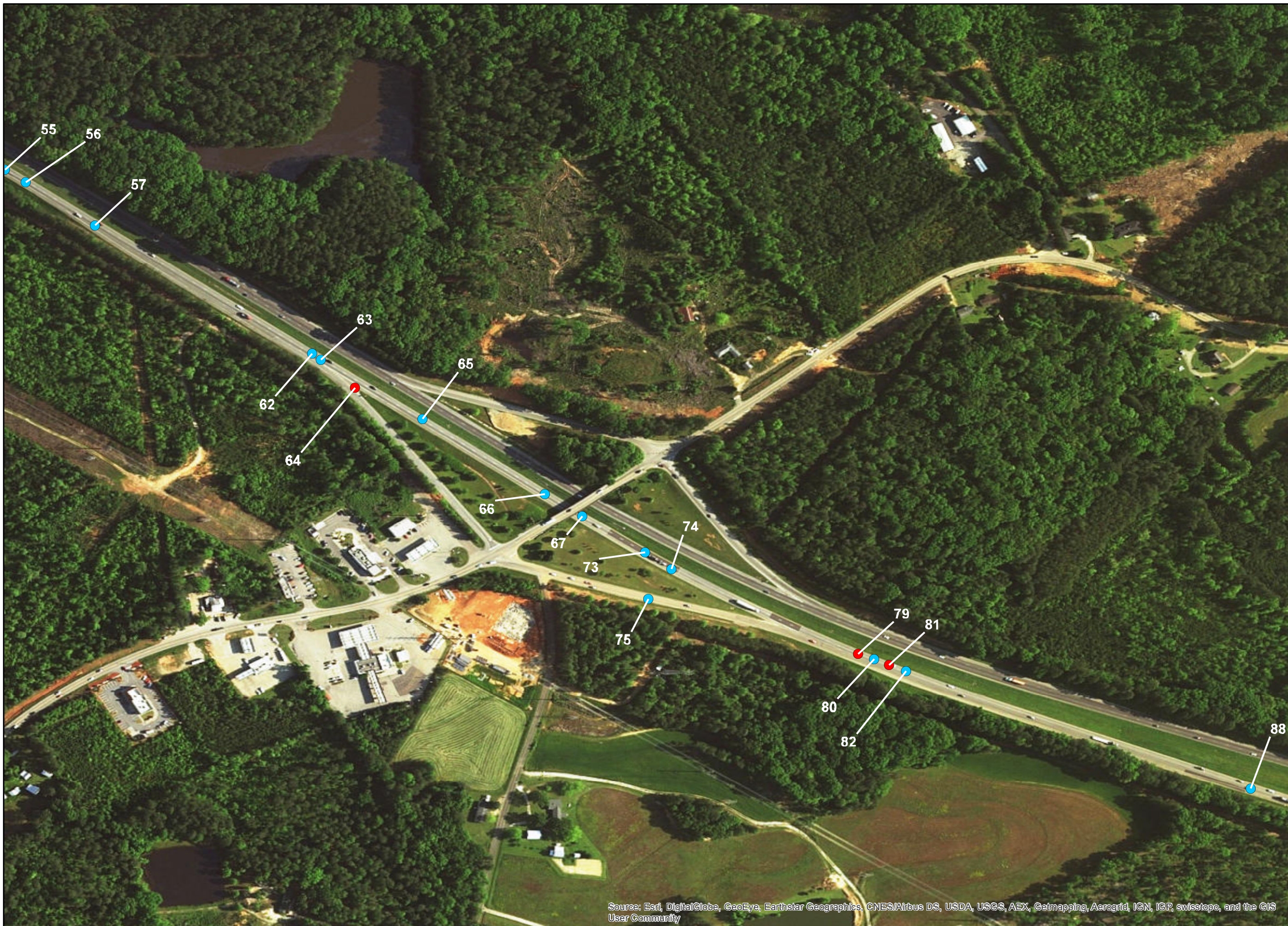
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-11
I-26 Eastbound
Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

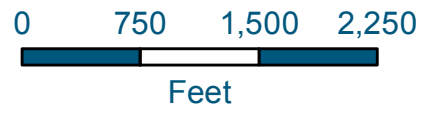
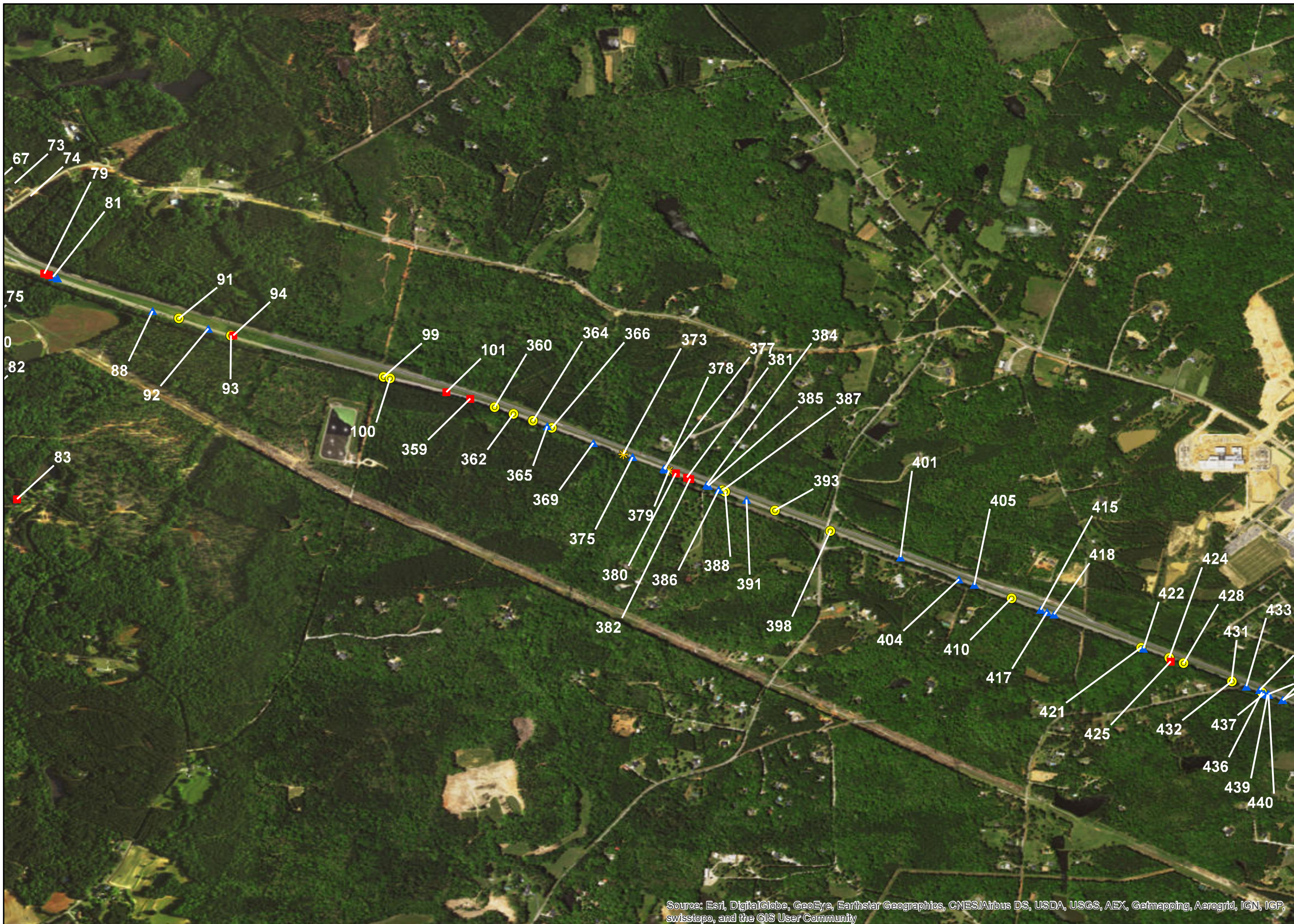
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

**Figure A-12
I-26 Eastbound
Exit 91**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
55	14623574	Lexington	Interstate	26	90.712	Secondary	26		0	0	No Injury	11/25/2014	1500	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3284389	34.180561	2
56	14606230	Lexington	Interstate	26	90.726	Secondary	26		0	0	No Injury	10/16/2014	300	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.3282306	34.180439	1
57	14508930	Lexington	Interstate	26	90.773	Secondary	26		0	0	No Injury	2/4/2014	2030	Tuesday	Wet	Dark (lighting Unspecified)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3275389	34.180011	2
62	14592689	Lexington	Interstate	26	90.917	Secondary	26		0	0	No Injury	9/17/2014	1600	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Improper Lane Usage/Change	-81.3253806	34.178731	2
63	14505005	Lexington	Interstate	26	90.923	Secondary	26		0	0	No Injury	1/22/2014	1547	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.3252889	34.178669	2
64	15651710	Lexington	Interstate	26	90.95	Secondary	26	RAMP 7732	0	1	Non-incapacitating Injury	12/15/2015	1355	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81.32495	34.178389	1
65	15527428	Lexington	Interstate	26	90.994	Secondary	26		0	0	No Injury	3/22/2015	945	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3242806	34.178081	1
66	15589851	Lexington	Interstate	26	91.081	Secondary	26		0	0	No Injury	8/18/2015	1320	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3230611	34.177331	3
67	14580416	Lexington	Interstate	26	91.107	Secondary	26		0	0	No Injury	8/17/2014	1505	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3226889	34.177111	2
73	13028770	Lexington	Interstate	26	91.151	Secondary	26		0	0	No Injury	6/13/2013	1533	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Aggressive Operation of Vehicle	-81.3220611	34.17675	2
74	14512428	Lexington	Interstate	26	91.169	Secondary	26		0	0	No Injury	2/16/2014	1710	Sunday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3218	34.176589	2
75	15653088	Lexington	Interstate	26	91.169	Secondary	26	RAMP 7733	0	0	No Injury	12/27/2015	1810	Sunday	Dry	Dark (lighting Unspecified)	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.3220306	34.176289	2
79	13615213	Lexington	Interstate	26	91.291	Secondary	26		0	1	Non-incapacitating Injury	11/14/2013	1240	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3199389	34.175739	2
80	13541303	Lexington	Interstate	26	91.301	Secondary	26		0	0	No Injury	5/26/2013	1250	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3197806	34.175689	2
81	13536711	Lexington	Interstate	26	91.31	Secondary	26		0	1	Non-incapacitating Injury	4/28/2013	1940	Sunday	Wet	Dawn	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3196306	34.175631	1
82	15560792	Lexington	Interstate	26	91.32	Secondary	26		0	0	No Injury	5/30/2015	1020	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3194611	34.175569	2



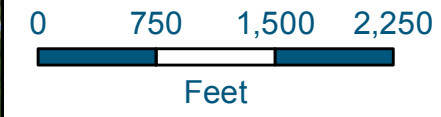
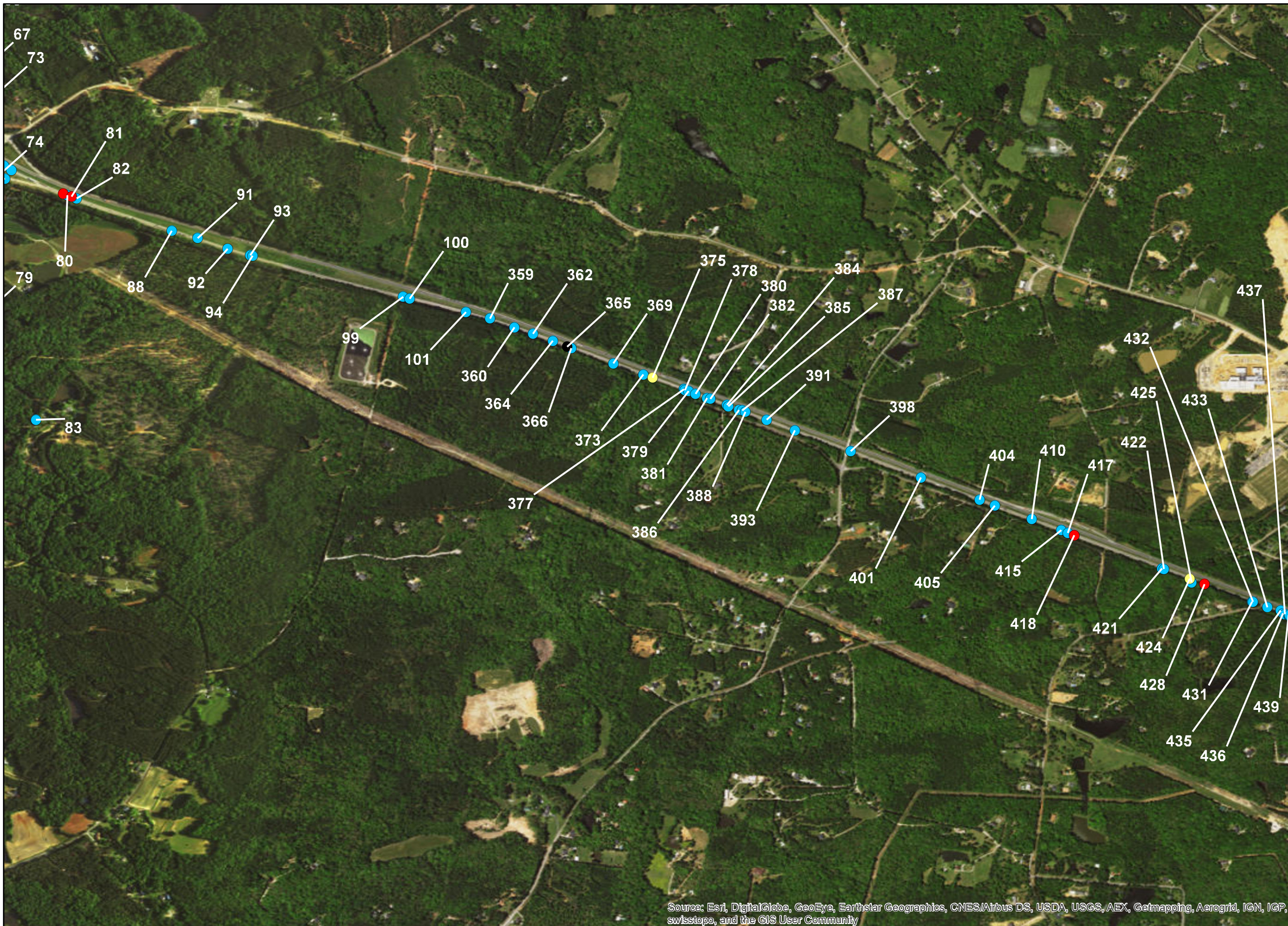
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ✚ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-13
I-26 Eastbound
Exit 91 - Mt Vernon
Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

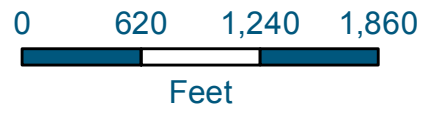
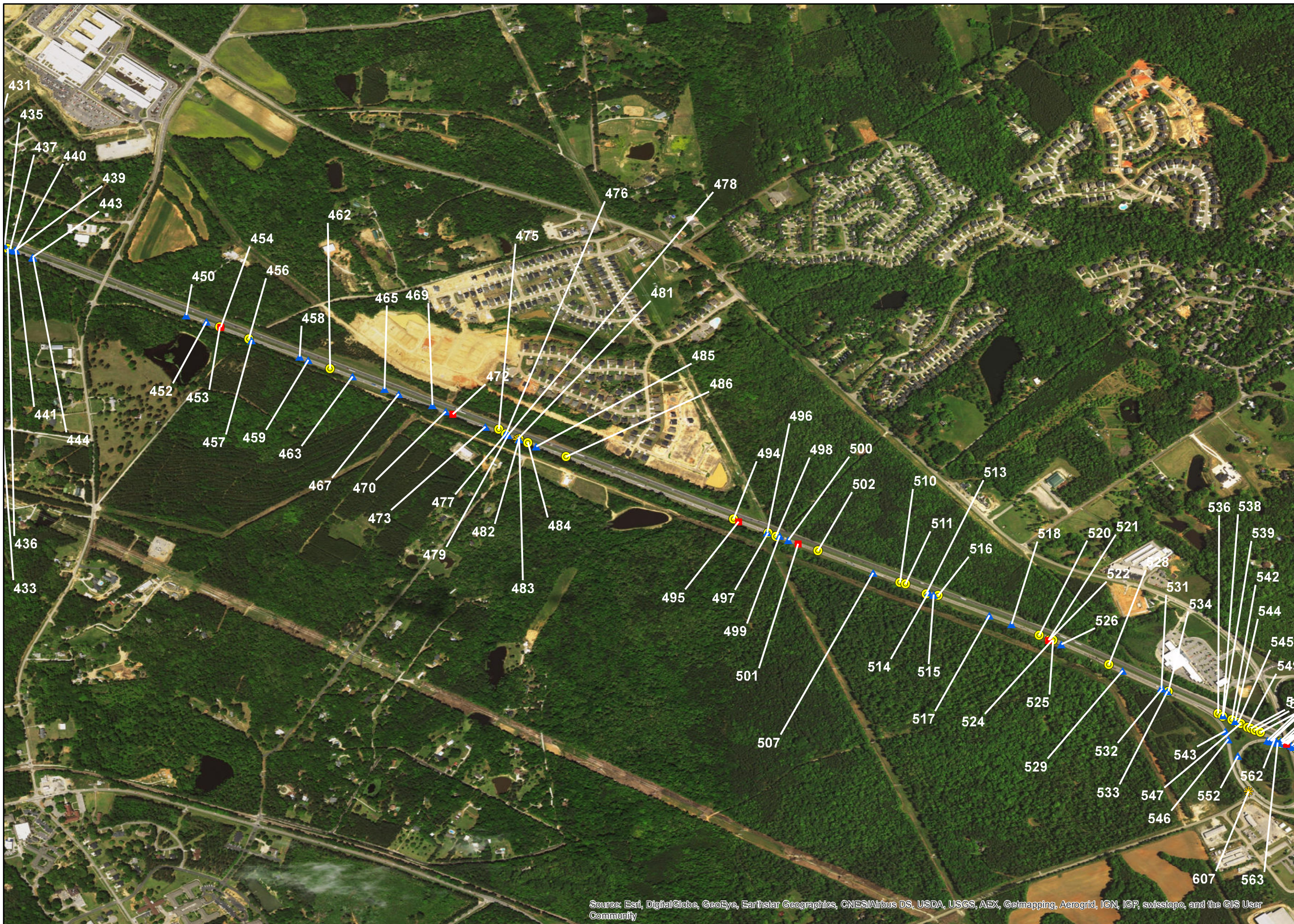
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-14
I-26 Eastbound
Exit 91 - Mt Vernon
Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
83	15635045	Lexington	Interstate	26	91.32	Secondary	26		0	0	No Injury	11/29/2015	1040	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3209194	34.1676	2
88	13523409	Lexington	Interstate	26	91.525	Secondary	26		0	0	No Injury	3/27/2013	1945	Wednesday	Dry	Dusk	No Collision with Motor Vehicle	Jackknife	Driving too Fast for Conditions	-81.3160306	34.1744	1
91	13551630	Lexington	Interstate	26	91.581	Secondary	26		0	0	No Injury	6/29/2013	1200	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3150889	34.174131	2
92	14541624	Lexington	Interstate	26	91.645	Secondary	26		0	0	No Injury	4/22/2014	1228	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Improper Lane Usage/Change	-81.3140111	34.173761	2
93	13521936	Lexington	Interstate	26	91.693	Secondary	26		0	0	No Injury	3/29/2013	1715	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.3132	34.173519	3
94	15534530	Lexington	Interstate	26	91.697	Secondary	26		0	0	No Injury	4/10/2015	1120	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3131194	34.173511	2
99	13616443	Lexington	Interstate	26	92.014	Secondary	26		0	0	No Injury	11/26/2013	1730	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3076889	34.172019	2
100	13617671	Lexington	Interstate	26	92.028	Secondary	26		0	0	No Injury	11/26/2013	1610	Tuesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.30745	34.171961	2
101	13583612	Lexington	Interstate	26	92.145	Secondary	26		0	0	No Injury	8/30/2013	1833	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3054194	34.171469	2
359	15580582	Richland	Interstate	26	92.195	Secondary	26		0	0	No Injury	7/29/2015	1210	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3045611	34.171239	2
360	13521946	Richland	Interstate	26	92.25	US	26		0	0	No Injury	3/31/2013	1756	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3036806	34.170931	2
362	13578221	Richland	Interstate	26	92.293	Secondary	26		0	0	No Injury	8/20/2013	1740	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.303	34.170689	2
364	13520831	Richland	Interstate	26	92.338	Secondary	26		0	0	No Injury	3/29/2013	1750	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3022889	34.170439	2
365	13516183	Richland	Interstate	26	92.37	US	26		1	0	Fatality	3/11/2013	1050	Monday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3017806	34.170231	1
366	15637180	Richland	Interstate	26	92.38	Secondary	26		0	0	No Injury	11/25/2015	1349	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3016194	34.170181	2
369	14510212	Richland	Interstate	26	92.475	Secondary	26		0	0	No Injury	2/2/2014	1659	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.3001111	34.169631	1
373	15524446	Richland	Interstate	26	92.544	US	26		0	0	No Injury	3/12/2015	1630	Thursday	Dry	Daylight	Angle 3	Overturn/Rollover	Driving too Fast for Conditions	-81.2990306	34.169231	2
375	13541311	Richland	Interstate	26	92.564	Interstate	26		0	2	Possible Injury	5/28/2013	1745	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Swerving to Avoid Object	-81.2987	34.169111	1
377	14560145	Richland	Interstate	26	92.636	US	26		0	0	No Injury	6/17/2014	640	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.2975694	34.1687	2
378	15605322	Richland	Interstate	26	92.639	Secondary	26		0	0	No Injury	9/27/2015	1000	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2975306	34.168661	1
379	13531803	Richland	Interstate	26	92.647	US	26		0	0	No Injury	4/22/2013	2030	Monday	Dry	Dark (no lights)	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2973889	34.168631	2
380	15637240	Richland	Interstate	26	92.663	Secondary	26		0	0	No Injury	12/4/2015	1430	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2971389	34.168531	2
381	14634615	Richland	Interstate	26	92.688	Secondary	26		0	0	No Injury	12/26/2014	1218	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2967389	34.168381	2
382	15612488	Richland	Interstate	26	92.696	Secondary	26		0	0	No Injury	10/15/2015	640	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2966194	34.168339	2
384	13514287	Richland	Interstate	26	92.734	Interstate	26		0	0	No Injury	3/5/2013	945	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Equipment Failure	Other (Vehicle Defect)	-81.2960194	34.168119	1
385	15651759	Richland	Interstate	26	92.737	Secondary	26		0	0	No Injury	12/19/2015	1450	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2959694	34.168081	2
386	14592731	Richland	Interstate	26	92.762	Secondary	26		0	0	No Injury	9/13/2014	1329	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2955806	34.16795	4
387	13523418	Richland	Interstate	26	92.769	US	26		0	0	No Injury	3/31/2013	1830	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2954611	34.167919	2
388	15612493	Richland	Interstate	26	92.776	Secondary	26		0	0	No Injury	10/15/2015	715	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.29535	34.167869	2
391	14570063	Richland	Interstate	26	92.825	Secondary	26		0	0	No Injury	7/15/2014	330	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2945806	34.167589	2
393	13613638	Richland	Interstate	26	92.889	US	26		0	0	No Injury	11/12/2013	710	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2935611	34.167211	2
398	13616161	Richland	Interstate	26	93.016	US	26		0	0	No Injury	11/26/2013	1550	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2915611	34.166461	2
401	15527324	Richland	Interstate	26	93.176	Secondary	26		0	0	No Injury	3/19/2015	757	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2890306	34.165511	1
404	13542375	Richland	Interstate	26	93.31	Secondary	26		0	0	No Injury	6/10/2013	1920	Monday	Wet	Daylight	No Collision with Motor Vehicle	Other Non-Collision	#N/A	-81.2869111	34.164711	2
405	15580714	Richland	Interstate	26	93.345	Secondary	26		0	0	No Injury	8/7/2015	417	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Embankment	Driving too Fast for Conditions	-81.2863611	34.1645	1
410	15595173	Richland	Interstate	26	93.43	Secondary	26		0	0	No Injury	9/4/2015	1510	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2850194	34.164019	2
415	14504321	Richland	Interstate	26	93.497	Secondary	26		0	0	No Injury	1/21/2014	5	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2839611	34.163611	1
417	15560765	Richland	Interstate	26	93.512	Secondary	26		0	0	No Injury	5/28/2015	2301	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2837306	34.163519	1
418	14541665	Richland	Interstate	26	93.527	US	26		1	0	Non-incapacitating Injury	5/4/2014	1415	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2834889	34.163439	1
421	15621071	Richland	Interstate	26	93.727	Secondary	26		0	0	No Injury	10/25/2015	1400	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2803306	34.162239	2
422	14545698	Richland	Interstate	26	93.732	Secondary	26		0	0	No Injury	5/13/2014	1740	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2802611	34.162211	1
424	15632963	Richland	Interstate	26	93.79	Secondary	26		4	0	Possible Injury	11/11/2015	708	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2793306	34.161869	4
425	14565817	Richland	Interstate	26	93.797	US	26		0	0	No Injury	6/24/2014	1700	Tuesday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2792694	34.161739	2
428	13542206	Richland	Interstate	26	93.824	US	26		1	0	Non-incapacitating Injury	5/28/2013	1852	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2788	34.161669	2
431	14624875	Richland	Interstate	26	93.933	Secondary	26		0	0	No Injury	11/25/2014	1610	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2770806	34.161031	4
432	14623577	Richland	Interstate	26	93.934	Secondary	26		0	0	No Injury	11/25/2014	1610	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2770611	34.161031	3
433	15605678	Richland	Interstate	26	93.967	US	26		0	0	No Injury	9/15/2015	845	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Ran off Road	-81.2765389	34.160839	2
436	14627699	Richland	Interstate	26	94.003	US	26	126	0	0	No Injury	12/8/2014	1820	Monday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2759694	34.160619	2
437	13587766	Richland	Interstate	26	94.008	Secondary	26		0	0	No Injury	9/23/2013	1440	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2759	34.160581	2
439	14591558	Richland	Interstate	26	94.015	Secondary	26		0	0	No Injury	9/13/2014	1329	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Other (Non-Motorist)	-81.2757694	34.16055	2
440	15520211	Richland	Interstate	26	94.017	Secondary	26	126	0	0	No Injury	3/6/2015	1800	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2757389	34.160539	1



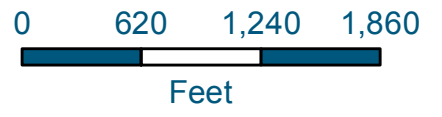
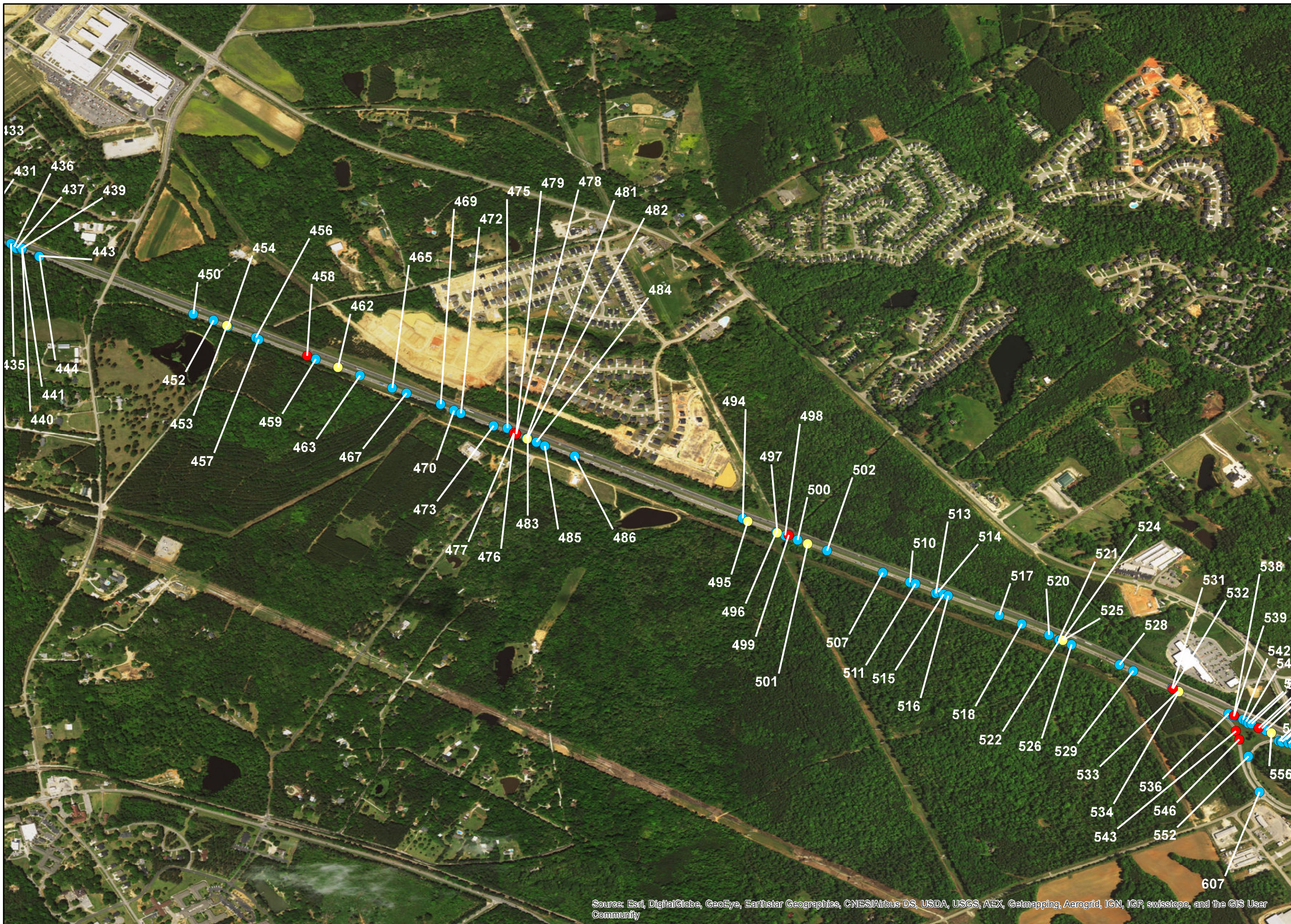
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-15
I-26 Eastbound
Mt Vernon Church
Road - Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, ICP, swisstopo, and the GIS User Community



Type of Injury

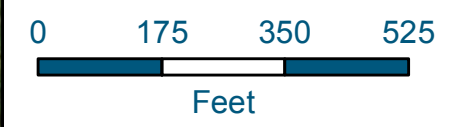
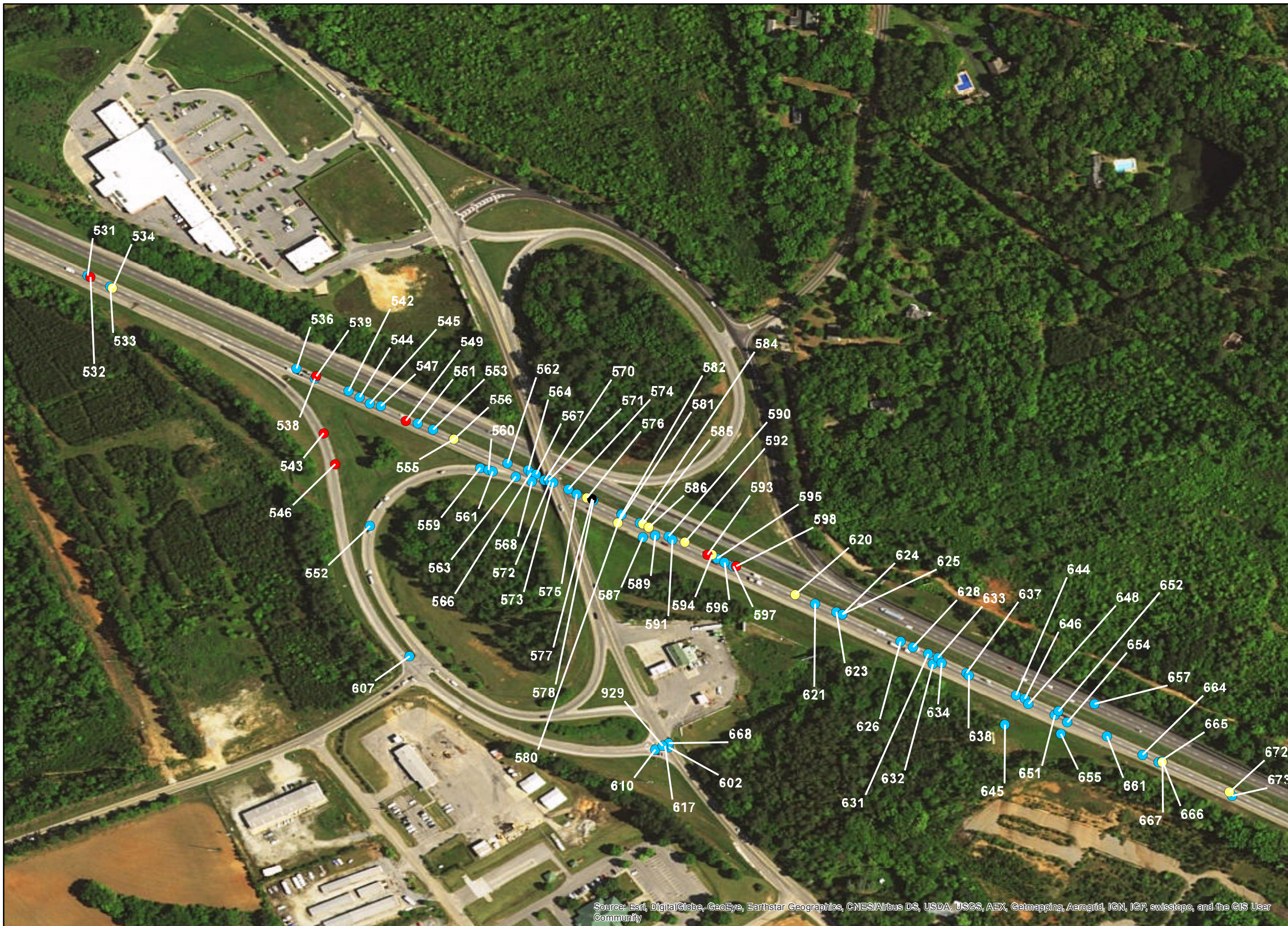
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-16
I-26 Eastbound
Mt Vernon Church
Road - Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
440	15520211	Richland	Interstate	26	94.017	Secondary	26	126	0	0	No Injury	3/6/2015	1800	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2757389	34.160539	1
441	15589773	Richland	Interstate	26	94.017	Secondary	26		0	0	No Injury	8/14/2015	1235	Friday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Improper Lane Usage/Change	-81.2757389	34.160561	2
443	14599788	Richland	Interstate	26	94.049	US	26		0	0	No Injury	10/10/2014	59	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2752306	34.16035	1
444	15573476	Richland	Interstate	26	94.05	Secondary	26		0	0	No Injury	7/4/2015	1930	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Animal (All Other)	Animal in Road	-81.2752194	34.160339	1
450	14578080	Richland	Interstate	26	94.339	US	26		0	0	No Injury	8/2/2014	2050	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Ran off Road	-81.2706611	34.158631	1
452	13599543	Richland	Interstate	26	94.376	Secondary	26		0	0	No Injury	10/15/2013	45	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2700611	34.158431	1
453	13624350	Richland	Interstate	26	94.401	US	26		0	4	Possible Injury	12/18/2013	1530	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2696694	34.158281	5
454	14569968	Richland	Interstate	26	94.403	US	26		0	0	No Injury	6/30/2014	1225	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2696389	34.158261	2
456	14569969	Richland	Interstate	26	94.457	US	26		0	0	No Injury	6/30/2014	1345	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.26888	34.157931	3
457	13545863	Richland	Interstate	26	94.462	US	26		0	0	No Injury	6/10/2013	1730	Monday	Wet	Daylight	No Collision with Motor Vehicle	Other Non-Collision	Improper Lane Usage/Change	-81.2687194	34.157881	2
458	15507015	Richland	Interstate	26	94.552	US	26		0	1	Non-incapacitating Injury	1/19/2015	1535	Monday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Inattention	-81.2672889	34.157389	1
459	14526448	Richland	Interstate	26	94.568	US	26		0	0	No Injury	3/19/2014	2130	Wednesday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2670306	34.157289	2
463	13521906	Richland	Interstate	26	94.651	Secondary	26		0	0	No Injury	3/16/2013	300	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2657194	34.1568	1
465	13530655	Richland	Interstate	26	94.712	Secondary	26		0	0	No Injury	4/27/2013	1820	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Animal (All Other)	Animal in Road	-81.2647611	34.156431	1
467	14505012	Richland	Interstate	26	94.739	US	26		0	0	No Injury	1/23/2014	944	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2643389	34.156281	1
469	13552745	Richland	Interstate	26	94.801	US	26		0	0	No Injury	7/2/2013	1720	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2633389	34.15595	1
470	15530744	Richland	Interstate	26	94.827	Secondary	26		0	0	No Injury	4/5/2015	1550	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2629389	34.155761	1
472	15534414	Richland	Interstate	26	94.84	Secondary	26		0	0	No Injury	4/5/2015	1700	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2627389	34.155681	2
473	13542196	Richland	Interstate	26	94.902	US	26		0	0	No Injury	5/17/2013	1615	Friday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.2617611	34.155311	1
475	15621073	Richland	Interstate	26	94.925	US	26		0	0	No Injury	10/25/2015	1501	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2613611	34.155239	2
476	15541912	Richland	Interstate	26	94.94	US	26		0	1	Possible Injury	4/22/2015	730	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2611611	34.155081	1
477	13530651	Richland	Interstate	26	94.94	Secondary	26		0	1	Non-incapacitating Injury	4/27/2013	710	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2611611	34.155089	2
478	13541287	Richland	Interstate	26	94.944	US	26		0	2	Non-incapacitating Injury	5/24/2013	1925	Friday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2610889	34.155061	2
479	13542199	Richland	Interstate	26	94.944	Secondary	26		0	0	No Injury	5/17/2013	1650	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2610889	34.155061	1
481	13551633	Richland	Interstate	26	94.963	US	26		0	0	No Injury	6/30/2013	1045	Sunday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2608	34.154939	2
482	15595181	Richland	Interstate	26	94.965	Secondary	26		0	1	Possible Injury	9/5/2015	340	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2607694	34.154931	1
483	14532362	Richland	Interstate	26	94.965	Secondary	26		0	0	No Injury	4/14/2014	1122	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2607611	34.15495	2
484	14501343	Richland	Interstate	26	94.982	Secondary	26		0	0	No Injury	1/2/2014	1420	Thursday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2605	34.154839	4
485	14549873	Richland	Interstate	26	94.999	Secondary	26		0	0	No Injury	5/23/2014	1300	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.26025	34.154711	2
486	13545366	Richland	Interstate	26	95.054	US	26		0	0	No Injury	6/8/2013	1640	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2593611	34.154411	3
494	14539999	Richland	Interstate	26	95.369	US	26		0	0	No Injury	5/1/2014	1515	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2543806	34.152561	2
495	13583691	Richland	Interstate	26	95.379	Interstate	26		0	1	Possible Injury	9/10/2013	620	Tuesday	Dry	Dawn	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2542306	34.152481	2
496	13610878	Richland	Interstate	26	95.432	US	26		0	0	No Injury	11/5/2013	835	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2533889	34.152161	2
497	15560832	Richland	Interstate	26	95.434	US	26		0	1	Possible Injury	5/27/2015	1132	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2533611	34.15215	3
498	14538871	Richland	Interstate	26	95.449	US	26		0	0	No Injury	5/3/2014	745	Saturday	Dry	Daylight	Rear End	Tree	Aggressive Operation of Vehicle	-81.2531306	34.152061	2
499	14560168	Richland	Interstate	26	95.455	US	26		0	1	Non-incapacitating Injury	6/14/2014	2000	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2530111	34.152069	1
500	14536756	Richland	Interstate	26	95.472	US	26		0	0	No Injury	4/20/2014	120	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2527611	34.151931	1
501	13579228	Richland	Interstate	26	95.491	US	26		0	2	Possible Injury	8/23/2013	1810	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2524611	34.151819	2
502	15589677	Richland	Interstate	26	95.527	Secondary	26		0	0	No Injury	8/7/2015	1910	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2518806	34.151611	2
807	13526112	Richland	Interstate	26	99.856	US	26		0	0	No Injury	4/14/2013	2120	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Window/Shield Defect	-81.1918611	34.115281	2
510	15617865	Richland	Interstate	26	95.683	US	26		0	0	No Injury	10/25/2015	1501	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2494306	34.150669	2
511	15637201	Richland	Interstate	26	95.693	US	26		0	0	No Injury	11/30/2015	730	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2492694	34.150631	2
513	14532359	Richland	Interstate	26	95.733	Secondary	26		0	0	No Injury	4/13/2014	1530	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2486611	34.150339	2
514	15633073	Richland	Interstate	26	95.736	US	26		0	0	No Injury	11/17/2015	720	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2485889	34.150389	1
515	14560371	Richland	Interstate	26	95.746	US	26		0	0	No Injury	6/25/2014	1010	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2484306	34.150319	1
516	15579299	Richland	Interstate	26	95.754	US	26	126	0	0	No Injury	8/7/2015	1820	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2483	34.150281	3
517	14541833	Richland	Interstate	26	95.85	US	26		0	0	No Injury	5/10/2014	2350	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.2467806	34.1497	1
518	13616433	Richland	Interstate	26	95.893	US	26		0	0	No Injury	11/26/2013	1645	Tuesday	Wet	Dusk	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2461111	34.149439	1
520	15573818	Richland	Interstate	26	95.945	Secondary	26		0	0	No Injury	7/25/2015	1200	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2453	34.149111	2
521	15535335	Richland	Interstate	26	95.964	US	26		0	0	No Injury	4/10/2015	1740	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2450194	34.148961	2
522	15560662	Richland	Interstate	26	95.966	US	26		0	0	No Injury	5/22/2015	1639	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2449889	34.148969	3
524	15573744	Richland	Interstate	26	95.97	US	26		0	0	No Injury	7/18/2015	1206	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2449111	34.148961	2
525	15573738	Richland	Interstate	26	95.971	US	26		0	1	Possible Injury	7/18/2015	1206	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2448889	34.14895	3
526	13592307	Richland	Interstate	26	95.988	Secondary	26		0	0	No Injury	10/3/2013	2330	Thursday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2446306	34.148831	1
528	14532368	Richland	Interstate	26	96.08	US	26		0	0	No Injury	4/14/2014	1100	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2432194	34.148231	2
529	13542198	Richland	Interstate	26	96.107	US	26		0	0	No Injury	5/20/2013	1550	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2428111	34.14805	1



Type of Injury

- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

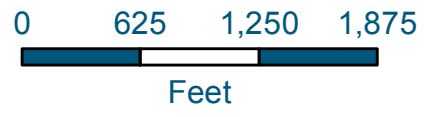
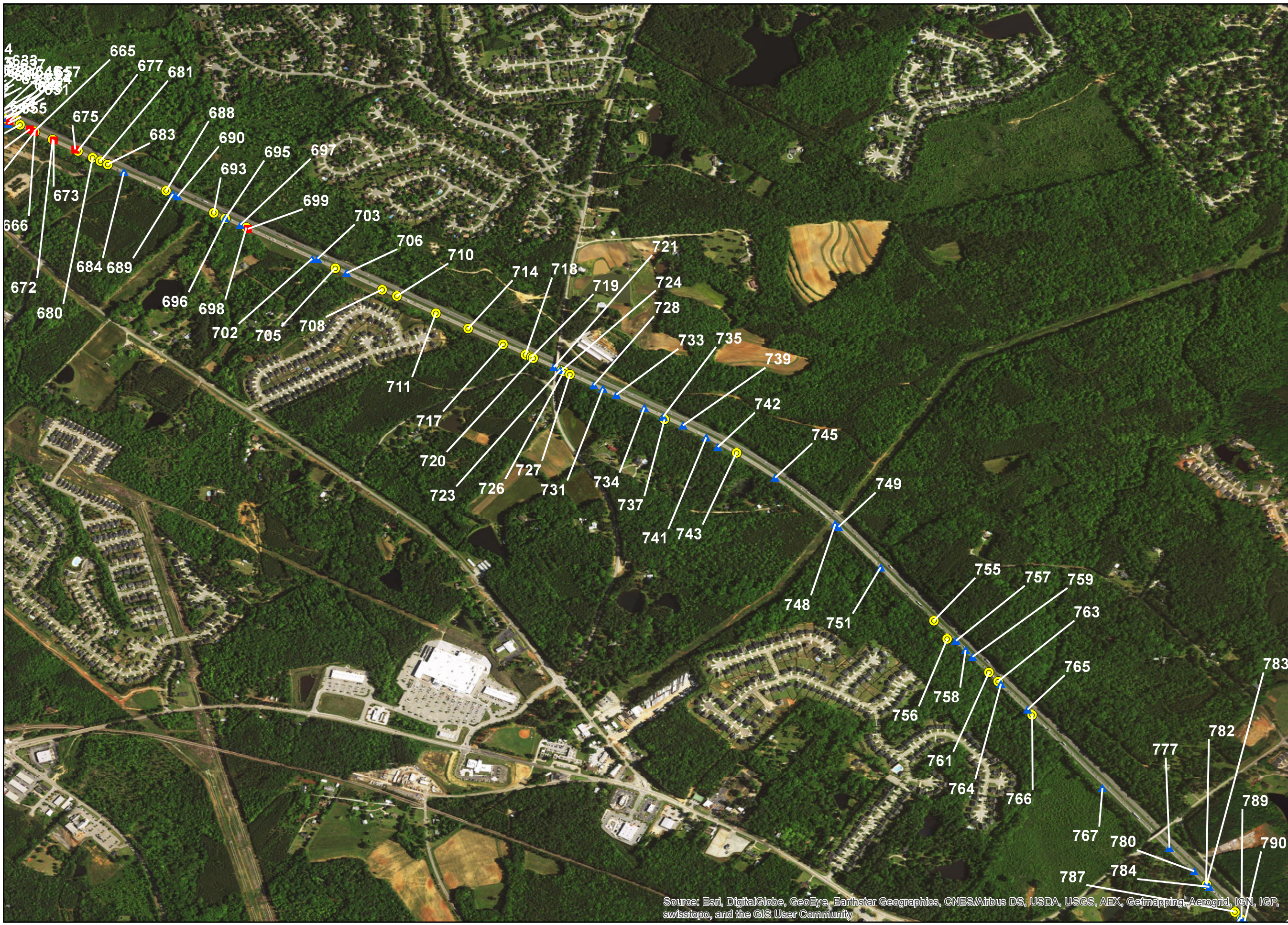
Figure A-18
I-26 Eastbound
Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
531	15607234	Richland	Interstate	26	96.182	US	26		0	0	No Injury	10/4/2015	908	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.2416611	34.147531	1
532	14588175	Richland	Interstate	26	96.184	US	26		0	1	Non-incapacitating Injury	8/27/2014	1350	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2416389	34.147519	1
533	15541962	Richland	Interstate	26	96.194	US	26		0	0	No Injury	4/24/2015	1610	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2414806	34.147439	2
534	13613612	Richland	Interstate	26	96.196	US	26		0	1	Possible Injury	11/20/2013	730	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2414611	34.147431	2
536	15503830	Richland	Interstate	26	96.292	US	26		0	0	No Injury	1/9/2015	820	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2399806	34.146781	2
538	13540592	Richland	Interstate	26	96.302	US	26		0	0	No Injury	5/24/2013	1840	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2398306	34.1467	2
539	13583715	Richland	Interstate	26	96.302	US	26	RAMP 7737	0	1	Non-incapacitating Injury	9/13/2013	1155	Friday	Dry	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.2398194	34.146719	1
542	15503987	Richland	Interstate	26	96.319	US	26		0	0	No Injury	1/9/2015	830	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2395611	34.1466	2
543	13584314	Richland	Interstate	26	96.32	US	26	RAMP 7737	0	1	Non-incapacitating Injury	9/7/2013	1230	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.2397611	34.146261	1
544	15524132	Richland	Interstate	26	96.325	US	26		0	0	No Injury	3/18/2015	735	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2394694	34.14655	1
545	13615740	Richland	Interstate	26	96.331	US	26	126	0	0	No Injury	12/1/2013	1615	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2393889	34.1465	2
546	13542099	Richland	Interstate	26	96.333	US	26	RAMP 7737	0	1	Non-incapacitating Injury	5/23/2013	1400	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.2396694	34.146011	1
547	14608394	Richland	Interstate	26	96.336	US	26		0	0	No Injury	10/26/2014	1606	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2393	34.146481	2
549	14633961	Richland	Interstate	26	96.35	US	26		0	3	Non-incapacitating Injury	12/8/2014	1850	Monday	Wet	Dusk	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2391	34.146361	3
551	13609346	Richland	Interstate	26	96.356	US	26		0	0	No Injury	11/12/2013	720	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Disregarded Signs/Signals	-81.2391	34.146339	3
552	13561495	Richland	Interstate	26	96.363	US	26	RAMP 7737	0	0	No Injury	7/7/2013	35	Sunday	Dry	Dark (street lamp not lit)	No Collision with Motor Vehicle	Overturn/Rollover	Under The Influence	-81.2393889	34.145511	1
553	14505387	Richland	Interstate	26	96.363	US	26		0	0	No Injury	1/15/2014	745	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2388806	34.146289	2
555	13540590	Richland	Interstate	26	96.375	US	26		0	0	No Injury	5/24/2013	1830	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2387111	34.146211	2
556	13541183	Richland	Interstate	26	96.375	US	26		0	4	Possible Injury	5/24/2013	1830	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2387111	34.146211	5
559	15507081	Richland	Interstate	26	96.393	US	26	RAMP 7736	0	0	No Injury	1/25/2015	245	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.2385	34.145981	1
560	13512617	Richland	Interstate	26	96.397	US	26	RAMP 7736	0	0	No Injury	2/22/2013	1835	Friday	Wet	Dusk	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2384306	34.145961	1
561	13519547	Richland	Interstate	26	96.399	US	26	RAMP 7736	0	0	No Injury	3/23/2013	1146	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail End	Driving too Fast for Conditions	-81.2384	34.14595	1
562	13534932	Richland	Interstate	26	96.403	US	26		0	0	No Injury	5/10/2013	1610	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2382806	34.146019	2
563	15522290	Richland	Interstate	26	96.41	US	26	RAMP 7736	0	0	No Injury	2/24/2015	1108	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2382111	34.145911	1
564	15519849	Richland	Interstate	26	96.413	US	26		0	0	No Injury	2/24/2015	1555	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.238111	34.145961	1
566	15573618	Richland	Interstate	26	96.415	US	26		0	0	No Injury	7/11/2015	1135	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2380889	34.145939	2
567	14529229	Richland	Interstate	26	96.417	US	26		0	0	No Injury	4/4/2014	1638	Friday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.23805	34.145931	2
568	13580361	Richland	Interstate	26	96.418	US	26		0	0	No Injury	8/16/2013	2050	Friday	Wet	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2380806	34.145869	2
570	13580360	Richland	Interstate	26	96.422	US	26	RAMP 7736	0	0	No Injury	8/16/2013	1945	Friday	Wet	Dusk	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2379806	34.145881	1
571	14503964	Richland	Interstate	26	96.424	US	26		0	0	No Injury	1/10/2014	1300	Friday	Wet	Daylight	No Collision with Motor Vehicle	Bridge Rail	Driving too Fast for Conditions	-81.23795	34.145881	1
572	15560770	Richland	Interstate	26	96.425	US	26		0	0	No Injury	5/28/2015	1545	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2379389	34.145869	2
573	13545880	Richland	Interstate	26	96.426	US	26		0	0	No Injury	6/17/2013	2045	Monday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2379111	34.145861	1
574	14529256	Richland	Interstate	26	96.434	US	26		0	0	No Injury	4/6/2014	30	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Fatigued/Asleep	-81.2377889	34.145811	1
575	13512614	Richland	Interstate	26	96.439	US	26		0	0	No Injury	2/16/2013	1349	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2377194	34.145769	1
576	15619148	Richland	Interstate	26	96.444	US	26		0	1	Possible Injury	10/23/2015	1711	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2376389	34.145739	3
577	14608396	Richland	Interstate	26	96.446	US	26		1	2	Fatality	10/26/2014	2000	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2376	34.145731	4
578	13566112	Richland	Interstate	26	96.447	US	26		0	0	No Injury	7/17/2013	1730	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.2375889	34.145719	2
580	13535709	Richland	Interstate	26	96.462	US	26		0	0	No Injury	4/28/2013	1249	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2373611	34.145611	2
581	13536375	Richland	Interstate	26	96.463	US	26		0	1	Possible Injury	4/28/2013	1125	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2373889	34.145539	1
582	15522480	Richland	Interstate	26	96.463	US	26		0	0	No Injury	3/1/2015	1655	Sunday	Wet	Dusk	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2373611	34.1456	1
584	14505683	Richland	Interstate	26	96.472	US	26		0	0	No Injury	1/10/2014	1320	Friday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2372111	34.145539	2
585	14556319	Richland	Interstate	26	96.474	US	26		0	3	Possible Injury	6/9/2014	1300	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2371889	34.145531	3
586	15605423	Richland	Interstate	26	96.477	US	26		0	2	Possible Injury	9/24/2015	1720	Thursday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2371389	34.1455	3
587	15651666	Richland	Interstate	26	96.477	US	26		0	0	No Injury	12/23/2015	1500	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2371889	34.145419	1
589	14629127	Richland	Interstate	26	96.482	Secondary	26		0	0	No Injury	12/8/2014	1730	Monday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2370889	34.145439	2
590	14517280	Richland	Interstate	26	96.487	US	26		0	0	No Injury	2/21/2014	1430	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2369806	34.145431	2
591	13580356	Richland	Interstate	26	96.49	US	26		0	0	No Injury	8/16/2013	1035	Friday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.23695	34.1454	2
592	15619236	Richland	Interstate	26	96.496	US	26		0	3	Possible Injury	10/27/2015	1545	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.23685	34.145381	2
593	13509474	Richland	Interstate	26	96.508	US	26		0	1	Non-incapacitating Injury	2/13/2013	855	Wednesday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2366694	34.145281	2
594	15651715	Richland	Interstate	26	96.51	US	26		0	1	Possible Injury	12/15/2015	1700	Tuesday	Dry	Dark (lighting Unspecified)	Angle 2	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2366306	34.145281	2
595	14610992	Richland	Interstate	26	96.513	US	26		0	0	No Injury	10/26/2014	1955	Sunday	Dry	Dark (street lamp not lit)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2365889	34.14525	2
596	14516747	Richland	Interstate	26	96.517	US	26		0	0	No Injury	3/4/2014	1550	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2365306	34.145219	1
597	14597103	Richland	Interstate	26	96.522	US	26		0	0	No Injury	9/29/2014	945	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2364611	34.145189	2
598	14560258	Richland	Interstate	26	96.523	US	26		0	7	Non-incapacitating Injury	6/21/2014	1502	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2364389	34.145189	2
602	13585039	Richland	Interstate	26	96.55	US	26	EXIT 7737	0	0	No Injury	9/17/2013	710	Tuesday	Dry	Daylight	Backed Into	Motor Vehicle In Transport	Disregarded Signs/Signals	-81.2369806	34.143731	2
607	14549499	Richland	Interstate	26	96.55	US	26	RAMP 7737	0	0	No Injury	5/23/2014	1530	Friday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2390694	34.144461	2
610	13513585	Richland	Interstate	26	96.55	US	26	RAMP ID 7737	0	0	No Injury	2/24/2013	1605	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2370889	34.143711	2
617	14625683	Richland	Interstate	26	96.55	US	26	RAMP 7737	0	0	No Injury	11/26/2014	1610	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2370111	34.143739	2
620	14566479	Richland	Interstate	26	96.554	US	26		0	2	Possible Injury	7/13/2014	1300	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2359611	34.144961	2
621	13552694	Richland	Interstate	26	96.565	US	26		0	0	No Injury	6/19/2013	1705	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2358	34.144889	3
623	13572369	Richland	Interstate	26	96.576	US	26		0	0	No Injury	8/16/2013	1140	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2356306	34.144819	

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
651	15502449	Richland	Interstate	26	96.692	US	26		0	0	No Injury	1/6/2015	730	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2338694	34.143989	2
652	13535217	Richland	Interstate	26	96.692	US	26		0	0	No Injury	5/14/2013	130	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.2338389	34.144019	2
654	14600215	Richland	Interstate	26	96.698	US	26		0	0	No Injury	1/11/2014	2100	Saturday	Wet	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2337694	34.143931	2
655	13541353	Richland	Interstate	26	96.699	US	26		0	0	No Injury	6/1/2013	1150	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2338194	34.143839	1
657	13532528	Richland	Interstate	26	96.705	US	26		0	0	No Injury	5/5/2013	1530	Sunday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.23355	34.144081	2
661	14624877	Richland	Interstate	26	96.718	US	26		0	0	No Injury	11/25/2014	1743	Tuesday	Dry	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.23345	34.143819	3
664	13521267	Richland	Interstate	26	96.738	Secondary	26		0	0	No Injury	3/26/2013	1813	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2331611	34.143669	3
665	15594275	Richland	Interstate	26	96.746	US	26		0	0	No Injury	9/3/2015	1612	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2330306	34.143611	2
666	14569073	Richland	Interstate	26	96.747	US	26		0	0	No Injury	7/18/2014	1304	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.233	34.143619	2
667	15637604	Richland	Interstate	26	96.748	US	26		0	2	Possible Injury	11/29/2015	1255	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.233	34.143611	4
668	13616255	Richland	Interstate	26	96.75	US	26	RAMP 7737	0	0	No Injury	11/20/2013	732	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2369806	34.143761	2
929	15531047	Richland	Interstate	26	101.48	US	26	RAMP 7737	0	0	No Injury	4/1/2015	1515	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.2370306	34.143739	2



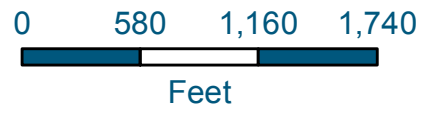
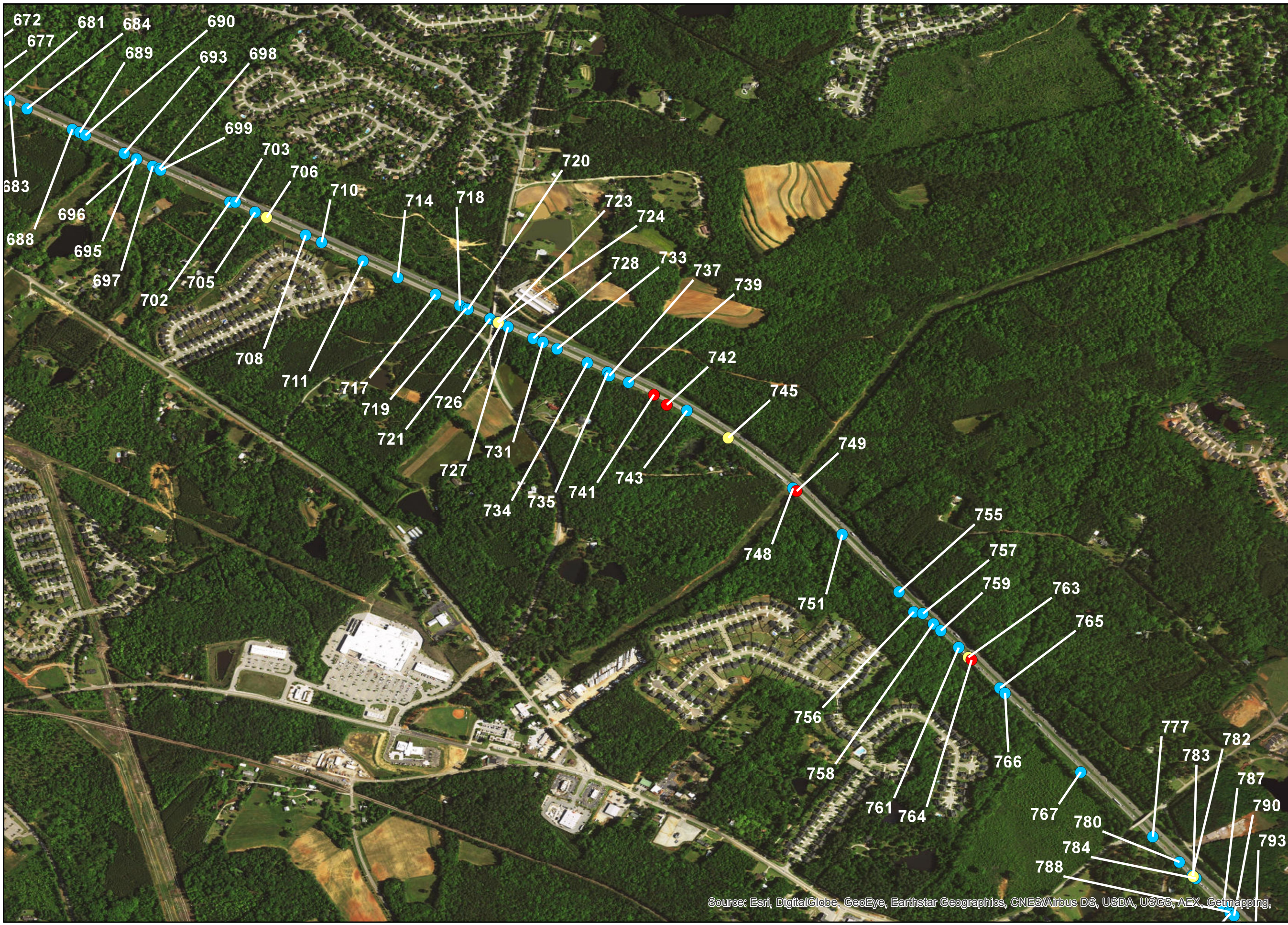
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-19
I-26 Eastbound
Exit 97 - Koon Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

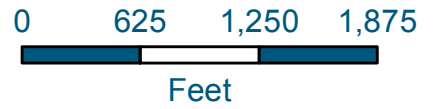
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-20
I-26 Eastbound
Exit 97 - Koon Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping,

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
672	13608843	Richland	Interstate	26	96.783	US	26		0	1	Possible Injury	10/29/2013	735	Tuesday	Dry	Dawn	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2324611	34.143369	2
673	15651691	Richland	Interstate	26	96.785	US	26		0	0	No Injury	12/15/2015	725	Tuesday	Dry	Dawn	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2324389	34.143339	2
675	15622329	Richland	Interstate	26	96.827	US	26		0	0	No Injury	10/31/2015	1045	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2317806	34.143061	2
677	13613639	Richland	Interstate	26	96.833	US	26		0	0	No Injury	11/12/2013	810	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2317	34.143019	2
680	14532367	Richland	Interstate	26	96.862	US	26		0	0	No Injury	4/14/2014	1140	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.23125	34.142819	2
681	13605767	Richland	Interstate	26	96.877	US	26		0	0	No Injury	11/5/2013	712	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.2310194	34.142711	3
683	15621059	Richland	Interstate	26	96.891	US	26		0	0	No Injury	10/23/2015	1420	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.23208	34.142619	3
684	14553227	Richland	Interstate	26	96.923	US	26		0	0	No Injury	6/8/2014	1250	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2303111	34.142389	1
688	15633083	Richland	Interstate	26	97.006	US	26		0	0	No Injury	11/18/2015	700	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2290389	34.141819	2
689	14532357	Richland	Interstate	26	97.02	US	26		0	0	No Injury	4/14/2014	1020	Monday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2288306	34.141719	1
690	14560214	Richland	Interstate	26	97.03	US	26		0	0	No Injury	6/19/2014	1730	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2286806	34.14165	1
693	13619596	Richland	Interstate	26	97.101	US	26		0	0	No Injury	12/1/2013	1530	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2275889	34.14115	2
695	14624666	Richland	Interstate	26	97.123	US	26		0	0	No Injury	11/26/2014	1720	Wednesday	Dry	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.22725	34.140989	2
696	14634616	Richland	Interstate	26	97.124	US	26		0	0	No Injury	12/26/2014	1335	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.227389	34.140981	1
697	15526488	Richland	Interstate	26	97.153	US	26		0	0	No Injury	3/15/2015	245	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Ditch	Animal in Road	-81.2267889	34.140789	1
698	14592709	Richland	Interstate	26	97.165	US	26		0	0	No Injury	9/19/2014	825	Friday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2266	34.140711	2
702	13566290	Richland	Interstate	26	97.296	Interstate	26		0	0	No Injury	8/2/2013	930	Friday	Dry	Daylight	No Collision with Motor Vehicle	Equipment Failure	Tires/Wheel Defect	-81.2246194	34.139761	1
703	13548065	Richland	Interstate	26	97.304	US	26		0	0	No Injury	6/9/2013	1545	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2244611	34.139761	2
705	15503829	Richland	Interstate	26	97.341	Secondary	26		0	0	No Injury	1/9/2015	800	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2239194	34.139489	2
706	13508386	Richland	Interstate	26	97.362	US	26		0	4	Possible Injury	2/10/2013	2350	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2235889	34.139339	1
708	15560729	Richland	Interstate	26	97.433	Secondary	26		0	0	No Injury	5/27/2015	1015	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.2225	34.138839	2
710	14560252	Richland	Interstate	26	97.463	US	26		0	0	No Injury	6/21/2014	1100	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.22205	34.138639	2
711	13583265	Richland	Interstate	26	97.539	US	26		0	0	No Injury	9/16/2013	855	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2208806	34.138119	2
714	14592711	Richland	Interstate	26	97.603	US	26		0	0	No Injury	9/19/2014	910	Friday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2199	34.13765	3
717	14624874	Richland	Interstate	26	97.672	Secondary	26		0	0	No Injury	11/25/2014	1505	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.21885	34.137181	3
718	15573777	Richland	Interstate	26	97.716	Secondary	26		0	0	No Injury	7/21/2015	1530	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2181694	34.136861	2
719	15580724	Richland	Interstate	26	97.728	Secondary	26		0	0	No Injury	8/10/2015	1731	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.2179889	34.136789	2
720	14572861	Richland	Interstate	26	97.731	Secondary	26		0	0	No Injury	7/26/2014	1210	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2179389	34.136769	3
721	14570066	Richland	Interstate	26	97.772	US	26		0	0	No Injury	7/15/2014	1230	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Bridge Overhead Structure	#N/A	-81.2173111	34.136489	1
723	14592652	Richland	Interstate	26	97.785	Secondary	26		0	0	No Injury	9/13/2014	1600	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2171111	34.1364	1
724	14529226	Richland	Interstate	26	97.787	US	26		0	1	Possible Injury	4/4/2014	1615	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2170806	34.136389	3
726	15594260	Richland	Interstate	26	97.792	US	26		0	0	No Injury	9/1/2015	841	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.217	34.136361	2
727	15528841	Richland	Interstate	26	97.804	US	26		0	0	No Injury	3/27/2015	1530	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2168194	34.136261	2
728	14549909	Richland	Interstate	26	97.851	US	26		0	0	No Injury	5/31/2014	920	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2161	34.13595	1
731	13551227	Richland	Interstate	26	97.868	US	26		0	0	No Injury	6/29/2013	1120	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2158306	34.135831	1
733	13536372	Richland	Interstate	26	97.894	US	26		0	0	No Injury	5/20/2013	1815	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2154306	34.13565	1
734	15519773	Richland	Interstate	26	97.95	Secondary	26		0	0	No Injury	2/23/2015	751	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Weather Condition	-81.2145806	34.135261	1
735	15521358	Richland	Interstate	26	97.987	Secondary	26		0	0	No Injury	3/1/2015	2331	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2140111	34.134989	1
737	13623302	Richland	Interstate	26	97.993	US	26		0	0	No Injury	12/1/2013	1540	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2139611	34.1349	3
739	15580687	Richland	Interstate	26	98.026	Secondary	26		0	0	No Injury	8/10/2015	1635	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2134194	34.134719	1
741	15580731	Richland	Interstate	26	98.073	Secondary	26		0	1	Non-incapacitating Injury	8/7/2015	310	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2127111	34.134369	1
742	13606477	Richland	Interstate	26	98.101	Secondary	26		0	1	Non-incapacitating Injury	10/31/2013	640	Thursday	Dry	Dawn	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2123611	34.134081	1
743	13621370	Richland	Interstate	26	98.135	US	26		0	0	No Injury	12/8/2013	1900	Sunday	Wet	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2117889	34.133911	3
745	14588265	Richland	Interstate	26	98.22	US	26		0	1	Possible Injury	9/2/2014	1505	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2106306	34.13315	1
748	15580740	Richland	Interstate	26	98.362	US	26		0	0	No Injury	8/5/2015	815	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2088111	34.131739	1
749	14614016	Richland	Interstate	26	98.37	US	26		0	1	Non-incapacitating Injury	11/3/2014	630	Monday	Dry	Dawn	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2087111	34.131661	1
751	14545675	Richland	Interstate	26	98.482	US	26		0	0	No Injury	5/12/2014	1840	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2074389	34.130439	2
755	15625191	Richland	Interstate	26	98.626	Secondary	26	126	0	0	No Injury	11/3/2015	730	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2058306	34.128831	2
756	15625308	Richland	Interstate	26	98.67	Secondary	26		0	0	No Injury	11/4/2015	720	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2054194	34.128269	4
757	15560661	Richland	Interstate	26	98.683	Secondary	26		0	0	No Injury	5/22/2015	1609	Friday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2051611	34.128219	2
758	13572357	Richland	Interstate	26	98.708	Secondary	26		0	0	No Injury	8/12/2013	1630	Monday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Tires/Wheel Defect	-81.2048694	34.127939	1
759	15580629	Richland	Interstate	26	98.726	Secondary	26		0	0	No Injury	8/1/2015	934	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2046611	34.127739	1
761	15614353	Richland	Interstate	26	98.77	Secondary	26		0	0	No Injury	10/20/2015	830	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2041611	34.127261	2
763	15573581	Richland	Interstate	26	98.794	Secondary	26		0	1	Possible Injury	7/10/2015	1530	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2038889	34.127	4
764	15511125	Richland	Interstate	26	98.801	US	26		0	1	Non-incapacitating Injury	1/31/2015	1525	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2038	34.126919	2
765	13623056	Richland	Interstate	26	98.872	US	26		0	0	No Injury	12/9/2013	810	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.203	34.126139	1
766	15651689	Richland	Interstate	26	98.885	Secondary	26		0	0	No Injury	12/15/2015	734	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2028611	34.125989	3
767	15625310	Richland	Interstate	26	99.081	Secondary	26		0	0	No Injury	11/4/2015	720	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2007306	34.123769	1



Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- + Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-21
I-26 Eastbound
Koon Road-Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



0 625 1,250 1,875
Feet



Type of Injury

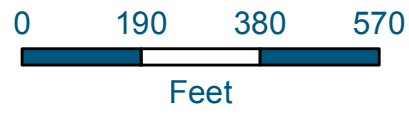
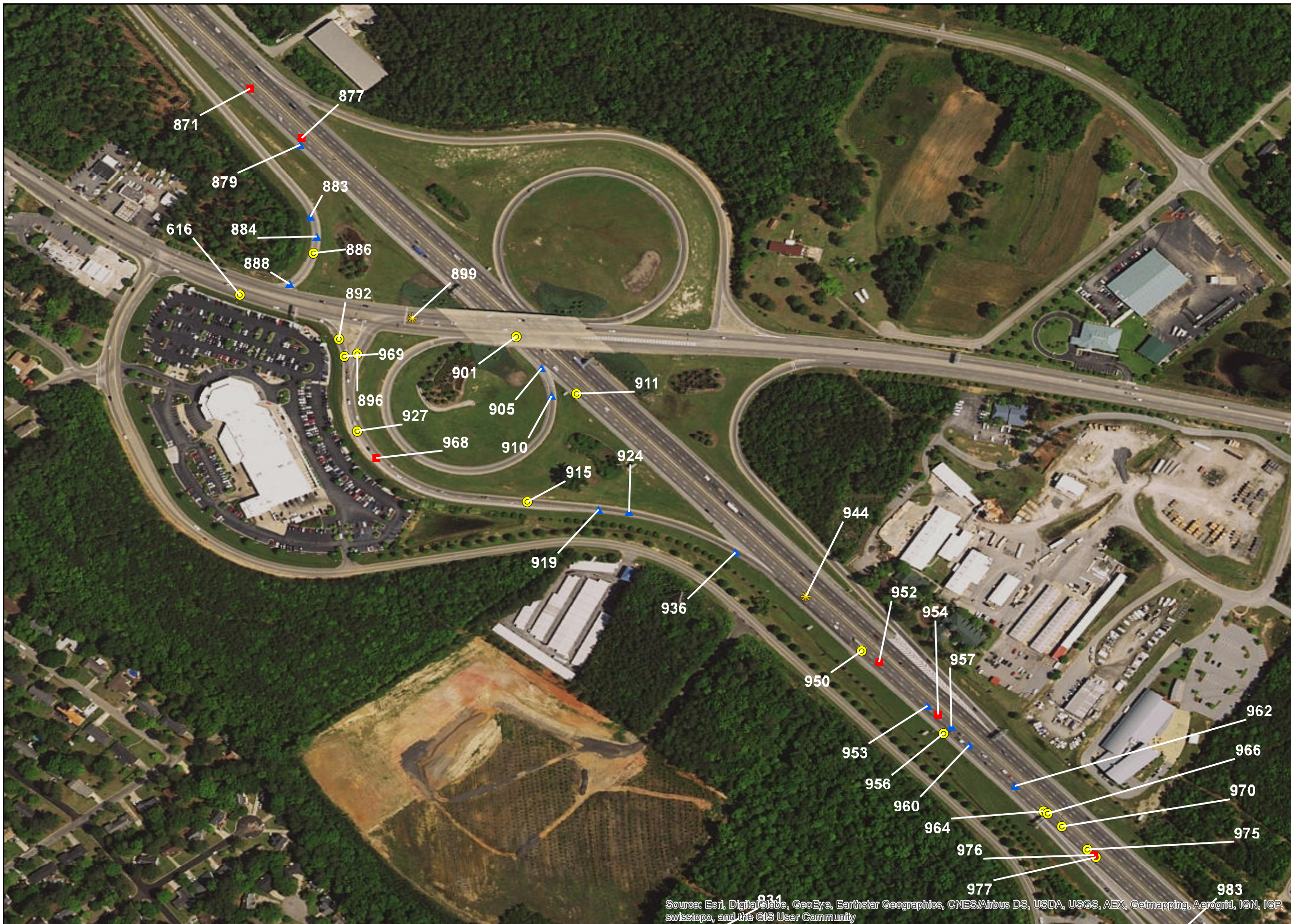
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-22
I-26 Eastbound
Koon Road-Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
777	14630796	Richland	Interstate	26	99.251	US	26		0	0	No Injury	12/17/2014	1340	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.1987111	34.121961	1
780	13609348	Richland	Interstate	26	99.316	US	26		0	0	No Injury	11/13/2013	950	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.1979611	34.12125	2
782	15600823	Richland	Interstate	26	99.349	Secondary	26	126	0	0	No Injury	9/25/2015	1329	Friday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1976	34.120881	1
783	15567875	Richland	Interstate	26	99.351	Secondary	26		0	1	Possible Injury	6/20/2015	925	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1975806	34.12085	2
784	14570029	Richland	Interstate	26	99.358	Secondary	26		0	0	No Injury	7/13/2014	415	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1975	34.120781	1
787	14529230	Richland	Interstate	26	99.426	Secondary	26		0	0	No Injury	4/4/2014	1610	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1967306	34.120031	2
788	14526442	Richland	Interstate	26	99.441	US	26		0	0	No Injury	3/16/2014	1600	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.1965611	34.11985	2
789	15644729	Richland	Interstate	26	99.445	Secondary	26		0	0	No Injury	12/16/2015	900	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1965306	34.119811	2
790	13611089	Richland	Interstate	26	99.452	US	26		0	0	No Injury	11/1/2013	1855	Friday	Wet	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.1964306	34.119739	2
792	15605387	Richland	Interstate	26	99.48	Secondary	26		0	0	No Injury	9/25/2015	1328	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1961611	34.1194	2
793	15589939	Richland	Interstate	26	99.507	US	26		0	0	No Injury	8/22/2015	1750	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1958306	34.119119	2
794	15605389	Richland	Interstate	26	99.526	Secondary	26		0	0	No Injury	9/25/2015	1328	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1956	34.118919	2
797	15610984	Richland	Interstate	26	99.644	Secondary	26		0	1	Possible Injury	10/11/2015	1217	Sunday	Dry	Daylight	Sideswipe Opposite Direction	Motor Vehicle In Transport	Wrong Side or Wrong Way	-81.1942611	34.117619	4
798	13540207	Richland	Interstate	26	99.663	Secondary	26		0	0	No Injury	5/11/2013	1640	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Equipment Failure	Tires/Wheel Defect	-81.1940389	34.117419	1
804	13509426	Richland	Interstate	26	99.806	US	26		0	0	No Injury	2/7/2013	745	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1924111	34.115831	2
807	13526112	Richland	Interstate	26	99.856	US	26		0	0	No Injury	4/14/2013	2120	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Window/Shield Defect	-81.1918611	34.115281	2
810	15597962	Richland	Interstate	26	99.927	US	26		0	0	No Injury	9/18/2015	1730	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1910611	34.114489	2
812	14601429	Richland	Interstate	26	100.022	US	26		0	0	No Injury	10/11/2014	1545	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1899806	34.113439	1
813	13554472	Richland	Interstate	26	100.054	US	26		0	0	No Injury	6/22/2013	1425	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Unknown (Driver Related)	-81.1896111	34.113089	2
814	15610982	Richland	Interstate	26	100.065	US	26		0	2	Possible Injury	10/11/2015	1220	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Wrong Side or Wrong Way	-81.1894806	34.112969	4
818	14588251	Richland	Interstate	26	100.135	US	26		0	0	No Injury	8/31/2014	710	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1887111	34.112189	2
819	14585425	Richland	Interstate	26	100.144	US	26		0	1	Non-incapacitating Injury	8/31/2014	650	Sunday	Dry	Dawn	Rear End	Motor Vehicle In Transport	Under The Influence	-81.1885889	34.1121	2
820	15530477	Richland	Interstate	26	100.211	US	26		0	0	No Injury	4/3/2015	1300	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1878389	34.11135	2
822	13627230	Richland	Interstate	26	100.234	US	26		0	0	No Injury	12/4/2013	925	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1875694	34.111119	1
823	15531173	Richland	Interstate	26	100.238	US	26		0	0	No Injury	4/2/2015	1300	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1875111	34.111069	2
825	13510970	Richland	Interstate	26	100.274	US	26		0	0	No Injury	2/14/2013	555	Thursday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1871111	34.110681	2
828	13598899	Richland	Interstate	26	100.333	US	26		0	0	No Injury	10/14/2013	720	Monday	Wet	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1864389	34.110031	2
829	13509809	Richland	Interstate	26	100.335	Secondary	26		0	0	No Injury	2/14/2013	614	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1864	34.110011	2
833	15595165	Richland	Interstate	26	100.448	US	26		0	0	No Injury	9/4/2015	1450	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1851389	34.108761	2
834	15615304	Richland	Interstate	26	100.45	US	26		0	0	No Injury	10/15/2015	2305	Thursday	Dry	Dark (street lamp not lit)	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.1851111	34.108731	3
836	13614440	Richland	Interstate	26	100.484	US	26		0	0	No Injury	11/11/2013	1225	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1847194	34.108361	1
837	14592759	Richland	Interstate	26	100.494	US	26		0	0	No Injury	9/19/2014	650	Friday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1846	34.10825	1
839	15622330	Richland	Interstate	26	100.518	US	26		0	0	No Injury	10/31/2015	1420	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.1843111	34.108	1
845	15605772	Richland	Interstate	26	100.649	US	26		0	0	No Injury	8/30/2015	1825	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1828306	34.10655	1
846	15579857	Richland	Interstate	26	100.692	US	26		0	0	No Injury	7/24/2015	1825	Friday	Dry	Daylight	No Collision with Motor Vehicle	Unknown Movable Object	Debris (Roadway)	-81.1823389	34.106081	1
847	13596025	Richland	Interstate	26	100.712	US	26		0	0	No Injury	10/15/2013	724	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.1821111	34.105869	2
849	14538841	Richland	Interstate	26	100.767	US	26		0	1	Possible Injury	4/29/2014	845	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.1815	34.105261	1
850	15519746	Richland	Interstate	26	100.775	US	26		0	0	No Injury	2/20/2015	538	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1813889	34.105169	1
852	13501895	Richland	Interstate	26	100.794	US	26		0	0	No Injury	1/6/2013	1300	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Unknown (Driver Related)	-81.1811806	34.104961	2
853	15627774	Richland	Interstate	26	100.796	US	26		0	0	No Injury	11/9/2015	900	Monday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1811806	34.104931	3
867	15561402	Richland	Interstate	26	100.985	US	26		0	0	No Injury	6/9/2015	1300	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1789889	34.102869	2



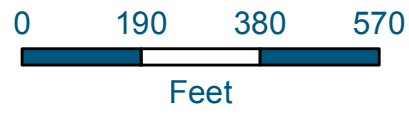
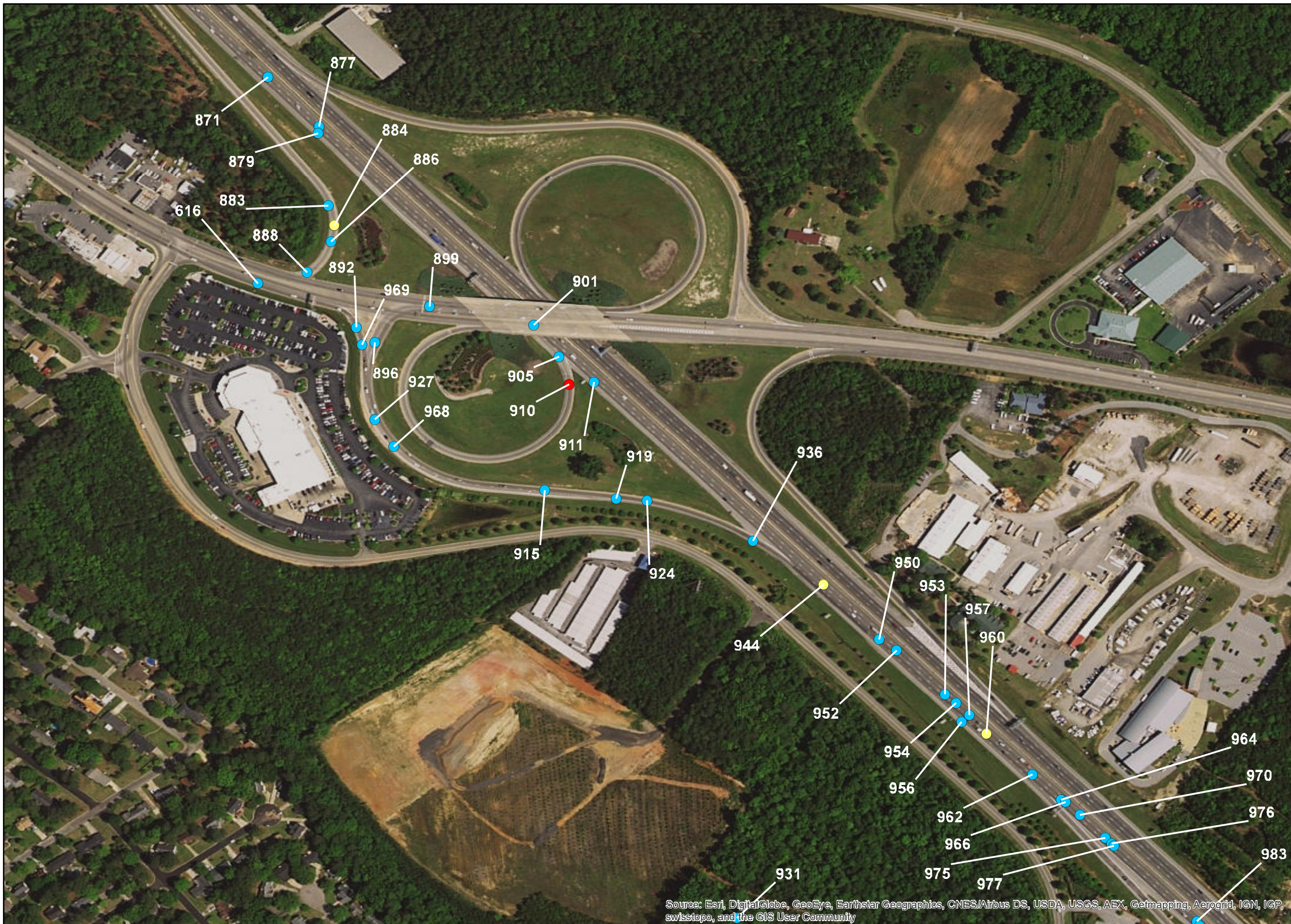
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-23
I-26 Eastbound
Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

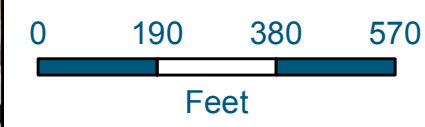
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

**Figure A-24
I-26 Eastbound
Exit 101**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
616	13583555	Richland	Interstate	26	96.55	US	26	RAMP 7740	0	0	No Injury	8/26/2013	1810	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1774306	34.0994	2
871	13621332	Richland	Interstate	26	101.13	US	26		0	0	No Injury	12/7/2013	1900	Saturday	Wet	Dark (lighting Unspecified)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1773389	34.101281	2
877	14560218	Richland	Interstate	26	101.171	US	26		0	0	No Injury	6/20/2014	1030	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1768694	34.100831	2
879	15608509	Richland	Interstate	26	101.174	US	26		0	0	No Injury	10/7/2015	2230	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.1768806	34.100769	2
883	15550832	Richland	Interstate	26	101.211	US	26	RAMP 7958	0	0	No Injury	5/3/2015	1735	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Under The Influence	-81.1767889	34.100111	1
884	14549511	Richland	Interstate	26	101.223	US	26	RAMP 7958	0	1	Possible Injury	5/23/2014	2325	Friday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.1767306	34.099931	1
886	14538838	Richland	Interstate	26	101.229	US	26	RAMP 7958	0	0	No Injury	4/28/2014	1750	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1767611	34.099781	2
888	15573318	Richland	Interstate	26	101.235	US	26	RAMP 7958	0	0	No Injury	6/26/2015	525	Friday	Dry	Dawn	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.1769806	34.0995	1
892	15573599	Richland	Interstate	26	101.278	US	26	RAMP 7740	0	0	No Injury	7/10/2015	801	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1765306	34.099	2
896	14589814	Richland	Interstate	26	101.292	US	26	RAMP 7740	0	0	No Injury	8/26/2014	615	Tuesday	Dry	Dawn	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1763611	34.098861	2
899	13509439	Richland	Interstate	26	101.294	US	26	RAMP 7743	0	0	No Injury	2/8/2013	1950	Friday	Dry	Dark (no lights)	Angle 1	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1758611	34.099189	2
901	14545732	Richland	Interstate	26	101.339	US	26		0	0	No Injury	5/15/2014	818	Thursday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1749111	34.099019	4
905	13500540	Richland	Interstate	26	101.363	US	26		0	0	No Injury	1/4/2013	934	Friday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Ran off Road	-81.1746806	34.098731	1
910	15595199	Richland	Interstate	26	101.379	US	26	RAMP 7741	0	1	Non-incapacitating Injury	9/5/2015	1537	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.1745889	34.098481	1
911	14599610	Richland	Interstate	26	101.387	US	26		0	0	No Injury	10/3/2014	1550	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1743611	34.0985	2
915	13610854	Richland	Interstate	26	101.419	US	26	RAMP 7740	0	0	No Injury	11/2/2013	120	Saturday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1748111	34.097511	2
919	13616558	Richland	Interstate	26	101.448	US	26	RAMP 7740	0	0	No Injury	11/27/2013	1600	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Other Non-Collision	Improper Lane Usage/Change	-81.1741611	34.097439	2
924	14504990	Richland	Interstate	26	101.46	US	26	RAMP 7740	0	0	No Injury	1/11/2014	425	Saturday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Fence	Driving too Fast for Conditions	-81.1738806	34.097419	1
927	15589868	Richland	Interstate	26	101.48	US	26	RAMP 7740	0	0	No Injury	8/19/2015	704	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	#N/A	-81.1763611	34.098161	2
936	13608854	Richland	Interstate	26	101.516	US	26	RAMP 7740	0	0	No Injury	11/1/2013	1445	Friday	Wet	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.1729111	34.09705	1
969	14503586	Richland	Interstate	26	101.75	US	26	RAMP 7740	0	0	No Injury	1/14/2014	1556	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1764806	34.098839	2



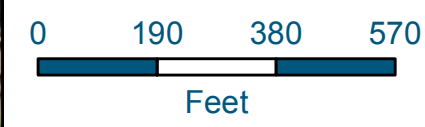
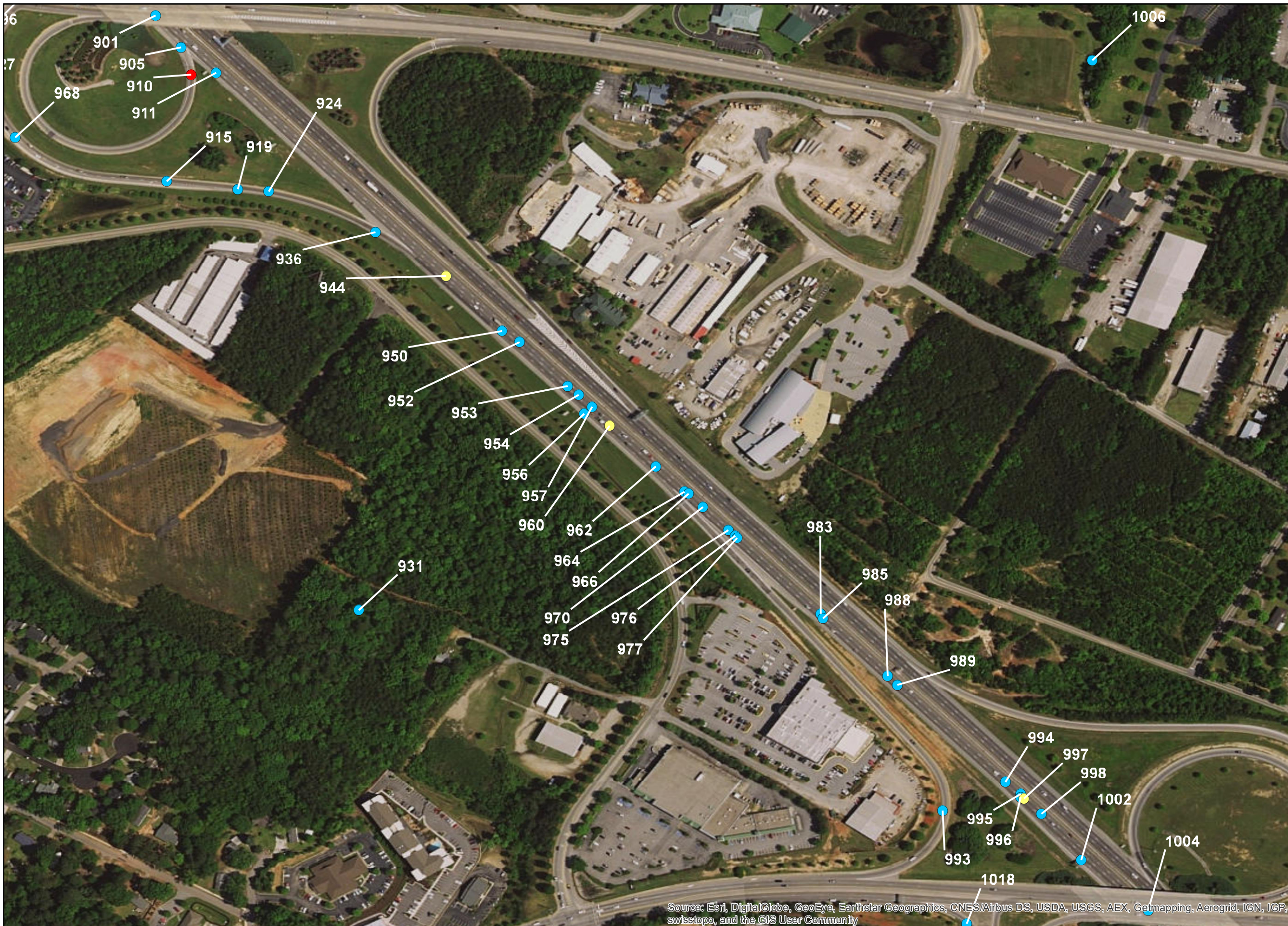
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ⊕ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-25
I-26 Eastbound
Exit 101 - Exit 102

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

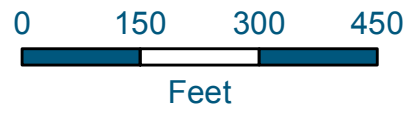
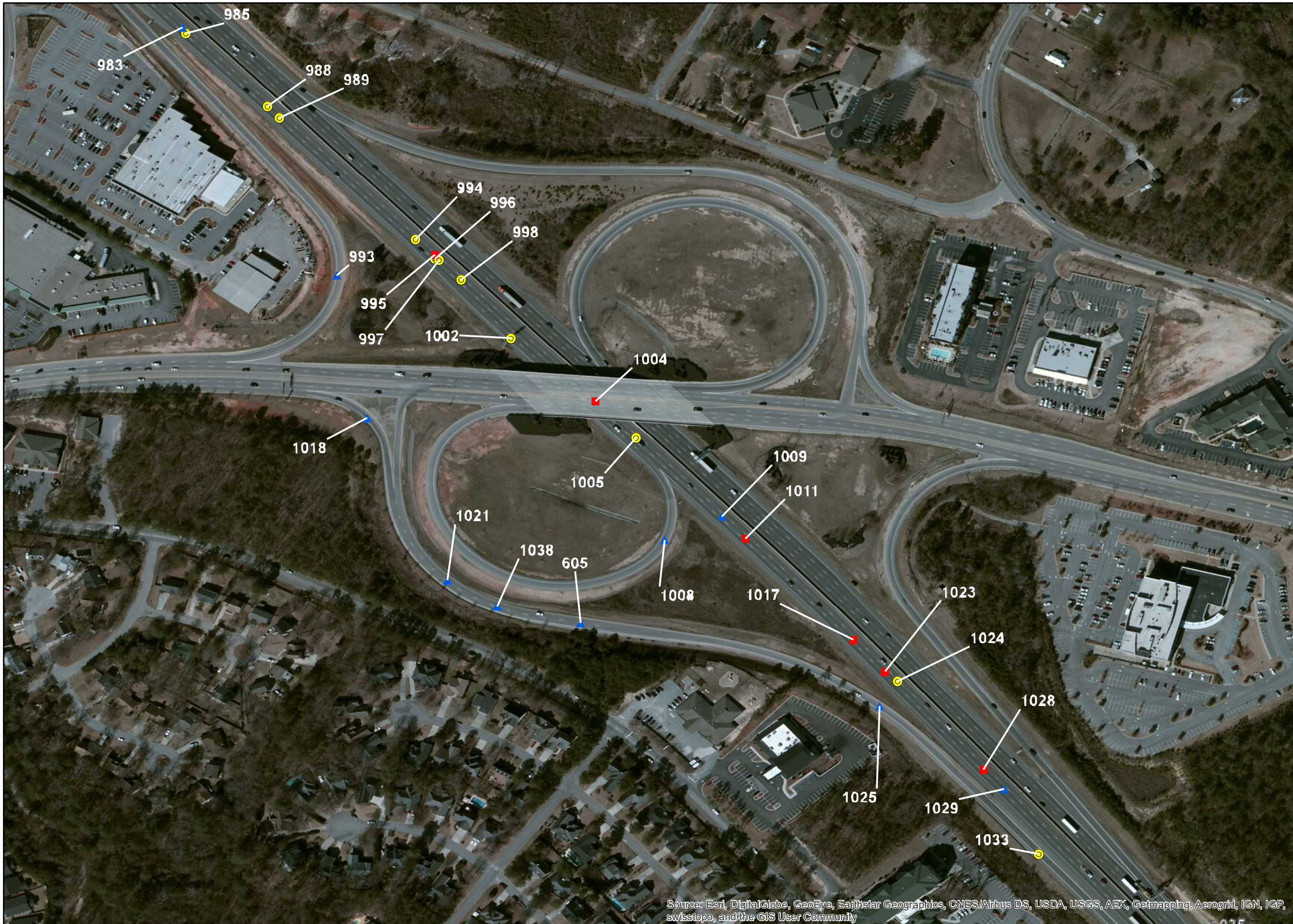
- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-26
I-26 Eastbound
Exit 101 - Exit 102

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
931	13026191	Richland	Interstate	26	101.49	US	26		0	0	No Injury	5/21/2013	1730	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.1730611	34.093611	2
944	13570749	Richland	Interstate	26	101.562	US	26		0	1	Possible Injury	8/11/2013	1610	Sunday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1722694	34.09665	2
950	13519514	Richland	Interstate	26	101.607	US	26		0	0	No Injury	3/19/2013	750	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1717611	34.09615	2
952	15522163	Richland	Interstate	26	101.618	US	26		0	0	No Injury	3/9/2015	1819	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1716	34.09605	2
953	15626036	Richland	Interstate	26	101.655	US	26		0	0	No Injury	11/6/2015	1530	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.1711611	34.09565	2
954	14624280	Richland	Interstate	26	101.663	SC	26		0	0	No Injury	12/3/2014	720	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1710611	34.095569	2
956	14588871	Richland	Interstate	26	101.674	US	26		0	0	No Injury	8/29/2014	1820	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1710111	34.0954	2
957	15560690	Richland	Interstate	26	101.674	SC	26		0	0	No Injury	5/23/2015	1646	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.1709389	34.095461	1
960	13598887	Richland	Interstate	26	101.688	SC	26		0	1	Possible Injury	10/13/2013	1925	Sunday	Dry	Dusk	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1707806	34.095289	1
962	14502751	Richland	Interstate	26	101.723	US	26		0	0	No Injury	1/10/2014	2200	Friday	Wet	Dark (street lamp lit)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1703611	34.094919	1
964	15625050	Richland	Interstate	26	101.743	US	26		0	0	No Injury	11/2/2015	815	Monday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1701	34.094689	3
966	15610121	Richland	Interstate	26	101.746	SC	26		0	0	No Injury	10/9/2015	1615	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1700611	34.094669	2
968	15616926	Richland	Interstate	26	101.75	SC	26	7740 RAMP	0	0	No Injury	10/12/2015	650	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1761889	34.097911	2
970	14621548	Richland	Interstate	26	101.756	SC	26		0	0	No Injury	11/25/2014	1640	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1699306	34.09455	2
975	14513208	Richland	Interstate	26	101.774	SC	26		0	0	No Injury	2/20/2014	759	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1697	34.094339	2
976	15534258	Richland	Interstate	26	101.779	SC	26	126	0	0	No Injury	4/11/2015	1406	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1696389	34.094289	2
977	15615311	Richland	Interstate	26	101.781	US	26	126	0	0	No Injury	10/16/2015	1200	Friday	Dry	Daylight	Rear End	Other Movable Object	Driving too Fast for Conditions	-81.1696194	34.094269	3



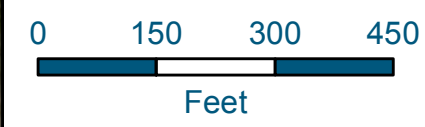
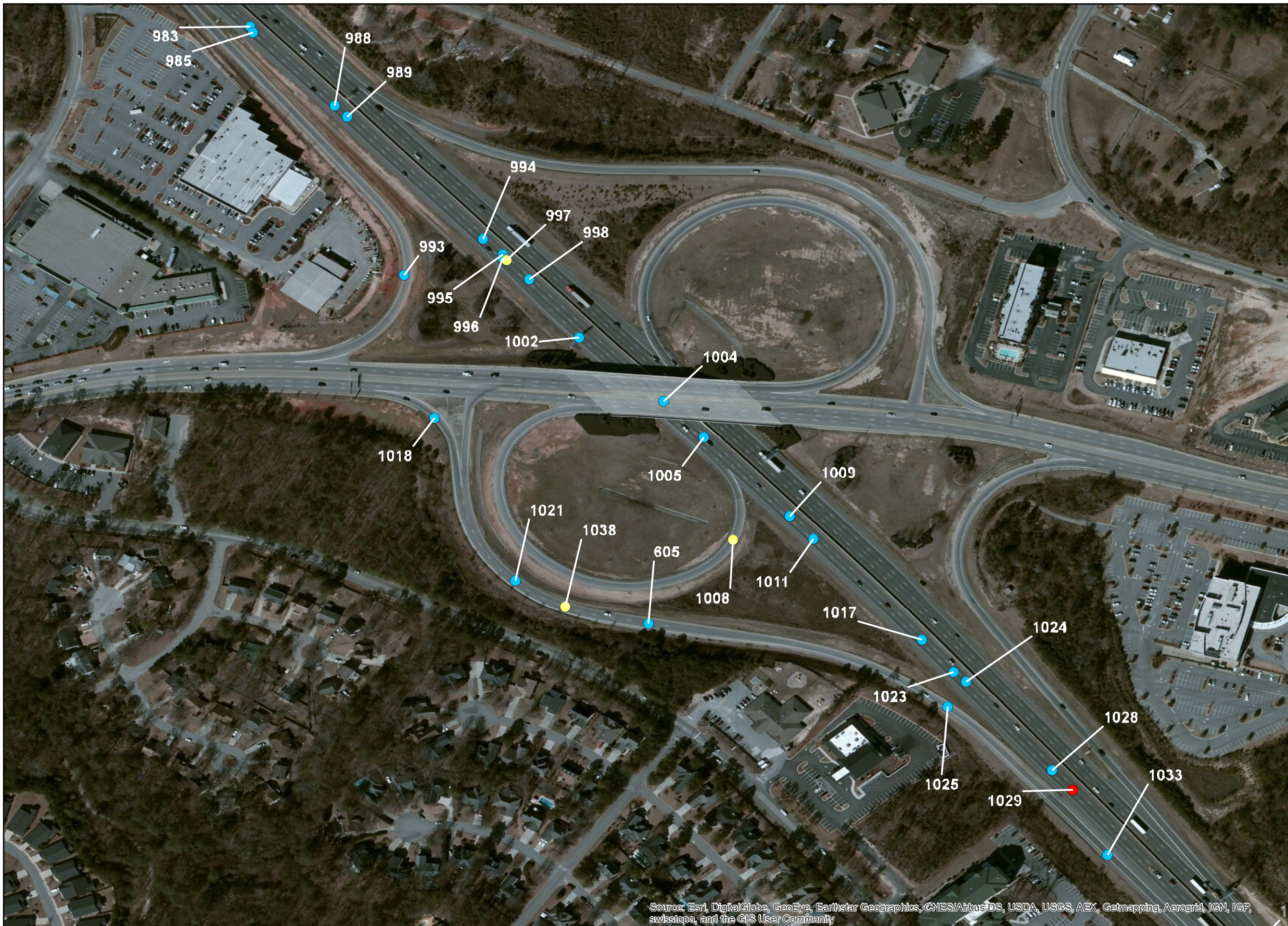
Manner of Collision

- ◆ Backed Into EB
- Sideswipe Collision EB
- ✚ Head On EB
- ▲ No Collision With Motor Vehicle EB
- * Angle Collision EB
- Rear End EB

Figure A-27
I-26 Eastbound
Exit 102

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

- Fatality EB
- Incapacitating Injury EB
- Non-incapacitating Injury EB
- Possible Injury EB
- No Injury EB

Figure A-28
I-26 Eastbound
Exit 102

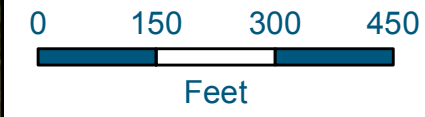
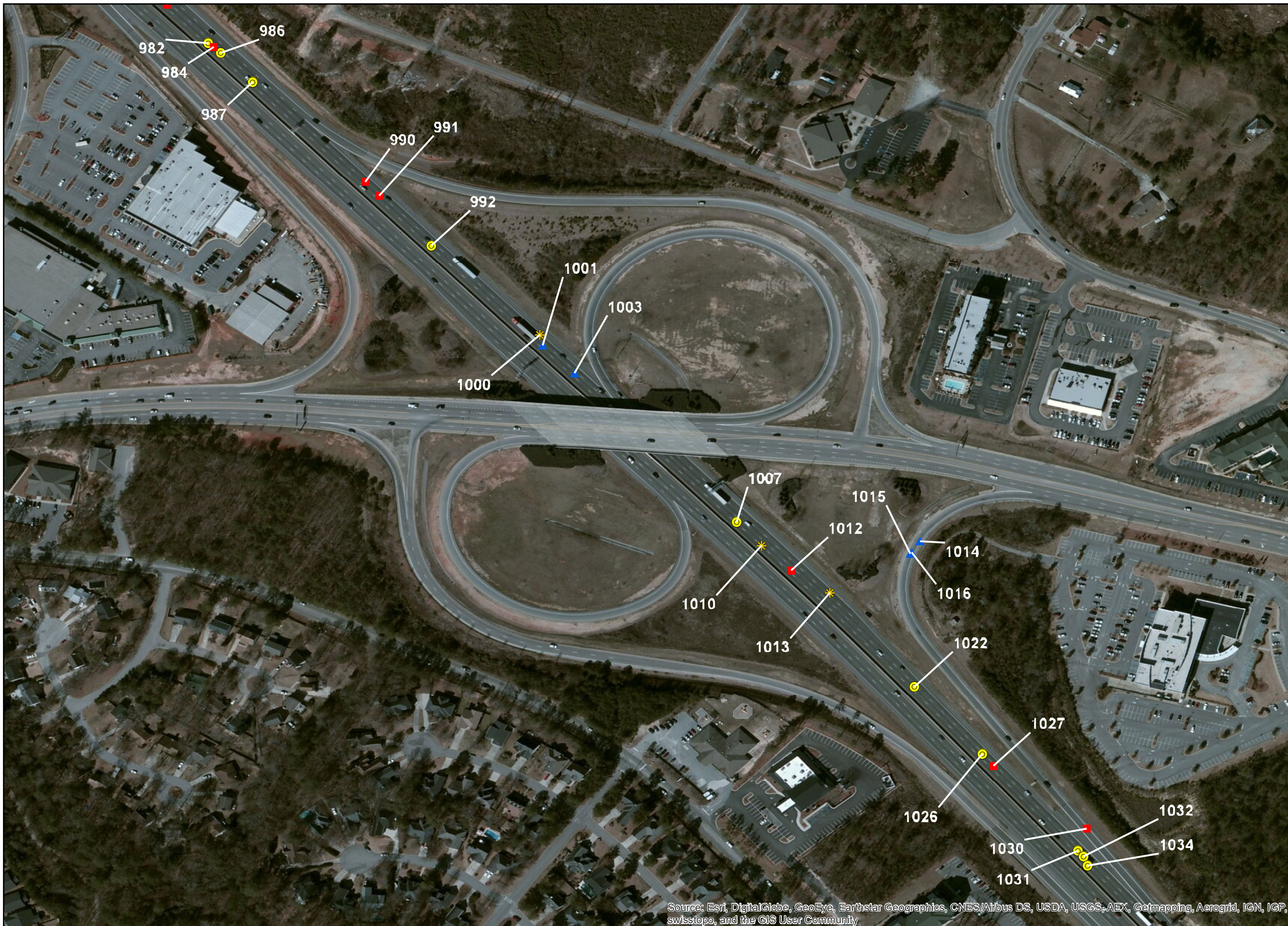
03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
605	14628105	Richland	Interstate	26	96.55	US	26	RAMP 7744	0	0	No Injury	11/24/2014	19	Monday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Fence	Driving too Fast for Conditions	-81.1659889	34.089281	1
983	13580961	Richland	Interstate	26	101.84	US	26		0	0	No Injury	8/24/2013	1620	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Aggressive Operation of Vehicle	-81.1688611	34.093581	3
985	14599734	Richland	Interstate	26	101.843	SC	26		0	0	No Injury	10/7/2014	737	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1688389	34.093539	2
988	13545748	Richland	Interstate	26	101.889	SC	26		0	0	No Injury	6/13/2013	1745	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.16825	34.093011	2
989	15561791	Richland	Interstate	26	101.896	SC	26		0	0	No Injury	6/21/2015	1300	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1681611	34.092931	2
993	13606454	Richland	Interstate	26	101.965	SC	26	RAMP 7002	0	0	No Injury	10/24/2013	510	Thursday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Highway Traffic Sign Post	Animal in Road	-81.16775	34.091789	1
994	14510269	Richland	Interstate	26	101.973	SC	26		0	0	No Injury	2/11/2014	730	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1671806	34.09205	2
995	14630866	Richland	Interstate	26	101.984	SC	26		0	0	No Injury	12/11/2014	1110	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1670389	34.091939	2
996	13610988	Richland	Interstate	26	101.985	Interstate	26		0	0	No Injury	11/19/2013	750	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1670389	34.091911	2
997	14547844	Richland	Interstate	26	101.986	SC	26	126	0	1	Possible Injury	5/22/2014	827	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1670111	34.0919	2
998	14596910	Richland	Interstate	26	101.999	US	26		0	0	No Injury	9/19/2014	930	Friday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.16685	34.091761	2
1002	15573779	Richland	Interstate	26	102.034	SC	26		0	0	No Injury	7/21/2015	820	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1664889	34.091339	3
1004	14616437	Richland	Interstate	26	102.083	SC	26		0	0	No Injury	11/12/2014	730	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1658806	34.090881	2
1005	15527433	Richland	Interstate	26	102.108	SC	26		0	0	No Injury	3/23/2015	740	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1655889	34.090619	2
1009	15651762	Richland	Interstate	26	102.163	SC	26	RAMP 7744	0	0	No Injury	12/29/2015	540	Tuesday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.1649694	34.09005	1
1011	14571388	Richland	Interstate	26	102.178	SC	26		0	0	No Injury	7/3/2014	600	Thursday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1648	34.089889	2
1017	14503961	Richland	Interstate	26	102.248	SC	26		0	0	No Injury	1/8/2014	1130	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1640194	34.089161	2
1018	13521858	Richland	Interstate	26	102.25	SC	26	RAMP 7744	0	0	No Injury	4/1/2013	1055	Monday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.1675306	34.090761	1
1021	15651816	Richland	Interstate	26	102.25	SC	26	7744	0	0	No Injury	12/24/2015	1045	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.16695	34.089589	1
1023	15615789	Richland	Interstate	26	102.27	SC	26	126	0	0	No Injury	10/23/2015	1907	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1637889	34.088931	2
1024	14604140	Richland	Interstate	26	102.277	SC	26		0	0	No Injury	10/10/2014	1822	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1637	34.088861	2
1025	15650716	Richland	Interstate	26	102.282	SC	26	RAMP 7744	0	0	No Injury	12/23/2015	200	Wednesday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.1638306	34.088681	1
1028	15637207	Richland	Interstate	26	102.336	SC	26		0	0	No Injury	11/30/2015	1320	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle (Parked)	Improper Lane Usage/Change	-81.1630806	34.088219	2
1029	13542715	Richland	Interstate	26	102.349	SC	26		0	1	Non-incapacitating Injury	6/6/2013	1950	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1629306	34.088081	1
1033	14588266	Richland	Interstate	26	102.384	Interstate	26	RAMP 7744	0	0	No Injury	9/2/2014	750	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1626806	34.087611	2
1038	14570140	Richland	Interstate	26	102.5	SC	26	RAMP 7744	0	1	Possible Injury	7/22/2014	740	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.1665889	34.0894	1

APPENDIX B

I-26 Westbound Collision Diagrams



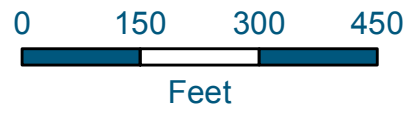
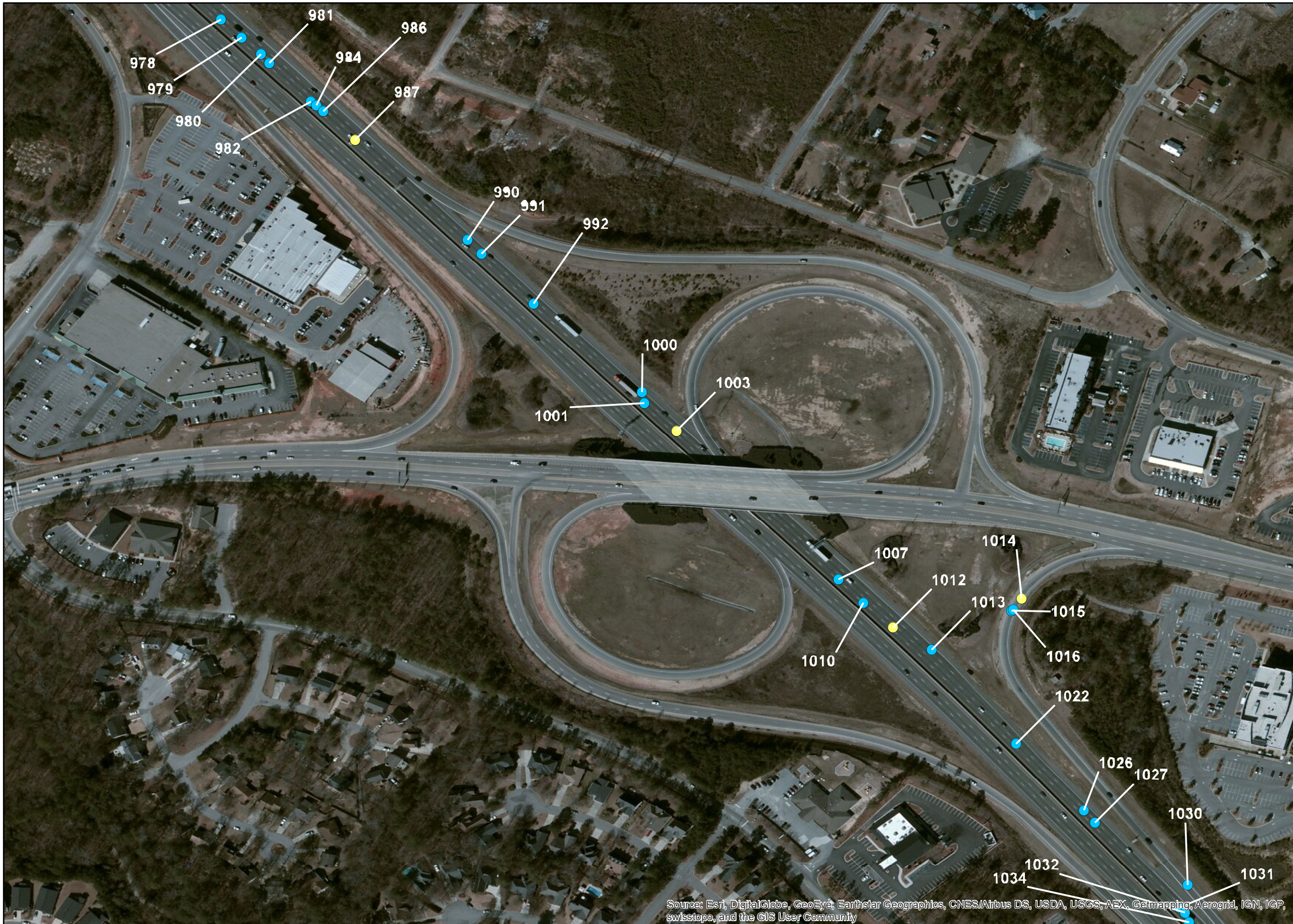
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-1
I-26 Westbound
Exit 102

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

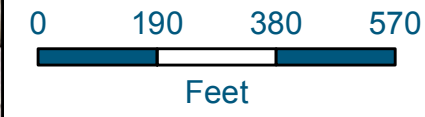
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

**Figure B-2
I-26 Westbound
Exit 102**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
982	13617865	Richland	Interstate	26	101.839	US	26		0	0	No Injury	11/27/2013	1540	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1687694	34.093689	3
984	13514410	Richland	Interstate	26	101.841	SC	26		0	0	No Injury	2/21/2013	1630	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1687306	34.093661	2
986	15577282	Richland	Interstate	26	101.845	SC	26		0	0	No Injury	7/24/2015	1720	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1686806	34.093619	3
987	15522155	Richland	Interstate	26	101.863	US	26		0	2	Possible Injury	3/6/2015	2115	Friday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	#N/A	-81.16845	34.093411	2
990	15589696	Richland	Interstate	26	101.927	US	26		0	0	No Injury	8/10/2015	1320	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1676389	34.092689	2
991	13535940	Richland	Interstate	26	101.935	SC	26		0	0	No Injury	5/9/2013	1010	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Under The Influence	-81.1675389	34.092589	2
992	15595174	Richland	Interstate	26	101.965	SC	26		0	0	No Injury	9/4/2015	1530	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1671611	34.092231	2
1000	13621378	Richland	Interstate	26	102.025	SC	26		0	0	No Injury	12/11/2013	900	Wednesday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1663806	34.091589	2
1001	13537389	Richland	Interstate	26	102.03	Secondary	26		0	0	No Injury	4/24/2013	1140	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.1663611	34.091511	1
1003	14538826	Richland	Interstate	26	102.05	SC	26		0	1	Possible Injury	4/27/2014	415	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.1661306	34.091311	2
1007	15654647	Richland	Interstate	26	102.153	SC	26		0	0	No Injury	12/31/2015	1615	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1649611	34.090239	3
1010	13566284	Richland	Interstate	26	102.17	US	26		0	0	No Injury	7/27/2013	1507	Saturday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1647806	34.090069	2
1012	15573603	Richland	Interstate	26	102.188	US	26		0	1	Possible Injury	7/11/2015	1230	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1645694	34.089889	2
1013	13560805	Richland	Interstate	26	102.207	SC	26		0	0	No Injury	7/11/2013	1800	Thursday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1642889	34.089731	2
1014	15580652	Richland	Interstate	26	102.212	SC	26	RAMP 7745	0	1	Possible Injury	8/3/2015	930	Monday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Medical Related	-81.1636389	34.0901	1
1015	14504312	Richland	Interstate	26	102.214	SC	26	RAMP 7745	0	0	No Injury	1/19/2014	730	Sunday	Dry	Dawn	No Collision with Motor Vehicle	Highway Traffic Sign Post	Under The Influence	-81.1637111	34.090011	1
1016	13520251	Richland	Interstate	26	102.214	SC	26	RAMP 7745	0	0	No Injury	3/24/2013	1140	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.1637	34.090019	1
1022	13545231	Richland	Interstate	26	102.267	Secondary	26		0	0	No Injury	6/19/2013	1945	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1636806	34.08905	2
1026	15610987	Richland	Interstate	26	102.312	SC	26		0	0	No Injury	10/11/2015	1345	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1631889	34.088569	2
1027	15561551	Richland	Interstate	26	102.32	SC	26		0	0	No Injury	6/16/2015	1220	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1631111	34.088481	2
1030	13607637	Richland	Interstate	26	102.371	Interstate	26	RAMP 7745	0	0	No Injury	10/19/2013	841	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1624389	34.088031	2
1031	15610187	Richland	Interstate	26	102.377	SC	26		0	0	No Injury	10/11/2015	1345	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1625	34.087869	3
1032	15531440	Richland	Interstate	26	102.381	SC	26	126	0	0	No Injury	4/5/2015	1355	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1624611	34.087831	3
1034	13624499	Richland	Interstate	26	102.386	SC	26		0	0	No Injury	12/19/2013	350	Thursday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1624306	34.087761	2



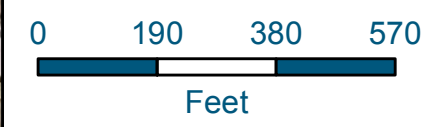
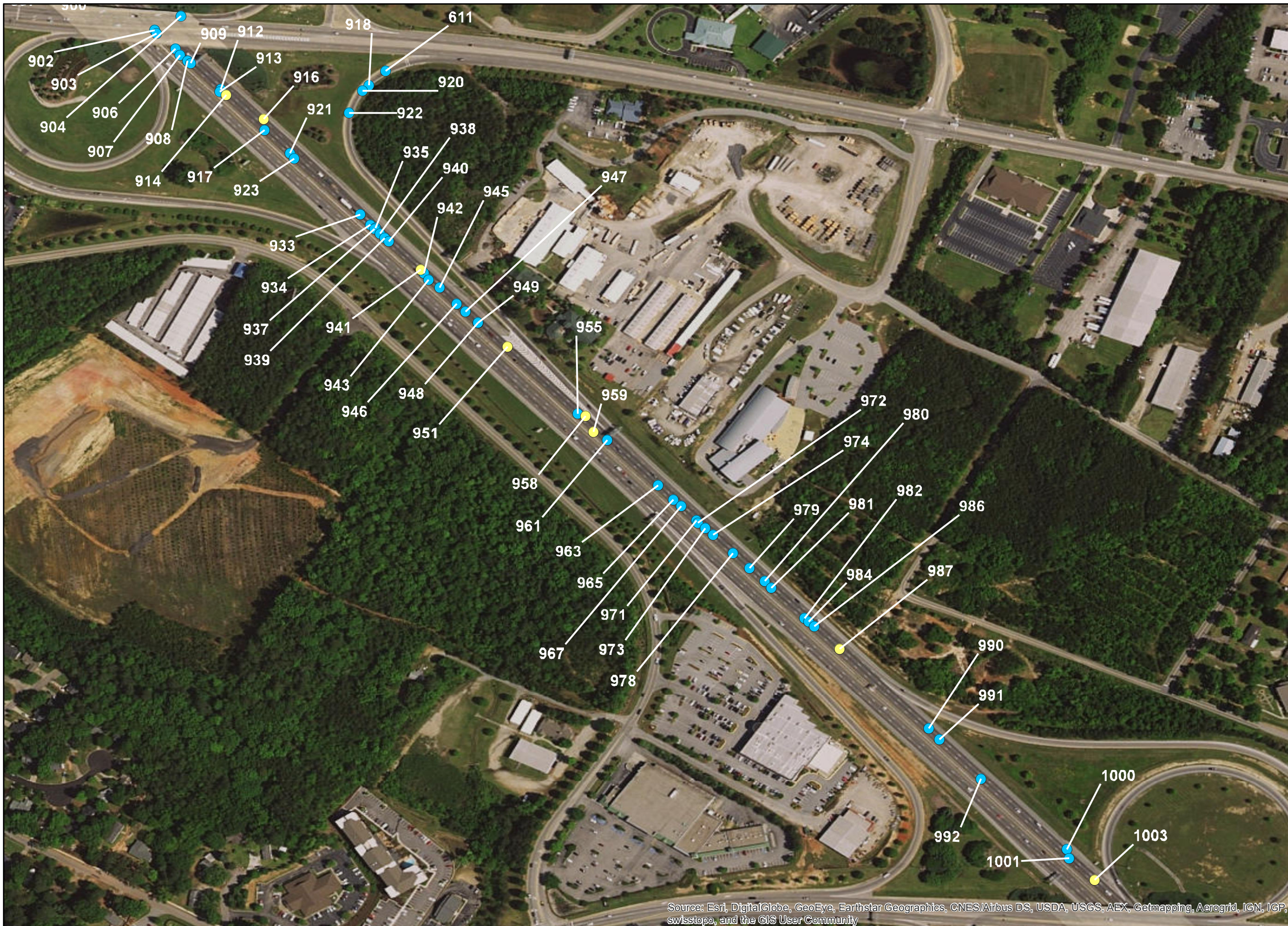
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ✚ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ★ Angle Collision WB
- Rear End WB

Figure B-3
I-26 Westbound
Exit 102 - Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

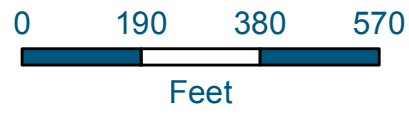
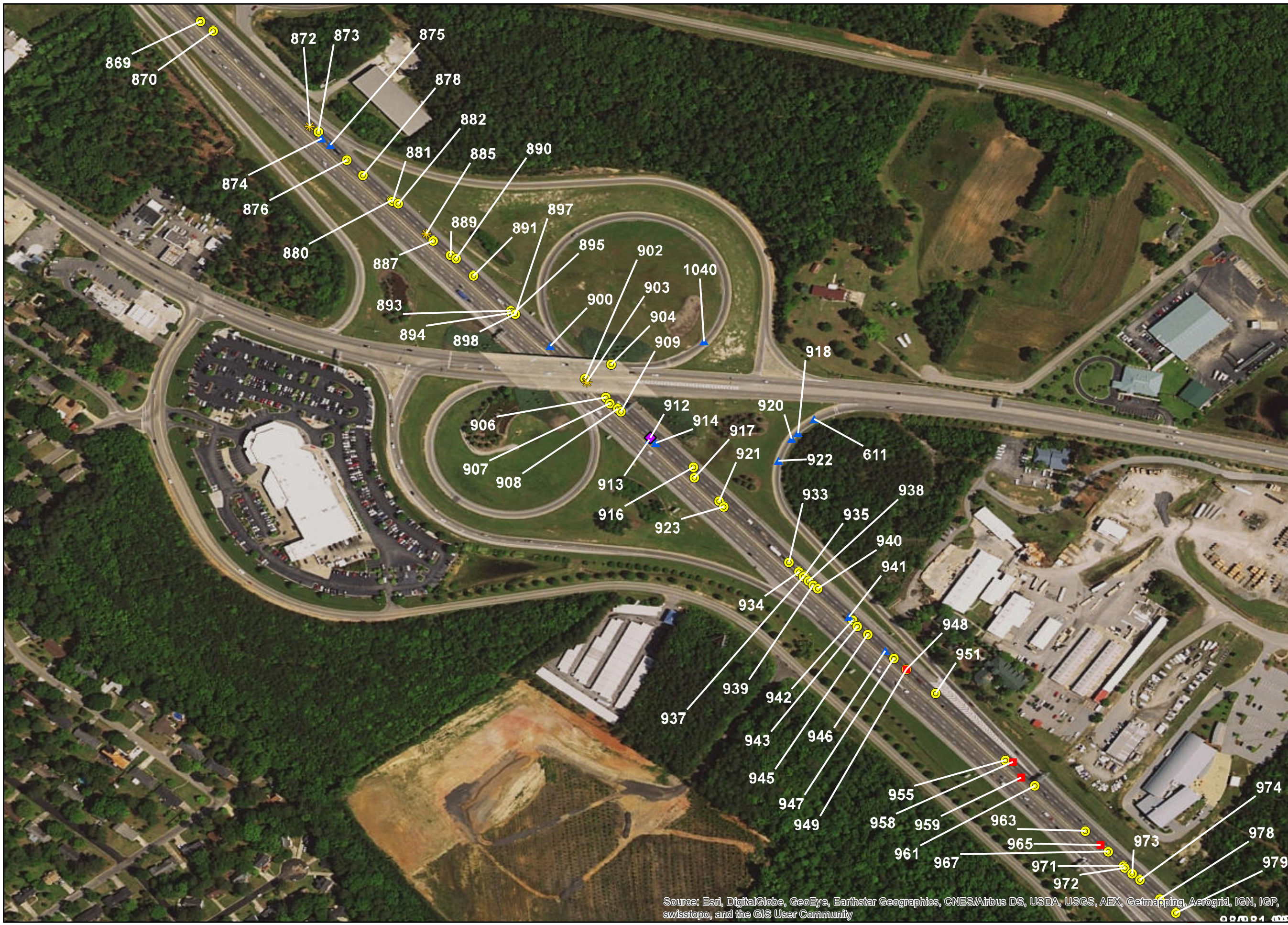
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-4
I-26 Westbound
Exit 102 - Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
963	14545718	Richland	Interstate	26	101.734	US	26		0	0	No Injury	5/14/2014	1825	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.1701	34.0949	2
965	14586404	Richland	Interstate	26	101.745	SC	26		0	0	No Injury	8/15/2014	1400	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1699611	34.094769	2
967	14624655	Richland	Interstate	26	101.75	US	26		0	0	No Injury	11/25/2014	1615	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1698889	34.094711	2
971	13621350	Richland	Interstate	26	101.761	SC	26		0	0	No Injury	12/7/2013	939	Saturday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.16975	34.094581	2
972	14624657	Richland	Interstate	26	101.763	US	26		0	0	No Injury	11/25/2014	1625	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1697389	34.094561	3
973	13621316	Richland	Interstate	26	101.767	SC	26		0	0	No Injury	12/7/2013	939	Saturday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1696694	34.094511	3
974	13572394	Richland	Interstate	26	101.773	Interstate	26		0	0	No Injury	8/16/2013	1900	Friday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1696	34.09445	2
978	14586458	Richland	Interstate	26	101.787	SC	26		0	0	No Injury	8/26/2014	730	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1694194	34.094281	2
979	15573321	Richland	Interstate	26	101.799	SC	26		0	0	No Injury	6/26/2015	1600	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1692694	34.09415	2
980	15519791	Richland	Interstate	26	101.81	SC	26		0	0	No Injury	2/26/2015	1815	Thursday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1691306	34.094031	2
981	15505165	Richland	Interstate	26	101.815	SC	26		0	0	No Injury	1/16/2015	1550	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1690694	34.093969	3



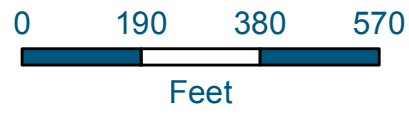
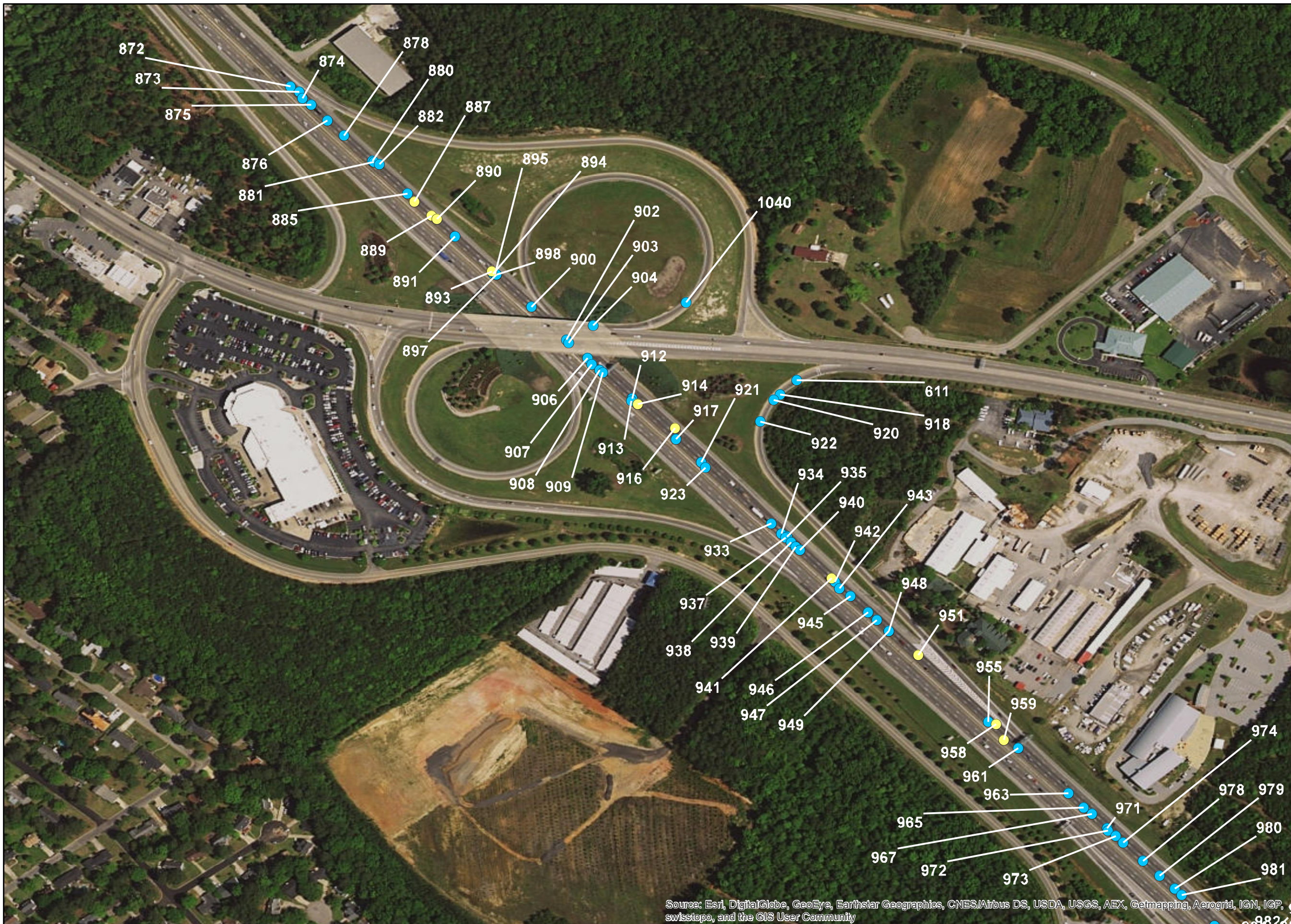
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ✚ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ✱ Angle Collision WB
- Rear End WB

Figure B-5
I-26 Westbound
Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

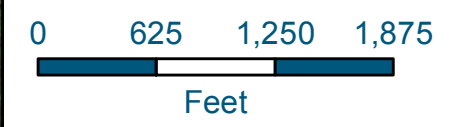
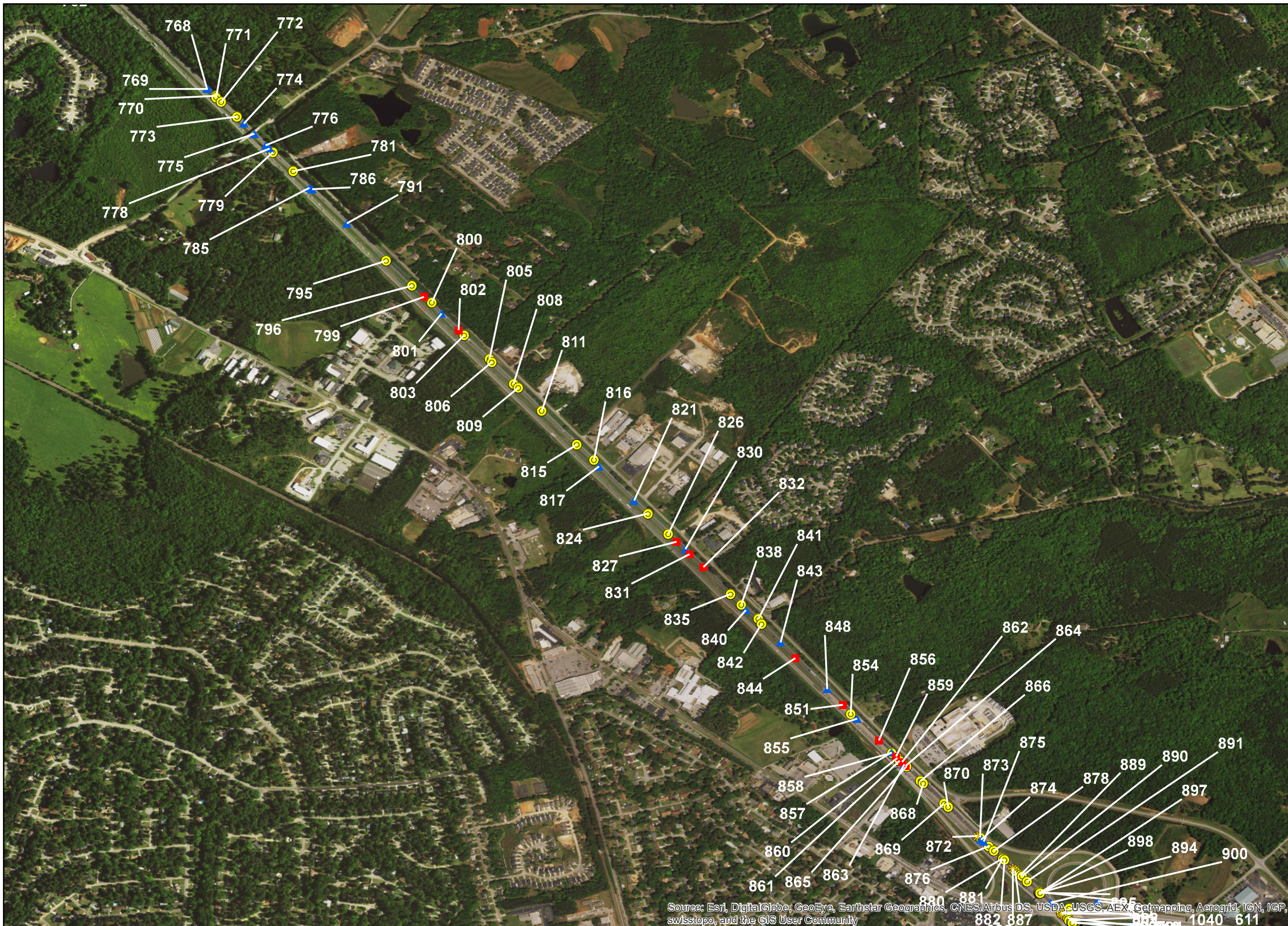
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-6
I-26 Westbound
Exit 101

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
611	14623565	Richland	Interstate	26	96.55	US	26	RAMP 7959	0	0	No Injury	11/24/2014	1530	Monday	Wet	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.1725806	34.098669	1
869	15654550	Richland	Interstate	26	101.044	US	26		0	0	No Injury	12/30/2015	1720	Wednesday	Wet	Dark (street lamp not lit)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1782	34.102311	3
870	15521412	Richland	Interstate	26	101.053	US	26		0	0	No Injury	3/6/2015	1718	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1780806	34.102219	2
872	13616434	Richland	Interstate	26	101.132	US	26		0	0	No Injury	11/26/2013	1635	Tuesday	Wet	Daylight	Angle 3	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1772	34.10135	3
873	13616431	Richland	Interstate	26	101.137	US	26		0	0	No Injury	11/26/2013	1630	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1771194	34.1013	2
874	13616559	Richland	Interstate	26	101.142	US	26		0	0	No Injury	11/27/2013	1550	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Under The Influence	-81.1770889	34.101239	2
875	13572384	Richland	Interstate	26	101.147	US	26		0	0	No Injury	8/16/2013	1830	Friday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.1770111	34.101181	2
876	13622149	Richland	Interstate	26	101.161	US	26		0	0	No Injury	12/1/2013	1845	Sunday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1768611	34.101039	3
878	14578104	Richland	Interstate	26	101.174	US	26		0	0	No Injury	8/15/2014	1600	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1767111	34.1009	2
880	15573498	Richland	Interstate	26	101.195	US	26		0	0	No Injury	7/5/2015	1920	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17645	34.100669	2
881	14526441	Richland	Interstate	26	101.196	Secondary	26		0	0	No Injury	3/16/2014	1725	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1764389	34.100661	2
882	15599009	Richland	Interstate	26	101.199	US	26		0	0	No Injury	9/4/2015	1650	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1763889	34.100639	2
885	14519903	Richland	Interstate	26	101.223	Interstate	26		0	0	No Injury	3/7/2014	1330	Friday	Dry	Daylight	Angle 3	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1761306	34.100369	2
887	13514420	Richland	Interstate	26	101.229	US	26		0	2	Possible Injury	3/8/2013	1100	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1760694	34.1003	2
889	13610896	Richland	Interstate	26	101.242	US	26		0	1	Possible Injury	11/9/2013	1750	Saturday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1759111	34.100169	3
890	15521581	Richland	Interstate	26	101.245	US	26		0	1	Possible Injury	2/27/2015	1554	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1758611	34.100139	3
891	14510214	Richland	Interstate	26	101.259	US	26		0	0	No Injury	2/1/2014	1550	Saturday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1757	34.099981	2
893	13514421	Richland	Interstate	26	101.289	US	26		0	1	Possible Injury	3/8/2013	1100	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1753611	34.099661	2
894	15573443	Richland	Interstate	26	101.29	US	26		0	0	No Injury	7/2/2015	1735	Thursday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17535	34.099639	3
897	13534439	Richland	Interstate	26	101.292	US	26		0	0	No Injury	4/29/2013	1710	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1753194	34.099631	2
898	14586461	Richland	Interstate	26	101.292	US	26		0	0	No Injury	8/29/2014	1555	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1753194	34.099631	2
898	14586461	Richland	Interstate	26	101.292	US	26		0	0	No Injury	8/29/2014	1555	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1753194	34.099631	2
900	14605078	Richland	Interstate	26	101.319	US	26		0	0	No Injury	10/11/2014	258	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	#N/A	-81.175	34.099339	1
902	13616507	Richland	Interstate	26	101.347	US	26		0	0	No Injury	11/26/2013	1900	Tuesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1746806	34.099039	2
903	13556820	Richland	Interstate	26	101.349	US	26		0	0	No Injury	7/4/2013	1312	Thursday	Wet	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1746611	34.099011	2
904	14592550	Richland	Interstate	26	101.35	US	26	RAMP 7734	0	0	No Injury	8/29/2014	738	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1744389	34.099169	2
906	15530741	Richland	Interstate	26	101.363	US	26		0	0	No Injury	4/3/2015	1640	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1744889	34.098869	2
907	15605722	Richland	Interstate	26	101.367	US	26		0	0	No Injury	9/11/2015	1650	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.17445	34.098811	2
908	13614945	Richland	Interstate	26	101.373	US	26		0	0	No Injury	11/27/2013	1659	Wednesday	Dry	Dusk	Rear End	Motor Vehicle Stopped	Followed too Closely	-81.1743806	34.098761	2
909	13520565	Richland	Interstate	26	101.375	US	26		0	0	No Injury	3/29/2013	1750	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17435	34.098739	2
912	15614336	Richland	Interstate	26	101.398	US	26		0	0	No Injury	10/11/2015	1348	Sunday	Dry	Daylight	Backed Into	Motor Vehicle Stopped	#N/A	-81.1740806	34.0985	2
913	13625865	Richland	Interstate	26	101.398	US	26		0	0	No Injury	12/11/2013	1620	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.1740889	34.098481	2
914	14570005	Richland	Interstate	26	101.402	US	26		0	1	Possible Injury	7/10/2014	205	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.1740306	34.09845	1
916	15605341	Richland	Interstate	26	101.426	US	26		0	2	Possible Injury	9/26/2015	956	Saturday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1736889	34.098231	2
917	15560946	Richland	Interstate	26	101.432	US	26		0	0	No Injury	6/6/2015	1414	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1736806	34.098131	5
918	14565207	Richland	Interstate	26	101.448	US	26	RAMP 7959	0	0	No Injury	6/25/2014	2056	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Non-Collision	Improper Lane Usage/Change	-81.1727306	34.098539	2
920	13552853	Richland	Interstate	26	101.448	SC	26	RAMP 7959	0	0	No Injury	7/4/2013	1835	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81.1727889	34.098489	1
921	13567782	Richland	Interstate	26	101.451	US	26		0	0	No Injury	7/27/2013	1512	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17345	34.097919	4
922	15648960	Richland	Interstate	26	101.454	US	26	RAMP 7975	0	0	No Injury	12/17/2015	142	Thursday	Wet	Dark (street lamp not lit)	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81.1729111	34.098289	1
923	14560260	Richland	Interstate	26	101.456	US	26		0	0	No Injury	6/21/2014	1548	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1734111	34.097869	2
933	15573713	Richland	Interstate	26	101.505	US	26		0	0	No Injury	7/17/2015	1439	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1728111	34.097361	2
934	15589681	Richland	Interstate	26	101.513	US	26		0	0	No Injury	8/7/2015	1815	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1727194	34.097269	3
935	14566475	Richland	Interstate	26	101.516	US	26		0	0	No Injury	7/12/2014	1250	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1726694	34.097239	2
937	14521901	Richland	Interstate	26	101.516	US	26		0	0	No Injury	3/16/2014	1710	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1726806	34.097231	2
938	15580633	Richland	Interstate	26	101.52	US	26		0	0	No Injury	8/1/2015	1403	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1726306	34.097189	2
939	13566285	Richland	Interstate	26	101.524	US	26		0	0	No Injury	7/27/2013	1511	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1725889	34.09715	3
940	14575190	Richland	Interstate	26	101.527	US	26		0	0	No Injury	8/2/2014	1430	Saturday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17255	34.097119	2
941	15573783	Richland	Interstate	26	101.551	US	26		0	1	Possible Injury	7/21/2015	1345	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Unknown Movable Object	Debris (Roadway)	-81.1722611	34.096861	1
942	13553332	Richland	Interstate	26	101.554	US	26		0	0	No Injury	7/4/2013	1255	Thursday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1722306	34.096831	2
943	13551432	Richland	Interstate	26	101.559	US	26		0	0	No Injury	6/28/2013	1435	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1721889	34.096769	3
945	13568371	Richland	Interstate	26	101.566	US	26		0	0	No Injury	8/5/2013	10	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1720889	34.0967	2
946	13543982	Richland	Interstate	26	101.58	SC	26		0	0	No Injury	6/13/2013	1315	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Swerving to Avoid Object	-81.1719306	34.09655	2
947	15573494	Richland	Interstate	26	101.587	US	26		0	0	No Injury	7/5/2015	1625	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.17185	34.096481	2
948	13616446	Richland	Interstate	26	101.596	Interstate	26		0	0	No Injury	11/26/2013	1835	Tuesday	Wet	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1717389	34.096381	2
949	13616449	Richland	Interstate	26	101.596	Interstate	26		0	0	No Injury	11/26										



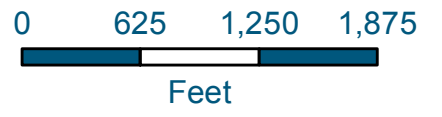
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ✚ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-7
I-26 Westbound
Exit 101-Koon Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



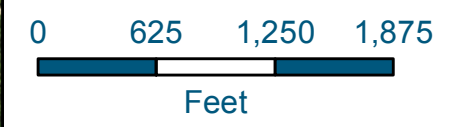
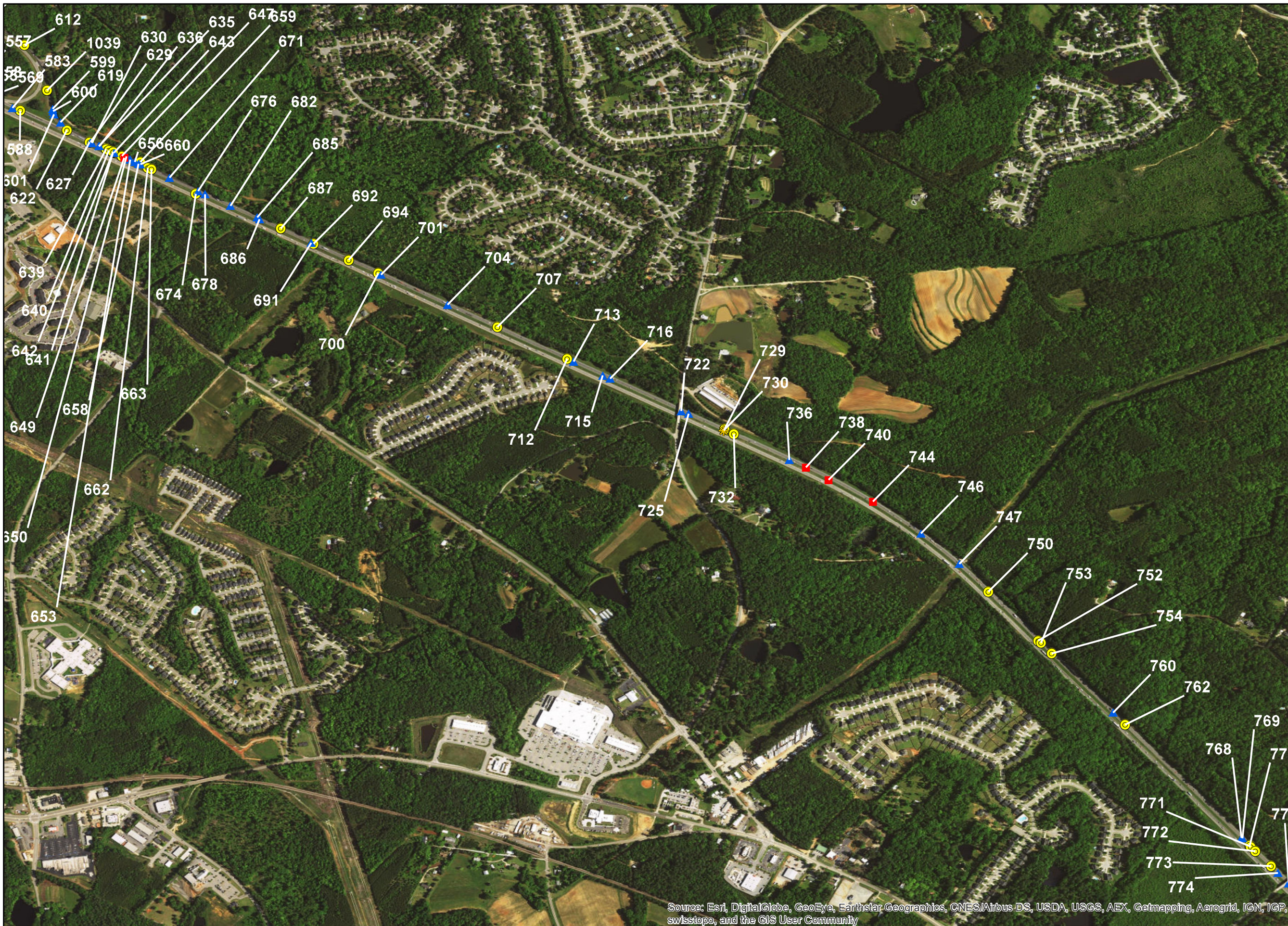
Type of Injury

- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-8
I-26 Westbound
Exit 101-Koon Road

03/2017

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
768	13542705	Richland	Interstate	26	99.094	US	26		0	0	No Injury	6/2/2013	1715	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Embankment	Improper Lane Usage/Change	-81.2003389	34.123789	2
769	15553654	Richland	Interstate	26	99.096	US	26		0	0	No Injury	6/1/2015	1740	Monday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2003111	34.123769	1
770	13515385	Richland	Interstate	26	99.116	Secondary	26		0	1	Non-incapacitating Injury	3/8/2013	1650	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2000806	34.123561	4
771	14570089	Richland	Interstate	26	99.118	US	26		0	0	No Injury	7/18/2014	1240	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2000611	34.123531	2
772	13535746	Richland	Interstate	26	99.131	US	26		0	0	No Injury	5/3/2013	2204	Friday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1999194	34.123389	2
773	13521285	Richland	Interstate	26	99.172	Secondary	26		0	0	No Injury	3/29/2013	1710	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.19945	34.122939	2
774	14545713	Richland	Interstate	26	99.191	US	26		0	0	No Injury	5/14/2014	1711	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Unknown (Driver Related)	-81.1992389	34.122731	1
775	15651617	Richland	Interstate	26	99.218	Secondary	26		0	0	No Injury	12/14/2015	1628	Monday	Dry	Daylight	No Collision with Motor Vehicle	Bridge Overhead Structure	#N/A	-81.1989194	34.122431	2
776	15560954	Richland	Interstate	26	99.249	Secondary	26		0	0	No Injury	6/6/2015	1313	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1985806	34.122089	1
778	15573680	Richland	Interstate	26	99.259	Secondary	26		0	2	Possible Injury	7/15/2015	1605	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Medical Related	-81.1984611	34.121989	1
779	15560298	Richland	Interstate	26	99.268	US	26		0	0	No Injury	5/15/2015	1559	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1983611	34.121881	3
781	13566126	Richland	Interstate	26	99.321	US	26		0	0	No Injury	7/26/2013	1504	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.19775	34.1213	2
785	13565716	Richland	Interstate	26	99.365	Secondary	26		1	3	Fatality	7/30/2013	212	Tuesday	Dry	Dark (street lamp lit)	No Collision with Motor Vehicle	Guardrail Face	Fatigued/Asleep	-81.1972694	34.120811	1
786	13606455	Richland	Interstate	26	99.371	Secondary	26		0	0	No Injury	10/27/2013	1900	Sunday	Dry	Dusk	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.1971806	34.120761	1
791	15528850	Richland	Interstate	26	99.463	Secondary	26		0	0	No Injury	3/21/2015	1408	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Equipment Failure	Tires/Wheel Defect	-81.191389	34.119739	1
795	14549543	Richland	Interstate	26	99.566	US	26		0	2	Possible Injury	5/26/2014	1345	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1949611	34.118611	2
796	15531309	Richland	Interstate	26	99.634	Secondary	26	26	0	0	No Injury	4/5/2015	1637	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1941806	34.117861	2
799	13530631	Richland	Interstate	26	99.664	Secondary	26		0	0	No Injury	4/12/2013	1355	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1938306	34.117539	3
800	14572607	Richland	Interstate	26	99.682	US	26		0	0	No Injury	7/18/2014	315	Friday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Under The Influence	-81.1935889	34.117361	2
801	13505399	Richland	Interstate	26	99.71	US	26		0	1	Possible Injury	1/30/2013	1800	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Fixed Object	Medical Related	-81.1933	34.117039	1
802	14582909	Richland	Interstate	26	99.755	Secondary	26		0	0	No Injury	8/20/2014	540	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1927889	34.116539	2
803	15519747	Richland	Interstate	26	99.77	US	26		0	0	No Injury	2/20/2015	656	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1926194	34.116381	2
805	13599794	Richland	Interstate	26	99.835	US	26		0	0	No Injury	10/24/2013	1600	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1918611	34.115669	3
806	13517550	Richland	Interstate	26	99.843	US	26		0	0	No Injury	3/14/2013	1710	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Medical Related	-81.1917806	34.115581	2
808	14591580	Richland	Interstate	26	99.902	US	26		0	1	Possible Injury	9/12/2014	1355	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1911389	34.114919	2
809	13526019	Richland	Interstate	26	99.913	Secondary	26		0	0	No Injury	4/12/2013	1355	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1909889	34.1148	2
811	15527524	Richland	Interstate	26	99.976	US	26		0	0	No Injury	3/24/2015	645	Tuesday	Dry	Dawn	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1902806	34.1141	2
815	15520089	Richland	Interstate	26	100.068	US	26	26	0	0	No Injury	3/6/2015	1530	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1892389	34.1131	2
816	15545949	Richland	Interstate	26	100.111	US	26		0	1	Possible Injury	5/10/2015	1625	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1887194	34.112639	2
817	15628974	Richland	Interstate	26	100.128	US	26		0	0	No Injury	11/10/2015	730	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1885611	34.112439	1
821	14618493	Richland	Interstate	26	100.22	US	26		0	0	No Injury	11/21/2014	220	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Ran off Road	-81.1875194	34.111419	1
824	15526935	Richland	Interstate	26	100.256	Interstate	26		0	0	No Injury	3/6/2015	1553	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.1871	34.111031	3
826	14560147	Richland	Interstate	26	100.311	US	26		0	0	No Injury	6/11/2014	1736	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1864889	34.110419	3
827	13613698	Richland	Interstate	26	100.333	US	26		0	0	No Injury	11/15/2013	1105	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1862306	34.110181	2
830	13514298	Richland	Interstate	26	100.354	US	26		0	0	No Injury	3/6/2013	1200	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1859694	34.109961	1
831	15573735	Richland	Interstate	26	100.366	US	26		0	0	No Injury	7/18/2015	1240	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.18585	34.109811	2
832	13569867	Richland	Interstate	26	100.403	Interstate	26		0	0	No Injury	8/5/2013	1330	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1854306	34.109411	2
835	14574845	Richland	Interstate	26	100.474	US	26		0	0	No Injury	8/2/2014	1415	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1846194	34.108619	2
838	13545858	Richland	Interstate	26	100.503	US	26		0	0	No Injury	6/8/2013	1245	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1843	34.1083	2
840	14595780	Richland	Interstate	26	100.518	US	26		0	0	No Injury	9/28/2014	2032	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.18415	34.108131	1
841	15589916	Richland	Interstate	26	100.546	US	26		0	0	No Injury	8/21/2015	1530	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1837806	34.107861	2
842	14549879	Richland	Interstate	26	100.557	US	26		0	0	No Injury	5/26/2014	1520	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1836806	34.107711	2
843	14564765	Richland	Interstate	26	100.607	US	26		0	0	No Injury	7/3/2014	1410	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.1831194	34.10715	1
844	13606485	Richland	Interstate	26	100.648	US	26		0	0	No Injury	10/31/2013	1700	Thursday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle (Parked)	Inattention	-81.1826694	34.106689	2
848	13574008	Richland	Interstate	26	100.733	US	26		0	0	No Injury	8/16/2013	1430	Friday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.1817111	34.105761	1
851	14553226	Richland	Interstate	26	100.775	US	26		0	0	No Injury	6/7/2014	1745	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1812389	34.105281	2
855	13590972	Richland	Interstate	26	100.813	US	26		0	0	No Injury	9/29/2013	430	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.1808111	34.104869	1
856	13542209	Richland	Interstate	26	100.871	US	26		0	1	Possible Injury	5/30/2013	1745	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1801611	34.104219	2
857	14507610	Richland	Interstate	26	100.904	US	26		0	1	Possible Injury	2/1/2014	1529	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Improper Lane Usage/Change	-81.1797806	34.103861	2
858	15504523	Richland	Interstate	26	100.906	US	26		0	0	No Injury	1/15/2015	1625	Thursday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1797694	34.103839	2
859	15651740	Richland	Interstate	26	100.916	US	26		0	1	Possible Injury	12/18/2015	1815	Friday	Dry	Dusk	Sideswipe Same Direction	Median Barrier	Improper Lane Usage/Change	-81.17965	34.103731	2
860	13556814	Richland	Interstate	26	100.92	US	26		0	0	No Injury	6/27/2013	1330	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.1796	34.103689	2
861	15561588	Richland	Interstate	26	100.926	SC	26		0	0	No Injury	6/18/2015	1620	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1795389	34.103611	2
862	14563216	Richland	Interstate	26	100.931	US	26		0	0	No Injury	6/20/2014	1545	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.1794694	34.103561	2
863	13554960	Richland	Interstate	26	100.938	US	26		0	0	No Injury	7/4/2013	1305	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier				



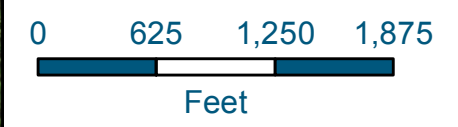
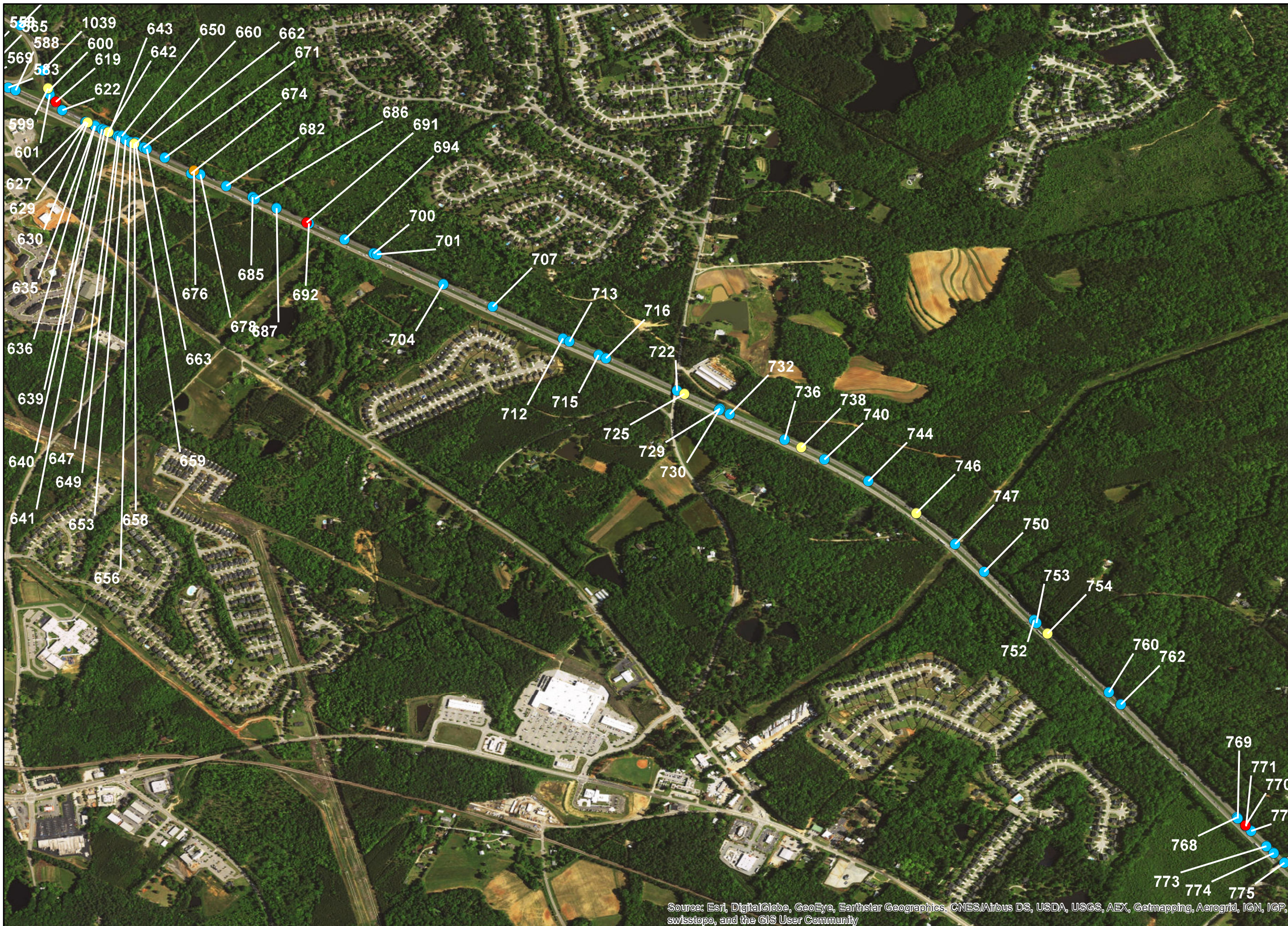
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ✚ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ✱ Angle Collision WB
- Rear End WB

Figure B-9
I-26 Westbound
Koon Road - Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

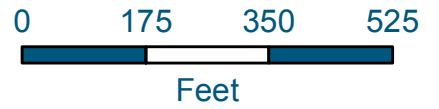
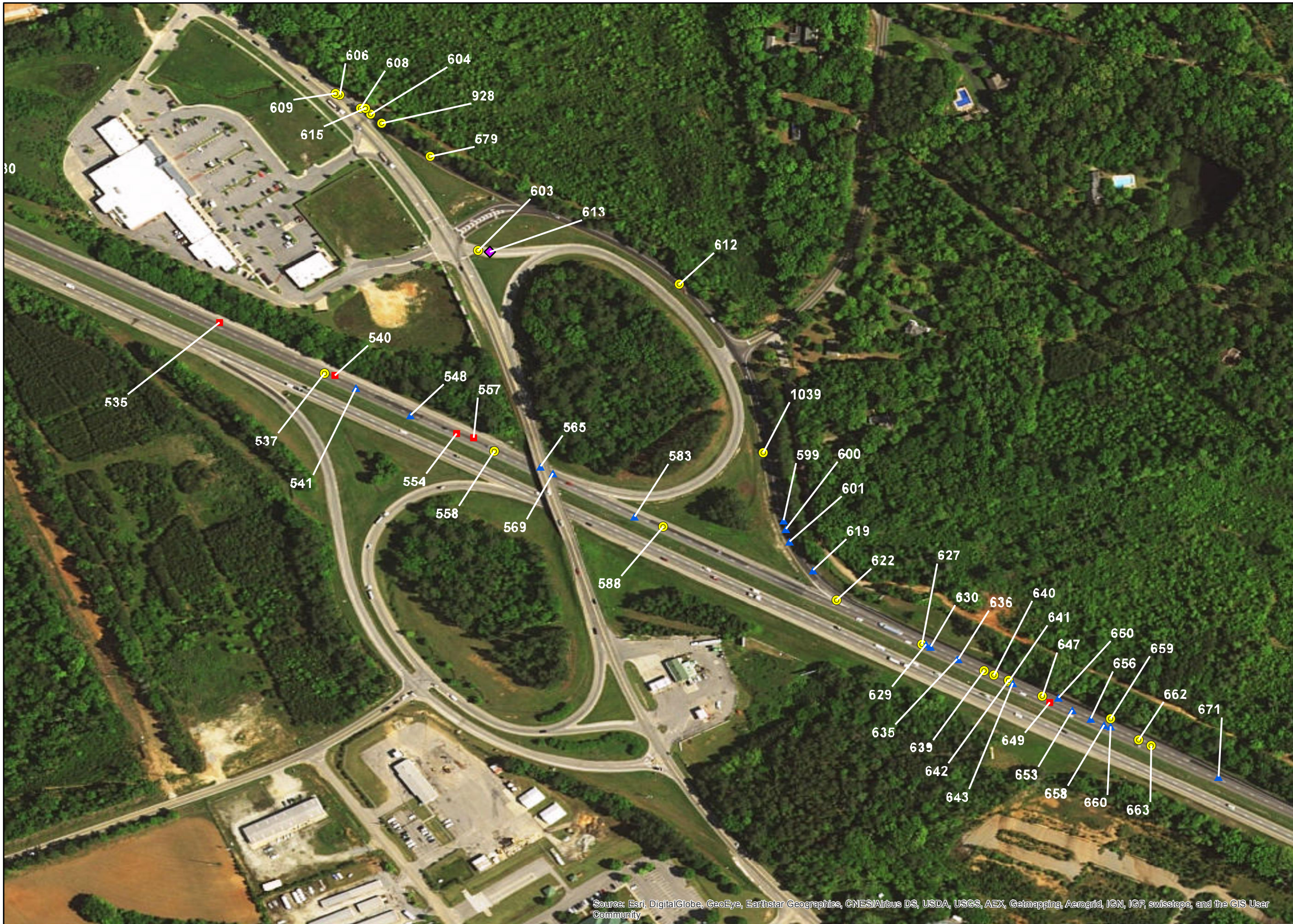
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-10
I-26 Westbound
Koon Road - Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
674	15573805	Richland	Interstate	26	96.826	US	26		0	0	No Injury	7/23/2015	1515	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.23175	34.143131	2
676	13616146	Richland	Interstate	26	96.828	US	26		0	1	Incapacitating Injury	11/26/2013	801	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2316694	34.143211	1
678	13610891	Richland	Interstate	26	96.841	US	26		0	0	No Injury	11/9/2013	1600	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2314694	34.143111	1
682	13606541	Richland	Interstate	26	96.891	Interstate	26		0	0	No Injury	11/9/2013	100	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2307	34.142761	1
685	13530635	Richland	Interstate	26	96.943	US	26		0	0	No Injury	4/27/2013	530	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2299	34.142419	1
686	13610890	Richland	Interstate	26	96.948	US	26		0	0	No Injury	11/8/2013	1850	Friday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2298306	34.142369	1
687	13617866	Richland	Interstate	26	96.99	US	26		0	0	No Injury	11/27/2013	1620	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2291889	34.142089	2
691	14553586	Richland	Interstate	26	97.049	US	26		0	2	Non-incapacitating Injury	6/9/2014	1300	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2282806	34.141661	1
692	15512394	Richland	Interstate	26	97.054	US	26		0	0	No Injury	2/5/2015	2030	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2282111	34.141631	2
694	15573348	Richland	Interstate	26	97.123	US	26		0	0	No Injury	6/27/2015	1515	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.22715	34.14115	2
700	14529159	Richland	Interstate	26	97.181	US	26		0	0	No Injury	3/30/2014	1915	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2262694	34.140739	2
701	14514459	Richland	Interstate	26	97.187	US	26		0	0	No Injury	2/18/2014	2040	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Ran off Road	-81.2261806	34.1407	1
704	13528536	Richland	Interstate	26	97.317	US	26		0	0	No Injury	4/23/2013	1600	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Window/Shield Defect	-81.2241806	34.1398	2
707	15545782	Richland	Interstate	26	97.414	US	26		0	0	No Injury	4/29/2015	1500	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2226889	34.139131	2
712	15589682	Richland	Interstate	26	97.551	US	26		0	0	No Injury	8/7/2015	1645	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.2205889	34.138181	2
713	14536796	Richland	Interstate	26	97.564	US	26		0	0	No Injury	4/25/2014	1000	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2203889	34.138089	1
715	14625684	Richland	Interstate	26	97.621	Secondary	26		0	0	No Injury	11/26/2014	1115	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Unknown (Driver Related)	-81.2195194	34.137681	2
716	15622283	Richland	Interstate	26	97.636	Secondary	26		0	0	No Injury	10/25/2015	1215	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2193	34.137581	1
722	15524662	Richland	Interstate	26	97.776	Secondary	26		0	0	No Injury	3/14/2015	715	Saturday	Wet	Dawn	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2171611	34.136611	1
725	13530667	Richland	Interstate	26	97.79	US	26		0	1	Possible Injury	4/29/2013	1530	Monday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Medical Related	-81.2169389	34.136519	1
729	15637214	Richland	Interstate	26	97.859	Secondary	26		0	0	No Injury	12/1/2015	700	Tuesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2158611	34.136069	2
730	15637216	Richland	Interstate	26	97.859	Secondary	26		0	0	No Injury	12/1/2015	727	Tuesday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2158889	34.136031	2
736	15511122	Richland	Interstate	26	97.987	US	26		0	0	No Injury	1/31/2015	1045	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2139194	34.135139	2
738	15648751	Richland	Interstate	26	98.02	US	26		0	1	Possible Injury	12/2/2015	1030	Wednesday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Tires/Wheel Defect	-81.2134194	34.134911	2
740	13528925	Richland	Interstate	26	98.067	US	26		0	0	No Injury	4/19/2013	1205	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2127306	34.134539	2
744	13517872	Richland	Interstate	26	98.153	US	26		0	0	No Injury	3/11/2013	700	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2114111	34.133889	2
746	14594812	Richland	Interstate	26	98.258	Secondary	26		0	1	Possible Injury	9/24/2014	1454	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Medical Related	-81.2099694	34.132931	1
747	15573530	Richland	Interstate	26	98.349	US	26		0	0	No Injury	7/6/2015	1820	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2088111	34.132011	1
750	15621069	Richland	Interstate	26	98.424	Secondary	26		0	0	No Injury	10/23/2015	1700	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.2079306	34.131181	3
752	15594192	Richland	Interstate	26	98.556	Secondary	26		0	0	No Injury	8/29/2015	1430	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2064389	34.129719	2
753	13628649	Richland	Interstate	26	98.564	Secondary	26		0	0	No Injury	12/31/2013	845	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2063611	34.129639	2
754	13623300	Richland	Interstate	26	98.593	US	26		0	1	Possible Injury	12/1/2013	1430	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2060306	34.129319	3
760	13595255	Richland	Interstate	26	98.754	Interstate	26		0	0	No Injury	9/28/2013	1230	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2041889	34.12755	1
762	13606537	Richland	Interstate	26	98.786	Secondary	26		0	0	No Injury	11/8/2013	1942	Friday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2038306	34.127189	2



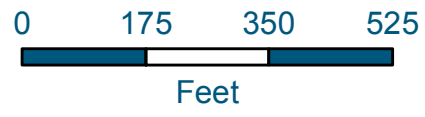
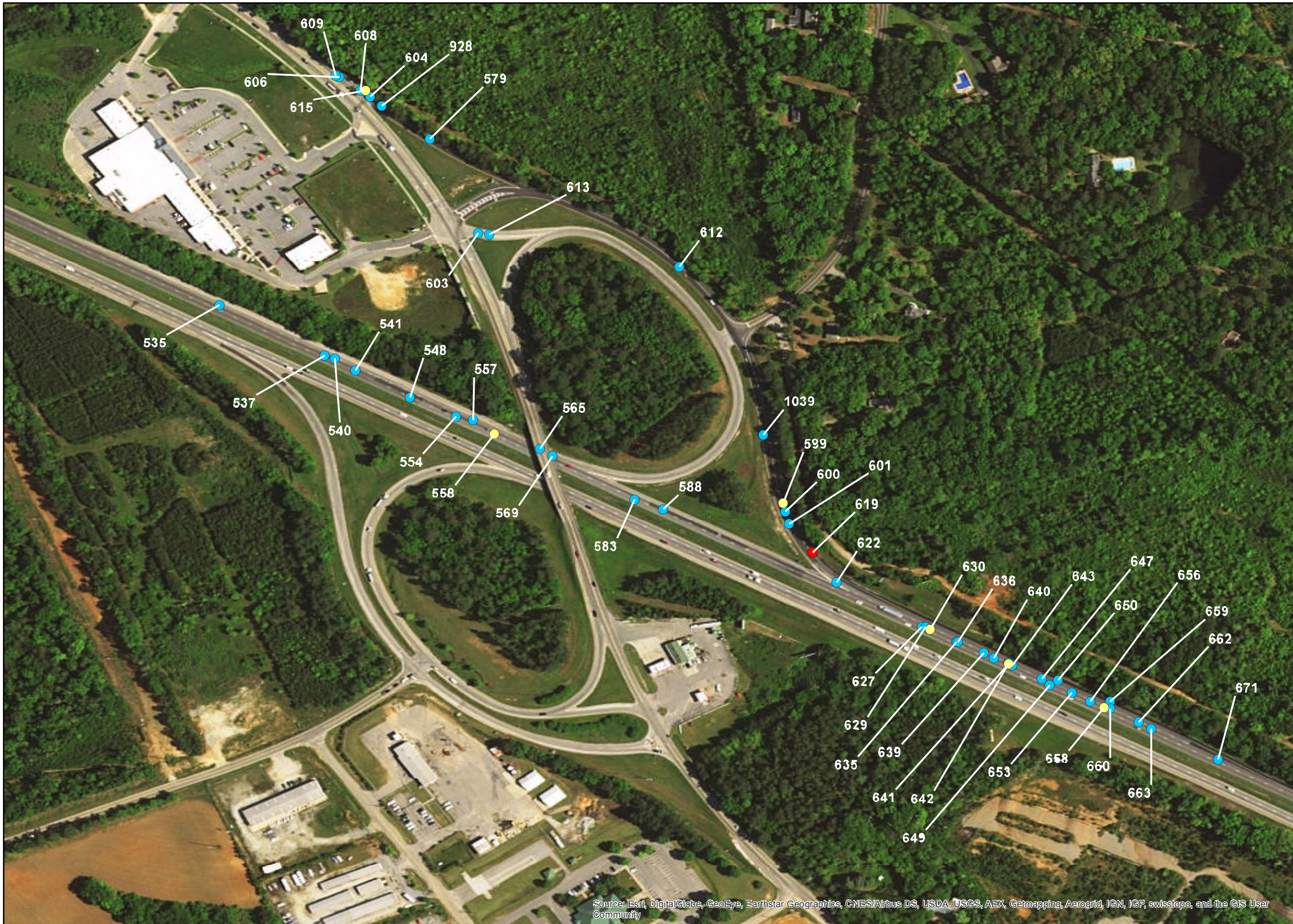
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-11
I-26 Westbound
Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, ICN, IGP, swisstopo, and the GIS User Community



Type of Injury

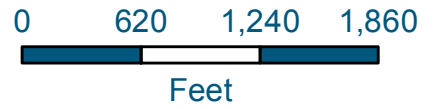
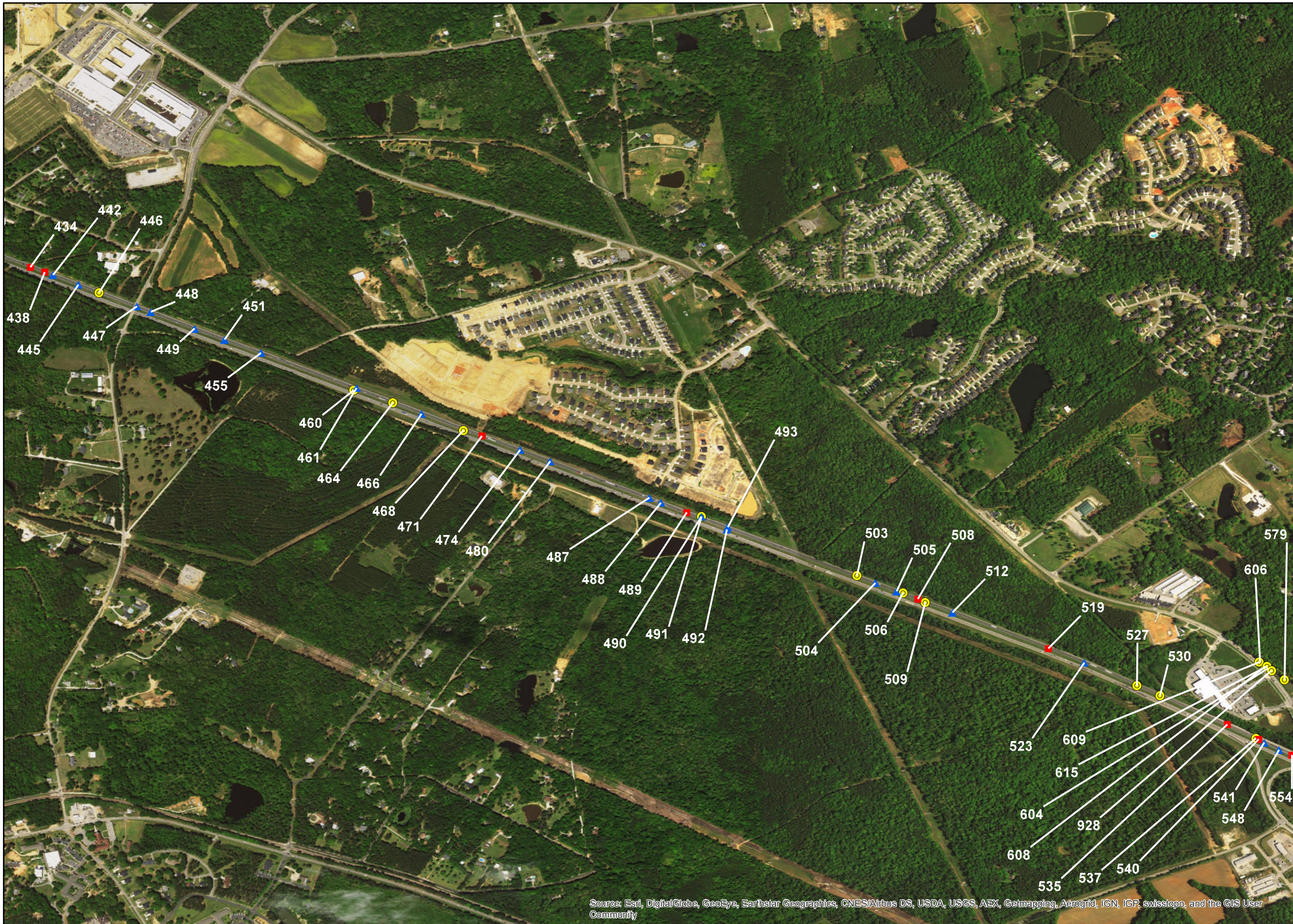
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

**Figure B-12
I-26 Westbound
Exit 97**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
535	15594246	Richland	Interstate	26	96.244	US	26		0	0	No Injury	8/31/2015	2047	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2406	34.147281	2
537	14558652	Richland	Interstate	26	96.301	US	26		0	0	No Injury	6/14/2014	1310	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.23975	34.146869	2
540	14559756	Richland	Interstate	26	96.305	US	26		0	0	No Injury	6/13/2014	1415	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2396694	34.14685	2
541	14545694	Richland	Interstate	26	96.317	US	26		0	0	No Injury	5/13/2014	1825	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Window/Shield Defect	-81.2395	34.14675	2
548	14552180	Richland	Interstate	26	96.346	US	26		0	0	No Injury	6/1/2014	1200	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2390611	34.146531	1
554	13613653	Richland	Interstate	26	96.37	Interstate	26		0	0	No Injury	11/12/2013	1045	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2386889	34.146381	2
557	13598868	Richland	Interstate	26	96.378	US	26		0	0	No Injury	10/8/2013	1647	Tuesday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.23855	34.14635	2
558	13512165	Richland	Interstate	26	96.39	US	26		0	1	Possible Injury	2/21/2013	1505	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2383806	34.146239	3
565	13566569	Richland	Interstate	26	96.413	US	26		0	0	No Injury	2/11/2013	740	Monday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2380111	34.146119	1
569	13559389	Richland	Interstate	26	96.42	US	26		0	0	No Injury	7/14/2013	730	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2379111	34.146061	1
583	14514485	Richland	Interstate	26	96.465	US	26		0	0	No Injury	2/21/2014	1600	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.23725	34.145711	2
588	13535931	Richland	Interstate	26	96.479	US	26		0	0	No Injury	5/5/2013	1505	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2370194	34.145631	2
599	14589858	Richland	Interstate	26	96.526	US	26	RAMP 7739	0	1	Possible Injury	9/10/2014	2135	Wednesday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.23605	34.145681	1
600	15528628	Richland	Interstate	26	96.529	US	26	RAMP 7739	0	0	No Injury	3/26/2015	455	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2360306	34.145611	1
601	15560636	Richland	Interstate	26	96.534	Secondary	26	RAMP 7739	0	0	No Injury	5/20/2015	1455	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.236	34.145511	1
603	14570112	Richland	Interstate	26	96.55	US	26	RAMP 7738	0	0	No Injury	7/19/2014	1937	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2385111	34.147861	2
604	14509341	Richland	Interstate	26	96.55	US	26	RAMP 7739	0	0	No Injury	2/4/2014	1820	Tuesday	Wet	Dark (lighting Unspecified)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2393806	34.148961	2
606	13520817	Richland	Interstate	26	96.55	US	26	RAMP 7739	0	0	No Injury	3/27/2013	1725	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	#N/A	-81.2396306	34.149119	2
608	14588172	Richland	Interstate	26	96.55	US	26	RAMP 7739	0	0	No Injury	8/27/2014	1830	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2394611	34.149011	2
609	14549461	Richland	Interstate	26	96.55	US	26	RAMP 7730	0	0	No Injury	5/20/2014	1700	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2396611	34.149131	2
612	14508932	Richland	Interstate	26	96.55	US	26	RAMP 7739	0	0	No Injury	2/5/2014	753	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2368889	34.147589	2
613	14529149	Richland	Interstate	26	96.55	US	26	RAMP 7738	0	0	No Injury	3/28/2014	2315	Friday	Wet	Dark (lighting Unspecified)	Backed Into	Motor Vehicle Stopped	#N/A	-81.2384194	34.14785	2
615	14560197	Richland	Interstate	26	96.55	US	26	RAMP 7739	0	1	Possible Injury	6/17/2014	1900	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2394194	34.149011	2
619	15589881	Richland	Interstate	26	96.551	US	26	RAMP 7739	0	1	Non-incapacitating Injury	8/20/2015	1603	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.2358111	34.145281	1
622	13535930	Richland	Interstate	26	96.569	US	26		0	0	No Injury	5/5/2013	1500	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2356194	34.145039	2
627	15589986	Richland	Interstate	26	96.615	US	26		0	0	No Injury	8/25/2015	1715	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2349306	34.144681	4
629	13624566	Richland	Interstate	26	96.617	US	26		0	0	No Injury	12/23/2013	630	Monday	Water (star	Dark (no lights)	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.2349	34.144681	1
630	13535237	Richland	Interstate	26	96.619	US	26		0	1	Possible Injury	5/8/2013	1735	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.2348611	34.144661	1
635	13517553	Richland	Interstate	26	96.633	US	26		0	0	No Injury	3/14/2013	1718	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Medical Related	-81.23465	34.144561	1
636	14532225	Richland	Interstate	26	96.634	US	26		0	0	No Injury	3/30/2014	1830	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Tires/Wheel Defect	-81.2346389	34.144561	1
639	13623809	Richland	Interstate	26	96.647	US	26		0	0	No Injury	12/19/2013	1739	Thursday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2344306	34.144469	4
640	14595477	Richland	Interstate	26	96.653	US	26		0	0	No Injury	9/25/2014	515	Thursday	Wet	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.23435	34.144431	2
641	13583583	Richland	Interstate	26	96.66	US	26		0	1	Possible Injury	8/30/2013	1540	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2342306	34.144381	2
642	13535932	Richland	Interstate	26	96.66	US	26		0	0	No Injury	5/5/2013	1725	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2342306	34.144389	3
643	13561588	Richland	Interstate	26	96.662	US	26		0	0	No Injury	7/18/2013	1720	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.2342	34.144369	2
647	13624363	Richland	Interstate	26	96.678	US	26		0	0	No Injury	12/19/2013	1743	Thursday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2339611	34.144261	2
649	13602885	Richland	Interstate	26	96.683	US	26		0	0	No Injury	10/21/2013	954	Monday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Inattention	-81.2339	34.144211	2
650	15612437	Richland	Interstate	26	96.685	US	26		0	0	No Injury	10/7/2015	1634	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Tires/Wheel Defect	-81.2338306	34.14425	2
653	15597997	Richland	Interstate	26	96.694	US	26		0	0	No Injury	9/19/2015	1100	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Debris (Roadway)	-81.2337194	34.14415	2
656	15641929	Richland	Interstate	26	96.704	US	26		0	0	No Injury	12/9/2015	120	Wednesday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2335694	34.144081	1
658	14541697	Richland	Interstate	26	96.711	Interstate	26		0	5	Possible Injury	5/4/2014	1445	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2334611	34.144031	5
659	15589521	Richland	Interstate	26	96.711	US	26		0	0	No Injury	7/30/2015	1645	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2334111	34.144081	2
660	14599594	Richland	Interstate	26	96.714	US	26		0	0	No Injury	9/28/2014	2313	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2334111	34.144019	1
662	14501359	Richland	Interstate	26	96.729	US	26		0	0	No Injury	1/2/2014	849	Thursday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2331806	34.143911	2
663	13565207	Richland	Interstate	26	96.735	US	26		0	0	No Injury	7/26/2013	130	Friday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Under The Influence	-81.2330806	34.143861	2
671	15573253	Richland	Interstate	26	96.771	US	26		0	0	No Injury	6/18/2015	2030	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2325389	34.143611	1
678	13610891	Richland	Interstate	26	96.841	US	26		0	0	No Injury	11/9/2013	1600	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2314694	34.143111	1
928	15619099	Richland	Interstate	26	101.48	US	26	RAMP 7739	0	0	No Injury	10/13/2015	545	Tuesday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2392889	34.148889	2
1039	15589837	Richland	Interstate	26	96.472	US	26	RAMP 7739	0	0	No Injury	8/18/2015	700	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2362111	34.146231	2



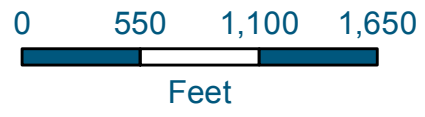
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ✱ Angle Collision WB
- Rear End WB

Figure B-13
I-26 Westbound
Exit 97 - Mt Vernon
Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

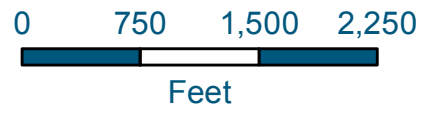
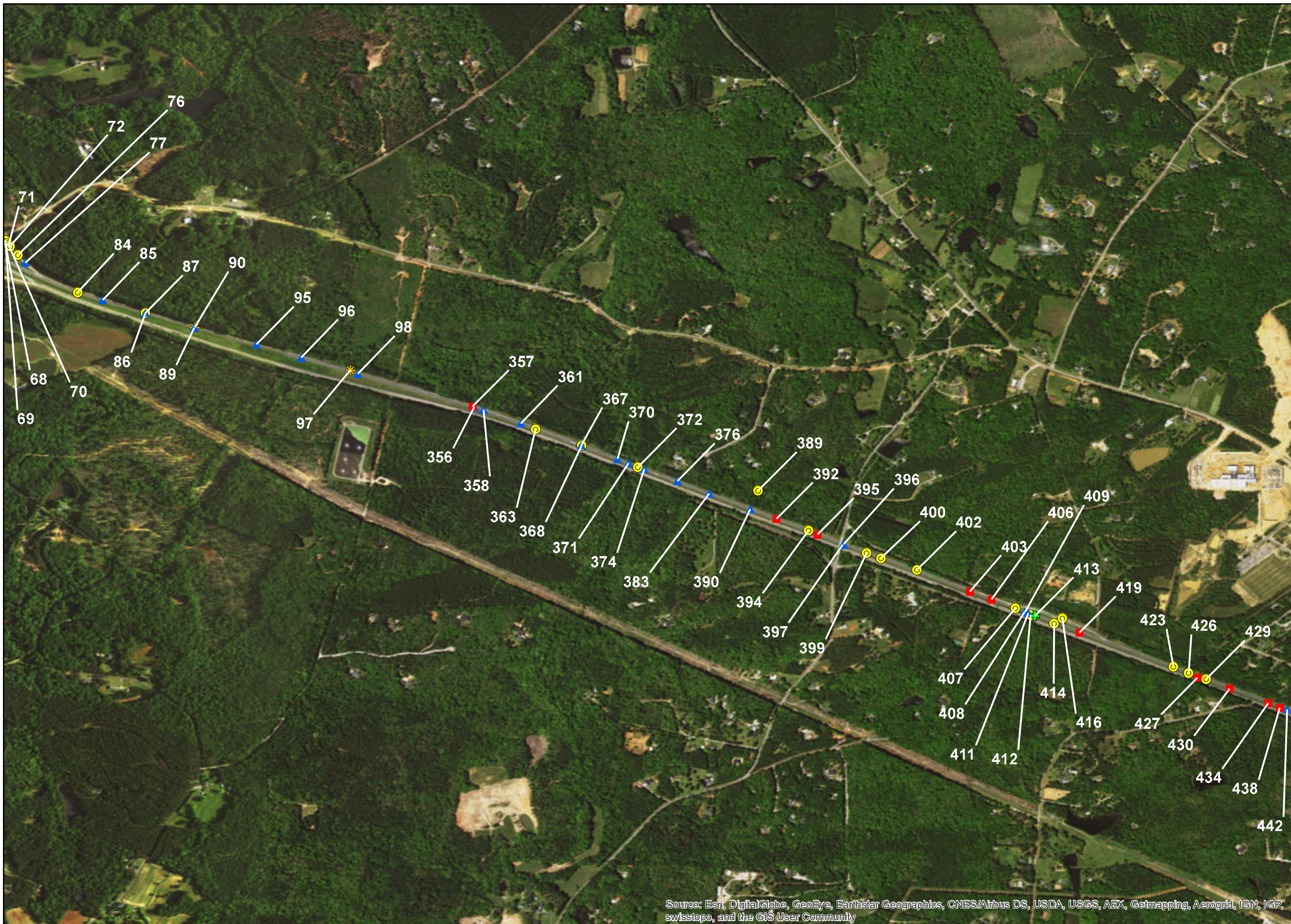
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-14
I-26 Westbound
Exit 97 - Mt Vernon
Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
434	13525814	Richland	Interstate	26	93.984	Secondary	26		0	0	No Injury	3/29/2013	1825	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2761889	34.160889	3
438	13541289	Richland	Interstate	26	94.01	US	26		0	0	No Injury	5/24/2013	1955	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2757694	34.160731	3
442	15605583	Richland	Interstate	26	94.026	Secondary	26		0	0	No Injury	9/20/2015	1053	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2755111	34.16065	2
445	14534457	Richland	Interstate	26	94.074	Secondary	26		0	3	Possible Injury	4/14/2014	1755	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.2747611	34.160361	1
446	13521938	Richland	Interstate	26	94.113	US	26		0	0	No Injury	3/29/2013	1720	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.27415	34.160131	2
447	14518520	Richland	Interstate	26	94.184	US	26		0	0	No Injury	3/6/2014	1902	Thursday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.2730194	34.159719	1
448	14628425	Richland	Interstate	26	94.21	Secondary	26		0	0	No Injury	12/6/2014	1415	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.2726111	34.159561	1
449	13558908	Richland	Interstate	26	94.292	US	26		0	0	No Injury	7/13/2013	320	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.2713111	34.159061	1
451	15541967	Richland	Interstate	26	94.349	Secondary	26		0	0	No Injury	4/24/2015	1700	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2704111	34.158731	1
455	14570092	Richland	Interstate	26	94.417	US	26		0	1	Possible Injury	7/18/2014	1445	Friday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.2693389	34.158331	1
460	13539267	Richland	Interstate	26	94.594	Secondary	26		0	2	Possible Injury	5/17/2013	1620	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2665806	34.157231	4
461	13500978	Richland	Interstate	26	94.596	Secondary	26		0	0	No Injury	1/7/2013	2005	Monday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2664889	34.1573	2
464	13501117	Richland	Interstate	26	94.666	US	26		0	4	Possible Injury	1/7/2013	2025	Monday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2654111	34.15685	2
466	13613779	Richland	Interstate	26	94.72	Secondary	26		0	1	Possible Injury	11/21/2013	1915	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Fence	Driving too Fast for Conditions	-81.2645611	34.156531	1
468	14623576	Richland	Interstate	26	94.799	Secondary	26		0	0	No Injury	11/25/2014	1600	Tuesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2633194	34.156031	2
471	15531936	Richland	Interstate	26	94.834	Secondary	26		0	0	No Injury	4/5/2015	1533	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2627611	34.155861	2
474	13513601	Richland	Interstate	26	94.905	US	26		0	0	No Injury	2/27/2013	1520	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2616306	34.15545	1
480	13545854	Richland	Interstate	26	94.962	US	26		0	0	No Injury	6/7/2013	720	Friday	Wet	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2607306	34.155111	1
487	15537521	Richland	Interstate	26	95.147	US	26		0	0	No Injury	4/5/2015	1410	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Separation of Units	Driving too Fast for Conditions	-81.2577889	34.154031	1
488	14627145	Richland	Interstate	26	95.17	US	26		0	0	No Injury	12/10/2014	1753	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2574389	34.153881	1
489	15594188	Richland	Interstate	26	95.218	Secondary	26		0	0	No Injury	8/29/2015	1300	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2566806	34.153589	3
490	14604364	Richland	Interstate	26	95.245	Local	26		0	0	No Injury	10/10/2014	1858	Friday	Dry	Dusk	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2562306	34.153469	1
491	14600797	Richland	Interstate	26	95.245	Local	26		0	0	No Injury	10/10/2014	1858	Friday	Dry	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2562306	34.153469	3
492	15599533	Richland	Interstate	26	95.296	Secondary	26		0	0	No Injury	9/15/2015	1312	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2554889	34.153081	1
493	13588207	Richland	Interstate	26	95.296	US	26		0	0	No Injury	8/29/2013	630	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.25545	34.15315	1
503	14545714	Richland	Interstate	26	95.539	US	26		0	0	No Injury	5/14/2014	1740	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2516111	34.151711	2
504	13537783	Richland	Interstate	26	95.573	US	26		0	0	No Injury	5/9/2013	1000	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.2510694	34.1515	2
505	14588282	Richland	Interstate	26	95.614	US	26		0	0	No Injury	9/12/2014	15	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2504306	34.15125	1
506	14609137	Richland	Interstate	26	95.625	US	26		0	0	No Injury	10/25/2014	1518	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.25025	34.151211	2
508	14552155	Richland	Interstate	26	95.654	Secondary	26		0	1	Possible Injury	5/20/2014	1930	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2498	34.151011	2
509	13589962	Richland	Interstate	26	95.668	US	26		0	0	No Injury	9/13/2013	1245	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2495806	34.150919	2
512	14549542	Richland	Interstate	26	95.719	US	26		0	0	No Injury	5/26/2014	1025	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2487806	34.150619	1
519	13624929	Richland	Interstate	26	95.899	US	26		0	1	Possible Injury	12/10/2013	718	Tuesday	Wet	Dawn	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2459306	34.14955	2
523	15503991	Richland	Interstate	26	95.968	US	26		0	0	No Injury	1/10/2015	645	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Animal (Deer Only)	Animal in Road	-81.2448611	34.149119	1
527	15534412	Richland	Interstate	26	96.07	US	26		0	0	No Injury	4/5/2015	1545	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2432889	34.148431	2
530	14599789	Richland	Interstate	26	96.114	US	26		0	0	No Injury	10/10/2014	225	Friday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2426	34.14815	2



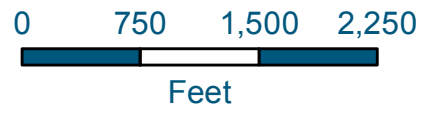
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-15
I-26 Westbound
Mt Vernon Church
Road - Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

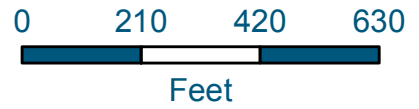
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-16
I-26 Westbound
Mt Vernon Church
Road - Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
86	15628035	Lexington	Interstate	26	91.472	Secondary	26		0	0	No Injury	11/8/2015	1215	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3167806	34.174989	3
87	15628037	Lexington	Interstate	26	91.472	Secondary	26		0	0	No Injury	11/8/2015	1215	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3167806	34.174989	1
89	14605635	Lexington	Interstate	26	91.577	Secondary	26	126	1	0	Fatality	10/19/2014	240	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Pedestrian	Lying &/or Illegally in Roadway (No	-81.3150194	34.17445	2
90	15536619	Lexington	Interstate	26	91.577	Secondary	26		0	0	No Injury	4/19/2015	858	Sunday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.315	34.174481	2
95	15536314	Lexington	Interstate	26	91.708	Secondary	26		0	0	No Injury	4/15/2015	1600	Wednesday	Wet	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81.3127611	34.17385	1
96	15521378	Lexington	Interstate	26	91.802	Secondary	26	126	1	0	Fatality	3/9/2015	2347	Monday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.3111611	34.173381	1
97	14565957	Lexington	Interstate	26	91.907	Secondary	26		0	1	Possible Injury	6/30/2014	1808	Monday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3093694	34.172931	2
98	13509433	Lexington	Interstate	26	91.923	Secondary	26		0	0	No Injury	2/7/2013	2108	Thursday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.3091111	34.172789	1
356	13578250	Richland	Interstate	26	92.18	Secondary	26		0	1	Possible Injury	8/29/2013	210	Thursday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.3049	34.171589	1
357	13568367	Richland	Interstate	26	92.18	Secondary	26		0	0	No Injury	8/1/2013	1020	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3049611	34.171611	2
358	13512386	Richland	Interstate	26	92.189	US	26		0	1	Possible Injury	2/23/2013	530	Saturday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail End	Aggressive Operation of Vehicle	-81.3045611	34.1715	1
361	14558642	Richland	Interstate	26	92.273	Secondary	26		0	0	No Injury	6/9/2014	1445	Monday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3032194	34.171	4
363	13512175	Richland	Interstate	26	92.307	Secondary	26		0	4	Possible Injury	2/28/2013	2300	Thursday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3026806	34.1708	3
367	14514505	Richland	Interstate	26	92.41	US	26		0	0	No Injury	2/23/2014	1625	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3010389	34.1702	2
368	14623588	Richland	Interstate	26	92.411	US	26		0	0	No Injury	11/25/2014	1830	Tuesday	Wet	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3010194	34.1702	2
370	13556282	Richland	Interstate	26	92.494	US	26		0	1	Possible Injury	7/3/2013	20	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Ditch	Medical Related	-81.2997111	34.169711	1
371	15545848	Richland	Interstate	26	92.519	Secondary	26		0	0	No Injury	5/5/2015	2019	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2993111	34.169569	1
372	13516210	Richland	Interstate	26	92.541	US	26		0	0	No Injury	3/11/2013	1115	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2989806	34.169419	2
374	14519864	Richland	Interstate	26	92.555	Secondary	26		0	1	Non-incapacitating Injury	3/1/2014	535	Saturday	Dry	Dark (lighting Unspecified)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.29875	34.16935	1
376	14529197	Richland	Interstate	26	92.631	US	26		0	0	No Injury	4/2/2014	2120	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Animal in Road	-81.29755	34.168911	1
383	13506804	Richland	Interstate	26	92.704	US	26		0	0	No Injury	2/2/2013	430	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Under The Influence	-81.2964	34.168461	1
389	14569989	Richland	Interstate	26	92.794	Secondary	26		0	0	No Injury	7/5/2014	1700	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2946389	34.168561	2
390	14616013	Richland	Interstate	26	92.798	US	26		0	0	No Injury	11/14/2014	1025	Friday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.2949194	34.1679	1
392	14595417	Richland	Interstate	26	92.858	US	26		0	0	No Injury	9/27/2014	110	Saturday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2939694	34.16755	2
392	14595417	Richland	Interstate	26	92.858	US	26		0	0	No Injury	9/27/2014	110	Saturday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2939694	34.16755	2
395	14549899	Richland	Interstate	26	92.952	US	26		0	0	No Injury	5/30/2014	655	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Aggressive Operation of Vehicle	-81.2924889	34.166989	2
396	13522684	Richland	Interstate	26	93.011	US	26		0	0	No Injury	3/31/2013	1935	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail End	Driving too Fast for Conditions	-81.29155	34.166639	1
397	14541703	Richland	Interstate	26	93.011	Secondary	26		0	1	Non-incapacitating Injury	5/6/2014	2313	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Ran off Road	-81.2915694	34.166619	1
399	13519538	Richland	Interstate	26	93.064	Secondary	26		0	0	No Injury	3/22/2013	1640	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2907111	34.166319	2
400	14560273	Richland	Interstate	26	93.097	Secondary	26		0	0	No Injury	6/22/2014	1520	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2901889	34.166139	2
402	14549500	Richland	Interstate	26	93.178	Secondary	26		0	0	No Injury	5/23/2014	1400	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2888889	34.1657	2
403	15561364	Richland	Interstate	26	93.3	Secondary	26		0	0	No Injury	6/7/2015	1500	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2869889	34.164919	2
406	13521934	Richland	Interstate	26	93.35	US	26		0	0	No Injury	3/29/2013	1631	Friday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2862	34.164631	2
407	13583643	Richland	Interstate	26	93.404	Secondary	26		0	4	Possible Injury	8/30/2013	1759	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2853389	34.164319	2
408	15560772	Richland	Interstate	26	93.426	Secondary	26		0	0	No Injury	5/28/2015	1428	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.285	34.164181	2
409	15560762	Richland	Interstate	26	93.427	Secondary	26		0	0	No Injury	5/28/2015	1428	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Tires/Wheel Defect	-81.2849889	34.164181	2
411	15560651	Richland	Interstate	26	93.435	SC	26		0	0	No Injury	5/22/2015	710	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.2848611	34.164131	1
412	14634758	Richland	Interstate	26	93.44	US	26		0	0	No Injury	12/28/2014	430	Sunday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2847889	34.164089	2
413	13536325	Richland	Interstate	26	93.45	US	26		2	0	Fatality	5/15/2013	2126	Wednesday	Dry	Dark (no lights)	Head On	Motor Vehicle In Transport	Under The Influence	-81.2846306	34.164031	2
414	14501342	Richland	Interstate	26	93.494	Secondary	26		0	0	No Injury	1/2/2014	1440	Thursday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2839389	34.163769	2
416	13583581	Richland	Interstate	26	93.504	Secondary	26		0	0	No Injury	8/30/2013	1535	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2836389	34.16395	2
419	13537394	Richland	Interstate	26	93.552	US	26		0	0	No Injury	5/15/2013	2135	Wednesday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2830111	34.163439	2
423	13598920	Richland	Interstate	26	93.765	Secondary	26		0	0	No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2796306	34.1622	2
426	13598921	Richland	Interstate	26	93.801	Secondary	26		0	0	No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2790806	34.161969	2
427	14597391	Richland	Interstate	26	93.822	Secondary	26		0	0	No Injury	9/28/2014	2315	Sunday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	#N/A	-81.27875	34.161811	2
429	13598922	Richland	Interstate	26	93.841	Secondary	26		0	0	No Injury	10/16/2013	1045	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2784389	34.16175	2
430	14521922	Richland	Interstate	26	93.895	US	26		0	0	No Injury	3/19/2014	1552	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.2775889	34.161411	2



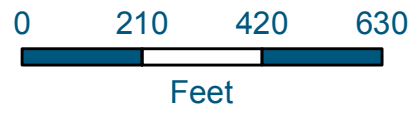
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-17
I-26 Westbound
Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

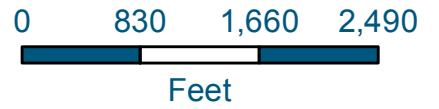
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

**Figure B-18
I-26 Westbound
Exit 91**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
58	14506828	Lexington	Interstate	26	90.876	Secondary	26		0	0	No Injury	1/29/2014	20	Wednesday	Snow	Dark (no lights)	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3258389	34.179261	1
59	14592718	Lexington	Interstate	26	90.877	Secondary	26		0	0	No Injury	9/2/2014	1615	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3258306	34.179261	2
60	15573433	Lexington	Interstate	26	90.884	Secondary	26		0	0	No Injury	7/2/2015	1200	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3257111	34.1792	2
61	13554860	Lexington	Interstate	26	90.901	Secondary	26		0	0	No Injury	6/30/2013	1700	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Driving too Fast for Conditions	-81.3254694	34.179039	1
68	13509164	Lexington	Interstate	26	91.123	Secondary	26	RAMP 7734	0	0	No Injury	2/3/2013	1640	Sunday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Followed too Closely	-81.3218694	34.177639	2
69	14620354	Lexington	Interstate	26	91.126	Secondary	26	RAMP 7734	0	0	No Injury	11/22/2014	137	Saturday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Under The Influence	-81.3218389	34.1776	2
70	14560207	Lexington	Interstate	26	91.134	Secondary	26	RAMP 7734	0	2	Possible Injury	6/19/2014	1245	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3217611	34.1775	2
71	15545968	Lexington	Interstate	26	91.138	Secondary	26	RAMP 7734	0	0	No Injury	5/13/2015	1715	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.3217194	34.17745	2
72	13621256	Lexington	Interstate	26	91.141	Secondary	26	RAMP 7734	0	0	No Injury	11/26/2013	1600	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.3216806	34.177411	2
76	13607832	Lexington	Interstate	26	91.17	Secondary	26	RAMP 7734	0	0	No Injury	10/23/2013	2105	Wednesday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3214	34.177089	2
77	14576684	Lexington	Interstate	26	91.196	Secondary	26	RAMP 7734	0	0	No Injury	7/24/2014	652	Thursday	Wet	Daylight	No Collision with Motor Vehicle	Overhead Sign Support	Driving too Fast for Conditions	-81.3211306	34.176811	1
84	15573343	Lexington	Interstate	26	91.327	Secondary	26		0	0	No Injury	6/27/2015	1424	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3192194	34.175739	4
85	14519195	Lexington	Interstate	26	91.381	Secondary	26		0	1	Possible Injury	2/28/2014	615	Friday	Dry	Dawn	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.3183306	34.175461	1
420	15638008	Richland	Interstate	26	93.56	Secondary	26		0	0	No Injury	11/29/2015	1826	Sunday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3263194	34.17955	2



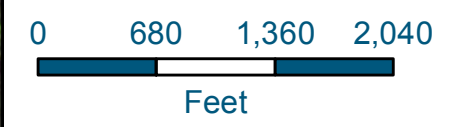
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- Rear End WB

Figure B-19
I-26 Westbound
Exit 91 - Holy
Trinity Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

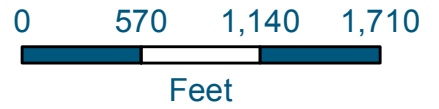
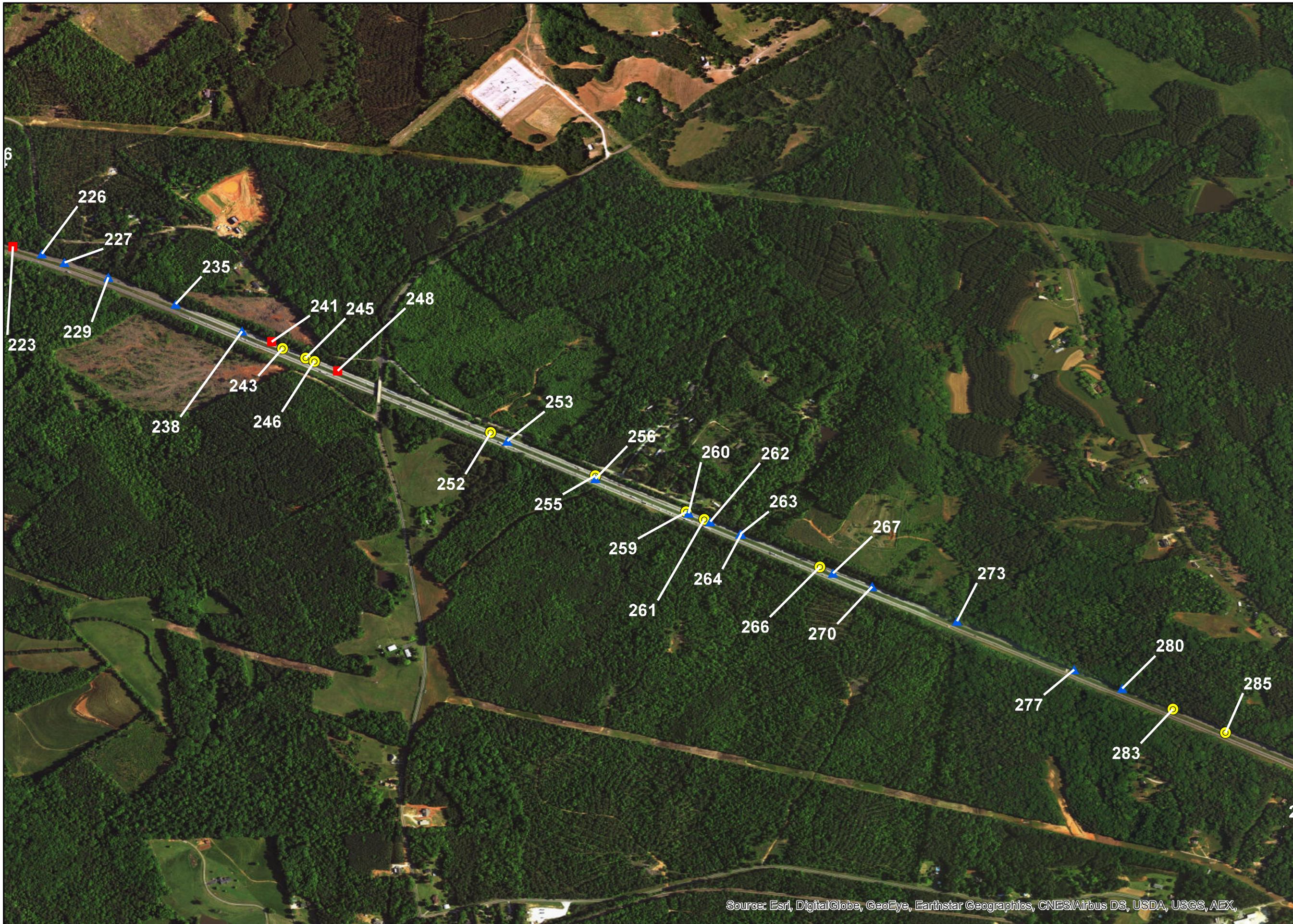
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-20
I-26 Westbound
Exit 91 - Holy
Trinity Church Road

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX,

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
3	15651645	Lexington	Interstate	26	89.049	Secondary	26		0	0	No Injury	12/22/2015	1300	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3536611	34.195011	2
9	15560914	Lexington	Interstate	26	89.128	Secondary	26		0	0	No Injury	6/4/2015	1515	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.35245	34.194331	2
10	15526312	Lexington	Interstate	26	89.15	Secondary	26		0	0	No Injury	3/17/2015	145	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Under The Influence	-81.3520694	34.194219	1
17	14566474	Lexington	Interstate	26	89.412	Secondary	26		0	0	No Injury	7/12/2014	1700	Saturday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3481194	34.191911	2
18	13562098	Lexington	Interstate	26	89.414	Secondary	26		0	0	No Injury	7/13/2013	1135	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3480806	34.1919	3
19	14506781	Lexington	Interstate	26	89.446	Secondary	26		0	1	Possible Injury	1/2/2014	605	Thursday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Medical Related	-81.3475694	34.191639	1
20	14523623	Lexington	Interstate	26	89.592	Secondary	26		0	1	Non-incapacitating Injury	3/20/2014	1657	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.34535	34.190381	1
29	15509006	Lexington	Interstate	26	89.955	Secondary	26		0	1	Non-incapacitating Injury	1/14/2015	655	Wednesday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.33975	34.187339	2
31	15597957	Lexington	Interstate	26	89.968	Secondary	26		0	0	No Injury	9/13/2015	1840	Sunday	Dry	Dusk	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3395611	34.187231	2
33	15573434	Lexington	Interstate	26	90.014	Secondary	26		0	0	No Injury	7/2/2015	1230	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.33885	34.186839	1
35	14621545	Lexington	Interstate	26	90.169	Secondary	26		0	0	No Injury	11/25/2014	1611	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3364611	34.185539	3
36	14621544	Lexington	Interstate	26	90.171	Secondary	26		0	0	No Injury	11/25/2014	1610	Tuesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3364306	34.185519	3
38	13583584	Lexington	Interstate	26	90.28	Secondary	26		0	0	No Injury	8/27/2013	2345	Tuesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3348	34.184539	2
43	14546548	Lexington	Interstate	26	90.437	Interstate	26		0	0	No Injury	5/19/2014	440	Monday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3324194	34.183189	2
48	15615929	Lexington	Interstate	26	90.543	Secondary	26		0	0	No Injury	10/18/2015	1945	Sunday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3307611	34.182311	2
49	15615930	Lexington	Interstate	26	90.545	Secondary	26		0	0	No Injury	10/18/2015	1945	Sunday	Dry	Dark (no lights)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3307889	34.182219	3
295	14625103	Newberry	Interstate	26	87.928	SC	26		0	0	No Injury	11/30/2014	1650	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3695889	34.203719	1
296	15521586	Newberry	Interstate	26	87.934	SC	26		0	0	No Injury	2/22/2015	1550	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Tires/Wheel Defect	-81.3695	34.203661	1
304	13573782	Newberry	Interstate	26	88.098	Secondary	26		0	3	Incapacitating Injury	8/11/2013	704	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.36715	34.202431	2
305	14535421	Newberry	Interstate	26	88.118	Secondary	26		0	0	No Injury	4/5/2014	1020	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3668111	34.202331	1
308	13570903	Newberry	Interstate	26	88.193	SC	26		0	0	No Injury	7/20/2013	1445	Saturday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3658	34.201689	2
309	15584634	Newberry	Interstate	26	88.284	SC	26		0	1	Possible Injury	7/20/2015	1900	Monday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Tires/Wheel Defect	-81.3645194	34.200981	1
311	14576098	Newberry	Interstate	26	88.295	SC	26		0	0	No Injury	7/12/2014	1822	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3643611	34.200889	2
313	14601334	Newberry	Interstate	26	88.348	Secondary	26		0	1	Possible Injury	10/12/2014	40	Sunday	Dry	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle (Parked)	Under The Influence	-81.3636306	34.200461	2
320	15537667	Newberry	Interstate	26	88.513	Secondary	26		0	0	No Injury	4/18/2015	12	Saturday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.3612611	34.1992	1
339	13520830	Newberry	Interstate	26	88.886	Secondary	26		0	0	No Injury	3/29/2013	1800	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.356	34.1963	1
349	13558511	Newberry	Interstate	26	88.943	SC	26		0	4	Possible Injury	7/7/2013	1605	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3551889	34.195839	3
351	13605713	Newberry	Interstate	26	88.947	SC	26		0	0	No Injury	11/1/2013	1555	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3551389	34.195819	2
352	15556628	Newberry	Interstate	26	88.982	Secondary	26		0	0	No Injury	6/1/2015	940	Monday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.35465	34.195539	2
550	14537152	Richland	Interstate	26	96.35	US	26		0	0	No Injury	4/27/2014	1230	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.3427194	34.189531	2

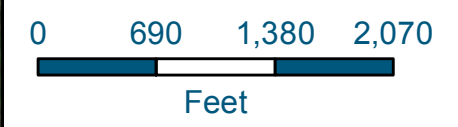
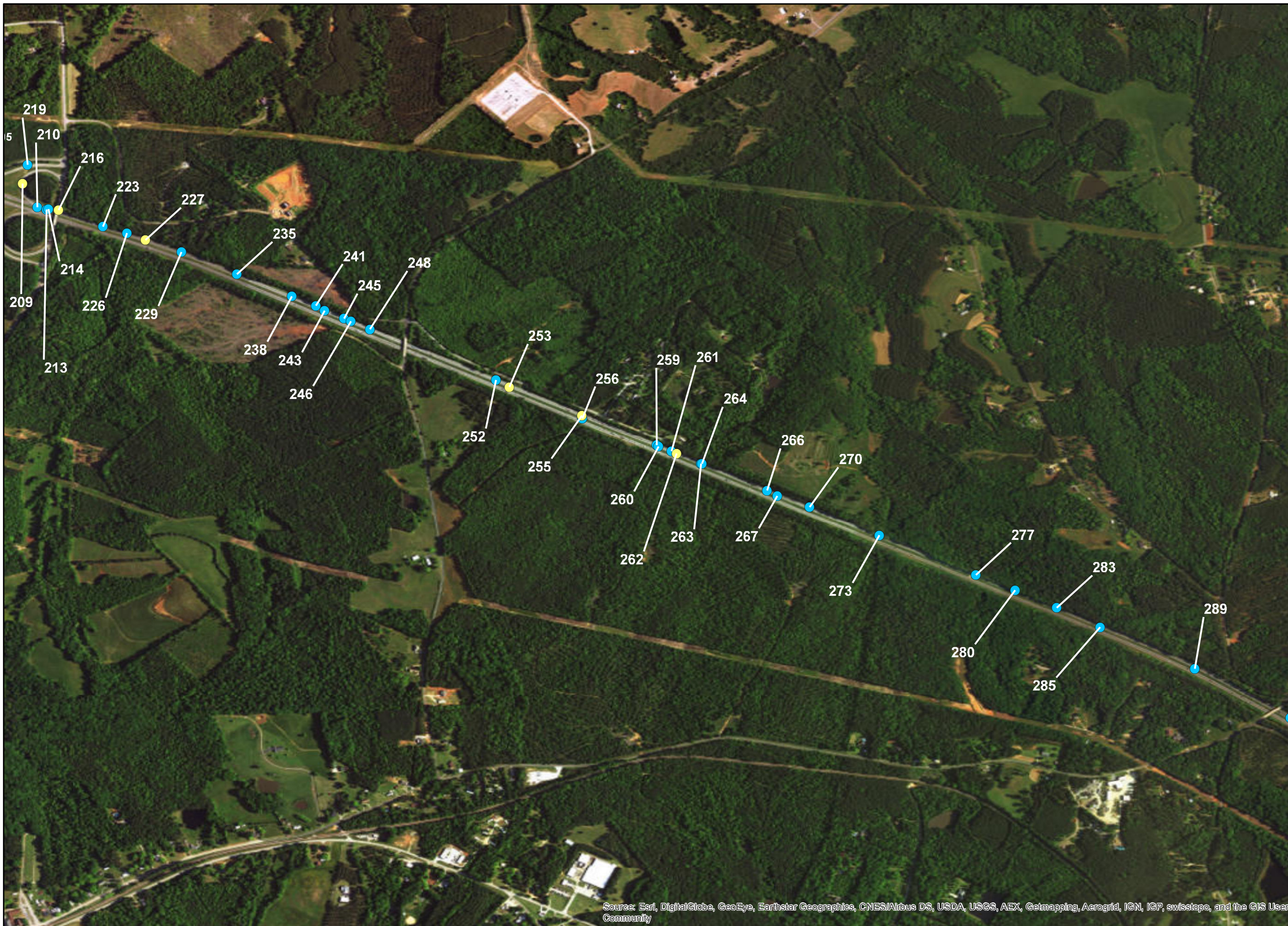


Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- ⊙ Rear End WB

Figure B-21
I-26 Westbound
HolyTrinity Church
Road - Exit 85

03/2017



Type of Injury

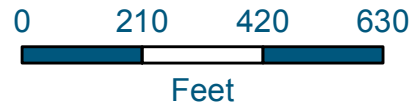
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-22
I-26 Westbound
Holy Trinity Church
Road - Exit 85

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
223	13576638	Newberry	Interstate	26	85.34	SC	26		0	0	No Injury	8/25/2013	1255	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4089389	34.219981	2
226	15588068	Newberry	Interstate	26	85.389	#N/A	26		0	0	No Injury	8/13/2015	1220	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.40815	34.219769	2
227	14629912	Newberry	Interstate	26	85.428	SC	26		0	2	Possible Injury	12/4/2014	1620	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4075306	34.219539	1
229	14577026	Newberry	Interstate	26	85.504	SC	26		0	0	No Injury	8/5/2014	1400	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.4063389	34.219139	1
235	14504036	Newberry	Interstate	26	85.623	SC	26		0	0	No Injury	1/11/2014	1315	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.40405	34.218411	1
238	14547556	Newberry	Interstate	26	85.742	Secondary	26		0	0	No Injury	5/7/2014	1130	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Tires/Wheel Defect	-81.4026889	34.217669	1
241	14557075	Newberry	Interstate	26	85.793	SC	26		0	0	No Injury	6/18/2014	950	Wednesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4018889	34.217369	2
243	13518898	Newberry	Interstate	26	85.815	SC	26		0	0	No Injury	3/23/2013	1255	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4015889	34.2172	2
245	14573137	Newberry	Interstate	26	85.857	SC	26		0	0	No Injury	7/12/2014	1737	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.40095	34.216939	2
246	14573139	Newberry	Interstate	26	85.871	SC	26		0	0	No Injury	7/12/2014	1737	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4007194	34.21685	2
248	15629136	Newberry	Interstate	26	85.913	SC	26		0	0	No Injury	10/4/2015	1610	Sunday	Wet	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4000889	34.216589	2
252	15652731	Newberry	Interstate	26	86.187	Secondary	26		0	0	No Injury	12/25/2015	2000	Friday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.3959111	34.2149	2
253	13518797	Newberry	Interstate	26	86.217	SC	26		0	1	Possible Injury	3/16/2013	1940	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.3954694	34.214669	2
255	15573403	Newberry	Interstate	26	86.373	SC	26		0	1	Possible Injury	7/4/2015	230	Saturday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Under The Influence	-81.3930694	34.213731	2
256	14507743	Newberry	Interstate	26	86.377	SC	26		0	0	No Injury	1/28/2014	2110	Tuesday	Snow	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3930611	34.213639	1
259	14553247	Newberry	Interstate	26	86.535	SC	26		0	0	No Injury	6/7/2014	1430	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3905889	34.212739	2
260	13602589	Newberry	Interstate	26	86.54	SC	26		0	0	No Injury	10/21/2013	1510	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3905306	34.2127	1
261	13562101	Newberry	Interstate	26	86.568	Secondary	26		0	0	No Injury	7/14/2013	1400	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3901	34.212539	2
262	13573809	Newberry	Interstate	26	86.579	Secondary	26		0	1	Possible Injury	8/10/2013	230	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.3899306	34.212469	1
263	15623700	Newberry	Interstate	26	86.632	SC	26		0	0	No Injury	11/1/2015	810	Sunday	Water (star	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3891194	34.212131	1
264	15586189	Newberry	Interstate	26	86.634	Secondary	26		0	0	No Injury	8/7/2015	1345	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	#N/A	-81.3890889	34.212139	2
266	15563634	Newberry	Interstate	26	86.775	SC	26		0	0	No Injury	6/7/2015	405	Sunday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Under The Influence	-81.3869389	34.211239	2
267	14558554	Newberry	Interstate	26	86.799	Secondary	26		0	0	No Injury	6/7/2014	1335	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3865889	34.211061	1
270	14506801	Newberry	Interstate	26	86.867	Secondary	26		0	0	No Injury	1/26/2014	845	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3855306	34.2107	1
273	13535481	Newberry	Interstate	26	87.019	Secondary	26		0	0	No Injury	5/5/2013	2000	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Tree	Obstruction (Environmental)	-81.3832111	34.209761	1
277	14589399	Newberry	Interstate	26	87.229	Secondary	26		0	0	No Injury	9/8/2014	1140	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.3800194	34.208439	1
280	14544125	Newberry	Interstate	26	87.314	#N/A	26		0	0	No Injury	5/10/2014	425	Saturday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Fatigued/Asleep	-81.3787111	34.207931	1
283	13535485	Newberry	Interstate	26	87.405	SC	26		0	0	No Injury	5/5/2013	2022	Sunday	Wet	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3773306	34.207361	2
285	13535487	Newberry	Interstate	26	87.5	SC	26		0	0	No Injury	5/5/2013	2025	Sunday	Wet	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3759	34.206719	2



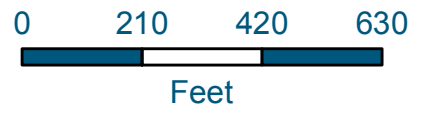
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ✱ Angle Collision WB
- ⊙ Rear End WB

Figure B-23
I-26 Westbound
Exit 85

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

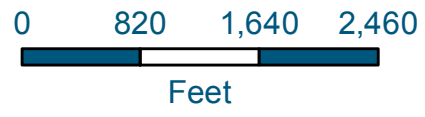
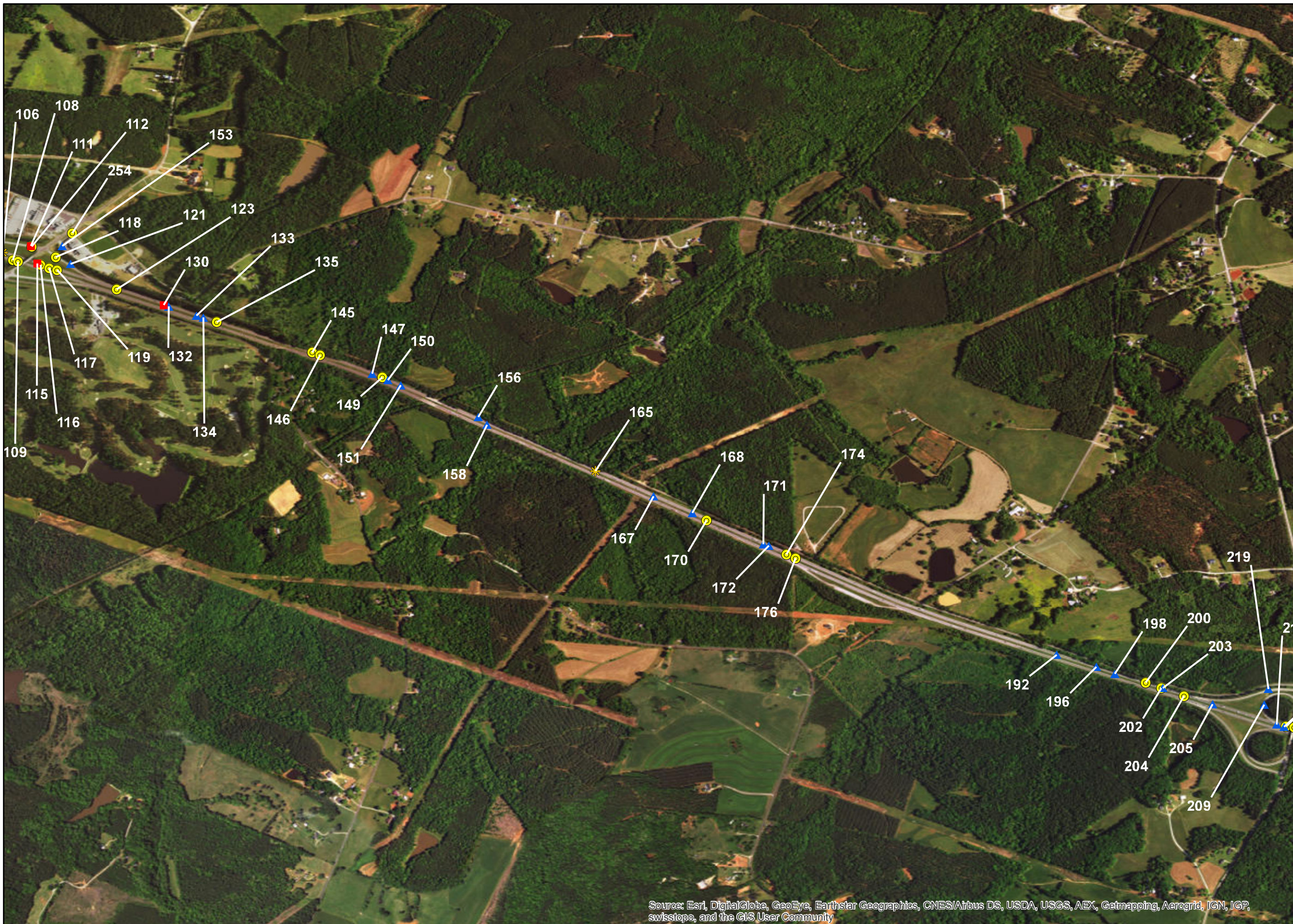
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

**Figure B-24
I-26 Westbound
Exit 85**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
198	13592955	Newberry	Interstate	26	84.816	SC	26		0	0	No Injury	10/3/2013	1755	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Debris (Roadway)	-81.4174889	34.222639	1
200	15504671	Newberry	Interstate	26	84.891	SC	26		0	0	No Injury	1/4/2015	1420	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4162611	34.222289	2
202	15516490	Newberry	Interstate	26	84.929	SC	26		0	0	No Injury	2/21/2015	2154	Saturday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4156389	34.222081	2
203	13527314	Newberry	Interstate	26	84.932	SC	26		0	0	No Injury	4/1/2013	1240	Monday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4155889	34.222069	1
204	15617109	Newberry	Interstate	26	84.984	SC	26		0	0	No Injury	10/21/2015	1940	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4147611	34.221769	2
205	13505117	Newberry	Interstate	26	85.052	SC	26		0	0	No Injury	1/12/2013	1345	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4136306	34.221439	1
209	14557936	Newberry	Interstate	26	85.161	SC	26		0	1	Possible Injury	6/10/2014	1845	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.4116	34.221411	1
210	15571284	Newberry	Interstate	26	85.207	SC	26		0	0	No Injury	6/28/2015	20	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4111111	34.220631	1
213	13627414	Newberry	Interstate	26	85.225	SC	26		0	0	No Injury	12/4/2013	1230	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.4108111	34.22055	2
214	14560787	Newberry	Interstate	26	85.228	SC	26		0	0	No Injury	6/14/2014	1455	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.41075	34.220561	2
216	13527968	Newberry	Interstate	26	85.246	SC	26		0	1	Possible Injury	4/1/2013	1200	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4104194	34.220531	4
219	14589132	Newberry	Interstate	26	85.26	SC	26		0	0	No Injury	9/12/2014	330	Friday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4114389	34.222031	1
223	13576638	Newberry	Interstate	26	85.34	SC	26		0	0	No Injury	8/25/2013	1255	Sunday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4089389	34.219981	2
226	15588068	Newberry	Interstate	26	85.389	#N/A	26		0	0	No Injury	8/13/2015	1220	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.40815	34.219769	2
227	14629912	Newberry	Interstate	26	85.428	SC	26		0	2	Possible Injury	12/4/2014	1620	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4075306	34.219539	1
229	14577026	Newberry	Interstate	26	85.504	SC	26		0	0	No Injury	8/5/2014	1400	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Guardrail Face	Driving too Fast for Conditions	-81.4063389	34.219139	1



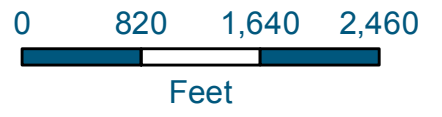
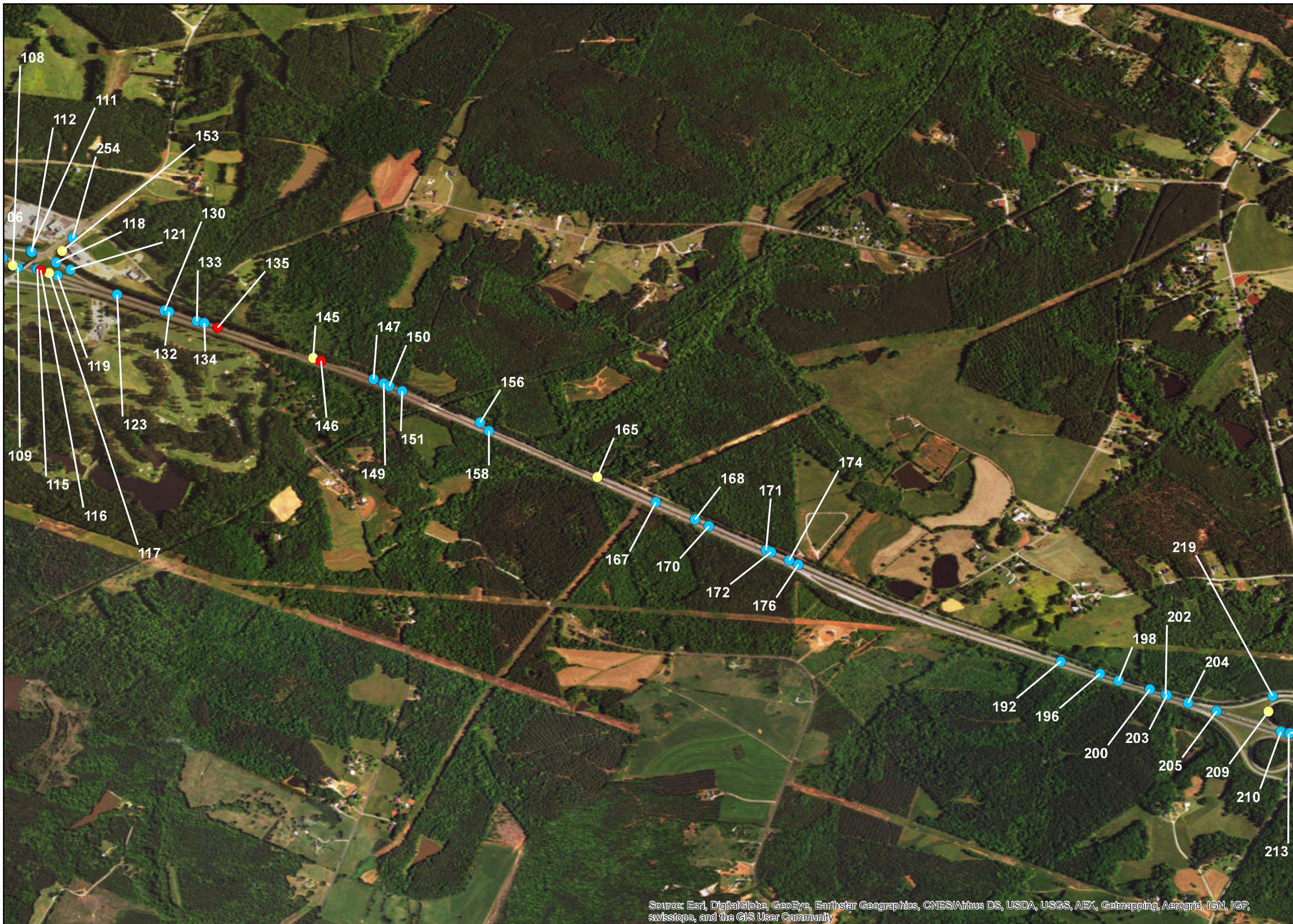
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ⊕ Head On WB
- ▲ No Collision With Motor Vehicle WB
- * Angle Collision WB
- ⊙ Rear End WB

Figure B-25
I-26 Westbound
Exit 85 - Exit 82

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

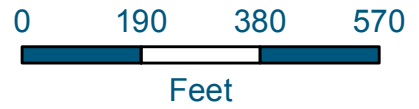
- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

Figure B-26
I-26 Westbound
Exit 85 - Exit 82

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
130	15591730	Newberry	Interstate	26	82.447	Secondary	26		0	0	No Injury	8/13/2015	1745	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Under The Influence	-81.4549306	34.237169	2
132	14591412	Newberry	Interstate	26	82.459	SC	26		0	0	No Injury	9/12/2014	200	Friday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.4547389	34.237111	2
133	15641600	Newberry	Interstate	26	82.526	SC	26		0	0	No Injury	11/30/2015	1620	Monday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Other (Vehicle Defect)	-81.45365	34.23675	2
134	14524803	Newberry	Interstate	26	82.543	SC	26		0	0	No Injury	2/28/2014	1237	Friday	Dry	Daylight	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.4533694	34.236669	2
145	14506532	Newberry	Interstate	26	82.806	SC	26		0	1	Possible Injury	1/17/2014	1932	Friday	Dry	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4490889	34.2353	2
146	14509654	Newberry	Interstate	26	82.825	SC	26		0	3	Non-incapacitating Injury	1/17/2014	1955	Friday	Dry	Dark (street lamp not lit)	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4487806	34.235189	2
147	14524845	Newberry	Interstate	26	82.953	SC	26		0	0	No Injury	3/12/2014	943	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Improper Lane Usage/Change	-81.4467194	34.234461	2
149	13615611	Newberry	Interstate	26	82.977	SC	26		0	0	No Injury	11/22/2013	1250	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4463306	34.234311	2
150	13551135	Newberry	Interstate	26	82.992	SC	26		0	0	No Injury	6/13/2013	1755	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4461	34.2342	1
151	13509277	Newberry	Interstate	26	83.024	SC	26		0	0	No Injury	1/18/2013	1450	Friday	Dry	Daylight	No Collision with Motor Vehicle	Jackknife	Driving too Fast for Conditions	-81.4456	34.234	1
156	13522610	Newberry	Interstate	26	83.218	SC	26		0	0	No Injury	3/23/2013	1130	Saturday	Wet	Daylight	No Collision with Motor Vehicle	Guardrail Face	Improper Lane Usage/Change	-81.44255	34.232761	2
158	13534345	Newberry	Interstate	26	83.246	SC	26		0	0	No Injury	4/28/2013	1930	Sunday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.4422	34.232439	1
165	13515130	Newberry	Interstate	26	83.52	SC	26		0	3	Possible Injury	2/28/2013	1815	Thursday	Dry	Dusk	Angle 1	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4379389	34.230631	2
167	15597344	Newberry	Interstate	26	83.668	SC	26		0	0	No Injury	9/13/2015	300	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4356389	34.229639	1
168	13523749	Newberry	Interstate	26	83.767	SC	26		0	0	No Injury	3/31/2013	1630	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Overturn/Rollover	Driving too Fast for Conditions	-81.4341111	34.228969	1
170	15651370	Newberry	Interstate	26	83.804	SC	26		0	0	No Injury	12/23/2015	1820	Wednesday	Wet	Dark (no lights)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4335611	34.228689	2
171	13578658	Newberry	Interstate	26	83.947	SC	26		0	0	No Injury	8/19/2013	650	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4313194	34.22775	1
172	13522500	Newberry	Interstate	26	83.96	SC	26		0	0	No Injury	3/20/2013	2135	Wednesday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4311111	34.227681	1
174	13526678	Newberry	Interstate	26	84.006	SC	26		0	0	No Injury	3/31/2013	1720	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4304194	34.22735	2
176	13533045	Newberry	Interstate	26	84.029	SC	26		0	0	No Injury	3/23/2013	1200	Saturday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.43005	34.2272	4
192	14627357	Newberry	Interstate	26	84.676	SC	26		0	0	No Injury	12/1/2014	2100	Monday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Other Movable Object	Window/Shield Defect	-81.4197611	34.223389	2
196	14535955	Newberry	Interstate	26	84.771	SC	26		0	0	No Injury	3/30/2014	440	Sunday	Dry	Dark (no lights)	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.4182111	34.222911	1



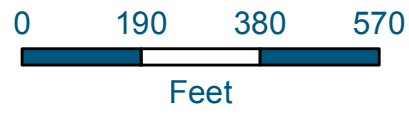
Manner of Collision

- ◆ Backed Into WB
- Sideswipe Collision WB
- ✚ Head On WB
- ▲ No Collision With Motor Vehicle WB
- ✱ Angle Collision WB
- Rear End WB

Figure B-27
I-26 Westbound
Exit 82

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

- Fatality WB
- Incapacitating Injury WB
- Non-incapacitating Injury WB
- Possible Injury WB
- No Injury WB

**Figure B-28
I-26 Westbound
Exit 82**

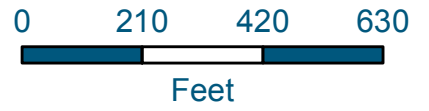
03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
106	15615758	Newberry	Interstate	26	82.057	SC	26		0	0	No Injury	10/9/2015	1420	Friday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4612806	34.239239	2
108	14629899	Newberry	Interstate	26	82.087	SC	26		0	1	Possible Injury	11/25/2014	1723	Tuesday	Wet	Dusk	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4608694	34.238939	3
109	14571231	Newberry	Interstate	26	82.098	SC	26		0	0	No Injury	7/12/2014	1019	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4606806	34.238869	3
111	13540628	Newberry	Interstate	26	82.11	SC	26		0	0	No Injury	5/23/2013	811	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	#N/A	-81.4601694	34.2395	2
112	13600770	Newberry	Interstate	26	82.112	SC	26		0	0	No Injury	10/15/2013	1400	Tuesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4601389	34.239469	2
115	13553131	Newberry	Interstate	26	82.141	SC	26		0	0	No Injury	6/18/2013	730	Tuesday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	-81.4599194	34.2388	2
116	14510001	Newberry	Interstate	26	82.149	SC	26		0	2	Non-incapacitating Injury	1/22/2014	1453	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4597889	34.23875	2
117	15620924	Newberry	Interstate	26	82.171	SC	26		0	1	Possible Injury	10/22/2015	1925	Thursday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4594389	34.238631	3
118	14564902	Newberry	Interstate	26	82.174	SC	26		0	0	No Injury	7/10/2014	1145	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4591806	34.23905	2
119	15564146	Newberry	Interstate	26	82.189	SC	26		0	0	No Injury	6/20/2015	1300	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4591306	34.23855	2
121	13585532	Newberry	Interstate	26	82.211	SC	26		0	0	No Injury	9/3/2013	1155	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Cargo/Equip Loss or Shift	Window/Shield Defect	-81.4586111	34.238781	2
123	13563844	Newberry	Interstate	26	82.333	SC	26		0	0	No Injury	7/20/2013	1230	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.4567806	34.237781	3
153	14517480	Newberry	Interstate	26	83.12	SC	26		0	1	Possible Injury	2/16/2014	1755	Sunday	Dry	Dusk	No Collision with Motor Vehicle	Unknown Movable Object	Debris (Roadway)	-81.4589389	34.2395	1
254	13526684	Newberry	Interstate	26	86.36	SC	26		0	0	No Injury	3/31/2013	1745	Sunday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4585306	34.24	2

APPENDIX C

I-26 Interchange Arterial Collision Diagrams

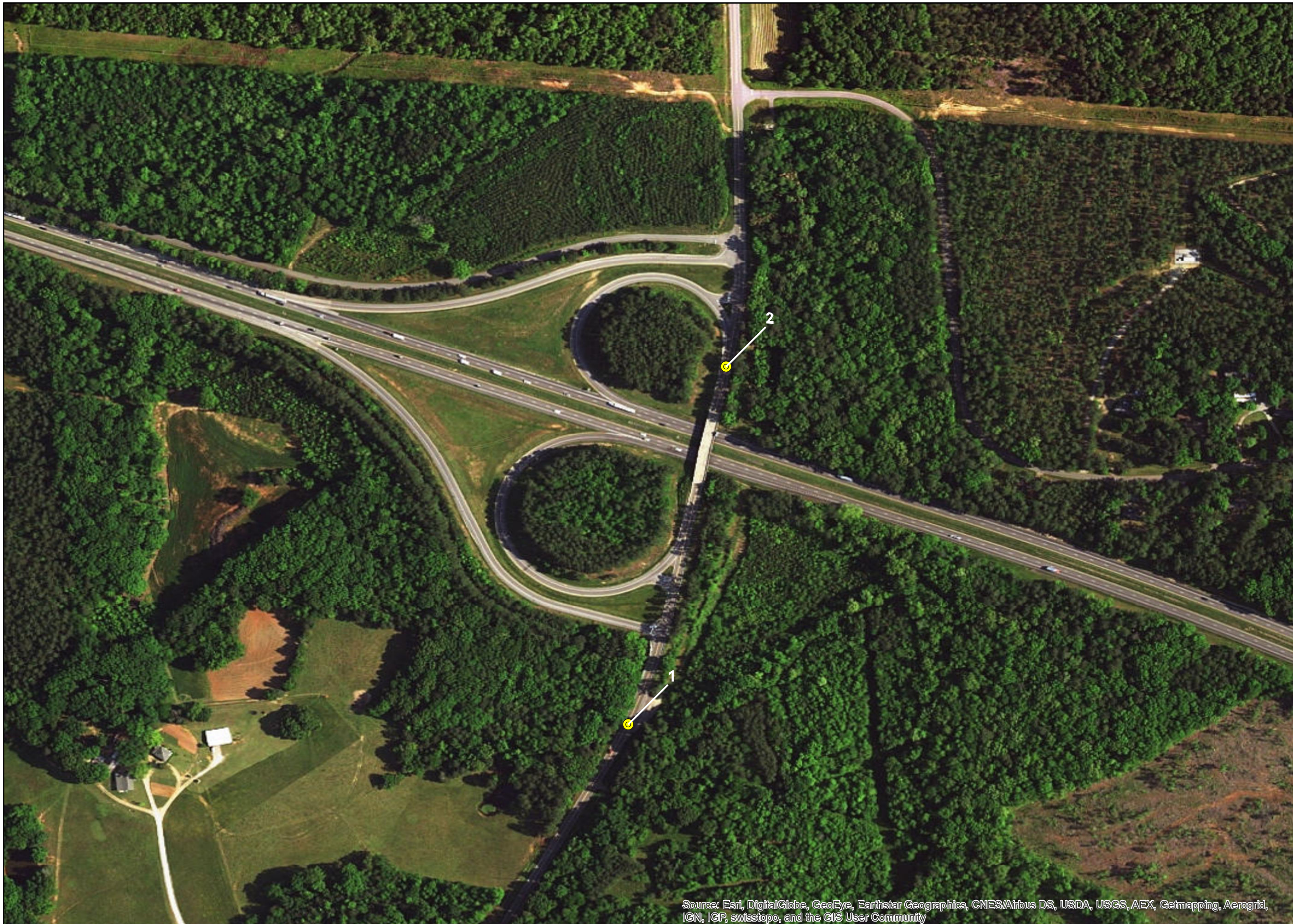


Manner of Collision

- Possible Injury SC 202
- No Injury SC 202

Figure C-1
SC 202
Exit 85

03/2017



0 190 380 570
Feet



Type of Injury

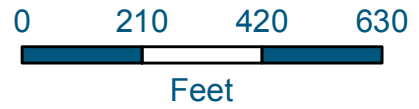
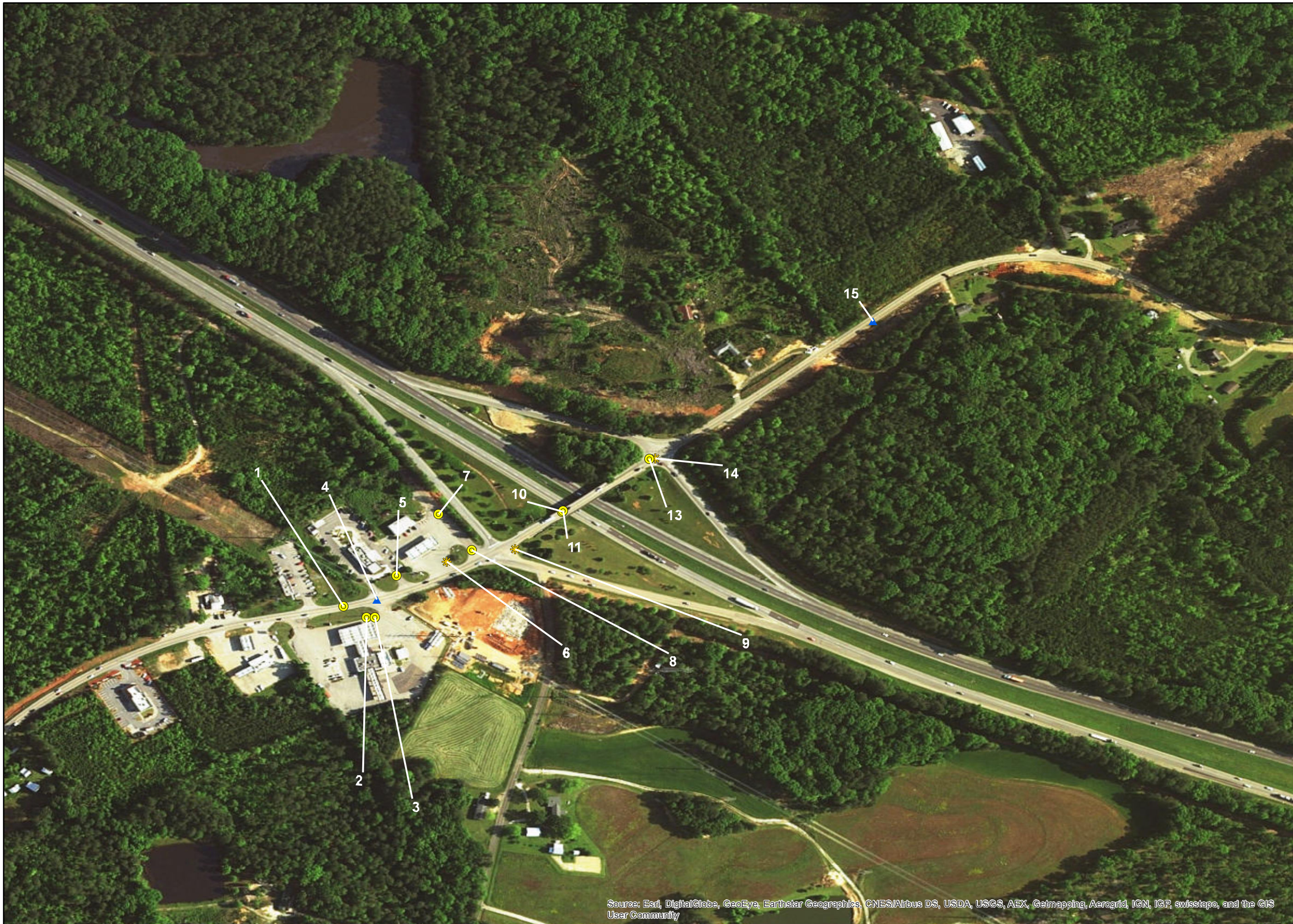
- Rear End SC 202

Figure C-2
SC 202
Exit 85

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	13513820	Newberry	SC	202	1.591	Interstate	202		0	0	1 Possible Injury	2/13/2013	1445	Wednesday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4111806	34.217881	2
2	15538556	Newberry	SC	202	1.82	Secondary	202		0	0	0 No Injury	3/23/2015	720	Monday	Dry		Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.4103111	34.221061	2



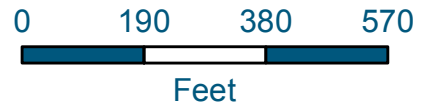
Manner of Collision

- Rear End Columbia Ave
- ▲ No Collision With Motor Vehicle Columbia Ave
- * Angle Collision Columbia Ave

**Figure C-3
Columbia Avenue
Exit 91**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

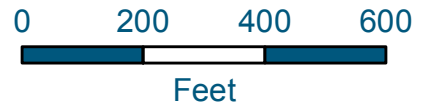
- Possible Injury Columbia
- No Injury Columbia

Figure C-4
Columbia Avenue
Exit 91

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	14582903	Lexington	Secondary	48	2.388	Local	48	COLUMBIA AVE	0	0	No Injury	8/18/2014	1430	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3250611	34.176189	2
2	13016988	Lexington	Secondary	48	2.398	Local	48	COLUMBIA AVE	0	0	No Injury	4/19/2013	1700	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.3248306	34.176081	2
3	13040279	Lexington	Secondary	48	2.403	Local	48	COLUMBIA AVE	0	0	No Injury	8/29/2013	1155	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.32475	34.176081	2
4	13003589	Lexington	Secondary	48	2.407	Local	48	COLUMBIA AVE	0	0	No Injury	2/2/2013	1405	Saturday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Failed to Yield Right of Way	-81.3247306	34.176261	2
5	15008555	Lexington	Secondary	48	2.424	Local	48	COLUMBIA AVE	0	0	No Injury	4/7/2015	1826	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Fatigued/Asleep	-81.3245306	34.1765	2
6	15004955	Lexington	Secondary	48	2.456	Local	48	COLUMBIA AVE	0	0	No Injury	2/27/2015	245	Friday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Inattention	-81.3240306	34.176639	2
7	15020021	Lexington	Secondary	48	2.468	Local	48	COLUMBIA AVE	0	0	No Injury	7/10/2015	1750	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.3241111	34.177111	2
8	14036670	Lexington	Secondary	48	2.472	Interstate	48	COLUMBIA AVE	0	0	No Injury	10/13/2014	1700	Monday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Glare	-81.3237806	34.17675	2
9	13002362	Lexington	Secondary	48	2.494	Interstate	48	COLUMBIA AVE	0	0	No Injury	1/28/2013	1905	Monday	Dry	Dark (lighting Unspecified)	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.32335	34.176761	2
10	14517648	Lexington	Secondary	48	2.531	Interstate	48	COLUMBIA AVE	0	0	No Injury	3/5/2014	1130	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3228806	34.177139	2
11	13544175	Lexington	Secondary	48	2.532	Interstate	48	COLUMBIA AVE	0	0	No Injury	6/4/2013	1752	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.3228694	34.17715	2
12	13019479	Lexington	Secondary	48	2.541	Interstate	48	COLUMBIA AVE	0	0	No Injury	5/2/2013	1525	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Inattention	-81.3223111	34.1595	2
13	14517644	Lexington	Secondary	48	2.592	Interstate	48	COLUMBIA AVE	0	1	Possible Injury	3/4/2014	1710	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Brake Defect	-81.3220111	34.177661	2
14	15545790	Lexington	Secondary	48	2.595	Interstate	48	COLUMBIA AVE	0	0	No Injury	5/1/2015	1900	Friday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Turn	-81.32195	34.177669	2
15	13551437	Lexington	Secondary	48	2.747	Secondary	48	COLUMBIA AVE	0	0	No Injury	7/1/2013	2000	Monday	Dry	Daylight	No Collision with Motor Vehicle	Tree	Driving too Fast for Conditions	-81.3197806	34.179039	1



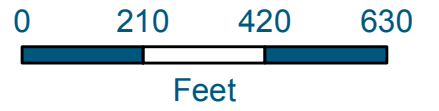
Manner of Collision

- Sideswipe Collision Broad River Rd
- Rear End Broad River Rd
- ▲ No Collision With Motor Vehicle Broad River Rd
- + Head On Broad River Rd
- ★ Angle Collision Broad River Rd

Figure C-5
Broad River Road
Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Type of Injury

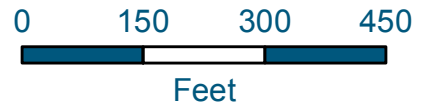
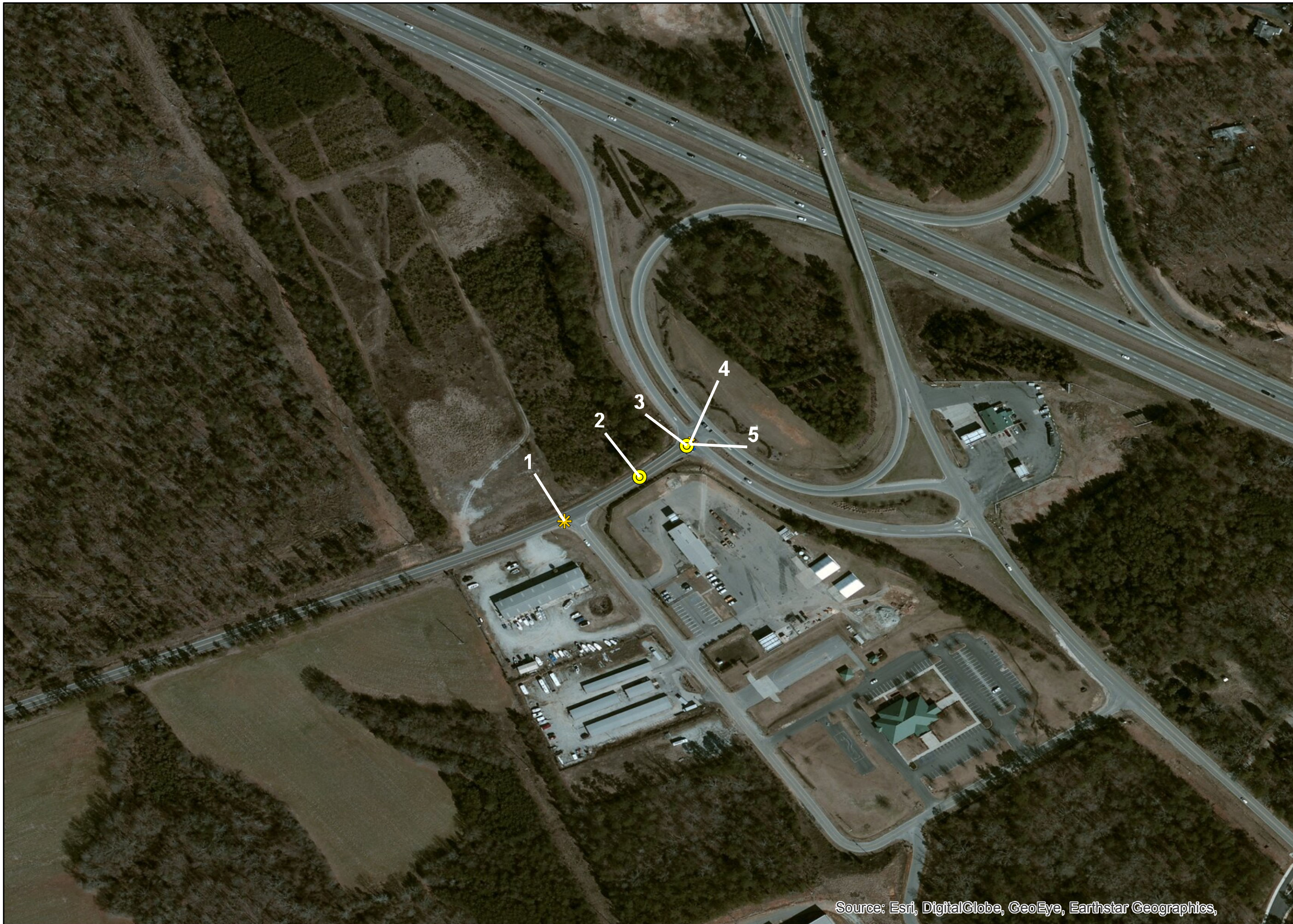
- Possible Injury Broad River Rd
- Non-incapacitating Injury Broad River Rd
- No Injury Broad River Rd

**Figure C-6
Broad River Road
Exit 97**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	15507066	Richland	US	176	7.794	Secondary	176	BROAD RIVER RD	0	1	Possible Injury	1/23/2015	1545	Friday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2423	34.150531	2
2	13590421	Richland	US	176	7.856	Interstate	176	BROAD RIVER RD	0	0	No Injury	9/16/2013	1740	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.2413306	34.150181	2
3	14517998	Richland	US	176	7.864	Secondary	176	BROAD RIVER RD	0	0	No Injury	3/5/2014	1435	Wednesday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Driving too Fast for Conditions	-81.2412111	34.150131	1
4	14599606	Richland	US	176	7.877	Interstate	176	BROAD RIVER RD	0	0	No Injury	10/2/2014	722	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2410194	34.150031	2
5	15542044	Richland	US	176	7.951	Interstate	176	BROAD RIVER RD	0	0	No Injury	4/30/2015	1540	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2400111	34.149381	2
6	13501226	Richland	US	176	7.961	Interstate	176	BROAD RIVER RD	0	0	No Injury	1/7/2013	1730	Monday	Dry	Dusk	Rear End	Motor Vehicle Stopped	#N/A	-81.2398806	34.149289	2
7	13535300	Richland	US	176	7.97	Interstate	176	BROAD RIVER RD	0	0	No Injury	5/5/2013	2030	Sunday	Wet	Dusk	Sideswipe Same Direction	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2397806	34.149189	2
8	15515963	Richland	US	176	7.978	Interstate	176	BROAD RIVER RD	0	0	No Injury	2/11/2015	1930	Wednesday	Dry	Dark (no lights)	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2396889	34.149089	2
9	15590614	Richland	US	176	7.99	Interstate	176	BROAD RIVER RD	0	0	No Injury	8/28/2015	1445	Friday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.2395111	34.14895	2
10	14635335	Richland	US	176	8.05	Interstate	176	BROAD RIVER RD	0	0	No Injury	12/30/2014	1610	Tuesday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle Stopped	#N/A	-81.2388611	34.14815	2
11	13535955	Richland	US	176	8.052	Interstate	176	BROAD RIVER RD	0	0	No Injury	5/11/2013	1320	Saturday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2388306	34.148111	3
12	14534575	Richland	US	176	8.053	Interstate	176	BROAD RIVER RD	0	0	No Injury	4/21/2014	740	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.2388389	34.148089	2
13	15561812	Richland	US	176	8.054	Interstate	176	BROAD RIVER RD	0	0	No Injury	6/23/2015	830	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2388194	34.148081	3
14	14628625	Richland	US	176	8.058	Interstate	176	BROAD RIVER	0	0	No Injury	12/3/2014	2130	Wednesday	Dry	Dark (lighting Unspecified)	Angle 2	Motor Vehicle In Transport	Disregarded Signs/Signals	-81.2387806	34.148031	2
15	13533580	Richland	US	176	8.058	Interstate	176	BROAD RIVER	0	0	No Injury	4/25/2013	1815	Thursday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Under The Influence	-81.2387889	34.148031	2
16	13536351	Richland	US	176	8.063	Interstate	176	BROAD RIVER RD	0	5	Possible Injury	5/10/2013	2225	Friday	Dry	Dark (no lights)	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2387611	34.147981	2
17	14627129	Richland	US	176	8.066	Secondary	176	BROAD RIVER RD	0	0	No Injury	12/1/2014	1830	Monday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2387389	34.147961	2
18	15625180	Richland	US	176	8.07	Interstate	176	BROAD RIVER RD	0	0	No Injury	11/5/2015	1800	Thursday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2387194	34.147931	2
19	13510537	Richland	US	176	8.082	Interstate	176	BROAD RIVER RD	0	0	No Injury	2/7/2013	1715	Thursday	Wet	Dusk	Angle 3	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2386306	34.147769	2
20	15653991	Richland	US	176	8.086	Interstate	176	BROAD RIVER RD	0	0	No Injury	12/30/2015	1340	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2386194	34.147719	2
21	14600771	Richland	US	176	8.089	Interstate	176	BROAD RIVER RD	0	1	Possible Injury	10/9/2014	711	Thursday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2385806	34.147689	2
22	14532271	Richland	US	176	8.089	Interstate	176	BROAD RIVER RD	0	0	No Injury	4/9/2014	700	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2385806	34.147689	2
23	14526517	Richland	US	176	8.121	Interstate	176	BROAD RIVER RD	0	0	No Injury	3/28/2014	1700	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2383889	34.147261	2
24	13561585	Richland	US	176	8.183	Interstate	176	BROAD RIVER RD	0	0	No Injury	7/18/2013	1840	Thursday	Dry	Daylight	No Collision with Motor Vehicle	Motor Vehicle Stopped	#N/A	-81.23805	34.1464	2
25	13545879	Richland	US	176	8.237	Secondary	176	BROAD RIVER RD	0	0	No Injury	6/17/2013	1930	Monday	Wet	Daylight	No Collision with Motor Vehicle	Median Barrier	Driving too Fast for Conditions	-81.2377889	34.145619	1
26	14579065	Richland	US	176	8.289	Interstate	176	BROAD RIVER RD	0	0	No Injury	8/13/2014	2220	Wednesday	Dry	Dark (lighting Unspecified)	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2375194	34.144869	2
27	14607751	Richland	US	176	8.334	Secondary	176	BROAD RIVER RD	0	1	Possible Injury	10/22/2014	630	Wednesday	Dry	Dawn	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2372389	34.144231	2
28	15560709	Richland	US	176	8.34	Interstate	176	BROAD RIVER RD	0	0	No Injury	5/26/2015	845	Tuesday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371889	34.14415	2
29	15573736	Richland	US	176	8.345	Interstate	176	BROAD RIVER RD	0	0	No Injury	7/18/2015	1330	Saturday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371611	34.144081	2
30	14559732	Richland	US	176	8.345	Secondary	176	BROAD RIVER RD	0	1	Possible Injury	6/10/2014	910	Tuesday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.23715	34.144089	2
31	15633059	Richland	US	176	8.347	Interstate	176	BROAD RIVER RD	0	0	No Injury	11/16/2015	1057	Monday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.23715	34.14405	2
32	13556815	Richland	US	176	8.347	Interstate	176	BROAD RIVER RD	0	0	No Injury	6/27/2013	1411	Thursday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371389	34.14405	2
33	13628648	Richland	US	176	8.349	Interstate	176	BROAD RIVER RD	0	0	No Injury	12/31/2013	615	Tuesday	Dry	Daylight	No Collision with Motor Vehicle	Highway Traffic Sign Post	Fatigued/Asleep	-81.2371306	34.144031	1
34	13591107	Richland	US	176	8.349	Secondary	176	BROAD RIVER RD	0	0	No Injury	9/29/2013	1310	Sunday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371389	34.144019	2
35	13539401	Richland	US	176	8.35	Interstate	176	BROAD RIVER RD	0	0	No Injury	5/19/2013	1430	Sunday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2367306	34.144161	2
36	14607761	Richland	US	176	8.35	Interstate	176	BROAD RIVER RD	0	0	No Injury	10/22/2014	1040	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2371194	34.144011	2
37	14621705	Richland	US	176	8.35	Interstate	176	BROAD RIVER RD	0	0	No Injury	11/30/2014	940	Sunday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371306	34.144019	2
38	15649009	Richland	US	176	8.351	Interstate	176	BROAD RIVER RD	0	0	No Injury	12/21/2015	915	Monday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371111	34.144	2
39	15633141	Richland	US	176	8.352	Interstate	176	BROAD RIVER RD	0	2	Possible Injury	11/20/2015	1537	Friday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371	34.143989	2
40	13515393	Richland	US	176	8.352	Interstate	176	BROAD RIVER RD	0	0	No Injury	3/9/2013	1845	Saturday	Dry	Dusk	Sideswipe Same Direction	Motor Vehicle In Transport	#N/A	-81.2371111	34.143989	2
41	15637221	Richland	US	176	8.352	Interstate	176	BROAD RIVER RD	0	2	Possible Injury	12/1/2015	822	Tuesday	Dry	Daylight	Head On	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371111	34.143981	2
42	14553221	Richland	US	176	8.353	Interstate	176	BROAD RIVER RD	0	2	Possible Injury	6/3/2014	630	Tuesday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2371	34.143969	2
43	15595151	Richland	US	176	8.354	Secondary	176	BROAD RIVER RD	0	0	No Injury	9/4/2015	815	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2370806	34.143961	2
44	13532514	Richland	US	176	8.356	Interstate	176	BROAD RIVER RD	0	0	No Injury	5/2/2013	1550	Thursday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370694	34.143939	2
45	13623845	Richland	US	176	8.357	Interstate	176	BROAD RIVER RD	0	0	No Injury	12/18/2013	1445	Wednesday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370611	34.143931	2
46	14516721	Richland	US	176	8.358	Interstate	176	BROAD RIVER RD	0	1	Non-incapacitating Injury	3/1/2014	1040	Saturday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370694	34.143911	2
47	14614641	Richland	US	176	8.359	Interstate	176	BROAD RIVER RD	0	0	No Injury	11/4/2014	1343	Tuesday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370694	34.1439	2
48	14577427	Richland	US	176	8.363	Interstate	176	BROAD RIVER RD	0	0	No Injury	8/4/2014	930	Monday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370111	34.14385	2
49	13502436	Richland	US	176	8.365	Interstate	176	BROAD RIVER RD	0	0	No Injury	1/11/2013	1900	Friday	Dry	Dark (no lights)	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2370111	34.143819	2
50	14575499	Richland	US	176	8.37	Interstate	176	BROAD RIVER RD	0	1	Possible Injury	8/3/2014	1525	Sunday	Dry	Daylight	No Collision with Motor Vehicle	Ditch	Medical Related	-81.2369611	34.143761	1
51	15504130	Richland	US	176	8.372	Interstate	176	BROAD RIVER RD	0	2	Non-incapacitating Injury	1/13/2015	1853	Tuesday	Wet	Dark (lighting Unspecified)	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2369389	34.143731	2
52	13026199	Richland	US	176	8.42	Interstate	176	BROAD RIVER RD	0	2	Non-incapacitating Injury	5/30/2013	1622	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Failed to Yield Right of Way	0	0	2
53	13595254	Richland	US	176	8.442	Secondary	176	BROAD RIVER RD	0	0	No Injury	10/2/2013	1700	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2361306	34.142739	3
54	13508179	Richland	US	176	8.464	Secondary	176	BROAD RIVER RD	0	0	No Injury	2/4/2013	1233	Monday	Dry	Daylight	Rear End					

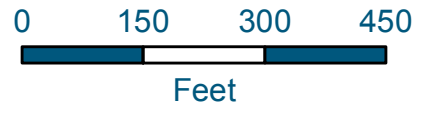


Manner of Collision

- Rear End Rauch Metz Rd
- ▲ No Collision With Motor Vehicle Rauch Metz Rd
- * Angle Collision Rauch Metz Rd

Figure C-7
Rauch Metz Road
Exit 97

03/2017



Type of Injury

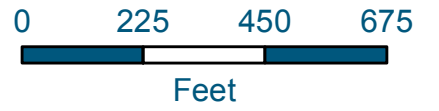
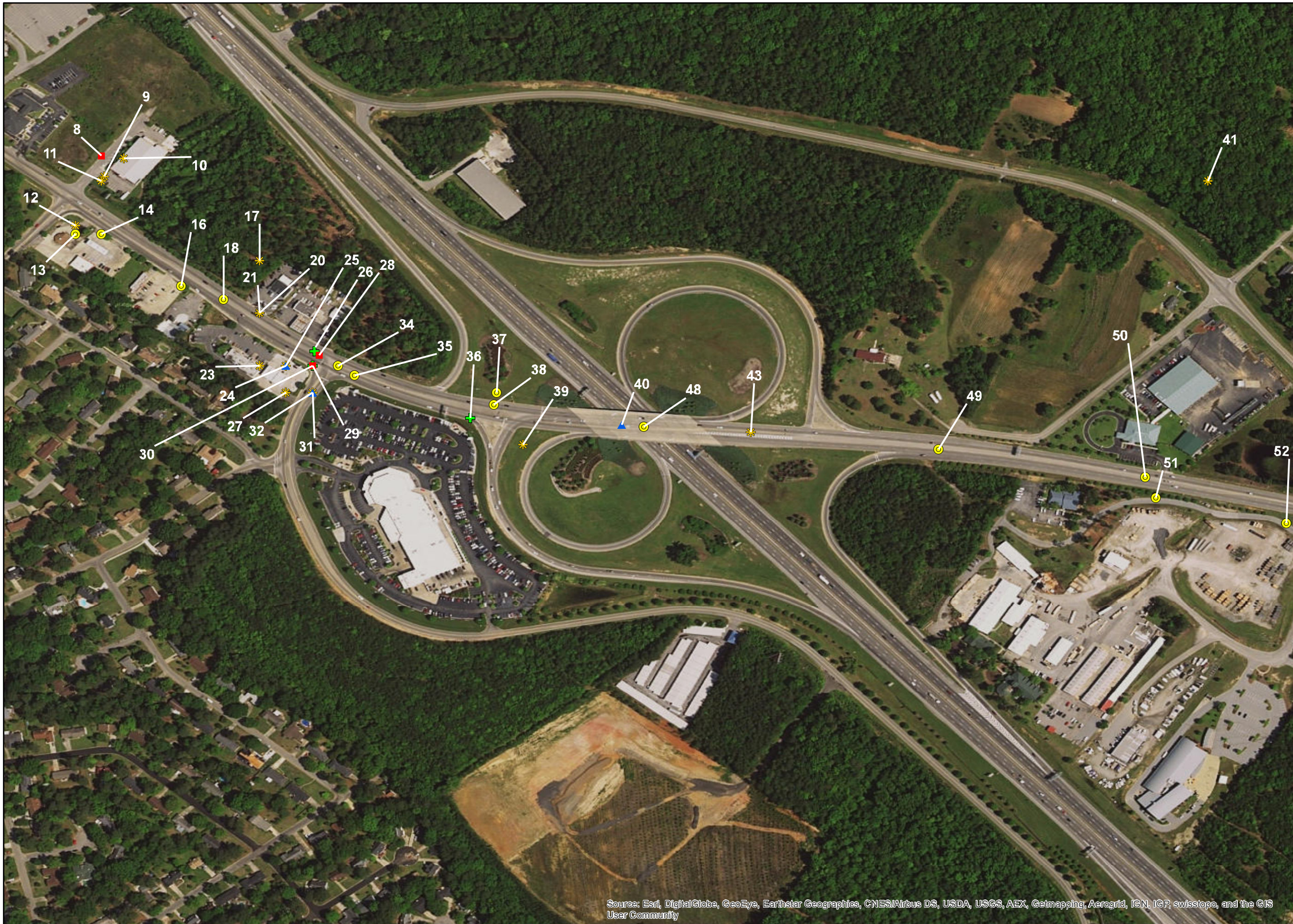
- No Injury Rauch Metz Rd

Figure C-8
Rauch Metz Road
Exit 97

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	15560650	Richland	Secondary	385	1.035	Secondary	385	RAUCH METZ RD	0	0	No Injury	5/21/2015	1715	Thursday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2399111	34.143769	2
2	13568361	Richland	Secondary	385	1.109	Interstate	385	RAUCH METZ RD	0	0	No Injury	7/31/2013	920	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.2393806	34.144081	2
3	15505164	Richland	Secondary	385	1.161	Interstate	385	RAUCH METZ RD	0	0	No Injury	1/16/2015	1020	Friday	Dry	Daylight	Rear End	Motor Vehicle Stopped	#N/A	-81.23905	34.1443	2
4	14606231	Richland	Secondary	385	1.164	US	385	RAMP 7737	0	0	No Injury	10/15/2014	1915	Wednesday	Dry	Dusk	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.2390306	34.144311	2
5	15523635	Richland	Secondary	385	1.164	Interstate	385	RAUCH METZ RD	0	0	No Injury	3/9/2015	735	Monday	Dry	Dawn	No Collision with Motor Vehicle	Highway Traffic Sign Post	Improper Turn	-81.2390306	34.144311	1

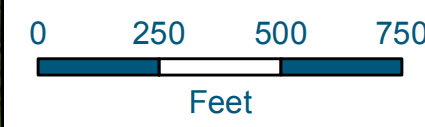


Manner of Collision

- Rear End
- ▲ No Collision With Motor Vehicle
- ✚ Head On
- * Angle Collision
- Sideswipe Collision

**Figure C-9
Broad River Road
(US 76, US 176)
Exit 101**

03/2017



Type of Injury

- Non-incapacitating Injury
- No Injury
- Possible Injury
- Incapacitating Injury

**Figure C-10
Broad River Road
(US 76, US 176)
Exit 101**

03/2017

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Collision Diagram ID #	Crash Number	County	Route Type	Route #	Milepost	Base Intersecting Route	Intersecting Route #	Base Street Name	Fatalities	Injuries	Maximum Injury	Date	Time	Weekday	Road Surface	Light Conditions	Manner of Collision	First Harmful Event	Probable Cause	Longitude	Latitude	Number of Units Involved
1	15605287	Richland	US	176	13.281	Interstate	176	BROAD RIVER RD	0	0	No Injury	9/28/2015	1530	Monday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Improper Turn	-81.1748389	34.099081	2
2	13555376	Richland	US	176	13.462	Secondary	176	BROAD RIVER RD	0	0	No Injury	6/20/2013	1010	Thursday	Dry	Daylight	Rear End	Motor Vehicle In Transport	Improper Turn	-81.1717306	34.098839	2
3	13609913	Richland	US	176	13.575	Interstate	176	BROAD RIVER RD	0	0	No Injury	11/2/2013	20	Saturday	Wet	Dark (no lights)	No Collision with Motor Vehicle	Curb	Driving too Fast for Conditions	-81.16955	34.09855	1
4	15626075	Richland	US	176	13.585	SC	176	BROAD RIVER ROAD	0	0	No Injury	11/9/2015	745	Monday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Inattention	-81.1694389	34.098331	2
5	15635190	Richland	US	176	13.668	Secondary	176	BROAD RIVER ROAD	0	1	Non-incapacitating Injury	12/1/2015	720	Tuesday	Wet	Daylight	Head On	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1680611	34.098061	2
6	13049575	Richland	US	76	8.63	Secondary	76		0	0	No Injury	10/10/2013	1430	Thursday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Improper Lane Usage/Change	0	0	2
8	14569842	Richland	US	76	8.712	Secondary	76	BROAD RIVER ROAD	0	1	Non-incapacitating Injury	6/27/2014	1900	Friday	Dry	Daylight	Sideswipe Opposite Direction	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1805611	34.101939	2
9	14590325	Richland	US	76	8.725	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	8/29/2014	1715	Friday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1805306	34.101719	2
10	15562476	Richland	US	76	8.726	Secondary	76	BROAD RIVER RD	0	1	Non-incapacitating Injury	6/27/2015	1200	Saturday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1803194	34.101911	2
11	14581101	Richland	US	76	8.726	Secondary	76	BROAD RIVER RD.	0	0	No Injury	8/25/2014	1840	Monday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1805611	34.101669	2
12	14592210	Richland	US	76	8.735	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	9/19/2014	1320	Friday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1808306	34.1012	2
13	14594543	Richland	US	76	8.739	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	9/24/2014	1650	Wednesday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Driving too Fast for Conditions	-81.1808306	34.101111	2
14	15541811	Richland	US	76	8.751	Secondary	76	BROAD RIVER RD	0	0	No Injury	3/13/2015	1723	Friday	Wet	Daylight	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.1805611	34.101111	3
16	15518683	Richland	US	76	8.812	Secondary	76	BROAD RIVER RD	0	0	No Injury	2/10/2015	700	Tuesday	Wet	Dawn	Rear End	Motor Vehicle In Transport	Followed too Closely	-81.1797194	34.100561	2
17	15530237	Richland	US	76	8.838	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	2/11/2015	845	Wednesday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1788889	34.100831	2
18	14570286	Richland	US	76	8.838	Secondary	76	BROAD RIVER RD	0	0	No Injury	7/23/2014	1640	Wednesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1792694	34.100419	2
19	13059892	Richland	US	76	8.86	Secondary	76	BROAD RIVER RD	0	0	No Injury	11/26/2013	1130	Tuesday	Wet	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	0	0	2
20	14576088	Richland	US	76	8.861	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	8/7/2014	1220	Thursday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1788889	34.100281	2
21	14576087	Richland	US	76	8.861	Secondary	76	BROAD RIVER RD	0	0	No Injury	8/2/2014	1600	Saturday	Wet	Daylight	Angle 1	Animal (All Other)	Failed to Yield Right of Way	-81.1788889	34.100281	2
22	14616623	Richland	US	76	8.88	Secondary	76	BROAD RIVER ROAD	0	1	Non-incapacitating Injury	11/19/2014	1900	Wednesday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1808306	35.099439	2
23	15546024	Richland	US	76	8.883	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	5/6/2015	720	Wednesday	Dry	Daylight	Angle 1	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1788889	34.099719	2
24	14601053	Richland	US	76	8.896	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	10/14/2014	1755	Tuesday	Wet	Daylight	No Collision with Motor Vehicle	Other (Post, Pole, Support, Etc.)	Driving too Fast for Conditions	-81.1786111	34.099719	1
25	13059883	Richland	US	76	8.896	Secondary	76	BOARD RIVER RD	0	0	No Injury	11/20/2013	1314	Wednesday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1786111	34.099719	2
26	14630349	Richland	US	76	8.904	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	12/14/2014	755	Sunday	Dry	Daylight	Head On	Motor Vehicle In Transport	Followed too Closely	-81.1783111	34.099869	3
27	14585912	Richland	US	76	8.907	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	8/25/2014	1220	Monday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1786111	34.099439	2
28	14633064	Richland	US	76	8.908	Secondary	76	BROAD RIVER RD.	0	0	No Injury	12/21/2014	2200	Sunday	Wet	Dark (no lights)	Sideswipe Same Direction	Motor Vehicle In Transport	Unknown (Driver Related)	-81.1782611	34.099831	2
29	14628362	Richland	US	76	8.909	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	12/17/2014	2035	Wednesday	Dry	Dark (street lamp lit)	Sideswipe Opposite Direction	Motor Vehicle In Transport	Wrong Side or Wrong Way	-81.1783306	34.099719	2
30	15520781	Richland	US	76	8.909	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	3/5/2015	1625	Thursday	Wet	Daylight	Head On	Motor Vehicle Stopped	Followed too Closely	-81.1783306	34.099719	2
31	15532915	Richland	US	76	8.92	Secondary	76	BROAD RIVER RD	0	3	Non-incapacitating Injury	4/11/2015	1350	Saturday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1783306	34.099439	2
32	15602725	Richland	US	76	8.92	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	9/27/2015	1145	Sunday	Wet	Daylight	No Collision with Motor Vehicle	Spill (two-wheeled veh.)	Driving too Fast for Conditions	-81.1783306	34.099439	1
34	15553809	Richland	US	76	8.922	Secondary	76	BROAD RIVER ROAD	0	0	No Injury	6/3/2015	650	Wednesday	Wet	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1780611	34.099719	2
35	13583464	Richland	US	76	8.935	Interstate	76	BROAD RIVER RD	0	0	No Injury	9/2/2013	2030	Monday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1778889	34.099619	2
36	14574752	Richland	US	76	9.016	Secondary	76	BROAD RIVER ROAD	0	1	Possible Injury	7/19/2014	40	Saturday	Dry	Dark (street lamp lit)	Head On	Cross Medina/Center	Inattention	-81.1766694	34.099169	2
37	14607949	Richland	US	76	9.027	Interstate	76	BROAD RIVER RD.	0	0	No Injury	10/21/2014	2000	Tuesday	Dry	Dark (lighting Unspecified)	Rear End	Motor Vehicle In Transport	Unknown (Driver Related)	-81.1763889	34.099439	2
38	13015192	Richland	US	76	9.028	Interstate	76	BROAD RIVER RD	0	0	No Injury	4/2/2013	1505	Tuesday	Dry	Daylight	Rear End	Motor Vehicle Stopped	Driving too Fast for Conditions	-81.1764194	34.099311	2
39	15564006	Richland	US	76	9.048	Secondary	76	BROAD RIVER ROAD	0	2	Non-incapacitating Injury	7/1/2015	702	Wednesday	Dry	Daylight	Angle 3	Motor Vehicle In Transport	Failed to Yield Right of Way	-81.1761111	34.098889	2
40	15589026	Richland	US	76	9.099	Interstate	76	BROAD RIVER ROAD	0	1	Non-incapacitating Injury	8/29/2015	2330	Saturday	Dry	Dark (street lamp lit)	No Collision with Motor Vehicle	Other Fixed Object	Rut, Hole, Bumps	-81.1750694	34.0991	1
42	13030262	Richland	US	76	9.11	Interstate	76	BROAD RIVER	0	0	No Injury	6/8/2013	1110	Saturday	Dry	Daylight	Sideswipe Same Direction	Motor Vehicle In Transport	Disregarded Signs/Signals	-81.1674389	34.098439	2
43	14508296	Richland	US	76	9.11	Interstate	76	BROAD RIVER RD	0	2	Incapacitating Injury	2/4/2014	2105	Tuesday	Wet	Dark (lighting Unspecified)	Angle 2	Motor Vehicle In Transport	Improper Turn	-81.1737111	34.099019	2
47	13021392	Richland	US	76	9.11	Interstate	76	BROAD RIVER RD	0	1	Non-incapacitating Injury	4/9/2013	1155	Tuesday	Dry	Daylight	Angle 2	Motor Vehicle In Transport	Driving too Fast for Conditions	0	0	2

Appendix G

ATR Stations P-95, P-15, and P-112 Traffic Volume Data

South Carolina ATR Traffic volumes -- April 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	234	134	109	162	224	452	1180	1715	1667	1838	1926	1956	1795	1696	1695	1715	1716	1912	1436	1012	765	522	443	311	26615
2	235	168	159	185	246	484	1137	1805	1628	1573	2046	1841	1897	1990	1989	2156	2324	2270	1834	1540	1132	875	647	374	30535
3	294	201	183	210	243	422	963	1430	1546	1961	2287	2472	2469	2412	2488	2445	2567	2284	2110	1668	1270	847	654	462	33888
4	312	186	123	153	154	261	471	678	1036	1556	2042	2271	2263	2167	1969	1771	1685	1542	1343	1066	947	717	538	348	25599
5	307	146	113	104	73	122	243	311	584	963	1409	1593	1887	1796	1941	2224	2537	1815	2292	2202	1573	1294	788	450	26767
6	258	153	104	157	238	524	1340	2018	1778	1874	2173	2202	2140	1939	1950	1776	1779	1856	1351	1037	706	509	361	247	28470
7	239	146	129	134	218	462	1232	1928	1742	1625	1662	1537	1532	1644	1544	1594	1612	1897	1366	985	734	440	434	263	25099
8	205	147	129	154	199	487	1220	1963	1773	1819	1728	1591	1567	1663	1437	1845	1784	1908	1450	986	734	548	409	274	26020
9	256	191	149	176	228	458	1244	1945	1741	1759	1768	1708	1732	1692	1711	1883	1922	2121	1563	1252	836	656	467	346	27804
10	250	168	169	191	236	447	1162	1922	1722	1854	1932	2032	2032	2070	2246	2251	2374	2306	1896	1616	1086	833	602	384	31781
11	286	208	136	143	157	297	601	934	1514	1749	1984	1961	1870	1818	1528	1659	1606	1582	1438	1359	1000	874	637	397	25738
12	274	159	110	89	86	108	302	439	726	1156	1550	1838	2026	1979	2038	2070	2029	1966	1763	1343	1122	787	552	333	24845
13	183	141	108	120	187	533	1343	1984	1642	1582	1491	1492	1468	1448	1485	1608	1488	1711	1190	748	521	411	282	237	23403
14	161	138	139	150	190	409	1228	1911	1738	1650	1453	1414	1415	1347	1380	1532	1678	1847	1289	865	632	516	378	253	23713
15	179	122	110	143	222	450	1235	1931	1746	1723	1563	1560	1361	1372	1522	1603	1586	1644	1238	742	593	424	338	241	23648
16	207	113	146	166	212	414	1238	1978	1690	1677	1675	1611	1601	1509	1614	1728	1853	1970	1472	1062	734	583	463	308	26024
17	241	156	113	182	243	447	1169	1811	1757	1893	1828	1932	1951	1960	2104	2194	2282	2336	1938	1510	987	725	583	362	30704
18	266	162	150	135	128	251	487	815	1217	1568	1789	1831	1759	1649	1616	1462	1456	1338	1169	1028	782	664	526	347	22595
19	220	131	96	92	68	140	233	355	561	918	1300	1573	2072	1997	1942	1899	1775	1779	1479	1137	923	626	431	283	22030
20	166	125	122	144	243	525	1356	2085	1657	1567	1619	1648	1602	1480	1470	1463	1551	1579	1128	695	545	439	319	219	23747
21	193	129	125	131	226	436	1338	1943	1698	1668	1490	1481	1377	1238	1323	1443	1470	1713	1197	892	718	522	396	273	23420
22	200	138	114	143	227	465	1252	1932	1702	1718	1509	1477	1455	1439	1487	1530	1673	1774	1324	871	683	541	373	257	24284
23	189	148	132	147	213	480	1266	1961	1740	1863	1679	1575	1558	1554	1566	1804	1838	1880	1523	1124	770	657	496	315	26478
24	253	134	135	161	235	477	1171	1813	1728	1806	1823	1929	2027	1859	2188	2275	2286	2415	2003	1493	1097	772	593	428	31101
25	290	186	148	113	150	212	444	706	1096	1290	1562	1659	1712	1643	1540	1522	1458	1299	1080	862	719	641	552	357	21241
26	202	151	97	82	78	110	268	388	693	1126	1556	1890	2113	2018	1921	2085	1929	1836	1741	1434	1096	806	517	275	24412
27	212	149	108	139	211	517	1382	2099	1743	1558	1599	1590	1535	1486	1506	1402	1529	1711	1214	791	580	433	349	239	24082
28	187	115	112	154	192	399	1284	1930	1574	1560	1526	1481	1355	1387	1413	1445	1644	1755	1273	850	688	439	368	255	23386
29	166	120	105	154	219	448	1220	1926	1648	1591	1523	1522	1487	1470	1393	1573	1576	1659	1289	879	623	447	370	252	23660
30	219	120	145	150	203	461	1257	1999	1783	1764	1671	1793	1734	1698	1795	2038	2087	2241	1668	1122	924	649	466	335	28322

Total vehicles for month 779411
 AADT for month 25980

South Carolina ATR Traffic volumes -- April 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	214	123	133	168	267	451	709	1258	1284	1346	1485	1492	1712	1844	1938	2166	2240	2070	1795	1190	957	815	531	318	26506
2	213	157	140	175	253	421	765	1230	1341	1365	1456	1687	1919	2143	2361	2384	2514	2335	2382	1809	1243	976	662	395	30326
3	283	180	164	175	226	419	614	1060	1257	1594	1933	2027	2233	2646	2784	2657	2835	2617	2170	1798	1416	1129	788	522	33527
4	347	258	183	153	163	277	348	733	1094	1498	2027	2120	2290	2233	2349	2289	2037	1969	1637	1360	1209	963	716	433	28686
5	278	188	149	106	106	167	246	413	639	1081	1502	1832	2135	2205	957	972	1676	2053	2287	2337	1463	1129	672	375	24968
6	225	116	104	151	260	500	937	1349	1380	1515	1583	1703	1750	1771	1972	2075	2025	2017	1796	1133	907	695	472	296	26732
7	181	173	121	153	240	446	768	1314	1390	1271	1325	1366	1341	1512	1715	1946	2020	1961	1669	1000	866	650	464	294	24186
8	216	131	120	180	231	434	788	1335	1379	1370	1343	1423	1457	1522	2038	2075	2061	2125	1715	1169	976	782	618	369	25857
9	224	160	120	157	273	445	849	1308	1479	1332	1498	1504	1642	1914	2096	2320	2265	2211	1934	1343	1048	986	601	343	28052
10	216	148	148	183	241	467	709	1224	1246	1556	1676	2031	2116	2358	2600	2804	2766	2579	2540	1875	1494	1184	896	659	33716
11	420	249	181	178	179	405	720	995	1352	1777	2144	2073	2139	2268	2428	2448	2198	1943	1602	1430	1330	1153	809	499	30920
12	349	195	142	115	115	187	348	545	716	1137	1515	1823	1917	1943	2512	2730	2651	2398	1964	1864	1336	1080	779	322	28683
13	216	121	103	161	252	510	883	1349	1339	1253	1308	1364	1484	1552	1580	1688	1778	1894	1471	968	745	532	379	256	23186
14	187	129	108	167	224	424	820	1296	1369	1235	1169	1166	1408	1465	1523	1748	2051	1827	1508	943	825	591	415	320	22918
15	224	129	119	146	241	441	757	1230	1282	1232	1241	1348	1419	1552	1683	1816	1819	1785	1453	1068	804	554	357	260	22960
16	227	125	127	145	245	452	814	1299	1394	1319	1316	1436	1634	1828	1876	2082	2065	1947	1819	1258	917	681	466	304	25776

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17	168	138	146	171	239	442	764	1277	1270	1389	1617	1799	2032	2225	2435	2603	2621	2490	2053	1514	1114	879	608	372	30366
18	261	166	138	104	158	262	470	892	994	1232	1377	1557	1740	1659	1690	1703	1568	1433	1268	1012	880	794	586	392	22336
19	259	183	126	90	106	160	220	378	597	892	1343	1562	1815	1984	2297	2309	2204	1943	1564	1206	894	675	391	267	23465
20	156	110	113	129	220	464	866	1377	1354	1233	1243	1297	1453	1548	1516	1642	1910	1821	1493	938	652	480	340	258	22613
21	167	119	118	161	213	421	776	1344	1333	1210	1219	1204	1306	1441	1522	1813	1920	1903	1566	941	794	637	405	249	22782
22	191	110	115	168	250	436	791	1280	1352	1290	1252	1354	1423	1576	1593	1838	2005	1768	1544	1044	814	647	434	269	23544
23	225	150	114	170	284	446	794	1362	1440	1275	1368	1513	1551	1674	2056	2118	2151	2235	1690	1113	940	734	527	296	26226
24	201	151	136	164	268	477	806	1357	1368	1467	1602	1751	1980	2214	2350	2667	2604	2475	1977	1425	1176	993	743	425	30777
25	248	174	129	125	148	241	387	681	906	1114	1257	1438	1824	1811	1648	1492	1549	1347	1063	944	895	758	576	387	21142
26	251	149	132	99	94	170	217	439	659	1084	1392	1692	1948	2099	2128	2157	2206	2154	1768	1395	1031	783	523	313	24883
27	183	111	87	154	236	472	889	1388	1375	1345	1327	1460	1445	1531	1581	1845	1905	1872	1414	974	783	566	368	270	23581
28	194	130	111	154	223	451	864	1357	1389	1237	1203	1267	1338	1540	1561	1817	1916	1875	1379	955	795	659	414	240	23069
29	169	129	121	158	256	428	792	1252	1300	1194	1087	1194	1251	1376	1394	962	1400	1955	1200	887	747	587	380	229	20448
30	179	112	139	151	231	438	820	1183	1227	1152	1097	1265	1333	1511	1592	1790	2087	2164	1782	1163	1005	787	524	602	24334

Total vehicles for month 776565
 AADT for month 25886

South Carolina ATR Traffic volumes -- April 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	448	257	242	330	491	903	1889	2973	2951	3184	3411	3448	3507	3540	3633	3881	3956	3982	3231	2202	1722	1337	974	629	53121
2	448	325	299	360	499	905	1902	3035	2969	2938	3502	3528	3816	4133	4350	4540	4838	4605	4216	3349	2375	1851	1309	769	60861
3	577	381	347	385	469	841	1577	2490	2803	3555	4220	4499	4702	5058	5272	5102	5402	4901	4280	3466	2686	1976	1442	984	67415
4	659	444	306	306	317	538	819	1411	2130	3054	4069	4391	4553	4400	4318	4060	3722	3511	2980	2426	2156	1680	1254	781	54285
5	585	334	262	210	179	289	489	724	1223	2044	2911	3425	4022	4001	2898	3196	4213	3868	4579	4539	3036	2423	1460	825	51735
6	483	269	208	308	498	1024	2277	3367	3158	3389	3756	3905	3890	3710	3922	3851	3804	3873	3147	2170	1613	1204	833	543	55202
7	420	319	250	287	458	908	2000	3242	3132	2896	2987	2903	2873	3156	3259	3540	3632	3858	3035	1985	1600	1090	898	557	49285
8	421	278	249	334	430	921	2008	3298	3152	3189	3071	3014	3024	3185	3475	3920	3845	4033	3165	2155	1710	1330	1027	643	51877
9	480	351	269	333	501	903	2093	3253	3220	3091	3266	3212	3374	3606	3807	4203	4187	4332	3497	2595	1884	1642	1068	689	55856
10	466	316	317	374	477	914	1871	3146	2968	3410	3608	4063	4148	4428	4846	5055	5140	4885	4436	3491	2580	2017	1498	1043	65497
11	706	457	317	321	336	702	1321	1929	2866	3526	4128	4034	4009	4086	3956	4107	3804	3525	3040	2789	2330	2027	1446	896	56658
12	623	354	252	204	201	295	650	984	1442	2293	3065	3661	3943	3922	4550	4800	4680	4364	3727	3207	2458	1867	1331	655	53528
13	399	262	211	281	439	1043	2226	3333	2981	2835	2799	2856	2952	3000	3065	3296	3266	3605	2661	1716	1266	943	661	493	46589
14	348	267	247	317	414	833	2048	3207	3107	2885	2622	2580	2823	2812	2903	3280	3729	3674	2797	1808	1457	1107	793	573	46631
15	403	251	229	289	463	891	1992	3161	3028	2955	2804	2908	2780	2924	3205	3419	3405	3429	2691	1810	1397	978	695	501	46608
16	434	238	273	311	457	866	2052	3277	3084	2996	2991	3047	3235	3337	3490	3810	3918	3917	3291	2320	1651	1264	929	612	51800
17	409	294	259	353	482	889	1933	3088	3027	3282	3445	3731	3983	4185	4539	4797	4903	4826	3991	3024	2101	1604	1191	734	61070
18	527	328	288	239	286	513	957	1707	2211	2800	3166	3388	3499	3308	3306	3165	3024	2771	2437	2040	1662	1458	1112	739	44931
19	479	314	222	182	174	300	453	733	1158	1810	2643	3135	3887	3981	4239	4208	3979	3722	3043	2343	1817	1301	822	550	45495
20	322	235	235	273	463	989	2222	3462	3011	2800	2862	2945	3055	3028	2986	3105	3461	3400	2621	1633	1197	919	659	477	46360
21	360	248	243	292	439	857	2114	3287	3031	2878	2709	2685	2683	2679	2845	3256	3390	3616	2763	1833	1512	1159	801	522	46202
22	391	248	229	311	477	901	2043	3212	3054	3008	2761	2831	2878	3015	3080	3368	3678	3542	2868	1915	1497	1188	807	526	47828
23	414	298	246	317	497	926	2060	3323	3180	3138	3047	3088	3109	3228	3622	3922	3989	4115	3213	2237	1710	1391	1023	611	52704
24	454	285	271	325	503	954	1977	3170	3096	3273	3425	3680	4007	4073	4538	4942	4890	4890	3980	2918	2273	1765	1336	853	61878
25	538	360	277	238	298	453	831	1387	2002	2404	2819	3097	3536	3454	3188	3014	3007	2646	2143	1806	1614	1399	1128	744	42383
26	453	300	229	181	172	280	485	827	1352	2210	2948	3582	4061	4117	4049	4242	4135	3990	3509	2829	2127	1589	1040	588	49295
27	395	260	195	293	447	989	2271	3487	3118	2903	2926	3050	2980	3017	3087	3247	3434	3583	2628	1765	1363	999	717	509	47663
28	381	245	223	308	415	850	2148	3287	2963	2797	2729	2748	2693	2927	2974	3262	3560	3630	2652	1805	1483	1098	782	495	46455
29	335	249	226	312	475	876	2012	3178	2948	2785	2610	2716	2738	2846	2787	2535	2976	3614	2489	1766	1370	1034	750	481	44108
30	398	232	284	301	434	899	2077	3182	3010	2916	2768	3058	3067	3209	3387	3828	4174	4405	3450	2285	1929	1436	990	937	52656

Total vehicles for month 1555976
 AADT for month 51866

South Carolina ATR Traffic volumes -- April 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	322	177	163	199	228	466	1137	1597	1553	1673	2080	2353	2430	2484	2758	2633	2544	2396	2055	1650	1272	860	613	486	34129
2	360	194	189	176	212	319	540	809	1307	1807	2288	2401	2396	2372	2053	1978	1647	1975	1663	1354	1020	833	733	442	29068
3	306	186	109	92	102	167	298	418	749	1234	1786	2182	2483	2401	2431	2522	2353	2300	1960	1578	1181	809	548	358	28553
4	226	124	116	170	255	585	1491	2140	1861	1817	1825	1763	1846	1570	1595	1676	1689	1756	1403	883	674	482	414	285	26646
5	228	141	127	160	219	513	1369	2025	1802	1767	1650	1672	1608	1513	1605	1684	1817	1914	1320	938	736	465	419	290	25982
6	252	144	110	186	217	522	1351	2064	1793	1865	1797	1761	1688	1572	1628	1638	1882	1964	1442	942	777	560	391	328	26874
7	253	145	138	169	249	487	1301	2030	1813	1804	1854	1765	1797	1748	1688	1961	1978	2046	1550	1060	843	608	477	332	28096
8	346	224	157	197	263	475	1218	1892	1833	1754	2010	2057	2147	2106	2241	2439	2421	2272	2194	1660	1197	845	607	455	33010
9	310	163	134	133	151	278	527	945	1472	2056	2369	2145	1909	1761	1650	1598	1482	1444	1451	1245	1053	871	692	379	26218
10	232	160	94	82	89	127	265	396	701	1022	1563	1797	2161	2108	2096	2114	2046	1984	1871	1339	1072	781	484	300	24884
11	199	117	126	134	255	552	1407	2057	1822	1744	1622	1675	1625	1693	1421	1570	1510	1637	1227	917	650	446	371	261	25038
12	179	112	108	163	225	496	1301	1988	1631	1636	1532	1456	1406	1347	1348	1552	1621	1620	1214	856	675	466	378	225	23535
13	224	153	107	179	248	511	1369	2096	1801	1701	1555	1575	1527	1530	1516	1621	1709	1885	1377	1034	740	504	382	248	25592
14	217	124	147	163	225	533	1407	1994	1777	1756	1651	1673	1731	1573	1637	1897	1882	2162	1534	1209	840	631	592	309	27664
15	254	174	143	200	228	515	1265	1865	1804	1936	1979	2091	2016	2066	2394	2459	2444	2518	2170	1642	1187	806	604	418	33178
16	359	198	143	150	154	232	544	863	1355	1705	1836	1822	1845	1860	1616	1569	1682	1665	1411	1145	967	775	590	440	24926
17	292	253	132	112	104	135	302	584	926	1082	1516	1994	2280	2267	2073	2286	2139	2234	1857	1582	1252	954	529	283	27168
18	189	135	135	155	245	530	1479	2110	1823	1753	1638	1738	1719	1618	1509	1584	1654	1711	1306	928	661	465	433	251	25769
19	216	126	124	138	233	459	1356	1972	1831	1756	1564	1524	1435	1430	1462	1650	1714	1907	1253	920	702	492	387	284	24935
20	216	109	123	176	245	511	1323	2159	1811	1809	1564	1634	1539	1521	1519	1792	1775	1855	1300	997	803	588	395	249	26013
21	279	150	149	171	222	554	1345	2058	1906	1910	1744	1759	1712	1746	1838	1862	2077	2200	1600	1200	880	619	465	351	28797
22	238	170	146	193	273	463	1189	1798	1775	1800	1881	2029	2017	2081	2204	2373	2362	2298	1942	1434	1054	836	597	415	31568
23	341	172	143	136	133	247	552	815	1368	1636	1855	1864	1918	1858	1676	1526	1545	1530	1372	1053	911	755	588	403	24397
24	250	153	105	79	91	133	277	414	750	1189	1610	1882	2023	2122	2320	2231	2228	2094	1832	1402	1102	846	550	308	25991
25	207	113	110	159	272	559	1495	2105	1797	1773	1708	1735	1377	728	1990	1558	1663	1737	1254	840	597	482	378	256	24893
26	222	111	110	162	216	504	1337	2009	1779	1753	1557	1473	1468	1409	1494	1601	1634	1841	1247	889	656	528	381	243	24624
27	244	116	128	156	243	505	1362	2022	1882	1797	1649	1628	1561	1559	1595	1714	1812	1853	1378	945	740	558	426	293	26166
28	216	130	154	173	216	491	1375	2046	1887	1913	1767	1811	1678	1791	1917	1989	2015	2077	1538	1156	871	626	530	315	28682
29	284	167	179	198	271	521	1266	1823	1773	2014	2017	2208	2165	2233	2245	2621	2627	2668	2206	1654	1189	885	709	489	34412
30	372	164	164	146	181	260	601	897	1542	1959	1990	2153	2004	2035	1971	1943	1972	1626	1453	1214	850	769	561	388	27215

Total vehicles for month 824023
 AADT for month 27467

South Carolina ATR Traffic volumes -- April 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	257	172	153	191	277	451	714	1078	1408	1444	1811	2135	2322	2592	2813	2653	2355	2022	2131	1982	1269	978	737	545	32490
2	414	285	247	185	190	357	554	860	1250	1495	1915	2016	2145	2114	2316	1995	1966	1908	1704	1322	1156	1098	785	554	28831
3	479	281	186	138	156	191	285	528	858	1178	1631	1826	2007	2452	2782	2731	2678	2593	2318	1977	1489	1045	728	409	30946
4	254	140	143	142	271	559	923	1363	1420	1335	1400	1527	1609	1747	1733	2037	2150	1919	1630	1080	847	645	443	324	25641
5	181	143	135	165	251	506	879	1333	1385	1343	1315	1445	1500	1537	1764	2022	2064	2066	1754	1104	927	707	532	295	25353
6	206	138	145	159	277	481	888	1333	1414	1405	1419	1543	1613	1784	1895	2142	2272	1991	1834	1001	1049	694	494	282	26459
7	211	136	136	165	278	466	873	1362	1397	1352	1473	1655	1772	2042	2162	2392	2411	2274	1863	1304	1149	861	536	340	28610
8	212	156	163	195	253	468	899	1290	1476	1581	1803	2034	2190	2551	2773	2625	2705	2675	2548	1784	1363	1221	936	618	34519
9	376	203	157	159	190	300	516	903	1475	1840	2011	2129	1932	2131	2460	2567	2462	1995	1737	1468	1236	986	752	488	30473
10	318	177	140	114	134	161	243	520	814	1128	1718	1922	2293	2540	2655	2701	2745	2342	2051	1597	1160	976	650	324	29423
11	184	157	138	166	272	524	942	1386	1465	1369	1393	1549	1622	1658	1785	1918	1939	1944	1575	994	770	622	405	260	25037
12	173	119	118	177	252	495	845	1286	1325	1213	1282	1279	1420	1510	1605	1882	2138	2005	1506	904	766	607	391	240	23538
13	154	116	146	169	290	474	907	1414	1409	1276	1281	1321	1496	1584	1742	1873	2213	2148	1561	1000	879	735	469	283	24940
14	173	142	139	169	289	518	885	1354	1386	1340	1438	1523	1638	1791	2073	2295	2355	2255	1732	1250	1016	800	563	342	27466
15	198	160	149	185	257	465	891	1358	1352	1447	1746	1894	2186	2151	2921	2775	2644	2313	2310	1681	1344	1043	718	422	32610
16	300	153	152	139	181	272	501	910	1101	1433	1684	1755	1799	1917	1885	1755	1745	1616	1436	1171	962	893	689	419	24868

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17	297	181	130	112	115	158	246	446	772	1122	1440	1732	2116	2226	2460	2417	2428	2449	2240	1814	1206	863	533	341	27844
18	198	145	121	139	291	551	910	1479	1455	1365	1410	1407	1570	1629	1721	1875	2054	2028	1564	951	719	641	421	314	24958
19	209	136	123	178	286	494	892	1348	1505	1353	1313	1387	1434	1605	1622	1953	2048	1975	1518	977	809	654	450	269	24538
20	198	126	137	146	277	507	933	1460	1348	1402	1317	1378	1499	1607	1758	1956	2205	2148	1613	1048	880	623	463	270	25299
21	192	146	129	186	255	497	975	1388	1478	1370	1420	1628	1673	1927	2130	2345	2294	2176	1821	1227	1011	737	505	358	27868
22	468	178	163	171	279	491	876	1320	1446	1465	1767	1888	1986	2295	2449	2562	2643	2431	2166	1577	1118	862	633	436	31670
23	285	169	138	125	154	285	464	883	1105	1522	1713	1787	1746	1819	1740	1690	1690	1521	1259	1164	941	850	667	437	24154
24	274	189	169	110	121	126	234	449	726	1107	1544	1723	2120	2252	2332	2411	2282	2144	1771	1723	1181	776	586	361	26711
25	183	122	151	153	263	568	938	1438	1373	1329	1538	1510	1638	1603	1706	1970	2011	2055	1539	1046	750	563	405	260	25112
26	146	147	132	179	276	507	929	1404	1496	1300	1289	1340	1367	1516	1646	1887	2075	1984	1584	1009	783	623	442	247	24308
27	175	123	137	163	267	498	936	1372	1384	1349	1347	1431	1297	1909	1774	2025	2035	2018	1546	1074	870	650	463	329	25172
28	169	144	144	169	282	505	985	1404	1530	1394	1516	1660	1635	1888	2093	2235	2220	2169	1702	1202	1018	809	506	331	27710
29	206	175	156	156	272	492	928	1367	1433	1540	1763	1925	2005	2407	2552	2522	2585	2416	2157	1649	1422	1090	878	498	32594
30	291	195	117	153	167	276	528	827	1246	1485	1753	1906	1811	2006	2020	1879	1764	1668	1294	1219	971	926	842	511	25855

Total vehicles for month 824997
 AADT for month 27500

South Carolina ATR Traffic Volumes -- April 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	579	349	316	390	505	917	1851	2675	2961	3117	3891	4488	4752	5076	5571	5286	4899	4418	4186	3632	2541	1838	1350	1031	66619
2	774	479	436	361	402	676	1094	1669	2557	3302	4203	4417	4541	4486	4369	3973	3613	3883	3367	2676	2176	1931	1518	996	57899
3	785	467	295	230	258	358	583	946	1607	2412	3417	4008	4490	4853	5213	5253	5031	4893	4278	3555	2670	1854	1276	767	59499
4	480	264	259	312	526	1144	2414	3503	3281	3152	3225	3290	3455	3317	3328	3713	3839	3675	3033	1963	1521	1127	857	609	52287
5	409	284	262	325	470	1019	2248	3358	3187	3110	2965	3117	3108	3050	3369	3706	3881	3980	3074	2042	1663	1172	951	585	51335
6	458	282	255	345	494	1003	2239	3397	3207	3270	3216	3304	3301	3356	3523	3780	4154	3955	3276	1943	1826	1254	885	610	53333
7	464	281	274	334	527	953	2174	3392	3210	3156	3327	3420	3569	3790	3850	4353	4389	4320	3413	2364	1992	1469	1013	672	56706
8	558	380	320	392	516	943	2117	3182	3309	3335	3813	4091	4337	4657	5014	5064	5126	4947	4742	3444	2560	2066	1543	1073	67529
9	686	366	291	292	341	578	1043	1848	2947	3896	4380	4274	3841	3892	4110	4165	3944	3439	3188	2713	2289	1857	1444	867	56691
10	550	337	234	196	223	288	508	916	1515	2150	3281	3719	4454	4648	4751	4815	4791	4326	3922	2936	2232	1757	1134	624	54307
11	383	274	264	300	527	1076	2349	3443	3287	3113	3015	3224	3247	3351	3206	3488	3449	3581	2802	1911	1420	1068	776	521	50075
12	352	231	226	340	477	991	2146	3274	2956	2849	2814	2735	2826	2857	2953	3434	3759	3625	2720	1760	1441	1073	769	465	47073
13	378	269	253	348	538	985	2276	3510	3210	2977	2836	2896	3023	3114	3258	3494	3922	4033	2938	2034	1619	1239	851	531	50532
14	390	266	286	332	514	1051	2292	3348	3163	3096	3089	3196	3369	3364	3710	4192	4237	4417	3266	2459	1856	1431	1155	651	55130
15	452	334	292	385	485	980	2156	3223	3156	3383	3725	3985	4202	4217	5315	5234	5088	4831	4480	3323	2531	1849	1322	840	65788
16	659	351	295	289	335	504	1045	1773	2456	3138	3520	3577	3644	3777	3501	3324	3427	3281	2847	2316	1929	1668	1279	859	49794
17	589	434	262	224	219	293	548	1030	1698	2204	2956	3726	4396	4493	4533	4703	4567	4683	4097	3396	2458	1817	1062	624	55012
18	387	280	256	294	536	1081	2389	3589	3278	3118	3048	3145	3289	3247	3230	3459	3708	3739	2870	1879	1380	1106	854	565	50727
19	425	262	247	316	519	953	2248	3320	3336	3109	2877	2911	2869	3035	3084	3603	3762	3882	2771	1897	1511	1146	837	553	49473
20	414	235	260	322	522	1018	2256	3619	3159	3211	2881	3012	3038	3128	3277	3748	3980	4003	2913	2045	1683	1211	858	519	51312
21	471	296	278	357	477	1051	2320	3446	3384	3280	3164	3387	3385	3673	3968	4207	4371	4376	3421	2427	1891	1356	970	709	56665
22	706	348	309	364	552	954	2065	3118	3221	3265	3648	3917	4003	4376	4653	4935	5005	4729	4108	3011	2172	1698	1230	851	63238
23	626	341	281	261	287	532	1016	1698	2473	3158	3568	3651	3664	3677	3416	3216	3235	3051	2631	2217	1852	1605	1255	840	48551
24	524	342	274	189	212	259	511	863	1476	2296	3154	3605	4143	4374	4652	4642	4510	4238	3603	3125	2283	1622	1136	669	52702
25	390	235	261	312	535	1127	2433	3543	3170	3102	3246	3245	3015	2331	3696	3528	3674	3792	2793	1886	1347	1045	783	516	50005
26	368	258	242	341	492	1011	2266	3413	3275	3053	2846	2813	2835	2925	3140	3488	3709	3825	2831	1898	1439	1151	823	490	48932
27	419	239	265	319	510	1003	2298	3394	3266	3146	2996	3059	2858	3468	3369	3739	3847	3871	2924	2019	1610	1208	889	622	51338
28	385	274	298	342	498	996	2360	3450	3417	3307	3283	3471	3313	3679	4010	4224	4235	4246	3240	2358	1889	1435	1036	646	56392
29	490	342	335	354	543	1013	2194	3190	3206	3554	3780	4133	4170	4640	4797	5143	5212	5084	4363	3303	2611	1975	1587	987	67006
30	663	359	281	299	348	536	1129	1724	2788	3444	3743	4059	3815	4041	3991	3822	3736	3294	2747	2433	1821	1695	1403	899	53070

Total vehicles for month 1649020
 AADT for month 54967

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South Carolina ATR Traffic Volumes -- August 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	415	256	197	183	193	339	709	1116	1670	2188	2724	2427	3026	2438	2475	2176	1777	1640	1484	1215	969	803	615	483	31518
2	316	180	139	115	135	151	323	511	810	1335	1892	2259	2458	2408	2311	2342	2366	2239	1897	1412	1115	830	613	382	28539
3	224	185	130	172	243	584	1443	1983	1775	1685	1864	1963	2014	1849	1830	1772	1719	1888	1364	984	733	545	445	309	27703
4	254	150	139	169	230	521	1322	1891	1734	1613	1553	1655	1682	1623	1664	1699	1728	1773	1372	886	735	516	424	284	25617
5	222	153	152	174	225	539	1359	1916	1883	1707	1740	1810	1770	1804	1787	1767	1704	1879	1437	1015	733	573	469	316	27134
6	268	188	148	192	265	504	1306	1896	1775	1776	1861	1834	1969	1945	1880	1719	1962	1956	1445	1166	810	606	492	313	28276
7	290	181	143	182	254	485	1155	1686	1702	1794	2019	2253	2318	2276	2298	2234	2141	2188	1588	1796	1220	843	632	443	32121
8	300	215	160	212	203	313	671	1039	1496	2015	2524	2854	2597	2271	2067	1950	1677	1625	1354	1141	950	789	621	436	29480
9	276	172	119	108	119	152	337	517	749	1255	1783	2121	2482	2434	2330	2152	2310	2042	2061	1610	1139	773	562	336	27939
10	200	153	120	168	241	602	1422	2015	1877	1797	1912	1988	1921	1770	1729	1781	1697	1836	1363	944	745	536	414	300	27531
11	226	131	130	166	233	499	1306	1876	1771	1625	1625	1603	1723	1685	1617	1690	1694	1777	1312	975	715	572	408	298	25657
12	218	153	120	164	259	511	1315	2010	1757	1785	1758	1787	1592	1704	1702	1809	1804	1891	1398	1026	792	552	453	293	26853
13	246	172	160	185	260	473	1336	1860	1792	1519	1753	1794	1909	1764	1885	1915	2034	1989	1480	1238	979	643	529	347	28262
14	259	173	161	180	254	482	1229	1921	1801	1894	2111	2198	2239	2125	2249	2281	2307	2271	2057	1634	1301	1013	790	406	33336
15	295	192	189	129	199	309	590	926	1468	1852	2262	2504	2308	2179	1934	1903	1794	1755	1517	1303	1121	843	695	475	28742
16	273	172	118	96	120	136	283	446	751	1195	1706	2061	2433	2324	2382	2306	2257	2238	1967	1469	1161	857	561	302	27614
17	197	146	139	160	245	585	1439	2022	1665	1604	1670	1755	1753	1594	1556	1645	1697	1658	1350	899	645	485	340	235	25484
18	206	127	111	162	250	489	1336	1925	1540	1534	1492	1538	1540	1447	1494	1536	1578	1830	1226	905	655	499	333	219	23972
19	176	113	155	170	270	524	1366	1934	1606	1650	1536	1543	1484	1552	1512	1589	1846	1805	1293	827	609	479	347	265	24651
20	210	145	148	202	238	510	1357	2003	1722	1630	1591	1593	1628	1557	1513	1742	1743	1930	1463	1034	824	579	463	307	26132
21	254	136	128	177	243	488	1263	1839	1499	1625	1712	1832	1791	1858	2010	2235	2165	2221	2045	1548	1100	758	534	494	29955
22	286	222	146	150	147	276	568	757	1154	1609	1785	2016	1930	1784	1692	1611	1428	1378	1298	1026	846	698	555	385	23747
23	218	135	112	95	91	153	262	389	643	1040	1503	1886	2264	2271	2240	2287	2141	2070	1717	1436	1053	720	490	304	25520
24	180	127	114	143	228	537	1355	2089	1725	1551	1576	1535	1557	1478	1347	1511	1505	1640	1213	796	614	438	345	238	23842
25	210	128	144	148	208	500	1287	1989	1616	1565	1467	1416	1383	1294	1369	1487	1608	1653	1301	811	628	518	408	245	23383
26	212	134	134	189	212	473	1259	1943	1627	1646	1505	1397	1381	1393	1447	1599	1595	1764	1289	942	668	486	409	253	23957
27	217	161	112	180	252	487	1203	1971	1613	1640	1547	1570	1575	1498	1542	1681	1763	1914	1422	1049	784	611	457	324	25573
28	216	164	161	186	252	513	1095	1828	1600	1602	1652	1830	1900	1882	1947	2168	2208	2268	1957	1461	984	815	726	545	29960
29	372	193	155	129	157	208	457	849	1236	1749	1789	2025	2001	1770	1602	1436	1519	1388	1404	1104	860	772	568	356	24099
30	210	163	120	78	82	115	233	337	577	895	1365	1667	2057	1918	1908	2085	1989	1926	1631	1216	979	665	490	294	23000
31	199	148	121	142	229	514	1363	2092	1604	1518	1490	1516	1481	1472	1350	1368	1490	1604	1215	791	629	418	294	234	23282

Total vehicles for month 832879
AADT for month 26867

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	377	229	210	206	194	365	698	1099	1509	2163	2517	2362	2574	2751	3037	2844	2326	1755	1409	1157	1059	853	671	439	32804
2	297	232	158	140	95	165	331	489	787	1116	1627	1943	2247	2407	2652	2369	2548	2105	1795	1430	1102	828	519	360	27742
3	225	114	153	168	269	494	906	1335	1398	1324	1525	1601	1667	1804	1818	2043	2070	1899	1537	1047	794	599	415	313	25518
4	210	157	151	162	290	443	888	1312	1345	1299	1354	1441	1519	1549	1838	1975	2039	1949	1525	997	831	668	440	324	24706
5	214	149	136	156	284	494	881	1340	1417	1320	1403	1487	1572	1892	1958	2159	2205	2006	1464	1083	886	722	450	311	25989
6	222	150	147	180	290	503	859	1283	1454	1425	1598	1766	1900	2033	2166	2344	2096	2051	1741	1387	995	700	505	330	28125
7	254	160	163	184	308	484	900	1232	1539	1695	1829	2073	2151	2597	2482	2287	2465	2539	2036	1701	1187	1020	739	530	32555
8	336	220	193	176	186	317	548	1028	1426	2018	2388	2422	2233	2851	2829	2419	2276	1729	1445	1183	1102	944	659	475	31403
9	316	194	150	120	91	185	302	531	862	1225	1743	2116	2309	2184	2279	2603	2535	2455	1995	1621	1149	768	570	368	28671
10	232	158	129	162	294	539	991	1465	1327	1424	1489	1618	1469	1976	1802	2148	2080	1744	1793	1123	840	641	463	249	26156
11	217	139	129	183	283	460	840	1277	1339	1261	1335	1425	1441	1722	1790	2014	2152	2072	1567	1042	812	678	431	311	24920
12	209	133	127	173	278	470	914	1453	1502	1340	1395	1493	1626	1828	1980	2210	2230	2191	1695	1118	920	689	492	333	26799
13	237	162	158	175	267	476	929	1445	1498	1473	1436	1831	1869	2023	1962	2104	2445	2305	1918	1212	1006	777	579	384	28671
14	244	177	190	185	277	502	900	1482	1527	1512	1829	2065	2198	2383	2747	2672	2774	2490	2289	1988	1335	1095	748	473	34082
15	371	224	153	158	190	311	614	1076	1569	1893	2485	2432	2534	2511	2492	2320	2160	1682	1473	1260	1012	868	696	440	30924

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16	279	231	193	118	100	180	281	533	871	1200	1605	1856	2343	2460	2605	2543	2456	2068	1773	1544	1088	745	574	379	28025
17	200	140	118	187	307	512	939	1286	1270	1272	1362	1550	1661	1652	1813	1920	2078	1963	1472	1045	749	531	415	251	24693
18	191	157	127	158	275	462	893	1298	1263	1184	1285	1311	1372	1535	1585	1822	2016	1910	1492	981	777	559	363	240	23256
19	194	137	111	165	283	478	865	1344	1317	1200	1204	1301	1440	1540	1634	1809	1962	1916	1513	1026	830	579	376	255	23479
20	196	140	129	161	267	497	971	1335	1314	1312	1377	1438	1639	1712	1743	2143	2291	2082	1819	1106	973	701	493	339	26178
21	223	169	160	194	269	500	899	1264	1426	1428	1587	1809	2005	2147	2146	2044	2235	2743	2135	1541	1207	967	776	462	30336
22	283	213	159	148	165	284	544	887	1198	1532	1778	1933	1942	1953	1945	1640	1523	1395	1081	970	865	785	536	337	24096
23	250	168	132	107	94	115	194	381	633	941	1340	1640	1882	2026	2046	2238	2140	1921	1572	1219	977	667	521	370	23574
24	229	108	107	154	276	500	928	1370	1272	1214	1278	1325	1364	1470	1543	1636	1931	1872	1422	947	742	532	366	228	22814
25	197	123	124	162	248	449	851	1302	1358	1176	1092	1185	1277	1391	1523	1763	1921	1952	1412	946	794	552	392	237	22427
26	199	122	110	157	262	459	894	1328	1320	1280	1198	1317	1285	1433	1640	1810	2038	1963	1475	971	771	547	409	236	23224
27	189	117	126	163	249	462	839	1218	1343	1280	1347	1428	1578	1746	1754	1986	2113	2063	1731	1095	868	671	440	305	25111
28	209	138	137	142	271	501	821	1243	1312	1328	1501	1649	1954	2122	2385	2471	2579	2629	2088	1661	1073	770	695	465	30144
29	255	180	162	147	164	257	458	796	1137	1461	1648	1779	1729	1931	1591	1854	1585	1460	1182	1025	854	716	492	325	23188
30	252	165	141	98	94	130	195	386	604	890	1200	1496	1807	2038	2141	2142	2026	1760	1683	1197	860	597	443	237	22582
31	167	90	117	170	258	527	887	1291	1186	1177	1161	1379	1396	1544	1590	1639	1920	1873	1346	892	712	536	340	249	22447

Total vehicles for month 824639
AADT for month 26601

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	792	485	407	389	387	704	1407	2215	3179	4351	5241	4789	5600	5189	5512	5020	4103	3395	2893	2372	2028	1656	1286	922	64322
2	613	412	297	255	230	316	654	1000	1597	2451	3519	4202	4705	4815	4963	4711	4914	4344	3692	2842	2217	1658	1132	742	56281
3	449	299	283	340	512	1078	2349	3318	3173	3009	3389	3564	3681	3653	3648	3815	3789	3787	2901	2031	1527	1144	860	622	53221
4	464	307	290	331	520	964	2210	3203	3079	2912	2907	3096	3201	3172	3502	3674	3767	3722	2897	1883	1566	1184	864	608	50323
5	436	302	288	330	509	1033	2240	3256	3300	3027	3143	3297	3342	3696	3745	3926	3909	3885	2901	2098	1619	1295	919	627	53123
6	490	338	295	372	555	1007	2165	3179	3229	3201	3459	3600	3869	3978	4046	4063	4058	4007	3186	2553	1805	1306	997	643	56401
7	544	341	306	366	562	969	2055	2918	3241	3489	3848	4326	4469	4873	4780	4521	4606	4727	3624	3497	2407	1863	1371	973	64676
8	636	435	353	388	389	630	1219	2067	2922	4033	4912	5122	4830	5122	4896	4369	3953	3354	2799	2324	2052	1733	1280	911	60883
9	592	366	269	228	210	337	639	1048	1611	2480	3526	4237	4791	4618	4609	4755	4845	4497	4056	3231	2288	1541	1132	704	56610
10	432	311	249	330	535	1141	2413	3480	3204	3221	3401	3606	3390	3746	3531	3929	3777	3580	3156	2067	1585	1177	877	549	53687
11	443	270	259	349	516	959	2146	3153	3110	2886	2960	3028	3164	3407	3407	3704	3846	3849	2879	2017	1527	1250	839	609	50577
12	427	286	247	337	537	981	2229	3463	3259	3125	3153	3280	3218	3532	3682	4019	4034	4082	3093	2144	1712	1241	945	626	53652
13	483	334	318	360	527	949	2265	3305	3290	2992	3189	3625	3778	3787	3847	4019	4479	4294	3398	2450	1985	1420	1108	731	56933
14	503	350	351	365	531	984	2129	3403	3328	3406	3940	4263	4437	4508	4996	4953	5081	4761	4346	3622	2636	2108	1538	879	67418
15	666	416	342	287	389	620	1204	2002	3037	3745	4747	4936	4842	4690	4426	4223	3954	3437	2990	2563	2133	1711	1391	915	59666
16	552	403	311	214	220	316	564	979	1622	2395	3311	3917	4776	4784	4987	4849	4713	4306	3740	3013	2249	1602	1135	681	55639
17	397	286	257	347	552	1097	2378	3308	2935	2876	3032	3305	3414	3246	3369	3565	3775	3621	2822	1944	1394	1016	755	486	50177
18	397	284	238	320	525	951	2229	3223	2803	2718	2777	2849	2912	2982	3079	3358	3594	3740	2718	1886	1432	1058	696	459	47228
19	370	250	266	335	553	1002	2231	3278	2923	2850	2740	2844	2924	3092	3146	3398	3808	3721	2806	1853	1439	1058	723	520	48130
20	406	285	277	363	505	1007	2328	3338	3036	2942	2968	3031	3267	3269	3256	3885	4034	4012	3282	2140	1797	1280	956	646	52310
21	477	305	288	371	512	988	2162	3103	2925	3053	3299	3641	3796	4005	4156	4279	4400	4964	4180	3089	2307	1725	1310	956	60291
22	569	435	305	298	312	560	1112	1644	2352	3141	3563	3949	3872	3737	3637	3251	2951	2773	2379	1996	1711	1483	1091	722	47843
23	468	303	244	202	185	268	456	770	1276	1981	2843	3526	4146	4297	4286	4525	4281	3991	3289	2655	2030	1387	1011	674	49094
24	409	235	221	297	504	1037	2283	3459	2997	2765	2854	2860	2921	2948	2890	3147	3436	3512	2635	1743	1356	970	711	466	46656
25	407	251	268	310	456	949	2138	3291	2974	2741	2559	2601	2660	2685	2892	3250	3529	3605	2713	1757	1422	1070	800	482	45810
26	411	256	244	346	474	932	2153	3271	2947	2926	2703	2714	2666	2826	3087	3409	3633	3727	2764	1913	1439	1033	818	489	47181
27	406	278	238	343	501	949	2042	3189	2956	2920	2894	2998	3153	3244	3296	3667	3876	3977	3153	2144	1652	1282	897	629	50684
28	425	302	298	328	523	1014	1916	3071	2912	2930	3153	3479	3854	4004	4332	4639	4787	4897	4045	3122	2057	1585	1421	1010	60104
29	627	373	317	276	321	465	915	1645	2373	3210	3437	3804	3730	3701	3193	3290	3104	2848	2586	2129	1714	1488	1060	681	47287
30	462	328	261	176	176	245	428	723	1181	1785	2565	3163	3864	3956	4049	4227	4015	3686	3314	2413	1839	1262	933	531	45582
31	366	238	238	312	487	1041	2250	3383	2790	2695	2651	2895	2877	3016	2940	3007	3410	3477	2561	1683	1341	954	634	483	45729

Total vehicles for month 1657518
AADT for month 53468

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	223	171	155	192	314	642	1503	1960	1810	1572	1652	1750	1959	1878	1838	1754	1759	1816	1584	1051	692	499	387	304	27465
2	255	159	148	173	268	536	1292	1860	1732	1591	1650	1546	1588	1574	1645	1603	1639	1724	1266	981	672	576	456	295	25229
3	233	180	169	210	267	558	1320	1877	1896	1750	1611	1606	1643	1754	1787	1604	1792	1898	1489	1015	814	619	433	381	26906
4	537	227	169	220	301	552	1356	1843	1922	1695	1692	1689	1729	1642	1862	1924	1940	2011	1559	1449	1013	655	482	332	28801
5	281	171	163	235	270	591	1212	1771	1778	1865	2105	2309	2282	2327	2418	2276	2268	2306	2029	1598	1246	895	655	436	33487
6	345	228	190	166	211	321	760	992	1532	1993	2448	2910	2659	2296	2074	1867	1669	1645	1445	1028	1126	948	690	457	30000
7	308	194	170	128	128	192	367	515	913	1375	1937	2298	2661	2439	2389	2597	2344	2125	1899	1613	1077	893	629	324	29515
8	208	149	127	210	298	635	1482	2116	1860	1781	1988	1981	1982	1944	1893	1730	1824	1954	1416	894	755	493	396	272	28388
9	284	155	140	173	252	555	1358	1908	1789	1730	1760	1706	1706	1636	1576	1746	1902	1967	1393	971	725	603	454	320	26809
10	248	166	155	186	273	543	1362	2039	1833	1868	1740	1947	1708	1753	1711	1811	1926	1950	1552	946	796	571	421	278	27783
11	244	173	155	199	253	576	1408	1991	1823	1787	1750	1885	1893	1951	1877	1744	2150	1998	1671	1225	853	697	493	314	29110
12	308	174	184	204	302	545	1289	1851	1651	1841	1955	2170	2133	2237	2174	2202	2349	2328	2039	1590	1184	863	648	411	32632
13	322	205	155	185	206	320	600	974	1374	1865	2121	2451	2200	2155	1958	1955	1796	1755	1634	1320	1193	983	682	448	28857
14	308	178	129	102	105	165	344	623	976	1499	1819	2251	2471	2465	2562	2381	2331	2241	1995	1600	1309	926	658	368	29806
15	258	156	147	198	273	669	1465	2036	1771	1797	1702	2063	1860	1818	1640	1753	1739	1827	1407	917	695	516	427	286	27420
16	259	174	120	164	240	538	1445	2019	1647	1760	1661	1636	1619	1509	1552	1709	1722	1839	1372	962	667	556	397	290	25857
17	261	142	137	180	264	567	1378	1985	1835	1680	1648	1675	1699	1574	1584	1740	1885	1950	1290	936	730	498	435	272	26345
18	247	153	131	190	252	543	1424	1994	1726	1797	1607	1815	1672	1608	1644	1812	2019	1893	1409	1100	839	596	479	305	27255
19	279	159	154	195	248	539	1321	1924	1607	1750	1854	1923	1916	2004	2106	2170	2283	2329	2076	1657	1367	861	571	538	31831
20	346	190	164	171	168	278	534	868	1316	1696	1928	2123	2058	1955	1620	1577	1754	1731	1424	1052	1125	870	569	429	25946
21	213	166	118	100	102	155	300	419	730	1131	1667	2089	2295	2200	2312	2241	2358	2127	1766	1413	1114	782	568	349	26715
22	201	151	121	175	272	612	1549	2131	1728	1643	1570	1619	1657	1579	1592	1576	1520	1711	1195	848	698	485	364	231	25228
23	217	139	126	151	293	531	1419	2009	1631	1653	1567	1519	1422	1375	1438	1585	1659	1739	1137	864	631	483	379	241	24208
24	236	139	129	157	260	579	1466	2049	1580	1710	1613	1601	1559	1436	1605	1642	1753	1801	1226	925	685	469	375	241	25236
25	221	130	120	188	243	594	1439	2064	1775	1693	1660	1682	1669	1600	1639	1844	1860	1941	1460	1103	802	648	478	293	27146
26	269	178	147	199	272	508	1158	1865	1709	1720	1823	1990	1975	1926	2058	2201	2350	2386	2054	1593	1053	712	626	569	31341
27	334	214	153	152	169	287	573	848	1306	1796	2112	2039	2126	1845	1723	1688	1607	1513	1350	1005	890	765	559	399	25453
28	234	173	150	99	90	151	278	398	657	1039	1435	1721	2126	2116	2044	2144	2057	1970	1784	1317	1147	822	503	342	24797
29	200	141	102	182	273	559	1389	2197	1626	1446	1556	1558	1563	1497	1466	1519	1558	1648	1292	891	604	433	360	231	24291
30	233	141	123	166	247	570	1286	2083	1622	1601	1483	1394	1294	1458	1515	1515	1712	1723	1299	907	622	467	320	249	24030
31	225	119	128	164	260	555	1308	2000	1757	1727	1633	1486	1405	1373	1416	1479	1793	1805	1310	942	788	555	485	287	25000

Total vehicles for month 852887
AADT for month 27512

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	255	177	144	176	334	571	976	1292	1456	1441	1492	1887	1779	1834	1938	2015	2172	2165	1650	927	866	595	466	319	26927
2	224	168	159	200	295	572	941	1289	1383	1307	1382	1473	1559	1540	1821	2025	1703	2055	1643	1031	838	633	462	284	24987
3	218	127	149	189	333	530	943	1369	1357	1453	1542	1629	1792	1947	2180	2343	2314	2195	1604	1066	852	741	479	320	27672
4	218	168	182	180	342	572	942	1298	1469	1446	1603	1804	1991	2086	2230	2293	2175	2114	1893	1366	1066	815	539	349	29141
5	233	169	194	176	290	522	983	1412	1615	1684	1930	2237	2511	2608	2735	2543	2428	2444	2217	1594	1355	1083	779	514	34256
6	360	235	190	187	232	351	705	1136	1581	2043	2268	2107	2403	2745	2973	2791	2061	1711	1373	1191	923	899	653	457	31575
7	327	186	165	140	111	185	310	525	757	1233	1583	2038	2280	2673	2566	2765	2524	2291	1928	1548	1075	820	612	418	29060
8	174	164	133	186	330	565	1002	1425	1459	1367	1521	1803	1811	1855	1844	2129	2108	2076	1561	1048	804	644	465	307	26781
9	198	175	151	177	293	494	948	1353	1478	1334	1376	1412	1538	1644	1918	2016	2151	1994	1629	1082	892	711	487	297	25748
10	213	154	146	180	316	549	968	1459	1507	1395	1508	1566	1725	1763	1916	2171	2393	2146	1702	1154	889	681	518	292	27311
11	211	162	125	195	313	513	972	1369	1479	1399	1660	1878	2030	2225	2283	2424	2395	2232	1770	1212	996	758	554	355	29510
12	262	200	156	191	303	570	912	1377	1577	1653	1884	2098	2326	2635	2551	2795	2638	2533	2087	1669	1281	1151	739	441	34029
13	330	245	189	171	187	325	577	1101	1510	1905	2313	2395	2307	2481	2595	2534	2007	1790	1495	1280	1032	959	727	506	30961
14	307	224	159	109	126	177	343	657	988	1350	1737	1970	2106	2554	2503	2643	2652	2336	1905	1622	1183	814	591	382	29438
15	244	159	152	184	320	641	1018	1308	1389	1472	1540	1698	1776	1847	1823	1976	2056	2044	1616	1055	860	704	488	285	26655

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16	215	165	161	189	318	647	993	1300	1386	1307	1353	1437	1541	1703	1716	1987	2005	1930	1535	1076	783	597	442	266	25052
17	205	149	146	184	323	593	970	1435	1424	1376	1426	1519	1550	1678	1799	1924	2077	1922	1645	1065	822	625	456	294	25607
18	190	127	163	170	310	596	1013	1432	1367	1494	1538	1642	1866	1961	2022	2192	2066	2062	1757	1040	857	724	473	243	27305
19	206	171	183	202	330	502	956	1450	1429	1527	1783	1968	2045	2122	2085	2514	2843	2713	2432	1621	1260	976	609	440	32367
20	307	203	155	147	189	305	493	983	1357	1708	1865	2127	2081	2214	2030	1824	1709	1649	1299	1035	936	817	588	376	26397
21	298	179	156	146	114	157	223	436	789	1067	1444	1781	2009	2319	2299	2315	2112	2052	1698	1298	1097	767	476	303	25535
22	218	110	110	163	341	568	978	1351	1400	1356	1290	1477	1574	1583	1666	1767	1879	1827	1431	1009	677	512	413	227	23927
23	177	134	108	194	292	523	962	1387	1398	1244	1202	1368	1468	1441	1500	1724	1764	1722	1555	961	742	548	396	264	23074
24	171	136	134	179	328	526	893	1362	1416	1319	1295	1330	1429	1618	1628	1859	2021	2005	1465	1014	792	575	401	249	24145
25	186	150	141	192	304	511	1002	1423	1378	1396	1341	1468	1662	1778	1848	2158	2132	2031	1678	1167	941	661	467	300	26315
26	208	138	150	200	304	501	855	1303	1351	1434	1520	1928	1991	2238	2349	2598	2547	2494	2157	1465	1084	886	779	489	30969
27	283	195	152	142	163	283	586	889	1252	1525	1782	1958	2015	2056	1855	1803	1717	1497	1279	1045	909	797	691	434	25308
28	268	177	141	109	100	148	210	400	692	969	1332	1702	1886	2123	2351	2205	2083	2023	1750	1500	1027	717	481	269	24663
29	180	110	100	169	299	540	905	1342	1466	1287	1279	1453	1400	1496	1613	1692	2028	1948	1391	978	670	537	385	225	23493
30	168	132	127	182	302	536	878	1329	1373	1234	1211	1278	1326	1488	1511	1737	1991	1926	1445	1004	798	517	431	277	23201
31	169	129	129	151	326	493	941	1382	1454	1294	1281	527	620	1077	2109	2199	2013	1998	1567	1048	896	670	476	298	23247

Total vehicles for month 844656
AADT for month 27247

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	478	348	299	368	648	1213	2479	3252	3266	3013	3144	3637	3738	3712	3776	3769	3931	3981	3234	1978	1558	1094	853	623	54392
2	479	327	307	373	563	1108	2233	3149	3115	2898	3032	3019	3147	3114	3466	3628	3342	3779	2909	2012	1510	1209	918	579	50216
3	451	307	318	399	600	1088	2263	3246	3253	3203	3153	3235	3435	3701	3967	3947	4106	4093	3093	2081	1666	1360	912	701	54578
4	755	395	351	400	643	1124	2298	3141	3391	3141	3295	3493	3720	3728	4092	4217	4115	4125	3452	2815	2079	1470	1021	681	57942
5	514	340	357	411	560	1113	2195	3183	3393	3549	4035	4546	4793	4935	5153	4819	4696	4750	4246	3192	2601	1978	1434	950	67743
6	705	463	380	353	443	672	1465	2128	3113	4036	4716	5017	5062	5041	5047	4658	3730	3356	2818	2219	2049	1847	1343	914	61575
7	635	380	335	268	239	377	677	1040	1670	2608	3520	4336	4941	5112	4955	5362	4868	4416	3827	3161	2152	1713	1241	742	58575
8	382	313	260	396	628	1200	2484	3541	3319	3148	3509	3784	3793	3799	3737	3859	3932	4030	2977	1942	1559	1137	861	579	55169
9	482	330	291	350	545	1049	2306	3261	3267	3064	3136	3118	3244	3280	3494	3762	4053	3961	3022	2053	1617	1314	941	617	52557
10	461	320	301	366	589	1092	2330	3498	3340	3263	3248	3513	3433	3516	3627	3982	4319	4096	3254	2100	1685	1252	939	570	55094
11	455	335	280	394	566	1089	2380	3360	3302	3186	3410	3763	3923	4176	4160	4168	4545	4230	3441	2437	1849	1455	1047	669	58620
12	570	374	340	395	605	1115	2201	3228	3228	3494	3839	4268	4459	4872	4725	4997	4987	4861	4126	3259	2465	2014	1387	852	66661
13	652	450	344	356	393	645	1177	2075	2884	3770	4434	4846	4507	4636	4553	4489	3803	3545	3129	2600	2225	1942	1409	954	59818
14	615	402	288	211	231	342	687	1280	1964	2849	3556	4221	4577	5019	5065	5024	4983	4577	3900	3222	2492	1740	1249	750	59244
15	502	315	299	382	593	1310	2483	3344	3160	3269	3242	3761	3636	3665	3463	3729	3795	3871	3023	1972	1555	1220	915	571	54075
16	474	339	281	353	558	1185	2438	3319	3033	3067	3014	3073	3160	3212	3268	3696	3727	3769	2907	2038	1450	1153	839	556	50909
17	466	291	283	364	587	1160	2348	3420	3259	3056	3074	3194	3249	3252	3383	3664	3962	3872	2935	2001	1552	1123	891	566	51952
18	437	280	294	360	562	1139	2437	3426	3093	3291	3145	3457	3538	3569	3666	4004	4085	3955	3166	2140	1696	1320	952	548	54560
19	485	330	337	397	578	1041	2277	3374	3036	3277	3637	3891	3961	4126	4191	4684	5126	5042	4508	3278	2627	1837	1180	978	64198
20	653	393	319	318	357	583	1027	1851	2673	3404	3793	4250	4139	4169	3650	3401	3463	3380	2723	2087	2061	1687	1157	805	52343
21	511	345	274	246	216	312	523	855	1519	2198	3111	3870	4304	4519	4611	4556	4470	4179	3464	2711	2211	1549	1044	652	52250
22	419	261	231	338	613	1180	2527	3482	3128	2999	2860	3096	3231	3162	3258	3343	3399	3538	2626	1857	1375	997	777	458	49155
23	394	273	234	345	585	1054	2381	3396	3029	2897	2769	2887	2890	2816	2938	3309	3423	3461	2692	1825	1373	1031	775	505	47282
24	407	275	263	336	588	1105	2359	3411	2996	3029	2908	2931	2988	3054	3233	3501	3774	3806	2691	1939	1477	1044	776	490	49381
25	407	280	261	380	547	1105	2441	3487	3153	3089	3001	3150	3331	3378	3487	4002	3992	3972	3138	2270	1743	1309	945	593	53461
26	477	316	297	399	576	1009	2013	3168	3060	3154	3343	3918	3966	4164	4407	4799	4897	4880	4211	3058	2137	1598	1405	1058	62310
27	617	409	305	294	332	570	1159	1737	2558	3321	3894	3997	4141	3901	3578	3491	3324	3010	2629	2050	1799	1562	1250	833	50761
28	502	350	291	208	190	299	488	798	1349	2008	2767	3423	4012	4239	4395	4349	4140	3993	3534	2817	2174	1539	984	611	49460
29	380	251	202	351	572	1099	2294	3539	3092	2733	2835	3011	2963	2993	3079	3211	3586	3596	2683	1869	1274	970	745	456	47784
30	401	273	250	348	549	1106	2164	3412	2995	2835	2694	2672	2620	2946	3026	3252	3703	3649	2744	1911	1420	984	751	526	47231
31	394	248	257	315	586	1048	2249	3382	3211	3021	2914	2013	2025	2450	3525	3678	3806	3803	2877	1990	1684	1225	961	585	48247

Total vehicles for month 1697543
AADT for month 54759

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South Carolina ATR Traffic Volumes -- December 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	212	133	134	175	257	480	1423	2028	1507	1621	1544	1373	1387	1303	1349	1485	1576	1788	1184	742	508	437	369	181	23196
2	192	127	128	180	259	473	1385	1842	1512	1546	1510	1418	1339	1307	1325	1556	1583	1641	1103	760	531	429	363	215	22724
3	198	122	133	181	245	498	1361	1926	1682	1628	1561	1549	1524	1390	1507	1613	1865	1886	1368	885	578	489	387	251	24827
4	219	120	137	211	259	481	1214	1759	1589	1542	1712	1684	1652	1687	1760	1990	2089	2251	1904	1284	881	638	578	387	28028
5	412	146	142	122	205	238	545	846	1178	1445	1670	1631	1592	1493	1373	1438	1369	1342	1195	855	667	515	462	314	21195
6	202	156	116	68	76	132	274	399	668	950	1248	1487	1787	1825	1778	1835	1840	1777	1353	1098	799	645	373	241	21127
7	145	113	104	126	253	544	1434	2051	1618	1637	1501	1461	1423	1403	1445	1483	1556	1678	1155	756	571	381	292	214	23344
8	179	119	130	180	223	506	1353	2005	1692	1664	1512	1434	1403	1411	1285	1555	1647	1778	1196	735	543	407	345	224	23526
9	192	123	132	166	252	496	1346	1977	1673	1790	1617	1585	1476	1385	1458	1607	1725	1910	1210	864	572	404	335	216	24511
10	209	140	149	184	253	492	1339	1941	1702	1777	1648	1614	1586	1539	1694	1818	2006	1955	1462	989	695	593	444	243	26472
11	204	136	168	175	240	492	1229	1758	1635	1715	1800	1879	1835	1934	1989	2166	2258	2231	1980	1414	934	705	517	364	29758
12	295	189	115	143	148	238	565	911	1329	1561	2120	2067	1777	1664	1626	1608	1655	1453	1313	1013	815	585	514	324	24028
13	237	144	91	91	83	132	282	391	589	943	1303	1568	1877	1752	1754	1751	1770	1714	1362	1104	811	649	416	232	21046
14	152	117	107	137	293	548	1460	2025	1645	1676	1629	1610	1576	1556	1480	1532	1597	1690	1117	755	513	396	327	214	24152
15	200	118	127	171	238	486	1379	1966	1576	1676	1570	1515	1426	1400	1384	1607	1715	1779	1130	747	592	471	357	222	23852
16	211	127	156	204	235	506	1319	1986	1316	1943	1613	1498	1516	1436	1573	1702	1843	1806	1362	894	591	462	343	213	24855
17	231	136	150	186	254	473	1312	1792	1614	1678	1628	1574	1567	1490	1616	1656	1665	1800	1282	947	745	572	440	287	25095
18	236	127	149	210	282	469	1187	1766	1550	1703	1837	1842	1858	1839	1960	2088	2187	2250	1829	1333	957	684	644	458	29445
19	313	182	183	166	177	265	508	665	1201	1611	1917	2026	1882	1720	1680	1617	1641	1622	1448	1114	820	633	607	375	24373
20	213	143	116	87	120	156	287	388	663	1042	1507	1797	1999	1847	1904	1899	1853	1720	1419	1128	871	649	456	241	22505
21	164	128	115	149	268	539	1267	1767	1559	1679	1922	1921	1867	1747	1700	1681	1645	1715	1332	849	625	432	381	274	25726
22	224	152	133	179	213	442	1103	1537	1426	1660	1772	1833	1870	1764	1771	1742	1721	1704	1325	976	723	564	398	283	25515
23	244	164	167	221	247	497	1050	1370	1473	1646	1909	2088	2246	2038	1948	1976	1871	1824	1381	1042	832	668	534	364	27800
24	277	182	180	192	222	287	524	750	978	1337	1624	1919	1854	1826	1837	1679	1496	1213	1066	802	756	679	572	359	22611
25	231	155	96	76	86	89	203	320	507	817	1176	1710	1726	1622	1612	1649	1518	1463	1390	1242	1051	822	607	416	20584
26	251	157	95	108	168	257	451	716	1039	1724	2357	2795	2917	2564	2503	2245	2080	1872	1652	1210	948	755	581	409	29854
27	249	170	128	127	118	208	349	523	872	1399	2028	2580	2692	2684	2655	2465	2204	2214	1843	1423	1096	762	514	347	29650
28	195	175	140	164	243	528	1059	1308	1385	1707	2058	2362	2292	2192	2098	1937	1878	1889	1397	921	746	510	375	280	27839
29	205	136	144	167	213	431	1052	1444	1376	1718	1937	2132	2160	2021	1973	1863	1779	1723	1399	951	765	557	423	325	26894
30	252	167	186	180	264	503	1066	1408	1456	1718	1867	2009	2380	2291	2130	1961	1817	1771	1392	1040	769	604	450	333	28014
31	239	191	159	196	218	352	861	1117	1238	1422	1802	1997	2180	2170	1944	1841	1555	1395	1151	902	706	582	401	292	24911

Total vehicles for month 777457
 AADT for month 25079

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	184	141	130	168	274	484	892	1220	1346	1139	1180	1224	1258	1434	1532	1747	1939	1916	1526	972	699	533	356	232	22526
2	175	132	97	129	315	541	892	1221	1217	1148	1108	1195	1283	1382	1517	1777	1841	1847	1409	1087	791	545	328	263	22240
3	177	117	140	150	262	478	871	1299	1287	1226	1197	1271	1378	1564	1662	1974	2079	1983	1728	1098	891	743	462	289	24326
4	182	163	133	167	259	485	874	1212	1250	1265	1380	1688	1726	2008	2172	2351	2451	2309	1858	1279	958	1119	797	460	28546
5	250	168	130	143	184	355	503	638	818	1074	1242	1303	1514	1447	1533	1571	1498	1360	1302	1092	922	788	512	320	20667
6	235	141	127	96	90	159	205	410	683	836	1063	1279	1457	1744	1794	1771	1932	1678	1377	1104	857	534	351	212	20135
7	146	116	98	124	246	494	919	1324	1217	1188	1245	1188	1281	1286	1261	1745	1941	1778	1429	950	772	550	368	241	21907
8	160	126	139	162	267	469	874	1282	1288	1184	1163	1258	1304	1353	1622	1859	1987	1859	1503	999	759	543	372	218	22750
9	171	135	126	152	276	477	806	1309	1271	1235	1205	1267	1342	1586	1751	1913	2090	1906	1535	957	778	561	350	244	23443
10	163	132	130	148	297	520	867	1310	1324	1274	1378	1373	1509	1783	1905	2192	2181	1971	1575	1140	936	677	433	290	25508
11	190	130	163	182	271	470	821	1166	1323	1266	1394	1610	1815	2105	2333	2375	2511	2294	1777	1310	1097	815	660	404	28482
12	271	153	117	116	176	285	410	665	1003	1263	1431	1499	1510	1598	1740	2077	2042	1849	1466	1161	963	847	628	373	23643
13	242	173	119	125	92	148	214	373	642	873	1148	1406	1559	1783	1809	1740	1784	1660	1427	1172	874	600	316	218	20497
14	129	110	121	134	233	524	900	1321	1195	1278	1275	1335	1417	1457	1605	1817	1912	1613	1576	1160	854	615	395	258	23234
15	183	116	132	152	279	537	913	1267	1324	1225	1208	1323	1466	1546	1643	1224	1404	2011	1664	1183	852	698	434	267	23051

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16	196	140	118	175	262	525	860	1311	1273	1291	1236	1436	1508	1657	1790	1900	2039	1788	1682	1120	918	637	409	329	24600
17	163	126	142	170	298	504	824	1217	1223	1336	1372	1536	1703	1669	1998	2052	2127	1890	1650	1116	884	688	484	306	25478
18	230	171	161	183	298	489	825	1234	1270	1296	1581	1700	1745	2212	2318	2685	2476	2267	2021	1595	1145	900	841	535	30178
19	347	200	149	171	208	315	458	700	1071	1421	1883	1986	1878	1879	1757	1873	1763	1551	1291	1049	948	849	625	415	24787
20	240	171	114	123	128	166	238	438	663	1015	1391	1596	1761	1773	1739	1802	1822	1613	1437	1156	922	635	547	281	21771
21	167	134	119	145	292	455	782	1139	1150	1338	1474	1572	1552	1809	1913	1909	2023	1953	1616	1107	906	729	526	311	25121
22	190	162	142	186	296	445	656	968	1190	1247	1489	1580	1644	1893	1961	2061	1909	1829	1869	1233	977	825	568	407	25727
23	264	213	148	223	270	457	658	988	1166	1428	1713	1901	2040	2165	2209	2421	2146	2198	1849	1431	1159	925	670	485	29127
24	304	206	166	173	208	268	432	682	892	1268	1644	1867	1980	1926	2074	1845	1661	1284	1190	907	868	673	433	287	23238
25	167	120	78	72	66	99	155	319	532	857	1256	1522	1642	1507	1626	1474	1503	1336	1077	934	788	653	449	304	18536
26	207	112	94	106	130	243	322	518	854	1283	1885	2252	2330	2395	2275	2146	1806	1690	1429	1229	972	716	571	356	25921
27	246	178	138	134	141	189	250	513	763	1224	1695	2096	2232	2154	2132	2168	2084	1758	1580	1292	1054	815	511	279	25626
28	198	122	127	144	248	461	713	926	1086	1378	1709	1758	1895	1892	1897	2080	1894	1884	1308	1039	811	594	408	298	24870
29	195	148	124	162	248	434	634	933	1127	1243	1525	1551	1686	1812	1987	1917	2076	1879	1359	1088	777	676	435	276	24292
30	174	142	141	166	259	429	621	985	1126	1332	1556	1724	1817	2023	2022	2011	1871	1252	1941	1038	850	731	504	308	25023
31	220	146	150	139	229	314	540	786	933	1128	1410	1747	1440	2571	2082	2031	1791	1319	1163	831	634	471	338	186	22599

Total vehicles for month 747849
AADT for month 24124

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	396	274	264	343	531	964	2315	3248	2853	2760	2724	2597	2645	2737	2881	3232	3515	3704	2710	1714	1207	970	725	413	45722
2	367	259	225	309	574	1014	2277	3063	2729	2694	2618	2613	2622	2689	2842	3333	3424	3488	2512	1847	1322	974	691	478	44964
3	375	239	273	331	507	976	2232	3225	2969	2854	2758	2820	2902	2954	3169	3587	3944	3869	3096	1983	1469	1232	849	540	49153
4	401	283	270	378	518	966	2088	2971	2839	2807	3092	3372	3378	3695	3932	4341	4540	4560	3762	2563	1839	1757	1375	847	56574
5	662	314	272	265	389	593	1048	1484	1996	2519	2912	2934	3106	2940	2906	3009	2867	2702	2497	1947	1589	1303	974	634	41862
6	437	297	243	164	166	291	479	809	1351	1786	2311	2766	3244	3569	3572	3606	3772	3455	2730	2202	1656	1179	724	453	41262
7	291	229	202	250	499	1038	2353	3375	2835	2825	2746	2649	2704	2689	2706	3228	3497	3456	2584	1706	1343	931	660	455	45251
8	339	245	269	342	490	975	2227	3287	2980	2848	2675	2692	2707	2764	2907	3414	3634	3637	2699	1734	1302	950	717	442	46276
9	363	258	258	318	528	973	2152	3286	2944	3025	2822	2852	2818	2971	3209	3520	3815	3816	2745	1821	1350	965	685	460	47954
10	372	272	279	332	550	1012	2206	3251	3026	3051	3026	2987	3095	3322	3599	4010	4187	3926	3037	2129	1631	1270	877	533	51980
11	394	266	331	357	511	962	2050	2924	2958	2981	3194	3489	3650	4039	4322	4541	4769	4525	3757	2724	2031	1520	1177	768	58240
12	566	342	232	259	324	523	975	1576	2332	2824	3551	3566	3287	3262	3366	3685	3697	3302	2779	2174	1778	1432	1142	697	47671
13	479	317	210	216	175	280	496	764	1231	1816	2451	2974	3436	3535	3563	3491	3554	3374	2789	2276	1685	1249	732	450	41543
14	281	227	228	271	526	1072	2360	3346	2840	2954	2904	2945	2993	3013	3085	3349	3509	3303	2693	1915	1367	1011	722	472	47386
15	383	234	259	323	517	1023	2292	3233	2900	2901	2778	2838	2892	2946	3027	2831	3119	3790	2794	1930	1444	1169	791	489	46903
16	407	267	274	379	497	1031	2179	3297	2589	3234	2849	2934	3024	3093	3363	3602	3882	3594	3044	2014	1509	1099	752	542	49455
17	394	262	292	356	552	977	2136	3009	2837	3014	3000	3110	3270	3159	3614	3708	3792	3690	2932	2063	1629	1260	924	593	50573
18	466	298	310	393	580	958	2012	3000	2820	2999	3418	3542	3603	4051	4278	4773	4663	4517	3850	2928	2102	1584	1485	993	59623
19	660	382	332	337	385	580	966	1365	2272	3032	3800	4012	3760	3599	3437	3490	3404	3173	2739	2163	1768	1482	1232	790	49160
20	453	314	230	210	248	322	525	826	1326	2057	2898	3393	3760	3620	3643	3701	3675	3333	2856	2284	1793	1284	1003	522	44276
21	331	262	234	294	560	994	2049	2906	2709	3017	3396	3493	3419	3556	3613	3590	3668	3668	2948	1956	1531	1161	907	585	50847
22	414	314	275	365	509	887	1759	2505	2616	2907	3261	3413	3514	3657	3732	3803	3630	3533	3194	2209	1700	1389	966	690	51242
23	508	377	315	444	517	954	1708	2358	2639	3074	3622	3989	4286	4203	4157	4397	4017	4022	3230	2473	1991	1593	1204	849	56927
24	581	388	346	365	430	555	956	1432	1870	2605	3268	3786	3834	3752	3911	3524	3157	2497	2256	1709	1624	1352	1005	646	45849
25	398	275	174	148	152	188	358	639	1039	1674	2432	3232	3368	3129	3238	3123	3021	2799	2467	2176	1839	1475	1056	720	39120
26	458	269	189	214	298	500	773	1234	1893	3007	4242	5047	5247	4959	4778	4391	3886	3562	3081	2439	1920	1471	1152	765	55775
27	495	348	266	261	259	397	599	1036	1635	2623	3723	4676	4924	4838	4787	4633	4288	3972	3423	2715	2150	1577	1025	626	55276
28	393	297	267	308	491	989	1772	2234	2471	3085	3767	4120	4187	4084	3995	4017	3772	3773	2705	1960	1557	1104	783	578	52709
29	400	284	268	329	461	865	1686	2377	2503	2961	3462	3683	3846	3833	3960	3780	3855	3602	2758	2039	1542	1233	858	601	51186
30	426	309	327	346	523	932	1687	2393	2582	3050	3423	3733	4197	4314	4152	3972	3688	3023	3333	2078	1619	1335	954	641	53037
31	459	337	309	335	447	666	1401	1903	2171	2550	3212	3744	3620	4741	4026	3872	3346	2714	2314	1733	1340	1053	739	478	47510

Total vehicles for month 1525306
AADT for month 49203

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South Carolina ATR Traffic Volumes -- February 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	160	114	91	71	59	112	235	280	509	750	1036	1363	1599	1747	1693	1834	1723	1691	1220	733	535	394	450	328	18727
2	174	120	101	109	225	503	1250	1936	1526	1372	1402	1353	1337	1265	1228	1278	1435	1523	1102	678	484	354	334	214	21303
3	152	119	107	151	209	457	1243	1873	1605	1537	1293	1260	1275	1229	1178	1316	1389	1661	1201	659	469	404	274	232	21293
4	160	110	109	152	192	476	1298	1828	1583	1564	1387	1304	1286	1245	1396	1415	1507	1697	1192	735	491	391	290	218	22026
5	157	124	112	163	204	446	1233	1868	1690	1535	1409	1300	1373	1349	1424	1624	1626	1828	1406	833	590	454	323	269	23340
6	184	120	113	174	200	439	1205	1797	1581	1497	1490	1686	1674	1681	1819	2156	2179	2279	1876	1354	929	705	480	335	27953
7	208	138	106	123	136	257	635	977	1192	1432	1564	1619	1515	1525	1329	1420	1445	1343	1314	924	730	512	413	323	21180
8	182	111	105	84	59	121	233	322	553	871	1230	1475	1742	1755	1794	1991	2020	1895	1611	1241	965	637	390	262	21649
9	173	103	94	134	205	543	1403	1936	1626	1509	1394	1411	1331	1360	1296	1335	1398	1488	1016	670	440	335	271	182	21653
10	136	112	111	159	210	446	1276	1873	1584	1554	1421	1275	1198	1239	1227	1367	1423	1624	1151	713	522	415	273	229	21538
11	172	140	108	150	206	470	1270	1842	1631	1582	1417	1315	1384	1253	1362	1510	1573	1722	1235	749	555	424	293	215	22578
12	200	132	123	167	201	458	1263	1864	1644	1556	1412	1473	1419	1479	1560	1674	1727	2068	1359	992	673	518	449	266	24677
13	217	173	131	174	204	420	1192	1593	1594	1642	1804	1922	1923	2056	2295	2466	2394	2495	1975	1502	1069	715	517	382	30855
14	231	162	135	118	129	190	456	871	1101	1380	1645	1765	1637	1475	1371	1436	1407	1276	1176	891	681	492	414	262	20701
15	166	84	82	61	65	83	227	437	625	921	1275	1617	1808	1813	1931	1960	1887	1824	1581	1226	991	644	485	305	22098
16	162	143	125	156	191	495	1194	1564	1398	1408	1577	1902	1930	1824	1889	1799	1551	1450	835	549	358	225	178	100	23003
17	101	90	80	103	108	269	776	1185	966	811	887	921	1005	1056	1106	1258	1242	1423	955	603	426	310	216	156	16053
18	139	98	83	132	156	430	1094	1642	1419	1467	1267	1327	1336	1295	1230	1419	1432	1698	1096	697	464	319	279	202	20721
19	166	101	92	138	190	414	1169	1776	1591	1622	1413	1389	1395	1327	1380	1597	1683	1786	1340	893	593	434	341	226	23056
20	172	126	151	166	199	412	1109	1602	1508	1459	1531	1613	1756	1799	2002	2247	2328	2287	1885	1372	901	563	455	299	27942
21	235	143	128	102	124	213	393	692	915	1313	1570	1574	1531	1432	1351	1344	1379	1273	1138	908	715	560	438	247	19718
22	158	112	82	69	59	115	207	285	522	746	1115	1354	1590	1635	1774	1706	1655	1771	1465	1088	899	598	410	235	19650
23	161	119	100	149	190	511	1320	1830	1576	1399	1424	1418	1320	1257	1304	1378	1474	1589	1131	778	537	379	306	223	21873
24	177	128	120	148	179	426	1082	1562	1314	1245	1082	1035	982	1104	1069	1129	1232	1368	861	558	381	310	287	174	17953
25	158	112	103	133	194	415	1094	1588	1557	1621	1408	1354	1345	1371	1433	1602	1670	1688	1086	738	484	294	203	116	21767
26	121	76	111	97	153	314	946	1386	1100	988	947	1038	1127	1210	1272	1384	1473	1665	1095	699	499	374	292	205	18572
27	169	112	143	185	177	420	1129	1715	1470	1519	1611	1706	1786	1800	1987	2129	2320	2377	2015	1438	902	649	515	356	28630
28	234	143	116	106	142	215	484	847	1127	1295	1612	1798	1741	1607	1499	1521	1564	1678	1548	1148	979	761	565	314	23044

Total vehicles for month 623553
 AADT for month 22270

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	233	146	97	73	80	122	157	337	546	748	1009	1181	1414	1611	1734	1756	1683	1559	1070	727	608	398	451	235	17975
2	186	109	98	123	216	449	719	1182	1199	1083	1157	1233	1307	1292	1306	1537	1700	1788	1258	893	626	444	303	206	20414
3	155	108	109	130	237	404	779	1285	1260	1073	1034	1112	1041	1296	1365	1584	1909	1798	1309	846	648	525	307	216	20530
4	167	123	108	150	203	397	747	1259	1260	1073	1100	1093	1210	1349	1448	1656	1975	1904	1345	825	701	522	340	222	21177
5	161	122	103	134	232	408	731	1227	1232	1142	1140	1193	1293	1468	1650	1910	2028	1949	1519	1048	716	718	408	251	22783
6	177	141	130	150	222	440	736	1124	1209	1198	1309	1486	1643	1875	2172	2451	2539	2287	1943	1397	1053	793	541	331	27347
7	225	155	112	114	144	273	403	634	850	1140	1501	1478	1560	1508	1589	1575	1582	1427	1273	1102	965	740	530	350	21230
8	196	153	87	100	91	120	200	414	579	816	1072	1360	1484	1587	1858	1907	2069	1985	1599	1274	880	573	358	226	20988
9	132	84	98	138	236	412	820	1236	1179	1146	1081	1194	1147	1287	1384	1593	1767	1704	1357	826	601	422	320	201	20365
10	135	116	97	150	223	362	776	1292	1307	1119	1058	1074	1188	1399	1430	1678	1883	1696	1355	908	683	608	348	204	21089
11	142	127	99	136	230	416	756	1295	1323	1137	1110	1166	1235	1133	1544	1792	1897	1896	1353	939	824	476	364	208	21598
12	151	140	100	137	214	406	753	1260	1268	1168	1154	1235	1430	1642	1756	2013	2071	1976	1847	1158	963	789	454	285	24370
13	203	144	130	164	218	410	667	1183	1261	1299	1453	1691	1854	2156	2228	2527	2447	2557	2524	1702	1221	946	584	382	29951
14	261	170	106	104	148	244	317	548	811	1220	1425	1426	1339	1460	1466	1415	1425	1684	1248	1154	845	668	549	324	20357
15	252	155	121	84	66	111	152	320	540	846	1179	1428	1649	1848	2092	2301	2271	2197	1763	1448	1036	734	420	270	23283
16	189	111	90	143	213	422	720	1081	1101	1127	1255	1384	1390	1490	1509	1519	1576	1502	966	686	418	318	200	147	19557
17	86	86	72	98	135	256	431	982	970	806	805	833	838	973	1090	1260	1450	1570	1026	708	515	386	259	167	15802
18	119	102	96	90	171	321	569	1130	1224	1031	1042	1050	1154	1235	1336	1589	1837	1788	1291	825	672	498	272	189	19631

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19	173	131	116	125	225	378	716	1223	1236	1133	1101	1164	1365	1507	1590	1846	1972	1969	1536	991	807	549	375	257	22485
20	198	117	112	148	202	388	696	1103	1262	1239	1295	1473	1592	1801	2132	2302	2048	2394	1930	1386	1114	909	530	332	26703
21	215	151	121	110	128	190	358	545	722	909	1169	1245	1323	1255	1374	1555	1633	1561	1191	1011	908	728	506	308	19216
22	207	122	101	82	76	107	159	296	532	788	1065	1276	1554	1750	1785	1878	2056	1807	1490	1324	883	564	400	253	20555
23	152	118	106	138	211	354	862	1236	1269	1170	1254	1236	1247	1412	1470	1677	1775	1872	1324	848	703	548	393	430	21805
24	183	137	94	153	228	357	625	989	1010	918	920	931	1019	1126	1228	1436	1281	1761	1241	760	558	403	276	218	17852
25	123	85	112	151	202	347	645	1024	1085	1227	1161	1160	1313	1520	1521	1594	1882	1615	1234	684	418	307	243	153	19806
26	113	77	67	72	120	219	416	817	930	909	891	947	1035	1163	1313	1489	1813	1841	1256	919	761	627	402	245	18442
27	170	127	109	165	212	414	754	1254	1245	1310	1440	1625	1865	2101	2107	2465	2450	2244	2145	1561	1211	964	612	355	28905
28	324	192	135	129	138	257	523	776	965	1345	1597	1525	1564	1565	1585	1691	1627	1412	1291	1037	972	779	589	372	22390

Total vehicles for month 606606
 AADT for month 21665

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	393	260	188	144	139	234	392	617	1055	1498	2045	2544	3013	3358	3427	3590	3406	3250	2290	1460	1143	792	901	563	36702
2	360	229	199	232	441	952	1969	3118	2725	2455	2559	2586	2644	2557	2534	2815	3135	3311	2360	1571	1110	798	637	420	41717
3	307	227	216	281	446	861	2022	3158	2865	2610	2327	2372	2316	2525	2543	2900	3298	3459	2510	1505	1117	929	581	448	41823
4	327	233	217	302	395	873	2045	3087	2843	2637	2487	2397	2496	2594	2844	3071	3482	3601	2537	1560	1192	913	630	440	43203
5	318	246	215	297	436	854	1964	3095	2922	2677	2549	2493	2666	2817	3074	3534	3654	3777	2925	1881	1306	1172	731	520	46123
6	361	261	243	324	422	879	1941	2921	2790	2695	2799	3172	3317	3556	3991	4607	4718	4566	3819	2751	1982	1498	1021	666	55300
7	433	293	218	237	280	530	1038	1611	2042	2572	3065	3097	3075	3033	2918	2995	3027	2770	2587	2026	1695	1252	943	673	42410
8	378	264	192	184	150	241	433	736	1132	1687	2302	2835	3226	3342	3652	3898	4089	3880	3210	2515	1845	1210	748	488	42637
9	305	187	192	272	441	955	2223	3172	2805	2655	2475	2605	2478	2647	2680	2928	3165	3192	2373	1496	1041	757	591	383	42018
10	271	228	208	309	433	808	2052	3165	2891	2673	2479	2349	2386	2638	2657	3045	3306	3320	2506	1621	1205	1023	621	433	42627
11	314	267	207	286	436	886	2026	3137	2954	2719	2527	2481	2619	2386	2906	3302	3470	3618	2588	1688	1379	900	657	423	44176
12	351	272	223	304	415	864	2016	3124	2912	2724	2566	2708	2849	3121	3316	3687	3798	4044	3206	2150	1636	1307	903	551	49047
13	420	317	261	338	422	830	1859	2776	2855	2941	3257	3613	3777	4212	4523	4993	4841	5052	4499	3204	2290	1661	1101	764	60806
14	492	332	241	222	277	434	773	1419	1912	2600	3070	3191	2976	2935	2837	2851	2832	2960	2424	2045	1526	1160	963	586	41058
15	418	239	203	145	131	194	379	757	1165	1767	2454	3045	3457	3661	4023	4261	4158	4021	3344	2674	2027	1378	905	575	45381
16	351	254	215	299	404	917	1914	2645	2499	2535	2832	3286	3320	3314	3398	3318	3127	2952	1801	1235	776	543	378	247	42560
17	187	176	152	201	243	525	1207	2167	1936	1617	1692	1754	1843	2029	2196	2518	2692	2993	1981	1311	941	696	475	323	31855
18	258	200	179	222	327	751	1663	2772	2643	2498	2309	2377	2490	2530	2566	3008	3269	3486	2387	1522	1136	817	551	391	40352
19	339	232	208	263	415	792	1885	2999	2827	2755	2514	2553	2760	2834	2970	3443	3655	3755	2876	1884	1400	983	716	483	45541
20	370	243	263	314	401	800	1805	2705	2770	2698	2826	3086	3348	3600	4134	4549	4376	4681	3815	2758	2015	1472	985	631	54645
21	450	294	249	212	252	403	751	1237	1637	2222	2739	2819	2854	2687	2725	2899	3012	2834	2329	1919	1623	1288	944	555	38934
22	365	234	183	151	135	222	366	581	1054	1534	2180	2630	3144	3385	3559	3584	3711	3578	2955	2412	1782	1162	810	488	40205
23	313	237	206	287	401	865	2182	3066	2845	2569	2678	2654	2567	2669	2774	3055	3249	3461	2455	1626	1240	927	699	653	43678
24	360	265	214	301	407	783	1707	2551	2324	2163	2002	1966	2001	2230	2297	2565	2513	3129	2102	1318	939	713	563	392	35805
25	281	197	215	284	396	762	1739	2612	2642	2848	2569	2514	2658	2891	2954	3196	3552	3303	2320	1422	902	601	446	269	41573
26	234	153	178	169	273	533	1362	2203	2030	1897	1838	1985	2162	2373	2585	2873	3286	3506	2351	1618	1260	1001	694	450	37014
27	339	239	252	350	389	834	1883	2969	2715	2829	3051	3331	3651	3901	4094	4594	4770	4621	4160	2999	2113	1613	1127	711	57535
28	558	335	251	235	280	472	1007	1623	2092	2640	3209	3323	3305	3172	3084	3212	3191	3090	2839	2185	1951	1540	1154	686	45434

Total vehicles for month 1230159
 AADT for month 43934

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	148	125	109	129	248	557	1508	2051	1719	1643	1484	1451	1394	1456	1389	1508	1615	1681	1119	690	517	363	279	220	23403
2	193	99	124	168	217	491	1372	1956	1692	1583	1428	1411	1320	1335	1364	1544	1600	1794	1194	729	505	371	304	194	22988
3	180	104	130	157	234	482	1331	1868	1558	1550	1330	1285	1344	1225	1367	1425	1414	1581	997	687	461	381	290	188	21569
4	189	119	116	148	236	486	1326	1946	1271	979	811	1165	2148	1362	1424	1688	1814	1971	1247	869	646	481	415	250	23107
5	186	133	120	188	234	445	1306	1771	1627	1574	1633	1604	1665	1870	1903	2101	2094	2195	1829	1441	972	697	504	332	28424
6	267	151	107	153	161	248	627	1020	1164	1400	1512	1651	1586	1493	1351	1432	1400	1432	1312	969	789	595	429	270	21519
7	191	128	92	91	77	134	257	314	588	837	1146	1479	1713	1736	1797	1842	1678	1480	1046	729	474	443	447	408	19127
8	208	110	91	116	247	522	1511	2097	1778	1716	1543	1588	1535	1509	1430	1551	1591	1709	1156	720	485	345	308	197	24063
9	190	92	123	153	237	463	1414	2015	1733	1672	1589	1403	1273	1201	1344	1441	1521	1673	1125	705	513	382	284	194	22740
10	177	101	112	163	190	489	1353	1977	1703	1656	1410	1372	1404	1282	1364	1544	1661	1840	1223	783	558	389	340	229	23320
11	203	104	125	165	217	448	1397	1922	1716	1612	1523	1498	1528	1495	1607	1808	1927	1993	1429	973	755	511	471	290	25717
12	219	153	130	190	266	461	1211	1790	1694	1704	1841	1889	1962	2177	2310	2427	2507	2589	2253	1702	1165	730	538	365	32273
13	238	171	119	142	134	219	437	761	1115	1648	2124	1918	1794	1752	1534	1451	1530	1523	1379	1001	695	551	418	295	22949
14	229	154	97	65	74	109	217	312	522	828	1143	1517	1920	1996	1997	2120	2090	2020	1593	1227	878	659	424	321	22512
15	189	122	99	117	197	440	1163	1496	1287	1372	1471	1534	1742	1594	1520	1794	1644	1698	1140	624	468	351	338	192	22592
16	217	125	102	135	212	448	1343	1928	1581	1647	1547	1540	1467	1361	1458	1602	1649	1811	1222	812	558	446	354	231	23796
17	170	113	126	165	261	510	1401	1987	1764	1736	1475	1512	1539	1362	1449	1557	1726	1805	1305	942	586	382	376	230	24479
18	220	122	129	186	248	517	1352	1961	1799	1709	1592	1599	1572	1535	1595	1730	1859	1934	1418	1051	740	584	438	347	26237
19	258	148	118	201	250	497	1225	1842	1668	1785	1780	1857	1960	2086	2132	2438	2413	2409	2023	1473	1088	716	545	416	31328
20	288	159	123	148	163	246	556	823	1263	1603	1968	1887	1777	1630	1569	1623	1626	1587	1366	1097	800	649	532	347	23830
21	205	122	93	88	73	152	237	381	646	1007	1234	1733	1988	1945	1886	2044	2023	1879	1650	1325	911	670	371	220	22883
22	148	105	106	157	256	525	1523	2010	1644	1545	1540	1517	1387	1417	1293	1624	1439	1577	1050	686	502	375	315	202	22943
23	190	122	103	153	200	469	1359	1957	1690	1650	1424	1418	1351	1323	1283	1562	1568	1739	1085	671	604	449	331	212	22913
24	218	109	115	163	212	522	1315	1844	1572	1579	1409	1433	1401	1297	1477	1506	1563	1614	1188	793	529	369	308	208	22744
25	182	109	119	168	236	514	1428	2047	1806	1740	1640	1576	1571	1483	1651	1625	2025	2014	1350	1070	732	561	430	268	26345
26	214	142	128	172	282	482	1290	1869	1734	1705	1728	1917	1897	2168	2187	2436	2431	2437	1971	1606	1037	744	590	392	31559
27	288	167	157	123	165	202	508	766	1190	1557	1851	1821	1780	1725	1640	1569	1607	1636	1400	1208	883	697	585	321	23846
28	191	119	97	69	85	135	263	413	722	1108	1455	1743	2002	2050	2052	2040	2144	2033	1713	1237	984	683	460	258	24056
29	175	127	86	154	251	558	1513	2012	1692	1704	1578	1569	1555	1490	1511	1543	1684	1817	1235	813	547	352	314	212	24492

Total vehicles for month 707754
 AADT for month 24405

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	166	110	123	134	270	511	920	1299	1211	1254	1265	1305	1364	1400	1439	1643	1882	1871	1286	927	702	533	337	240	22192
2	174	119	129	188	266	487	909	1352	1317	1169	1154	1059	1246	1334	1445	1739	1851	1897	1374	915	725	535	345	227	21956
3	180	131	146	154	242	444	845	1262	1203	1130	1162	1128	1263	1320	1468	1638	1819	1709	1316	867	683	514	336	257	21217
4	174	128	149	161	261	467	836	1235	1272	1164	1187	1320	1299	1609	1638	1853	2142	1911	1564	1093	884	797	385	272	23801
5	189	123	162	185	275	436	808	1220	1171	1254	1393	1506	1714	1923	2213	2254	2517	2295	2149	1521	1076	820	610	355	28169
6	249	140	126	120	136	286	439	619	971	1202	1587	1544	1543	1556	1656	1634	1813	1473	1451	1217	878	758	475	329	22202
7	220	101	114	68	89	157	201	309	554	764	1018	1253	1468	1640	2000	1828	1900	1507	939	622	485	410	425	352	18424
8	168	121	117	109	271	491	969	1327	1350	1261	1179	1259	1363	1467	1484	1668	1793	1804	1256	850	566	668	361	386	22288
9	169	122	110	145	251	458	865	1270	1233	1157	1102	1123	1266	1443	1564	1847	1933	1874	1419	888	633	473	328	228	21901
10	151	111	111	129	276	455	821	1208	1254	1139	1106	1230	1186	1388	1546	1762	2007	1837	1446	966	740	674	440	255	22238
11	165	116	144	152	283	447	862	1238	1252	1241	1287	1292	1468	1602	1750	1970	2136	2023	1805	1239	962	840	524	306	25104
12	157	132	134	192	300	475	796	1237	1329	1377	1575	1788	2077	2010	2584	2685	2524	2357	2276	1787	1270	942	606	474	31084
13	387	213	148	120	142	240	382	649	933	1314	1639	1645	1500	1533	1722	1798	1781	1576	1336	1191	928	782	541	387	22887
14	265	151	117	74	91	142	174	373	541	889	1263	1467	1765	1890	2107	2132	2228	2033	1707	1338	981	758	533	267	23286
15	207	144	100	141	230	420	824	1062	1146	1071	1306	1310	1437	1450	1629	1686	1770	1697	1064	881	577	456	325	208	21141
16	165	98	105	132	246	416	886	1276	1306	1255	1125	1309	1312	1227	1611	1750	1916	1970	1452	973	733	585	367	234	22449
17	173	120	126	170	236	489	896	1312	1322	1200	1240	1331	1318	1517	1591	1924	2180	2034	1562	902	758	564	390	264	23619

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18	178	130	124	171	282	476	878	1295	1339	1311	1406	1371	1452	1719	1916	2010	2165	2011	1679	1191	949	877	462	242	25634
19	233	156	181	158	260	435	837	1217	1373	1344	1498	1717	1902	2098	2413	2526	2553	2245	2107	1672	1117	932	762	486	30222
20	312	162	133	145	151	298	479	764	1057	1399	1577	1548	1574	1557	1677	1775	1863	1689	1325	924	1009	796	583	405	23202
21	226	135	111	93	95	173	209	396	643	878	1262	1431	1728	1874	2073	2204	2302	2134	1711	1479	977	716	408	254	23512
22	160	101	119	141	247	503	975	1306	1314	1244	1292	1169	1476	1702	1657	1775	1823	1722	1452	871	693	473	370	214	22799
23	162	128	128	168	266	444	875	1201	1310	1160	1184	1301	1363	1301	1548	1833	1997	1784	1416	929	694	528	409	234	22363
24	152	131	144	154	245	445	855	1235	1204	1107	1158	1177	1331	1462	1419	1790	1926	1799	1181	969	744	531	332	326	21817
25	160	128	118	143	257	449	912	1338	1261	1270	1257	1353	1518	1739	1807	2067	2162	2104	1644	1178	942	685	431	274	25197
26	178	136	132	174	265	451	815	1315	1344	1418	1561	1788	2046	2125	2415	2604	2526	2309	2001	1772	1583	962	669	475	31064
27	348	188	165	120	133	287	502	808	1087	1450	1614	1648	1608	1618	1709	1839	1765	1644	1334	1220	956	793	583	387	23806
28	226	154	106	86	99	135	208	383	676	1036	1354	1626	1827	2104	2122	2329	2495	2266	1893	1445	1019	762	416	263	25030
29	184	113	117	138	256	526	957	1304	1351	1312	1283	1372	1415	1547	1702	1838	1978	1956	1398	1044	773	539	390	244	23737

Total vehicles for month 692341
AADT for month 23874

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	314	235	232	263	518	1068	2428	3350	2930	2897	2749	2756	2758	2856	2828	3151	3497	3552	2405	1617	1219	896	616	460	45595
2	367	218	253	356	483	978	2281	3308	3009	2752	2582	2470	2566	2669	2809	3283	3451	3691	2568	1644	1230	906	649	421	44944
3	360	235	276	311	476	926	2176	3130	2761	2680	2492	2413	2607	2545	2835	3063	3233	3290	2313	1554	1144	895	626	445	42786
4	363	247	265	309	497	953	2162	3181	2543	2143	1998	2485	3447	2971	3062	3541	3956	3882	2811	1962	1530	1278	800	522	46908
5	375	256	282	373	509	881	2114	2991	2798	2828	3026	3110	3379	3793	4116	4355	4611	4490	3978	2962	2048	1517	1114	687	56593
6	516	291	233	273	297	534	1066	1639	2135	2602	3099	3195	3129	3049	3007	3066	3213	2905	2763	2186	1667	1353	904	599	43721
7	411	229	206	159	166	291	458	623	1142	1601	2164	2732	3181	3376	3797	3670	3578	2987	1985	1351	959	853	872	760	37551
8	376	231	208	225	518	1013	2480	3424	3128	2977	2722	2847	2898	2976	2914	3219	3384	3513	2412	1570	1051	1013	669	583	46351
9	359	214	233	298	488	921	2279	3285	2966	2829	2691	2526	2539	2644	2908	3288	3454	3547	2544	1593	1146	855	612	422	44641
10	328	212	223	292	466	944	2174	3185	2957	2795	2516	2602	2590	2670	2910	3306	3668	3677	2669	1749	1298	1063	780	484	45558
11	368	220	269	317	500	895	2259	3160	2968	2853	2810	2790	2996	3097	3357	3778	4063	4016	3234	2212	1717	1351	995	596	50821
12	376	285	264	382	566	936	2007	3027	3023	3081	3416	3677	4039	4187	4894	5112	5031	4946	4529	3489	2435	1672	1144	839	63357
13	625	384	267	262	276	459	819	1410	2048	2962	3763	3563	3294	3285	3256	3249	3311	3099	2715	2192	1623	1333	959	682	45836
14	494	305	214	139	165	251	391	685	1063	1717	2406	2984	3685	3886	4104	4252	4318	4053	3300	2565	1859	1417	957	588	45798
15	396	266	199	258	427	860	1987	2558	2433	2443	2777	2844	3179	3044	3149	3480	3414	3395	2204	1505	1045	807	663	400	43733
16	382	223	207	267	458	864	2229	3204	2887	2902	2672	2849	2779	2588	3069	3352	3565	3781	2674	1785	1291	1031	721	465	46245
17	343	233	252	335	497	999	2297	3299	3086	2936	2715	2843	2857	2879	3040	3481	3906	3839	2867	1844	1344	946	766	494	48098
18	398	252	253	357	530	993	2230	3256	3138	3020	2998	2970	3024	3254	3511	3740	4024	3945	3097	2242	1689	1461	900	589	51871
19	491	304	299	359	510	932	2062	3059	3041	3129	3278	3574	3862	4184	4545	4964	4966	4654	4130	3145	2205	1648	1307	902	61550
20	600	321	256	293	314	544	1035	1587	2320	3002	3545	3435	3351	3187	3246	3398	3489	3276	2691	2021	1809	1445	1115	752	47032
21	431	257	204	181	168	325	446	777	1289	1885	2496	3164	3716	3819	3959	4248	4325	4013	3361	2804	1888	1386	779	474	46395
22	308	206	225	298	503	1028	2498	3316	2958	2789	2832	2686	2863	3119	2950	3399	3262	3299	2502	1557	1195	848	685	416	45742
23	352	250	231	321	466	913	2234	3158	3000	2810	2608	2719	2714	2624	2831	3395	3565	3523	2501	1600	1298	977	740	446	45276
24	370	240	259	317	457	967	2170	3079	2776	2686	2567	2610	2732	2759	2896	3296	3489	3413	2369	1762	1273	900	640	534	44561
25	342	237	237	311	493	963	2340	3385	3067	3010	2897	2929	3089	3222	3458	3692	4187	4118	2994	2248	1674	1246	861	542	51542
26	392	278	260	346	547	933	2105	3184	3078	3123	3289	3705	3943	4293	4602	5040	4957	4746	3972	3378	2620	1706	1259	867	62623
27	636	355	322	243	298	489	1010	1574	2277	3007	3465	3469	3388	3343	3349	3408	3372	3280	2734	2428	1839	1490	1168	708	47652
28	417	273	203	155	184	270	471	796	1398	2144	2809	3369	3829	4154	4174	4369	4639	4299	3606	2682	2003	1445	876	521	49086
29	359	240	203	292	507	1084	2470	3316	3043	3016	2861	2941	2970	3037	3213	3381	3662	3773	2633	1857	1320	891	704	456	48229

Total vehicles for month 1400095
AADT for month 48279

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	211	195	126	106	109	126	227	320	435	736	1131	1351	1551	1493	1514	1318	1206	1088	961	801	621	475	364	234	16699
2	194	118	131	108	154	265	801	1177	1192	1453	1693	2039	2119	2033	2008	1945	1741	1809	1386	1008	745	532	384	290	25325
3	205	146	133	118	146	184	387	533	850	1159	1518	1761	1762	1855	1684	1671	1478	1344	1141	821	639	554	401	271	20761
4	211	145	97	77	93	121	224	329	520	818	1153	1418	1698	1779	1853	1837	1751	1583	1378	947	719	547	357	254	19909
5	143	113	118	124	214	514	1343	1878	1538	1424	1381	1386	1403	1395	1396	1454	1455	1512	1076	723	452	360	269	214	21885
6	150	112	120	155	220	428	1292	1841	1553	1475	1305	1255	1310	1212	1287	1306	1437	1543	1177	650	430	411	301	201	21171
7	141	105	106	154	183	421	1217	1832	1511	1482	1390	1318	1316	1293	1280	1393	1517	1704	1057	682	543	370	301	185	21501
8	148	116	97	135	182	425	1068	1636	1453	1412	1271	1272	1295	1368	1313	1498	1571	1629	1189	789	576	421	320	205	21389
9	160	117	101	114	221	379	1197	1780	1311	1315	1447	1436	1538	1577	1719	1733	1815	2070	1654	1139	714	562	460	267	24826
10	175	146	111	107	115	212	532	689	922	1202	1417	1488	1410	1439	1348	1305	1427	1461	1237	857	628	469	373	289	19359
11	178	101	60	71	58	98	280	307	493	715	1087	1420	1489	1535	1560	1590	1726	1563	1341	1013	730	536	316	187	18454
12	147	95	83	128	200	485	1318	1882	1468	1382	1313	1209	1160	1155	1159	1202	1292	1440	974	596	415	315	264	185	19867
13	148	126	99	141	191	417	1224	1841	1612	1470	1344	1209	1145	1109	1136	1259	1376	1569	943	693	530	379	246	195	20402
14	148	127	95	148	190	421	1202	1767	1501	1432	1272	1244	1222	1198	1287	1335	1387	1573	1036	746	453	323	212	224	20543
15	115	123	99	149	203	450	1202	1852	1581	1516	1339	1390	1404	1307	1463	1562	1594	1833	1295	977	638	490	326	236	23144
16	159	137	128	158	208	448	1058	1555	1525	1477	1554	1803	1832	1928	2008	2113	2162	2351	1998	1417	925	677	487	356	28464
17	187	162	128	125	162	184	410	626	996	1273	1591	1700	1570	1443	1371	1373	1354	1449	1280	934	678	515	426	296	20233
18	146	117	87	81	68	84	202	302	533	815	1108	1376	1495	1594	1562	1458	1493	1423	1259	868	739	515	334	212	17871
19	142	134	98	96	210	433	974	1290	1316	1365	1502	1778	1788	1909	2114	1855	1988	1971	1435	1019	758	508	315	266	25264
20	182	141	122	151	200	466	1309	1879	1648	1667	1367	1332	1277	1241	1225	1374	1418	1573	1124	711	491	405	311	223	21837
21	168	109	129	147	182	476	1261	1887	1619	1608	1340	1265	1267	1237	1288	1375	1505	1595	1152	708	463	282	304	239	21606
22	138	104	97	155	203	466	1276	1877	1561	1574	1412	1330	1342	1398	1478	1538	1682	1779	1189	901	609	444	343	236	23132
23	153	127	150	175	203	425	1137	1727	1492	1481	1415	1443	1495	1602	1649	1883	1899	1979	1600	1153	762	542	389	292	25173
24	186	129	92	95	125	152	398	785	1003	1241	1647	1477	1363	1333	1262	1197	1176	1199	1101	841	595	453	378	236	18464
25	133	105	86	94	84	128	225	333	492	790	1076	1270	1547	1527	1632	1642	1635	1658	1431	1202	787	517	393	214	19001
26	127	110	97	125	216	526	1400	1979	1560	1398	1312	1266	1283	1251	1249	1304	1501	1639	979	648	409	331	258	186	21154
27	164	105	86	146	175	448	1260	1848	1571	1487	1362	1241	1225	1204	1151	1292	1420	1660	1070	661	439	411	259	203	20888
28	159	121	107	156	186	443	1290	1807	1615	1495	1230	1327	1281	1178	1301	1362	1468	1680	1120	703	518	350	296	210	21403
29	157	135	100	157	185	433	1249	1863	1592	1460	1380	1393	1378	1324	1441	1584	1671	1853	1272	827	557	430	331	223	22995
30	169	125	112	172	194	422	1086	1751	1535	1483	1529	1626	1629	1756	1838	2000	1987	2255	1842	1292	834	652	415	364	27068
31	213	115	121	106	125	200	451	686	1058	1264	1488	1618	1461	1440	1518	1445	1402	1370	1366	978	898	652	446	308	20729

Total vehicles for month 670517
 AADT for month 21630

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	217	192	132	104	111	131	165	270	441	620	844	1203	1391	1425	1466	1390	1321	1132	922	799	585	462	311	253	15887
2	152	113	102	117	187	307	484	866	995	1155	1428	1499	1839	2151	1979	2032	2052	1914	1447	1096	861	847	590	422	24635
3	254	200	152	129	137	243	338	539	726	1078	1374	1653	1782	1906	2027	1942	1822	1545	1286	1092	862	687	574	388	22736
4	305	185	136	96	101	152	213	354	584	850	1185	1469	1611	1938	2068	2073	1935	1547	1359	1050	748	467	337	203	20966
5	161	105	116	130	221	451	742	1203	1132	1118	1177	1235	1398	1459	1556	1759	1922	1942	1502	929	669	473	346	217	21963
6	169	127	114	145	211	434	707	1176	1170	1134	1045	1204	1294	1429	1497	1673	1895	1876	1489	863	611	467	344	225	21299
7	147	106	123	151	228	389	701	1199	1176	1095	999	1076	1215	1316	1317	1569	1838	1837	1342	808	627	526	368	213	20366
8	144	124	116	147	228	363	641	1158	1138	1043	1045	1195	1317	1480	1475	1730	1817	1841	1475	902	715	494	353	225	21166
9	162	104	115	148	225	380	648	1117	1081	1034	1119	1242	1428	1679	1807	2025	2219	2120	1644	1136	891	669	500	326	23819
10	221	145	116	116	144	245	466	552	721	919	1072	1226	1308	1159	1622	1504	1438	1290	1151	921	781	713	430	269	18529
11	197	109	101	93	66	118	193	360	389	564	690	891	1009	1677	1468	1670	1791	1630	1312	1018	688	429	292	197	16952
12	129	97	99	128	222	419	789	1185	1080	1079	1064	1111	1225	1187	1280	1366	1735	1614	1175	746	552	366	265	202	19115
13	160	126	106	149	235	399	682	1105	1151	1036	1051	1110	1182	1281	1387	1481	1707	1590	1289	878	581	466	322	234	19708
14	153	110	100	136	203	354	676	1046	1059	863	892	974	1120	1164	1376	1629	1768	1802	1291	882	705	426	295	232	19256
15	155	102	106	156	207	408	758	1259	1225	1108	1152	1187	1320	1489	1617	1908	2042	2007	1623	954	786	543	311	281	22704

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16	171	125	121	167	243	413	702	1132	1179	1248	1366	1426	1674	2029	2228	2487	2496	2365	2013	1443	1048	790	574	376	27816
17	265	165	130	102	160	247	338	640	850	1190	1438	1450	1424	1362	1596	1429	1404	1317	1113	937	657	659	470	305	19648
18	219	120	119	118	73	117	156	324	469	724	982	1127	1427	1498	1524	1615	1555	1471	1221	969	770	551	397	223	17769
19	158	111	115	139	222	386	625	989	1074	1195	1237	1357	1399	1653	1866	2309	2301	1640	1736	1292	784	516	349	205	23658
20	163	120	106	145	240	423	836	1269	1197	1096	1110	1175	1183	1262	1404	1595	1842	1848	1333	817	637	467	306	296	20870
21	142	130	116	161	248	403	748	1279	1263	1135	1059	1099	1179	1320	1402	1713	1844	1860	1252	903	727	475	303	228	20989
22	153	108	111	143	235	412	787	1262	1282	1116	1160	1181	1263	1458	1570	1952	2145	1908	1407	1069	797	553	355	244	22671
23	185	159	121	163	252	400	697	1067	1053	1117	1218	1293	1549	1739	1743	2037	2152	2059	1807	1195	866	702	505	281	24360
24	247	154	101	106	116	206	283	465	765	921	1088	1184	1330	1274	1412	1689	1518	1414	1119	950	809	656	455	305	18567
25	219	116	98	71	81	124	163	316	486	700	990	1221	1421	1561	1806	1796	1672	1640	1423	1129	815	588	301	200	18937
26	130	83	94	122	221	452	815	1257	1199	1071	1024	1165	1172	1295	1320	1502	1761	1757	1248	765	690	617	346	214	20320
27	137	104	105	137	218	412	779	1218	1249	1054	1068	1065	1085	1258	1402	1515	1853	1915	1276	875	622	468	302	206	20323
28	164	97	101	156	236	397	788	1211	1299	1098	1082	1067	1131	1271	1462	1594	1777	1876	1333	897	710	446	334	186	20713
29	157	115	106	153	233	377	762	1269	1247	1089	1087	1285	1312	1415	1582	1855	1954	1940	1601	987	752	666	347	230	22521
30	158	135	122	148	277	382	687	1246	1219	1199	1296	1444	1668	1931	2123	2356	2369	2294	2163	1439	1018	777	543	327	27321
31	202	144	112	114	116	245	478	649	880	1102	1269	1257	1446	1403	1384	1507	1556	1394	1311	1039	900	735	517	313	20073

Total vehicles for month 655657
AADT for month 21150

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	428	387	258	210	220	257	392	590	876	1356	1975	2554	2942	2918	2980	2708	2527	2220	1883	1600	1206	937	675	487	32586
2	346	231	233	225	341	572	1285	2043	2187	2608	3121	3538	3958	4184	3987	3977	3793	3723	2833	2104	1606	1379	974	712	49960
3	459	346	285	247	283	427	725	1072	1576	2237	2892	3414	3544	3761	3711	3613	3300	2889	2427	1913	1501	1241	975	659	43497
4	516	330	233	173	194	273	437	683	1104	1668	2338	2887	3309	3717	3921	3910	3686	3130	2737	1997	1467	1014	694	457	40875
5	304	218	234	254	435	965	2085	3081	2670	2542	2558	2621	2801	2854	2952	3213	3377	3454	2578	1652	1121	833	615	431	43848
6	319	239	234	300	431	862	1999	3017	2723	2609	2350	2459	2604	2641	2784	2979	3332	3419	2666	1513	1041	878	645	426	42470
7	288	211	229	305	411	810	1918	3031	2687	2577	2389	2394	2531	2609	2597	2962	3355	3541	2399	1490	1170	896	669	398	41867
8	292	240	213	282	410	788	1709	2794	2591	2455	2316	2467	2612	2848	2788	3228	3388	3470	2664	1691	1291	915	673	430	42555
9	322	221	216	262	446	759	1845	2897	2392	2349	2566	2678	2966	3256	3526	3758	4034	4190	3298	2275	1605	1231	960	593	48645
10	396	291	227	223	259	457	998	1241	1643	2121	2489	2714	2718	2598	2970	2809	2865	2751	2388	1778	1409	1182	803	558	37888
11	375	210	161	164	124	216	473	667	882	1279	1777	2311	2498	3212	3028	3260	3517	3193	2653	2031	1418	965	608	384	35406
12	276	192	182	256	422	904	2107	3067	2548	2461	2377	2320	2385	2342	2439	2568	3027	3054	2149	1342	967	681	529	387	38982
13	308	252	205	290	426	816	1906	2946	2763	2506	2395	2319	2327	2390	2523	2740	3083	3159	2232	1571	1111	845	568	429	40110
14	301	237	195	284	393	775	1878	2813	2560	2295	2164	2218	2342	2362	2663	2964	3155	3375	2327	1628	1158	749	507	456	39799
15	270	225	205	305	410	858	1960	3111	2806	2624	2491	2577	2724	2796	3080	3470	3636	3840	2918	1931	1424	1033	637	517	45848
16	330	262	249	325	451	861	1760	2687	2704	2725	2920	3229	3506	3957	4236	4600	4658	4716	4011	2860	1973	1467	1061	732	56280
17	452	327	258	227	322	431	748	1266	1846	2463	3029	3150	2994	2805	2967	2802	2758	2766	2393	1871	1335	1174	896	601	39881
18	365	237	206	199	141	201	358	626	1002	1539	2090	2503	2922	3092	3086	3073	3048	2894	2480	1837	1509	1066	731	435	35640
19	300	245	213	235	432	819	1599	2279	2390	2560	2739	3135	3187	3562	3980	4164	4289	3611	3171	2311	1542	1024	664	471	48922
20	345	261	228	296	440	889	2145	3148	2845	2763	2477	2507	2460	2503	2629	2969	3260	3421	2457	1528	1128	872	617	519	42707
21	310	239	245	308	430	879	2009	3166	2882	2743	2399	2364	2446	2557	2690	3088	3349	3455	2404	1611	1190	757	607	467	42595
22	291	212	208	298	438	878	2063	3139	2843	2690	2572	2511	2605	2856	3048	3490	3827	3687	2596	1970	1406	997	698	480	45803
23	338	286	271	338	455	825	1834	2794	2545	2598	2633	2736	3044	3341	3392	3920	4051	4038	3407	2348	1628	1244	894	573	49533
24	433	283	193	201	241	358	681	1250	1768	2162	2735	2661	2693	2607	2674	2886	2694	2613	2220	1791	1404	1109	833	541	37031
25	352	221	184	165	165	252	388	649	978	1490	2066	2491	2968	3088	3438	3438	3307	3298	2854	2331	1602	1105	694	414	37938
26	257	193	191	247	437	978	2215	3236	2759	2469	2336	2431	2455	2546	2569	2806	3262	3396	2227	1413	1099	948	604	400	41474
27	301	209	191	283	393	860	2039	3066	2820	2541	2430	2306	2310	2462	2553	2807	3273	3575	2346	1536	1061	879	561	409	41211
28	323	218	208	312	422	840	2078	3018	2914	2593	2312	2394	2412	2449	2763	2956	3245	3556	2453	1600	1228	796	630	396	42116
29	314	250	206	310	418	810	2011	3132	2839	2549	2467	2678	2690	2739	3023	3439	3625	3793	2873	1814	1309	1096	678	453	45516
30	327	260	234	320	471	804	1773	2997	2754	2682	2825	3070	3297	3687	3961	4356	4356	4549	4005	2731	1852	1429	958	691	54389
31	415	259	233	220	241	445	929	1335	1938	2366	2757	2875	2907	2843	2902	2952	2958	2764	2677	2017	1798	1387	963	621	40802

Total vehicles for month 1326174
AADT for month 42780

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	204	220	140	93	120	145	251	311	533	851	1211	1548	1679	1636	1315	1663	1417	1290	1088	795	688	472	349	278	18297
2	175	103	87	83	128	194	397	504	793	1234	1701	2005	2166	2085	1984	2042	1931	1699	1512	1101	844	660	469	325	24222
3	219	133	98	78	104	146	313	363	598	959	1364	1708	2164	2196	2266	2145	2087	1889	1616	1166	844	614	396	289	23755
4	158	121	100	126	219	532	1439	1833	1506	1496	1523	1537	1578	1595	1491	1595	1584	1695	1123	798	560	392	327	223	23551
5	218	117	124	157	212	454	1288	1843	1602	1553	1474	1451	1383	1416	1359	1474	1576	1671	1229	792	529	402	335	219	22878
6	195	106	121	144	227	483	1288	1813	1536	1676	1547	1489	1436	1406	1427	1552	1667	1735	1229	749	561	418	309	202	23316
7	168	127	121	177	230	449	1371	1899	1558	1585	1557	1485	1409	1428	1556	1584	1725	1914	1252	818	530	433	372	270	24018
8	221	125	140	176	258	438	1202	1738	1488	1572	1580	1562	1636	1538	1788	1903	1921	2031	1669	1192	845	565	460	317	26365
9	240	133	108	143	157	241	651	843	1138	1367	1493	1620	1666	1593	1476	1292	1349	1262	1270	793	580	445	370	287	20517
10	154	114	94	76	72	124	253	352	503	821	1156	1313	1624	1564	1797	1798	1772	1760	1387	1054	789	571	391	223	19762
11	117	94	111	128	236	508	1449	2033	1570	1570	1345	1351	1354	1260	1247	1392	1567	1648	1047	652	476	282	269	194	21900
12	214	139	131	140	204	436	1288	1910	1714	1593	1494	1398	1317	1282	1317	1460	1578	1727	1080	694	466	430	347	219	22578
13	161	132	101	149	223	473	1288	1891	1652	1654	1441	1396	1316	1337	1386	1546	1720	1798	1163	747	549	382	392	238	23135
14	187	111	132	158	220	458	1329	1946	1656	1471	1704	1508	1401	1537	1557	1686	1758	2003	1335	1011	720	479	374	258	24999
15	212	143	118	173	232	425	1162	1654	1495	1592	1685	1758	1893	1840	2044	1221	1897	2469	1811	1403	971	627	472	287	27584
16	219	160	133	133	154	189	390	654	976	1413	1553	1838	1642	1461	1354	1352	1350	1429	1226	921	740	570	443	267	20567
17	168	114	103	72	83	115	208	318	483	758	1077	1401	1693	1575	1567	1431	1522	1473	1239	1022	766	500	387	238	18313
18	133	98	112	134	199	394	1089	1297	1252	1486	1579	1803	2018	2123	2161	1942	2037	1981	1443	1008	750	508	357	251	26155
19	179	119	99	170	199	476	1372	1997	1739	1709	1494	1434	1376	1333	1347	1481	1603	1648	1128	721	492	380	259	212	22967
20	203	113	112	149	196	431	1338	1924	1698	1749	1392	1329	1299	1234	1296	1435	1567	1618	1003	672	481	326	251	166	21982
21	164	126	94	144	207	449	1306	1838	1687	1572	1460	1408	1435	1412	1619	1680	1846	2057	1491	1178	830	675	527	325	25530
22	261	172	119	176	181	358	1011	1514	1156	978	1092	1132	1143	1201	1176	1240	1109	1030	617	398	257	195	184	101	16801
23	86	62	51	51	55	93	182	242	329	412	502	692	783	919	890	860	807	836	735	486	347	277	241	150	10088
24	121	81	58	50	58	99	239	372	522	647	855	1044	1309	1415	1451	1391	1289	1247	1056	910	684	433	302	183	15816
25	111	77	77	115	212	506	1409	1967	1564	1478	1370	1354	1409	1361	1400	1473	1540	1689	1092	710	494	344	282	189	22223
26	196	104	116	132	192	462	1333	1978	1693	1567	1391	1332	1339	1243	1350	1497	1647	1841	1255	645	487	413	321	225	22759
27	203	113	114	160	240	459	1287	1965	1577	1610	1494	1444	1297	1346	1276	1494	1639	1700	1120	675	486	379	406	241	22725
28	197	133	128	180	239	468	1289	1845	1627	1639	1453	1490	1454	1373	1461	1690	1756	1861	1324	917	629	428	377	239	24197
29	207	115	126	166	220	468	1274	1861	1558	1599	1656	1672	1745	1875	2042	2021	2289	2233	1974	1384	1001	686	483	332	28987
30	260	152	108	120	135	240	565	901	1331	1455	1628	1735	1606	1532	1512	1577	1679	1598	1328	932	791	749	492	361	22787
31	175	139	104	86	77	129	241	305	570	921	1236	1517	1835	1962	1680	2286	2107	2090	1749	1222	938	590	423	249	22631

Total vehicles for month 691405
AADT for month 22303

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	258	293	201	147	98	174	212	346	483	758	1148	1517	1696	1680	1626	1886	1529	1385	1163	922	772	721	509	341	19865
2	285	165	114	109	112	224	346	570	885	1264	1665	1855	2071	2008	2126	1827	2028	1608	1395	1237	1092	1197	694	491	25368
3	392	259	232	155	123	170	262	387	723	1044	1441	1669	1948	2124	2380	2351	2290	2029	1540	1358	984	750	421	239	25271
4	184	103	101	139	256	479	829	1303	1206	1142	1235	1437	1469	1653	1649	1932	1890	1043	1859	1315	726	511	363	247	23071
5	146	142	128	154	244	456	846	1217	1198	1110	1196	1281	1325	1505	1642	1905	2024	2000	1659	993	658	510	352	258	22949
6	173	124	119	156	217	450	842	1276	1201	1148	1099	1212	1331	1419	1479	1824	2053	1905	1313	933	709	517	393	231	22124
7	168	127	137	147	257	425	867	1181	1289	1168	1272	1347	1369	1516	1714	1889	2070	1937	1513	1007	768	574	397	246	23385
8	186	125	142	173	260	406	761	1137	1103	1121	1224	1344	1490	1740	2011	1957	2427	2131	1739	1210	880	752	552	340	25211
9	236	174	123	118	132	272	455	544	746	896	1179	1318	1101	1756	1629	1532	1639	1470	1262	1026	754	644	393	275	19674
10	197	114	88	97	82	133	204	339	477	774	969	1129	1343	1498	1857	1772	1806	1705	1389	1049	805	564	401	186	18978
11	159	105	111	122	256	483	882	1221	1230	1205	1082	1213	1304	1340	1440	1655	1925	1872	1431	817	542	340	302	230	21267
12	186	129	111	120	256	420	833	1261	1204	1202	1082	1174	1227	1314	1445	1726	1827	1876	1420	892	656	561	381	223	21526
13	162	117	109	166	234	456	845	1299	1269	1098	1065	1209	1223	1295	1518	1733	1996	1887	1499	926	780	528	363	230	22007
14	181	107	136	166	274	440	842	1297	1263	1222	1165	1314	1432	1573	1823	2029	2238	2086	1709	1085	901	604	451	250	24588
15	204	136	144	169	270	424	735	1186	1206	1215	1368	1604	1859	2139	2339	2038	2272	2071	2029	1493	1088	802	626	333	27750

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16	275	152	115	116	142	246	415	639	889	1183	1446	1479	1533	1470	1475	1551	1521	1427	1131	975	726	622	521	339	20388
17	251	140	132	95	104	102	188	326	479	693	950	1253	1392	1511	1528	1539	1698	1458	1133	1061	800	524	351	241	17949
18	152	130	123	135	235	407	738	1010	1134	1225	1352	1368	1626	1904	2023	2240	2193	2153	1508	1094	836	617	490	288	24981
19	159	132	110	156	264	488	848	1312	1289	1164	1153	1205	1305	1428	1484	1723	1983	1831	1377	941	682	532	330	235	22131
20	158	107	121	163	246	395	816	1248	1292	1110	1105	1113	1196	1284	1487	1747	2007	1807	1386	842	662	433	301	240	21266
21	154	103	115	133	227	416	824	1231	1236	1144	1181	1270	1372	1644	1824	2011	2080	2166	1601	1111	933	747	443	279	24245
22	174	142	133	151	203	289	528	836	809	779	884	952	1166	1173	1267	1420	1440	1237	830	574	439	331	204	163	16124
23	114	72	51	65	64	80	133	254	282	350	601	669	818	831	872	877	878	770	689	607	498	448	310	234	10567
24	162	95	121	63	63	101	139	251	407	647	915	1044	1229	1446	1453	1402	1405	1537	1143	875	640	415	304	184	16041
25	130	93	94	115	239	447	890	1301	1290	1198	1118	1174	1244	1282	1377	1559	1774	1811	1287	829	674	452	353	222	20953
26	141	115	136	153	259	418	878	1339	1365	1199	1078	1165	1152	1280	1488	1635	1948	1869	1422	951	701	614	386	229	21921
27	144	112	117	163	256	464	828	1276	1200	1173	1121	1202	1180	1367	1592	1815	2108	1896	1330	915	758	544	307	245	22113
28	160	110	112	139	272	463	857	1243	1239	1200	1242	1333	1368	1550	1668	1902	2088	2022	1511	1045	758	637	443	246	23608
29	178	127	148	154	237	418	775	1196	1183	1265	1344	1598	1703	2043	2225	2432	2631	2411	2204	1553	1130	910	551	331	28747
30	267	169	145	146	142	281	525	716	1009	1259	1396	1482	1477	1410	1561	1696	1601	1662	1481	1071	983	952	520	344	22295
31	207	132	150	88	94	136	168	356	594	846	1086	1253	1540	1758	1853	1993	2054	1964	1533	1191	953	578	405	244	21176

Total vehicles for month 677539
AADT for month 21856

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	462	513	341	240	218	319	463	657	1016	1609	2359	3065	3375	3316	2941	3549	2946	2675	2251	1717	1460	1193	858	619	38162
2	460	268	201	192	240	418	743	1074	1678	2498	3366	3860	4237	4093	4110	3869	3959	3307	2907	2338	1936	1857	1163	816	49590
3	611	392	330	233	227	316	575	750	1321	2003	2805	3377	4112	4320	4646	4496	4377	3918	3156	2524	1828	1364	817	528	49026
4	342	224	201	265	475	1011	2268	3136	2712	2638	2758	2974	3047	3248	3140	3527	3474	2738	2982	2113	1286	903	690	470	46622
5	364	259	252	311	456	910	2134	3060	2800	2663	2670	2732	2708	2921	3001	3379	3600	3671	2888	1785	1187	912	687	477	45827
6	368	230	240	300	444	933	2130	3089	2737	2824	2646	2701	2767	2825	2906	3376	3720	3640	2542	1682	1270	935	702	433	45440
7	336	254	258	324	487	874	2238	3080	2847	2753	2829	2832	2778	2944	3270	3473	3795	3851	2765	1825	1298	1007	769	516	47403
8	407	250	282	349	518	844	1963	2875	2591	2693	2804	2906	3126	3278	3799	3860	4348	4162	3408	2402	1725	1317	1012	657	51576
9	476	307	231	261	289	513	1106	1387	1884	2263	2672	2938	2767	3349	3105	2824	2988	2732	2532	1819	1334	1089	763	562	40191
10	351	228	182	173	154	257	457	691	980	1595	2125	2442	2967	3062	3654	3570	3578	3465	2776	2103	1594	1135	792	409	38740
11	276	199	222	250	492	991	2331	3254	2800	2775	2427	2564	2658	2600	2687	3047	3492	3520	2478	1469	1018	622	571	424	43167
12	400	268	242	260	460	856	2121	3171	2918	2795	2576	2572	2544	2596	2762	3186	3405	3603	2500	1586	1122	991	728	442	44104
13	323	249	210	315	457	929	2133	3190	2921	2752	2506	2605	2539	2632	2904	3279	3716	3685	2662	1673	1329	910	755	468	45142
14	368	218	268	324	494	898	2171	3243	2919	2693	2869	2822	2833	3110	3380	3715	3996	4089	3044	2096	1621	1083	825	508	49587
15	416	279	262	342	502	849	1897	2840	2701	2807	3053	3362	3752	3979	4383	3259	4169	4540	3840	2896	2059	1429	1098	620	55334
16	494	312	248	249	296	435	805	1293	1865	2596	2999	3317	3175	2931	2829	2903	2871	2856	2357	1896	1466	1192	964	606	40955
17	419	254	235	167	187	217	396	644	962	1451	2027	2654	3085	3086	3095	2970	3220	2931	2372	2083	1566	1024	738	479	36262
18	285	228	235	269	434	801	1827	2307	2386	2711	2931	3171	3644	4027	4184	4182	4230	4134	2951	2102	1586	1125	847	539	51136
19	338	251	209	326	463	964	2220	3309	3028	2873	2647	2639	2681	2761	2831	3204	3586	3479	2505	1662	1174	912	589	447	45098
20	361	220	233	312	442	826	2154	3172	2990	2859	2497	2442	2495	2518	2783	3182	3574	3425	2389	1514	1143	759	552	406	43248
21	318	229	209	277	434	865	2130	3069	2923	2716	2641	2678	2807	3056	3443	3691	3926	4223	3092	2289	1763	1422	970	604	49775
22	435	314	252	327	384	647	1539	2350	1965	1757	1976	2084	2309	2374	2443	2660	2549	2267	1447	972	696	526	388	264	32925
23	200	134	102	116	119	173	315	496	611	762	1103	1361	1601	1750	1762	1737	1685	1606	1424	1093	845	725	551	384	20655
24	283	176	179	113	121	200	378	623	929	1294	1770	2088	2538	2861	2904	2793	2694	2784	2199	1785	1324	848	606	367	31857
25	241	170	171	230	451	953	2299	3268	2854	2676	2488	2528	2653	2643	2777	3032	3314	3500	2379	1539	1168	796	635	411	43176
26	337	219	252	285	451	880	2211	3317	3058	2766	2469	2497	2491	2523	2838	3132	3595	3710	2677	1596	1188	1027	707	454	44680
27	347	225	231	323	496	923	2115	3241	2777	2783	2615	2646	2477	2713	2868	3309	3747	3596	2450	1590	1244	923	713	486	44838
28	357	243	240	319	511	931	2146	3088	2866	2839	2695	2823	2822	2923	3129	3592	3844	3883	2835	1962	1387	1065	820	485	47805
29	385	242	274	320	457	886	2049	3057	2741	2864	3000	3270	3448	3918	4267	4453	4920	4644	4178	2937	2131	1596	1034	663	57734
30	527	321	253	266	277	521	1090	1617	2340	2714	3024	3217	3083	2942	3073	3273	3280	3260	2809	2003	1774	1701	1012	705	45082
31	382	271	254	174	171	265	409	661	1164	1767	2322	2770	3375	3720	3533	4279	4161	4054	3282	2413	1891	1168	828	493	43807

Total vehicles for month 1368944
AADT for month 44159

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South Carolina ATR Traffic Volumes -- July 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	241	169	140	206	234	570	1372	1812	1761	1838	1892	1981	1819	1830	1864	1921	1867	2077	1563	1202	938	621	515	323	28756
2	295	207	176	181	287	577	1229	1771	1792	1890	2057	2128	2082	2155	2186	1966	2018	2726	2148	1778	1441	1063	813	535	33501
3	436	274	230	214	266	418	822	1178	1577	1930	2327	2498	2535	2277	2202	2072	1969	1807	1719	1400	1239	938	671	444	31443
4	288	246	158	165	199	335	602	1074	1396	1775	2203	2362	2127	1652	1407	1175	1037	944	916	765	710	674	1206	732	24148
5	357	192	104	88	118	189	315	628	935	1329	2021	2521	2738	2593	2676	2490	2556	2355	1976	1568	1146	954	657	370	30876
6	231	167	154	174	255	561	1467	1956	1850	2002	2176	2206	2209	2000	1928	1901	1877	1813	1393	1009	787	647	456	298	29517
7	261	164	133	182	227	496	1330	1880	1787	1703	1713	1725	1703	1554	1636	1661	1619	1796	1315	1019	676	494	398	308	25780
8	254	166	166	181	230	513	1251	1868	1754	1801	1818	1822	1666	1631	1647	1675	1756	1789	1363	984	711	540	454	331	26371
9	252	167	147	182	264	528	1305	1813	1785	1836	1820	1829	1892	1843	1884	1963	1721	2023	1515	1213	892	635	520	322	28351
10	273	205	198	183	255	526	1224	1893	1852	1901	2009	2188	2205	2248	2303	2277	1861	2209	1951	1673	1332	987	717	514	32984
11	396	249	191	197	260	450	886	1235	1774	2584	2193	2578	2800	2746	2676	2089	2312	1745	1408	1179	971	754	664	466	32803
12	325	194	133	125	136	213	324	652	973	1404	2133	2468	2674	2514	2467	2302	2288	2173	1906	1444	1107	900	630	377	29862
13	341	213	140	185	293	571	1477	2006	1835	1981	2015	2157	2032	1917	1819	1716	1651	1739	1324	886	676	544	433	300	28251
14	213	162	122	156	227	509	1347	1827	1747	1672	1634	1620	1633	1636	1644	1675	1606	1695	1362	867	653	500	376	282	25165
15	233	157	136	174	262	537	1279	1909	1799	1735	1774	1736	1680	1690	1710	1632	1776	1831	1425	993	742	563	478	305	26556
16	265	155	149	157	255	517	1327	1790	1817	1780	1794	1863	1817	1823	2020	1882	1916	2032	1580	1170	809	791	625	396	28730
17	298	181	188	187	268	484	1186	1721	1726	1884	2001	2322	2286	2358	2465	2642	2392	2388	1981	1659	1302	1085	691	469	34164
18	366	283	220	204	253	377	755	1166	1850	2420	2947	3202	1460	1794	1694	1771	2001	1541	1530	1134	914	751	576	446	29655
19	345	205	161	98	118	181	379	559	899	1494	2060	2442	2780	2524	2500	2516	2359	2063	1961	1477	1173	937	583	335	30149
20	217	198	157	155	304	591	1464	2088	1913	1831	1972	2003	2039	1803	1758	1715	1657	1814	1276	901	677	512	431	279	27755
21	249	142	138	162	224	511	1293	1826	1761	1642	1630	1613	1682	1550	1444	1604	1658	1793	1250	925	624	529	417	295	24962
22	213	146	158	165	253	556	1279	1852	1856	1746	1683	1755	1751	1739	1692	1778	1775	1834	1357	1030	692	616	471	321	26718
23	264	156	158	182	246	577	1324	1774	1786	1791	1826	1888	1908	1875	1884	1873	1951	2055	1617	1132	874	649	480	328	28598
24	260	189	178	206	264	538	1282	1770	1768	1841	2027	2231	2287	2233	2483	2445	2340	2331	1958	1710	1285	988	655	473	33722
25	298	255	216	190	239	391	708	1257	1815	2473	3081	3050	2815	2700	2316	2156	1938	1713	1418	1166	868	845	668	428	33004
26	273	183	152	113	112	192	327	496	892	1374	1889	2433	2585	2434	2503	2398	2395	2135	1820	1401	1201	825	568	452	29153
27	257	164	132	152	280	621	1468	1943	1840	1869	1921	2035	1936	1943	1799	1727	1614	1818	1357	1018	656	472	441	248	27711
28	245	136	139	154	227	478	1302	1772	1707	1660	1682	1666	1602	1573	1551	1617	1711	1851	1378	928	674	455	423	262	25193
29	271	124	157	185	266	525	1348	1900	1795	1771	1799	1761	1746	1713	1705	1848	1931	2132	1418	1054	742	540	458	296	27485
30	218	143	166	182	257	504	1284	1856	1818	1738	1844	2029	1869	1841	1667	1994	1957	2044	1558	1239	916	664	564	342	28694
31	277	167	163	196	237	503	1224	1785	1680	1883	2090	2247	2293	2296	2332	2319	2255	2262	2048	1604	1205	908	729	496	33199

Total vehicles for month 903256
AADT for month 29137

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	218	156	132	169	269	517	855	1333	1382	1391	1581	1632	1799	1975	2197	2136	2284	2155	1721	1236	985	840	543	374	27880
2	261	152	186	198	298	493	815	1259	1378	1561	1760	2028	2225	2484	2485	2634	2314	2366	2540	1878	1291	1053	731	506	32896
3	294	212	181	206	226	363	556	906	1263	1691	2096	2373	2449	2480	2476	2307	2033	1859	1503	1278	1117	881	665	479	29894
4	299	214	149	140	134	199	360	767	1110	1667	2163	2330	2424	2345	1967	1646	1386	1250	1102	935	698	530	586	405	24806
5	307	198	173	137	115	165	292	560	866	1452	1908	2328	2469	2651	2715	2759	2906	2794	2252	1872	1560	1168	736	412	32795
6	250	229	196	179	286	503	902	1367	1460	1569	1771	963	2604	2311	2287	2121	2159	2234	1687	1114	919	701	487	338	28637
7	235	172	137	164	254	534	863	1262	1375	1306	1377	1541	1565	1687	1825	1894	2047	2034	1571	1081	804	644	470	322	25164
8	227	141	123	152	265	450	868	1296	1333	1352	1535	1564	1680	1878	1902	2080	2202	1983	1601	1108	890	702	479	334	26145
9	235	156	141	185	288	478	941	1334	1468	1494	1560	1723	1835	2064	2191	2288	2281	2113	1766	1265	1065	802	573	367	28613
10	264	194	169	193	274	477	865	1307	1448	1664	2067	2251	2487	2653	2938	2342	1837	2763	2728	1716	1212	965	770	553	34137
11	383	229	191	175	216	411	662	1125	1641	2187	2804	2544	2677	2843	2764	2874	2166	1756	1374	1149	925	820	636	418	32970
12	311	191	159	124	106	162	325	468	833	1170	1628	2035	2273	2547	2593	2523	2779	2318	1838	1397	1129	758	482	336	28485
13	228	144	139	155	293	525	895	1344	1392	1395	1487	1552	1621	1687	1853	1892	1971	1938	1563	1019	772	594	397	288	25144
14	198	134	152	167	290	468	843	1293	1243	1420	1315	1371	1464	1655	1770	1905	2147	1986	1473	1028	739	595	440	297	24393
15	213	158	142	155	267	489	875	1391	1409	1452	1490	1527	1620	1767	1893	1949	1644	2136	1593	1076	872	662	480	336	25596

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16	231	157	158	181	295	477	957	1379	1482	1517	1733	1821	1925	2186	2230	2440	2443	2237	1829	1217	1027	840	551	367	29680
17	275	168	188	193	305	530	873	1392	1481	1706	1902	2243	2381	2681	2682	2817	2710	2390	2399	1657	1292	991	773	550	34579
18	422	262	200	184	203	374	671	1102	1578	1913	2614	2722	2025	1610	966	1902	3012	2266	1516	1217	1006	799	664	434	29662
19	329	190	168	133	105	167	276	526	855	1147	1737	2046	2183	2503	2243	2756	2563	2190	1892	1664	1096	796	549	346	28460
20	243	148	146	166	298	546	919	1328	1445	1439	1552	1658	1780	1800	1844	2047	1963	1962	1418	1044	801	609	455	312	25923
21	209	140	141	170	304	470	898	1281	1413	1219	1319	1387	1462	1558	1687	1881	1981	2049	1533	1080	794	557	439	320	24292
22	206	134	161	152	272	500	879	1377	1493	1403	1458	1487	1652	1777	2021	2071	2134	2059	1588	1063	856	644	476	341	26204
23	237	141	144	192	294	508	955	1366	1515	1407	1616	1770	1796	2190	2163	2381	2321	2182	1882	1223	1038	816	553	356	29046
24	252	170	148	208	317	529	857	1340	1446	1729	1897	2169	2253	2574	2821	2845	2821	2425	2121	1474	1493	1036	749	558	34232
25	409	241	192	189	198	361	625	1183	1646	2183	2656	2670	2575	2931	3038	2468	2234	1616	1195	1192	1092	957	662	381	32894
26	325	209	146	117	105	154	252	488	849	1187	1668	2072	2098	2035	2983	2529	2462	2210	1922	1480	1092	876	672	366	28297
27	211	173	120	161	305	499	891	1353	1458	1336	1571	1585	1669	1759	1890	1939	2091	2009	1465	971	782	625	429	307	25599
28	198	176	125	168	284	501	888	1360	1359	1343	1430	1413	1480	1605	1724	1933	2088	1949	1483	1049	820	552	424	268	24620
29	200	145	119	160	281	483	892	1372	1443	1400	1401	1568	1679	1544	2175	2010	2166	1959	1525	1038	833	697	537	480	26107
30	215	140	129	185	320	479	917	1402	1503	1527	1692	1877	1983	2067	2212	2499	1797	1996	1900	1314	969	809	574	360	28866
31	280	184	156	205	285	501	856	1376	1533	1763	1980	2237	2420	2650	2878	2784	2744	2627	2544	1800	1334	1109	794	529	35569

Total vehicles for month 891585
AADT for month 28761

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	459	325	272	375	503	1087	2227	3145	3143	3229	3473	3613	3618	3805	4061	4057	4151	4232	3284	2438	1923	1461	1058	697	56636
2	556	359	362	379	585	1070	2044	3030	3170	3451	3817	4156	4307	4639	4671	4600	4332	5092	4688	3656	2732	2116	1544	1041	66397
3	730	486	411	420	492	781	1378	2084	2840	3621	4423	4871	4984	4757	4678	4379	4002	3666	3222	2678	2356	1819	1336	923	61337
4	587	460	307	305	333	534	962	1841	2506	3442	4366	4692	4551	3997	3374	2821	2423	2194	2018	1700	1408	1204	1792	1137	48954
5	664	390	277	225	233	354	607	1188	1801	2781	3929	4849	5207	5244	5391	5249	5462	5149	4228	3440	2706	2122	1393	782	63671
6	481	396	350	353	541	1064	2369	3323	3310	3571	3947	3169	4813	4311	4215	4022	4036	4047	3080	2123	1706	1348	943	636	58154
7	496	336	270	346	481	1030	2193	3142	3162	3009	3090	3266	3268	3241	3461	3555	3666	3830	2886	2100	1480	1138	868	630	50944
8	481	307	289	333	495	963	2119	3164	3087	3153	3353	3386	3346	3509	3549	3755	3958	3772	2964	2092	1601	1242	933	665	52516
9	487	323	288	367	552	1006	2246	3147	3253	3330	3380	3552	3727	3907	4075	4251	4002	4136	3281	2478	1957	1437	1093	689	56964
10	537	399	367	376	529	1003	2089	3200	3300	3565	4076	4439	4692	4901	5241	4619	3698	4972	4679	3389	2544	1952	1487	1067	67121
11	779	478	382	372	476	861	1548	2360	3415	4771	4997	5122	5477	5589	5440	4963	4478	3501	2782	2328	1896	1574	1300	884	65773
12	636	385	292	249	242	375	649	1120	1806	2574	3761	4503	4947	5061	5060	4825	5067	4491	3744	2841	2236	1658	1112	713	58347
13	569	357	279	340	586	1096	2372	3350	3227	3376	3502	3709	3653	3604	3672	3608	3622	3677	2887	1905	1448	1138	830	588	53395
14	411	296	274	323	517	977	2190	3120	2990	3092	2949	2991	3097	3291	3414	3580	3753	3681	2835	1895	1392	1095	816	579	49558
15	446	315	278	329	529	1026	2154	3300	3208	3187	3264	3263	3300	3457	3603	3581	3420	3967	3018	2069	1614	1225	958	641	52152
16	496	312	307	338	550	994	2284	3169	3299	3297	3527	3684	3742	4009	4250	4322	4359	4269	3409	2387	1836	1631	1176	763	58410
17	573	349	376	380	573	1014	2059	3113	3207	3590	3903	4565	4667	5039	5147	5459	5102	4778	4380	3316	2594	2076	1464	1019	68743
18	788	545	420	388	456	751	1426	2268	3428	4333	5561	5924	3485	3404	2660	3673	5013	3807	3046	2351	1920	1550	1240	880	59317
19	674	395	329	231	223	348	655	1085	1754	2641	3797	4488	4963	5027	4743	5272	4922	4253	3853	3141	2269	1733	1132	681	58609
20	460	346	303	321	602	1137	2383	3416	3358	3270	3524	3661	3819	3603	3602	3762	3620	3776	2694	1945	1478	1121	886	591	53678
21	458	282	279	332	528	981	2191	3107	3174	2861	2949	3000	3144	3108	3131	3485	3639	3842	2783	2005	1418	1086	856	615	49254
22	419	280	319	317	525	1056	2158	3229	3349	3149	3141	3242	3403	3516	3713	3849	3909	3893	2945	2093	1548	1260	947	662	52922
23	501	297	302	374	540	1085	2279	3140	3301	3198	3442	3658	3704	4065	4047	4254	4272	4237	3499	2355	1912	1465	1033	684	57644
24	512	359	326	414	581	1067	2139	3090	3214	3570	3924	4400	4540	4807	5304	5290	5161	4756	4079	3184	2778	2024	1404	1031	67954
25	707	496	408	379	437	752	1333	2440	3461	4656	5737	5720	5390	5631	5354	4624	4172	3329	2613	2358	1960	1802	1330	809	65898
26	598	392	298	230	217	346	579	984	1741	2561	3557	4505	4683	4469	5486	4927	4857	4345	3742	2881	2293	1701	1240	818	57450
27	468	337	252	313	585	1120	2359	3296	3298	3205	3492	3620	3605	3702	3689	3666	3705	3827	2822	1989	1438	1097	870	555	53310
28	443	312	264	322	511	979	2190	3132	3066	3003	3112	3079	3082	3178	3275	3550	3799	3800	2861	1977	1494	1007	847	530	49813
29	471	269	276	345	547	1008	2240	3272	3238	3171	3200	3329	3425	3257	3880	3858	4097	4091	2943	2092	1575	1237	995	776	53592
30	433	283	295	367	577	983	2201	3258	3321	3265	3536	3906	3852	3908	3879	4493	3754	4040	3458	2553	1885	1473	1138	702	57560
31	557	351	319	401	522	1004	2080	3161	3213	3646	4070	4484	4713	4946	5210	5103	4999	4889	4592	3404	2539	2017	1523	1025	68768

Total vehicles for month 1794841
AADT for month 57898

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South Carolina ATR Traffic Volumes -- July 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	352	245	230	243	344	633	1345	1879	1889	2170	2423	2581	2612	2720	2715	2889	2641	2729	2464	1995	1757	1494	1188	711	40249
2	607	357	355	303	348	663	1050	1573	2342	2903	3315	3081	3108	2856	2584	2176	1851	1558	1365	1209	1016	831	990	689	37130
3	371	249	176	158	149	225	433	648	982	1436	1802	2021	2006	1952	1880	1761	1543	1467	1248	1086	896	695	650	489	24323
4	301	190	132	123	160	256	409	497	738	1021	1397	1717	1870	1749	1583	1777	1622	1517	1455	1174	1060	874	679	449	22750
5	319	204	172	191	294	599	1471	1959	2000	2030	2242	2380	2354	2300	2156	2067	2044	2018	1504	989	891	700	539	332	31755
6	286	165	188	177	291	537	1376	1910	1883	1842	1862	1922	1938	1756	1803	1797	1779	1824	1368	969	683	565	453	272	27646
7	242	164	159	209	281	545	1300	1853	1826	1852	1880	1934	1992	1775	1848	2051	1972	2025	1550	1106	900	637	494	346	28941
8	285	200	183	197	312	551	1277	1827	1756	1849	2179	2210	2305	2343	2444	2379	2368	2472	2116	1699	1237	976	706	490	34361
9	381	243	190	245	276	434	834	1203	1825	2499	3025	3290	2765	2629	2587	2202	2089	1738	1507	1219	978	866	680	496	34201
10	300	220	118	144	144	201	466	654	1029	1481	2024	2421	2622	2454	2597	2431	2272	2323	1789	1459	1101	827	566	304	29947
11	257	158	145	189	276	651	1517	2095	1894	1893	1980	2043	2020	1814	1762	1738	1776	1816	1244	923	709	502	401	271	28074
12	277	144	155	186	254	575	1374	1953	1892	1689	1655	1765	1769	1727	1592	1667	1778	1949	1318	943	785	549	466	316	26778
13	253	164	148	190	283	524	1381	2000	1914	1863	1819	1813	1697	1783	1780	1796	1796	1839	1408	968	753	577	510	311	27570
14	259	186	164	197	284	523	1346	1927	1935	1823	1902	1934	1923	1878	1891	1953	1897	1943	799	1200	817	600	502	364	28247
15	305	214	193	204	306	569	1281	1842	1829	1996	2186	2345	2354	2493	2537	2469	2451	2408	2146	1622	1365	996	698	458	35267
16	424	257	228	202	252	418	922	1366	1852	2524	3062	3334	2706	2943	2394	2220	2018	1855	1524	1215	954	796	613	434	34513
17	300	178	148	126	122	212	379	610	927	1455	1970	2454	2579	2546	2384	2439	2456	2297	1869	1484	1303	838	632	362	30070
18	223	169	147	190	313	631	1502	2091	1890	1929	2045	2181	2042	1967	1849	1791	1793	1864	1414	962	671	536	424	280	28904
19	251	165	139	186	269	563	1375	1935	1835	1859	1712	1763	1648	1672	1668	1718	1660	1877	1385	959	757	591	461	263	26711
20	267	175	139	174	277	557	1335	1982	1880	1860	1853	1850	1806	1845	1773	1803	1807	1854	1419	1071	807	618	495	329	27976
21	239	196	166	231	285	579	1381	1961	1875	1919	1938	2048	1984	2053	2080	2030	2003	2163	1657	1205	937	725	490	362	30507
22	316	202	181	230	301	578	1256	1771	1863	1955	2192	2324	2463	2360	2543	2552	2392	2453	2240	1747	1283	923	785	523	35433
23	371	228	162	207	257	409	794	1264	1938	2545	3167	2339	1458	2156	2729	2164	2008	1752	1555	1212	945	777	647	402	31486
24	275	157	128	121	135	213	379	560	1012	1535	2079	2535	2826	2697	2661	2469	2427	2308	1831	1562	1251	851	560	360	30932
25	215	178	151	192	308	629	1569	2047	1865	1913	2072	2194	2118	1863	1838	1759	1737	1875	1374	979	738	512	450	262	28838
26	276	149	165	182	249	547	1330	1909	1805	1753	1687	1687	1767	1763	1652	1729	1825	1830	1355	919	752	553	433	322	26639
27	231	151	151	193	262	553	1337	1898	1812	1806	1849	1930	1806	1797	1729	1815	1804	1900	1420	1019	765	574	436	315	27553
28	266	158	179	196	281	538	1351	1897	1859	1942	1975	1998	1928	1955	1947	1960	2000	1993	1605	1258	942	704	642	367	29941
29	317	220	174	231	295	537	1243	1764	1829	1960	2106	2256	2416	2448	2345	2345	2339	2401	1982	1661	1182	916	721	487	34175
30	358	248	185	183	222	383	706	1195	1706	2160	2781	2324	1495	2795	2591	2118	1934	1623	1546	1242	1042	795	628	438	30698
31	278	192	161	92	114	171	357	545	923	1429	1964	2346	2740	2645	2474	2499	2303	2228	2019	1537	1318	913	643	344	30235

Total vehicles for month 941850
 AADT for month 30382

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	289	206	220	211	351	554	927	1360	1572	1934	2305	2553	2598	2729	2896	2352	2914	2865	2757	1905	1670	1302	910	625	38005
2	426	312	251	240	246	340	687	1341	1757	2362	2796	2899	2992	2899	2873	2611	1925	1550	1411	1366	1014	842	649	474	34263
3	305	184	142	141	110	138	265	436	755	1154	1522	1707	1955	1922	1982	1784	1676	1439	1299	1035	924	768	560	405	22608
4	248	175	175	134	141	176	280	473	590	917	1278	1694	1869	1950	1921	1792	1649	1552	1362	1238	1038	756	643	502	22553
5	362	240	233	196	325	594	986	1385	1548	1628	1992	2018	2190	2210	2483	2487	2297	2352	1952	1226	954	801	602	402	31463
6	258	162	177	207	309	564	937	1284	1432	1512	1611	1700	1838	2056	2173	2225	2250	2150	1651	1135	879	735	536	337	28118
7	242	173	153	158	292	527	969	1280	1501	1477	1668	1856	1961	2128	2367	2354	2280	2186	1907	1266	1048	789	617	412	29611
8	256	203	179	200	295	547	970	1339	1540	1707	1980	2267	2342	2612	2814	2763	2648	2738	2336	1734	1351	1095	850	572	35338
9	367	264	220	214	236	413	705	1277	1746	2476	2762	2717	2936	3041	3058	2837	2365	1978	1502	1319	1132	920	647	448	35580
10	307	214	150	157	124	226	356	558	910	1354	1775	2045	2394	2549	2692	2566	2238	2219	1729	1448	1087	835	598	329	28860
11	260	150	123	165	278	606	1021	1346	1414	1498	1490	1690	1853	1773	1918	2088	1904	2057	1485	1048	844	578	444	284	26317
12	205	141	163	168	301	531	944	1344	1444	1340	1406	1408	1662	1714	1851	2014	2100	1881	1543	1063	854	660	496	301	25534
13	242	142	163	196	310	519	919	1331	1409	1471	1438	1622	1753	1859	1936	2166	2208	2145	1597	1003	863	680	518	332	26822
14	225	163	158	190	333	554	927	1330	1492	1539	1633	1840	1951	2138	2294	2442	2343	1854	1823	1233	1012	789	641	374	29278
15	212	186	168	198	317	560	925	1365	1480	1752	2020	2308	2476	2456	2445	2945	2864	2563	2327	1661	1417	1058	800	547	35050

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16	335	240	194	197	214	395	741	1255	1752	2346	2709	2789	2581	2826	2771	2943	2303	1737	1421	1214	971	807	653	461	33855
17	320	174	136	123	112	164	300	520	928	1342	1774	2178	2371	2621	2573	2564	2240	2146	1904	1554	1067	861	532	312	28816
18	195	148	137	201	298	598	972	1373	1469	1582	1589	1751	1747	1901	1921	2107	2082	1961	1436	1007	800	643	456	408	26782
19	216	139	145	208	325	516	955	1352	1427	1330	1335	1095	971	1300	1985	2050	2126	2005	1602	977	865	719	487	290	24420
20	220	156	162	190	332	525	928	1357	1396	1486	1559	1663	1708	1917	2051	2211	2335	2076	1709	1069	906	641	476	342	27415
21	231	148	160	179	320	531	929	1349	1379	1457	1773	2109	1998	2191	2430	2173	2129	2071	1950	1728	1064	825	551	353	30028
22	245	184	204	201	319	540	892	1320	1543	1840	2085	2251	2443	2651	2772	2804	2655	2568	2225	1997	1348	1066	794	507	35454
23	366	256	188	197	229	362	674	1205	1865	2451	2747	2902	2373	2402	2652	2927	2280	1682	1388	1136	983	931	690	492	33378
24	336	202	160	146	151	178	287	516	884	1328	1851	2171	2403	2490	2601	2483	2397	2149	1934	1486	1200	916	573	409	29251
25	241	160	138	180	312	603	976	1362	1441	1505	1619	1754	1740	1948	1904	2029	2041	2086	1449	1068	781	603	482	289	26711
26	243	165	147	189	294	526	920	1340	1463	1405	1417	1529	1702	1559	2054	1908	2261	2067	1393	979	781	703	487	322	25854
27	238	182	141	177	308	526	939	1362	1443	1419	1544	1704	1505	2132	2091	2144	2299	2082	1718	1068	992	683	506	332	27535
28	202	178	148	234	289	576	1001	1380	1537	1550	1751	1946	2102	2254	2416	2485	2421	2337	1883	1324	1080	840	562	360	30856
29	276	197	182	217	289	521	973	1312	1540	1815	2058	2228	2429	2745	2742	2815	2477	2578	2561	1801	1387	1063	813	614	35633
30	396	240	212	173	237	329	693	1229	1709	2276	2679	2455	2545	2988	2858	2850	2314	1714	1457	1137	1063	947	761	496	33758
31	390	259	181	117	136	182	305	534	881	1294	1749	2000	2455	2528	2506	2718	2529	2291	1903	1761	1235	811	599	365	29729

Total vehicles for month 928875
AADT for month 29964

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	641	451	450	454	695	1187	2272	3239	3461	4104	4728	5134	5210	5449	5611	5241	5555	5594	5221	3900	3427	2796	2098	1336	78254
2	1033	669	606	543	594	1003	1737	2914	4099	5265	6111	5980	6100	5755	5457	4787	3776	3108	2776	2575	2030	1673	1639	1163	71393
3	676	433	318	299	259	363	698	1084	1737	2590	3324	3728	3961	3874	3862	3545	3219	2906	2547	2121	1820	1463	1210	894	46931
4	549	365	307	257	301	432	689	970	1328	1938	2675	3411	3739	3699	3504	3569	3271	3069	2817	2412	2098	1630	1322	951	45303
5	681	444	405	387	619	1193	2457	3344	3548	3658	4234	4398	4544	4510	4639	4554	4341	4370	3456	2215	1845	1501	1141	734	63218
6	544	327	365	384	600	1101	2313	3194	3315	3354	3473	3622	3776	3812	3976	4022	4029	3974	3019	2104	1562	1300	989	609	55764
7	484	337	312	367	573	1072	2269	3133	3327	3329	3548	3790	3953	3903	4215	4405	4252	4211	3457	2372	1948	1426	1111	758	58552
8	541	403	362	397	607	1098	2247	3166	3296	3556	4159	4477	4647	4955	5258	5142	5016	5210	4452	3433	2588	2071	1556	1062	69699
9	748	507	410	459	512	847	1539	2480	3571	4975	5787	6007	5701	5670	5645	5039	4454	3716	3009	2538	2110	1786	1327	944	69781
10	607	434	268	301	268	427	822	1212	1939	2835	3799	4466	5016	5003	5289	4997	4510	4542	3518	2907	2188	1662	1164	633	58807
11	517	308	268	354	554	1257	2538	3441	3308	3391	3470	3733	3873	3587	3680	3826	3680	3873	2729	1971	1553	1080	845	555	54391
12	482	285	318	354	555	1106	2318	3297	3336	3029	3061	3173	3431	3441	3443	3681	3878	3830	2861	2006	1639	1209	962	617	52312
13	495	306	311	386	593	1043	2300	3331	3323	3334	3257	3435	3450	3642	3716	3962	4004	3984	3005	1971	1616	1257	1028	643	54392
14	484	349	322	387	617	1077	2273	3257	3427	3362	3535	3774	3874	4016	4185	4395	4240	3797	2622	2433	1829	1389	1143	738	57525
15	517	400	361	402	623	1129	2206	3207	3309	3748	4206	4653	4830	4949	4982	5414	5315	4971	4473	3283	2782	2054	1498	1005	70317
16	759	497	422	399	466	813	1663	2621	3604	4870	5771	6123	5287	5769	5165	5163	4321	3592	2945	2429	1925	1603	1266	895	68368
17	620	352	284	249	234	376	679	1130	1855	2797	3744	4632	4950	5167	4957	5003	4696	4443	3773	3038	2370	1699	1164	674	58886
18	418	317	284	391	611	1229	2474	3464	3359	3511	3634	3932	3789	3868	3770	3898	3875	3825	2850	1969	1471	1179	880	688	55686
19	467	304	284	394	594	1079	2330	3287	3262	3189	3047	2858	2619	2972	3653	3768	3786	3882	2987	1936	1622	1310	948	553	51131
20	487	331	301	364	609	1082	2263	3339	3276	3346	3412	3513	3514	3762	3824	4014	4142	3930	3128	2140	1713	1259	971	671	55391
21	470	344	326	410	605	1110	2310	3310	3254	3376	3711	4157	3982	4244	4510	4203	4132	4234	3607	2933	2001	1550	1041	715	60535
22	561	386	385	431	620	1118	2148	3091	3406	3795	4277	4575	4906	5011	5315	5356	5047	5021	4465	3744	2631	1989	1579	1030	70887
23	737	484	350	404	486	771	1468	2469	3803	4996	5914	5241	3831	4558	5381	5091	4288	3434	2943	2348	1928	1708	1337	894	64864
24	611	359	288	267	286	391	666	1076	1896	2863	3930	4706	5229	5187	5262	4952	4824	4457	3765	3048	2451	1767	1133	769	60183
25	456	338	289	372	620	1232	2545	3409	3306	3418	3691	3948	3858	3811	3742	3788	3778	3961	2823	2047	1519	1115	932	551	55549
26	519	314	312	371	543	1073	2250	3249	3268	3158	3104	3216	3469	3322	3706	3637	4086	3897	2748	1898	1533	1256	920	644	52493
27	469	333	292	370	570	1079	2276	3260	3255	3225	3393	3634	3311	3929	3820	3959	4103	3982	3138	2087	1757	1257	942	647	55088
28	468	336	327	430	570	1114	2352	3277	3396	3492	3726	3944	4030	4209	4363	4445	4421	4330	3488	2582	2022	1544	1204	727	60797
29	593	417	356	448	584	1058	2216	3076	3369	3775	4164	4484	4845	5193	5087	5160	4816	4979	4543	3462	2569	1979	1534	1101	69808
30	754	488	397	356	459	712	1399	2424	3415	4436	5460	4779	4040	5783	5449	4968	4248	3337	3003	2379	2105	1742	1389	934	64456
31	668	451	342	209	250	353	662	1079	1804	2723	3713	4346	5195	5173	4980	5217	4832	4519	3922	3298	2553	1724	1242	709	59964

Total vehicles for month 1870725
AADT for month 60346

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South Carolina ATR Traffic volumes -- June 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	185	150	116	174	271	582	1455	2110	1697	1761	1978	1988	1837	1699	1609	1612	1662	1707	1257	862	652	444	374	245	26427
2	198	123	149	161	221	457	1325	1923	1618	1588	1750	1524	1496	1467	1524	1514	1505	1707	1359	980	637	524	374	258	24382
3	201	112	145	157	239	462	1251	1935	1624	1718	1739	1720	1729	1652	1650	1635	1746	1931	1364	982	725	587	402	272	25978
4	234	164	132	202	240	485	1282	1874	1730	1899	1993	1813	1757	1819	1905	1862	1801	1929	1551	1097	902	716	582	421	28390
5	311	177	174	187	267	499	1223	1817	1703	1950	2105	2247	2186	2309	2319	2345	2374	2438	2156	1638	1292	1077	720	482	33996
6	365	251	210	199	271	396	784	1198	1649	2446	3080	3152	2237	2179	2894	2007	1749	1538	1363	1076	940	766	671	437	31858
7	277	151	107	107	121	183	343	539	1023	1419	1977	2339	2489	2467	2328	2526	2197	2036	1669	1445	1063	860	520	323	28509
8	229	143	133	151	239	554	1452	1974	1784	1798	1956	1969	1891	1766	1633	1614	1519	1732	1241	836	612	498	387	276	26387
9	197	144	149	168	221	465	1281	1821	1676	1660	1518	1578	1639	1536	1583	1538	1635	1748	1311	882	679	489	388	249	24555
10	221	170	130	157	222	510	1342	1901	1751	1874	1824	1741	1666	1585	1714	1642	1632	1813	1363	996	676	525	459	327	26241
11	254	148	137	189	222	506	1370	1903	1743	1866	1939	1914	1846	1867	1885	1906	1809	2064	1546	1149	929	653	525	309	28679
12	256	177	166	185	252	501	1216	1821	1743	2014	2230	2267	2416	2241	2414	2420	2361	2266	2046	1662	1313	959	703	501	34130
13	341	258	220	201	264	385	795	1172	1903	2496	3168	2168	3049	2489	2786	2146	1872	1683	1398	1169	926	765	663	450	32767
14	324	156	129	107	141	167	354	599	1023	1529	2173	2441	2608	2491	2413	2351	2250	2186	1872	1589	1199	780	571	381	29834
15	216	166	129	193	268	579	1475	2029	1824	1827	2037	2050	2065	1750	1651	1674	1640	1772	1328	893	732	540	395	296	27529
16	252	144	132	166	212	507	1322	1854	1839	1678	1726	1689	1641	1539	1634	1611	1681	1729	1336	943	692	512	402	261	25502
17	214	141	130	194	244	509	1334	1977	1818	1896	1794	1723	1742	1624	1556	1533	1789	1837	1395	972	670	566	475	318	26451
18	216	143	158	214	283	485	1330	1960	1765	1917	1793	1853	1790	1785	1802	1767	1776	1974	1538	1159	908	627	536	347	28126
19	267	182	181	182	281	532	1186	1764	1831	2024	2079	2255	2342	2240	2374	2393	1798	2604	2240	1768	1307	933	811	568	34142
20	429	282	222	208	242	377	756	1205	1885	2660	2567	2512	2823	2237	2653	2001	1926	1701	1523	1167	1151	771	691	468	32457
21	338	212	118	115	110	169	367	529	953	1431	2161	2451	2572	2468	2472	2311	2284	2264	1976	1661	1380	1053	780	419	30594
22	220	186	147	170	283	604	1458	2080	1872	1913	2154	2038	2046	1857	1778	1772	1684	1707	1255	959	711	517	453	318	28182
23	211	150	142	172	219	493	1335	1910	1766	1693	1657	1653	1649	1499	1605	1692	1607	1854	1383	883	696	541	413	269	25492
24	240	156	139	176	243	518	1338	1923	1789	1752	1546	1173	1724	2460	1744	1688	1798	1862	1450	981	816	554	432	293	26795
25	230	146	132	181	280	504	1326	1930	1836	1850	1831	1907	1965	1854	1872	2045	2008	2209	1708	1251	970	672	528	364	29599
26	244	214	177	231	304	542	1233	1855	1823	1984	2038	2263	2295	2258	2268	2354	2385	2310	1963	1734	1324	958	688	499	33944
27	380	239	193	220	240	389	793	1165	1777	2101	2736	3189	3046	2773	2667	2121	1945	1660	1506	1040	853	794	572	427	32826
28	247	192	162	146	126	215	351	654	984	1517	2106	2237	2465	2550	2451	2347	2326	2087	1801	1431	1164	874	624	373	29430
29	247	210	157	165	262	588	1415	2024	1795	1789	1855	2034	1928	1803	1761	1764	1655	1719	1367	951	676	553	395	272	27385
30	260	134	155	191	230	507	1309	1912	1693	1735	1723	1822	1843	1695	1771	1764	1774	1755	1297	903	701	526	448	301	26449

Total vehicles for month 867036
 AADT for month 28901

South Carolina ATR Traffic volumes -- June 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	197	152	131	149	242	518	984	1424	1363	1320	1406	1596	1616	1662	1647	1842	1963	1759	1607	971	766	539	355	267	24476
2	207	121	114	159	249	439	852	1302	1335	1220	1213	1364	1470	1530	1720	1744	1987	1984	1445	1051	747	580	382	272	23487
3	225	130	114	173	247	419	834	1345	1320	1305	1344	1497	1622	1742	1799	1962	2122	2015	1533	1092	870	645	430	322	25107
4	226	153	120	169	245	438	868	1269	1266	1400	1508	1625	1761	2009	2294	2395	2278	2246	1794	1202	986	737	514	382	27885
5	283	171	147	176	278	466	826	1345	1388	1531	1871	2082	2245	2610	2732	2811	2380	2391	2267	1564	1153	965	739	507	32928
6	345	215	187	162	179	355	611	1019	1308	1766	2132	2480	2836	2384	2631	2455	2018	1635	1311	1026	948	798	610	438	29849
7	259	177	139	108	129	164	282	649	984	1355	1659	1915	2280	2339	2381	2427	2156	2160	1993	1516	1100	728	577	372	27849
8	205	146	120	173	245	516	925	1343	1435	1417	1494	1710	1638	1716	1882	2037	2010	2057	1527	956	758	589	434	288	25621
9	198	154	132	170	254	447	802	1341	1393	1266	1263	1375	1540	1639	1732	1916	1993	1916	1409	968	764	581	433	294	23980
10	193	134	124	163	258	451	806	1351	1436	1276	1402	1475	1665	1807	1975	2178	2140	1990	1664	1131	818	659	436	281	25813
11	217	165	136	173	261	483	866	1360	1482	1476	1638	1718	1898	2176	2274	2292	2248	2169	1906	1144	1036	805	539	388	28850
12	276	170	143	199	258	478	843	1430	1467	1716	1861	2246	2310	2813	2682	2818	2863	2597	2089	1588	1178	915	788	552	34280
13	359	264	184	157	184	342	797	1268	1725	2213	2456	2576	2579	2500	2677	2690	2427	1937	1434	1168	967	852	610	488	32854
14	296	185	135	117	95	177	293	517	839	1374	1831	2079	2401	2434	2698	2411	2567	2363	1905	1459	1136	721	535	384	28952
15	237	172	116	149	248	546	926	1344	1406	1402	1519	1591	1655	1882	1830	1798	1899	2046	1406	1025	780	627	463	305	25372
16	231	139	131	168	255	484	855	1361	1401	1240	1330	1489	1534	1579	1617	1965	2074	1901	1579	949	811	591	429	289	24402

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17	213	146	140	152	270	480	899	1299	1339	1394	1466	1540	1659	1774	1890	2032	2116	2035	1644	1086	859	686	494	344	25957
18	247	159	162	168	280	515	902	1321	1409	1441	1702	1724	1811	2160	2204	2474	2307	2119	1816	1161	990	826	537	344	28779
19	234	191	157	155	278	527	933	1265	1520	1728	1998	2227	2414	2698	2921	2950	2855	2408	2416	1704	1290	1055	813	529	35266
20	470	267	210	168	183	385	674	1270	1728	2126	2435	2148	2336	2600	2844	2846	2597	2196	1500	1213	973	896	664	471	33200
21	285	189	135	119	107	151	319	577	902	1396	1834	2224	2453	2511	2316	2403	2622	2327	1810	1499	1183	810	604	394	29170
22	214	139	119	137	263	556	965	1358	1454	1412	1483	1682	1755	1769	1810	1813	2117	1989	1440	972	769	588	445	315	25564
23	245	132	155	157	264	481	885	1324	1452	1390	1356	1465	1561	1577	1778	1832	2078	1923	1489	950	754	629	439	339	24655
24	224	163	133	163	268	510	853	1333	1397	1414	1484	1575	1587	1795	1902	2070	2166	2104	1651	1113	853	674	472	393	26297
25	214	139	157	197	264	509	951	1239	1540	1469	1797	1757	1979	1892	2093	2611	2279	2198	2050	1213	943	904	568	617	29580
26	588	209	191	192	286	501	964	1434	1598	1892	2114	2386	2511	2685	2600	2980	2820	2671	2184	1586	1290	1097	802	598	36179
27	441	256	200	217	208	404	742	1270	1919	2412	2838	2771	2813	2543	2235	2051	2634	1551	1407	1231	930	827	644	639	33183
28	326	199	119	121	110	154	290	538	817	1231	1721	2003	2357	2618	2573	2475	2461	2223	1746	1242	1360	802	552	338	28376
29	218	157	131	168	253	484	937	1325	1368	1406	1475	1577	1627	1785	1880	1972	2057	1951	1591	1034	769	641	430	293	25529
30	234	134	167	170	275	474	839	1271	1282	1299	1368	1489	1600	1690	1870	1975	2152	1907	1643	994	872	732	450	332	25219

Total vehicles for month 848659
 AADT for month 28289

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	382	302	247	323	513	1100	2439	3534	3060	3081	3384	3584	3453	3361	3256	3454	3625	3466	2864	1833	1418	983	729	512	50903
2	405	244	263	320	470	896	2177	3225	2953	2808	2963	2888	2966	2997	3244	3258	3492	3691	2804	2031	1384	1104	756	530	47869
3	426	242	259	330	486	881	2085	3280	2944	3023	3083	3217	3351	3394	3449	3597	3868	3946	2897	2074	1595	1232	832	594	51085
4	460	317	252	371	485	923	2150	3143	2996	3299	3501	3438	3518	3828	4199	4257	4079	4175	3345	2299	1888	1453	1096	803	56275
5	594	348	321	363	545	965	2049	3162	3091	3481	3976	4329	4431	4919	5051	5156	4754	4829	4423	3202	2445	2042	1459	989	66924
6	710	466	397	361	450	751	1395	2217	2957	4212	5212	5632	5073	4563	5525	4462	3767	3173	2674	2102	1888	1564	1281	875	61707
7	536	328	246	215	250	347	625	1188	2007	2774	3636	4254	4769	4806	4709	4953	4353	4196	3662	2961	2163	1588	1097	695	56358
8	434	289	253	324	484	1070	2377	3317	3219	3215	3450	3679	3529	3482	3515	3651	3529	3789	2768	1792	1370	1087	821	564	52008
9	395	298	281	338	475	912	2083	3162	3069	2926	2781	2953	3179	3175	3315	3454	3628	3664	2720	1850	1443	1070	821	543	48535
10	414	304	254	320	480	961	2148	3252	3187	3150	3226	3216	3331	3392	3689	3820	3772	3803	3027	2127	1494	1184	895	608	52054
11	471	313	273	362	483	989	2236	3263	3225	3342	3577	3632	3744	4043	4159	4198	4057	4233	3452	2293	1965	1458	1064	697	57529
12	532	347	309	384	510	979	2059	3251	3210	3730	4091	4513	4726	5054	5096	5238	5224	4863	4135	3250	2491	1874	1491	1053	68410
13	700	522	404	358	448	727	1592	2440	3628	4709	5624	4744	5628	4989	5463	4836	4299	3620	2832	2337	1893	1617	1273	938	65621
14	620	341	264	224	236	344	647	1116	1862	2903	4004	4520	5009	4925	5111	4762	4817	4549	3777	3048	2335	1501	1106	765	58786
15	453	338	245	342	516	1125	2401	3373	3230	3229	3556	3641	3720	3632	3481	3472	3539	3818	2734	1918	1512	1167	858	601	52901
16	483	283	263	334	467	991	2177	3215	3240	2918	3056	3178	3175	3118	3251	3576	3755	3630	2915	1892	1503	1103	831	550	49904
17	427	287	270	346	514	989	2233	3276	3157	3290	3260	3263	3401	3398	3446	3565	3905	3872	3039	2058	1529	1252	969	662	52408
18	463	302	320	382	563	1000	2232	3281	3174	3358	3495	3577	3601	3945	4006	4241	4083	4093	3354	2320	1898	1453	1073	691	56905
19	501	373	338	337	559	1059	2119	3029	3351	3752	4077	4482	4756	4938	5295	5343	4653	5012	4656	3472	2597	1988	1624	1097	69408
20	899	549	432	376	425	762	1430	2475	3613	4786	5002	4660	5159	4837	5497	4847	4523	3897	3023	2380	2124	1667	1355	939	65657
21	623	401	253	234	217	320	686	1106	1855	2827	3995	4675	5025	4979	4788	4714	4906	4591	3786	3160	2563	1863	1384	813	59764
22	434	325	266	307	546	1160	2423	3438	3326	3325	3637	3720	3801	3626	3588	3585	3801	3696	2695	1931	1480	1105	898	633	53746
23	456	282	297	329	483	974	2220	3234	3218	3083	3013	3118	3210	3076	3383	3524	3685	3777	2872	1833	1450	1170	852	608	50147
24	464	319	272	339	511	1028	2191	3256	3186	3166	3030	2748	3311	4255	3646	3758	3964	3966	3101	2094	1669	1228	904	686	53092
25	444	285	289	378	544	1013	2277	3169	3376	3319	3628	3664	3944	3746	3965	4656	4287	4407	3758	2464	1913	1576	1096	981	59179
26	832	423	368	423	590	1043	2197	3289	3421	3876	4152	4649	4806	4943	4868	5334	5205	4981	4147	3320	2614	2055	1490	1097	70123
27	821	495	393	437	448	793	1535	2435	3696	4513	5574	5960	5859	5316	4902	4172	4579	3211	2913	2271	1783	1621	1216	1066	66009
28	573	391	281	267	236	369	641	1192	1801	2748	3827	4240	4822	5168	5024	4822	4787	4310	3547	2673	2524	1676	1176	711	57806
29	465	367	288	333	515	1072	2352	3349	3163	3195	3330	3611	3555	3588	3641	3736	3712	3670	2958	1985	1445	1194	825	565	52914
30	494	268	322	361	505	981	2148	3183	2975	3034	3091	3311	3443	3385	3641	3739	3926	3662	2940	1897	1573	1258	898	633	51668

Total vehicles for month 1715695
 AADT for month 57190

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South Carolina ATR Traffic Volumes -- June 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	264	143	149	150	265	589	1473	1997	1827	1788	1951	1799	1852	1807	1781	1722	1789	1837	1389	1024	758	609	448	337	27748
2	261	162	146	171	273	560	1454	2036	1877	1965	2044	1914	1979	1913	1958	1942	1988	2063	1496	1196	890	659	518	322	29787
3	284	196	174	181	293	537	1315	1938	1901	2003	2319	2365	2423	2296	2365	2444	2447	2477	2165	1724	1313	929	694	471	35254
4	367	260	202	198	247	369	795	1177	1742	2371	3056	2529	1401	1265	2646	2237	1716	1765	1484	1099	916	789	637	466	29734
5	329	180	125	113	145	193	411	612	1004	1489	2074	2253	2375	3012	2516	2454	2263	2111	1752	1447	1094	722	573	400	29647
6	239	154	140	152	293	627	1431	2050	1809	1829	1881	2018	1949	1792	1596	1570	1552	1644	1178	836	590	451	370	256	26407
7	240	124	134	149	260	522	1379	1894	1788	1652	1761	1695	1663	1645	1522	1591	1653	1928	1298	907	697	507	439	290	25738
8	247	157	133	178	279	565	1377	1891	1872	1911	1776	1823	1723	1699	1702	1730	1688	1928	1415	1000	761	587	467	297	27206
9	282	174	165	176	253	540	1457	1928	1807	2020	1920	1945	1874	1886	2009	1947	1948	2137	1646	1239	908	674	577	400	29912
10	279	189	165	196	283	590	1283	1833	1889	2195	2277	2338	2326	2373	2352	2424	2373	2324	2052	1635	1197	913	743	467	34696
11	404	234	198	194	270	383	829	1153	1843	2538	3092	2994	3185	3054	2438	2126	1836	1572	1452	1168	950	877	686	492	33968
12	314	242	180	127	127	211	375	572	980	1527	2039	2545	2598	2666	2579	2489	2320	2048	1865	1482	1163	909	569	406	30333
13	266	183	157	187	302	660	1488	2047	1884	1923	1933	2064	1952	1901	1721	1681	1720	1819	1343	944	738	542	366	252	28073
14	283	137	142	154	237	569	1357	1905	1774	1811	1703	1737	1637	1644	1573	1780	1793	1884	1324	1015	734	520	407	290	26410
15	263	151	145	189	273	549	1357	1948	1825	1822	1857	1868	1810	1711	1512	999	1699	1808	1401	1013	805	618	459	272	26354
16	275	164	147	185	282	554	1403	1922	1923	1850	1876	1930	1997	1957	1962	2028	1987	2025	1656	1238	878	727	577	356	29899
17	318	191	186	231	294	524	1315	1818	1918	2017	2185	2318	2378	2401	2182	2330	2448	2435	2193	1788	1370	1036	765	459	35100
18	347	243	197	244	242	372	782	1217	1978	2622	3226	3225	2899	3028	2651	2323	1905	1738	1539	1183	922	856	646	516	34901
19	318	235	145	121	130	175	347	587	966	1492	2111	2386	2676	2664	2528	2363	2480	2380	1980	1815	1428	1030	649	423	31429
20	308	184	158	197	297	669	1531	2078	2013	1975	2128	2297	2167	1992	1900	1738	1820	1884	1378	1016	796	528	459	303	29816
21	273	141	125	170	220	552	1356	1915	1798	1850	1696	1747	1780	1683	1604	1729	1680	1993	1421	972	695	549	458	283	26690
22	242	176	139	175	245	556	1367	1925	1882	1907	1812	1906	1769	1820	1806	1815	1833	1940	1457	970	767	601	434	330	27874
23	273	184	172	203	320	565	1347	1852	1934	1965	2000	2042	1995	2018	2020	1971	2010	2142	1703	1230	890	656	517	375	30384
24	316	223	185	215	291	560	1215	1843	1771	1961	2233	2505	2443	2426	2421	2565	2229	2706	2177	1614	1269	1004	753	556	35481
25	383	253	210	181	257	398	764	1206	1953	2506	2969	3239	1324	3042	2748	1929	1823	1865	1510	1176	1002	893	669	453	32753
26	304	236	150	137	118	210	369	516	954	1514	1886	2485	2741	2537	2503	2500	2252	2153	1928	1476	1165	859	636	428	30057
27	254	170	151	187	322	652	1515	2088	1905	1982	1965	2134	2078	1930	1780	1744	1869	1894	1404	926	726	507	441	278	28902
28	278	160	150	172	279	570	1405	1950	1805	1817	1685	1812	1719	1596	1732	1789	1786	1889	1359	956	726	493	405	290	26823
29	236	159	165	180	249	569	1339	1900	1861	1838	1780	1847	1771	1847	1750	1976	1334	1697	2070	1070	793	558	474	319	27782
30	282	197	178	208	253	604	1383	1917	1916	1911	1914	2013	2083	1999	2091	2054	2072	2127	1803	1396	1165	820	616	475	31477

Total vehicles for month 900635
 AADT for month 30021

South Carolina ATR Traffic Volumes -- June 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	213	148	153	193	295	507	886	1426	1370	1334	1486	1559	1609	1731	1961	2056	2217	2038	1602	1033	898	665	515	354	26249
2	224	148	167	186	292	545	930	1460	1421	1404	1551	1781	1798	1880	2113	2246	2279	2265	1894	1235	960	776	569	343	28467
3	235	166	167	179	300	528	920	1320	1411	1591	1875	2067	2024	2662	2544	2748	2698	2570	2370	1583	1237	968	752	512	33427
4	431	207	152	178	202	333	669	1129	1350	1868	2292	2487	2407	2210	2325	2296	1850	1581	1333	1174	998	859	681	419	29431
5	273	174	153	117	144	211	334	697	1031	1457	1810	2075	2264	2481	2428	2208	2683	2194	1669	1390	1052	859	527	338	28569
6	220	133	117	170	315	587	981	1319	1348	1413	1514	1785	1780	1747	1909	1973	1972	1815	1568	911	653	561	429	228	25448
7	185	128	151	164	282	526	900	1331	1353	1283	1297	1404	1541	1651	1661	1860	1825	1916	1668	1142	820	643	478	293	24502
8	212	152	162	180	260	491	931	1292	1364	1382	1541	1564	1725	1824	1933	2194	2293	2125	1635	1083	901	708	477	318	26747
9	249	166	150	180	312	509	970	1355	1399	1583	1768	1898	1975	2150	2269	2372	2396	2190	1847	1200	991	855	570	367	29721
10	275	186	198	195	290	537	909	1353	1380	1675	2183	2352	1855	2476	2866	2770	2848	2703	2569	1637	1261	1014	782	546	34860
11	374	251	174	197	211	366	720	1240	1588	2317	2438	2532	2681	2552	2846	2873	2642	1771	1552	1317	931	802	635	456	33466
12	355	229	130	116	117	198	295	553	985	1358	1771	1989	2351	2499	2645	2586	2666	2208	1979	1664	1271	891	598	354	29808
13	213	190	159	205	294	555	1000	1338	1358	1450	1529	1643	1753	1849	2044	2152	2066	1929	1511	979	831	657	489	302	26496
14	204	188	132	200	256	512	1006	1379	1357	1341	1336	1506	1633	1763	1860	2014	2182	1906	1488	933	834	619	450	319	25418
15	216	179	170	191	271	504	998	1310	1468	1448	1519	1658	1674	1856	1595	78	936	2285	1836	1072	844	696	560	345	23709
16	229	155	154	186	283	540	987	1332	1522	1544	1667	1772	1975	2230	2310	2495	2380	2251	1937	1258	1002	831	561	398	29999

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17	263	197	186	194	298	525	933	1331	1511	1680	2053	2223	2436	2421	2361	2917	2767	2547	2376	1674	1411	1022	863	771	34960
18	405	246	177	184	193	341	715	1151	1651	2096	2408	2444	2693	2811	2945	2675	2602	2049	1504	1309	1037	952	762	500	33850
19	342	203	154	113	133	154	277	544	865	1452	1943	2239	2283	2570	2620	2528	2538	2352	1883	1654	1198	865	551	410	29871
20	239	165	132	190	312	592	1029	1292	1411	1525	1591	1711	1798	1855	1875	1920	1868	1824	1591	1053	909	680	541	363	26466
21	220	166	131	175	283	459	947	1298	1401	1303	1431	1523	1518	1540	1729	2109	2264	2090	1597	1096	875	659	487	379	25680
22	216	155	150	189	277	516	985	1348	1459	1406	1540	1688	1706	1901	1901	2255	2168	2113	1581	1028	857	729	552	424	27144
23	253	143	162	183	334	524	987	1334	1616	1522	1755	1876	2121	2177	2349	2467	2352	2014	1761	1548	1030	828	622	422	30380
24	247	228	190	198	305	531	948	1450	1556	1699	2127	2310	2557	2803	2781	1846	2268	2560	2649	1750	1482	1052	876	616	35029
25	382	270	199	149	217	379	733	1302	1737	2453	2784	2878	2799	2793	3082	2642	2146	1898	1453	1257	1034	950	701	603	34841
26	344	218	134	134	125	194	317	621	943	1347	1941	2286	2485	2571	2730	2530	2747	2215	1853	1458	1120	874	556	381	30124
27	199	152	116	198	328	591	1023	1415	1416	1435	1529	1864	1835	1836	1998	2066	2138	1875	1574	1078	875	644	452	283	26920
28	207	158	147	170	312	537	979	1369	1479	1418	1436	1498	1571	1673	1833	2097	2156	1987	1529	1056	834	652	465	264	25827
29	192	164	125	180	321	530	974	1354	1410	1326	1550	1672	1661	1829	2087	2186	2187	2079	1608	1105	875	692	562	325	26994
30	244	177	180	204	327	555	1001	1399	1486	1590	1743	1951	2146	2216	2346	2311	2553	2374	2145	1433	1121	957	666	450	31575

Total vehicles for month 875978
 AADT for month 29199

South Carolina ATR Traffic Volumes -- June 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	477	291	302	343	560	1096	2359	3423	3197	3122	3437	3358	3461	3538	3742	3778	4006	3875	2991	2057	1656	1274	963	691	53997
2	485	310	313	357	565	1105	2384	3496	3298	3369	3595	3695	3777	3793	4071	4188	4267	4328	3390	2431	1850	1435	1087	665	58254
3	519	362	341	360	593	1065	2235	3258	3312	3594	4194	4432	4447	4958	4909	5192	5145	5047	4535	3307	2550	1897	1446	983	68681
4	798	467	354	376	449	702	1464	2306	3092	4239	5348	5016	3808	3475	4971	4533	3566	3346	2817	2273	1914	1648	1318	885	59165
5	602	354	278	230	289	404	745	1309	2035	2946	3884	4328	4639	5493	4944	4662	4946	4305	3421	2837	2146	1581	1100	738	58216
6	459	287	257	322	608	1214	2412	3369	3157	3242	3395	3803	3729	3539	3505	3543	3524	3459	2746	1747	1243	1012	799	484	51855
7	425	252	285	313	542	1048	2279	3225	3141	2935	3058	3099	3204	3296	3183	3451	3478	3844	2966	2049	1517	1150	917	583	50240
8	459	309	295	358	539	1056	2308	3183	3236	3293	3317	3387	3448	3523	3635	3924	3981	4053	3050	2083	1662	1295	944	615	53953
9	531	340	315	356	565	1049	2427	3283	3206	3603	3688	3843	3849	4036	4278	4319	4344	4327	3493	2439	1899	1529	1147	767	59633
10	554	375	363	391	573	1127	2192	3186	3269	3870	4460	4690	4181	4849	5218	5194	5221	5027	4621	3272	2458	1927	1525	1013	69556
11	778	485	372	391	481	749	1549	2393	3431	4855	5530	5526	5866	5606	5284	4999	4478	3343	3004	2485	1881	1679	1321	948	67434
12	669	471	310	243	244	409	670	1125	1965	2885	3810	4534	4949	5165	5224	5075	4986	4256	3844	3146	2434	1800	1167	760	60141
13	479	373	316	392	596	1215	2488	3385	3242	3373	3462	3707	3705	3750	3765	3833	3786	3748	2854	1923	1569	1199	855	554	54569
14	487	325	274	354	493	1081	2363	3284	3131	3152	3039	3243	3270	3407	3433	3794	3975	3790	2812	1948	1568	1139	857	609	51828
15	479	330	315	380	544	1053	2355	3258	3293	3270	3376	3526	3484	3567	3107	1077	2635	4093	3237	2085	1649	1314	1019	617	50063
16	504	319	301	371	565	1094	2390	3254	3445	3394	3543	3702	3972	4187	4272	4523	4367	4276	3593	2496	1880	1558	1138	754	59898
17	581	388	372	425	592	1049	2248	3149	3429	3697	4238	4541	4814	4822	4543	5247	5215	4982	4569	3462	2781	2058	1628	1230	70060
18	752	489	374	428	435	713	1497	2368	3629	4718	5634	5669	5592	5839	5596	4998	4507	3787	3043	2492	1959	1808	1408	1016	68751
19	660	438	299	234	263	329	624	1131	1831	2944	4054	4625	4959	5234	5148	4891	5018	4732	3863	3469	2626	1895	1200	833	61300
20	547	349	290	387	609	1261	2560	3370	3424	3500	3719	4008	3965	3847	3775	3658	3688	3708	2969	2069	1705	1208	1000	666	56282
21	493	307	256	345	503	1011	2303	3213	3199	3153	3127	3270	3298	3223	3333	3838	3944	4083	3018	2068	1570	1208	945	662	52370
22	458	331	289	364	522	1072	2352	3273	3341	3313	3352	3594	3475	3721	3707	4070	4001	4053	3038	1998	1624	1330	986	754	55018
23	526	327	334	386	654	1089	2334	3186	3550	3487	3755	3918	4116	4195	4369	4438	4362	4156	3464	2778	1920	1484	1139	797	60764
24	563	451	375	413	596	1091	2163	3293	3327	3660	4360	4815	5000	5229	5202	4411	4497	5266	4826	3364	2751	2056	1629	1172	70510
25	765	523	409	330	474	777	1497	2508	3690	4959	5753	6117	4123	5835	5830	4571	3969	3763	2963	2433	2036	1843	1370	1056	67594
26	648	454	284	271	243	404	686	1137	1897	2861	3827	4771	5226	5108	5233	5030	4999	4368	3781	2934	2285	1733	1192	809	60181
27	453	322	267	385	650	1243	2538	3503	3321	3417	3494	3998	3913	3766	3778	3810	4007	3769	2978	2004	1601	1151	893	561	55822
28	485	318	297	342	591	1107	2384	3319	3284	3235	3121	3310	3290	3269	3565	3886	3942	3876	2888	2012	1560	1145	870	554	52650
29	428	323	290	360	570	1099	2313	3254	3271	3164	3330	3519	3432	3676	3837	4162	3521	3776	3678	2175	1668	1250	1036	644	54776
30	526	374	358	412	580	1159	2384	3316	3402	3501	3657	3964	4229	4215	4437	4365	4625	4501	3948	2829	2286	1777	1282	925	63052

Total vehicles for month 1776613
 AADT for month 59220

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South Carolina ATR Traffic Volumes -- March 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	183	117	88	80	92	115	239	352	567	876	1242	1606	1767	1727	1787	1904	1837	1629	1418	1092	808	572	364	215	20677
2	165	128	99	130	192	507	1378	1971	1696	1403	1399	1353	1306	1340	1360	1456	1459	1639	1144	722	535	399	368	208	22357
3	182	137	117	155	222	465	1303	1953	1692	1520	1389	1436	1295	1232	1278	1456	1502	1637	1129	693	488	399	254	197	22131
4	177	125	138	158	227	470	1302	1849	1723	1693	1441	1436	1412	1373	1381	1579	1582	1819	1198	794	566	505	349	251	23548
5	206	124	119	157	221	440	1265	1881	1687	1620	1492	1450	1468	1451	1478	1678	1718	1865	1202	886	606	461	362	225	24062
6	189	121	135	227	215	454	1254	1782	1642	1762	1756	1805	1815	2024	2192	2424	2351	2549	2320	1944	1141	779	610	400	31891
7	304	190	161	155	160	233	534	920	1319	1619	1901	1986	1825	1723	1599	1469	1508	1556	1235	1016	774	622	457	289	23555
8	185	98	39	41	98	132	250	286	619	785	1203	1516	1845	1880	1790	2122	1968	1893	1692	1336	1057	736	508	291	22370
9	186	125	120	140	246	494	1266	1926	1664	1536	1477	1480	1556	1444	1418	1532	1558	1662	1201	867	610	468	356	296	23628
10	252	135	138	176	211	420	1159	1936	1782	1659	1448	1477	1371	1311	1459	1477	1543	1717	1287	1040	690	469	372	304	23833
11	205	140	118	171	210	455	1135	1840	1792	1731	1576	1461	1428	1399	1458	1667	1701	1916	1271	966	604	465	399	246	24354
12	220	147	124	179	192	427	1167	1870	1706	1693	1524	1555	1573	1635	1608	1778	1454	2094	1478	1196	778	585	456	306	25745
13	222	168	151	186	243	439	1054	1695	1599	1677	1734	1926	2028	2095	2186	2447	2658	2531	2319	1806	1284	901	688	428	32465
14	372	222	182	147	139	230	501	937	1339	1444	1679	2165	2114	2023	1962	1773	1570	1416	1258	964	733	579	466	317	24532
15	221	127	107	90	84	145	264	444	755	1076	1431	1788	2074	1998	1967	2081	2205	2115	1908	1428	1199	868	579	364	25318
16	230	149	131	159	230	531	1225	1915	1760	1600	1584	1560	1592	1647	1515	1505	1565	1712	1267	837	653	474	342	267	24450
17	182	137	123	155	214	433	1216	1961	1728	1604	1488	1429	1381	1351	1383	1566	1571	1784	1206	934	626	506	369	251	23598
18	212	139	119	141	213	437	1214	1932	1757	1709	1645	1554	1587	1476	1498	1586	1709	1856	1329	907	688	487	396	268	24859
19	205	144	122	172	214	452	1213	1867	1755	1754	1733	1751	1656	1599	1728	1608	1765	1831	1429	931	692	575	350	223	25769
20	240	183	128	159	238	473	1087	1687	1749	1807	1869	1963	2010	2024	2063	2400	2397	2375	1976	1621	1141	781	530	429	31330
21	305	200	138	160	174	238	518	921	1244	1643	1887	2029	1874	1888	1691	1610	1546	1524	1368	1077	864	716	557	387	24559
22	220	130	79	92	92	139	223	370	668	937	1334	1584	1907	1966	1983	1924	2003	1946	1633	1303	1002	673	493	304	23005
23	177	130	109	148	228	533	1261	2012	1664	1563	1512	1515	1540	1450	1394	1415	1496	1629	1149	856	541	397	311	220	23250
24	182	139	115	162	230	447	1229	1959	1705	1517	1460	1387	1354	1261	1389	1467	1541	1792	1279	845	611	503	386	219	23179
25	201	136	129	169	201	447	1184	2006	1842	1728	1503	1435	1465	1388	1426	1562	1606	1735	1349	930	701	485	365	214	24207
26	202	160	137	169	214	435	1219	1915	1724	1734	1662	1641	1545	1550	1598	1742	1864	1979	1561	1071	826	551	480	313	26292
27	247	158	169	187	211	446	1138	1771	1720	1937	2045	2242	2114	2333	2732	2816	2868	2969	2403	1898	1336	961	710	487	35898
28	344	232	185	198	227	308	543	1012	1615	2194	2544	2739	2712	2484	2315	2217	1909	1606	1435	1149	889	745	599	418	30619
29	263	180	126	86	113	126	287	392	727	1149	1753	2258	2505	2311	2272	2242	2151	1842	1786	1514	1106	767	530	336	26822
30	179	138	113	137	238	504	1270	1749	1670	1690	1842	1885	1832	1717	1653	1536	1422	1641	1223	814	634	507	381	211	24986
31	211	131	129	149	212	417	1181	1735	1466	1152	536	1206	1971	1581	1597	1544	1522	1787	1293	977	668	542	377	285	22669

Total vehicles for month 785958
 AADT for month 25353

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	226	151	125	100	89	141	185	357	541	895	1132	1478	1670	1769	1921	2094	2059	1983	1552	1162	839	604	373	219	21665
2	137	97	94	141	211	507	893	1303	1266	1213	1197	1209	1231	1267	1402	1724	1910	1896	1349	1005	702	491	352	212	21809
3	171	127	111	128	239	468	768	1223	1303	1119	1048	1132	1224	1417	1499	1751	1849	1750	1431	869	736	508	348	238	21457
4	169	118	113	156	218	428	798	1298	1300	1156	1139	1164	1276	1451	1477	1754	1842	1771	1367	1018	827	562	426	240	22068
5	182	130	132	156	250	424	812	1222	1310	1156	1150	1219	1385	1548	1781	1926	2119	1970	1548	1077	795	647	406	256	23601
6	166	113	121	158	230	421	778	1182	1213	1321	1438	1689	1907	2136	2207	1975	2444	2450	2406	1705	1206	916	1176	577	29935
7	281	160	118	133	156	262	544	790	1024	1288	1549	1576	1554	1543	1589	1696	1747	1455	1310	1162	985	819	609	366	22716
8	280	135	59	64	101	127	211	321	508	803	1103	1405	1663	1833	1984	2041	1940	1964	1744	1472	1084	759	552	309	22462
9	180	109	102	119	211	428	833	1203	1083	989	987	1057	1141	1241	1369	1737	1968	2018	1330	911	736	599	385	272	21008
10	142	4	0	5	6	236	747	1173	1310	1166	1097	1213	1284	1440	1554	1802	2052	1970	1473	915	753	652	446	292	21732
11	211	153	124	157	246	390	714	1247	1311	1212	1161	1318	1427	1613	1659	1877	2038	2048	1476	942	831	629	462	505	23751
12	239	138	108	169	226	413	762	1285	1386	1227	1292	1378	1600	1756	1906	2053	2236	2112	1619	1149	986	740	451	306	25537
13	199	156	150	172	234	400	759	1203	1252	1308	1405	1588	1590	1763	1960	2021	1998	2021	1914	1491	1143	852	579	347	26505
14	260	196	150	124	128	215	301	572	791	942	1182	1325	1367	1490	1463	1559	1336	1683	1286	1344	1078	1009	753	538	21092
15	254	185	134	111	114	142	205	314	576	993	1304	1494	1788	1989	2013	1995	2257	2060	1898	1692	1264	836	643	390	24651

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16	253	120	133	145	243	466	853	1225	1295	1220	1285	1442	1441	1529	1650	1706	2014	1860	1425	955	804	627	397	248	23336
17	191	123	125	147	259	437	789	1229	1297	1197	1093	1147	1315	1473	1603	1867	1891	1905	1548	1015	799	689	437	288	22864
18	199	122	149	157	238	407	729	1349	1365	1258	1251	1412	1514	1645	1850	1851	2054	2029	1680	1080	853	608	429	275	24504
19	189	118	129	169	247	415	766	1232	1336	1225	1288	1449	1577	1809	1880	2091	2010	2003	1699	1134	830	688	460	285	25029
20	227	124	143	190	241	451	773	1216	1280	1333	1466	1713	1956	2159	2247	2624	2651	2507	2475	1706	1379	1077	727	475	31140
21	294	189	167	140	145	240	437	809	1085	1330	1696	1966	2061	1979	2036	2012	1904	2041	1556	1344	1059	857	658	445	26450
22	299	163	151	110	92	129	207	367	612	979	1500	1838	2110	2330	2469	2528	2551	2441	2200	1636	1232	870	559	306	27679
23	188	123	129	146	236	473	867	1330	1358	1331	1219	1421	1365	1473	1538	1735	1888	1792	1497	932	700	580	380	237	22938
24	152	103	128	142	242	433	738	1272	1367	1183	1128	1153	1289	1347	1474	1699	1932	1957	1524	980	757	590	424	284	22298
25	175	131	113	154	256	466	744	1320	1325	1214	1170	1353	1360	1534	1761	1870	2119	2092	1481	1023	885	618	379	248	23791
26	201	122	131	161	245	454	890	1346	1330	1234	1240	1417	1622	1806	1904	2019	2270	2180	1796	1162	906	701	456	277	25870
27	206	154	164	181	246	457	794	1312	1264	1414	1646	1784	2018	2344	2535	2579	2546	2500	2324	1565	1369	958	700	402	31462
28	314	195	166	142	188	293	433	761	1091	1389	1574	1754	2027	1955	2020	2025	1931	1962	1676	1394	1203	997	641	515	26646
29	373	170	108	99	88	144	211	420	651	1113	1586	1781	2013	2147	2215	2283	2355	2248	2042	1722	1140	780	568	309	26566
30	212	125	106	144	236	461	760	1204	1227	1377	1342	1423	1516	1680	1812	1886	1782	1971	1419	996	767	610	417	265	23738
31	175	161	134	150	241	452	713	1201	1271	1260	1227	1274	1316	1594	1788	1960	2106	2052	1636	1043	838	682	494	310	24078

Total vehicles for month 758378
AADT for month 24464

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	409	268	213	180	181	256	424	709	1108	1771	2374	3084	3437	3496	3708	3998	3896	3612	2970	2254	1647	1176	737	434	42342
2	302	225	193	271	403	1014	2271	3274	2962	2616	2596	2562	2537	2607	2762	3180	3369	3535	2493	1727	1237	890	720	420	44166
3	353	264	228	283	461	933	2071	3176	2995	2639	2437	2568	2519	2649	2777	3207	3351	3387	2560	1562	1224	907	602	435	43588
4	346	243	251	314	445	898	2100	3147	3023	2849	2580	2600	2688	2824	2858	3333	3424	3590	2565	1812	1393	1067	775	491	45616
5	388	254	251	313	471	864	2077	3103	2997	2776	2642	2669	2853	2999	3259	3604	3837	3835	2750	1963	1401	1108	768	481	47663
6	355	234	256	385	445	875	2032	2964	2855	3083	3194	3494	3722	4160	4399	4399	4795	4999	4726	3649	2347	1695	1786	977	61826
7	585	350	279	288	316	495	1078	1710	2343	2907	3450	3562	3379	3266	3188	3165	3255	3011	2545	2178	1759	1441	1066	655	46271
8	465	233	98	105	199	259	461	607	1127	1588	2306	2921	3508	3713	3774	4163	3908	3857	3436	2808	2141	1495	1060	600	44832
9	366	234	222	259	457	922	2099	3129	2747	2525	2464	2537	2697	2685	2787	3269	3526	3680	2531	1778	1346	1067	741	568	44636
10	394	139	138	181	217	656	1906	3109	3092	2825	2545	2690	2655	2751	3013	3279	3595	3687	2760	1955	1443	1121	818	596	45565
11	416	293	242	328	456	845	1849	3087	3103	2943	2737	2779	2855	3012	3117	3544	3739	3964	2747	1908	1435	1094	861	751	48105
12	459	285	232	348	418	840	1929	3155	3092	2920	2816	2933	3173	3391	3514	3831	3690	4206	3097	2345	1764	1325	907	612	51282
13	421	324	301	358	477	839	1813	2898	2851	2985	3139	3514	3618	3858	4146	4468	4656	4552	4233	3297	2427	1753	1267	775	58970
14	632	418	332	271	267	445	802	1509	2130	2386	2861	3490	3481	3513	3425	3332	2906	3099	2544	2308	1811	1588	1219	855	45624
15	475	312	241	201	198	287	469	758	1331	2069	2735	3282	3862	3987	3980	4076	4462	4175	3806	3120	2463	1704	1222	754	49969
16	483	269	264	304	473	997	2078	3140	3055	2820	2869	3002	3033	3176	3165	3211	3579	3572	2692	1792	1457	1101	739	515	47786
17	373	260	248	302	473	870	2005	3190	3025	2801	2581	2576	2696	2824	2986	3433	3462	3689	2754	1949	1425	1195	806	539	46462
18	411	261	268	298	451	844	1943	3281	3122	2967	2896	2966	3101	3121	3348	3437	3763	3885	3009	1987	1541	1095	825	543	49363
19	394	262	251	341	461	867	1979	3099	3091	2979	3021	3200	3233	3408	3608	3699	3775	3834	3128	2065	1522	1263	810	508	50798
20	467	307	271	349	479	924	1860	2903	3029	3140	3335	3676	3966	4183	4310	5024	5048	4882	4451	3327	2520	1858	1257	904	62470
21	599	389	305	300	319	478	955	1730	2329	2973	3583	3995	3935	3867	3727	3622	3450	3565	2924	2421	1923	1573	1215	832	51009
22	519	293	230	202	184	268	430	737	1280	1916	2834	3422	4017	4296	4452	4452	4554	4387	3833	2939	2234	1543	1052	610	50684
23	365	253	238	294	464	1006	2128	3342	3022	2894	2731	2936	2905	2923	2932	3150	3384	3421	2646	1788	1241	977	691	457	46188
24	334	242	243	304	472	880	1967	3231	3072	2700	2588	2540	2643	2608	2863	3166	3473	3749	2803	1825	1368	1093	810	503	45477
25	376	267	242	323	457	913	1928	3326	3167	2942	2673	2788	2825	2922	3187	3432	3725	3827	2830	1953	1586	1103	744	462	47998
26	403	282	268	330	459	889	2109	3261	3054	2968	2902	3058	3167	3356	3502	3761	4134	4159	3357	2233	1732	1252	936	590	52162
27	453	312	333	368	457	903	1932	3083	2984	3351	3691	4026	4132	4677	5267	5395	5414	5469	4727	3463	2705	1919	1410	889	67360
28	658	427	351	340	415	601	976	1773	2706	3583	4118	4493	4739	4439	4335	4242	3840	3568	3111	2543	2092	1742	1240	933	57265
29	636	350	234	185	201	270	498	812	1378	2262	3339	4039	4518	4458	4487	4525	4506	4090	3828	3236	2246	1547	1098	645	53388
30	391	263	219	281	474	965	2030	2953	2897	3067	3184	3308	3348	3397	3465	3422	3204	3612	2642	1810	1401	1117	798	476	48724
31	386	292	263	299	453	869	1894	2936	2737	2412	1763	2480	3287	3175	3385	3504	3628	3839	2929	2020	1506	1224	871	595	46747

Total vehicles for month 1544336
AADT for month 49817

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	212	115	112	159	232	519	1430	1933	1744	1641	1533	1559	1456	1317	1465	1623	1601	1780	1192	730	581	372	342	222	23870
2	210	88	104	157	264	516	1470	2008	1697	1697	1555	1529	1490	1424	1403	1619	1665	1732	1296	824	608	409	365	231	24361
3	180	116	130	161	243	507	1458	1973	1790	1773	1685	1638	1658	1628	1596	1815	1987	2049	1418	1006	698	477	397	256	26639
4	241	142	137	192	264	516	1310	1926	1708	1864	1899	1988	2090	2173	2247	2611	2629	2668	2271	1721	1147	742	535	375	33396
5	304	186	148	146	183	302	666	1105	1428	1720	1902	1922	1775	1612	1713	1566	1467	1514	1440	1181	927	736	517	382	24842
6	206	114	111	92	97	153	285	403	716	1105	1479	1841	1978	1909	1994	2022	2024	1991	1662	1308	989	680	428	255	23842
7	149	109	112	162	257	564	1585	2057	1803	1648	1604	1539	1536	1553	1472	1535	1679	1700	1236	772	597	419	339	230	24657
8	203	121	121	149	241	509	1433	1934	1758	1786	1621	1564	1411	1470	1518	1660	1724	1849	1268	899	576	415	380	234	24844
9	227	120	128	176	248	543	1488	1995	1809	1797	1608	1642	1495	1518	1544	1673	1792	1827	1321	929	651	468	386	213	25598
10	211	143	140	197	247	547	1439	2019	1810	1887	1721	1776	1654	1683	1700	1904	1949	2166	1587	1240	832	566	509	284	28211
11	245	168	171	181	288	508	1336	1885	1806	1848	2034	2166	2139	2356	2463	2537	2648	2589	2161	1651	1216	910	624	409	34339
12	300	192	168	161	195	277	590	1072	1501	1743	2130	2140	1942	1935	1911	1754	1712	1536	1305	1146	831	727	564	358	26190
13	237	132	62	53	114	138	322	530	797	945	1338	1847	2232	2260	2071	2864	2443	2095	1994	1526	1134	886	597	332	26949
14	237	137	132	148	236	581	1411	2015	1828	1758	1819	1787	1643	1629	1571	1633	1720	1783	1262	876	613	412	375	243	25849
15	222	127	136	163	218	455	1286	1915	1772	1689	1581	1553	1620	1572	1562	1685	1614	1823	1337	938	693	621	386	280	25248
16	239	150	132	168	221	502	1363	1965	1879	1914	1783	1739	1627	1640	1640	1752	1807	1974	1414	1040	780	548	423	272	26972
17	217	140	145	193	228	490	1389	2021	1985	1879	1857	1794	1680	1697	1705	1917	1942	1976	1497	1232	910	615	509	323	28341
18	275	173	136	206	274	504	1246	1886	1695	1894	2081	2130	2057	2128	2325	2451	2653	2601	2274	1794	1311	975	754	496	34319
19	343	225	188	174	176	311	565	956	1406	1749	2009	2282	2033	1898	1852	1696	1555	1613	1290	1062	887	771	623	467	26131
20	260	144	95	71	96	118	261	444	670	963	1450	1721	2180	2288	2168	2169	2061	1947	1727	1307	940	704	485	313	24582
21	189	120	123	151	264	550	1399	2104	1814	1719	1736	1693	1702	1570	1562	1686	1648	1885	1251	917	682	496	379	247	25887
22	233	122	116	166	229	483	1347	2022	1861	1694	1686	1548	1556	1473	1539	1668	1683	1851	1373	933	692	544	392	279	25490
23	239	148	133	155	232	498	1347	2097	1735	1902	1725	1569	1559	1610	1571	1728	1856	1912	1467	1023	797	547	421	283	26554
24	241	158	146	207	244	509	1376	2029	1869	1868	1831	1879	1814	1932	2076	2362	2571	1999	2217	1607	1237	810	637	395	32014
25	342	234	168	218	258	481	1137	1659	1770	2191	2547	2739	2727	2657	2704	2726	2659	2404	2210	1677	1239	863	666	454	36730
26	330	218	158	153	167	281	505	768	1219	1749	2198	2512	2490	2151	2038	1872	1653	1514	1294	1082	895	668	488	325	26728
27	222	153	115	88	72	151	243	350	625	1079	1359	1676	2098	1986	2081	2309	2692	2368	2181	1859	1377	1475	649	401	27609
28	238	139	144	175	275	620	1370	1945	1930	2161	2367	2523	2510	2324	1901	1902	1848	1948	1499	1034	808	584	456	276	30977
29	237	163	137	176	245	496	1253	1795	1765	1868	1930	1926	1852	1734	1708	1707	1797	1897	1426	928	779	567	415	263	27064
30	222	139	139	147	251	494	1260	1729	1755	1937	1985	1950	1906	1879	1791	1853	1928	2008	1490	1033	796	531	444	307	27974
31	260	166	139	173	218	466	1278	1697	1731	1901	1885	2130	1964	1906	1976	1998	1869	2075	1609	1154	933	622	518	337	29005

Total vehicles for month 855212
AADT for month 27587

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	160	114	127	153	256	516	883	1363	1375	1234	1205	1284	1396	1466	1518	1764	1940	1964	1428	905	706	581	383	259	22980
2	190	125	141	130	264	473	879	1356	1297	1175	1159	1212	1408	1593	1627	1841	1990	1997	1482	1022	817	569	324	246	23317
3	191	97	130	171	304	504	954	1329	1356	1269	1348	1382	1487	1665	1846	2115	2089	1928	1663	1316	825	816	412	269	25466
4	179	153	136	151	270	492	849	1269	1383	1416	1607	1753	1983	2275	2621	2760	2647	2520	2164	1643	1247	999	1192	538	32247
5	262	163	127	128	143	319	687	879	1001	1463	1771	1664	1653	1298	2013	1852	1787	1788	1463	1290	997	843	502	380	24473
6	229	139	138	111	94	173	257	413	694	1032	1346	1584	1801	2081	2238	2451	2271	2147	1910	1488	1018	682	443	253	24993
7	160	117	116	130	233	535	1004	1397	1367	1286	1313	1357	1458	1529	1679	1814	1973	2029	1370	944	690	546	381	263	23691
8	162	147	138	154	310	507	892	1226	1350	1290	1268	1308	1439	1568	1669	1955	2105	1878	1496	942	829	581	453	225	23892
9	178	121	126	177	252	538	938	1358	1351	1338	1434	1468	1586	1543	1733	2013	2123	2020	1408	1003	855	596	440	276	24875
10	172	145	125	184	305	509	949	1365	1423	1397	1400	1485	1673	1758	1974	2178	2397	2021	1679	1163	948	779	454	284	26767
11	190	171	144	179	274	492	896	1316	1428	1439	1579	1758	1980	2231	2423	2557	2560	2452	1969	1523	1175	931	608	386	30661
12	226	179	140	145	195	284	516	762	1115	1308	1561	1682	1725	1718	1752	1780	1762	1676	1499	1307	885	826	600	439	24082
13	327	188	71	85	157	144	223	341	494	860	1233	1692	1921	2173	2382	2325	2343	2395	2146	1911	1528	1030	616	380	26965
14	207	159	116	149	263	529	901	1338	1367	1352	1322	1398	1540	1606	1708	1825	2110	2021	1461	960	858	664	417	286	24557
15	190	148	117	165	290	493	883	1262	1415	1255	1271	1323	1401	1517	1650	1926	2077	2083	1638	1038	894	684	460	289	24469

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16	207	131	153	169	283	498	842	1346	1324	1379	1295	1426	1595	1661	1891	2035	2246	2065	1661	1171	954	739	555	303	25929
17	231	130	135	177	281	493	896	1325	1365	1358	1449	1553	1661	1907	2080	2228	2209	2222	1919	1251	953	845	517	328	27513
18	219	163	182	176	272	494	862	1350	1459	1468	1576	1611	2091	2321	2598	2714	2695	2660	2437	1799	1632	1153	948	525	33405
19	308	211	174	171	176	271	459	798	1034	1360	1614	1931	2027	2155	2092	2234	2180	1993	1743	1553	1273	1059	741	469	28026
20	307	197	213	141	124	221	230	425	739	1178	1626	2145	2452	2733	2972	2925	2829	2612	2326	1845	1242	958	561	298	31299
21	237	147	134	137	276	540	966	1394	1443	1442	1396	1507	1573	1666	1726	1819	2002	1859	1792	1011	851	615	413	346	25292
22	172	146	137	157	253	510	835	1338	1419	1321	1214	1373	1454	1510	1653	1955	2087	2161	1724	1044	820	639	446	280	24648
23	195	133	146	160	268	497	840	1376	1426	1305	1380	1392	1563	1670	1850	2027	2224	2171	1706	1079	994	723	472	282	25879
24	182	159	145	170	282	511	845	1427	1489	1421	1448	1637	1871	2022	2234	2555	2351	2214	2182	1581	1307	1046	635	408	30122
25	273	170	154	158	264	380	716	1120	1331	1668	1921	2267	2280	2554	2530	2756	2766	2650	2108	1735	1275	1112	684	434	33306
26	316	204	189	155	175	258	370	688	1001	1400	1813	1883	1825	2183	2127	1985	1870	1485	1389	1190	953	784	512	395	25150
27	252	177	144	103	116	159	248	388	674	1025	1423	1655	1979	2036	2124	2229	2457	2568	2233	1634	1250	860	538	308	26580
28	195	126	134	134	244	514	904	1355	1445	1592	1743	1781	1973	1922	1984	2236	2282	2262	1686	1235	925	671	613	404	28360
29	242	142	157	150	251	487	840	1320	1432	1456	1439	1572	1626	1681	1855	2015	2168	2041	1784	1096	877	752	548	349	26280
30	249	144	155	157	282	498	833	1244	1453	1393	1562	1667	1814	1871	2107	2295	2343	2198	1721	1280	919	743	617	356	27901
31	210	166	155	190	236	490	802	1187	1371	1501	1581	1844	1976	2135	2265	2536	2367	2297	1999	1296	1130	861	652	411	29658

Total vehicles for month 832783
AADT for month 26864

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	372	229	239	312	488	1035	2313	3296	3119	2875	2738	2843	2852	2783	2983	3387	3541	3744	2620	1635	1287	953	725	481	46850
2	400	213	245	287	528	989	2349	3364	2994	2872	2714	2741	2898	3017	3030	3460	3655	3729	2778	1846	1425	978	689	477	47678
3	371	213	260	332	547	1011	2412	3302	3146	3042	3033	3020	3145	3293	3442	3930	4076	3977	3081	2322	1523	1293	809	525	52105
4	420	295	273	343	534	1008	2159	3195	3091	3280	3506	3741	4073	4448	4868	5371	5276	5188	4435	3364	2394	1741	1727	913	65643
5	566	349	275	274	326	621	1353	1984	2429	3183	3673	3586	3428	2910	3726	3418	3254	3302	2903	2471	1924	1579	1019	762	49315
6	435	253	249	203	191	326	542	816	1410	2137	2825	3425	3779	3990	4232	4473	4295	4138	3572	2796	2007	1362	871	508	48835
7	309	226	228	292	490	1099	2589	3454	3170	2934	2917	2896	2994	3082	3151	3349	3652	3729	2606	1716	1287	965	720	493	48348
8	365	268	259	303	551	1016	2325	3160	3108	3076	2889	2872	2850	3038	3187	3615	3829	3727	2764	1841	1405	996	833	459	48736
9	405	241	254	353	500	1081	2426	3353	3160	3135	3042	3110	3081	3061	3277	3686	3915	3847	2729	1932	1506	1064	826	489	50473
10	383	288	265	381	552	1056	2388	3384	3233	3284	3121	3261	3327	3441	3674	4082	4346	4187	3266	2403	1780	1345	963	568	54978
11	435	339	315	360	562	1000	2232	3201	3234	3287	3613	3924	4119	4587	4886	5094	5208	5041	4130	3174	2391	1841	1232	795	65000
12	526	371	308	306	390	561	1106	1834	2616	3051	3691	3822	3667	3653	3663	3534	3474	3212	2804	2453	1716	1553	1164	797	50272
13	564	320	133	138	271	282	545	871	1291	1805	2571	3539	4153	4433	4453	5189	4786	4490	4140	3437	2662	1916	1213	712	53914
14	444	296	248	297	499	1110	2312	3353	3195	3110	3141	3185	3183	3235	3279	3458	3830	3804	2723	1836	1471	1076	792	529	50406
15	412	275	253	328	508	948	2169	3177	3187	2944	2852	2876	3021	3089	3212	3611	3691	3906	2975	1976	1587	1305	846	569	49717
16	446	281	285	337	504	1000	2205	3311	3203	3293	3078	3165	3222	3301	3531	3787	4053	4039	3075	2211	1734	1287	978	575	52901
17	448	270	280	370	509	983	2285	3346	3350	3237	3306	3347	3341	3604	3785	4145	4151	4198	3416	2483	1863	1460	1026	651	55854
18	494	336	318	382	546	998	2108	3236	3154	3362	3657	3741	4148	4449	4923	5165	5348	5261	4711	3593	2943	2128	1702	1021	67724
19	651	436	362	345	352	582	1024	1754	2440	3109	3623	4213	4060	4053	3944	3930	3735	3606	3033	2615	2160	1830	1364	936	54157
20	567	341	308	212	220	339	491	869	1409	2141	3076	3866	4632	5021	5140	5094	4890	4559	4053	3152	2182	1662	1046	611	55881
21	426	267	257	288	540	1090	2365	3498	3257	3161	3132	3200	3275	3236	3288	3505	3650	3744	3043	1928	1533	1111	792	593	51179
22	405	268	253	323	482	993	2182	3360	3280	3015	2900	2921	3010	2983	3192	3623	3770	4012	3097	1977	1512	1183	838	559	50138
23	434	281	279	315	500	995	2187	3473	3161	3207	3105	2961	3122	3280	3421	3755	4080	4083	3173	2102	1791	1270	893	565	52433
24	423	317	291	377	526	1020	2221	3456	3358	3289	3279	3516	3685	3954	4310	4917	4922	4213	4399	3188	2544	1856	1272	803	62136
25	615	404	322	376	522	861	1853	2779	3101	3859	4468	5006	5007	5211	5234	5482	5425	5054	4318	3412	2514	1975	1350	888	70036
26	646	422	347	308	342	539	875	1456	2220	3149	4011	4395	4315	4334	4165	3857	3523	2999	2683	2272	1848	1452	1000	720	51878
27	474	330	259	191	188	310	491	738	1299	2104	2782	3331	4077	4022	4205	4538	5149	4936	4414	3493	2627	2335	1187	709	54189
28	433	265	278	309	519	1134	2274	3300	3375	3753	4110	4304	4483	4246	3885	4138	4130	4210	3185	2269	1733	1255	1069	680	59337
29	479	305	294	326	496	983	2093	3115	3197	3324	3369	3498	3478	3415	3563	3722	3965	3938	3210	2024	1656	1319	963	612	53344
30	471	283	294	304	533	992	2093	2973	3208	3330	3547	3617	3720	3750	3898	4148	4271	4206	3211	2313	1715	1274	1061	663	55875
31	470	332	294	363	454	956	2080	2884	3102	3402	3466	3974	3940	4041	4241	4534	4236	4372	3608	2450	2063	1483	1170	748	58663

Total vehicles for month 1687995
AADT for month 54451

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	266	157	134	180	254	468	1177	1839	1739	1941	2015	2164	2081	2183	2194	2563	2590	2666	2242	1714	1233	943	691	500	33934
2	371	194	156	132	155	272	556	927	1494	1783	1930	2070	2061	1860	1776	1741	1767	1526	1387	1090	879	700	556	354	25737
3	192	199	126	89	75	143	298	473	772	1212	1704	1869	2104	2101	2202	2225	2132	2020	1843	1441	1144	871	538	313	26086
4	195	144	101	128	280	530	1366	2036	1780	1695	1774	1700	1723	1547	1576	1686	1710	1959	1351	837	735	507	403	262	26025
5	235	126	117	147	215	465	1345	1995	1654	1752	1604	1574	1435	1465	1495	1686	1715	1809	1344	893	670	606	487	285	25119
6	227	143	134	136	224	467	1288	2030	1806	1795	1717	1523	1537	1561	1579	1719	1710	1933	1396	936	716	543	423	308	25851
7	200	141	134	139	226	480	1294	1948	1754	1802	1660	1668	1671	1613	1689	1860	1982	2058	1583	1114	794	587	521	345	27263
8	272	133	146	167	207	471	1158	1859	1700	1898	1970	2031	2102	2185	2141	2256	2482	2473	2157	1796	1301	1082	791	550	33328
9	381	219	152	138	146	236	536	892	1467	1891	2153	2246	2310	2236	2025	1781	1834	1709	1591	1238	1009	788	606	447	28031
10	294	154	123	94	67	114	234	388	670	1145	1674	2046	2118	2213	2209	2182	2315	2382	2047	1764	1462	1035	693	414	27837
11	233	136	122	143	264	530	1364	1959	1658	1804	1872	1840	1745	1635	1617	1797	1788	1810	1326	873	634	480	377	280	26287
12	218	127	144	166	196	434	1298	2015	1748	1677	1598	1579	1473	1395	1428	1587	1676	2050	1367	938	598	647	377	289	25025
13	210	118	134	166	222	449	1362	1984	1830	1829	1797	1715	1636	1630	1632	1602	1707	1865	1411	1005	766	599	458	322	26449
14	187	132	151	170	231	486	1274	2013	1868	1843	1752	1751	1767	1730	1849	1787	1940	2114	1537	1118	937	569	445	367	28018
15	213	172	155	163	232	477	1207	1871	1667	1819	1970	2066	2114	2046	2248	2371	2396	2452	1973	1555	1207	817	656	430	32277
16	327	234	167	156	154	315	680	1015	1544	1811	2122	2179	2098	1873	1776	1677	1589	1536	1454	1093	869	737	594	403	26403
17	262	145	105	94	76	140	270	467	852	1286	1623	1986	1933	2380	2239	2174	2135	1950	1779	1508	1095	799	538	275	26111
18	186	163	132	150	270	519	1446	2072	1738	1762	1776	1802	1677	1610	1493	1604	1689	1752	1211	855	630	492	383	229	25641
19	190	133	119	144	229	455	1280	1981	1758	1611	1626	1556	1395	1372	1450	1528	1624	1763	1263	899	585	505	383	245	24094
20	184	137	120	135	214	480	1292	1976	1777	1840	1598	1673	1615	1480	1598	1623	1784	1875	1341	983	685	566	445	291	25712
21	234	149	148	166	224	516	1340	1994	1806	1936	1897	1768	1759	1791	1834	2004	1992	2184	1685	1251	970	829	596	412	29485
22	288	171	211	193	259	503	1175	1889	1715	1928	2131	2162	2125	2295	2500	2631	2686	2747	2382	2008	1541	1196	808	590	36134
23	387	276	218	197	217	288	609	896	1447	2070	2413	2621	2335	2086	1895	1759	1549	1364	1231	1020	967	802	601	451	27699
24	256	151	118	91	87	164	313	450	768	1197	1620	1805	1900	1809	1706	1712	1584	1558	1447	1113	975	804	504	361	22493
25	235	156	101	121	147	228	483	681	912	1275	1685	2105	2072	2160	2017	2024	1994	1711	1605	1310	1044	764	519	319	25668
26	171	111	97	144	230	545	1455	2121	1762	1881	1784	1860	1847	1768	1691	1645	1684	1681	1337	873	634	519	379	259	26478
27	214	124	156	168	249	492	981	1108	1091	1169	1094	1056	944	941	1169	1248	1381	1603	1244	917	653	490	377	261	19130
28	206	122	132	166	270	508	1337	1990	1711	1816	1704	1744	1648	1607	1424	1928	1865	1930	1509	1091	811	625	541	362	27047
29	268	155	175	167	265	462	1281	1889	1784	1892	2014	2010	2084	2036	2156	2292	2313	2310	2017	1538	1101	817	697	474	32197
30	356	213	196	196	224	293	633	1039	1471	1931	2516	2870	2654	2338	2048	1839	1543	1457	1307	1147	891	774	652	435	29023
31	252	157	103	99	117	132	291	475	841	1333	1798	2124	2364	2150	2181	2067	1982	1856	1631	1327	1089	817	551	301	26038

Total vehicles for month 846620
AADT for month 27310

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	230	174	134	162	271	527	819	1360	1404	1632	1697	1872	2070	2263	2469	2658	2489	2373	2102	1568	1131	942	828	418	31593
2	265	204	118	116	149	311	528	848	1142	1413	1693	1602	1790	1871	1708	1724	1674	1486	1287	1214	1032	865	569	405	24014
3	233	274	153	127	111	139	227	463	719	1113	1461	1817	1897	2196	2403	2527	2548	2457	1904	1604	1180	940	541	287	27321
4	236	125	119	116	228	491	903	1400	1436	1276	1346	1443	1611	1691	1754	1989	2064	1974	1602	1066	836	738	427	254	25125
5	154	135	139	159	248	431	836	1349	1390	1341	1312	1382	1496	1667	1800	1978	2059	1894	1765	1027	837	618	437	268	24722
6	188	126	117	177	264	398	795	1324	1379	1292	1380	1511	1577	1798	1940	2138	2053	2088	1602	1106	907	808	552	296	25816
7	184	151	127	170	263	441	877	1432	1435	1453	1547	1698	1893	2156	2352	2386	2331	2258	2056	1344	1000	826	520	305	29205
8	186	167	130	161	257	455	877	1317	1459	1657	1810	1925	2143	2465	2669	2680	2743	2575	2309	1651	1316	1099	722	417	33190
9	345	166	139	138	148	278	428	842	1354	1456	1807	2128	2175	2138	2246	1924	1906	1576	1491	1175	1156	975	563	382	26936
10	291	141	111	119	88	129	234	429	806	1258	1590	1863	2021	2067	2141	2258	2280	2083	1737	1450	1058	810	562	307	25833
11	212	135	113	156	250	464	929	1337	1307	1340	1459	1529	1594	1650	1639	1773	1954	1775	1464	985	797	607	344	312	24125
12	205	126	128	157	251	455	885	1386	1377	1294	1234	1404	1486	1538	1568	1867	1948	1920	1473	945	867	690	497	334	24035
13	191	157	136	145	276	453	873	1375	1403	1331	1338	1419	1465	1723	1838	2015	2132	1993	1584	1133	825	656	411	310	25182
14	204	153	124	162	276	460	907	1338	1419	1458	1431	1509	1660	1866	2025	2252	2171	2089	1614	1161	901	773	573	320	26846
15	222	139	138	169	248	475	846	1355	1405	1496	1653	1933	1999	2340	2393	2413	2180	2639	2293	1469	1085	963	781	506	31140

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16	294	177	165	132	158	246	445	838	1103	1435	1800	2045	2056	2172	2076	1861	1717	1508	1269	1101	968	999	760	552	25877
17	266	183	174	101	88	145	234	525	719	1138	1729	1994	2298	2213	2709	2561	2441	2139	1847	1377	1087	771	582	331	27652
18	197	127	112	155	238	497	987	1398	1325	1269	1447	1493	1526	1653	1681	1939	1950	1928	1488	985	724	554	410	288	24371
19	184	149	119	163	275	451	891	1330	1419	1212	1240	1358	1425	1518	1641	1870	1962	1972	1520	981	752	585	404	276	23697
20	204	120	129	177	249	446	902	1474	1485	1361	1340	1466	1572	1772	1776	1983	1968	1903	1615	1128	814	722	412	281	25299
21	211	141	147	153	272	471	967	1361	1346	1339	1395	1762	2153	2195	2218	2413	2412	2173	1954	1277	1064	884	537	332	29177
22	260	184	162	202	291	466	920	1490	1470	1613	1909	2207	2341	2659	2749	2541	2452	2647	2468	1723	1328	1117	842	468	34509
23	301	194	167	141	164	284	422	857	1200	1536	1915	2074	1942	2004	1933	1656	1547	1260	1116	893	867	739	656	394	24262
24	280	173	105	81	87	152	281	433	660	946	1291	1524	1655	1830	1796	1708	1633	1499	1270	1103	970	709	667	414	21267
25	246	169	124	105	116	211	343	540	736	1100	1629	1973	2132	2260	2370	2430	2351	2186	1850	1501	1020	888	563	338	27181
26	246	127	130	172	266	559	997	1419	1468	1415	1564	1500	1674	1736	1775	1921	1962	2001	1660	980	720	603	435	293	25623
27	185	131	132	166	249	336	598	1069	1157	1142	1124	1335	1336	1429	1487	1669	1828	1818	1589	984	805	629	383	296	21877
28	193	137	129	177	258	467	885	1391	1341	1416	1552	1554	1682	1823	1935	1960	2046	1933	1804	1160	932	725	552	327	26379
29	214	170	149	189	260	473	914	1364	1360	1449	1591	1896	2052	2228	2388	2647	2432	2645	2324	1596	1163	947	679	459	31589
30	308	193	133	168	162	273	583	1007	1259	1674	2051	2294	2458	2445	2215	1760	1727	1503	1179	986	894	789	543	374	26978
31	257	149	109	96	95	121	224	451	753	1045	1507	1747	2043	2291	2399	2197	2070	1815	1614	1400	1070	779	512	326	25070

Total vehicles for month 825891
AADT for month 26642

South Carolina ATR Traffic volumes -- May 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	496	331	268	342	525	995	1996	3199	3143	3573	3712	4036	4151	4446	4663	5221	5079	5039	4344	3282	2364	1885	1519	918	65527
2	636	398	274	248	304	583	1084	1775	2636	3196	3623	3672	3851	3731	3484	3465	3441	3012	2674	2304	1911	1565	1125	759	49751
3	425	473	279	216	186	282	525	936	1491	2325	3165	3686	4001	4297	4605	4752	4680	4477	3747	3045	2324	1811	1079	600	53407
4	431	269	220	244	508	1021	2269	3436	3216	2971	3120	3143	3334	3238	3330	3675	3774	3933	2953	1903	1571	1245	830	516	51150
5	389	261	256	306	463	896	2181	3344	3044	3093	2916	2956	2931	3132	3295	3664	3774	3703	3109	1920	1507	1224	924	553	49841
6	415	269	251	313	488	865	2083	3354	3185	3087	3097	3034	3114	3359	3519	3857	3763	4021	2998	2042	1623	1351	975	604	51667
7	384	292	261	309	489	921	2171	3380	3189	3255	3207	3366	3564	3769	4041	4246	4313	4316	3639	2458	1794	1413	1041	650	56468
8	458	300	276	328	464	926	2035	3176	3159	3555	3780	3956	4245	4650	4810	4936	5225	5048	4466	3447	2617	2181	1513	967	66518
9	726	385	291	276	294	514	964	1734	2821	3347	3960	4374	4485	4374	4271	3705	3740	3285	3082	2413	2165	1763	1169	829	54967
10	585	295	234	213	155	243	468	817	1476	2403	3264	3909	4139	4280	4350	4440	4595	4465	3784	3214	2520	1845	1255	721	53670
11	445	271	235	299	514	994	2293	3296	2965	3144	3331	3369	3339	3285	3256	3570	3742	3585	2790	1858	1431	1087	721	592	50412
12	423	253	272	323	447	889	2183	3401	3125	2971	2832	2983	2959	2933	2996	3454	3624	3970	2840	1883	1465	1337	874	623	49060
13	401	275	270	311	498	902	2235	3359	3233	3160	3135	3134	3101	3353	3470	3617	3839	3858	2995	2138	1591	1255	869	632	51631
14	391	285	275	332	507	946	2181	3351	3287	3301	3183	3260	3427	3596	3874	4039	4111	4203	3151	2279	1838	1342	1018	687	54864
15	435	311	293	332	480	952	2053	3226	3072	3315	3623	3999	4113	4386	4641	4784	4576	5091	4266	3024	2292	1780	1437	936	63417
16	621	411	332	288	312	561	1125	1853	2647	3246	3922	4224	4154	4045	3852	3538	3306	3044	2723	2194	1837	1736	1354	955	52280
17	528	328	279	195	164	285	504	992	1571	2424	3352	3980	4231	4593	4948	4735	4576	4089	3626	2885	2182	1570	1120	606	53763
18	383	290	244	305	508	1016	2433	3470	3063	3031	3223	3295	3203	3263	3174	3543	3639	3680	2699	1840	1354	1046	793	517	50012
19	374	282	238	307	504	906	2171	3311	3177	2823	2866	2914	2820	2890	3091	3398	3586	3735	2783	1880	1337	1090	787	521	47791
20	388	257	249	312	463	926	2194	3450	3262	3201	2938	3139	3187	3252	3374	3606	3752	3778	2956	2111	1499	1288	857	572	51011
21	445	290	295	319	496	987	2307	3355	3152	3275	3292	3530	3912	3986	4052	4417	4404	4357	3639	2528	2034	1713	1133	744	58662
22	548	355	373	395	550	969	2095	3379	3185	3541	4040	4369	4466	4954	5249	5172	5138	5394	4850	3731	2869	2313	1650	1058	70643
23	688	470	385	338	381	572	1031	1753	2647	3606	4328	4695	4277	4090	3828	3415	3096	2624	2347	1913	1834	1541	1257	845	51961
24	536	324	223	172	174	316	594	883	1428	2143	2911	3329	3555	3639	3502	4220	3217	3057	2717	2216	1945	1513	1171	775	43760
25	481	325	225	226	263	439	826	1221	1648	2375	3314	4078	4204	4420	4387	4454	4345	3897	3455	2811	2064	1652	1082	657	52849
26	417	238	227	316	496	1104	2452	3540	3230	3296	3348	3360	3521	3504	3466	3566	3646	3682	2997	1853	1354	1122	814	552	52101
27	399	255	288	334	498	828	1579	2177	2248	2311	2218	2391	2280	2370	2656	2917	3209	3421	2833	1901	1458	1119	760	557	41007
28	399	259	261	343	528	975	2222	3381	3052	3232	3256	3298	3330	3430	3359	3888	3911	3863	3313	2251	1743	1350	1093	689	53426
29	482	325	324	356	525	935	2195	3253	3144	3341	3605	3906	4136	4264	4544	4939	4745	4955	4341	3134	2264	1764	1376	933	63786
30	664	406	329	364	386	566	1216	2046	2730	3605	4567	5164	5112	4783	4263	3599	3270	2960	2486	2133	1785	1563	1195	809	56001
31	509	306	212	195	212	253	515	926	1594	2378	3305	3871	4407	4441	4580	4264	4052	3671	3245	2727	2159	1596	1063	627	51108

Total vehicles for month 1672511
AADT for month 53952

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South Carolina ATR Traffic Volumes -- May 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	245	145	109	74	84	135	246	375	718	1045	1515	2145	2278	2290	2070	2041	1988	1932	1582	1393	1076	756	539	331	25112
2	182	129	102	152	260	578	1445	2051	1749	1674	1753	1787	1629	1619	1569	1625	1714	1702	1293	829	667	471	374	241	25595
3	226	133	129	149	225	482	1346	1998	1698	1730	1607	1575	1611	1482	1460	1692	1836	1869	1347	929	689	573	549	344	25679
4	255	146	138	183	217	534	1366	2055	1852	1923	1739	1732	1582	1638	1643	1784	1945	2052	1423	997	788	540	423	342	27297
5	286	142	142	174	284	479	1335	1975	1813	1823	1780	1831	1856	1808	1832	2053	2064	2065	1541	1177	953	683	584	411	29091
6	276	198	146	204	273	503	1249	1918	1865	2047	2123	2437	2366	2327	2418	2329	2508	2455	2145	1849	1337	952	823	589	35337
7	426	197	162	155	173	249	573	1128	1770	2037	2172	2357	2189	2022	1704	1858	1858	1847	1581	1221	1142	985	812	594	29212
8	320	196	151	94	86	114	282	431	816	1346	1862	2213	2485	2326	2393	2155	2579	2328	2093	1915	1482	1139	737	414	29957
9	213	164	126	155	289	554	1523	2102	1805	1893	1788	1940	1925	1765	1689	1789	1838	1935	1378	985	883	519	432	312	28002
10	219	155	120	133	259	493	1311	1839	1710	1634	1566	1701	1667	1523	1502	1713	1760	1869	1335	939	873	536	400	244	25501
11	276	135	131	166	239	553	1311	1898	1671	1714	1690	1642	1698	1585	1626	1802	1783	1941	1397	893	721	527	415	258	26072
12	242	128	134	160	258	495	1422	2033	1839	1916	1818	1800	1687	1736	1783	1956	1980	2090	1500	908	874	744	479	325	28307
13	278	156	159	165	295	554	1313	1867	1748	1838	1855	1771	2168	2396	2315	2117	2523	2511	2082	1636	1135	861	648	463	32854
14	343	228	178	183	168	300	664	914	1435	1833	2175	2203	2048	2025	1909	1861	1619	1722	1406	1153	884	781	621	393	27046
15	302	156	101	92	107	155	328	512	873	1208	1666	1968	2260	2292	2296	2246	2189	2079	1807	1600	1226	894	508	350	27215
16	218	145	131	156	262	601	1455	2076	1807	1728	1823	1868	1822	1672	1634	1701	1733	1840	1325	920	699	491	474	272	26853
17	217	137	120	163	243	484	1358	2065	1793	1813	1612	1662	1539	1533	1541	1658	1678	1743	1290	803	657	482	386	259	25236
18	245	146	132	173	245	550	1359	2040	1864	1807	1787	1787	1775	1583	1695	1765	1858	1964	1367	957	721	536	420	271	27047
19	251	148	123	158	256	497	1397	2010	1745	1859	1836	1815	1938	1766	1779	1832	1923	1995	1377	988	792	565	456	290	27796
20	269	172	167	185	266	451	1274	1879	1708	1760	1918	2131	2194	2078	2194	2268	2255	2304	1842	1413	1163	754	588	446	31679
21	316	174	165	172	179	256	585	903	1408	1918	2256	2400	2338	2088	1986	1795	1773	1556	1293	997	947	816	626	465	27412
22	272	153	99	100	97	179	320	508	893	1360	1809	2185	2374	2262	2210	2121	2052	1974	1640	1385	1078	837	592	328	26828
23	225	171	122	157	295	584	1494	2132	1820	1814	1763	1923	1797	1723	1581	1723	1714	1803	1235	834	641	502	414	246	26713
24	234	124	117	154	235	522	1376	1988	1761	1736	1672	1687	1501	1412	1456	1647	1642	2024	1269	867	694	520	441	292	25371
25	253	151	145	170	279	549	1349	1978	1709	1858	1835	1803	1633	1669	1639	1768	1744	1890	1420	977	743	597	491	278	26928
26	280	164	160	202	270	594	1427	2012	1851	1930	1899	1981	1857	1927	2091	2059	2109	2167	1677	1309	1055	801	671	444	30937
27	308	248	211	211	330	560	1283	1905	1840	2038	2200	2298	2476	2381	2598	2607	2669	2527	2216	1760	1572	1077	844	610	36769
28	504	318	213	240	210	347	702	946	1513	2045	2509	2622	2506	2161	1933	1782	1597	1508	1327	1202	957	782	645	407	28976
29	256	183	106	104	103	140	291	423	669	1042	1424	1768	2063	1936	1791	1684	1621	1516	1269	1122	856	665	542	345	21919
30	239	152	122	126	139	219	488	629	912	1373	1790	2235	2301	2261	2121	2113	2229	1822	1651	1485	1184	784	616	349	27340
31	229	149	124	137	252	587	1525	2191	1887	1885	2006	2059	1971	1918	2028	1979	1731	1811	1377	1019	772	607	465	293	29002

Total vehicles for month 869083
 AADT for month 28035

South Carolina ATR Traffic Volumes -- May 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	301	188	152	108	118	190	293	441	649	1021	1562	1790	2001	2036	2422	2682	2573	2548	1885	1593	1103	727	463	278	27124
2	178	110	101	149	283	484	953	1330	1380	1377	1438	1618	1579	1687	1802	1919	2259	2062	1477	943	811	634	420	291	25285
3	194	135	129	153	259	467	897	1290	1429	1316	1365	1529	1559	1705	1821	2123	2163	2133	1661	1079	850	660	438	249	25604
4	197	142	160	181	278	481	992	1359	1446	1407	1382	1495	1631	1733	2003	2173	2281	2014	1749	1094	916	690	533	328	26665
5	227	133	133	178	280	501	966	1420	1531	1421	1470	1674	1770	1965	2049	2203	2452	2199	1761	1370	985	784	503	353	28328
6	215	185	173	172	261	448	873	1293	1402	1560	1816	2080	2259	2550	2721	2555	2689	2537	2663	2079	1489	1267	805	490	34582
7	356	224	167	152	193	266	548	932	1210	1630	1954	2230	2383	2365	2388	2121	2180	1868	1544	1400	1259	978	734	565	29647
8	295	183	126	107	94	137	244	485	880	1401	1837	2017	2220	2334	2335	2242	2586	2347	1984	1490	1344	1159	674	412	28933
9	221	140	123	163	259	517	976	1426	1480	1452	1459	1595	1733	1858	1829	1982	2106	2114	1628	1059	812	675	414	302	26323
10	181	129	158	169	260	479	949	1349	1434	1378	1386	1532	1476	1686	1709	1871	1991	1934	1590	977	759	651	461	291	24800
11	190	122	114	162	272	489	902	1346	1385	1275	1423	1502	1471	1662	1507	1820	2115	2047	1900	1172	858	633	458	319	25144
12	202	134	125	200	290	462	962	1416	1454	1431	1530	1753	1737	2011	2184	2230	2236	2105	1750	1171	948	760	564	312	27967
13	217	150	139	185	305	504	938	1364	1436	1565	1846	1934	2142	2350	2250	1504	2269	2618	2317	1372	1203	1041	915	485	31049
14	275	222	149	149	216	295	490	882	1332	1426	1699	1928	2046	1876	2066	1712	1712	1534	1192	1150	1034	922	732	505	25544
15	277	170	138	86	119	166	255	560	779	1220	1509	1854	2020	2250	2450	2399	2331	2216	1974	1538	1187	853	606	423	27380

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16	221	142	131	152	286	544	980	1419	1387	1355	1442	1614	1659	1694	1882	1968	2061	2119	1553	1017	776	652	429	281	25764
17	197	164	128	173	304	463	971	1322	1382	1322	1281	1426	1491	1563	1718	1890	2051	2105	1567	958	764	650	423	317	24630
18	163	121	134	175	278	497	933	1409	1428	1341	1111	1536	1857	1771	1869	2026	2184	2093	1551	1028	822	641	476	289	25733
19	216	157	139	185	260	482	954	1321	1339	1308	1431	1610	1596	1851	2105	2142	2261	2038	1746	1178	888	667	462	291	26627
20	237	128	172	196	275	440	863	1295	1338	1446	1663	1732	2219	2435	2430	2692	2345	2516	2390	1368	1106	868	685	403	31242
21	239	172	157	150	169	276	473	790	1197	1368	1661	1821	1884	2148	1996	1968	1744	1511	1354	1187	1026	877	678	433	25279
22	243	186	204	174	110	162	257	425	710	1133	1472	1750	2050	2367	2001	2652	2296	2152	1897	1577	1187	786	578	311	26680
23	185	114	125	168	300	512	994	1374	1401	1381	1430	1578	1520	1689	1737	1905	2066	2030	1505	1047	778	711	390	289	25229
24	198	135	137	167	262	510	951	1347	1476	1340	1257	1174	1526	1655	1753	1935	2096	1953	1545	1050	872	757	475	276	24847
25	203	132	169	171	270	504	982	1412	1398	1405	1363	1491	1644	1805	2031	2115	2207	2128	1573	1113	822	730	505	305	26478
26	225	135	155	195	285	527	979	1406	1497	1625	1711	1852	2109	2250	2372	2514	2538	2274	2104	1320	1055	899	698	382	31107
27	277	193	167	215	320	496	888	1493	1520	1678	2069	2430	2523	2773	2824	2685	2511	2302	2351	2116	1385	1131	816	525	35688
28	327	213	182	163	184	311	516	929	1421	1857	2218	2452	2437	2451	2297	1965	1778	1479	1213	995	822	713	474	345	27742
29	252	153	122	102	81	147	218	382	652	951	1251	1538	1701	1898	1819	1577	1573	1479	1309	1075	831	657	508	341	20617
30	213	166	122	96	114	194	357	588	820	1091	1521	1938	2037	2160	2246	2367	2271	2040	1748	1370	1093	802	511	353	26218
31	222	152	130	166	292	534	994	1468	1448	1435	1551	1732	1779	1836	1928	2052	2190	2112	1721	1104	910	678	476	361	27271

Total vehicles for month 845527
AADT for month 27275

South Carolina ATR Traffic volumes -- May 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	546	333	261	182	202	325	539	816	1367	2066	3077	3935	4279	4326	4492	4723	4561	4480	3467	2986	2179	1483	1002	609	52236
2	360	239	203	301	543	1062	2398	3381	3129	3051	3191	3405	3208	3306	3371	3544	3973	3764	2770	1772	1478	1105	794	532	50880
3	420	268	258	302	484	949	2243	3288	3127	3046	2972	3104	3170	3187	3281	3815	3999	4002	3008	2008	1539	1233	987	593	51283
4	452	288	298	364	495	1015	2358	3414	3298	3330	3121	3227	3213	3371	3646	3957	4226	4066	3172	2091	1704	1230	956	670	53962
5	513	275	275	352	564	980	2301	3395	3344	3244	3250	3505	3626	3773	3881	4256	4516	4264	3302	2547	1938	1467	1087	764	57419
6	491	383	319	376	534	951	2122	3211	3267	3607	3939	4517	4625	4877	5139	4884	5197	4992	4808	3928	2826	2219	1628	1079	69919
7	782	421	329	307	366	515	1121	2060	2980	3667	4126	4587	4572	4387	4092	3979	4038	3715	3125	2621	2401	1963	1546	1159	58859
8	615	379	277	201	180	251	526	916	1696	2747	3699	4230	4705	4660	4728	4397	5165	4675	4077	3405	2826	2298	1411	826	58890
9	434	304	249	318	548	1071	2499	3528	3285	3345	3247	3535	3658	3623	3518	3771	3944	4049	3006	2044	1695	1194	846	614	54325
10	400	284	278	302	519	972	2260	3188	3144	3012	2952	3233	3143	3209	3211	3584	3751	3803	2925	1916	1632	1187	861	535	50301
11	466	257	245	328	511	1042	2213	3244	3056	2989	3113	3144	3169	3247	3133	3622	3898	3988	3297	2065	1579	1160	873	577	51216
12	444	262	259	360	548	957	2384	3449	3293	3347	3348	3553	3424	3747	3967	4186	4216	4195	3250	2079	1822	1504	1043	637	56274
13	495	306	298	350	600	1058	2251	3231	3184	3403	3701	3705	4310	4746	4565	3621	4792	5129	4399	3008	2338	1902	1563	948	63903
14	618	450	327	332	384	595	1154	1796	2767	3259	3874	4131	4094	3901	3975	3573	3331	3256	2598	2303	1918	1703	1353	898	52590
15	579	326	239	178	226	321	583	1072	1652	2428	3175	3822	4280	4542	4746	4645	4520	4295	3781	3138	2413	1747	1114	773	54595
16	439	287	262	308	548	1145	2435	3495	3194	3083	3265	3482	3481	3366	3516	3669	3794	3959	2878	1937	1475	1143	903	553	52617
17	414	301	248	336	547	947	2329	3387	3175	3135	2893	3088	3030	3096	3259	3548	3729	3848	2857	1761	1421	1132	809	576	49866
18	408	267	266	348	523	1047	2292	3449	3292	3148	2898	3323	3632	3354	3564	3791	4042	4057	2918	1985	1543	1177	896	560	52780
19	467	305	262	343	516	979	2351	3331	3084	3167	3267	3425	3534	3617	3884	3974	4184	4033	3123	2166	1680	1232	918	581	54423
20	506	300	339	381	541	891	2137	3174	3046	3206	3581	3863	4413	4513	4624	4960	4600	4820	4232	2781	2269	1622	1273	849	62921
21	555	346	322	322	348	532	1058	1693	2605	3286	3917	4221	4222	4236	3982	3763	3517	3067	2647	2184	1973	1693	1304	898	52691
22	515	339	303	274	207	341	577	933	1603	2493	3281	3935	4424	4629	4211	4773	4348	4126	3537	2962	2265	1623	1170	639	53508
23	410	285	247	325	595	1096	2488	3506	3221	3195	3193	3501	3317	3412	3318	3628	3780	3833	2740	1881	1419	1213	804	535	51942
24	432	259	254	321	497	1032	2327	3335	3237	3076	2929	2861	3027	3067	3209	3582	3738	3977	2814	1917	1566	1277	916	568	50218
25	456	283	314	341	549	1053	2331	3390	3107	3263	3198	3294	3277	3474	3670	3883	3951	4018	2993	2090	1565	1327	996	583	53406
26	505	299	315	397	555	1121	2406	3418	3348	3555	3610	3833	3966	4177	4463	4573	4647	4441	3781	2629	2110	1700	1369	826	62044
27	585	441	378	426	650	1056	2171	3398	3360	3716	4269	4728	4999	5154	5422	5292	5180	4829	4567	3876	2957	2208	1660	1135	72457
28	831	531	395	403	394	658	1218	1875	2934	3902	4727	5074	4943	4612	4230	3747	3375	2987	2540	2197	1779	1495	1119	752	56718
29	508	336	228	206	184	287	509	805	1321	1993	2675	3306	3764	3834	3610	3261	3194	2995	2578	2197	1687	1322	1050	686	42536
30	452	318	244	222	253	413	845	1217	1732	2464	3311	4173	4338	4421	4367	4480	4500	3862	3399	2855	2277	1586	1127	702	53558
31	451	301	254	303	544	1121	2519	3659	3335	3320	3557	3791	3750	3754	3956	4031	3921	3923	3098	2123	1682	1285	941	654	56273

Total vehicles for month 1714610
AADT for month 55310

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South Carolina ATR Traffic Volumes -- November 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	190	129	93	86	154	139	255	447	757	1110	1496	1891	2165	2025	2007	2018	1958	1930	1683	1206	840	587	386	223	23775
2	160	135	95	139	223	490	1407	2159	1550	1453	1690	1560	1575	1374	1358	1395	1410	1554	1106	683	475	331	322	231	22875
3	228	119	98	148	194	487	1360	2009	1657	1558	1478	1517	1466	1397	1323	1462	1614	1778	1202	755	544	412	336	201	23343
4	190	119	124	137	232	487	1375	1979	1259	1905	1584	1521	1460	1412	1485	1564	1588	1764	1193	811	566	411	385	229	23780
5	192	127	121	176	213	465	1404	2001	1701	1719	1619	1509	1678	1562	1656	1723	1786	1940	1371	989	612	534	511	283	25892
6	208	129	149	189	281	459	1232	1875	1659	1727	1790	1958	1925	1877	2045	2243	2296	2361	1963	1445	916	619	754	393	30493
7	274	176	110	151	158	274	575	884	1313	1645	1897	2032	1928	1711	1539	1488	1307	1162	1092	796	734	1000	985	804	24035
8	342	171	107	83	72	144	301	426	794	1202	1970	2575	2891	2121	2515	3023	2529	2376	2099	1547	1066	694	436	211	29695
9	160	120	117	144	220	460	1409	2037	1560	1552	1488	1464	1530	1440	1434	1466	1447	1513	1081	701	527	343	298	210	22721
10	186	111	115	156	243	460	1398	2067	1666	1626	1436	1520	1424	1395	1382	1591	1718	1760	1270	813	551	461	397	208	23954
11	205	109	137	145	247	455	1228	934	1537	1549	1593	1562	1467	1505	1616	1634	1805	1919	1372	798	553	434	353	213	23370
12	206	134	154	163	223	486	1391	2008	1830	1875	1629	1637	1510	1522	1612	1688	1909	2050	1430	1022	704	580	569	277	26609
13	208	137	137	198	236	463	1187	1850	1641	1682	1788	1944	1934	2090	2224	2412	2562	2546	2239	1630	1065	810	716	504	32203
14	314	172	117	132	183	263	647	948	1942	2670	2359	1765	1564	1551	1496	1487	1563	1373	1284	1024	750	602	453	301	24960
15	186	123	118	89	90	115	250	385	754	1102	1359	1641	2096	2122	2124	2061	2030	2038	1757	1366	918	587	408	234	23953
16	153	103	114	116	263	527	1483	2121	1664	1633	1581	1522	1573	1439	1427	1500	1625	1679	1287	765	508	385	352	194	24014
17	284	141	109	139	225	496	1395	2045	1603	1679	1545	1370	1458	1255	1473	1542	1609	1717	1292	767	565	385	342	196	23632
18	199	95	115	154	232	524	1370	1986	1666	1770	1543	1539	1476	1423	1400	1611	1672	1798	1257	721	494	363	334	227	23969
19	214	128	134	158	227	456	1370	1985	1685	1681	1575	1552	1640	1570	1546	1739	1737	1943	1451	909	616	479	396	270	25461
20	232	144	133	180	237	464	1234	1552	1570	1717	1677	1796	1701	2186	2204	2381	2429	2047	1494	927	759	667	549	30067	
21	369	163	160	156	175	276	598	1046	1790	2559	2337	2114	1857	1605	1626	1621	1386	1312	1219	1071	1114	1264	1114	544	27476
22	229	177	97	104	91	136	298	386	742	1207	1824	2272	2623	2339	2267	2277	2051	1920	1638	1255	840	652	418	274	26117
23	156	123	82	131	259	547	1422	2015	1679	1670	1795	1774	1715	1654	1692	1780	1867	1798	1381	869	601	511	387	271	26179
24	229	137	131	179	273	462	1321	1913	1651	1722	1949	2109	2158	2245	2521	2703	2805	2752	1985	1881	1273	916	646	419	34380
25	325	216	195	241	345	536	1228	1644	1699	1983	2411	2662	2612	2508	2649	2595	2566	2306	1941	1637	1292	852	664	426	35533
26	305	193	160	168	128	226	363	534	803	1461	2102	2393	1715	1264	1141	1300	1558	1694	1575	1452	1296	967	623	407	23828
27	222	142	97	111	172	319	534	815	935	1298	1754	2040	2104	2150	2015	2244	2260	2116	1997	1525	1187	1018	825	601	28481
28	286	169	105	124	129	243	535	1358	2650	2926	2363	2198	2109	2032	1908	1650	1707	1760	1498	1261	924	628	490	391	29444
29	251	154	127	102	137	224	373	577	994	1480	2076	2619	2936	1854	2938	2715	2594	2429	1969	1932	1218	918	615	404	31636
30	247	185	141	154	263	596	1494	2149	1702	1777	1808	1886	1772	1648	1573	1659	1667	1777	1199	699	539	358	326	221	25840

Total vehicles for month 797715
 AADT for month 26591

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	245	164	140	124	229	141	229	422	687	986	1349	1573	1851	1937	1999	2093	2035	2025	1621	1331	864	653	426	310	23434
2	228	144	126	128	262	535	939	1265	1256	1325	1282	1322	1477	1562	1653	1702	1901	1642	1414	876	638	446	322	197	22642
3	163	134	130	150	247	497	875	1262	1186	1179	1122	1270	1260	1477	1481	1718	1872	1852	1565	946	720	536	367	227	22236
4	154	122	126	157	231	496	853	1257	1133	1273	1236	1200	1378	1458	1559	1822	1871	2011	1599	941	799	547	342	238	22803
5	182	135	129	170	222	480	908	1269	1329	1223	1346	1450	1577	1656	1942	2103	2331	2020	1724	1472	976	695	467	304	26110
6	199	140	151	166	286	512	916	1292	1324	1477	1659	1981	2137	2529	2832	3014	2303	2590	2725	2767	1501	1163	761	476	34901
7	307	178	122	134	176	311	609	1065	1651	1893	1945	1693	1631	1600	1900	1672	1539	1373	1275	1184	972	768	787	388	25173
8	218	128	121	88	83	156	228	389	650	976	1356	1594	1866	2037	2105	2130	2134	1881	1632	1232	879	555	348	193	22979
9	158	103	100	146	235	494	810	1231	1253	1191	1217	1350	1271	1437	1497	1662	1811	1713	1315	915	667	509	353	238	21676
10	190	135	111	164	221	479	904	1234	1378	1148	1206	1175	1320	1515	1577	1803	2035	1997	1550	961	715	554	352	243	22967
11	185	138	110	157	261	455	861	1307	1315	1231	1219	1259	1352	1447	1618	1825	1940	1855	1368	1032	750	639	397	264	22985
12	214	140	112	162	257	499	931	1368	1321	1306	1386	1388	1526	1718	1818	2197	2272	2054	1828	1108	880	693	425	276	25879
13	184	146	153	169	266	506	855	1329	1316	1395	1595	1735	1979	2135	2517	2561	2473	2345	2180	1696	1190	921	781	491	30918
14	294	183	146	136	187	295	496	859	1121	1320	1550	1480	1550	1581	1622	1989	2390	1880	1691	1297	1080	847	573	322	24889
15	261	162	100	114	118	166	241	416	688	1112	1482	1617	1983	2106	2324	2289	2275	2059	1742	1303	893	603	385	244	24683
16	164	119	115	151	256	545	942	1398	1327	1260	1258	1315	1439	1489	1535	1792	2039	1875	1445	904	655	525	365	211	23124

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17	169	129	119	160	260	472	872	1256	1351	1219	1127	1209	1253	1384	1578	1800	2042	1848	1534	947	731	487	330	268	22545
18	188	148	122	156	277	514	916	1368	1326	1207	1155	1264	1356	1487	1684	1940	2014	1975	1565	1058	782	529	356	257	23644
19	173	130	128	161	243	471	889	1251	1223	1352	1261	1356	1555	1676	1855	2131	2296	1987	1670	1126	859	659	473	264	25189
20	200	162	131	182	247	470	863	1313	1339	1389	1561	1774	1946	2299	2655	2710	2790	2581	2391	2513	1505	1105	926	643	33695
21	419	208	150	126	211	332	550	1132	1671	2103	2116	2035	1868	1747	1806	1405	2408	2650	1550	1347	1048	776	517	297	28472
22	218	134	129	90	120	137	211	455	624	961	1337	1595	1782	1895	1890	1839	1881	1726	1424	1196	805	546	371	262	21628
23	170	116	124	126	246	526	971	1260	1370	1300	1343	1464	1535	1682	1657	1988	2062	1910	1608	1083	793	569	428	243	24574
24	181	150	144	157	271	477	923	1316	1381	1332	1550	1802	1942	2204	2500	2692	2318	2465	2337	2067	1309	1021	690	475	31704
25	297	236	248	223	369	563	865	1210	1487	1785	1955	2337	2071	3030	2863	2914	2854	2789	2343	1911	1588	1128	723	469	36258
26	350	223	180	153	172	231	327	549	1002	1728	2360	2398	1754	1335	1116	1403	1474	1302	1248	1098	987	728	520	336	22974
27	274	157	132	108	146	271	437	578	827	1239	1592	1812	1813	1911	1867	1805	1785	1549	1158	1251	888	685	597	510	23392
28	326	157	132	107	144	240	345	630	904	1180	1567	1952	1982	2123	2118	2147	3051	2846	2442	1715	1261	934	624	420	29347
29	283	177	209	149	165	248	382	655	1105	1795	2434	2744	2935	2351	3105	2457	3328	3002	2228	1533	1474	933	627	370	34689
30	211	145	147	173	270	535	1023	1412	1423	1352	1428	1540	1553	1610	1711	1856	1994	1862	1523	1010	768	628	371	251	24796

Total vehicles for month 780306
 AADT for month 26010

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	435	293	233	210	383	280	484	869	1444	2096	2845	3464	4016	3962	4006	4111	3993	3955	3304	2537	1704	1240	812	533	47209
2	388	279	221	267	485	1025	2346	3424	2806	2778	2972	2882	3052	2936	3011	3097	3311	3196	2520	1559	1113	777	644	428	45517
3	391	253	228	298	441	984	2235	3271	2843	2737	2600	2787	2726	2874	2804	3180	3486	3630	2767	1701	1264	948	703	428	45579
4	344	241	250	294	463	983	2228	3236	2392	3178	2820	2721	2838	2870	3044	3386	3459	3775	2792	1752	1365	958	727	467	46583
5	374	262	250	346	435	945	2312	3270	3030	2942	2965	2959	3255	3218	3598	3826	4117	3960	3095	2461	1588	1229	978	587	52002
6	407	269	300	355	567	971	2148	3167	2983	3204	3449	3939	4062	4406	4877	5257	4599	4951	4688	4212	2417	1782	1515	869	65394
7	581	354	232	285	334	585	1184	1949	2964	3538	3842	3725	3559	3311	3439	3160	2846	2535	2367	1980	1706	1768	1772	1192	49208
8	560	299	228	171	155	300	529	815	1444	2178	3326	4169	4757	4158	4620	5153	4663	4257	3731	2779	1945	1249	784	404	52674
9	318	223	217	290	455	954	2219	3268	2813	2743	2705	2814	2801	2877	2931	3128	3258	3226	2396	1616	1194	852	651	448	44397
10	376	246	226	320	464	939	2302	3301	3044	2774	2642	2695	2744	2910	2959	3394	3753	3757	2820	1774	1266	1015	749	451	46921
11	390	247	247	302	508	910	2089	2241	2852	2780	2812	2821	2819	2952	3234	3459	3745	3774	2740	1830	1303	1073	750	477	46355
12	420	274	266	325	480	985	2322	3376	3151	3181	3015	3025	3036	3240	3430	3885	4181	4104	3258	2130	1584	1273	994	553	52488
13	392	283	290	367	502	969	2042	3179	2957	3077	3383	3679	3913	4225	4741	4973	5035	4891	4419	3326	2255	1731	1497	995	63121
14	608	355	263	268	370	558	1143	1807	3063	3990	3909	3245	3114	3132	3118	3476	3953	3253	2975	2321	1830	1449	1026	623	49849
15	447	285	218	203	208	281	491	801	1442	2214	2841	3258	4079	4228	4448	4350	4305	4097	3499	2669	1811	1190	793	478	48636
16	317	222	229	267	519	1072	2425	3519	2991	2893	2839	2837	3012	2928	2962	3292	3664	3554	2732	1669	1163	910	717	405	47138
17	453	270	228	299	485	968	2267	3301	2954	2898	2672	2579	2711	2639	3051	3342	3651	3565	2826	1714	1296	872	672	464	46177
18	387	243	237	310	509	1038	2286	3354	2992	2977	2698	2803	2832	2910	3084	3551	3686	3773	2822	1779	1276	892	690	484	47613
19	387	258	262	319	470	927	2259	3236	2908	3033	2836	2908	3195	3246	3401	3870	4033	3930	3121	2035	1475	1138	869	534	50650
20	432	306	264	362	484	934	2097	2865	2909	3106	3238	3561	3742	4000	4841	4914	5171	5010	4438	4007	2432	1864	1593	1192	63762
21	788	371	310	282	386	608	1148	2178	3461	4662	4453	4149	3725	3352	3432	3026	3794	3962	2769	2418	2162	2040	1631	841	55948
22	447	311	226	194	211	273	509	841	1366	2168	3161	3867	4405	4234	4157	4116	3932	3646	3062	2451	1645	1198	789	536	47745
23	326	239	206	257	505	1073	2393	3275	3049	2970	3138	3238	3250	3336	3349	3768	3929	3708	2989	1952	1394	1080	815	514	50753
24	410	287	275	336	544	939	2244	3229	3032	3054	3499	3911	4100	4449	5021	5395	5123	5217	4322	3948	2582	1937	1336	894	66084
25	622	452	443	464	714	1099	2093	2854	3186	3768	4366	4999	4683	5538	5512	5509	5420	5095	4284	3548	2880	1980	1387	895	71791
26	655	416	340	321	300	457	690	1083	1805	3189	4462	4791	3469	2599	2257	2703	3032	2996	2823	2550	2283	1695	1143	743	46802
27	496	299	229	219	318	590	971	1393	1762	2537	3346	3852	3917	4061	3882	4049	4045	3665	3155	2776	2075	1703	1422	1111	51873
28	612	326	237	231	273	483	880	1988	3554	4106	3930	4150	4091	4155	4026	3797	4758	4606	3940	2976	2185	1562	1114	811	58791
29	534	331	336	251	302	472	755	1232	2099	3275	4510	5363	5871	4205	6043	5172	5922	5431	4197	3465	2692	1851	1242	774	66325
30	458	330	288	327	533	1131	2517	3561	3125	3129	3236	3426	3325	3258	3284	3515	3661	3639	2722	1709	1307	986	697	472	50636

Total vehicles for month 1578021
 AADT for month 52601

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South Carolina ATR Traffic Volumes -- October 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	245	147	134	173	233	456	1292	2060	1708	1687	1610	1762	1704	1610	1624	1782	1777	1897	1344	994	758	541	392	275	26205
2	253	160	149	171	227	426	1095	1726	1541	1536	1580	1627	1715	1672	1763	1874	1832	1778	1530	1125	875	577	440	328	26000
3	255	176	122	137	105	177	366	359	526	758	950	1097	1154	996	944	913	860	700	648	521	405	319	265	214	12967
4	211	178	233	242	134	128	170	212	365	637	1106	1755	1954	1896	1563	1572	1168	971	634	436	309	218	129	100	16321
5	76	74	53	54	83	164	448	528	526	618	809	875	946	979	1038	959	922	867	701	444	288	213	170	159	11994
6	110	71	85	101	128	331	914	1099	1098	1155	1197	1311	1360	1250	1220	1273	1267	1342	1133	752	532	376	318	229	18652
7	179	103	115	172	194	448	1105	1568	1420	1466	1476	1475	1339	1407	1399	1434	1566	1623	1267	836	627	436	351	240	22246
8	197	148	140	167	219	475	1145	1543	1529	1604	1561	1536	1679	1675	1626	1701	1767	1823	1603	1083	826	599	497	320	25463
9	251	165	132	182	259	434	1097	1604	1518	1665	1739	2073	2114	2172	2356	2450	2454	2379	1939	1604	1150	768	618	439	31562
10	309	191	171	123	174	222	491	746	962	1293	1572	1743	1731	1566	1476	1467	1169	1148	1108	955	1110	994	1098	487	22306
11	222	124	91	97	102	144	326	450	710	1229	1820	2296	2587	1488	2576	2570	2505	2362	2090	1673	1276	968	568	352	28626
12	210	158	114	147	241	507	1314	1923	1715	1690	1651	1694	1785	2023	1786	1890	1839	1885	1367	943	707	466	360	271	26686
13	208	134	121	147	209	497	1336	1806	1806	1642	1516	1523	1619	1515	1485	1584	1672	1927	1357	1009	699	544	430	305	25091
14	231	134	118	133	255	520	1380	2016	1780	1748	1753	1805	1656	1741	1864	1908	2175	2207	1534	1075	965	571	463	245	28277
15	231	153	137	195	228	497	1356	2047	1820	1796	1864	1927	1960	1848	1884	2031	2057	2135	1538	1222	907	594	462	321	29210
16	230	183	142	189	223	492	1181	1836	1776	1721	1944	2147	2167	2161	2255	2432	2891	2636	2174	1565	1131	783	639	410	33308
17	333	208	165	138	169	236	496	728	1216	1746	2153	2640	2613	2329	1881	1638	1566	1590	1439	1206	975	766	621	568	27420
18	575	488	286	92	106	128	287	487	761	1266	2032	2900	3111	3172	2672	3094	2793	2537	2332	1857	1267	790	507	368	33908
19	178	161	113	148	265	540	1422	2153	1733	1679	1756	1890	1835	1793	1689	1799	1825	1953	1445	879	673	456	347	231	26963
20	210	120	132	161	218	487	1354	1991	1776	1743	1648	1743	1647	1661	1598	1729	1837	1945	1355	971	660	471	373	202	26032
21	195	115	108	184	213	487	1281	2055	1722	1817	1696	1703	1688	1587	1735	1856	1899	2081	1470	962	774	495	348	233	26704
22	205	129	121	192	226	475	1347	1936	1797	1837	1772	1942	1897	1803	1895	1947	2105	2134	1667	1225	962	615	540	286	29055
23	255	168	138	183	276	432	1246	1821	1679	1661	1946	2061	1954	2189	2732	2550	2563	1808	2275	1502	1254	794	847	494	32828
24	285	177	155	152	160	229	560	908	1258	1658	1949	2055	1976	1894	1778	1946	1991	1943	1808	1529	1192	840	660	431	27534
25	240	173	117	80	94	160	279	426	732	1237	1782	2394	2708	2817	2827	2512	2637	2975	2513	1834	1308	825	544	291	31505
26	214	126	110	138	270	546	1481	2043	1777	1705	1864	1851	1889	1623	1699	1760	1647	1772	1234	819	583	376	351	202	26080
27	187	121	131	168	227	459	1279	1932	1560	1611	1545	1518	1482	1458	1424	1531	1457	1606	1123	726	457	419	307	203	22931
28	200	121	117	164	236	462	1345	1897	1569	1710	1550	1524	1554	1467	1490	1707	1700	1831	1237	836	601	454	341	215	24328
29	200	128	121	156	241	491	1403	2005	1678	1727	1699	1656	1729	1685	1753	1836	1967	1982	1541	1147	902	622	446	309	27424
30	256	175	162	169	281	484	1230	1815	1621	1632	1781	1846	2059	2026	2256	2428	2406	2378	2021	1594	1080	736	610	428	31474
31	308	187	131	133	185	209	452	771	1035	1460	1773	1866	1677	1663	1632	1543	1383	1344	1228	889	750	599	459	302	21979

Total vehicles for month 801079
AADT for month 25841

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	219	105	124	173	257	468	886	1230	1373	1336	1386	1691	1976	2083	2255	2329	2222	1800	1188	1104	754	522	323	27387	
2	257	142	144	157	231	416	690	1113	1271	1395	1799	2038	2204	2717	2804	2815	2672	2535	2631	1666	1195	829	598	394	32713
3	263	154	122	96	121	184	277	458	680	906	1102	1338	1280	1346	1226	974	945	691	674	488	433	370	227	179	14534
4	143	84	83	51	56	89	101	165	263	354	644	808	763	914	784	893	1033	813	584	403	228	166	129	96	9647
5	72	55	36	40	97	176	274	405	485	549	606	685	790	1039	888	904	828	766	639	441	291	211	169	131	10577
6	102	72	53	90	162	300	539	860	948	963	972	1066	1109	1224	1454	1511	1486	1530	1091	883	539	379	306	255	17894
7	150	105	97	154	230	392	734	1142	1186	1128	1161	1191	1179	1372	1449	1547	1795	1680	1476	980	726	502	419	232	21027
8	171	120	139	135	253	445	872	1166	1221	1207	1390	1483	1445	1620	1785	1840	1966	1756	1828	1178	822	583	497	328	24250
9	222	195	133	195	251	465	848	1224	1286	1530	1737	1962	2111	2291	2509	2427	2319	2526	2653	1919	1682	1129	752	429	32795
10	277	158	133	106	165	251	540	829	1287	1743	1901	1946	1824	1652	1619	1476	1316	1144	916	878	705	498	385	253	22002
11	161	86	89	85	73	166	244	411	725	987	1411	1688	1491	1894	1899	1948	1881	1838	1605	1375	1141	719	406	292	22615
12	170	128	112	132	261	505	852	1292	1299	1287	1383	1507	1527	1683	1766	1764	2092	1905	1429	1073	767	563	398	268	24163
13	175	112	127	157	271	489	902	1302	1299	1345	1423	1510	1751	1826	2009	2357	2271	2140	2138	1310	928	690	413	256	27201
14	191	124	111	165	254	526	907	1304	1303	1436	1424	1552	1549	1760	1958	2000	2018	1970	1726	1193	954	793	495	306	26019
15	237	160	147	169	279	492	910	1274	1445	1468	1655	1688	1772	1956	2125	2370	2214	2175	1877	1348	1003	874	546	399	28583

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16	248	146	149	189	236	496	900	1251	1329	1660	1906	1651	2775	2749	2910	3038	2887	2801	2718	2342	1619	1206	882	867	36955
17	475	253	173	138	187	347	549	953	1600	2079	2420	2647	2511	2454	1988	1986	1719	1560	1318	1422	1754	1588	1073	517	31711
18	291	162	156	121	98	143	256	426	856	1214	1830	2199	2508	2692	2722	2695	2760	2434	2153	1693	1253	894	587	289	30432
19	175	112	117	151	273	560	951	1279	1384	1375	1450	1548	1605	1651	1749	1905	2077	1900	1562	987	791	610	407	257	24876
20	174	95	139	197	282	501	891	1313	1307	1310	1264	1348	1463	1584	1679	1905	1971	2026	1618	1096	871	648	422	295	24399
21	182	134	138	160	256	499	854	1335	1311	1346	1422	1445	1625	1783	1956	2022	2138	2150	1913	1305	1032	770	503	302	26581
22	202	129	132	182	297	538	917	1335	1465	1552	1633	1742	1970	2049	2317	2298	2275	2340	2084	1410	1082	885	588	414	29836
23	265	148	149	188	271	493	888	1308	1528	1659	1932	2185	2345	2618	2623	2788	2745	2367	2196	2403	1473	1041	765	564	34942
24	392	202	139	146	189	336	603	932	1403	1782	2226	2142	2112	2004	1966	1823	1773	1571	1259	1125	992	929	709	454	27209
25	271	168	116	98	94	170	228	474	699	1151	1369	1755	2036	2272	2448	2385	2363	2141	2085	1542	1064	808	541	381	26659
26	196	128	110	142	268	522	944	1340	1340	1310	1434	1464	1615	1608	1682	1892	2032	1962	1454	947	719	551	363	263	24286
27	166	112	124	159	246	469	823	1225	1258	1160	1260	1316	1373	1460	1627	1780	1815	1684	1508	1066	730	522	340	241	22464
28	175	128	116	151	264	452	845	1236	1249	1138	1127	1258	1414	1440	1713	1861	1986	1974	1511	1033	833	579	367	264	23114
29	198	112	129	158	283	479	897	1279	1328	1318	1354	1455	1516	1745	1860	2242	2337	2174	1830	1214	963	750	469	301	26391
30	202	160	157	195	245	458	863	1218	1270	1433	1605	1723	2056	2248	2361	2449	2289	2174	2123	1653	1278	918	670	521	30269
31	337	180	146	126	187	273	425	697	975	1173	1452	1649	1583	1489	1621	1402	1412	1388	998	771	728	647	513	439	20611

Total vehicles for month 782142
AADT for month 25230

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	464	252	258	346	490	924	2178	3290	3081	3023	2996	3345	3395	3586	3707	4037	4106	4119	3144	2182	1862	1295	914	598	53592
2	510	302	293	328	458	842	1785	2839	2812	2931	3379	3665	3919	4389	4567	4689	4504	4313	4161	2791	2070	1406	1038	722	58713
3	518	330	244	233	226	361	643	817	1206	1664	2052	2435	2434	2342	2170	1887	1805	1391	1322	1009	838	689	492	393	27501
4	354	262	316	293	190	217	271	377	628	991	1750	2563	2717	2810	2347	2465	2201	1784	1218	839	537	384	258	196	25968
5	148	129	89	94	180	340	722	933	1011	1167	1415	1560	1736	2018	1926	1863	1750	1633	1340	885	579	424	339	290	22571
6	212	143	138	191	290	631	1453	1959	2046	2118	2169	2377	2469	2474	2674	2784	2753	2872	2224	1635	1071	755	624	484	36546
7	329	208	212	326	424	840	1839	2710	2606	2594	2637	2666	2518	2779	2848	2981	3361	3303	2743	1816	1353	938	770	472	43273
8	368	268	279	302	472	920	2017	2709	2750	2811	2951	3019	3124	3295	3411	3541	3733	3579	3431	2261	1648	1182	994	648	49713
9	473	360	265	377	510	899	1945	2828	2804	3195	3476	4035	4225	4463	4865	4877	4773	4905	4592	3523	2832	1897	1370	868	64357
10	586	349	304	229	339	473	1031	1575	2249	3036	3473	3689	3555	3218	3095	2943	2485	2292	2024	1833	1815	1492	1483	740	44308
11	383	210	180	182	175	310	570	861	1435	2216	3231	3984	4078	3382	4475	4518	4386	4200	3695	3048	2417	1687	974	644	51241
12	380	286	226	279	502	1012	2166	3215	3014	2977	3034	3201	3312	3706	3552	3654	3931	3790	2796	2016	1474	1029	758	539	50849
13	383	246	248	304	480	986	2238	3108	3105	2987	2939	3033	3370	3341	3494	3941	3943	4067	3495	2319	1627	1234	843	561	52292
14	422	258	229	298	509	1046	2287	3320	3083	3184	3177	3357	3205	3501	3822	3908	4193	4177	3260	2268	1919	1364	958	551	54296
15	468	313	284	364	507	989	2266	3321	3265	3264	3519	3615	3732	3804	4009	4401	4271	4310	3415	2570	1910	1468	1008	720	57793
16	478	329	291	378	459	988	2081	3087	3105	3381	3850	3798	4942	4910	5165	5470	5778	5437	4892	3907	2750	1989	1521	1277	70263
17	808	461	338	276	356	583	1045	1681	2816	3825	4573	5287	5124	4783	3869	3624	3285	3150	2757	2628	2729	2354	1694	1085	59131
18	866	650	442	213	204	271	543	913	1617	2480	3862	5099	5619	5864	5394	5789	5553	4971	4485	3550	2520	1684	1094	657	64340
19	353	273	230	299	538	1100	2373	3432	3117	3054	3206	3438	3440	3444	3438	3704	3902	3853	3007	1866	1464	1066	754	488	51839
20	384	215	271	358	500	988	2245	3304	3083	3053	2912	3091	3110	3245	3277	3634	3808	3971	2973	2067	1531	1119	795	497	50431
21	377	249	246	344	469	986	2135	3390	3033	3163	3118	3148	3313	3370	3691	3878	4037	4231	3383	2267	1806	1265	851	535	53285
22	407	258	253	374	523	1013	2264	3271	3262	3389	3405	3684	3867	3852	4212	4245	4380	4474	3751	2635	2044	1500	1128	700	58891
23	520	316	287	371	547	925	2134	3129	3207	3320	3878	4246	4299	4807	5355	5338	5308	4175	4471	3905	2727	1835	1612	1058	67770
24	677	379	294	298	349	565	1163	1840	2661	3440	4175	4197	4088	3898	3744	3769	3764	3514	3067	2654	2184	1769	1369	885	54743
25	511	341	233	178	188	330	507	900	1431	2388	3151	4149	4744	5089	5275	4897	5000	5116	4598	3376	2372	1633	1085	672	58164
26	410	254	220	280	538	1068	2425	3383	3117	3015	3298	3315	3504	3231	3381	3652	3679	3734	2688	1766	1302	927	714	465	50366
27	353	233	255	327	473	928	2102	3157	2818	2771	2805	2834	2855	2918	3051	3311	3272	3290	2631	1792	1187	941	647	444	45395
28	375	249	233	315	500	914	2190	3133	2818	2848	2677	2782	2968	2907	3203	3568	3686	3805	2748	1869	1434	1033	708	479	47442
29	398	240	250	314	524	970	2300	3284	3006	3045	3053	3111	3245	3430	3613	4078	4304	4156	3371	2361	1865	1372	915	610	53815
30	458	335	319	364	526	942	2093	3033	2891	3065	3386	3569	4115	4274	4617	4877	4695	4552	4144	3247	2358	1654	1280	949	61743
31	645	367	277	259	372	482	877	1468	2010	2633	3225	3515	3260	3152	3253	2945	2795	2732	2226	1660	1478	1246	972	741	42590

Total vehicles for month 1583221
AADT for month 51072

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	369	215	184	191	198	305	624	895	1305	1730	2253	2767	2867	2376	2146	1821	1623	1567	1414	1141	986	767	682	455	28881	
2	330	307	401	328	352	198	317	451	836	1290	2108	2809	3178	3271	3020	3016	2870	2505	2106	1609	1350	807	489	345	34293	
3	195	139	128	176	288	603	1467	2040	1788	1737	1728	1961	1717	1674	1661	1684	1714	1744	1379	876	674	450	362	219	26404	
4	207	128	107	168	264	535	1392	2014	1668	1653	1548	1539	1529	1467	1547	1716	1822	1912	1511	1133	889	653	470	330	26202	
5	315	167	208	198	320	599	1280	1569	1639	1511	1402	1164	1377	1289	1185	1076	1048	1256	865	701	481	350	249	214	20463	
6	177	123	115	136	216	388	1039	1208	1051	922	915	985	992	1013	1013	1099	1239	1340	992	769	551	387	354	258	17282	
7	249	92	99	135	157	361	825	1075	911	906	935	1026	1154	1102	1139	1232	1156	1301	1098	745	528	373	305	225	17129	
8	195	103	57	93	71	121	230	223	304	338	494	723	770	973	1075	1140	1279	1248	1099	955	806	663	553	356	13869	
9	233	154	110	122	201	474	952	1232	1650	2538	3169	2986	2757	2987	2845	2684	2374	2280	2038	1831	1342	1143	744	513	37359	
10	365	216	188	217	357	791	1697	2371	2231	2455	2975	2935	2743	3014	2881	2389	2576	2394	1872	1266	977	690	461	326	38387	
11	280	166	155	192	308	616	1474	2134	1866	1976	2199	2296	2336	2098	2064	2022	2041	2022	1526	1110	796	588	418	282	30965	
12	251	123	119	187	282	597	1439	2105	1805	1980	1964	2025	2029	1980	2032	2063	2152	2254	1672	1151	916	556	413	267	30362	
13	275	183	150	203	307	559	1424	2026	1805	1849	2001	2091	2046	1898	1882	2065	2067	2181	1643	1203	1078	651	551	342	30480	
14	263	172	166	226	302	523	1218	1967	1779	1925	2151	2268	2253	2399	2631	2656	2620	2481	2135	1589	1197	877	805	435	35038	
15	343	199	143	159	193	307	655	939	1409	1732	1922	2009	1839	1736	1702	1669	1755	1875	1903	1931	1666	1183	779	436	28484	
16	282	169	126	106	113	148	323	479	842	1277	2004	2825	3107	2988	3039	3073	2618	2883	2213	1906	1608	996	623	367	34115	
17	203	128	121	175	280	593	1468	2137	1767	1741	1828	1857	1880	1804	1723	1763	1906	1807	1299	931	636	436	344	232	27059	
18	215	145	112	164	277	559	1406	2031	1738	1731	1667	1527	1562	1608	1515	1690	1709	1867	1344	935	658	458	370	282	25570	
19	258	138	138	180	275	525	1384	1984	1752	1821	1693	1704	1626	1677	1701	1815	2007	2049	1435	919	699	471	375	280	26906	
20	229	127	148	196	261	514	1420	1957	1819	1862	1941	1849	1934	1782	1875	2141	2151	2175	1599	1284	970	665	508	331	29738	
21	280	143	172	203	237	511	1303	1854	1719	1870	1980	2238	2357	2296	2519	2636	2450	2464	1997	1671	1207	878	815	430	34230	
22	348	196	162	163	160	299	633	968	1819	2360	2242	2193	2117	1947	1622	1667	1846	1627	1719	1482	1159	944	669	494	28836	
23	278	158	103	85	78	135	303	431	787	1200	1702	2334	2644	2665	2762	2711	2413	2540	2134	1733	1314	799	520	362	30191	
24	201	128	149	189	314	620	1481	2113	1806	1845	1753	1816	1799	1730	1752	1681	1836	1850	1272	947	645	499	380	222	27028	
25	216	131	136	166	269	527	1435	1951	1784	1854	1653	1652	1625	1614	1509	1674	1826	1928	1313	868	622	491	354	288	25886	
26	235	121	115	167	243	531	1375	1913	1744	1831	1700	1683	1605	1624	1609	1730	1776	1991	1429	1056	802	504	377	242	26403	
27	214	163	149	167	249	515	1421	1891	1801	1705	1666	1807	1847	1760	1846	2009	2112	1994	1490	1242	889	593	449	361	28340	
28	244	158	154	199	254	515	1244	1812	1669	1752	1881	2070	2215	2210	2387	2581	2745	2630	2307	1788	1318	850	706	505	34194	
29	371	209	159	152	185	276	462	848	1224	1720	1987	2242	2309	2548	2577	2288	2270	1838	1827	1153	893	735	543	365	29181	
30	329	158	112	131	94	161	291	442	826	1102	1678	2033	2302	2255	2217	1154									15285	
31																										

Total vehicles for month 823275
 AADT for month 28389

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	367	262	144	157	193	298	506	998	1483	1959	2334	2476	2072	2524	2211	1979	1648	1396	1181	1470	1734	1227	725	477	29821
2	391	179	157	119	112	154	240	466	781	1244	1684	2001	2137	2324	2557	2515	2424	2070	1763	1613	1199	766	502	268	27666
3	197	124	115	154	306	572	948	1356	1411	1312	1378	1528	1549	1732	1745	1826	2031	1955	1498	1030	716	484	381	237	24585
4	163	149	148	175	298	519	853	1346	1379	1296	1240	1339	1460	1603	1619	1841	2037	1982	1955	1790	1767	1400	1261	1455	29075
5	1462	1421	683	406	562	1036	1763	2160	2624	3049	2728	2530	2992	2908	3032	2672	1890	2577	2359	2230	1582	1151	837	558	45212
6	373	290	210	260	378	622	1086	1530	1911	1924	2076	2246	2377	2581	2486	2556	2750	2646	2289	1623	1332	1021	713	462	35742
7	423	243	226	190	262	417	793	1181	1403	1564	1759	1809	1959	1936	2159	1991	1912	1553	1104	813	584	473	308	206	25268
8	146	94	75	62	83	119	198	249	295	394	414	547	635	575	535	603	624	565	525	495	449	380	283	199	8544
9	149	91	89	72	67	108	164	301	458	672	845	858	923	1031	1049	1097	1191	1242	1937	1956	1136	648	353	221	16658
10	160	107	103	133	230	423	769	1209	1171	1212	1239	1282	1162	1182	1370	1497	1705	1785	1287	961	741	545	401	289	20963
11	175	120	141	146	284	491	892	1302	1351	1133	1140	1087	1254	1363	1548	1816	2009	1876	1571	995	783	612	369	270	22728
12	170	142	121	157	304	538	848	1233	1464	1305	1279	1320	1470	1583	1784	2034	2138	2126	1894	1321	1043	802	552	376	26004
13	199	133	146	174	314	557	903	1366	1510	1521	1515	1625	1731	1753	2255	2286	2221	2149	2113	1326	1142	814	544	311	28608
14	212	166	161	185	319	542	908	1292	1492	1691	2010	1850	2484	2582	2922	2756	2937	2971	2791	2032	1558	1271	957	654	36743
15	407	226	166	147	215	424	918	1580	1710	1573	1906	2003	2013	1999	1972	1792	1889	1548	1331	1235	1024	883	711	451	28123

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16	334	202	147	112	116	173	261	499	924	1366	1781	2036	2333	2501	2529	2428	2642	2696	2304	1709	1230	802	712	370	30207	
17	249	140	133	153	324	566	933	1266	1356	1327	1384	1663	1645	1730	1757	1939	1977	2021	1490	1024	817	656	404	273	25227	
18	166	140	136	169	341	511	984	1329	1416	1251	1258	1449	1515	1614	1757	1983	2126	2007	1454	1035	769	650	475	286	24821	
19	184	140	129	154	282	529	944	1337	1431	1413	1368	1494	1548	1704	1781	2071	2119	1857	1552	1215	860	774	536	309	25731	
20	194	135	155	195	289	542	975	1461	1544	1523	1585	1810	1883	2083	2142	2295	2239	2117	1848	1299	1052	921	630	393	29310	
21	283	183	142	204	323	506	916	1372	1430	1650	1887	2156	2430	2534	2701	2353	2216	2226	2405	2237	1355	1068	857	573	34007	
22	440	215	157	169	193	312	561	910	1479	1878	2124	2113	1962	1892	1835	1965	2273	2103	1702	1518	1126	946	735	535	29143	
23	360	185	167	133	148	209	229	413	806	1245	1754	2109	2255	2502	2683	2758	2621	2371	2180	1703	1404	937	638	320	30130	
24	181	123	120	178	297	596	899	1392	1469	1327	1603	1621	1578	1612	1725	1942	2069	1970	1490	1012	735	544	422	252	25157	
25	171	136	143	177	289	539	900	1398	1388	1390	1288	1410	1396	1601	1751	1870	2017	1877	1563	1112	852	616	389	271	24544	
26	180	156	133	171	291	567	901	1381	1397	1388	1352	1367	1493	1602	1776	1941	2153	2032	1586	1063	879	650	387	239	25085	
27	170	135	143	171	314	586	912	1297	1541	1349	1512	1571	1731	1841	2065	2387	2307	1877	1899	1239	1049	740	526	334	27696	
28	228	146	160	189	299	560	895	1328	1399	1636	1765	1880	2073	2440	2501	2742	2600	2422	2269	1618	1200	911	685	411	32357	
29	306	191	151	158	182	329	495	899	1203	1531	1934	1888	2077	2021	2015	1781	1747	1489	1183	1012	821	700	667	1091	25871	
30	1390	816	182	111	102	180	270	491	870	1378	1965	2106	2246	2426	2481	1258									18272	
31																										

Total vehicles for month 795026
AADT for month 27415

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	736	477	328	348	391	603	1130	1893	2788	3689	4587	5243	4939	4900	4357	3800	3271	2963	2595	2611	2720	1994	1407	932	58702	
2	721	486	558	447	464	352	557	917	1617	2534	3792	4810	5315	5595	5577	5531	5294	4575	3869	3222	2549	1573	991	613	61959	
3	392	263	243	330	594	1175	2415	3396	3199	3049	3106	3489	3266	3406	3406	3510	3745	3699	2877	1906	1390	934	743	456	50989	
4	370	277	255	343	562	1054	2245	3360	3047	2949	2788	2878	2989	3070	3166	3557	3859	3894	3466	2923	2656	2053	1731	1785	55277	
5	1777	1588	891	604	882	1635	3043	3729	4263	4560	4130	3694	4369	4197	4217	3748	2938	3833	3224	2931	2063	1501	1086	772	65675	
6	550	413	325	396	594	1010	2125	2738	2962	2846	2991	3231	3369	3594	3499	3655	3989	3986	3281	2392	1883	1408	1067	720	53024	
7	672	335	325	325	419	778	1618	2256	2314	2470	2694	2835	3113	3038	3298	3223	3068	2854	2202	1558	1112	846	613	431	42397	
8	341	197	132	155	154	240	428	472	599	732	908	1270	1405	1548	1610	1743	1903	1813	1624	1450	1255	1043	836	555	22413	
9	382	245	199	194	268	582	1116	1533	2108	3210	4014	3844	3680	4018	3894	3781	3565	3522	3975	3787	2478	1791	1097	734	54017	
10	525	323	291	350	587	1214	2466	3580	3402	3667	4214	4217	3905	4196	4251	3886	4281	4179	3159	2227	1718	1235	862	615	59350	
11	455	286	296	338	592	1107	2366	3436	3217	3109	3339	3383	3590	3461	3612	3838	4050	3898	3097	2105	1579	1200	787	552	53693	
12	421	265	240	344	586	1135	2287	3338	3269	3285	3243	3345	3499	3563	3816	4097	4290	4380	3566	2472	1959	1358	965	643	56366	
13	474	316	296	377	621	1116	2327	3392	3315	3370	3516	3716	3777	3651	4137	4351	4288	4330	3756	2529	2220	1465	1095	653	59088	
14	475	338	327	411	621	1065	2126	3259	3271	3616	4161	4118	4737	4981	5553	5412	5557	5452	4926	3621	2755	2148	1762	1089	71781	
15	750	425	309	306	408	731	1573	2519	3119	3305	3828	4012	3852	3735	3674	3461	3644	3423	3234	3166	2690	2066	1490	887	56607	
16	616	371	273	218	229	321	584	978	1766	2643	3785	4861	5440	5489	5568	5501	5260	5579	4517	3615	2838	1798	1335	737	64322	
17	452	268	254	328	604	1159	2401	3403	3123	3068	3212	3520	3525	3534	3480	3702	3883	3828	2789	1955	1453	1092	748	505	52286	
18	381	285	248	333	618	1070	2390	3360	3154	2982	2925	2976	3077	3222	3272	3673	3835	3874	2798	1970	1427	1108	845	568	50391	
19	442	278	267	334	557	1054	2328	3321	3183	3234	3061	3198	3174	3381	3482	3886	4126	3906	2987	2134	1559	1245	911	589	52637	
20	423	262	303	391	550	1056	2395	3418	3363	3385	3526	3659	3817	3865	4017	4436	4390	4292	3447	2583	2022	1586	1138	724	59048	
21	563	326	314	407	560	1017	2219	3226	3149	3520	3867	4394	4787	4830	5220	4989	4666	4690	4402	3908	2562	1946	1672	1003	68237	
22	788	411	319	332	353	611	1194	1878	3298	4238	4366	4306	4079	3839	3457	3632	4119	3730	3421	3000	2285	1890	1404	1029	57979	
23	638	343	270	218	226	344	532	844	1593	2445	3456	4443	4899	5167	5445	5469	5034	4911	4314	3436	2718	1736	1158	682	60321	
24	382	251	269	367	611	1216	2380	3505	3275	3172	3356	3437	3377	3342	3477	3623	3905	3820	2762	1959	1380	1043	802	474	52185	
25	387	267	279	343	558	1066	2335	3349	3172	3244	2941	3062	3021	3215	3260	3544	3843	3805	2876	1980	1474	1107	743	559	50430	
26	415	277	248	338	534	1098	2276	3294	3141	3219	3052	3050	3098	3226	3385	3671	3929	4023	3015	2119	1681	1154	764	481	51488	
27	384	298	292	338	563	1101	2333	3188	3342	3054	3178	3378	3578	3601	3911	4396	4419	3871	3389	2481	1938	1333	975	695	56036	
28	472	304	314	388	553	1075	2139	3140	3068	3388	3646	3950	4288	4650	4888	5323	5345	5052	4576	3406	2518	1761	1391	916	66551	
29	677	400	310	310	367	605	957	1747	2427	3251	3921	4130	4386	4569	4592	4069	4017	3327	3010	2165	1714	1435	1210	1456	55052	
30																										
31																										

Total vehicles for month 1618301
AADT for month 55803

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South Carolina ATR Traffic Volumes -- September 2015 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	210	117	124	152	220	497	1310	2021	1611	1566	1413	1439	1341	1333	1384	1494	1459	1727	1262	788	664	487	356	220	23195
2	226	148	125	154	223	506	1315	2007	1601	1586	1530	1525	1398	1376	1419	1630	1702	1851	1261	914	644	541	376	268	24326
3	205	142	136	175	273	511	1288	2027	1713	1650	1609	1627	1762	1638	1831	1869	1905	1968	1442	1130	871	687	559	370	27388
4	276	194	188	209	268	518	1159	1859	1667	1857	1985	2296	2319	2517	2510	1668	996	1967	2913	2454	1660	1231	1005	695	34411
5	417	334	217	203	212	259	548	840	1336	1859	2322	2522	2263	1990	1775	1520	1512	1717	1795	1557	1280	888	710	468	28544
6	347	155	120	109	105	130	281	353	719	1123	1507	1981	2107	2007	2039	1973	1844	1754	1577	1217	1034	831	609	356	24278
7	239	166	120	101	125	179	329	541	760	1061	1724	2537	2629	2708	2592	2579	2531	2302	2070	1771	1348	938	601	300	30251
8	209	128	109	152	246	585	1467	2166	1752	1824	1849	1870	1738	1608	1547	1680	1701	1746	1235	911	667	490	384	269	26333
9	222	135	105	151	257	501	1265	2021	1734	1795	1553	1646	1538	1505	1442	1613	1683	1776	1295	866	597	477	370	223	24770
10	194	130	136	197	225	473	1287	2047	1820	1781	1795	1768	1587	1615	1695	1723	1842	1866	1441	1080	829	575	450	286	26842
11	254	170	159	202	255	453	1294	1920	1681	1646	1806	1943	2068	2075	2158	2229	2364	2397	2032	1583	1162	860	692	500	31903
12	429	212	172	177	182	295	593	1091	1363	1853	2167	2264	2407	2225	2335	2517	2307	2061	1937	1442	1140	797	601	457	31024
13	346	162	105	100	93	154	294	424	785	1292	1920	2390	2564	2456	2478	2361	2416	2228	1942	1387	1090	741	463	299	28490
14	178	130	119	130	219	527	1405	2070	1802	1742	1604	1659	1727	1501	1488	1551	1552	1732	1201	841	639	436	313	232	24798
15	201	134	148	169	206	476	1277	2046	1803	1607	1500	1432	1433	1131	1621	1512	1645	1824	1263	788	656	552	382	250	24056
16	204	135	140	191	212	478	1299	1986	1714	1738	1659	1535	1522	1488	1574	1579	1668	1833	1302	858	712	501	346	277	24951
17	217	170	139	162	224	507	1247	2026	1756	1725	1756	1744	1653	1672	1782	1835	1955	1906	1464	1187	897	656	476	275	27431
18	249	147	163	179	228	473	1168	1855	1693	1806	1790	2052	2048	2163	2352	2432	2541	2501	2221	1719	1116	785	756	479	32916
19	284	202	157	167	163	241	760	1078	1473	1870	2226	2460	2246	1946	1669	1624	1460	1462	1280	1082	911	735	577	412	26485
20	249	145	100	87	77	135	280	442	738	1121	1722	2210	2456	2388	2359	2279	2354	2320	1923	1568	1180	789	503	283	27708
21	209	150	95	146	245	523	1420	2109	1717	1667	1578	1695	1673	1629	1463	1607	1617	1659	1210	795	554	428	319	235	24743
22	201	129	129	170	227	508	1254	1974	1603	1557	1444	1467	1424	1467	1443	1539	1630	1790	1277	863	621	463	344	256	23780
23	210	140	108	196	213	522	1300	1990	1694	1764	1600	1555	1552	1592	1582	1597	1705	1887	1393	820	659	433	388	242	25142
24	207	143	129	183	236	499	1308	1952	1553	1634	1750	1591	1805	1812	1719	1659	1696	1652	1322	994	852	795	443	256	26190
25	238	171	136	175	244	452	1166	1709	1551	1650	1819	2004	2162	2159	2270	2373	2524	2653	2255	1592	1103	808	625	426	32265
26	327	201	141	146	141	223	522	898	1603	2220	2199	2068	1917	1711	1477	1471	1398	1358	1191	1019	922	798	613	398	24962
27	245	144	102	75	84	130	253	441	763	1114	1590	1968	2175	2284	2146	2228	2154	2013	1797	1331	1028	756	473	293	25587
28	144	128	103	145	266	524	1353	2050	1675	1565	1572	1694	1622	1481	1484	1594	1518	1662	1161	724	580	435	287	237	24004
29	197	138	112	183	216	482	1309	1964	1636	1561	1465	1451	1335	1228	1390	1625	1532	1721	1160	811	593	418	320	230	23077
30	200	133	126	133	252	450	1301	1952	1587	1636	1540	1554	1533	1482	1529	1653	1696	1747	1341	912	670	525	396	253	24601

Total vehicles for month 804451
 AADT for month 26815

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	180	138	149	157	265	471	869	1250	1287	1178	1135	1173	1261	1323	1456	1638	1818	1870	1474	923	708	570	373	258	21924
2	180	166	110	162	262	442	799	1277	1306	1225	1156	1224	1338	1567	1510	1750	2008	1922	1469	1075	836	605	395	275	23059
3	217	130	118	147	254	521	884	1240	1296	1301	1260	1489	1610	1865	2040	2143	2264	2286	1682	1151	898	731	527	357	26411
4	333	185	138	202	283	481	815	1235	1352	1456	1920	2128	2438	2689	2610	2525	2654	2863	3092	2589	1954	1257	870	591	36660
5	384	175	194	167	168	290	646	1386	1650	1720	1955	2014	2043	1933	1820	1466	1344	1247	1055	976	835	678	488	340	24974
6	265	139	114	109	102	136	197	383	615	949	1223	1384	1533	1666	1690	1684	1685	1413	1263	1141	888	744	555	382	20260
7	311	294	381	247	149	213	323	682	1062	1382	1955	2431	2498	2539	2740	2718	2788	2578	2184	1765	1246	809	545	342	32182
8	208	147	138	141	265	537	916	1378	1379	1339	1352	1517	1583	1711	1690	1801	2065	2041	1488	999	746	582	401	282	24706
9	186	125	135	168	275	450	853	1241	1283	1303	1252	1326	1412	1565	1692	1738	2063	1899	1444	1022	790	572	381	297	23472
10	170	131	141	163	270	471	929	1203	1341	1265	1456	1520	1690	1806	1903	2097	2287	2065	1667	1268	906	705	479	315	26248
11	203	127	142	167	276	464	876	1310	1399	1407	1706	1994	2169	2526	2592	2815	2829	2732	2570	1865	1324	951	761	470	33675
12	322	213	136	152	172	382	830	1449	1594	1544	1755	2021	2162	2173	1977	1686	1556	1348	1036	1011	753	697	693	1089	26751
13	1358	797	172	95	109	149	276	486	847	1215	1734	1829	2241	2240	2259	2251	2220	2186	1905	1383	1068	711	443	293	28267
14	193	127	95	120	270	498	926	1390	1338	1198	1309	1401	1539	1581	1665	1850	1970	1944	1466	904	754	529	340	263	23670
15	186	132	144	154	277	481	827	1260	1233	1267	1192	1279	1424	1483	1621	1778	1929	1974	1480	1001	762	598	426	292	23200
16	184	121	135	150	258	435	855	1289	1317	1266	1248	1401	1464	1645	1788	1950	2075	2018	1493	954	799	601	391	263	24100

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17	195	122	121	186	281	501	915	1326	1413	1338	1442	1575	1760	1887	1948	2176	2339	2137	1812	1173	863	706	492	322	27030
18	240	174	140	180	224	467	873	1318	1414	1445	1715	1997	2293	2597	2769	2758	2730	2442	2277	1592	1235	918	874	500	33172
19	293	221	154	143	146	282	512	1045	1552	1810	2015	2173	2339	2321	2143	1924	1780	1645	1333	1136	843	764	540	368	27482
20	240	167	143	88	98	157	215	473	732	1045	1470	1983	2215	2380	2542	2530	2649	2206	1859	1533	1089	779	510	250	27353
21	179	128	105	134	269	528	955	1336	1326	1324	1330	1493	1493	1589	1656	1871	1943	1972	1393	968	655	557	366	229	23799
22	163	121	102	168	252	473	878	1325	1264	1245	1145	1223	1331	1516	1634	1764	2063	2019	1374	966	724	563	377	222	22912
23	184	130	144	137	260	450	881	1326	1355	1354	1258	1363	1542	1602	1712	2024	2089	1911	1464	1048	855	632	378	259	24358
24	214	124	133	150	275	498	919	1375	1400	1363	1327	1466	1624	1865	1935	2164	2129	1942	1655	1061	838	592	385	288	25722
25	173	148	141	174	248	424	753	1146	1297	1464	1529	1965	2081	2037	2287	2560	2775	2521	1992	1408	1162	882	696	452	30315
26	274	163	111	135	158	277	432	724	1080	1472	1754	2001	1970	1892	1793	2135	2205	1397	1936	1060	877	739	491	327	25403
27	252	165	123	107	93	139	226	427	710	1070	1525	1836	2180	2397	2705	2704	2586	2343	1943	1429	1164	749	442	277	27592
28	175	119	113	140	245	508	897	1340	1307	1265	1289	1494	1516	1614	1629	1764	1834	1831	1491	899	628	495	351	262	23206
29	169	139	123	162	266	435	853	1209	1296	1167	1196	1226	1274	1405	1552	1741	2030	1975	1387	941	758	514	366	233	22417
30	161	132	129	149	230	465	826	1264	1322	1193	1274	1394	1491	1571	1671	1773	2048	2040	1487	967	802	572	343	237	23541

Total vehicles for month 783861
 AADT for month 26129

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	390	255	273	309	485	968	2179	3271	2898	2744	2548	2612	2602	2656	2840	3132	3277	3597	2736	1711	1372	1057	729	478	45119	
2	406	314	235	316	485	948	2114	3284	2907	2811	2686	2749	2736	2943	2929	3380	3710	3773	2730	1989	1480	1146	771	543	47385	
3	422	272	254	322	527	1032	2172	3267	3009	2951	2869	3116	3372	3503	3871	4012	4169	4254	3124	2281	1769	1418	1086	727	53799	
4	609	379	326	411	551	999	1974	3094	3019	3313	3905	4424	4757	5206	5120	4193	3650	4830	6005	5043	3614	2488	1875	1286	71071	
5	801	509	411	370	380	549	1194	2226	2986	3579	4277	4536	4306	3923	3595	2986	2856	2964	2850	2533	2115	1566	1198	808	53518	
6	612	294	234	218	207	266	478	736	1334	2072	2730	3365	3640	3673	3729	3657	3529	3167	2840	2358	1922	1575	1164	738	44538	
7	550	460	501	348	274	392	652	1223	1822	2443	3679	4968	5127	5247	5332	5297	5319	4880	4254	3536	2594	1747	1146	642	62433	
8	417	275	247	293	511	1122	2383	3544	3131	3163	3201	3387	3321	3319	3237	3481	3766	3787	2723	1910	1413	1072	785	551	51039	
9	408	260	240	319	532	951	2118	3262	3017	3098	2805	2972	2950	3070	3134	3351	3746	3675	2739	1888	1387	1049	751	520	48242	
10	364	261	277	360	495	944	2216	3250	3161	3046	3251	3288	3277	3421	3598	3820	4129	3931	3108	2348	1922	1575	1164	929	601	53090
11	457	297	301	369	531	917	2170	3230	3080	3053	3512	3937	4237	4601	4750	5044	5193	5129	4602	3448	2486	1811	1453	970	65578	
12	751	425	308	329	354	677	1423	2540	2957	3397	3922	4285	4569	4398	4312	4203	3863	3409	2973	2453	1893	1494	1294	1546	57775	
13	1704	959	277	195	202	303	570	910	1632	2507	3654	4219	4805	4696	4737	4612	4636	4414	3847	2770	2158	1452	906	592	56757	
14	371	257	214	250	489	1025	2331	3460	3140	2940	2913	3060	3266	3082	3153	3401	3522	3676	2667	1745	1393	965	653	495	48468	
15	387	266	292	323	483	957	2104	3306	3036	2874	2692	2711	2857	2614	3242	3290	3574	3798	2743	1789	1418	1150	808	542	47256	
16	388	256	275	341	470	913	2154	3275	3031	3004	2907	2936	2986	3133	3362	3529	3743	3851	2795	1812	1511	1102	737	540	49051	
17	412	292	260	348	505	1008	2162	3352	3169	3063	3198	3319	3413	3559	3730	4011	4294	4043	3276	2360	1760	1362	968	597	54461	
18	489	321	303	359	452	940	2041	3173	3107	3251	3505	4049	4341	4760	5121	5190	5271	4943	4498	3311	2351	1703	1630	979	66088	
19	577	423	311	310	309	523	1272	2123	3025	3680	4241	4633	4585	4267	3812	3548	3240	3107	2613	2218	1754	1499	1117	780	53967	
20	489	312	243	175	175	292	495	915	1470	2166	3192	4193	4671	4768	4901	4809	5003	4526	3782	3101	2269	1568	1013	533	55061	
21	388	278	200	280	514	1051	2375	3445	3043	2991	2908	3188	3166	3218	3119	3478	3560	3631	2603	1763	1209	985	685	464	48542	
22	364	250	231	338	479	981	2132	3299	2867	2802	2589	2690	2755	2983	3077	3303	3693	3809	2651	1829	1345	1026	721	478	46692	
23	394	270	252	333	473	972	2181	3316	3049	3118	2858	2918	3094	3194	3294	3621	3794	3798	2857	1868	1514	1065	766	501	49500	
24	421	267	262	333	511	997	2227	3327	2953	2997	3077	3057	3429	3677	3654	3823	3825	3594	2977	2055	1690	1387	828	544	51912	
25	411	319	277	349	492	876	1919	2855	2848	3114	3348	3969	4243	4196	4557	4933	5299	5174	4247	3000	2265	1690	1321	878	62580	
26	601	364	252	281	299	500	954	1622	2683	3692	3953	4069	3887	3603	3270	3606	3603	2755	3127	2079	1799	1537	1104	725	50365	
27	497	309	225	182	177	269	479	868	1473	2184	3115	3804	4355	4681	4851	4932	4740	4356	3740	2760	2192	1505	915	570	53179	
28	319	247	216	285	511	1032	2250	3390	2982	2830	2861	3188	3138	3095	3113	3358	3352	3493	2652	1623	1208	930	638	499	47210	
29	366	277	235	345	482	917	2162	3173	2932	2728	2661	2677	2609	2633	2942	3366	3562	3696	2547	1752	1351	932	686	463	45494	
30	361	265	255	282	482	915	2127	3216	2909	2829	2814	2948	3024	3053	3200	3426	3744	3787	2828	1879	1472	1097	739	490	48142	

Total vehicles for month 1588312
 AADT for month 52944

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South Carolina ATR Traffic Volumes -- September 2016 -- Station P-15, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	236	172	160	211	259	525	1391	2109	1754	1683	1675	1757	1747	1769	1804	1940	2060	2118	1659	1269	989	735	577	417	29016
2	338	232	146	218	275	457	1069	1582	1404	1402	1535	1674	1843	1419	1832	2165	1971	2091	1924	1687	1294	942	661	427	28588
3	362	214	190	174	188	355	719	1117	1784	2580	2927	2932	2511	2242	1961	1867	1582	1459	1275	1141	1012	830	741	423	30586
4	259	187	121	84	88	162	282	414	689	1116	1540	1743	1920	1886	1918	1539	1866	1694	1444	1221	1065	887	603	391	23119
5	259	159	123	113	136	213	353	500	818	1128	1631	2454	2577	2610	2624	2652	2397	2455	2158	1818	1474	977	608	357	30594
6	204	169	121	145	269	601	1552	2165	1788	1847	1821	1855	1770	1822	1640	1737	1773	1840	1291	941	675	519	387	254	27186
7	193	150	136	168	250	518	1355	2062	1699	1760	1759	1623	1641	1526	1570	1634	1739	1798	1343	871	839	493	357	243	25727
8	228	166	153	200	252	538	1334	2088	1859	1832	1794	1733	1813	1680	1608	1778	1823	1818	1397	1130	811	600	425	285	27345
9	240	155	139	198	285	508	1257	1908	1721	1768	1949	2050	2067	1897	2320	2399	2379	2396	2029	1557	1109	883	771	481	32466
10	324	187	158	170	204	308	821	1138	1546	1900	2135	2377	2230	2101	1959	1756	1733	1859	1945	1658	1433	899	644	423	29908
11	217	191	127	107	118	166	386	490	800	1282	1855	2368	2706	2699	2614	2504	2514	2374	1863	1363	1091	762	497	335	29429
12	193	120	106	161	301	566	1432	2095	1778	1680	1598	1799	1814	1660	1501	1625	1616	1689	1175	858	546	445	339	206	25303
13	206	153	137	143	234	536	1343	2013	1737	1595	1525	1579	1456	1419	1419	1555	1625	1762	1247	929	619	470	368	243	24313
14	231	127	126	163	257	535	1331	2011	1653	1790	1656	1601	1496	1312	1505	1842	1857	1809	1328	875	701	439	358	289	25292
15	202	164	136	192	240	486	1389	1970	1809	1740	1733	1775	1766	1701	1724	1853	1964	1997	1583	1172	830	623	492	337	27878
16	239	168	175	185	267	500	1252	1922	1668	1858	1920	2019	2223	2165	2260	2455	2508	2047	2034	1650	1134	900	926	591	33066
17	402	265	168	148	185	291	517	841	1371	1857	2515	3022	2931	2273	1882	1607	1644	1822	1726	1373	1050	864	636	426	29816
18	304	194	111	100	81	147	308	404	803	1270	1898	2347	2740	2649	2621	2595	2564	2264	1938	1509	1128	733	482	285	29475
19	156	145	130	181	305	628	1491	2096	1745	1748	1650	1699	1762	1628	1555	1620	1678	1612	1271	879	561	453	343	244	25580
20	204	134	124	145	265	515	1381	2056	1689	1602	1467	1479	1466	1429	1392	1532	1678	1792	1228	987	631	440	378	258	24272
21	219	116	132	164	255	511	1346	1973	1710	1752	1655	1596	1546	1523	1543	1698	1764	1804	1407	902	743	480	334	267	25440
22	210	134	139	178	266	478	1345	2047	1744	1800	1689	1452	1924	1656	1787	1883	1936	2016	1509	1112	820	613	443	259	27440
23	259	149	136	180	273	501	1238	1883	1691	1743	1899	2147	2235	2362	2428	2616	2591	2520	2284	1715	1145	817	631	453	33896
24	335	211	164	155	194	265	561	946	1385	1725	2129	2328	2061	1934	1784	1819	1861	1748	1574	1051	936	822	632	518	27138
25	278	161	103	78	106	137	294	482	891	1262	1671	2274	2516	2431	2524	2477	2442	2320	2188	1547	1161	854	562	338	29097
26	193	130	120	163	281	588	1429	2067	1732	1731	1721	1761	1636	1609	1519	1692	1713	1767	1260	835	617	464	326	228	25582
27	241	137	126	181	244	563	1335	1972	1728	1655	1602	1579	1560	1448	1494	1575	1607	1810	1251	913	606	427	363	249	24666
28	219	147	119	160	258	549	1322	1940	1692	1744	1590	1584	1642	1609	1615	1719	1846	1865	1381	899	737	499	348	238	25722
29	208	161	121	171	272	521	1404	1968	1703	1726	1780	1803	1713	1686	1733	1863	1907	1978	1563	1234	924	594	465	324	27822
30	256	174	155	180	313	502	1296	1824	1668	1737	1923	1970	2182	2174	2203	2513	2530	2393	2139	1727	1188	923	904	596	33470

Total vehicles for month 839232
 AADT for month 27974

South Carolina ATR Traffic Volumes -- September 2016 -- Station P-15, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	197	155	144	184	327	531	992	1380	1518	1456	1537	1727	1823	1955	1987	2322	2400	2238	2262	1690	1388	1046	781	511	30551
2	352	235	185	219	334	484	798	1248	1383	1578	1843	2173	2191	2400	2290	2290	1961	1554	1256	980	765	621	374	259	27773
3	205	164	130	129	131	222	422	813	1294	1731	2149	2333	2085	2119	1875	1665	1589	1331	1130	1027	850	681	530	345	24950
4	263	170	141	87	104	134	191	378	613	937	1224	1435	1553	1663	1697	1556	1636	1494	1206	1209	1033	862	583	469	20638
5	478	366	215	120	136	203	351	704	1068	1351	1821	2238	2334	2460	2761	2944	2885	2790	2274	1716	1364	953	589	342	32463
6	181	140	131	149	309	553	950	1391	1460	1444	1451	1583	1684	1771	1675	1864	2023	2023	1631	1098	844	599	386	296	25636
7	171	142	137	196	286	503	867	1351	1412	1393	1280	1404	1533	1720	1706	1816	2085	2014	1668	1070	812	565	420	247	24798
8	173	139	141	167	305	521	904	1340	1390	1422	1426	1622	1751	1858	1917	2076	2193	2134	1818	1205	1013	734	527	284	27060
9	191	172	131	167	314	499	885	1331	1405	1445	1750	1938	2321	2515	2735	2806	2714	2439	2656	2193	1483	1024	801	504	34419
10	297	215	156	165	212	337	848	1476	1727	1619	1802	1999	2191	2202	1879	1867	1636	1479	1108	1085	978	765	564	712	27319
11	364	186	132	111	122	166	244	444	767	1103	1449	1817	2156	2330	2313	2322	2235	2140	1760	1350	1077	759	473	272	26092
12	185	135	120	162	297	546	947	1345	1391	1338	1366	1432	1543	1671	1718	1674	1831	1851	1633	982	716	524	361	266	24034
13	190	135	124	174	296	523	901	1314	1357	1213	1166	1339	1230	1687	1686	1812	1975	2013	1483	1015	814	605	407	241	23700
14	179	131	147	171	313	513	941	1350	1399	1349	1336	1496	1549	1658	1780	1950	2028	2064	1465	1030	828	638	437	238	24990
15	153	140	127	190	274	539	867	1308	1433	1377	1372	1646	1863	1906	2065	2298	2285	2065	1820	1224	1071	737	497	329	27586
16	203	156	161	205	300	502	819	1321	1366	1523	1785	2176	2248	2700	2749	2686	2712	2526	2628	2247	1532	1117	818	512	34992

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17	289	200	158	140	187	345	800	1616	1919	1800	1909	2151	2112	2018	1943	1555	1602	1422	1263	1368	1725	1501	810	472	29305
18	255	181	152	126	122	179	238	481	749	1147	1663	2005	2317	2508	2528	2361	2507	2133	1794	1471	1093	740	440	304	27494
19	194	140	123	151	300	599	933	1296	1360	1286	1372	1502	1594	1664	1702	1769	1944	1939	1414	935	738	526	369	218	24068
20	165	123	138	171	302	526	857	1335	1434	1236	1168	1331	1502	1442	1578	1859	2005	1934	1487	961	796	574	384	252	23560
21	176	137	136	166	276	510	899	1338	1331	1417	1238	1416	1465	1656	1745	1888	2141	2023	1575	1016	801	576	414	243	24583
22	158	126	128	169	282	516	929	1342	1429	1427	1465	1647	1724	1884	2055	2179	2258	2133	1811	1212	949	596	489	313	27221
23	184	167	164	185	312	469	836	1319	1457	1613	1739	2176	2326	2484	2464	2750	2728	2635	2474	1724	1225	879	779	450	33539
24	282	182	145	126	191	330	595	1023	1388	1527	2046	2142	2161	2175	1990	1231	2469	1527	1202	1106	866	696	612	708	26720
25	303	200	144	105	98	160	212	463	738	1120	1652	1966	2303	2577	2728	2841	2594	2583	2247	1685	1176	826	525	305	29551
26	199	124	131	190	295	566	939	1358	1408	1346	1357	1532	1617	1614	1832	1882	2040	1928	1407	1082	799	514	334	254	24748
27	196	132	122	170	317	525	882	1319	1380	1284	1223	1404	1407	1565	1718	1813	2057	1869	1551	1034	793	533	398	266	23958
28	167	120	141	180	295	511	937	1353	1389	1337	1323	1427	1454	1628	1705	1953	1962	2027	1432	1106	858	619	386	219	24529
29	185	144	138	191	296	522	911	1290	1453	1376	1349	1611	1708	1973	2046	2183	2269	2133	1871	1223	1021	776	455	277	27401
30	190	154	162	194	270	496	856	1328	1455	1584	1857	2043	2405	2640	2882	2939	2836	2858	2689	2384	1605	1130	823	533	36313

Total vehicles for month 819991
 AADT for month 27333

South Carolina ATR Traffic Volumes -- September 2016 -- Station P-15, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	433	327	304	395	586	1056	2383	3489	3272	3139	3212	3484	3570	3724	3791	4262	4460	4356	3921	2959	2377	1781	1358	928	59567
2	690	467	331	437	609	941	1867	2830	2787	2980	3378	3847	4034	3819	4122	4455	3932	3645	3180	2667	2059	1563	1035	686	56361
3	567	378	320	303	319	577	1141	1930	3078	4311	5076	5265	4596	4361	3836	3532	3171	2790	2405	2168	1862	1511	1271	768	55536
4	522	357	262	171	192	296	473	792	1302	2053	2764	3178	3473	3549	3615	3095	3502	3188	2650	2430	2098	1749	1186	860	43757
5	737	525	338	233	272	416	704	1204	1886	2479	3452	4692	4911	5070	5385	5596	5282	5245	4432	3534	2838	1930	1197	699	63057
6	385	309	252	294	578	1154	2502	3556	3248	3291	3272	3438	3454	3593	3315	3601	3796	3863	2922	2039	1519	1118	773	550	52822
7	364	292	273	364	536	1021	2222	3413	3111	3153	3039	3027	3174	3246	3276	3450	3824	3812	3011	1941	1651	1058	777	490	50525
8	401	305	294	367	557	1059	2238	3428	3249	3254	3220	3355	3564	3538	3525	3854	4016	3952	3215	2335	1824	1334	952	569	54405
9	431	327	270	365	599	1007	2142	3239	3126	3213	3699	3988	4388	4412	5055	5205	5093	4835	4685	3750	2592	1907	1572	985	66885
10	621	402	314	335	416	645	1669	2614	3273	3519	3937	4376	4421	4303	3838	3623	3369	3338	3053	2743	2411	1664	1208	1135	57227
11	581	377	259	218	240	332	630	934	1567	2385	3304	4185	4862	5029	4927	4826	4749	4514	3623	2713	2168	1521	970	607	55521
12	378	255	226	323	598	1112	2379	3440	3169	3018	2964	3231	3357	3331	3219	3299	3447	3540	2808	1840	1262	969	700	472	49337
13	396	288	261	317	530	1059	2244	3327	3094	2808	2691	2918	2686	3106	3105	3367	3600	3775	2730	1944	1433	1075	775	484	48013
14	410	258	273	334	570	1048	2272	3361	3052	3139	2992	3097	3045	2970	3285	3792	3885	3873	2793	1905	1529	1077	795	527	50282
15	355	304	263	382	514	1025	2256	3278	3242	3117	3105	3421	3629	3607	3789	4151	4249	4062	3403	2396	1901	1360	989	666	55464
16	442	324	336	390	567	1002	2071	3243	3034	3381	3705	4195	4471	4865	5009	5141	5220	4573	4662	3897	2666	2017	1744	1103	68058
17	691	465	326	288	372	636	1317	2457	3290	3657	4424	5173	5043	4291	3825	3162	3246	3244	2989	2741	2775	2365	1446	898	59121
18	559	375	263	226	203	326	546	885	1552	2417	3561	4352	5057	5157	5149	4956	5071	4397	3732	2980	2221	1473	922	589	56969
19	350	285	253	332	605	1227	2424	3392	3105	3034	3022	3201	3356	3292	3257	3389	3622	3551	2685	1814	1299	979	712	462	49648
20	369	257	262	316	567	1041	2238	3391	3123	2838	2635	2810	2968	2871	2970	3391	3683	3726	2715	1948	1427	1014	762	510	47832
21	395	253	268	330	531	1021	2245	3311	3041	3169	2893	3012	3011	3179	3288	3586	3905	3827	2982	1918	1544	1056	748	510	50023
22	368	260	267	347	548	994	2274	3389	3173	3227	3154	3099	3648	3540	3842	4062	4194	4149	3320	2324	1769	1209	932	572	54661
23	443	316	300	365	585	970	2074	3202	3148	3356	3638	4323	4561	4846	4892	5366	5319	5155	4758	3439	2370	1696	1410	903	67435
24	617	393	309	281	385	595	1156	1969	2773	3252	4175	4470	4222	4109	3774	3050	4330	3275	2776	2157	1802	1518	1244	1226	53858
25	581	361	247	183	204	297	506	945	1629	2382	3323	4240	4819	5008	5252	5318	5036	4903	4435	3232	2337	1680	1087	643	58648
26	392	254	251	353	576	1154	2368	3425	3140	3077	3078	3293	3253	3223	3351	3574	3753	3695	2667	1917	1416	978	660	482	50330
27	437	269	248	351	561	1088	2217	3291	3108	2939	2825	2983	2967	3013	3212	3388	3664	3679	2802	1947	1399	960	761	515	48624
28	386	267	260	340	553	1060	2259	3293	3081	3081	2913	3011	3096	3237	3320	3672	3808	3892	2813	2005	1595	1118	734	457	50251
29	393	305	259	362	568	1043	2315	3258	3156	3102	3129	3414	3421	3659	3779	4046	4176	4111	3434	2457	1945	1370	920	601	55223
30	446	328	317	374	583	998	2152	3152	3123	3321	3780	4013	4587	4814	5085	5452	5366	5251	4828	4111	2793	2053	1727	1129	69783

Total vehicles for month 1659223
 AADT for month 55307

P-95_APR_2015.txt

South Carolina ATR Traffic volumes -- April 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	343	209	178	219	397	1026	2989	4579	4001	3695	3557	3436	3360	3150	3011	3031	3093	3498	2841	2056	1517	1088	855	582	52711
2	357	209	233	263	418	979	2839	4722	3969	3526	3447	3537	3454	3588	3410	3453	3728	3859	3262	2339	1910	1492	1135	733	56862
3	477	302	240	265	435	824	2224	3639	3503	3748	3866	3896	3626	3407	3756	3510	3674	3360	3335	2621	2084	1626	1267	899	56584
4	538	315	222	221	250	409	899	1320	1958	2792	3323	3533	3537	3410	3215	2885	2754	2632	2367	1894	1668	1406	1006	730	43284
5	499	273	194	152	142	263	611	878	1405	2222	2782	2596	2974	2707	2922	3240	3702	3009	3560	3132	2270	1764	1186	678	43161
6	345	216	167	204	394	1099	3138	5034	4118	3619	3686	3654	3682	3413	3266	3129	3154	3458	2645	1842	1411	1015	715	522	53926
7	328	236	181	212	390	1046	3179	4734	4187	3444	3090	2955	2979	2995	2948	2939	3104	3584	2723	1844	1511	994	752	475	50830
8	322	230	189	212	388	1048	3198	4303	3138	3728	3247	3043	3075	3028	2838	3172	3398	3612	2976	2001	1545	1163	822	558	51234
9	372	283	202	263	406	1000	3173	4744	3816	3576	3319	3217	3204	3033	3087	3336	3504	3692	3062	2319	1652	1310	929	630	54129
10	358	277	231	272	405	1008	2848	4863	4038	3619	3500	3489	3589	3617	3838	3987	3985	3785	3280	2691	1950	1515	1085	764	58994
11	539	353	213	202	316	523	1186	1709	2747	3201	3509	3564	3205	3264	2883	2875	2830	2764	2553	2323	1907	1594	1217	814	46291
12	499	333	222	142	163	279	710	1081	1630	2309	2770	2915	3155	3030	3039	3112	3008	2896	2605	2139	1700	1262	841	604	40444
13	296	190	169	197	374	1051	3301	5029	3586	3420	2867	2879	2883	2807	2711	3016	2981	3274	2587	1605	1137	941	595	454	48350
14	274	207	191	222	344	1009	3184	4589	3945	3487	2941	2843	2743	2782	2708	2885	3183	3469	2745	1724	1354	1125	764	471	49189
15	295	204	178	202	392	1035	3227	4294	3547	3593	3008	2980	2756	2778	2929	2968	3064	3228	2569	1562	1277	954	693	506	48239
16	353	207	200	240	390	961	3172	4361	3786	3546	3198	3064	3031	2934	2973	3078	3397	3547	2824	1934	1457	1202	853	615	51323
17	358	217	188	247	407	967	2933	4798	3912	3569	3302	3372	3497	3397	3492	3786	3887	3855	3374	2561	1776	1397	1085	807	57184
18	463	287	211	198	259	451	1053	1611	2327	2938	3253	3288	3364	3247	2950	2768	2781	2642	2461	1969	1669	1296	978	738	43202
19	449	258	195	162	133	262	563	835	1305	1883	2255	2566	3096	3186	3074	2921	2774	2552	2219	1672	1437	979	718	486	35980
20	250	183	155	217	400	1110	3250	4490	3492	3287	3001	3010	2867	2747	2869	3044	3085	2369	1531	1207	933	665	461	47654	
21	317	206	190	183	387	1029	3272	4830	3924	3473	2981	2981	2790	2608	2721	2694	3104	3465	2610	1839	1425	1151	731	519	49430
22	324	241	181	204	406	1066	3201	4586	3948	3615	3050	2899	2916	2912	2849	2939	3181	3440	2737	1904	1577	1153	797	500	50626
23	327	243	208	200	377	1065	3185	4800	3853	3776	3253	3069	3008	2965	2979	3224	3466	3512	2869	2094	1604	1216	981	576	52850
24	384	233	212	215	403	1039	2902	4741	3927	3672	3359	3413	3454	3431	3548	3889	3792	3887	3552	2659	1937	1528	1164	837	58178
25	511	318	253	192	264	431	1007	1502	2048	2455	2745	2808	2845	2961	2809	2766	2743	2520	2195	1723	1559	1242	1067	740	39704
26	384	252	187	154	155	255	598	950	1497	2345	2723	3060	3413	3189	3065	3146	3091	3013	2583	2196	1802	1345	901	493	40797
27	303	206	162	198	421	1095	3293	4835	4085	3368	3033	3005	2922	2838	2785	2805	3053	3301	2646	1615	1300	907	697	497	49370
28	305	193	166	226	411	996	3223	5082	3897	3307	2904	2965	2695	2790	2793	2897	3047	3446	2594	1792	1450	1054	703	519	49455
29	270	195	180	235	410	1005	3145	4424	3881	3278	2974	2829	2812	2790	2816	2777	2937	3137	2642	1658	1364	1017	767	493	48036
30	320	192	187	223	379	1008	3145	4973	4304	3418	3306	3239	3205	3160	3136	3423	3596	4068	3054	2110	1663	1352	875	637	54973

Total vehicles for month 1482990

AADT for month 49433

South Carolina ATR Traffic volumes -- April 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	427	246	209	251	477	782	1331	2255	2433	2386	2558	2842	3137	3306	3585	4105	4489	4706	3886	2667	2240	1843	1073	636	51870
2	439	242	233	266	442	758	1359	2249	2534	2429	2543	2983	3411	3586	4132	4384	4707	4581	4351	3219	2479	2042	1288	778	55435
3	532	320	268	270	324	581	1071	2004	2279	2657	3151	3267	3396	3804	4008	3905	4489	4283	3661	3166	2504	2076	1395	1064	54475
4	640	459	354	285	277	364	569	1175	1717	2251	2938	3347	3549	3750	3626	3521	3140	3302	2690	2398	2061	1717	1234	865	46229
5	532	391	300	200	166	262	410	701	1019	1616	2361	2972	3790	3666	3431	3517	2970	3176	3200	2919	2115	1797	1008	665	43184
6	379	211	170	197	482	827	1436	2405	2424	2494	2701	3077	3274	3225	3640	4055	4507	4556	4028	2585	2023	1417	919	602	51634
7	395	264	182	240	434	845	1418	2611	2574	2303	2431	2657	2756	3039	3521	3833	4627	4889	3905	2516	1967	1654	916	581	50558
8	403	264	189	255	439	806	1406	2510	2533	2430	2486	2760	2733	2782	3602	4036	4468	4811	3951	2756	2381	1743	1206	718	51668
9	435	270	198	227	482	793	1507	2636	2590	2481	2684	2902	3114	3573	3922	4378	4616	4872	4045	2875	2381	2033	1206	705	54925
10	464	297	251	277	457	838	1364	2669	2576	2650	2972	3480	3716	4054	4453	4643	4721	4746	4162	3137	2556	2124	1727	1150	59484
11	762	469	315	299	295	531	977	1422	2104	2717	3308	3546	3651	3616	3670	3740	3201	3145	2804	2589	2319	1906	1442	1050	49878
12	718	411	349	218	185	303	486	800	1087	1808	2367	2901	3279	3498	3777	3899	3870	3533	2953	2872	2098	1669	1069	559	44709
13	363	207	164	201	478	866	1469	2537	2605	2300	2475	2650	2850	2955	3348	3629	4285	4870	3515	2439	1822	1287	787	553	48655
14	342	226	175	222	452	786	1493	2551	2499	2235	2297	2515	2764	2939	3374	3837	4704	4768	3570	2547	2017	1443	963	669	49388
15	459	248	196	221	475	783	1415	2451	2360	2296	2349	2587	2790	3010	3449	3683	4171	4458	3575	2657	2042	1374	812	571	48432
16	448	257	195	210	466	833	1426	2563	2567	2285	2458	2730	3073	3205	3645	4032	4372	4669	3912	2723	2025	1586	1013	667	51360

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17	387	264	260	261	444	809	1321	2520	2470	2482	2701	3129	3608	3622	4203	4515	4750	4734	3683	2985	2145	1898	1437	825	55453
18	606	351	279	226	257	473	723	1341	1646	2106	2404	2851	3162	3212	3238	3170	3095	2797	2575	2044	1882	1584	1297	884	42203
19	615	391	313	224	178	242	362	651	954	1414	2094	2437	3125	3181	3514	3544	3503	3067	2347	1988	1489	1089	724	501	37947
20	328	191	168	173	442	794	1504	2656	2432	2296	2327	2632	2958	2983	3132	3672	4700	4562	3539	2378	1759	1162	777	548	48113
21	347	241	185	218	446	799	1469	2700	2477	2326	2380	2476	2664	2979	3330	3767	4547	4727	3658	2480	2090	1603	951	532	49392
22	379	226	202	251	455	822	1470	2490	2608	2337	2423	2812	2833	2965	3340	3975	4577	4375	3753	2729	2191	1589	1012	632	50446
23	430	283	180	238	497	787	1507	2728	2618	2331	2559	2839	3007	3116	3908	4038	4697	5112	3754	2670	2172	1699	1080	662	52912
24	420	285	226	268	496	833	1416	2668	2638	2515	2757	3181	3588	3891	4272	4581	4839	4766	3662	2831	2240	2023	1537	950	56883
25	630	376	285	250	248	332	579	1164	1417	1835	2123	2568	3143	3295	3074	3048	2948	2450	2175	2019	1706	1489	1168	831	39153
26	582	375	309	206	179	254	397	737	1052	1752	2292	2748	3430	3628	3482	3423	3554	3351	2888	2461	1828	1345	971	571	41815
27	363	184	150	201	442	826	1553	2625	2543	2331	2531	2741	2862	3004	3285	3776	4849	4836	3408	2503	1896	1302	827	545	49583
28	405	226	196	236	467	790	1594	2625	2553	2301	2319	2554	2688	3081	3357	3817	4611	4794	3491	2488	1963	1488	991	568	49603
29	375	229	201	244	479	722	1407	2443	2437	2169	2319	2668	2744	2979	3147	3382	2545	4619	3385	2516	2004	1403	955	564	45936
30	396	232	204	234	460	760	1528	2672	2566	2388	2408	2851	3158	3423	3703	4077	4637	4757	3861	2700	2187	1612	1132	1186	53132

Total vehicles for month 1484455
 AADT for month 49482

South Carolina ATR Traffic volumes -- April 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	770	455	387	470	874	1808	4320	6834	6434	6081	6115	6278	6497	6456	6596	7136	7582	8204	6727	4723	3757	2931	1928	1218	104581
2	796	451	466	529	860	1737	4198	6971	6503	5955	5990	6520	6865	7174	7542	7837	8435	8440	7613	5558	4389	3534	2423	1511	112297
3	1009	622	508	535	759	1405	3295	5643	5782	6405	7017	7163	7022	7211	7764	7415	8163	7643	6996	5787	4588	3702	2662	1963	111059
4	1178	774	576	506	527	773	1468	2495	3675	5043	6261	6880	7086	7160	6841	6406	5894	5934	5057	4292	3729	3123	2240	1595	89513
5	1031	664	494	352	308	525	1021	1579	2424	3838	5143	5568	6764	6373	6353	6757	6672	6185	6760	6051	4385	3561	2194	1343	86345
6	724	427	337	401	876	1926	4574	7439	6542	6113	6387	6731	6956	6638	6906	7184	7661	8014	6673	4427	3434	2432	1634	1124	105560
7	723	500	363	452	824	1891	4597	7345	6761	5747	5521	5612	5735	6034	6469	6772	7731	8473	6628	4360	3478	2648	1668	1056	101388
8	725	494	378	467	827	1854	4604	6813	5671	6158	5733	5803	5808	5810	6440	7208	7866	8423	6927	4757	3926	2906	2028	1276	102902
9	807	553	400	490	888	1793	4680	7380	6406	6057	6003	6119	6318	6606	7009	7714	8120	8564	7107	5194	4033	3343	2135	1335	109054
10	822	574	482	549	862	1846	4212	7532	6614	6269	6472	6969	7305	7671	8291	8630	8706	8531	7442	5828	4506	3639	2812	1914	118478
11	1301	822	528	501	611	1054	2163	3131	4851	5918	6817	7110	6856	6880	6553	6615	6031	5909	5357	4912	4226	3500	2659	1864	96169
12	1217	744	571	360	348	582	1196	1881	2717	4117	5137	5816	6434	6528	6816	7011	6878	6429	5558	5011	3798	2931	1910	1163	85153
13	659	397	333	398	852	1917	4770	7566	6191	5720	5342	5529	5733	5762	6059	6645	7266	8144	6102	4044	2959	2228	1382	1007	97005
14	616	433	366	444	796	1795	4677	7140	6444	5722	5238	5358	5507	5721	6082	6722	7887	8237	6315	4271	3371	2568	1727	1140	98577
15	754	452	374	423	867	1818	4642	6745	5907	5889	5357	5567	5546	5788	6378	6651	7235	7686	6144	4219	3319	2328	1505	1077	96671
16	801	464	395	450	856	1794	4598	6924	6353	5831	5656	5794	6104	6139	6618	7110	7769	8216	6736	4657	3482	2788	1866	1282	102683
17	745	481	448	508	851	1776	4254	7318	6382	6051	6003	6501	7105	7019	7695	8301	8637	8589	7057	5546	3921	3295	2522	1632	112637
18	1069	638	490	424	516	924	1776	2952	3973	5044	5657	6139	6526	6459	6188	5938	5876	5439	5036	4013	3551	2880	2275	1622	85405
19	1064	649	508	386	311	504	925	1486	2259	3297	4349	5003	6221	6367	6588	6465	6277	5619	4566	3660	2926	2068	1442	987	73927
20	578	374	323	390	842	1904	4754	7146	5924	5583	5328	5663	5968	5850	5879	6541	7744	7647	5908	3909	2966	2095	1442	1009	95767
21	664	447	375	401	833	1828	4741	7530	6401	5799	5361	5457	5454	5587	6051	6461	7651	8192	6268	4319	3515	2754	1682	1051	98822
22	703	467	383	455	861	1888	4671	7076	6556	5952	5473	5711	5749	5877	6189	6914	7758	7815	6490	4633	3768	2742	1809	1132	101072
23	757	526	388	438	874	1852	4692	7528	6471	6107	5812	5908	6015	6081	6887	7262	8163	8624	6623	4764	3776	2915	2061	1238	105762
24	804	518	438	483	899	1872	4318	7409	6565	6187	6116	6594	7042	7322	7820	8470	8631	8653	7214	5490	4177	3551	2701	1787	115061
25	1141	694	538	442	512	763	1586	2666	3465	4290	4868	5376	5988	6256	5883	5814	5691	4970	4370	3742	3265	2731	2235	1571	78857
26	966	627	496	360	334	509	995	1687	2549	4097	5015	5808	6843	6817	6547	6569	6645	6364	5471	4657	3630	2690	1872	1064	82612
27	666	390	312	399	863	1921	4846	7460	6628	5699	5564	5746	5784	5842	6070	6581	7902	8137	6054	4118	3196	2209	1524	1042	98953
28	710	419	362	462	878	1786	4817	7707	6450	5608	5223	5519	5383	5871	6150	6714	7658	8240	6085	4280	3413	2542	1694	1087	99058
29	645	424	381	479	889	1727	4552	6867	6318	5447	5293	5497	5556	5769	5963	6159	5482	7756	6027	4174	3368	2420	1722	1057	93972
30	716	424	391	457	839	1768	4673	7645	6870	5806	5714	6090	6363	6583	6839	7500	8233	8825	6915	4810	3850	2964	2007	1823	108105

Total vehicles for month 2967445
 AADT for month 98915

South Carolina ATR Traffic volumes -- April 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	419	241	254	276	417	952	2681	3953	3625	3296	3621	3929	3973	4142	4107	3983	3630	2644	3595	2621	1930	1385	1112	826	57612
2	543	332	263	255	328	499	1048	1400	2244	3112	3688	3902	3840	3655	3382	3212	3017	3234	2891	2333	1923	1411	1257	912	48681
3	524	340	191	172	173	312	641	1022	1548	2461	3128	3311	3665	3651	3539	3603	3406	3319	2893	2348	1787	1304	926	599	44863
4	349	216	159	237	486	1179	3595	4655	4030	3682	3300	3184	3330	3107	2951	3011	3307	3318	2590	1791	1514	1096	748	496	52331
5	319	198	176	224	396	1115	3524	4747	3860	3601	3462	3095	3070	2953	2935	3052	3569	3495	2812	1868	1498	1031	764	540	52304
6	335	200	160	255	405	1165	3501	4899	4000	3817	3355	3196	3207	3110	2877	3027	3599	3589	2905	1883	1612	1118	748	560	53523
7	364	205	184	256	442	1072	3269	4795	4139	3712	3383	3251	3227	3154	3166	3359	3582	3645	2951	2231	1638	1185	919	578	54707
8	440	301	242	277	458	1105	3063	4844	4092	3585	3512	3599	3625	3648	3871	4108	3698	3509	2691	2001	1540	1191	784	59731	
9	524	280	211	195	287	554	1137	1862	2664	3526	3956	3673	3351	3231	3034	3128	2728	2781	2679	2176	1849	1541	1205	799	47371
10	459	294	182	153	185	289	622	916	1544	2312	2865	2909	3397	3199	3233	3247	3110	3039	2710	2105	1733	1252	801	540	41096
11	279	199	185	204	474	1170	3501	4912	4181	3576	3089	3045	3089	3042	2858	2982	3185	3284	2630	1826	1322	923	718	450	51124
12	283	182	173	239	401	1116	3416	4269	3599	3456	2957	2871	2833	2828	2730	2906	3140	3258	2347	1740	1267	1019	713	445	48188
13	292	212	166	239	416	1148	3501	4807	3946	3710	3081	3015	2953	2919	2917	3023	3388	3595	2922	1996	1580	1120	772	464	52182
14	335	180	182	259	378	1146	3522	4916	4087	3655	3305	3137	3339	3132	3098	3241	3536	3848	3039	2161	1685	1253	980	579	54993
15	371	262	202	266	444	1079	3155	4836	4031	3844	3589	3631	3607	3576	3878	4027	4028	3908	3653	2657	1960	1540	1182	682	60408
16	542	321	217	237	282	474	1132	1823	2601	3186	3496	3248	3214	3285	3086	2908	3143	3129	2710	2110	1779	1458	1194	866	46441
17	546	353	218	166	190	292	643	1129	1776	2398	2711	3057	3595	3654	3306	3400	3212	3281	2804	2353	1970	1460	921	523	43958
18	286	188	188	227	450	1208	3524	4794	4115	3679	3155	3145	3148	3077	2891	2978	3299	3329	2675	1832	1362	1019	787	481	51837
19	286	202	158	222	395	1126	3373	4906	3644	3719	3066	2954	2877	2799	2849	3009	3289	3540	2737	1834	1442	1070	790	526	50813
20	301	184	174	255	415	1148	3393	4929	4116	3788	3212	3085	3005	2957	2930	3278	3394	3541	2717	1962	1659	1200	817	514	52974
21	383	218	192	271	411	1157	3392	5056	4060	3896	3297	3198	3179	3135	3240	3337	3628	3893	3161	2218	1707	1270	933	587	55819
22	360	259	218	289	429	1000	3028	4739	4047	3554	3462	3483	3528	3556	3677	3878	3874	3608	3291	2445	1814	1537	1137	775	57988
23	492	305	232	199	278	465	1095	1710	2569	3040	2642	3719	3349	3186	3018	2947	2835	2965	2619	2146	1924	1471	1151	855	45212
24	533	295	200	154	162	272	624	949	1528	2348	2918	2994	3236	3240	3500	3365	3277	3340	2811	2116	1809	1304	927	553	42555
25	307	180	170	226	478	1166	3552	4895	4210	3619	3200	3101	3029	2366	3500	3147	3237	3331	2626	1652	1250	970	744	507	51463
26	295	181	163	253	405	1164	3463	4823	4184	3542	3120	2920	2862	2782	2953	2931	3284	3432	2640	1821	1377	1104	738	514	50951
27	327	181	189	241	403	1132	3563	4830	3138	3769	3114	2848	3244	2930	3009	3023	3383	3501	2932	1878	1557	1156	824	527	51699
28	339	187	208	276	424	1086	3410	4976	4047	3815	3216	3362	3149	3237	3398	3506	3589	3678	3074	2103	1773	1311	1037	627	55828
29	392	247	242	286	441	1071	3064	3633	2436	3813	3620	3809	3687	3752	3865	4049	4055	3595	3817	2742	2042	1607	1353	938	58556
30	600	327	228	249	313	491	1229	1812	2769	3426	3412	3562	3539	3393	3316	3220	3296	3146	2777	2157	1630	1438	1191	857	48378

Total vehicles for month 1543586
 AADT for month 51453

South Carolina ATR Traffic volumes -- April 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	498	311	236	340	470	701	1172	1959	2334	2423	2890	3429	3803	4245	4171	4202	4174	3912	3571	2820	2138	1760	1317	966	53842
2	741	491	402	320	326	513	758	1369	1756	2310	2831	3107	3548	3545	3652	3286	3260	3314	3025	2449	2131	1833	1395	1010	47372
3	837	459	347	264	222	301	430	830	1218	1737	2602	2771	3430	3921	4212	4131	3999	3824	3363	3043	2230	1592	1076	697	47536
4	433	245	212	274	508	888	1588	2727	2649	2407	2504	2870	3064	3201	3466	4072	4895	4876	3895	2583	2003	1445	868	586	52259
5	380	229	195	304	524	833	1565	2701	2661	2444	2407	2798	2979	3035	3608	4212	4565	4781	4070	2697	2146	1670	1078	555	52437
6	386	236	206	293	510	833	1543	2634	2826	2520	2619	2730	3232	3335	3700	4278	4822	4913	3957	2889	2200	1644	962	600	53868
7	408	260	191	286	536	814	1498	2630	2671	2432	2574	2971	3238	3670	3901	4427	4917	5001	4109	2889	2375	1900	1098	659	55455
8	445	281	245	347	465	755	1462	2623	2718	2717	3041	3511	3890	4284	4309	4446	4737	4790	4254	3133	2497	2268	1730	1178	60126
9	699	416	303	288	336	477	759	1417	2227	2777	3026	3284	3391	3625	3792	3874	3789	3417	2893	2712	2262	1872	1401	1054	50091
10	618	370	315	217	210	251	418	721	1155	1710	2534	2862	3752	4062	4077	4038	3892	3705	3077	2553	2027	1523	1030	555	45672
11	334	256	195	263	504	864	1530	2739	2802	2426	2450	2823	2976	3184	3469	4034	4310	4774	3824	2039	1595	1197	760	489	49837
12	336	222	182	299	479	780	1231	2102	2055	1855	1949	1905	2184	2322	2612	3049	3554	3600	2756	1986	1632	1371	813	466	39740
13	331	208	207	280	509	775	1361	2189	2059	1896	1921	2048	2186	2359	2701	2870	3509	3627	2902	2230	1905	1660	906	561	41200
14	359	241	187	292	508	784	1344	2186	2195	1877	2101	2335	2424	2549	2856	3480	3847	3785	3058	2392	1937	1694	1169	688	44288
15	416	280	238	295	462	713	1275	2177	2030	2087	2395	2609	2877	2881	3398	3689	3697	3703	3402	2579	2052	2007	1375	912	47549
16	603	371	290	272	329	442	762	1343	1639	2134	2550	2513	2489	2843	2755	2734	2635	2651	2205	2027	1728	1711	1388	929	39343

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17	594	390	298	218	182	236	386	639	1061	1647	2079	2511	3004	3147	3187	3166	3212	3328	3026	2405	1882	1322	899	582	39401
18	356	213	188	249	493	835	1416	2229	2211	1993	2084	2151	2347	2391	2572	3131	3561	3490	2741	1936	1624	1375	830	605	41021
19	406	213	192	299	482	745	1305	2183	2053	1969	1985	2166	2240	2517	2664	3239	3605	3698	2766	2093	1741	1431	983	522	41497
20	360	218	204	283	492	778	1405	2127	2128	1971	1917	2219	2393	2513	2657	2980	3595	3632	2871	2063	1931	1367	859	590	41553
21	380	220	209	291	475	779	1377	2252	2120	1925	2191	2289	2397	2726	2999	3446	3614	3673	3136	2237	1841	1524	991	797	43889
22	842	289	244	309	493	713	1217	2114	2064	2186	2403	2688	2918	3058	3371	3639	3676	3489	3006	2461	1872	1555	1302	945	46854
23	592	352	252	231	264	382	730	1397	1660	2220	2513	2639	2780	2753	2702	2741	2477	2374	2141	2078	1703	1575	1267	989	38812
24	571	420	319	215	182	229	405	736	1149	1680	2221	2499	3013	3127	3187	3205	3060	2877	2544	2342	1817	1291	990	562	38641
25	306	210	223	241	514	829	1391	2194	2078	2066	2144	2252	2332	2433	2657	3009	3693	3733	2758	2017	1606	1191	767	474	41118
26	314	223	183	305	483	780	1476	2180	2112	1944	1874	2038	2158	2301	2568	2944	3536	3541	2755	1992	1692	1366	986	502	40253
27	341	206	200	293	488	768	1336	2107	2054	1923	2013	2158	2241	2444	2637	3095	3526	3575	2831	2229	1950	1374	962	585	41336
28	345	244	184	292	475	740	1374	2207	2185	2052	2164	2342	2400	2695	3022	3364	3616	3818	3076	2238	1906	1545	1058	641	43983
29	424	287	235	280	508	772	1351	2074	2170	2215	2482	2656	2917	3215	3358	3449	3579	3611	3024	2582	2240	1805	1658	951	47843
30	625	364	287	308	314	463	741	1316	1688	2129	2522	2743	2848	3024	2996	2777	2703	2513	2303	1986	1766	1612	1602	1039	40669

Total vehicles for month 1367485
 AADT for month 45583

South Carolina ATR Traffic volumes -- April 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	917	552	490	616	887	1653	3853	5912	5959	5719	6511	7358	7776	8387	8278	8185	7804	6556	7166	5441	4068	3145	2429	1792	111454
2	1284	823	665	575	654	1012	1806	2769	4000	5422	6519	7009	7388	7200	7034	6498	6277	6548	5916	4782	4054	3244	2652	1922	96053
3	1361	799	538	436	395	613	1071	1852	2766	4198	5730	6082	7095	7572	7751	7734	7405	7143	6256	5391	4017	2896	2002	1296	92399
4	782	461	371	511	994	2067	5183	7382	6679	6089	5804	6054	6394	6308	6417	7083	8202	8194	6485	4374	3517	2541	1616	1082	104590
5	699	427	371	528	920	1948	5089	7448	6521	6045	5869	5893	6049	5988	6543	7264	8134	8276	6882	4565	3644	2701	1842	1095	104741
6	721	436	366	548	915	1998	5044	7533	6826	6337	5974	5926	6439	6445	6577	7305	8421	8502	6862	4772	3812	2762	1710	1160	107391
7	772	465	375	542	978	1886	4767	7425	6810	6144	5957	6222	6465	6824	7067	7786	8499	8646	7060	5120	4013	3085	2017	1237	110162
8	885	582	487	624	923	1860	4525	7467	6810	6302	6553	7058	7489	7909	7957	8317	8845	8488	7763	5824	4498	3808	2921	1962	119857
9	1223	696	514	483	623	1031	1896	3279	4891	6303	6982	6957	6742	6856	6826	7002	6517	6198	5572	4888	4111	3413	2606	1853	97462
10	1077	664	497	370	395	540	1040	1637	2699	4022	5399	5771	7149	7261	7310	7285	7002	6744	4658	5787	3760	2775	1831	1095	86768
11	613	455	380	467	978	2034	5031	7651	6983	6002	5539	5868	6065	6226	6327	7016	7495	8058	6454	3865	2917	2120	1478	939	100961
12	619	404	355	538	880	1896	4647	6371	5654	5311	4906	4776	5017	5150	5342	5955	6694	6858	5103	3726	2899	2390	1526	911	87928
13	623	420	373	519	925	1923	4862	6996	6005	5606	5002	5063	5139	5278	5618	5893	6897	7222	5824	4226	3485	2780	1678	1025	93382
14	694	421	369	551	886	1930	4866	7102	6282	5532	5406	5472	5763	5681	5954	6721	7383	7633	6097	4553	3622	2947	2149	1267	99281
15	787	542	440	561	906	1792	4430	7013	6061	5931	5984	6240	6484	6457	7276	7716	7725	7611	7055	5236	4012	3547	2557	1594	107957
16	1145	692	507	509	611	916	1894	3166	4240	5320	6046	5761	5703	6128	5841	5642	5778	5780	4915	4137	3507	3169	2582	1795	85784
17	1140	743	516	384	372	528	1029	1768	2837	4045	4790	5568	6599	6801	6493	6566	6424	6609	5830	4758	3852	2782	1820	1105	83359
18	642	401	376	476	943	2043	4940	7023	6326	5672	5239	5296	5495	5468	5463	6109	6860	6819	5416	3768	2986	2394	1617	1086	92858
19	692	415	350	521	877	1871	4678	7089	5697	5688	5051	5120	5117	5316	5513	6248	6894	7238	5503	3927	3183	2501	1773	1048	92310
20	661	402	378	538	907	1926	4798	7056	6244	5759	5129	5304	5398	5470	5587	6258	6989	7173	5588	4025	3590	2567	1676	1104	94527
21	763	438	401	562	886	1936	4769	7308	6180	5821	5488	5487	5576	5861	6239	6783	7242	7566	6297	4455	3548	2794	1924	1384	99708
22	1202	548	462	598	922	1713	4245	6853	6111	5740	5865	6171	6446	6614	7048	7517	7550	7097	6297	4906	3686	3092	2439	1720	104842
23	1084	657	484	430	542	847	1825	3107	4229	5260	5155	6358	6129	5939	5720	5688	5312	5339	4760	4224	3627	3046	2418	1844	84024
24	1104	715	519	369	344	501	1029	1685	2677	4028	5139	5493	6249	6367	6687	6570	6337	6217	5355	4558	3626	2595	1917	1115	81196
25	613	390	393	467	992	1995	4943	7089	6288	5685	5344	5353	5361	4799	6157	6156	6930	7064	5384	3669	2856	2161	1511	981	92581
26	609	404	346	558	888	1944	4939	7003	6296	5486	4994	4958	5020	5083	5521	5875	6820	6973	5395	3813	3069	2470	1724	1016	91204
27	668	387	389	534	891	1900	4899	6937	5192	5692	5127	5006	5485	5374	5646	6118	6909	7076	5763	4107	3507	2530	1786	1112	93035
28	684	431	392	568	899	1826	4784	7183	6232	5867	5380	5704	5549	5932	6420	6870	7205	7496	6150	4341	3679	2856	2095	1268	99811
29	816	534	477	566	949	1843	4415	5707	4606	6028	6102	6465	6604	6967	7223	7498	7634	7206	6841	5324	4282	3412	3011	1889	106399
30	1225	691	515	557	627	954	1970	3128	4457	5555	5934	6305	6387	6417	6312	5997	5999	5659	5080	4143	3396	3050	2793	1896	89047

Total vehicles for month 2911071
 AADT for month 97036

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South Carolina ATR Traffic Volumes -- August 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	723	432	291	264	319	515	1215	1821	2691	2844	4255	3496	3535	3667	3499	3413	2867	2784	2626	2139	1712	1533	1169	935	48745	
2	565	350	217	191	195	283	695	1117	1634	2479	3049	3285	3455	3535	3381	3341	3295	3306	2812	2156	1717	1364	930	586	43938	
3	368	235	221	252	450	1085	3196	4913	4304	3429	3323	3353	3363	3349	3262	3067	3202	3445	2656	1867	1476	1045	855	521	53237	
4	370	240	206	225	457	1037	3105	5067	4362	3548	3143	2946	3239	3079	2990	3027	3265	3305	2699	1837	1462	1066	782	558	52015	
5	340	249	219	253	447	1071	3045	5012	4471	3548	3208	3174	3239	3173	3128	3067	3231	3422	2903	1921	1390	1064	879	549	53003	
6	387	261	219	280	468	1018	3037	4932	4350	3543	3274	3270	3354	3274	3444	3224	3237	3243	2556	1941	1385	1136	859	560	53252	
7	398	302	220	264	422	983	2649	3868	3950	3456	3528	3740	3912	3798	3598	3443	3298	3454	3076	2969	2094	1618	1161	825	57026	
8	539	381	236	268	284	465	1217	1819	2643	3369	3850	4030	3858	3658	3329	3242	2879	2771	2545	2110	1764	1577	1235	839	48908	
9	551	316	193	170	178	262	662	1097	1527	2412	2932	3181	3541	3568	3367	3268	3235	3188	2803	2405	1772	1286	924	579	43417	
10	324	225	176	248	461	1144	3177	5124	4327	3554	3331	3296	3382	3261	3245	3210	3186	3226	2681	1886	1518	1038	781	499	53300	
11	321	229	192	235	433	1043	3034	4765	4227	3389	3148	2995	3196	3206	3011	2923	3175	3284	2676	1938	1452	1108	815	543	51338	
12	321	229	190	230	476	1023	3146	4838	4363	3566	3256	3206	3073	3089	3160	3135	3433	3588	2866	2090	1616	1249	858	552	53553	
13																										
14	422	267	228	248	472	992	2783	4993	4062	3648	3576	3717	3911	3711	3666	3804	3839	3576	3308	2793	2078	1690	1284	905	59973	
15	496	339	290	233	350	506	1130	1738	2527	3184	3728	3879	3663	3559	3285	3145	3054	3030	2725	2291	2024	1560	1269	877	48882	
16	581	340	230	154	176	268	639	949	1556	2401	2932	3069	3555	3427	3511	3386	3268	3275	2841	2142	1870	1367	892	551	43380	
17	302	216	197	247	433	1139	3380	5174	4024	3262	3091	3148	3143	3063	3004	3073	3177	3240	2663	1783	1432	960	650	499	51300	
18	333	197	191	223	439	1070	3288	5080	3993	3347	3131	2989	3056	2822	2961	2874	3076	3292	2553	1946	1397	1023	778	439	50498	
19	285	184	207	228	465	1058	3262	4662	3858	3337	3012	3024	2882	2888	2862	2911	3362	3442	2696	1803	1434	1008	715	488	50073	
20	324	230	201	256	441	1064	3398	5018	4114	3388	3110	3054	3084	2948	2818	3003	3330	3459	2804	2012	1585	1157	879	583	52260	
21	399	254	184	233	446	1013	3098	4973	3900	3317	3190	3299	3312	3346	3443	3673	3662	3598	3494	2657	1883	1458	1056	946	56834	
22	640	352	247	228	272	454	1147	1535	2253	2942	3099	3331	3291	3151	2982	2834	2598	2443	2358	1940	1595	1335	1158	841	43026	
23	475	246	207	149	140	283	609	927	1502	2208	2703	2903	3315	3375	3430	3336	3127	3115	2521	2122	1699	1102	759	520	40773	
24	256	170	170	204	436	1154	3371	4951	4227	3266	2934	2881	2964	2777	2670	2759	3060	3061	2401	1670	1359	895	690	454	48780	
25	290	217	197	225	422	1075	3348	4635	4059	3414	2911	2740	2744	2644	2691	2787	3020	3263	2519	1781	1372	998	783	438	48573	
26	315	216	190	270	428	1053	3349	4950	3986	3472	2937	2757	2723	2739	2743	2920	3168	3421	2705	1927	1458	1034	727	509	49997	
27	325	229	178	247	444	1079	3283	4571	3856	3454	3056	2990	2963	2833	2800	3057	3361	3378	2832	2105	1522	1147	863	602	51175	
28	369	232	240	248	459	1041	3034	4999	3739	3236	3205	3422	3379	3345	3386	3625	3739	3566	3357	1766	1365	1216	1031	56364		
29	586	325	253	196	288	421	981	1591	2326	3035	3274	3205	3497	3039	3026	2715	2608	2597	2609	2066	1660	1451	1123	735	43607	
30	493	307	197	142	149	248	579	892	1362	2067	2509	2672	3139	2998	2926	3167	2985	2836	2194	1911	1551	1005	761	476	37566	
31	288	204	168	228	415	1143	3376	4703	3828	3197	2945	2913	2833	2864	2730	2780	2986	3150	2412	1720	1376	924	633	446	48262	

Total vehicles for month 1547835
 AADT for month 49930

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	723	440	361	324	361	477	1036	1682	2122	2983	3477	3323	3446	3777	4005	3849	3509	2891	2500	2154	1887	1662	1338	913	49240	
2	637	464	364	267	208	270	479	769	1148	1672	2500	2925	3575	3820	3784	3626	3671	3123	2786	2383	1932	1409	897	643	43352	
3	398	211	206	251	472	795	1538	2528	2578	2423	2646	2916	3105	3286	3418	3963	4616	4793	3424	2363	1791	1404	864	662	50651	
4	407	258	199	287	486	776	1554	2472	2649	2416	2474	2728	2965	3064	3438	3885	4445	4798	3659	2402	1929	1556	987	676	50510	
5	448	268	213	276	501	826	1582	2482	2563	2399	2445	2883	2983	3396	3704	4039	4599	4729	3560	2515	1966	1513	934	658	51482	
6	432	240	243	305	507	791	1536	2338	2655	2499	2647	3109	3331	3552	3691	4297	4050	4305	3480	2701	1960	1453	1055	711	51888	
7	469	302	253	293	496	775	1424	2151	2699	2676	3001	3380	3602	3993	4161	4146	4413	4539	3700	2962	2279	1887	1447	1039	56087	
8	666	433	339	278	320	435	812	1614	2028	2886	3466	3614	3344	3846	3851	3365	3397	2945	2592	2151	1951	1755	1273	932	48293	
9	695	420	328	258	180	274	480	775	1219	1786	2658	3028	3702	3120	2888	3490	3641	3559	3086	2616	2010	1361	989	664	43227	
10	402	253	179	264	520	825	1565	2513	2601	2483	2649	2885	2793	3518	3375	4167	4596	4682	3725	2509	1859	1347	886	551	51147	
11	426	279	184	294	512	770	1447	2409	2519	2386	2393	2688	2888	3241	3407	3933	4667	4939	3759	2351	1989	1560	929	653	50623	
12	440	245	211	263	478	801	1580	2610	2636	2420	2485	2844	3080	3334	3618	4149	4632	4866	3960	2603	2156	1585	1069	734	52799	
13																										
14	489	319	313	319	486	798	1470	2736	2708	2578	3067	3466	3572	3666	4283	4488	4730	4181	3828	3205	2459	1994	1476	997	57628	
15	707	429	322	308	362	493	924	1536	2133	2699	3498	3694	3751	3547	3579	3512	3498	3027	2835	2300	1841	1651	1469	946	49061	

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16	646	456	343	202	201	264	435	795	1181	1767	2365	2869	3604	3832	3828	3823	3594	3343	2860	2568	1835	1389	955	648	43803
17	376	225	170	274	503	844	1481	2466	2463	2343	2507	2793	3120	3135	3422	4123	4787	4728	3383	2442	1774	1215	855	566	49995
18	363	261	213	272	483	809	1512	2558	2498	2228	2305	2592	2836	3033	3231	3886	4648	4664	3750	2437	1908	1324	839	505	49155
19	390	268	200	264	499	816	1647	2586	2518	2295	2261	2560	2828	3007	3386	3763	4649	4639	3736	2476	1945	1499	833	595	49660
20	409	252	213	283	454	830	1679	2571	2533	2379	2477	2711	3081	3221	3477	4202	4794	4811	4020	2680	2124	1521	988	669	52379
21	444	303	258	348	475	797	1492	2485	2574	2564	2768	3122	3446	3822	4163	4081	4089	4693	3842	2826	2290	1947	1635	1031	55495
22	616	421	316	281	330	443	829	1409	1829	2476	2842	3146	3300	3318	3339	3036	2817	2539	2218	1957	1695	1556	1151	774	42638
23	564	413	285	211	186	194	372	659	998	1567	2185	2657	3248	3399	3237	3429	3246	2938	2573	2158	1721	1194	846	630	38910
24	342	187	167	239	506	818	1643	2572	2448	2311	2290	2587	2787	2879	3241	3586	4619	4881	3554	2302	1757	1235	778	512	48241
25	373	211	193	257	493	809	1556	2572	2480	2209	2234	2398	2695	2906	3204	3835	4616	4798	3582	2443	1950	1337	829	549	48529
26	381	215	201	279	486	831	1594	2568	2495	2310	2277	2556	2678	2799	3277	3672	4649	4790	3710	2501	2042	1478	910	543	49242
27	383	208	195	285	454	802	1554	2553	2506	2312	2424	2692	3071	3373	3496	4051	4588	4931	3820	2691	2054	1532	992	657	51624
28	416	261	234	310	480	773	1408	2496	2504	2443	2733	3051	3517	3799	4292	4395	4891	4750	3574	2872	2021	1668	1320	954	55162
29	607	389	292	282	349	409	758	1304	1807	2326	2739	2982	3163	3455	3290	3122	2926	2642	2406	2111	1714	1503	1105	824	42505
30	557	368	282	218	180	225	367	611	895	1478	2024	2406	3216	3382	3437	3147	3033	2822	2621	2047	1578	1104	678	459	37135
31	297	149	187	259	485	828	1526	2556	2378	2263	2252	2576	2945	2999	3342	3597	4703	4815	3521	2369	1809	1227	772	517	48372

Total vehicles for month 1523306
AADT for month 49139

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1446	872	652	588	680	992	2251	3503	4813	5827	7732	6819	6981	7444	7504	7262	6376	5675	5126	4293	3599	3195	2507	1848	97985
2	1202	814	581	458	403	553	1174	1886	2782	4151	5549	6210	7030	7355	7165	6967	6966	6429	5598	4539	3649	2773	1827	1229	87290
3	766	446	427	503	922	1880	4734	7441	6882	5852	5969	6269	6468	6635	6680	7030	7818	8238	6080	4230	3267	2449	1719	1183	103888
4	777	498	405	512	943	1813	4659	7539	7011	5964	5617	5674	6204	6143	6428	6912	7710	8103	6358	4239	3391	2622	1769	1234	102525
5	788	517	432	529	948	1897	4627	7494	7034	5947	5653	6057	6222	6569	6832	7106	7830	8151	6463	4436	3356	2577	1813	1207	104485
6	819	501	462	585	975	1809	4573	7270	7005	6042	5921	6379	6685	6826	7135	7521	7287	7548	6036	4642	3345	2589	1914	1271	105140
7	867	604	473	557	918	1758	4073	6019	6649	6132	6529	7120	7514	7791	7759	7589	7711	7993	6776	5931	4373	3505	2608	1864	113113
8	1205	814	575	546	604	900	2029	3433	4671	6255	7316	7644	7202	7504	7180	6607	6276	5716	5137	4261	3715	3332	2508	1771	97201
9	1246	736	521	428	358	536	1142	1872	2746	4198	5590	6209	7243	6688	6255	6758	6876	6747	5889	5021	3782	2647	1913	1243	86644
10	726	478	355	512	981	1969	4742	7637	6928	6037	5980	6181	6175	6779	6620	7377	7782	7908	6406	4395	3377	2385	1667	1050	104447
11	747	508	376	529	945	1813	4481	7174	6746	5775	5541	5683	6084	6447	6418	6856	7842	8223	6435	4289	3441	2668	1744	1196	101961
12	761	474	401	493	954	1824	4726	7448	6999	5986	5741	6050	6153	6423	6778	7284	8065	8454	6826	4693	3772	2834	1927	1286	106352
13	853	569	474	544	980	1817	4881	7438	7000	5960	5724	6207	6635	6762	6992	7382	8124	8523	6798	4937	3930	3082	2200	1441	109253
14	911	586	541	567	958	1790	4253	7729	6770	6226	6643	7183	7483	7377	7949	8292	8569	7757	7136	5998	4537	3684	2760	1902	117601
15	1203	768	612	541	712	999	2054	3274	4660	5883	7226	7573	7414	7106	6864	6657	6552	6057	5560	4591	3865	3211	2738	1823	97943
16	1227	796	573	356	377	532	1074	1744	2737	4168	5297	5938	7159	7259	7339	7209	6862	6618	5701	4710	3705	2756	1847	1199	87183
17	678	441	367	521	936	1983	4861	7640	6487	5605	5598	5941	6263	6198	6426	7196	7964	7968	6046	4225	3206	2175	1505	1065	101295
18	696	458	404	495	922	1879	4800	7638	6491	5575	5436	5581	5892	5855	6192	6760	7724	7956	6303	4383	3305	2347	1617	944	99653
19	675	452	407	492	964	1874	4909	7248	6376	5632	5273	5584	5710	5895	6248	6674	8011	8081	6432	4279	3379	2507	1548	1083	99733
20	733	482	414	539	895	1894	5077	7589	6647	5767	5587	5765	6165	6169	6295	7205	8124	8270	6824	4692	3709	2678	1867	1252	104639
21	843	557	442	581	921	1810	4590	7458	6474	5881	5958	6421	6758	7168	7606	7754	7751	8291	7336	5483	4173	3405	2691	1977	112329
22	1256	773	563	509	602	897	1976	2944	4082	5418	5941	6477	6591	6469	6321	5870	5415	4982	4576	3897	3290	2891	2309	1615	85664
23	1039	659	492	360	326	477	981	1586	2500	3775	4888	5560	6563	6774	6667	6765	6373	6053	5094	4280	3420	2296	1605	1150	79683
24	598	357	337	443	942	1972	5014	7523	6675	5577	5224	5468	5751	5656	5911	6365	7679	7942	5955	3972	3116	2130	1468	966	97021
25	663	428	390	482	915	1884	4904	7207	6539	5623	5145	5138	5439	5550	5895	6622	7636	8061	6101	4224	3322	2335	1612	987	97102
26	696	431	391	549	914	1884	4943	7518	6481	5782	5214	5313	5401	5538	6020	6592	7817	8211	6415	4428	3500	2512	1637	1052	99239
27	708	437	373	532	898	1881	4837	7124	6362	5766	5480	5682	6034	6206	6296	7108	7949	8309	6652	4796	3576	2679	1855	1259	102799
28	785	493	474	558	939	1814	4442	7495	6243	5679	5938	6473	6896	7144	7678	8020	8630	8316	6931	5237	3787	3033	2536	1985	111526
29	1193	714	545	478	637	830	1739	2895	4133	5361	6013	6187	6660	6494	6316	5837	5534	5239	5015	4177	3374	2954	2228	1559	86112
30	1050	675	479	360	329	473	946	1503	2257	3545	4533	5078	6355	6380	6363	6314	6018	5658	4815	3958	3129	2109	1439	935	74701
31	585	353	355	487	900	1971	4902	7259	6206	5460	5197	5489	5778	5863	6072	6377	7689	7965	5933	4089	3185	2151	1405	963	96634

Total vehicles for month 3071141
AADT for month 99069

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South Carolina ATR Traffic Volumes -- August 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	351	218	183	296	519	1234	3237	5042	4326	3338	3069	3305	3550	3468	3167	3164	3361	3392	2821	1931	1298	876	735	519	53400
2	380	263	207	256	475	1112	3092	4952	4409	3546	3137	2911	3171	3179	3061	3119	3203	3289	2667	1921	1377	1114	832	523	52196
3	340	273	258	292	496	1168	3208	5012	4449	3652	3146	3152	3157	3244	3258	3194	3246	3522	2868	1877	1602	1272	844	552	54082
4	642	342	246	306	530	1131	3103	4944	4365	3600	3137	3243	3224	3263	3207	3315	3417	3267	2684	2431	1784	1360	945	604	55090
5	413	256	242	332	483	1093	2788	4544	4214	3675	3606	3851	3811	3865	3931	3567	3110	3065	3234	2538	2039	1603	1167	799	58226
6	580	345	287	245	346	567	1307	1775	2627	3243	3731	4054	3918	3514	3315	3096	2979	2834	2586	1921	1988	1557	1224	917	48956
7	559	345	276	175	233	340	752	1133	1668	2521	3068	3365	3627	3432	3533	3517	3366	3147	2859	2332	1659	1443	976	592	44918
8	335	208	191	287	491	1190	3218	5137	4199	3592	3318	3306	3425	3321	3320	3180	3276	3354	2779	1765	1399	1106	744	520	53661
9	410	212	225	257	498	1137	3195	4982	4441	3620	3191	3214	3119	3055	3066	3163	3324	3531	2783	1972	1436	1113	849	534	53327
10	397	247	227	295	459	1140	3223	4949	4304	3626	3340	3338	3239	3159	3059	3318	3418	3516	2933	1933	1479	1249	801	545	54194
11	370	256	220	295	448	1140	3181	4753	4364	3544	3308	3311	3374	3325	3359	3186	3645	3570	3176	2170	1577	1264	927	580	55343
12	442	260	250	311	491	1075	2886	4829	4060	3519	3633	3690	3789	3630	3628	3771	3610	3806	2234	2641	1987	1539	1213	814	58108
13	582	343	269	266	345	532	1179	1790	2390	3227	3543	3718	3560	3389	3270	3189	3043	2959	2876	2349	2064	1682	1184	869	48618
14	575	338	238	203	171	326	739	1220	1789	2718	3123	3290	3595	3550	3730	3480	3351	3228	2880	2303	1899	1494	1009	612	45861
15	331	227	211	291	480	1229	3442	5075	4112	3601	3241	3398	3484	3293	3050	3076	3303	3426	2730	1853	1483	1077	793	510	53716
16	390	250	201	248	460	1145	3446	4850	3024	3469	3174	3149	3136	2912	2939	3124	3237	3318	2732	1909	1465	1158	760	547	51043
17	380	222	211	262	479	1168	3388	4752	4245	3530	3209	3167	3096	3085	2869	3092	3304	3437	2772	1888	1528	1148	843	534	52609
18	369	250	187	271	437	1134	3472	4860	4076	3584	3107	3280	3082	2966	3035	3340	3460	3342	2757	1893	1512	1150	856	545	52965
19	395	257	213	299	463	1066	3220	4580	3725	3433	3235	3382	3409	3403	3544	3571	3744	3562	3491	2617	2034	1485	1047	940	57115
20	599	313	266	245	307	505	1024	1570	2360	3009	3345	3388	3435	3276	2961	2901	2872	2981	2570	1993	1709	1554	1125	807	45115
21	487	313	215	170	191	318	646	942	1543	2272	2800	3094	3367	3334	3527	3373	3382	3239	2655	2159	1839	1316	913	580	42675
22	341	204	180	258	469	1200	3590	4602	4062	3363	2995	2902	3033	3026	2817	2984	3071	3091	2511	1708	1374	984	656	454	49875
23	341	201	201	239	492	1182	3500	4707	3831	3444	3097	2979	2760	2674	2788	2876	3177	3024	2587	1748	1357	986	718	462	49371
24	325	196	212	229	471	1196	3567	4658	3933	3595	3199	3038	2992	2884	2895	3078	3230	3398	2651	1773	1532	1106	760	500	51408
25	331	191	227	257	477	1126	3502	4610	3821	3568	3268	3168	3153	2956	2994	3302	3328	3460	2785	2141	1694	1271	917	558	53105
26	394	249	247	294	472	1062	3123	4819	3880	3502	3375	3507	3456	3256	3460	3567	3748	3715	3484	2657	1830	1292	1112	902	57403
27	553	337	268	245	294	582	1128	1677	2568	3097	3407	3424	3440	3023	3035	2932	2866	2714	2541	2042	1598	1399	1067	808	45045
28	461	291	271	185	177	299	636	967	1510	2257	2710	2734	3142	3192	3245	3235	3107	3024	2628	1951	1624	1399	805	582	40432
29	297	203	174	255	511	1203	3507	4681	3587	3186	3014	2894	2993	2945	2876	2885	3087	2973	2570	1711	1240	887	485	390	48554
30	269	165	202	277	456	1218	3447	4604	3830	3381	3048	2851	2783	2749	2940	2908	3164	3305	2632	1866	1337	995	617	454	49498
31	333	190	224	259	487	1192	3449	4333	3194	3586	3197	2647	2807	2762	2763	2940	3313	3385	2716	1911	1563	1111	784	543	49689

Total vehicles for month 1585598
AADT for month 51148

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	400	274	221	328	610	886	1662	2501	2707	2471	2697	3176	3198	3257	3537	3880	4505	4815	3654	2349	1611	1306	846	609	51500
2	438	243	211	379	598	894	1546	2529	2643	2395	2565	2809	3000	3083	3508	3919	3476	4809	3909	2498	1838	1400	929	625	50244
3	429	260	218	335	636	842	1638	2611	2643	2626	2664	3001	3211	3453	3794	4221	4747	4814	3642	2477	1994	1601	1032	686	53575
4	438	290	273	353	651	894	1580	2534	2737	2487	2760	3076	3398	3606	3893	3967	4307	4507	3915	2719	2244	1710	1059	712	54110
5	466	315	286	352	587	821	1490	2489	2819	2750	2991	3668	4010	3981	4199	4014	4108	4222	3929	2844	2313	1996	1517	997	57164
6	702	471	309	342	419	500	915	1537	2075	2788	3100	3159	3727	3900	3870	3825	3243	2815	2526	2129	1798	1688	1269	933	48040
7	657	411	319	236	204	277	474	816	1141	1753	2379	3024	3522	3803	3756	4035	3623	3395	2969	2494	1902	1433	1042	701	44366
8	336	250	195	324	611	871	1565	2659	2679	2418	2645	3107	3232	3299	3439	4076	4605	4768	3476	2440	1816	1439	926	613	51789
9	398	267	225	337	598	802	1619	2576	2851	2459	2562	2622	3004	3139	3472	3833	4653	4530	3760	2506	1965	1659	1047	639	51523
10	408	264	231	323	620	836	1619	2795	2748	2508	2640	2908	3203	3281	3296	4010	4635	4750	3956	2632	2164	1595	1062	588	53072
11	451	277	200	348	588	865	1771	2505	2660	2507	2796	3203	3480	3527	3879	4289	4830	4803	3823	2683	2080	1776	1116	675	55132
12	497	331	262	378	578	844	1485	2726	2763	2745	3110	3504	3773	4123	4323	4377	4538	4572	3563	3024	2417	2034	1493	985	58445
13	669	461	332	277	311	452	871	1511	2252	2671	3437	3493	3451	3615	3774	3722	3347	3032	2566	2237	1835	1813	1441	978	48548
14	698	439	321	210	205	306	502	839	1347	1810	2462	2853	3361	3708	3835	3906	3897	3508	2889	2671	2002	1465	1019	662	44915
15	433	268	229	321	612	945	1539	2683	2548	2603	2735	3108	3251	3381	3555	4097	4546	4681	3532	2444	1962	1452	997	595	52517

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16	412	273	235	320	625	940	1614	2581	2637	2426	2520	2700	3000	3169	3380	3900	4628	4763	3572	2567	1980	1448	966	593	51249
17	385	274	224	348	632	893	1782	2667	2658	2451	2538	2825	2980	3202	3534	3925	4371	4556	4058	2571	2094	1471	926	579	51944
18	392	251	238	325	634	934	1727	2780	2606	2555	2604	3026	3174	3533	3844	4218	4557	4751	3761	2551	2078	1515	910	559	53523
19	406	303	272	380	617	797	1631	2680	2646	2581	2897	3245	3606	3596	3851	4461	4880	4634	4205	2944	2276	1876	1239	932	56955
20	628	373	311	325	371	448	776	1491	1941	2411	2842	3395	3512	3365	3274	3018	2717	2385	1957	1803	1648	1207	920	44413	
21	626	404	303	277	183	244	384	688	1123	1563	2225	2669	3487	3738	3536	3500	3339	3207	2854	2359	1891	1363	835	561	41359
22	361	190	167	304	569	908	1667	2700	2574	2404	2279	2798	2846	3022	3449	3795	4483	4443	3669	2501	1694	1268	835	507	49433
23	358	230	177	346	545	895	1635	2674	2581	2309	2311	2695	2865	3017	3252	3781	4423	4752	3515	2394	1948	1318	854	496	49371
24	336	218	210	336	576	863	1599	2665	2611	2357	2360	2606	2821	3100	3406	3960	4614	4813	3701	2534	2051	1461	886	537	50621
25	393	249	241	351	552	881	1741	2719	2646	2509	2482	2759	2966	3240	3772	4145	4731	4782	3893	2690	2153	1646	1036	639	53216
26	431	281	234	384	562	842	1509	2684	2611	2526	2625	3340	3626	3783	4117	4609	4658	4615	3740	2706	2056	1797	1482	935	56153
27	602	399	313	289	346	479	888	1394	1874	2244	2774	3126	3442	3557	3289	3179	2946	2805	2507	2077	1793	1530	1320	909	44082
28	549	388	307	208	182	232	405	699	1063	1520	2102	2658	3401	3497	3575	3377	3266	3214	2742	2490	1857	1242	776	522	40272
29	333	195	185	289	551	911	1639	2660	2542	2348	2402	2754	2846	2923	3305	3740	4778	4873	3318	2366	1720	1201	824	481	49184
30	297	220	200	329	555	908	1567	2650	2697	2349	2277	2594	2801	3079	3265	3858	4703	4855	3518	2500	1934	1442	960	569	50127
31	351	226	185	317	587	896	1741	2680	2658	2431	2398	2685	2508	1703	2020	3595	4423	4744	3707	2474	2194	1592	1030	579	47724

Total vehicles for month 1564566
AADT for month 50470

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	751	492	404	624	1129	2120	4899	7543	7033	5809	5766	6481	6748	6725	6704	7044	7866	8207	6475	4280	2909	2182	1581	1128	104900
2	818	506	418	635	1073	2006	4638	7481	7052	5941	5702	5720	6171	6262	6569	7038	6679	8098	6576	4419	3215	2514	1761	1148	102440
3	769	533	476	627	1132	2010	4846	7623	7092	6278	5810	6153	6368	6697	7052	7415	7993	8336	6510	4354	3596	2873	1876	1238	107657
4	1080	632	519	659	1181	2025	4683	7478	7102	6087	5897	6319	6622	6869	7100	7282	7724	7774	6599	5150	4028	3070	2004	1316	109200
5	879	571	528	684	1070	1914	4278	7033	7033	6425	6597	7519	7821	7846	8130	7581	7218	7287	7163	5382	4352	3599	2684	1796	115390
6	1282	816	596	587	765	1067	2222	3312	4702	6031	6831	7213	7645	7414	7185	6921	6222	5649	5112	4050	3786	3245	2493	1850	96996
7	1216	756	595	411	437	617	1226	1949	2809	4274	5447	6389	7149	7235	7289	7552	6989	6542	5828	4826	3561	2876	2018	1293	89284
8	671	458	386	611	1102	2061	4783	7796	6878	6010	5963	6413	6657	6620	6759	7256	7881	8122	6255	4205	3215	2545	1670	1133	105450
9	808	479	450	594	1096	1939	4814	7558	7292	6079	5753	5836	6123	6194	6538	6996	7977	8061	6543	4478	3401	2772	1896	1173	104850
10	805	511	458	618	1079	1976	4842	7744	7052	6134	5980	6246	6442	6440	6355	7328	8053	8266	6889	4565	3643	2844	1863	1133	107266
11	821	533	420	643	1036	2005	4952	7258	7024	6051	6104	6514	6854	6852	7238	7475	8475	8373	6999	4853	3657	3040	2043	1255	110475
12	939	591	512	689	1069	1919	4371	7555	6823	6264	6743	7194	7562	7753	7951	8148	8148	8378	5797	5665	4404	3573	2706	1799	116553
13	1251	804	601	543	656	984	2050	3301	4642	5898	6980	7211	7011	7004	7044	6911	6390	5991	5442	4586	3899	3495	2625	1847	97166
14	1273	777	559	413	376	632	1241	2059	3136	4528	5585	6143	6956	7258	7565	7386	7248	6736	5769	4974	3901	2959	2028	1274	90776
15	764	495	440	612	1092	2174	4981	7758	6660	6204	5976	6506	6735	6674	6605	7173	7849	8107	6262	4297	3445	2529	1790	1105	106233
16	802	523	436	568	1085	2085	5060	7431	5661	5895	5694	5849	6136	6081	6319	7024	7865	8081	6304	4476	3445	2606	1726	1140	102292
17	765	496	435	610	1111	2061	5170	7419	6903	5981	5747	5992	6076	6287	6403	7017	7675	7993	6830	4459	3622	2619	1769	1113	104553
18	761	501	425	596	1071	2068	5199	7640	6682	6139	5711	6306	6256	6499	6879	7558	8017	8093	6518	4444	3590	2665	1766	1104	106488
19	801	560	485	679	1080	1863	4851	7260	6371	6014	6132	6627	7015	6999	7395	8032	8624	8196	7696	5561	4310	3361	2286	1872	114070
20	1227	686	577	570	678	953	1800	3061	4301	5420	6187	6783	6730	6788	6326	6175	5890	5698	4955	3950	3512	3202	2332	1727	89528
21	1113	717	518	447	374	562	1030	1630	2666	3835	5025	5763	6854	7072	7063	6873	6721	6446	5509	4518	3730	2679	1748	1141	84034
22	702	394	347	562	1038	2108	5257	7302	6636	5767	5274	5700	5879	6048	6266	6779	7554	7534	6180	4209	3068	2252	1491	961	99308
23	699	431	378	585	1037	2077	5135	7381	6412	5753	5408	5674	5625	5691	6040	6657	7600	7776	6102	4142	3305	2304	1572	958	98742
24	661	414	422	565	1047	2059	5166	7323	6544	5952	5559	5644	5813	5974	6301	7038	7844	8211	6352	4307	3583	2567	1646	1037	102029
25	724	440	468	608	1029	2007	5243	7329	6467	6077	5750	5927	6119	6196	6766	7447	8059	8242	6678	4831	3847	2917	1953	1197	106321
26	825	530	481	678	1034	1904	4632	7503	6491	6028	6000	6847	7082	7039	7577	8176	8406	8330	7224	5363	3886	3089	2594	1837	113556
27	1155	736	581	534	640	1061	2016	3071	4442	5341	6181	6550	6882	6580	6324	6111	5812	5519	5048	4119	3391	2929	2387	1717	89127
28	1010	679	578	393	359	531	1041	1666	2573	3777	4812	5392	6543	6689	6820	6612	6373	6238	5370	4441	3481	2641	1581	1104	80704
29	630	398	359	544	1062	2114	5146	7341	6129	5534	5416	5648	5839	5868	6181	6625	7865	7846	5888	4077	2960	2088	1309	871	97738
30	566	385	402	606	1011	2126	5014	7254	6527	5730	5325	5445	5584	5828	6205	6766	7867	8160	6150	4366	3271	2437	1577	1023	99625
31	684	416	409	576	1074	2088	5190	7013	5852	6017	5595	5332	5315	4465	4783	6535	7736	8129	6423	4385	3757	2703	1814	1122	97413

Total vehicles for month 3150164
AADT for month 101618

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South Carolina ATR Traffic Volumes -- December 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	295	225	183	240	480	1117	3405	4465	3783	3480	3068	2739	2811	2692	2701	2818	3191	3440	2455	1551	1181	874	737	414	48345	
2	273	212	191	262	483	1085	3403	2028	2986	3358	2983	2971	2822	2662	2606	2857	3009	3174	2392	1487	1133	918	703	449	44447	
3	314	207	185	266	460	1075	3426	4801	3781	3524	3142	2962	2954	2870	2843	3075	3467	3613	2779	1778	1300	1001	812	499	51134	
4	306	201	226	273	503	1077	3096	4430	3817	3482	3351	3243	3273	3238	3245	3517	3629	3582	3542	2259	1612	1373	1045	685	55005	
5	665	305	205	208	314	532	1154	1654	2346	2887	3051	3117	2991	3028	2923	2918	2830	2825	2638	1792	1483	1192	937	679	42674	
6	549	315	192	103	148	300	627	988	1440	2128	2553	2810	3143	3228	3088	2936	2994	2946	2312	1850	1480	1036	686	411	38263	
7	245	178	162	213	424	1175	3433	4964	3880	3369	3039	2860	2759	2804	2691	2903	3192	3196	2449	1538	1141	931	623	399	48568	
8	274	178	176	272	441	1106	3402	4644	3810	3400	2921	2946	2897	2779	2670	2980	3232	3335	2497	1561	1189	888	712	429	48739	
9	314	181	185	243	493	1056	3387	4456	3761	3556	3155	2976	2962	2793	2818	2970	3318	3482	2720	1764	1219	938	747	484	49978	
10	300	186	221	257	479	1079	3340	4456	3598	3621	3222	3116	3082	2990	3109	3226	3593	3510	2857	1829	1436	1176	860	502	52045	
11	348	211	223	253	447	1068	3057	4780	3766	3549	3419	3417	3374	3356	3533	3831	3794	3673	3652	2449	1729	1460	1143	812	57344	
12	574	316	201	228	291	496	1153	1597	2533	3028	3512	3646	3193	3140	3052	3200	3167	3026	2787	1976	1527	1367	1103	735	45848	
13	507	377	167	173	151	288	621	958	1452	2193	2572	2783	3101	3099	3019	2903	2757	2971	2362	1772	1433	1068	706	482	37915	
14	241	155	169	221	483	1121	3490	4918	3909	3521	3172	2987	3011	3020	2896	2979	3207	3199	2276	1569	1197	951	669	454	49815	
15	323	165	167	264	480	1109	3458	4443	4056	3621	3045	3061	2925	2791	2861	3034	3262	3378	2713	1589	1248	979	779	511	50262	
16	311	203	214	294	474	1078	3359	4552	3064	3851	3174	3050	2975	2974	2947	3122	3461	3697	2991	1773	1342	1100	727	506	51239	
17	344	217	220	273	444	1051	3202	4364	3675	3406	3010	3076	2982	2898	2921	3080	3262	3339	2579	1820	1430	1145	914	601	50253	
18	379	226	219	284	503	978	3030	4578	3662	3568	3497	3575	3423	3409	3458	3717	3785	3733	3383	2335	1718	1456	1249	873	57038	
19	631	323	274	239	319	550	1034	1302	2230	2918	3447	3464	3282	3103	3174	2911	3005	3059	2957	2147	1693	1305	1174	842	45383	
20	504	273	206	165	205	292	644	887	1477	2366	2790	2910	3096	3018	3160	3078	3105	3136	2399	1805	1455	1159	767	467	39364	
21	283	203	202	223	462	1092	2887	4451	3790	3524	3458	3516	3456	3511	3287	3273	3223	3338	2775	1807	1341	958	753	497	52310	
22	356	266	199	250	371	922	2585	3989	3545	3448	3432	3398	3329	3306	3231	3248	3220	3176	2609	1849	1408	1099	861	538	50635	
23	386	270	202	289	454	952	2426	3635	3449	3292	3535	3684	3829	3598	3235	3497	3179	3109	2584	1911	1593	1270	1023	750	52152	
24	448	271	298	290	355	584	1288	1855	2168	2495	3014	3200	3172	3100	2928	3123	2715	2505	2002	1429	1328	1337	1107	660	41672	
25																										
26	448	242	174	168	278	468	805	1118	1697	2569	3511	3830	4084	3907	3803	3446	3099	3102	2821	2157	1569	1236	1052	790	46374	
27	494	297	217	177	191	330	663	949	1409	2395	3102	3505	3792	3773	3606	3499	3224	3124	2724	2025	1566	1131	815	556	43564	
28	337	269	182	244	406	968	2452	3408	3031	3164	3489	3769	3906	3757	3461	3442	3356	3392	2513	1718	1303	962	702	498	50729	
29	334	226	227	233	412	866	2536	3619	3413	3226	3556	3591	3733	3541	3418	3355	3335	3219	2664	1746	1351	1030	759	542	50932	
30	356	281	260	250	445	989	2496	3661	3435	3180	3333	3531	3835	3829	3572	3384	3162	2995	2466	1810	1317	1093	831	588	51099	
31	376	255	240	250	398	757	2028	2995	2945	2872	3243	3501	3578	3559	3427	3256	2738	2403	2217	1761	1626	1298	1061	654	47438	

Total vehicles for month 1450564
AADT for month 48352

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	367	242	185	261	520	850	1554	2589	2508	2255	2267	2552	2685	2895	3324	3759	4540	4709	3808	2396	1857	1257	793	521	48694
2	371	217	155	271	577	874	1544	2535	2399	2157	2252	2439	2674	2854	3226	3802	4077	4450	3659	2649	1961	1301	797	526	47767
3	385	208	222	293	510	817	1574	2566	2475	2248	2362	2554	2845	3058	3450	4032	4559	4686	3964	2662	2038	1573	1059	593	50733
4	385	267	238	328	519	815	1555	2555	2517	2415	2658	2998	3373	3576	4046	4300	4570	4546	3641	2629	2075	2135	1362	938	54441
5	577	338	257	288	384	514	805	1308	1624	2150	2336	2424	2675	3016	3090	2952	2949	2807	2812	2140	1711	1439	1091	752	40439
6	578	328	335	208	209	255	421	727	1139	1540	1945	2378	2913	3235	3136	3117	3444	2951	2501	1937	1559	1003	613	426	36898
7	287	186	162	232	497	841	1578	2582	2473	2252	2336	2454	2691	2705	2930	3713	4621	4604	3584	2286	1816	1276	795	495	47396
8	322	209	204	288	518	788	1530	2642	2369	2254	2260	2482	2801	2869	3341	3929	4550	4619	3776	2343	1884	1437	826	508	48749
9	349	213	205	296	493	805	1476	2635	2513	2219	2297	2517	2811	3074	3479	3903	4610	4700	3665	2478	2031	1398	811	567	49545
10	352	235	216	278	503	854	1568	2663	2564	2331	2571	2648	2994	3207	3787	4312	4624	4746	3718	2571	2088	1590	987	656	52063
11	410	256	238	316	481	775	1443	2523	2578	2368	2694	3125	3532	3774	4106	4327	4558	4691	3518	2812	2214	1877	1509	874	54999
12	641	384	257	262	325	436	731	1221	1703	2090	2554	2828	2960	3124	3195	3115	3407	3078	2756	2400	1943	1713	1378	890	43391
13	541	424	316	248	190	230	370	654	1017	1455	1918	2411	3024	3288	3030	3188	3230	3070	2588	2111	1684	1120	640	459	37206
14	293	181	172	248	450	858	1559	2601	2474	2288	2390	2667	2907	3004	3239	3839	4369	4262	3550	2492	1857	1341	866	572	48479
15	376	219	202	288	522	880	1576	2621	2616	2339	2414	2638	2840	3065	3479	3650	2763	3482	3033	2936	2106	1784	959	587	47375

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16	377	247	218	298	490	858	1525	2633	2519	2373	2426	2725	2961	3301	3580	4001	4565	4345	3856	2631	2157	1733	887	627	51333
17	375	244	225	312	524	798	1513	2442	2369	2397	2451	2835	2999	2796	3578	3935	4259	4327	3595	2569	1962	1583	1095	721	49904
18	500	323	274	317	521	776	1452	2538	2484	2510	2810	3246	3406	3769	4019	4332	4385	4534	3696	2752	2126	1848	1698	1096	55412
19	743	437	297	297	318	465	719	1186	1720	2281	2899	3264	3265	3185	2765	2964	3208	2698	2573	2050	1831	1670	1259	978	43072
20	588	402	288	218	223	285	429	683	1039	1582	2143	2510	3178	3202	2957	2956	2942	2766	2546	2176	1663	1230	981	591	37578
21	354	255	183	271	513	765	1378	2164	2347	2486	2693	3186	2597	3532	3574	3802	4286	4372	3408	2452	1850	1517	1021	644	49650
22	402	287	228	302	558	684	1161	1775	2285	2315	2682	2881	3190	3466	3628	3735	4086	4126	3560	2464	1935	1745	1159	773	49427
23	501	312	258	361	505	702	1184	1913	2160	2476	2902	3299	3663	3488	3563	3630	3845	3794	3112	2517	2063	1646	1206	868	49968
24	649	384	311	277	334	404	727	1325	1620	2088	2669	3238	3592	3308	3263	3106	2700	2571	2184	1902	1699	1315	989	708	41363
25																									
26	405	238	183	171	194	316	538	874	1215	1820	2585	3121	3332	3480	3265	3419	3075	2809	2512	2132	1765	1382	1039	766	40636
27	516	401	334	228	211	282	432	739	1121	1678	2375	2845	3337	3228	3201	3197	3075	2803	2490	2100	1744	1330	906	531	39104
28	385	245	204	258	479	721	1172	1883	2058	2315	2714	2958	3343	3248	3445	3860	3986	4032	2841	2115	1639	1280	834	602	46617
29	400	270	212	269	522	684	1101	1844	2168	2290	2701	2783	3076	3336	3677	3697	4423	4256	2941	2259	1666	1421	897	596	47489
30	359	278	218	313	505	668	1102	1892	2119	2321	2583	2972	3266	3416	3582	3705	3693	3444	2890	2155	1704	1655	955	648	46443
31	427	284	235	264	418	559	952	1582	1834	2042	2536	3005	2034	3926	3722	3950	3412	2637	2291	1655	1330	1098	807	563	41563

Total vehicles for month 1397734
AADT for month 46591

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	662	467	368	501	1000	1967	4959	7054	6291	5735	5335	5291	5496	5587	6025	6577	7731	8149	6263	3947	3038	2131	1530	935	97039
2	644	429	346	533	1060	1959	4947	4563	5385	5515	5235	5410	5496	5516	5832	6659	7086	7624	6051	4136	3094	2219	1500	975	92214
3	699	415	407	559	970	1892	5000	7367	6256	5772	5504	5516	5799	5928	6293	7107	8026	8299	6743	4440	3338	2574	1871	1092	101867
4	691	468	464	601	1022	1892	4651	6985	6334	5897	6009	6241	6646	6814	7291	7817	8199	8128	7183	4888	3687	3508	2407	1623	109446
5	1242	643	462	496	698	1046	1959	2962	3970	5037	5387	5541	5666	6044	6013	5870	5779	5632	5450	3932	3194	2631	2028	1431	83113
6	1127	643	527	311	357	555	1048	1715	2579	3668	4498	5188	6056	6463	6224	6053	6438	5897	4813	3787	3039	2039	1299	837	75161
7	532	364	324	445	921	2016	5011	7546	6353	5621	5375	5314	5450	5509	5621	6616	7813	7800	6033	3824	2957	2207	1418	894	95964
8	596	387	380	560	959	1894	4932	7286	6179	5654	5181	5428	5698	5648	6011	6909	7782	7954	6273	3904	3073	3325	1538	937	97488
9	663	394	390	539	986	1861	4863	7091	6274	5775	5452	5493	5773	5867	6297	6873	7928	8182	6385	4242	3250	2336	1558	1051	99523
10	652	421	437	535	982	1933	4908	7119	6162	5952	5793	5764	6076	6197	6896	7538	8217	8256	6575	4400	3524	2766	1847	1158	104108
11	758	467	461	569	928	1843	4500	7303	6344	5917	6113	6542	6906	7130	7639	8158	8352	8364	7170	5261	3943	3337	2652	1686	112343
12	1215	700	458	490	616	932	1884	2818	4236	5118	6066	6474	6153	6264	6247	6315	6574	6104	5543	4376	3470	3080	2481	1625	89239
13	1048	801	483	421	341	518	991	1612	2469	3648	4490	5194	6125	6387	6049	6091	5987	6041	4950	3883	3117	2188	1346	941	75121
14	534	336	341	469	933	1979	5049	7519	6383	5809	5562	5654	5918	6024	6135	6818	7576	7461	5826	4061	3054	2292	1535	1026	98294
15	699	384	369	552	1002	1989	5034	7064	6672	5960	5459	5699	5765	5856	6340	6684	6025	6860	5746	4525	3354	2763	1738	1098	97637
16	688	450	432	592	964	1936	4884	7185	5583	6224	5600	5775	5936	6275	6527	7123	8026	8042	6847	4404	3499	2833	1614	1133	102572
17	719	461	445	585	968	1849	4715	6806	6044	5803	5461	5911	5981	5694	6499	7015	7521	7666	6174	4389	3392	2728	2009	1322	100157
18	879	549	493	601	1024	1754	4482	7116	6146	6078	6307	6821	6829	7178	7477	8049	8170	8267	7079	5087	3844	3304	2947	1969	112450
19	1374	760	571	536	637	1015	1753	2488	3950	5199	6346	6728	6547	6288	5939	5875	6213	5757	5530	4197	3524	2975	2433	1820	88455
20	1092	675	494	383	428	577	1073	1570	2516	3948	4933	5420	6274	6220	6117	6034	6047	5902	4945	3981	3118	2389	1748	1058	76942
21	637	458	385	494	975	1857	4265	6615	6137	6010	6151	6702	6053	7043	6861	7075	7509	7710	6183	4259	3191	2475	1774	1141	101960
22	758	553	427	552	929	1606	3746	5764	5830	5763	6114	6279	6519	6772	6859	6983	7306	7302	6169	4313	3343	2844	2020	1311	100062
23	887	582	460	650	959	1654	3610	5548	5609	5768	6437	6983	7492	7086	6798	7127	7024	6903	5696	4428	3656	2916	2229	1618	102120
24	1097	655	609	567	689	988	2015	3180	3788	4583	5683	6438	6764	6408	6191	6229	5415	5076	4186	3331	3027	2652	2096	1368	83035
25																									
26	853	480	357	339	472	784	1343	1992	2912	4389	6096	6951	7416	7387	7068	6865	6174	5911	5333	4289	3334	2618	2091	1556	87010
27	1010	698	551	405	402	612	1095	1688	2530	4073	5477	6350	7129	7001	6807	6696	6299	5927	5214	4125	3310	2461	1721	1087	82668
28	722	514	386	502	885	1689	3624	5291	5089	5479	6203	6727	7249	7005	6906	7302	7342	7424	5354	3833	2942	2242	1536	1100	97346
29	734	496	439	502	934	1550	3637	5463	5581	5516	6257	6374	6809	6877	7095	7052	7758	7475	5605	4005	3017	2451	1656	1138	98421
30	715	559	478	563	950	1657	3598	5553	5554	5501	5916	6503	7101	7245	7154	7089	6855	6439	5356	3965	3021	2748	1786	1236	97542
31	803	539	475	514	816	1316	2980	4577	4779	4914	5779	6506	5612	7485	7149	7206	6150	5040	4508	3416	2956	2396	1868	1217	89001

Total vehicles for month 2848298
AADT for month 94943

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South Carolina ATR Traffic Volumes -- February 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	384	240	171	115	148	208	544	782	1280	1880	2243	2327	2641	2852	2893	2799	2748	2694	1902	1200	988	858	1316	628	33841	
2	313	183	145	196	391	1033	3152	4329	3751	2984	2713	2662	2691	2617	2421	2576	2806	2908	2290	1427	1004	835	620	361	44408	
3	236	201	162	223	386	1030	3193	4790	3820	3321	2731	2594	2604	2504	2477	2596	2829	3185	2443	1474	1098	931	600	422	45850	
4	240	174	177	202	382	977	3269	4796	3951	3280	2817	2516	2677	2550	2691	2688	3031	3373	2595	1587	1187	870	612	403	47045	
5	257	183	158	240	366	1015	3143	4814	3997	3375	2859	2707	2682	2696	2718	2947	3176	3471	2707	1804	1265	984	679	522	48765	
6	271	221	163	237	379	980	2941	4761	3830	3258	2935	3132	3125	3139	3216	3682	3678	3698	3318	2330	1693	1354	983	674	53998	
7	407	265	171	178	228	469	1122	1820	2292	2656	3056	2988	2965	2984	2694	2693	2749	2687	2743	1950	1465	1164	904	748	41398	
8	382	245	188	131	138	253	626	883	1307	1980	2493	2495	2905	2921	3051	3038	3080	2966	2588	1943	1467	1039	687	450	37256	
9	248	160	136	224	379	1068	3315	4970	3921	3195	2787	2668	2695	2685	2639	2559	2710	2865	2205	1395	1025	801	557	360	45567	
10	218	186	178	213	387	1026	3290	4858	4015	3401	2913	2582	2578	2612	2619	2571	2975	3175	2469	1521	1104	940	594	409	46834	
11	269	200	175	210	391	1005	3238	4156	3689	3424	2844	2716	2828	2638	2633	2745	3097	3428	2733	1605	1230	903	669	422	47248	
12	294	205	172	242	352	972	3190	4692	3884	3375	2923	2915	2782	2806	2876	3152	3362	3772	2821	1896	1359	1105	833	497	50477	
13	326	253	181	256	357	930	2816	4616	3774	3350	3274	3406	3486	3543	3797	4157	3853	3902	3280	2573	1842	1333	1064	756	57125	
14	442	282	197	200	220	400	839	1462	2112	2643	3118	3290	3289	3057	2835	2901	2736	2606	2513	1987	1455	1191	918	659	41352	
15	371	220	127	118	120	183	526	875	1425	2075	2517	2693	2815	3012	3012	3016	2971	2829	2604	1936	1475	1049	805	527	37301	
16	294	199	184	230	347	938	2646	4113	3415	3032	3031	3186	3398	3323	3195	3274	3040	3020	2057	1283	916	673	480	251	46525	
17	160	151	117	153	273	830	2648	4511	3310	2649	2284	2228	2368	2370	2461	2508	2741	2997	2176	1338	1016	806	551	367	41013	
18	214	180	134	188	351	951	3056	4889	3750	3269	2725	2786	2714	2682	2544	2760	2978	3279	2491	1517	1206	793	584	444	46485	
19	253	179	148	209	352	964	3041	4564	3997	3328	2879	2687	2720	2698	2768	2911	3149	3318	2658	1800	1174	963	726	419	47905	
20	243	227	193	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	830
21	0	0	0	0	0	0	0	0	0	0	0	0	218	2930	2832	2785	2788	2700	2481	1894	1320	1177	898	666	22689	
22	370	223	177	117	121	235	454	793	1238	1877	2329	2419	2785	2859	2938	2850	2508	2863	2329	1663	1380	944	673	441	34586	
23	253	170	146	200	364	1042	3185	4470	3724	3062	2768	2665	2624	2721	2563	2698	2955	3032	2265	1677	1134	902	601	398	45619	
24	266	194	187	216	353	941	2900	4374	3448	3013	2384	2202	2162	2189	2230	2169	2466	2679	2027	1358	896	767	575	325	40321	
25	228	185	155	207	325	924	2834	4358	3891	3981	3119	2670	2650	2701	2736	2901	3096	2912	2100	1358	973	688	488	284	45764	
26	185	140	149	165	314	815	2758	4650	3518	2784	2440	2400	2462	2570	2576	2727	3038	3442	2511	1611	1067	887	690	476	44375	
27	283	203	196	251	361	910	2866	4694	3823	3214	3074	3185	3329	3260	3282	3368	3969	3857	3375	2504	1705	1248	1008	701	54666	
28	446	283	198	177	237	428	965	1585	2190	2609	2974	3189	3152	3004	2898	2916	2757	3130	2773	2187	1642	1395	1079	757	42971	

Total vehicles for month 1192214
 AADT for month 42579

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	482	352	259	172	141	205	312	549	893	1282	1712	2145	2746	2942	2964	2998	3002	2878	2086	1323	1069	773	1053	606	32944
2	337	215	142	180	401	736	1209	2268	2212	1957	2142	2463	2581	2682	3001	3494	4326	4625	3240	2196	1588	1048	687	471	44201
3	303	205	186	188	428	761	1390	2438	2378	2062	2088	2212	2368	2656	2955	3492	4770	4803	3549	2282	1690	1292	733	493	45722
4	353	205	189	228	412	753	1322	2415	2375	2031	2089	2331	2490	2784	3182	3679	4713	4707	3623	2372	1904	1306	836	493	46792
5	344	232	167	224	449	734	1341	2420	2347	2190	2159	2447	2609	2950	3409	3987	4509	4852	3715	2501	1966	1423	1039	583	48597
6	378	250	208	253	425	748	1277	2326	2353	2184	2426	2755	3198	3439	3989	4524	4827	4743	3791	2711	2081	1606	1222	800	52514
7	566	366	242	223	324	430	641	1104	1522	1958	2432	2755	2902	2999	2859	3100	3187	2489	2607	2029	1774	1497	1223	750	39979
8	430	337	257	206	141	256	335	666	901	1363	1908	2270	2809	3068	3081	3207	3390	3265	2692	2222	1569	1031	647	460	36511
9	263	149	151	183	450	773	1365	2447	2295	2078	2086	2384	2526	2613	3048	3405	4185	4417	3509	2117	1384	1044	717	470	44059
10	273	221	159	217	439	733	1386	2516	2448	2144	2124	2351	2514	2802	3183	3686	4516	4651	3511	2402	1749	1520	801	485	46831
11	293	238	145	206	435	787	1316	2497	2369	2123	2186	2523	2535	2677	2670	3585	4413	4580	3655	2582	2074	1278	869	514	46550
12	306	236	167	229	407	744	1367	2495	2308	2123	2188	2530	2812	3223	3470	3902	4457	4625	4026	2605	2126	1861	1016	629	49852
13	371	253	233	248	421	700	1179	2308	2397	2334	2548	3123	3442	3674	3888	4199	4439	4611	3941	3133	2258	1744	1221	828	53493
14	556	378	241	237	291	348	549	970	1391	1974	2429	2719	2780	2860	2977	2818	2883	3011	2649	2305	1630	1346	1071	727	39140
15	548	345	274	176	142	190	282	565	831	1384	1847	2271	3036	3256	3598	3431	3397	3361	2775	2282	1723	1153	798	538	38203
16	369	196	153	190	397	742	1214	2184	2151	2101	2340	2652	2867	2934	3169	3374	3944	4098	2711	1937	1258	884	573	382	42820
17	242	162	135	151	325	584	1058	2232	2158	1765	1875	1989	2181	2425	2833	3201	4218	4719	3043	2100	1475	1092	678	435	41076
18	303	216	168	163	379	660	1206	2317	2303	2046	2051	2260	2565	2749	3079	3608	4449	4732	3357	2249	1942	1252	710	426	45190

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19	346	244	188	208	413	714	1279	2260	2271	2085	2158	2386	2677	2900	3360	3822	4588	4837	3664	2465	1820	1292	838	571	47386
20	390	236	207	243	392	640	1018	1817	1873	1809	1918	2188	2429	2582	2817	2990	2659	3276	2620	2118	1749	1563	1008	737	39279
21	494	320	239	230	291	321	530	880	1141	1420	1737	1960	2162	3001	3129	3171	3244	2798	2404	2143	1722	1402	1110	758	36607
22	468	318	243	212	146	180	333	577	883	1363	1850	2182	2880	3120	2992	3251	3173	2838	2460	2223	1511	993	722	480	35398
23	256	198	179	191	415	657	1383	2323	2273	2041	2215	2412	2538	2772	3137	3587	4443	4839	3337	2161	1675	1227	778	1025	46062
24	387	227	162	212	431	689	1179	2113	1821	1722	1888	2066	2156	2364	2771	3377	2981	4621	3284	2159	1440	1034	651	454	40189
25	277	197	166	201	400	665	1172	1913	2202	2323	2186	2316	2630	2887	3175	3127	3981	4220	3335	1891	1323	823	567	387	42364
26	285	164	135	141	338	570	1018	2089	2069	1874	1923	2173	2442	2674	2947	3447	4546	4756	3272	2336	1949	1731	936	575	44390
27	367	239	223	255	436	753	1300	2403	2393	2238	2606	3009	3301	3720	3960	4509	4621	4315	3991	2896	2262	1796	1231	843	53667
28	606	409	280	238	312	435	766	1234	1591	2153	2498	2805	2854	2917	3103	3139	3202	2491	2525	2116	1917	1503	1171	802	41067

Total vehicles for month 1220883
AADT for month 43603

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	866	592	430	287	289	413	856	1331	2173	3162	3955	4472	5387	5794	5857	5797	5750	5572	3988	2523	2057	1631	2369	1234	66785
2	650	398	287	376	792	1769	4361	6597	5963	4941	4855	5125	5272	5299	5422	6070	7132	7533	5530	3623	2592	1883	1307	832	88609
3	539	406	348	411	814	1791	4583	7228	6198	5383	4819	4806	4972	5160	5432	6088	7599	7988	5992	3756	2788	2223	1333	915	91572
4	593	379	366	430	794	1730	4591	7211	6326	5311	4906	4847	5167	5334	5873	6367	7744	8080	6218	3959	3091	2176	1448	896	93837
5	601	415	325	464	815	1749	4484	7234	6344	5565	5018	5154	5291	5646	6127	6934	7685	8323	6422	4305	3231	2407	1718	1105	97362
6	649	471	371	490	804	1728	4218	7087	6183	5442	5361	5887	6323	6578	7205	8206	8505	8441	7109	5041	3774	2960	2205	1474	106512
7	973	631	413	401	552	899	1763	2924	3814	4614	5488	5743	5867	5983	5553	5793	5936	5176	5350	3979	3239	2661	2127	1498	81377
8	812	582	445	337	279	509	961	1549	2208	3343	4401	4765	5714	5989	6132	6245	6470	6231	5280	4165	3036	2070	1334	910	73767
9	511	309	287	407	829	1841	4680	7417	6216	5273	4873	5052	5221	5298	5687	5964	6895	7282	5714	3512	2409	1845	1274	830	89626
10	491	407	337	430	826	1759	4676	7374	6463	5545	5037	4933	5092	5414	5802	6257	7491	7826	5980	3923	2853	2460	1395	894	93665
11	562	438	320	416	826	1792	4554	6653	6058	5547	5030	5239	5363	5315	5303	6330	7510	8008	6388	4187	3304	2181	1538	936	93798
12	600	441	339	471	759	1716	4557	7187	6192	5498	5111	5445	5594	6029	6346	7054	7819	8397	6847	4501	3485	2966	1849	1126	100329
13	697	506	414	504	778	1630	3995	6924	6171	5684	5822	6529	6928	7217	7685	8356	8292	8513	7221	5706	4100	3077	2285	1584	110618
14	998	660	438	437	511	748	1388	2432	3503	4617	5547	6009	6069	5917	5812	5719	5619	5617	5162	4292	3085	2537	1989	1386	80492
15	919	565	401	294	262	373	808	1440	2256	3459	4364	4964	5851	6268	6610	6447	6368	6190	5379	4218	3198	2202	1603	1065	75504
16	663	395	337	420	744	1680	3860	6297	5566	5133	5371	5838	6265	6257	6364	6648	6984	7118	4768	3220	2174	1557	1053	633	89345
17	402	313	252	304	598	1414	3706	6743	5468	4414	4159	4217	4549	4795	5294	5709	6959	7716	5219	3438	2491	1898	1229	802	82089
18	517	396	302	351	730	1611	4262	7206	6053	5315	4776	5046	5279	5431	5623	6368	7427	8011	5848	3766	3148	2045	1294	870	91675
19	599	423	336	417	765	1678	4320	6824	6268	5413	5037	5073	5397	5598	6128	6733	7737	8155	6322	4265	2994	2255	1564	990	95291
20	633	463	400	410	392	640	1018	1817	1873	1809	1918	2188	2429	2582	2817	2990	2659	3276	2620	2118	1749	1563	1008	737	40109
21	494	320	239	230	291	321	530	880	1141	1420	1737	1960	2380	5931	5961	5956	6032	5498	4885	4037	3042	2579	2008	1424	59296
22	838	541	420	329	267	415	787	1370	2121	3240	4179	4601	5665	5979	5930	6101	5681	5701	4789	3886	2891	1937	1395	921	69984
23	509	368	325	391	779	1699	4568	6793	5997	5103	4983	5077	5162	5493	5700	6285	7398	7871	5602	3838	2809	2129	1379	1423	91681
24	653	421	349	428	784	1630	4079	6487	5269	4735	4272	4268	4318	4553	5001	5546	5447	7300	5311	3517	2336	1801	1226	779	80510
25	505	382	321	408	725	1589	4006	6271	6093	6304	5305	4986	5280	5588	5911	6028	7077	7132	5435	3249	2296	1511	1055	671	88128
26	470	304	284	306	652	1385	3776	6739	5587	4658	4363	4573	4904	5244	5523	6174	7584	8198	5783	3947	3016	2618	1626	1051	88765
27	650	442	419	506	797	1663	4166	7097	6216	5452	5680	6194	6630	6980	7242	7877	8590	8172	7366	5400	3967	3044	2239	1544	108333
28	1052	692	478	415	549	863	1731	2819	3781	4762	5472	5994	6006	5921	6001	6055	5959	5621	5298	4303	3559	2898	2250	1559	84038

Total vehicles for month 2413097
AADT for month 86182

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South Carolina ATR Traffic Volumes -- February 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	248	167	162	215	451	1167	3591	4813	4157	3413	2951	2797	2848	2819	2714	2840	3187	3228	2379	1443	1086	788	631	401	48496
2	307	166	179	235	430	1089	3505	4608	4044	3541	2915	2788	2754	2713	2714	2794	3336	3276	2535	1535	1120	866	623	405	48478
3	282	176	200	253	439	1011	3473	3826	2761	3465	2881	2641	2693	2791	2550	2603	2775	2859	2335	1403	1060	846	678	407	44408
4	281	193	172	226	431	1072	3431	4350	3152	2699	2719	2545	3381	3329	2851	2985	3431	3683	2706	1707	1247	1037	823	460	48911
5	317	206	190	268	440	1011	3109	4633	3971	3407	3136	3173	3160	3237	3365	3429	3500	3469	3185	2417	1693	1316	1013	684	54329
6	468	270	195	209	296	455	1153	1855	2277	2719	2918	3108	3165	3022	2671	2808	2706	2746	2659	1938	1450	1171	898	611	41768
7	388	239	158	152	139	267	655	840	1328	1961	2251	2475	2750	2857	2871	2931	2692	2493	1795	1064	955	869	1392	787	34309
8	394	175	149	188	422	1106	3397	4901	4128	3561	2975	2877	3052	2812	2704	2985	3175	3200	2367	1426	1033	790	587	366	48770
9	270	177	161	235	435	1033	3459	4643	3939	3565	3083	2840	2596	2483	2512	2786	3129	3234	2367	1527	1065	812	601	426	47378
10	243	158	161	235	416	1042	3437	4799	4093	3481	2927	2798	2894	2675	2683	2982	3360	3650	2730	1539	1265	925	672	461	49626
11	297	189	166	249	439	1011	3397	4826	3771	3470	3034	2318	2351	2817	2969	3275	3552	3652	2809	1828	1408	1077	881	528	50314
12	336	246	182	257	480	940	3042	4711	3969	3466	3437	3526	3439	3693	3791	3791	3709	3562	3637	2842	1879	1446	1027	688	58096
13	472	329	215	229	237	400	873	1414	2190	3017	3778	3592	3356	3150	3011	2938	2905	3091	2868	2125	1631	1228	997	675	44721
14	471	253	157	128	132	229	513	794	1277	1973	2333	2625	2990	3072	3233	3187	3215	3183	2688	2057	1441	1089	781	531	38352
15	310	184	152	205	386	889	2812	3973	3329	2965	2898	3062	3278	3003	2829	3108	3183	3001	2258	1377	1019	747	625	387	45980
16	304	199	176	209	400	1029	3418	4787	4049	3448	3042	2907	2869	2684	2813	2909	3252	3325	2549	1647	1224	934	667	436	49277
17	277	172	190	247	471	1084	3513	4932	3943	3712	2953	2933	3022	2825	2735	2942	3352	3348	2681	1800	1276	963	699	462	50532
18	321	187	184	254	468	1083	3365	4668	4024	3527	2948	2877	2567	1709	2084	1991	3798	3906	2872	1951	1450	1067	844	563	48708
19	369	216	173	285	492	1016	3111	4838	4007	3482	3319	3480	3451	3590	3742	3937	4012	3731	3376	2591	1762	1420	968	759	58127
20	513	305	224	223	276	451	1117	1638	2394	2987	3520	3560	3357	3121	3025	3044	3018	2988	2795	2147	1786	1240	1086	737	45552
21	383	266	160	144	143	282	603	949	1407	2271	2502	2755	3280	3130	3059	3136	3191	2972	2613	1994	1471	1022	696	446	38875
22	213	158	180	235	426	1112	3476	4932	3988	3370	3008	2767	2945	2771	2528	2709	2963	2950	2118	1440	1097	825	615	451	47277
23	300	171	147	245	400	1028	3424	4949	3904	3444	2961	2833	2765	2635	2612	2935	3176	3257	2321	1519	1176	939	682	389	48212
24	337	175	166	243	444	1035	3399	3844	3309	3321	2803	2760	2770	2602	2471	2763	2982	3132	2536	1712	1159	877	616	409	45865
25	297	162	172	244	473	1036	3458	4374	3715	3484	3183	3069	3094	2851	3087	2978	3539	3595	2789	1908	1441	1077	786	510	51322
26	338	214	185	283	470	968	3124	4718	3903	3524	3321	3460	3494	3520	3698	4081	3882	3154	3310	2612	1721	1293	1111	782	57166
27	483	291	229	209	288	394	1061	1640	2355	2947	3250	3270	3323	3289	3096	3066	2984	2871	2758	2310	1620	1320	1155	705	44914
28	402	280	185	134	157	270	587	927	1556	2373	2684	2870	3549	3390	3234	3175	3257	3272	2734	2003	1483	1067	751	484	40824
29	280	160	146	221	451	1115	3573	4810	4014	3468	3052	2961	3094	2933	2912	2865	3139	3282	2572	1681	1194	868	617	459	49867

Total vehicles for month 1380454
AADT for month 47602

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	315	197	183	236	537	817	1532	2489	2403	2342	2317	2552	2796	2775	3199	3665	4768	4808	3552	2335	1756	1189	767	464	47994
2	353	189	192	318	475	803	1535	2695	2620	2143	2303	2361	2731	2855	3076	3881	4589	4821	3599	2477	1803	1390	773	508	48490
3	368	214	210	298	473	784	1448	2554	2400	2218	2225	2191	2576	2830	3066	3576	4210	4509	3438	2274	1701	1345	756	526	46190
4	350	213	235	303	521	773	1478	2442	2362	2233	2388	2748	2759	2997	3203	3976	4827	4710	3689	2625	1961	1883	907	566	50149
5	373	234	248	348	487	770	1373	2534	2354	2424	2519	2878	3257	3608	4103	3672	4404	4540	4029	2880	2068	1752	1305	815	52975
6	546	313	238	229	301	429	699	1102	1603	2059	2668	2821	3088	3153	3227	3374	3505	2874	2665	2096	1668	1585	1015	670	41928
7	496	271	233	178	172	237	355	545	866	1278	1742	2138	2842	3155	3290	3054	3109	2863	2039	1211	965	840	994	728	33601
8	359	224	163	223	495	817	1489	2568	2506	2328	2248	2543	2758	2821	3208	3668	4442	4774	3167	2123	1510	1816	778	638	47666
9	334	203	164	274	466	814	1428	2558	2442	2139	2126	2347	2750	3040	3312	3874	4659	4832	3625	2384	1666	1255	724	491	47907
10	301	195	181	242	519	765	1394	2596	2416	2200	2222	2419	2588	2896	3341	3920	4753	4707	3667	2481	1948	1853	933	534	49071
11	304	202	199	276	528	757	1479	2553	2559	2350	2434	2672	2900	3065	3503	4154	4734	4717	3905	2816	2118	1957	1037	613	51832
12	383	246	215	329	543	781	1347	2554	2508	2452	2701	3168	3695	3126	4054	4316	4298	4443	4043	3091	2274	1811	1264	943	54585
13	753	422	294	266	271	394	609	1126	1565	2194	2588	2937	2758	2765	2921	2905	3071	2990	2719	2214	1732	1502	1105	892	40993
14	577	343	238	158	185	231	320	607	855	1373	2036	2315	3182	3031	3266	3378	3372	3131	2828	2256	1678	1294	867	551	38072
15	454	229	176	252	458	718	1305	2293	2215	2052	2294	2571	2900	2768	3131	3489	4106	4156	2725	2061	1417	1067	720	438	43995
16	331	178	171	254	485	749	1489	2544	2538	2239	2169	2621	2693	2944	3253	3903	4575	4818	3704	2429	1851	1366	820	527	48651
17	316	223	207	291	497	799	1464	2652	2488	2332	2348	2583	2745	2924	3393	4111	4841	4788	3683	2547	1987	1448	868	511	50046

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18	362	227	191	296	521	796	1557	2651	2473	2371	2455	2787	2804	3218	3599	4077	4661	4833	3787	2681	2109	2042	977	524	51999
19	480	279	274	316	520	761	1428	2465	2544	2553	2742	3243	3527	3765	4112	4623	4690	4575	3890	3133	2193	1936	1421	1040	56510
20	639	365	282	258	313	447	787	1272	1758	2378	2777	2838	3131	3211	3298	3357	3374	3209	2623	1838	1950	1654	1133	835	43727
21	489	352	309	194	178	289	372	673	1004	1474	2145	2336	3123	3338	3372	3383	3553	3387	2824	2367	1675	1182	723	496	39238
22	297	175	160	250	502	818	1562	2617	2534	2257	2387	2500	2783	2993	3328	3672	4290	4346	3585	2257	1641	1118	755	457	47284
23	349	211	185	295	521	765	1491	2569	2424	2302	2289	2606	2732	2720	3363	3849	4677	4525	3635	2382	1794	1297	828	474	48283
24	312	220	198	288	500	749	1388	2340	2336	2078	2136	2427	2773	2944	3050	3744	4608	4593	3161	2443	1918	1339	755	850	47150
25	355	247	182	276	514	766	1545	2620	2437	2329	2421	2710	3056	3166	3544	4186	4774	4927	3738	2728	2022	1494	947	600	51584
26	371	255	224	309	495	717	1396	2624	2548	2533	2709	3139	3642	3834	4232	4687	4654	4139	3757	3171	2570	1951	1345	1024	56326
27	740	368	282	262	283	452	754	1319	1769	2402	2772	2967	3231	3101	3289	3208	3185	2915	2739	2334	1842	1604	1169	792	43779
28	515	332	253	187	158	225	375	632	1071	1605	2230	2654	3299	3507	3470	3650	4076	3580	2999	2454	1774	1200	737	482	41465
29	341	182	167	239	506	860	1526	2604	2558	2329	2384	2748	2917	2959	3497	3946	4583	4842	3560	2540	1814	1190	790	473	49555

Total vehicles for month 1371045
AADT for month 47277

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	563	364	345	451	988	1984	5123	7302	6560	5755	5268	5349	5644	5594	5913	6505	7955	8036	5931	3778	2842	1977	1398	865	96490
2	660	355	371	553	905	1892	5040	7303	6664	5684	5218	5149	5485	5568	5790	6675	7925	8097	6134	4012	2923	2256	1396	913	96968
3	650	390	410	551	912	1795	4921	6380	5161	5683	5106	4832	5269	5621	5616	6179	6985	7368	5773	3677	2761	2191	1434	933	90598
4	631	406	407	529	952	1845	4909	6792	5514	4932	5107	5293	6140	6326	6054	6961	8258	8393	6395	4332	3208	2920	1730	1026	99060
5	690	440	438	616	927	1781	4482	7167	6325	5831	5655	6051	6417	6845	7468	7101	7904	8009	7214	5297	3761	3068	2318	1499	107304
6	1014	583	433	438	597	884	1852	2957	3880	4778	5586	5929	6253	6175	5898	6182	6211	5620	5324	4034	3118	2756	1913	1281	83696
7	884	510	391	330	311	504	1010	1385	2194	3239	3993	4613	5592	6012	6161	5985	5801	5356	3834	2275	1920	1709	2386	1515	67910
8	753	399	312	411	917	1923	4886	7469	6634	5889	5223	5420	5810	5633	5912	6653	7617	7974	5534	3549	2543	2606	1365	1004	96436
9	604	380	325	509	901	1847	4887	7201	6381	5704	5209	5187	5346	5523	5824	6660	7788	8066	5992	3911	2731	2067	1325	917	95285
10	544	353	342	477	935	1807	4831	7395	6509	5681	5149	5217	5482	5571	6024	6902	8113	8357	6397	4020	3213	2778	1605	995	98697
11	601	391	365	525	967	1768	4876	7379	6330	5820	5468	4990	5251	5882	6472	7429	8286	8369	6714	4644	3526	3034	1918	1141	102146
12	719	492	397	586	1023	1721	4389	7265	6477	5918	6138	6694	7134	6819	7845	8107	8007	8005	7680	5933	4153	3257	2291	1631	112681
13	1225	751	509	495	508	794	1482	2540	3755	5211	6366	6529	6114	5915	5932	5843	5976	6081	5587	4339	3363	2730	2102	1567	85714
14	1048	596	395	286	317	460	833	1401	2132	3346	4369	4940	6172	6103	6499	6565	6587	6314	5516	4313	3119	2383	1648	1082	76424
15	764	413	328	457	844	1607	4117	6266	5544	5017	5192	5633	6178	5771	5960	6597	7289	7157	4983	3438	2436	1814	1345	825	89975
16	635	377	347	463	885	1778	4907	7331	6587	5687	5211	5528	5562	6066	6812	7827	8143	6253	4076	3075	2300	1487	963	97928	
17	593	395	397	538	968	1883	4977	7584	6431	6044	5301	5516	5767	5749	6128	7053	8193	8136	6364	4347	3263	2411	1567	973	100578
18	683	414	375	550	989	1879	4922	7319	6497	5898	5403	5664	5371	4927	5683	6068	8459	8739	6659	4632	3559	3109	1821	1087	100707
19	849	495	447	601	1012	1777	4539	7303	6551	6035	6061	6723	6978	7355	7854	8560	8702	8306	7266	5724	3955	3356	2389	1799	114637
20	1152	670	506	481	589	898	1904	2910	4152	5365	6297	6398	6488	6332	6323	6401	6392	6197	5418	3985	3736	2894	2219	1572	89279
21	872	618	469	338	321	571	975	1622	2411	3745	4647	5091	6403	6468	6431	6519	6744	6359	5437	4361	3146	2204	1419	942	78113
22	510	333	340	485	928	1930	5038	7549	6522	5627	5395	5267	5728	5764	5856	6381	7253	7296	5703	3697	2738	1943	1370	908	94561
23	649	382	332	540	921	1793	4915	7518	6328	5746	5250	5439	5497	5355	5975	6784	7853	7782	5956	3901	2970	2236	1510	863	96495
24	649	395	364	531	944	1784	4787	6184	5645	5399	4939	5187	5543	5546	5521	6507	7590	7725	5697	4155	3077	2216	1371	1259	93015
25	652	409	354	520	987	1802	5003	6994	6152	5813	5604	5779	6150	6017	6631	7164	8313	8522	6527	4636	3463	2571	1733	1110	102906
26	709	469	409	592	965	1685	4520	7342	6451	6057	6030	6599	7136	7354	7930	8768	8536	7293	7067	5783	4291	3244	2456	1806	113492
27	1223	659	511	471	571	846	1815	2959	4124	5349	6022	6237	6554	6390	6385	6274	6169	5786	5497	4644	3462	2924	2324	1497	88693
28	917	612	438	321	315	495	962	1559	2627	3978	4914	5524	6848	6897	6704	6825	7333	6852	5733	4457	3257	2267	1488	966	82289
29	621	342	313	460	957	1975	5099	7414	6572	5797	5436	5709	6011	5892	6409	6811	7722	8124	6132	4221	3008	2058	1407	932	99422

Total vehicles for month 2751499
AADT for month 94879

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	585	484	285	229	215	284	490	582	772	1200	1691	2121	2386	2464	2393	2246	2187	1860	1674	1375	1066	884	728	462	28663
2	326	205	182	173	293	629	1866	3084	2945	2750	2995	3381	3567	3474	3457	3356	3086	3145	2709	1748	1295	1007	774	580	47027
3	389	280	181	205	269	396	739	961	1539	2157	2603	2941	3119	3058	2852	3006	2572	2328	2128	1550	1179	1094	858	631	37035
4	412	285	183	138	181	262	553	867	1187	1879	2178	2394	2620	2714	2665	2831	2642	2572	2127	1526	1175	883	653	450	33377
5	225	158	172	191	405	1032	3240	4840	3723	3043	2721	2665	2790	2884	2699	2742	2836	3116	2318	1384	1083	822	547	411	46047
6	251	186	176	217	352	979	3133	4625	3959	3173	2713	2602	2591	2569	2580	2596	2946	3117	2408	1404	1056	874	597	407	45511
7	242	190	153	215	347	967	3114	4863	3821	3266	2743	2605	2643	2691	2536	2789	2948	3374	2548	1509	1192	755	644	399	46554
8	258	184	158	208	338	889	595	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2630
9	0	0	0	0	0	0	0	0	0	0	0	0	0	1014	3101	3228	3248	3568	3047	2144	1450	1134	895	618	23447
10	344	295	193	166	241	398	1014	1327	1883	2403	2681	2842	2820	2926	2657	2524	2616	2652	2487	1799	1249	1076	842	650	38085
11	409	219	129	121	124	240	589	886	1234	1751	2282	2471	2565	2466	2574	2556	2730	2571	2079	1601	1263	840	607	371	32678
12	196	142	144	182	370	1020	3142	4723	3829	3074	2568	2491	2373	2364	2303	2323	2505	2752	1971	1282	949	685	588	372	42348
13	270	203	160	211	350	940	3136	4769	3930	3188	2775	2499	2498	2413	2403	2508	2782	3001	2088	1447	1098	867	569	380	44485
14	219	186	152	227	361	946	3115	4663	3744	3163	2652	2478	2602	2452	2501	2639	2852	3237	2330	1550	1001	795	553	453	44871
15	219	190	152	222	377	990	3064	4705	4004	3334	2748	2719	2744	2695	2731	2871	3101	3442	2527	1717	1201	980	695	464	47892
16	251	226	192	231	389	931	2641	4503	3642	3211	3085	3233	3298	3457	3435	3651	3624	3784	3388	2321	1635	1298	904	709	54039
17	467	287	182	218	278	359	861	1246	1921	2511	2922	3162	3002	2775	2706	2622	2537	2662	2415	1804	1376	1163	957	657	39090
18	319	257	162	134	136	209	490	798	1264	1905	2376	2419	2651	2718	2727	2523	2462	2398	2064	1557	1200	938	661	424	32792
19	233	207	165	185	351	866	2256	3175	2900	2834	3041	3090	3316	3433	3429	3306	3519	3258	2653	1769	1292	963	648	472	47361
20	282	206	169	236	390	1096	3313	4557	4020	3497	2775	2601	2642	2534	2568	2685	2994	3241	2386	1505	1112	844	635	417	46705
21	224	190	169	217	377	1011	3258	4665	3948	3349	2873	2664	2600	2523	2607	2727	3004	3201	2484	1500	1209	831	594	454	46679
22	225	195	145	208	391	1038	3216	4734	3906	3437	2898	2741	2839	2720	2762	2843	3115	3450	2441	1770	1283	972	722	447	48498
23	255	208	210	235	377	973	2888	4619	3694	3088	2919	2760	2853	2836	2920	3057	3194	3085	2779	1992	1372	1088	841	586	48829
24	368	297	167	146	225	328	810	1411	1961	2436	2925	2910	2593	2689	2654	2585	2432	2414	2366	1788	1243	1097	856	640	37341
25	333	204	150	149	147	264	562	831	1309	1945	2285	2365	2591	2743	2837	2774	2686	2694	2238	1773	1349	895	697	406	34227
26	215	153	158	204	381	1095	3280	4534	3779	3039	2732	2632	2649	2590	2480	2586	2961	3343	2260	1441	975	762	548	353	45150
27	221	186	136	228	359	973	3149	4692	3986	3210	2789	2529	2534	2462	2469	2553	2929	3259	2352	1417	1035	838	570	378	45254
28	247	196	143	239	379	997	3179	4563	3756	3307	2655	2603	2727	2505	2519	2710	2900	3339	2551	1491	1226	902	595	417	46146
29	256	206	145	221	353	959	3143	4745	3846	3332	2724	2714	2740	2644	2728	2939	3294	3532	2643	1646	1175	931	650	455	48021
30	285	209	163	242	363	967	2851	4703	3739	3186	3000	3099	3032	3132	3219	3489	3442	3647	3167	2300	1498	1344	913	732	52722
31	431	261	199	159	214	407	866	1326	2230	2536	2913	3099	2969	3015	2973	2747	2893	2667	2616	1896	1510	1382	1019	676	41004

Total vehicles for month 1274508
AADT for month 41113

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	922	775	453	313	229	225	328	509	671	971	1346	1876	2133	2311	2297	2361	2252	2094	1687	1518	1129	842	666	509	28417
2	301	226	182	167	357	544	830	1599	1784	2007	2437	2620	3295	3617	3580	3593	3782	3790	2705	2125	1676	1741	1125	813	44896
3	497	377	267	219	326	395	537	889	1232	1677	2131	2681	2895	3118	3270	3231	2955	2698	2368	1929	1559	1310	1016	780	38357
4	542	411	289	211	164	233	355	605	867	1375	1889	2309	2820	3054	3160	3026	2962	2579	2250	1811	1327	855	615	400	34109
5	280	187	185	189	446	767	1304	2399	2245	2051	2154	2298	2744	2812	3209	3622	4521	4889	3553	2234	1509	1001	747	508	45854
6	350	229	191	212	406	751	1300	2282	2322	2007	2088	2431	2562	2836	3204	3635	4464	4823	3700	2165	1628	1089	761	548	45984
7	318	217	189	214	439	723	1264	2304	2405	2090	2015	2361	2501	2710	3012	3517	4551	4688	3419	2122	1727	1473	813	504	45576
8	322	228	196	204	416	668	1031	1757	1793	1660	1659	1882	2163	2278	2488	2772	3205	3448	2739	1865	1435	1122	721	517	36569
9	336	194	185	228	409	638	916	1777	1859	1684	1856	1999	2356	2807	3519	4042	4635	4657	3513	2457	1740	1510	1116	705	45138
10	525	312	248	219	287	395	713	940	1251	1644	1992	2301	2568	2316	2686	2847	3106	2571	2346	1901	1444	1391	976	705	35684
11	481	275	255	183	73	87	132	279	334	414	366	481	542	1596	2362	2868	3055	2727	2189	1859	1342	825	597	415	23737
12	249	153	160	175	415	738	1263	2232	2155	1998	2038	2246	2354	2494	2690	3196	4207	4434	3269	2033	1429	917	640	467	41952
13	366	214	180	224	448	741	1247	2230	2231	2003	2008	2345	2489	2674	2942	3463	4160	3869	3431	2281	1534	1157	714	618	43569
14	336	209	183	201	426	719	1214	2240	2304	1894	1885	2169	2332	2573	3016	3672	4425	4660	3461	2328	1836	1169	709	530	44491
15	359	210	199	235	439	754	1354	2378	2331	2000	2147	2398	2652	2927	3352	4019	4288	4643	3702	2377	1807	1291	654	601	47117

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16	369	261	196	259	474	724	1175	2198	2275	2282	2371	2746	3213	3524	3876	4430	4650	4620	3703	2763	1957	1549	1201	762	51578
17	533	343	272	220	317	402	597	1057	1500	1921	2260	2494	2747	2504	2993	2828	3030	2775	2273	1921	1367	1309	1026	755	37444
18	485	311	314	246	152	200	304	597	833	1272	1794	1954	2863	2845	2890	2758	2629	2670	2177	1841	1431	979	766	474	32785
19	300	228	209	231	428	659	1076	1950	2265	2048	2250	2593	2783	3294	3479	4126	4379	3040	3218	2469	1581	1063	757	434	44860
20	343	225	168	225	462	754	1421	2457	2363	2022	2206	2328	2538	2709	3130	3592	4634	4756	3462	2269	1643	1164	736	723	46330
21	333	239	193	243	471	748	1360	2441	2432	2191	2150	2202	2528	2770	3167	3658	4593	4741	3502	2473	1936	1251	772	515	46909
22	307	228	175	227	454	736	1378	2408	2442	2213	2259	2416	2540	2972	3346	4009	4826	4821	3496	2527	1890	1321	826	561	48378
23	390	301	209	253	487	685	1216	2203	2219	2069	2274	2489	2845	3152	3415	3721	4161	4220	3501	2347	1697	1401	1066	720	47041
24	599	398	237	210	237	350	502	883	1403	1706	2061	2244	2602	2684	2989	3202	3102	2905	2313	1922	1536	1259	962	749	37055
25	509	287	259	185	159	221	313	568	829	1298	1694	2080	2730	3060	3040	3022	2903	2881	2491	2120	1462	954	625	437	34127
26	249	159	151	173	435	771	1395	2387	2296	2006	2127	2376	2550	2670	3065	3392	4570	4640	3346	2069	1648	1639	772	432	45318
27	299	174	180	197	444	720	1352	2482	2417	2038	2048	2263	2438	2620	2974	3550	4477	5025	3412	2312	1707	1140	723	477	45469
28	322	196	186	228	443	719	1404	2390	2417	1970	2130	2298	2381	2715	3228	3631	4408	4793	3608	2494	1966	1289	720	475	46411
29	344	200	197	216	429	713	1348	2499	2361	2027	2064	2442	2613	2890	3281	3916	4706	4781	3763	2326	1912	1612	831	543	48014
30	365	241	204	244	489	704	1223	2408	2342	2193	2442	2743	3255	3549	3883	4389	4545	4658	4104	2705	1957	1592	1126	814	52175
31	525	345	253	216	239	393	708	1035	1562	1826	2258	2389	2940	2968	3048	3048	2999	2598	2812	2158	1691	1407	1072	742	39232

Total vehicles for month 1304576
AADT for month 42083

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1507	1259	738	542	444	509	818	1091	1443	2171	3037	3997	4519	4775	4690	4607	4439	3954	3361	2893	2195	1726	1394	971	57080
2	627	431	364	340	650	1173	2696	4683	4729	4757	5432	6001	6862	7091	7037	6949	6868	6935	5414	3873	2971	2748	1899	1393	91923
3	886	657	448	424	595	791	1276	1850	2771	3834	4734	5622	6014	6176	6122	6237	5527	5026	4496	3479	2738	2404	1874	1411	75392
4	954	696	472	349	345	495	908	1472	2054	3254	4067	4703	5440	5768	5825	5857	5604	5151	4377	3337	2502	1738	1268	850	67486
5	505	345	357	380	851	1799	4544	7239	5968	5094	4875	4963	5534	5696	5908	6364	7357	8005	5871	3618	2592	1823	1294	919	91901
6	601	415	367	429	758	1730	4433	6907	6281	5180	4801	5033	5153	5405	5784	6231	7410	7940	6108	3569	2684	1963	1358	955	91495
7	560	407	342	429	786	1690	4378	7167	6226	5356	4758	4966	5144	5401	5548	6306	7499	8062	5967	3631	2919	2228	1457	903	92130
8	580	412	354	412	754	1557	1626	1757	1793	1660	1659	1882	2163	2278	2488	2772	3205	3448	2739	1865	1435	1122	721	517	39199
9	336	194	185	228	409	638	916	1777	1859	1684	1856	1999	2356	3821	6620	7270	7883	8225	6560	4601	3190	2644	2011	1323	68585
10	869	607	441	385	528	793	1727	2267	3134	4047	4673	5143	5388	5242	5343	5371	5722	5223	4833	3700	2693	2467	1818	1355	73769
11	890	494	384	304	197	327	721	1165	1568	2165	2648	2952	3107	4062	4936	5424	5785	5298	4268	3460	2605	1665	1204	786	56415
12	445	295	304	357	785	1758	4405	6955	5984	5072	4606	4737	4727	4858	4993	5519	6712	7186	5240	3315	2378	1602	1228	839	84300
13	636	417	340	435	798	1681	4383	6999	6161	5191	4783	4844	4987	5087	5345	5971	6942	6870	5519	3728	2632	2024	1283	998	88054
14	555	395	335	428	787	1665	4329	6903	6048	5057	4537	4647	4934	5025	5517	6311	7277	7897	5791	3878	2837	1964	1262	983	89362
15	578	400	351	457	816	1744	4418	7083	6335	5334	4895	5117	5396	5622	6083	6890	7389	8085	6229	4094	3008	2271	1349	1065	95009
16	620	487	388	490	863	1655	3816	6701	5917	5493	5456	5979	6511	6981	7311	8081	8274	8404	7091	5084	3592	2847	2105	1471	105617
17	1000	630	454	438	595	761	1458	2303	3421	4432	5182	5656	5749	5279	5699	5450	5567	5437	4688	3725	2743	2472	1983	1412	76534
18	804	568	476	380	288	409	794	1395	2097	3177	4170	4373	5514	5563	5617	5281	5091	5068	4241	3398	2631	1917	1427	898	65577
19	533	435	374	416	779	1525	3332	5125	5165	4882	5291	5683	6099	6727	6908	7432	7898	6298	5871	4238	2873	2026	1405	906	92221
20	625	431	337	461	852	1850	4734	7014	6383	5519	4981	4929	5180	5243	5698	6277	7628	7997	5848	3774	2755	2008	1371	1140	93035
21	557	429	362	460	848	1759	4618	7106	6380	5540	5023	4866	5128	5293	5774	6385	7597	7942	5986	3973	3145	2082	1366	969	93588
22	532	423	320	435	845	1774	4594	7142	6348	5650	5157	5157	5379	5692	6108	6852	7941	8271	5937	4297	3173	2293	1548	1008	96876
23	645	509	419	488	864	1658	4104	6822	5913	5157	5193	5249	5698	5988	6335	6778	7355	7305	6280	4339	3069	2489	1907	1306	95870
24	967	695	404	356	462	678	1312	2294	3364	4142	4986	5154	5195	5373	5643	5787	5534	5319	4679	3710	2779	2356	1818	1389	74396
25	842	491	409	334	306	485	875	1399	2138	3243	3979	4445	5321	5803	5877	5796	5589	5575	4729	3893	2811	1849	1322	843	68354
26	464	312	309	377	816	1866	4675	6921	6075	5045	4859	5008	5199	5260	5545	5978	7531	7983	5606	3510	2623	2401	1320	785	90468
27	520	360	316	425	803	1693	4501	7174	6403	5248	4837	4792	4972	5082	5443	6103	7406	8284	5764	3729	2742	1978	1293	855	90723
28	569	392	329	467	822	1716	4583	6953	6173	5277	4785	4901	5108	5220	5747	6341	7308	8132	6159	3985	3192	2191	1315	892	92557
29	600	406	342	437	782	1672	4491	7244	6207	5359	4788	5156	5353	5534	6009	6855	8000	8313	6406	3972	3087	2543	1481	998	96035
30	650	450	367	486	852	1671	4074	7111	6081	5379	5442	5842	6287	6681	7102	7878	7987	8305	7271	5005	3455	2936	2039	1546	104897
31	956	606	452	375	453	800	1574	2361	3792	4362	5171	5488	5909	5983	6021	5795	5892	5265	5428	4054	3201	2789	2091	1418	80236

Total vehicles for month 2579084
AADT for month 83196

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South Carolina ATR Traffic Volumes -- January 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	552	551	325	249	214	325	553	617	886	1383	1853	2339	2570	2678	2356	2600	2537	2113	2010	1468	1194	907	745	555	31580
2	350	201	151	157	234	390	770	1022	1521	2317	2861	3234	3395	3402	3366	3280	3221	3161	2667	1903	1529	1138	936	664	41870
3	432	239	173	146	169	293	573	906	1325	2135	2511	2709	3225	3212	3406	3157	3079	2847	2394	1771	1278	1013	695	469	38157
4	271	163	166	208	398	1088	3374	4716	3631	3151	2905	2817	3032	3008	2848	2924	3177	3166	2174	1586	1150	912	595	420	47880
5	281	187	181	242	430	976	3312	4645	3792	3253	2934	2787	2805	2849	2663	2857	3213	3172	2506	1574	1125	856	655	461	47756
6	271	181	167	235	413	1022	3292	4752	3752	3437	2855	2877	2993	2783	2768	2954	3177	3345	2781	1580	1172	863	677	426	48773
7	254	186	186	245	440	1036	3295	4938	3886	3463	3015	2849	2892	2897	2871	3092	3260	3280	2681	1674	1138	920	755	536	49789
8	318	202	201	264	466	998	3027	4713	3498	3282	2997	3033	3129	3092	3185	3359	3431	3236	2946	2162	1485	1258	960	638	51880
9	526	277	155	208	277	447	1179	1707	2157	2619	2778	3044	3016	3054	2850	2683	2523	2406	2417	1601	1260	972	909	568	39633
10	392	240	164	129	144	276	647	909	1274	2014	2433	2552	2679	2736	2905	2989	2905	2843	2213	1701	1297	924	655	378	35399
11	195	128	159	209	427	1103	3428	4406	3800	3332	2917	2584	2756	2756	2531	2706	3102	3137	2223	1522	1029	645	628	370	46093
12	457	248	183	220	434	953	3316	4631	4075	3387	2930	2739	2704	2645	2551	2813	3168	3231	2434	1476	1040	884	647	426	47592
13	241	194	168	220	433	1014	3375	4572	3845	3503	2974	2719	2746	2757	2617	2914	3319	3471	2651	1612	1188	863	672	462	48530
14	288	172	196	233	446	1001	3330	4767	3933	3449	3177	2945	2981	2922	2933	3088	3382	3494	2813	1823	1399	1037	724	516	51049
15	288	249	182	246	442	937	2967	4666	3645	3286	3212	3173	3341	3342	3432	2832	3396	3661	3115	2203	1613	1169	860	628	52885
16	438	292	212	208	262	390	874	1307	2062	2702	3006	3381	3296	2813	2708	2737	2575	2582	2374	1791	1361	1071	948	641	40031
17	378	240	172	136	162	250	522	788	1219	1935	2224	2485	2868	2627	2626	2437	2528	2378	2107	1595	1278	883	702	464	33004
18	249	160	159	216	368	822	2388	3286	2896	2964	3067	3192	3466	3551	3583	3507	3636	3433	2764	1777	1324	985	684	447	48924
19	248	199	179	234	411	1040	3382	4512	3665	3521	2993	2766	2806	2795	2737	2810	3255	3116	2386	1479	1138	893	589	428	47582
20	292	180	159	222	411	1025	3410	4879	3807	3628	2932	2762	2692	2557	2593	2879	3193	3330	2283	1410	1072	837	568	366	47432
21	245	212	135	230	432	985	3374	4765	3955	3392	2878	2845	2924	2764	2984	3093	3330	3634	2752	1905	1542	1110	901	557	50944
22	419	249	183	261	377	847	2869	4362	3245	2643	2598	2460	2521	2462	2489	2621	2380	2249	1827	1149	886	732	572	411	40812
23	228	128	88	103	157	263	584	748	1114	1289	1454	1739	1876	2169	2152	2038	1984	1961	1896	1219	907	836	720	464	26117
24	295	205	123	98	139	203	614	843	1293	1796	1974	2109	2471	2578	2627	2493	2448	2201	1868	1475	1120	796	677	370	30816
25	190	114	127	191	399	1078	3419	4854	3957	3350	2799	2733	2818	2747	2743	2785	3034	3219	2339	1582	1101	789	595	375	47338
26	269	181	144	222	401	1048	3417	4766	4077	3447	2924	2731	2754	2559	2695	2898	3170	3522	2744	1472	1073	877	619	435	48445
27	320	190	160	247	442	1042	3390	4856	3940	3413	2971	2846	2724	2748	2596	2895	3076	3354	2516	1494	1166	856	629	499	48370
28	294	212	171	272	438	992	3230	3025	3227	3451	2988	2801	2799	2768	2769	3044	3289	3397	2693	1694	1217	920	698	448	46837
29	312	202	192	266	421	921	3115	4892	3889	3256	3162	3189	3331	3299	3529	3668	3722	3634	3531	2353	1631	1258	1016	718	55507
30	552	294	190	211	239	453	1103	1686	2391	2820	3134	3225	3066	2987	2865	3052	3078	2924	2586	1830	1425	1238	1096	779	43224
31	425	242	185	151	152	283	566	802	1403	2243	2436	2580	3001	3109	3039	3395	3228	3150	2608	1939	1493	958	722	445	38555

Total vehicles for month 1372804
AADT for month 44284

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	871	912	536	385	228	279	378	583	723	1149	1655	2207	2563	2549	2872	2703	2544	2365	2017	1753	1398	1234	914	674	33492
2	454	312	206	212	200	327	579	920	1393	1851	2343	2914	3306	3307	3420	2943	3257	2884	2635	2193	1895	2006	1240	885	41682
3	675	446	398	254	202	277	435	614	1051	1517	2207	2452	3255	3495	3685	3565	3410	3180	2591	2138	1567	1164	725	472	39775
4	303	193	180	256	481	780	1469	2456	2404	2171	2279	2690	2778	3059	3215	3793	4801	3367	3570	2118	1553	1139	727	459	46241
5	337	229	208	288	467	773	1372	2507	2429	2074	2303	2333	2721	2942	3427	3934	4662	4849	3828	2273	1605	1157	748	515	47981
6	345	223	193	277	467	741	1427	2467	2433	2160	2194	2452	2639	2818	3218	3842	4784	4876	3412	2359	1916	1239	797	502	47781
7	344	236	213	265	492	779	1494	2438	2498	2197	2287	2626	2875	3000	3444	3906	4730	4780	3723	2528	1837	1351	839	536	49418
8	382	243	231	299	503	701	1352	2324	2281	2153	2250	2633	2962	3445	3707	4123	4669	4259	3573	2476	1804	1626	1136	742	49874
9	533	371	232	228	271	387	723	1080	1395	1718	2171	2514	1930	3029	3019	2972	2963	2983	2539	2017	1482	1286	921	658	37422
10	469	290	236	183	164	231	344	593	793	1275	1832	1995	2664	2943	3244	2994	3042	2854	2403	1990	1392	1035	720	381	34067
11	267	168	167	250	529	793	1458	2487	2412	2246	2198	2478	2674	2716	3100	3786	4494	4721	3717	2234	1419	852	680	437	46283
12	499	244	179	266	490	732	1389	2553	2392	2170	2098	2378	2556	2655	3182	3808	4586	4780	3648	2363	1697	1367	800	482	47314
13	335	201	174	270	504	736	1450	2604	2559	2223	2162	2409	2585	2777	3303	3808	4688	4581	3685	2601	2069	1401	795	499	48419
14	326	212	192	286	529	766	1482	2636	2456	2220	2261	2704	2881	3101	3591	4170	4815	4914	3897	2494	1971	1521	890	578	50893
15	383	265	226	306	532	679	1226	2274	2370	2246	2476	2847	3365	3650	3935	3960	3994	4189	3389	2460	1898	1591	1252	767	50280

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16	567	320	259	241	327	367	670	1101	1568	1983	2379	2642	3035	3134	3056	3309	2875	2676	2260	1939	1464	1272	1069	751	39264
17	536	315	287	204	173	201	371	533	793	1171	1715	2117	2744	2887	2653	2658	3002	2605	2244	1938	1476	1050	698	489	32860
18	334	226	198	245	488	695	1206	1961	2165	2268	2447	2651	3112	3408	3615	4034	4328	4372	3123	2192	1723	1239	835	497	47362
19	309	205	180	269	495	827	1430	2578	2463	2248	2157	2463	2685	2948	3282	3825	4625	4821	3565	2384	1784	1318	731	473	48065
20	358	202	188	287	487	730	1442	2561	2447	2267	2176	2377	2611	2792	3286	3896	4765	4510	3621	2346	1825	1174	706	514	47568
21	337	190	195	269	452	742	1454	2577	2464	2111	2269	2542	2822	3015	3575	4069	4786	5066	3706	2585	2058	1628	907	593	50412
22	363	255	195	295	472	524	1051	2011	1921	1854	1941	2194	2578	2765	3044	3498	4021	3666	2434	1634	1204	1042	625	503	40090
23	382	218	150	151	168	180	367	576	693	959	1425	1571	1940	2048	2051	2136	2118	1974	1814	1511	1227	1148	811	610	26228
24	384	215	268	159	128	178	308	509	753	1184	1738	1901	2589	2997	2717	2567	2521	2708	2069	1807	1233	804	601	423	30761
25	268	172	155	208	475	761	1466	2575	2494	2169	2177	2460	2671	2725	3137	3589	4666	4958	3408	2312	1625	1154	692	417	46734
26	331	184	200	279	496	736	1501	2649	2620	2216	2105	2448	2535	2826	3253	3680	4822	4800	3549	2443	1812	1645	849	462	48441
27	309	215	194	294	510	757	1444	2532	2480	2266	2209	2380	2617	2834	3394	3926	4833	4883	3558	2467	1930	1354	752	546	48684
28	311	202	198	280	505	798	1410	2434	2419	2223	2309	2678	2651	2999	3379	3954	4571	4848	3533	2451	1828	1704	921	566	49172
29	372	234	237	288	457	702	1310	2464	2340	2376	2508	2979	3281	3586	4201	4504	4814	4735	3970	2975	2175	1877	1220	782	54387
30	563	348	276	274	304	414	773	1151	1659	2100	2430	2658	2951	3069	3084	3122	2717	3109	2627	2041	2105	1757	1150	713	41395
31	490	335	302	177	172	229	330	584	968	1354	1875	2179	3092	3197	3216	3296	3336	3312	2622	2071	1659	1060	702	470	37028

Total vehicles for month 1359373
AADT for month 43851

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1423	1463	861	634	442	604	931	1200	1609	2532	3508	4546	5133	5227	5228	5303	5081	4478	4027	3221	2592	2141	1659	1229	65072
2	804	513	357	369	434	717	1349	1942	2914	4168	5204	6148	6701	6709	6786	6223	6478	6045	5302	4096	3424	3144	2176	1549	83552
3	1107	685	571	400	371	570	1008	1520	2376	3652	4718	5161	6480	6707	7091	6722	6489	6027	4985	3909	2845	2177	1420	941	77932
4	574	356	346	464	879	1868	4843	7172	6035	5322	5184	5507	5810	6067	6063	6717	7978	6533	5744	3704	2703	2051	1322	879	94121
5	618	416	389	530	897	1749	4684	7152	6221	5327	5237	5120	5526	5791	6090	6791	7875	8021	6334	3847	2730	2013	1403	976	95737
6	616	404	360	512	880	1763	4719	7219	6185	5597	5049	5329	5632	5601	5986	6796	7961	8221	6193	3939	3088	2102	1474	928	96554
7	598	422	399	510	932	1815	4789	7376	6384	5660	5302	5475	5767	5897	6315	6998	7990	8060	6404	4202	2975	2271	1594	1072	99207
8	700	445	432	563	969	1699	4379	7037	5779	5435	5247	5666	6091	6537	6892	7482	8100	7495	6519	4638	3289	2884	2096	1380	101754
9	1059	648	387	436	548	834	1902	2787	3552	4337	4949	5558	4946	6083	5869	5655	5486	5389	4956	3618	2742	2258	1830	1226	77055
10	861	530	400	312	308	507	991	1502	2067	3289	4265	4547	5343	5679	6149	5983	5947	5697	4616	3691	2689	1959	1375	759	69466
11	462	296	326	459	956	1896	4886	6893	6212	5578	5115	5062	5430	5472	5631	6492	7596	7858	5940	3756	2448	1497	1308	807	92376
12	956	492	362	486	924	1685	4705	7184	6467	5557	5028	5117	5260	5300	5733	6621	7754	8011	6082	3839	2737	2251	1447	908	94906
13	576	395	342	490	937	1750	4825	7176	6404	5726	5136	5128	5331	5534	5920	6722	8007	8052	6336	4213	3257	2264	1467	961	96949
14	614	384	388	519	975	1767	4812	7403	6389	5669	5438	5649	5862	6023	6524	7258	8197	8408	6710	4317	3370	2558	1614	1094	101942
15	671	514	408	552	974	1616	4193	6940	6015	5532	5688	6020	6706	6992	7367	6792	7390	7850	6504	4663	3511	2760	2112	1395	103165
16	1005	612	471	449	589	757	1544	2408	3630	4685	5385	6023	6331	5947	5764	6046	5450	5258	4634	3730	2825	2343	2017	1392	79295
17	914	555	459	340	335	451	893	1321	2012	3106	3939	4602	5612	5514	5279	5095	5530	4983	4351	3533	2754	1933	1400	953	65864
18	583	386	357	461	856	1517	3594	5247	5061	5232	5514	5843	6578	6959	7198	7541	7964	7805	5887	3969	3047	2224	1519	944	96286
19	557	404	359	503	906	1867	4812	7090	6128	5769	5150	5229	5491	5743	6019	6635	7880	7937	5951	3863	2922	2211	1320	901	95647
20	650	382	347	509	898	1755	4852	7440	6254	5895	5108	5084	5303	5349	5879	6775	7958	7840	5904	3756	2897	2011	1274	880	95000
21	582	402	330	499	884	1727	4828	7342	6419	5503	5147	5387	5746	5779	6559	7162	8116	8700	6458	4490	3600	2738	1808	1150	101356
22	782	504	378	556	849	1371	3920	6373	5166	4497	4539	4654	5099	5227	5533	6119	6401	5915	4261	2783	2090	1774	1197	914	80902
23	610	346	238	254	325	443	951	1324	1807	2248	2879	3310	3816	4217	4203	4174	4102	3935	3710	2730	2134	1984	1531	1074	52345
24	679	420	391	257	267	381	922	1352	2046	2980	3712	4010	5060	5575	5344	5060	4969	4909	3937	3282	2353	1600	1278	793	61577
25	458	286	282	399	874	1839	4885	7429	6451	5519	4976	5193	5489	5472	5880	6374	7700	8177	5747	3894	2726	1943	1287	792	94072
26	600	365	344	501	897	1784	4918	7415	6697	5663	5029	5179	5289	5385	5948	6578	7992	8322	6293	3915	2885	2522	1468	897	96886
27	629	405	354	541	952	1799	4834	7388	6420	5679	5180	5226	5341	5582	5990	6821	7909	8237	6074	3961	3096	2210	1381	1045	97054
28	605	414	369	552	943	1790	4640	5459	5646	5674	5297	5479	5450	5767	6148	6998	7860	8245	6226	4145	3045	2624	1619	1014	96009
29	684	436	429	554	878	1623	4425	7356	6229	5632	5670	6168	6612	6885	7730	8172	8536	8369	7501	5328	3806	3135	2236	1500	109894
30	1115	642	466	485	543	867	1876	2837	4050	4920	5564	5883	6017	6056	5949	6174	5795	6033	5213	3871	3530	2995	2246	1492	84619
31	915	577	487	328	324	512	896	1386	2371	3597	4311	4759	6093	6306	6255	6691	6564	6462	5230	4010	3152	2018	1424	915	75583

Total vehicles for month 2732177
AADT for month 88135

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South Carolina ATR Traffic Volumes -- July 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	380	279	205	266	439	1115	3165	4868	4246	3628	3432	3496	3370	3343	3237	3330	3333	3704	3063	2159	1673	1354	965	627	55677
2	417	303	264	284	460	1057	2840	4698	4093	3788	3544	3605	3669	3705	3679	3737	3449	3181	3180	2559	2062	1615	1229	862	58280
3	600	407	296	299	365	707	1579	2232	2732	3271	3634	3884	3909	3690	3571	3325	3209	2953	2870	2257	1972	1610	1268	853	51493
4	535	400	257	249	256	458	949	1512	2010	2486	3131	3216	3056	2565	2238	2001	1852	1685	1740	1491	1421	1429	2510	1506	38953
5	743	369	203	155	191	295	676	1191	1649	2314	2970	3419	3719	3559	3721	3431	3456	3213	2804	2073	1674	1461	1017	614	44917
6	376	250	221	251	444	1029	3088	4865	4311	3568	3502	3283	3799	3416	3202	3255	3250	3420	2612	1873	1483	1121	820	552	53991
7	360	256	194	253	452	1044	3102	4939	4367	3592	3187	3128	3149	3008	3053	2960	3036	3325	2668	1952	1412	1043	805	534	51819
8	379	252	222	260	452	1059	3075	4941	4259	3640	3216	3249	3115	3092	2993	3065	3277	3387	2676	1919	1419	1223	888	612	52670
9	381	257	222	270	454	1062	3087	4988	4444	3663	3237	3288	3373	3312	3285	3374	3298	3529	2933	2201	1630	1282	1004	631	55205
10	403	310	265	267	483	981	2820	4817	4370	3735	3367	3621	3714	3764	3774	3207	2593	3724	3397	2705	2205	1707	1312	934	58475
11	615	423	285	243	355	637	1393	2004	2884	3834	3798	3648	4118	4080	4001	3180	3445	2805	2542	2052	1776	1387	1186	905	51596
12	551	374	249	182	208	317	713	1254	1814	2413	3267	3477	3641	3560	3523	3324	3151	3068	2818	2221	1760	1459	993	656	44993
13	404	279	202	250	457	1152	3201	5108	4390	3697	3356	3540	3410	3336	3180	3158	2931	3299	2594	1761	1366	1024	793	503	53391
14	321	230	177	238	436	1003	3137	5068	4339	3550	3034	3117	3077	3034	2944	3061	2989	3334	2666	1701	1369	1103	774	517	51219
15	338	256	202	247	475	1076	3125	5079	4483	3582	3230	3294	3198	3106	3054	3039	3308	3482	2822	1892	1457	1231	869	547	53392
16	394	252	206	228	466	1036	3089	4872	4466	3592	3265	3200	3360	3356	3501	3265	3342	3607	2935	2065	1545	1383	1118	678	55221
17	457	302	256	286	481	957	2689	4561	4215	3529	3462	3690	4035	3898	3822	3930	3819	3716	3271	2675	2039	1731	1276	871	59968
18	608	442	317	283	364	559	1243	1935	2807	3636	4062	4268	2714	3276	3688	3363	3526	2579	2643	2012	1564	1317	1074	794	49074
19	557	331	244	166	193	290	804	1109	1674	2493	3161	3433	3800	3721	3572	3464	3260	3135	2858	2179	1789	1396	930	581	45140
20	352	252	213	249	524	1136	3184	5142	4502	3510	3333	3353	3478	3244	3118	3032	3163	3329	2608	1831	1339	1017	773	556	53238
21	348	235	201	235	410	1066	3070	4325	3391	3401	2978	2940	3129	2968	2849	2791	3188	3359	2534	1917	1311	1076	814	536	49072
22	339	233	214	261	435	1109	3085	4982	4378	3658	3089	3230	3085	3191	2967	3160	3200	3450	2818	1951	1517	1189	893	599	53033
23	391	257	228	268	444	1100	3146	4830	4331	3550	3292	3285	3450	3280	3312	3215	3511	3602	3007	2106	1613	1273	956	603	55050
24	402	285	257	289	448	997	2892	4593	4136	3569	3435	3690	3821	3903	3892	3960	3673	3603	3237	2632	2167	1603	1213	854	59551
25	561	424	297	294	340	542	1207	1934	2812	3735	4258	4308	4064	4136	3541	3397	3093	2842	2518	2101	1613	1542	1240	865	51664
26	527	309	234	185	187	273	685	1024	1621	2459	3015	3346	3726	3444	3501	3546	3167	3183	2634	2212	1789	1341	964	705	44077
27	365	236	218	241	481	1262	3153	5041	4253	3641	3250	3458	3307	3416	2974	2831	3114	3376	2564	1907	1406	1001	758	528	52781
28	327	247	198	240	413	1018	3067	5037	4274	3507	3114	3055	3041	2959	2973	2883	3178	3394	2648	1892	1268	923	792	498	50946
29	370	230	213	264	448	1087	3115	4952	4436	3645	3209	3209	3176	3165	3080	3184	3506	3718	3024	2029	1446	1167	892	548	54113
30	374	246	228	283	444	1005	2931	4818	4437	3555	3285	3368	3299	3240	3091	3351	3404	3545	2932	2248	1679	1391	1013	616	54783
31	414	282	235	287	441	997	2758	4489	4161	3531	3733	3768	3852	3790	3895	3892	3705	3479	3385	2631	2008	1650	1272	892	59547

Total vehicles for month 1623329
AADT for month 52365

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	493	299	246	240	488	905	1619	2532	2505	2523	2592	2988	3341	3563	3882	4124	4579	4824	3782	2644	2176	1730	1154	840	54069
2	535	296	282	298	496	831	1480	2380	2591	2609	3017	3448	3737	3977	4317	4473	4244	4209	4011	3103	2197	1838	1269	939	56577
3	562	352	303	312	423	597	979	1559	2065	2602	3117	3582	3881	3862	3887	3771	3399	3159	2727	2329	1894	1671	1247	953	49233
4	668	432	285	241	232	301	578	1064	1501	2178	2936	3324	3556	3480	3004	2661	2317	2299	2094	1927	1667	1233	1086	863	39927
5	627	379	318	246	180	257	462	818	1146	1840	2579	3130	3603	3833	3872	3772	4052	3604	3188	2612	2244	1742	1137	753	46394
6	408	366	256	284	493	759	1544	2365	2533	2578	2922	3021	3088	3522	3868	3861	4266	4964	3655	2405	1924	1406	944	622	52054
7	458	276	214	287	476	830	1558	2370	2561	2429	2487	2825	3071	3131	3406	3770	4631	4918	3721	2465	1975	1480	973	691	51003
8	449	255	229	250	505	758	1541	2418	2530	2491	2606	2880	3225	3461	3555	4068	4727	4769	3651	2704	2063	1581	963	688	52367
9	478	283	257	332	490	839	1597	2467	2628	2550	2672	3020	3387	3607	3867	4321	4562	4695	3834	2767	2222	1702	1124	780	54481
10	527	357	259	323	491	744	1464	2359	2655	2761	3233	3677	3877	3829	4058	4315	2601	3069	3904	2932	2230	1915	1395	1031	54006
11	729	488	351	290	379	548	987	1697	2295	3121	3732	3830	3818	3905	3951	3942	3213	2892	2558	2081	1752	1610	1191	904	50264
12	671	437	358	213	199	265	496	738	1166	1722	2434	2955	3561	3839	3833	3680	3876	3516	2931	2359	1851	1342	901	625	43968
13	401	221	210	260	488	843	1533	2467	2584	2491	2594	2916	3092	3179	3444	3800	4428	4729	3559	2367	1817	1378	826	591	50218
14	384	236	204	263	499	761	1518	2418	2376	2600	2470	2724	2978	3145	3347	3862	4583	4865	3539	2498	1883	1448	959	607	50167
15	408	272	225	295	499	807	1566	2566	2724	2527	2552	2952	3136	3382	3588	3858	4334	4385	3598	2613	2091	1554	992	701	51625

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16	431	287	236	294	512	791	1634	2502	2639	2624	2926	3126	3345	3688	3859	4419	4746	4903	3847	2687	2135	1733	1103	765	55232
17	543	310	269	328	519	830	1440	2447	2653	2774	3078	3570	3850	4193	4303	4162	4710	4374	4001	2905	2351	1932	1505	1074	58121
18	716	477	354	318	380	505	950	1654	2188	2726	3697	3885	3662	2655	2567	2045	2951	2779	2501	2201	1724	1459	1258	889	44541
19	592	412	351	219	185	254	459	791	1183	1740	2562	2974	3539	3933	3137	3442	3449	3040	2884	2657	1818	1391	931	653	42596
20	442	268	211	259	520	836	1631	2420	2658	2445	2627	2963	3241	3275	3432	3885	4415	4729	3413	2373	1792	1417	939	621	50812
21	422	253	232	259	526	825	1551	2461	2585	2246	2427	2711	2960	3044	3363	3855	4128	4795	3640	2463	1956	1460	965	668	49795
22	415	241	258	260	484	840	1569	2429	2774	2488	2432	2813	3100	3331	3643	3915	4539	4770	3705	2567	2052	1563	1008	692	51888
23	489	273	221	302	507	824	1642	2480	2673	2507	2729	3112	3255	3721	3829	4371	4750	4766	3874	2710	2103	1652	1139	753	54682
24	529	289	233	351	547	804	1433	2422	2653	2798	3046	3355	3766	4271	4253	4549	4781	4692	3601	2784	2492	1975	1454	1082	58160
25	753	468	351	348	354	552	1008	1737	2273	3005	3557	3875	3873	3914	4059	3640	3519	2757	2380	2168	1910	1666	1308	868	50343
26	725	422	325	217	187	233	411	788	1212	1746	2374	3017	3353	2996	3841	3624	3538	3311	2933	2483	1931	1525	1126	692	43010
27	381	253	188	249	511	808	1611	2456	2624	2415	2685	2899	3155	3218	3410	3801	4595	4846	3434	2285	1832	1366	917	583	50522
28	406	255	205	287	499	825	1590	2460	2663	2368	2473	2713	2939	3032	3292	3851	4535	4641	3572	2446	1846	1312	883	608	49701
29	409	245	171	273	489	831	1599	2537	2702	2448	2524	2849	3196	3352	3609	3992	4524	4767	3587	2465	1936	1586	1093	1149	52333
30	458	262	228	305	512	796	1638	2505	2619	2635	2848	3144	3464	3616	4077	4291	4597	4437	3755	2736	2098	1681	1173	755	54630
31	518	323	271	331	488	787	1403	2409	2678	2806	3147	3601	4019	4147	4418	4433	4584	4755	4069	3255	2375	2025	1466	1028	59336

Total vehicles for month 1582055
AADT for month 51034

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	873	578	451	506	927	2020	4784	7400	6751	6151	6024	6484	6711	6906	7119	7454	7912	8528	6845	4803	3849	3084	2119	1467	109746
2	952	599	546	582	956	1888	4320	7078	6684	6397	6561	7053	7406	7682	7996	8210	7693	7390	7191	5662	4259	3453	2498	1801	114857
3	1162	759	599	611	788	1304	2558	3791	4797	5873	6751	7466	7790	7552	7458	7096	6608	6112	5597	4586	3866	3281	2515	1806	100726
4	1203	832	542	490	488	759	1527	2576	3511	4664	6067	6540	6612	6045	5242	4662	4169	3984	3834	3418	3088	2662	3596	2369	78880
5	1370	748	521	401	371	552	1138	2009	2795	4154	5549	6549	7322	7392	7593	7203	7508	6817	5992	4685	3918	3203	2154	1367	91311
6	784	616	477	535	937	1788	4632	7230	6844	6146	6424	6304	6887	6938	7070	7116	7516	8384	6267	4278	3407	2527	1764	1174	106045
7	818	532	408	540	928	1874	4660	7309	6928	6021	5674	5953	6220	6139	6459	6730	7667	8243	6389	4417	3387	2523	1778	1225	102822
8	828	507	451	510	957	1817	4616	7359	6789	6131	5822	6131	6340	6553	6548	7133	8004	8156	6327	4623	3482	2804	1851	1300	105037
9	859	540	479	602	944	1901	4684	7455	7072	6213	5909	6308	6760	6919	7152	7695	7860	8224	6767	4968	3852	2984	2128	1411	109686
10	930	667	524	590	974	1725	4284	7176	7025	6496	6600	7298	7591	7593	7832	7522	5194	6793	7301	5637	4435	3622	2707	1965	112481
11	1344	911	636	533	734	1185	2380	3701	5179	6955	7530	7478	7936	7985	7952	7122	6658	5697	5100	4133	3528	2997	2377	1809	101860
12	1222	811	607	395	407	582	1209	1992	2980	4135	5701	6432	7202	7399	7356	7004	7027	6584	5749	4580	3611	2801	1894	1281	88961
13	805	500	412	510	945	1995	4734	7575	6974	6188	5950	6456	6502	6515	6624	6958	7359	8028	6153	4128	3183	2402	1619	1094	103609
14	705	466	381	501	935	1764	4655	7486	6715	6150	5504	5841	6055	6179	6291	6923	7572	8199	6205	4199	3252	2551	1733	1124	101386
15	746	528	427	542	974	1883	4691	7645	7207	6109	5782	6246	6334	6488	6642	6897	7642	7867	6420	4505	3548	2785	1861	1248	105017
16	825	539	442	522	978	1827	4723	7374	7105	6216	6191	6326	6705	7044	7360	7684	8088	8510	6782	4752	3680	3116	2221	1443	110453
17	1000	612	525	614	1000	1787	4129	7008	6868	6303	6540	7260	7885	8091	8125	8092	8529	8090	7272	5580	4390	3663	2781	1945	118089
18	1324	919	671	601	744	1064	2193	3589	4995	6362	7759	8153	6376	5931	6255	5408	6477	5358	5144	4213	3288	2776	2332	1683	93615
19	1149	743	595	385	378	544	1263	1900	2857	4233	5723	6407	7339	7654	6709	6906	6709	6175	5742	4836	3607	2787	1861	1234	87736
20	794	520	424	508	1044	1972	4815	7562	7160	5955	5960	6316	6719	6519	6550	6917	7578	8058	6021	4204	3131	2434	1712	1177	104050
21	770	488	433	494	936	1891	4621	6786	5976	5647	5405	5651	6089	6012	6212	6646	7316	8154	6174	4380	3267	2536	1779	1204	98867
22	754	474	472	521	919	1949	4654	7411	7152	6146	5521	6043	6185	6522	6610	7075	7739	8220	6523	4518	3569	2752	1901	1291	104921
23	880	530	449	570	951	1924	4788	7310	7004	6057	6021	6397	6705	7001	7141	7586	8261	8368	6881	4816	3716	2925	2095	1356	109732
24	931	574	490	640	995	1801	4325	7015	6789	6367	6481	7045	7587	8174	8145	8509	8454	8295	6838	5416	4659	3578	2667	1936	117711
25	1314	892	648	642	694	1094	2215	3671	5085	6740	7815	8183	7937	8050	7600	7037	6612	5599	4898	4269	3523	3208	2548	1733	102007
26	1252	731	559	402	374	506	1096	1812	2833	4205	5389	6363	7079	6440	7342	7170	6705	6494	5567	4695	3720	2866	2090	1397	87087
27	746	489	406	490	992	2070	4764	7497	6877	6056	5935	6357	6462	6634	6384	6632	7709	8222	5998	4192	3238	2367	1675	1111	103303
28	733	502	403	527	912	1843	4657	7497	6937	5875	5587	5768	5980	5991	6265	6734	7713	8035	6220	4338	3114	2235	1675	1106	100647
29	779	475	384	537	937	1918	4714	7489	7138	6093	5733	6058	6372	6517	6689	7176	8030	8485	6611	4494	3382	2753	1985	1697	106446
30	832	508	456	588	956	1801	4569	7323	7056	6190	6133	6512	6763	6856	7168	7642	8001	7982	6687	4984	3777	3072	2186	1371	109413
31	932	605	506	618	929	1784	4161	6898	6839	6337	6880	7369	7871	7937	8313	8325	8289	8234	7454	5886	4383	3675	2738	1920	118883

Total vehicles for month 3205384
AADT for month 103399

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South Carolina ATR Traffic Volumes -- July 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	521	314	311	341	493	1183	2942	4541	4246	3757	3935	4134	4208	4212	4080	4094	3830	3805	3656	2997	2531	2181	1828	1200	65340
2	843	537	459	397	461	794	1552	2193	3264	3863	4349	4036	3733	3176	3497	3129	2753	2444	2295	2107	1710	1544	1833	1394	52363
3	646	379	265	219	211	319	756	1245	1708	2523	2864	2949	2942	2849	2944	2702	2387	2419	2201	1794	1590	1302	1156	871	39241
4	468	341	205	176	261	410	825	977	1239	1643	2103	2577	2645	2624	2469	2499	2420	2313	2446	1987	1699	1446	1341	784	35898
5	487	316	252	293	478	1170	3164	4812	4304	3775	3653	3846	3802	3658	3597	3443	3374	3506	2613	1818	1526	1229	908	581	56605
6	407	259	245	290	441	1209	3211	4915	2967	3633	3285	3348	3351	3265	3191	3174	3168	3323	2637	1792	1315	1088	890	539	51943
7	359	244	209	315	446	1144	3119	4839	4251	3722	3355	3455	3477	3274	3142	3382	3483	3503	2917	2029	1592	1268	944	619	55088
8	429	293	264	305	483	1038	2995	4518	4165	3570	3741	3718	3910	3797	3867	3777	3609	3631	3256	2662	2051	1575	1214	914	59782
9	595	395	296	348	393	650	1304	2036	2880	3656	4287	3792	3578	3704	3888	3252	3149	2882	2548	2069	1722	1500	1238	928	51090
10	543	386	243	201	249	327	814	1325	1892	2626	3056	3527	3465	3464	3730	3368	3133	3410	2679	2183	1691	1281	942	514	45049
11	359	228	185	280	495	1204	3335	5180	4288	3602	3362	3430	3506	3219	3143	3109	3225	3339	2533	1794	1410	1018	772	536	53552
12	391	228	207	265	438	1201	3288	5001	4422	3603	3117	3205	3184	3140	3051	3030	3228	3341	2631	1893	1500	1166	895	578	53003
13	368	259	212	270	473	1174	3273	5030	4381	3686	3168	3269	3219	3198	3251	3159	3271	3395	2872	1928	1484	1169	876	585	53970
14	436	255	243	280	487	1108	3227	4912	4343	3682	3349	3512	3442	3351	3423	3327	3337	3668	2548	2491	1648	1216	961	629	55875
15	434	324	260	307	499	1128	2923	4618	4201	3819	3742	3769	4017	3931	4023	3760	3764	3708	3413	2646	2169	1708	1266	982	61411
16	642	394	309	284	351	648	1410	2089	2901	3687	4298	4214	3708	4243	3721	3352	3092	2972	2664	2143	1745	1464	1189	812	52332
17	522	339	218	195	177	340	754	1196	1686	2527	3011	3432	3581	3594	3577	3427	3387	3209	2703	2189	1897	1392	981	656	44990
18	356	235	207	274	518	1218	3326	5065	4357	3767	3470	3592	3626	3327	3228	3170	3367	3322	2742	1902	1353	1019	753	527	54721
19	326	263	232	278	469	1210	3243	4984	4371	3811	3221	3197	3090	3162	3106	3078	3151	3414	2745	1937	1431	1179	821	534	53253
20	381	260	213	255	465	1161	3155	4884	4393	3616	3268	3384	3301	3238	3199	3256	3269	3439	2845	1978	1602	1271	937	584	54354
21	372	285	226	292	492	1144	3190	4957	4357	3764	3326	3519	3538	3513	3580	3467	3547	3596	2963	2061	1702	1381	962	656	56890
22	471	314	270	294	520	1086	2939	4637	4267	3718	3641	3941	3996	3852	3876	3970	3835	3630	3531	2710	2121	1660	1364	920	61563
23	638	371	289	301	387	628	1267	1991	2955	3802	4320	4031	3178	4043	4074	3572	3081	2762	2558	2092	1682	1513	1184	861	51580
24	514	273	202	188	195	355	735	1042	1745	2638	3161	3515	3849	3703	3679	3475	3355	3261	2717	2301	1857	1380	919	605	45664
25	314	244	204	284	543	1280	3223	4995	4268	3595	3502	3432	3762	3304	3201	3099	3149	3376	2566	1841	1401	1030	815	502	53930
26	385	257	226	269	480	1161	3131	4817	4247	3609	3158	3109	3240	3132	3019	3007	3293	3315	2683	1852	1514	1070	850	587	52411
27	358	225	234	263	464	1198	3102	4884	4384	3629	3295	3401	3267	3210	3112	3164	3336	3411	2775	1929	1575	1245	894	575	53930
28	404	259	233	319	472	1096	3111	4836	4240	3841	3598	3497	3515	3386	3322	3193	3525	3558	3015	2135	1729	1389	1042	692	56407
29	451	315	248	309	501	1082	2891	4500	4182	3633	3572	3828	3896	3934	3860	3784	3768	3737	3358	2649	2046	1605	1304	876	60329
30	614	395	269	279	363	619	1209	1904	2738	3394	3790	3811	3289	3957	4142	3202	3240	2920	2681	2213	1947	1446	1177	886	50485
31	545	335	248	191	191	364	695	1014	1682	2600	3041	3416	3718	3730	3579	3499	3346	3114	2830	2277	1901	1491	1066	629	45502

Total vehicles for month 1638551
AADT for month 52856

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	555	349	313	376	609	856	1488	2528	2804	2998	3538	3903	4019	4151	4305	2979	3812	4264	3972	3056	2614	2184	1543	1118	58334
2	750	514	426	335	347	495	948	1822	2458	3181	3784	4022	3771	3432	3865	3365	2924	2622	2425	2354	1846	1552	1132	919	49289
3	597	371	316	231	189	238	436	701	1087	1641	2264	2587	3223	3187	3005	2693	2774	2354	2129	1858	1580	1468	1026	779	36734
4	508	334	281	194	189	297	457	770	988	1454	1966	2492	2867	2923	2958	2810	2536	2370	2120	1943	1677	1326	1204	1090	35754
5	621	356	317	325	598	912	1617	2525	2672	2811	3094	3322	3650	3730	4028	4106	4352	4584	3798	2446	1939	1585	1121	721	55230
6	443	274	247	332	585	890	1579	2460	2657	2557	2726	3005	3260	3531	3766	4157	4594	4685	3557	2571	1907	1659	1018	642	53102
7	432	273	206	294	581	832	1647	2483	2694	2572	2882	3244	3457	3727	4009	4307	4590	4799	3845	2665	2175	1707	1118	720	55259
8	497	325	245	331	600	868	1600	2525	2706	2853	3257	3672	3828	3963	4325	4441	4618	4581	3974	2952	2327	1951	1449	1065	58953
9	667	443	369	397	425	586	1051	1799	2457	3164	3780	3544	3968	4086	4210	3848	3475	3085	2644	2342	1948	1693	1232	881	52094
10	630	456	298	259	193	360	508	800	1249	1845	2605	2982	3669	3874	3869	3735	3379	3105	2757	2331	1726	1361	1003	642	43636
11	444	252	179	277	546	960	1672	2529	2715	2645	2515	3035	3285	3274	3411	3987	4438	4772	3500	2343	1840	1327	918	579	51443
12	398	237	224	294	602	896	1642	2508	2731	2517	2441	2778	3155	3262	3451	3954	4509	4247	3612	2485	2015	1479	1040	621	51098
13	463	269	231	330	585	902	1614	2595	2695	2588	2618	2879	3115	3366	3616	4105	4630	4866	3544	2447	2149	1618	1098	686	53009
14	455	296	236	324	640	935	1686	2571	2691	2666	2880	3284	3486	3694	3811	4371	4667	4706	3724	2626	2176	1723	1298	755	55701
15	431	302	257	361	592	900	1599	2465	2737	2974	3238	3694	3935	4257	3211	3753	4352	4318	3889	2902	2493	2010	1555	1042	57267

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16	682	452	351	360	411	557	1024	1754	2329	3166	3704	4105	3418	3465	3625	3846	3450	2897	2400	2118	1781	1551	1356	949	49751
17	635	358	298	218	191	279	494	786	1307	1811	2587	3136	3605	3924	3767	3675	3279	3177	2918	2447	1973	1443	949	628	43885
18	353	252	219	330	583	897	1676	2546	2771	2654	2740	3043	3222	3457	3553	3913	4535	4773	3329	2258	1910	1363	906	841	52124
19	432	252	212	333	602	847	1616	2562	2774	2374	2566	2867	3016	3063	3349	3733	4509	4637	3643	2384	1964	1562	975	650	50922
20	448	285	258	349	596	850	1632	2556	2666	2590	2661	2994	3203	3373	3678	4195	4715	4564	3807	2528	2106	1516	1019	669	53258
21	435	282	250	318	610	847	1618	2593	2707	2573	2957	3423	3520	3687	4079	3589	3760	4001	3934	3109	2166	1667	1170	728	54023
22	497	306	320	373	587	857	1486	2476	2744	2890	3298	3659	3965	4078	4310	4237	4495	4567	3831	3321	2382	2001	1479	998	59157
23	699	476	347	295	341	477	992	1714	2517	3245	3838	4080	3942	3965	3824	3599	2981	2682	2426	2057	1788	1760	1272	936	50253
24	651	425	329	263	209	262	450	800	1210	1765	2690	3084	3771	3852	3602	3606	3497	3187	2921	2340	1939	1541	981	706	44081
25	402	271	222	313	590	1027	1587	2553	2659	2580	2783	3083	3086	3357	3539	3904	4485	4742	3351	2395	1821	1362	946	608	51666
26	428	276	210	339	582	846	1621	2513	2684	2539	2620	2920	3070	3003	3624	3637	4696	4771	3148	2276	1871	1586	1017	645	50922
27	443	332	213	326	604	864	1626	2583	2760	2492	2803	2955	2762	3665	3695	4156	4605	4855	3794	2410	2033	1620	1066	673	53335
28	396	323	218	371	614	885	1728	2573	2821	2661	2894	3246	3674	3788	3959	4377	4779	4808	3824	2711	2152	1778	1225	728	56533
29	547	344	305	373	579	812	1545	2464	2803	2939	3201	3643	3855	4131	4178	4261	4216	4585	4162	3117	2503	1995	1495	1222	59275
30	728	435	351	360	489	523	1068	1689	2371	3052	3776	3453	3611	4062	3981	3752	3276	2804	2582	2144	1918	1798	1537	1056	50816
31	796	491	359	246	229	276	486	787	1221	1858	2584	2914	3841	3913	3189	3649	3633	3289	2801	2738	2008	1452	1031	668	44459

Total vehicles for month 1591363
AADT for month 51334

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1076	663	624	717	1102	2039	4430	7069	7050	6755	7473	8037	8227	8363	8385	7073	7642	8069	7628	6053	5145	4365	3371	2318	123674
2	1593	1051	885	732	808	1289	2500	4015	5722	7044	8133	8058	7504	6608	7362	6494	5677	5066	4720	4461	3556	3096	2965	2313	101652
3	1243	750	581	450	400	557	1192	1946	2795	4164	5128	5536	6165	6036	5949	5395	5161	4773	4330	3652	3170	2770	2182	1650	75975
4	976	675	486	370	450	707	1282	1747	2227	3097	4069	5069	5512	5547	5427	5309	4956	4683	4566	3930	3376	2772	2545	1874	71652
5	1108	672	569	618	1076	2082	4781	7337	6976	6586	6747	7168	7452	7388	7625	7549	7726	8090	6411	4264	3465	2814	2029	1302	111835
6	850	533	492	622	1026	2099	4790	7375	5624	6190	6011	6353	6611	6796	6957	7331	7762	8008	6194	4363	3222	2747	1908	1181	105045
7	791	517	415	609	1027	1976	4766	7322	6945	6294	6237	6699	6934	7001	7151	7689	8073	8302	6762	4694	3767	2975	2062	1339	110347
8	926	618	509	636	1083	1906	4595	7043	6871	6423	6998	7390	7738	7760	8192	8218	8227	8212	7230	5614	4378	3526	2663	1979	118735
9	1262	838	665	745	818	1236	2355	3835	5337	6820	8067	7336	7546	7790	8098	7100	6624	5967	5192	4411	3670	3193	2470	1809	103184
10	1173	842	541	460	442	687	1322	2125	3141	4471	5661	6509	7134	7338	7599	7103	6512	6515	5436	4514	3417	2642	1945	1156	88685
11	803	480	364	557	1041	2164	5007	7709	7003	6247	5877	6465	6791	6493	6554	7096	7663	8111	6033	4137	3250	2345	1690	1115	104995
12	789	465	431	559	1040	2097	4930	7509	7153	6120	5558	5983	6339	6402	6502	6984	7737	7588	6243	4378	3515	2645	1935	1199	104101
13	831	528	443	600	1058	2076	4887	7625	7076	6274	5786	6148	6334	6564	6867	7264	7901	8261	6416	4375	3633	2787	1974	1271	106979
14	891	551	479	604	1127	2043	4913	7483	7034	6348	6229	6796	6928	7045	7234	7698	8004	8374	6272	5117	3824	2939	2259	1384	111576
15	865	626	517	668	1091	2028	4522	7083	6938	6793	6980	7463	7952	8188	7234	7513	8116	8026	7302	5548	4662	3718	2821	2024	118678
16	1324	846	660	644	762	1205	2434	3843	5230	6853	8002	8319	7126	7708	7346	7198	6542	5869	5064	4261	3526	3015	2545	1761	102083
17	1157	697	516	413	368	619	1248	1982	2993	4338	5598	6568	7186	7518	7344	7102	6666	6386	5621	4636	3870	2835	1930	1284	88875
18	709	487	426	604	1101	2115	5002	7611	7128	6421	6210	6635	6848	6784	6781	7083	7902	8095	6071	4160	3263	2382	1659	1368	106845
19	758	515	444	611	1071	2057	4859	7546	7145	6185	5787	6064	6106	6225	6455	6811	7660	8051	6388	4321	3395	2741	1796	1184	104175
20	829	545	471	604	1061	2011	4787	7440	7059	6206	5929	6378	6504	6611	6877	7451	7984	8003	6652	4506	3708	2787	1956	1253	107612
21	807	567	476	610	1102	1991	4808	7550	7064	6337	6283	6942	7058	7200	7659	7056	7307	7597	6897	5170	3868	3048	2132	1384	110913
22	968	620	590	667	1107	1943	4425	7113	7011	6608	6939	7600	7961	7930	8186	8207	8330	8197	7362	6031	4503	3661	2843	1918	120720
23	1337	847	636	596	728	1105	2259	3705	5472	7047	8158	8111	7120	8008	7898	7171	6062	5444	4984	4149	3470	3273	2456	1797	101833
24	1165	698	531	451	404	617	1185	1842	2955	4403	5851	6599	7620	7555	7281	7811	6852	6448	5638	4641	3796	2921	1900	1311	89745
25	716	515	426	597	1133	2307	4810	7548	6927	6175	6285	6515	6848	6661	6740	7003	7634	8118	5917	4236	3222	2392	1761	1110	105596
26	813	533	436	608	1062	2007	4752	7330	6931	6148	5778	6029	6310	6135	6643	6644	7989	8086	5831	4128	3385	2656	1867	1232	103333
27	801	557	447	589	1068	2062	4728	7467	7144	6121	6098	6356	6029	6875	6807	7320	7941	8266	6569	4339	3608	2865	1960	1248	107265
28	800	582	451	690	1086	1981	4839	7409	7061	6502	6492	6743	7189	7174	7281	7570	8304	8366	6839	4846	3881	3167	2267	1420	112940
29	998	659	553	682	1080	1894	4436	6964	6985	6572	6773	7471	7751	8065	8038	8045	7984	8322	7520	5766	4549	3600	2799	2098	119604
30	1342	830	620	639	852	1142	2277	3593	5109	6446	7566	7264	6900	8019	8123	6954	6516	5724	5263	4357	3865	3244	2714	1942	101301
31	1341	826	607	437	420	640	1181	1801	2903	4458	5625	6330	7559	7643	6768	7148	6979	6403	5631	5015	3909	2943	2097	1297	89961

Total vehicles for month 3229914
AADT for month 104191

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South Carolina ATR Traffic Volumes -- June 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	300	202	193	249	451	1177	3351	4969	4019	3586	3411	3455	3367	3210	3041	3022	2987	3108	2494	1754	1209	1031	694	493	51773
2	308	210	204	240	411	1044	3283	4908	3996	3379	3161	3056	3019	3046	2925	2924	3102	3236	2651	1802	1285	1119	788	476	50573
3	348	204	196	246	405	1010	3200	4691	3874	3356	3303	3266	3260	3077	3110	3058	3206	3618	2818	1863	1556	1328	835	550	52378
4	349	241	186	274	414	980	3338	4806	4043	3599	3891	3418	3251	3454	3852	3579	3320	3518	2926	2124	1773	1537	1071	747	56691
5	509	289	239	277	418	1090	2826	4666	4123	3697	3671	3872	3838	3815	3922	3928	3528	3563	3487	2761	2325	1835	1322	894	60895
6	587	388	273	297	380	625	1295	2121	2722	3674	4387	3224	3544	3386	3996	3348	2944	2708	2459	1974	1736	1531	1254	883	49736
7	578	318	193	192	229	284	666	1150	1766	2618	3110	3378	3450	3556	3387	3556	3141	2978	2502	2082	1677	1333	856	557	43557
8	339	226	186	225	444	1122	3233	5018	4074	3522	3401	3318	3397	3214	2964	3008	3146	3343	2508	1667	1243	1019	760	504	51881
9	316	229	230	234	392	1040	3081	4895	4062	3464	3060	2966	3012	2947	2882	2944	3068	3384	2657	1804	1334	1005	806	467	50279
10	362	266	209	230	405	1075	3228	5003	4261	3708	3355	3140	3206	2958	2961	3003	3100	3363	2715	1856	1396	1247	859	558	52464
11	392	249	196	249	417	1051	3119	4960	4404	3620	3473	3327	3316	3314	3337	3287	3344	3626	2938	2125	1666	1337	884	610	55241
12	391	290	228	280	429	1027	2852	4587	4053	3753	3732	3788	3895	3752	3835	3929	3664	3520	3275	2804	2082	1665	1299	868	59998
13	554	398	319	273	368	581	1334	1989	2877	3474	3244	3055	3169	2744	2645	2735	2617	2338	2254	1904	1585	1468	1229	845	43999
14	585	306	227	172	207	291	754	1159	1726	2543	3194	3380	3563	3429	3338	3338	3105	3147	2693	2329	1873	1309	962	691	44321
15	349	272	200	240	482	1108	3273	5015	4311	3464	3462	3323	3462	3265	3099	3027	3214	3276	2559	1829	1434	1048	816	559	53087
16	373	249	205	271	390	1096	3177	4885	4382	3550	3223	3049	3129	2958	2962	3086	3191	3311	2670	1856	1430	1140	795	497	51875
17	355	249	197	250	429	1071	3228	4923	4410	3623	3254	3186	3218	3101	2988	2935	3220	3501	2822	1916	1549	1239	911	614	53189
18	358	262	216	261	454	1068	3075	5071	4422	3654	3350	3263	3308	3237	3289	3210	3363	3516	2890	2096	1654	1332	987	632	54968
19	400	305	250	248	461	1034	2838	4590	4299	3751	3556	3886	3911	3803	3858	3964	3365	3576	3669	2738	2136	1691	1331	1040	60700
20	695	483	303	296	333	620	1225	1883	2895	3537	3125	3230	2921	2733	2819	2774	2676	2501	2477	2183	1849	1438	1215	913	45124
21	554	385	187	172	157	291	681	1095	1675	2497	3290	3364	3178	3217	3168	3125	2973	2855	2675	2351	2012	1663	1217	696	43478
22	363	247	193	255	485	1143	3150	4839	4316	3555	3432	3458	3495	3299	3078	3040	3054	3237	2463	1762	1381	1042	824	566	52677
23	345	244	209	237	422	1071	3149	4910	4363	3505	3089	3099	3037	2969	2913	3028	3026	3506	2733	1733	1372	1101	842	505	51408
24	363	251	182	255	444	1122	3169	4750	4293	3617	3100	2641	3010	3841	3178	3070	3188	3475	2899	1925	1556	1221	831	582	52963
25	340	242	181	261	471	1031	3125	4916	4347	3663	3272	3272	3398	3401	3229	3397	3518	3931	3217	2284	1745	1311	1029	670	56251
26	384	307	271	329	490	1068	2857	4717	4198	3698	3562	3712	3888	3844	3680	3818	3630	3597	3379	2747	2022	1627	1231	869	59925
27	629	392	292	286	355	586	1279	2001	2928	3300	3941	4305	4364	3837	3701	3332	3117	2787	2590	1921	1554	1407	1157	837	50898
28	449	279	236	208	202	305	752	1304	1874	2628	3250	3271	3451	3530	3606	3409	3263	3108	2793	2150	1722	1440	1014	653	44897
29	389	279	243	247	443	1132	3222	4490	4212	3563	3248	3443	3365	3313	3211	3132	3175	3315	2737	1828	1382	1111	881	568	52929
30	398	257	237	250	437	1027	3129	4905	4284	3669	3183	3187	3192	3112	3095	3000	3365	3136	2518	1711	1334	1079	902	569	51976

Total vehicles for month 1560131
 AADT for month 52004

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	363	237	197	206	442	849	1674	2785	2584	2389	2627	2955	3127	3217	3212	3742	4244	4627	3741	2282	1637	1183	801	535	49656
2	387	223	195	230	454	776	1523	2622	2529	2312	2483	2774	2962	3049	3454	3763	4683	5028	3613	2446	1824	1315	884	607	50136
3	450	250	179	269	437	762	1555	2574	2550	2387	2556	2828	3123	3271	3583	3878	4653	4851	3619	2605	2077	1653	1001	667	51778
4	449	255	181	260	436	765	1495	2465	2440	2517	2890	3031	3403	3710	4245	4286	4652	5032	4411	2170	1707	1122	737	55369	
5	605	287	258	259	520	766	1411	2438	2603	2659	3110	3464	3906	4238	4389	4567	4108	4532	4028	2936	2208	1931	1490	1071	57784
6	702	488	314	273	297	504	892	1614	2111	2752	3399	3528	3986	4000	3615	3530	3155	2887	2555	2045	1855	1638	1300	872	48312
7	610	387	317	216	207	249	470	896	1335	1914	2468	2890	3708	3721	3379	3457	3183	3237	2941	2461	1840	1308	984	675	42853
8	394	257	191	235	483	847	1686	2453	2620	2545	2617	2952	3207	2995	3302	3900	4533	5022	3493	2303	1781	1385	927	621	50749
9	449	288	215	264	491	794	1490	2484	2545	2364	2319	2694	3024	3106	3272	3832	4769	4826	3503	2259	1934	1387	955	592	49856
10	412	243	216	250	459	803	1557	2574	2611	2339	2515	2739	3145	3365	3534	4083	4541	4504	3792	2582	2041	1634	990	630	51559
11	460	291	230	251	465	819	1587	2533	2694	2675	2722	3126	3413	3661	3920	4080	4475	4714	4004	2661	2181	1715	1109	763	54549
12	539	310	262	296	458	803	1476	2497	2653	2805	3091	3653	3652	4289	3877	4103	4638	4637	3663	2858	2135	1845	1487	1070	57097
13	694	480	320	268	284	470	1086	1685	2179	2677	2803	2805	2875	2793	2908	2926	2751	2525	2278	2021	1757	1595	1215	1027	42422
14	633	422	303	248	162	278	435	782	1231	1906	2587	3032	3743	3634	3854	3571	3656	3414	2859	2431	1878	1302	957	730	44048
15	458	293	205	204	476	890	1616	2467	2552	2455	2662	2881	3138	3325	3413	3643	4439	4925	3414	2437	1833	1398	1007	691	50822
16	427	274	209	227	486	870	1591	2521	2660	2374	2558	2867	2979	3095	3334	3836	4484	4634	3623	2435	1928	1500	987	679	50578

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17	511	315	260	244	473	869	1636	2403	2630	2539	2576	2897	3157	3283	3537	3966	4637	4737	3727	2537	2097	1601	1083	708	52423
18	512	291	247	270	514	884	1623	2433	2604	2555	2864	3146	3358	3592	4027	4318	4795	4851	3746	2716	2254	1736	1113	749	55198
19	491	352	256	250	494	866	1532	2481	2758	2836	3211	3719	3835	4033	4403	4464	4705	4585	3902	2986	2374	1970	1530	1062	59095
20	812	486	374	294	329	549	1038	1730	2367	2731	2912	2691	2756	3015	3014	3028	2941	2706	2410	2129	1699	1658	1288	918	43875
21	590	403	316	217	183	245	485	864	1271	1899	2709	3170	3625	3670	3128	3069	3139	2965	2583	2309	1836	1404	1069	676	41825
22	408	230	197	185	471	898	1632	2332	2634	2493	2574	3066	3271	3207	3373	3781	4616	4796	3475	2265	1760	1286	932	654	50536
23	460	227	248	231	486	851	1621	2453	2626	2452	2531	2819	3034	3156	3344	3700	4645	4843	3291	2323	1924	1404	966	714	50349
24	448	282	211	237	485	833	1571	2518	2663	2545	2599	2945	3064	3383	3621	3991	4462	4729	3804	2619	2049	1651	1030	731	52471
25	464	273	245	266	461	883	1628	2413	2670	2532	2851	3126	3477	3327	3637	4341	4277	4633	4157	2649	2096	1768	971	1051	54196
26	821	340	311	284	473	796	1582	2492	2817	3000	3278	3918	3974	4274	4315	4397	4678	4731	3866	2870	2410	2070	1420	1009	60126
27	788	456	367	320	347	529	1031	1804	2492	3291	3774	3985	4077	3417	4101	3602	3131	2768	2596	2155	1770	1673	1259	1073	50806
28	666	367	281	217	191	223	463	811	1232	1862	2526	2981	3761	3966	3785	3587	3618	3290	2727	2261	2089	1406	1011	633	43954
29	425	273	199	243	457	812	1626	2431	2517	2432	2610	2851	3156	3336	3467	3894	4496	4864	3611	2370	1780	1409	972	611	50842
30	445	245	234	248	513	811	1610	2511	2515	2370	2556	2850	3107	3200	3539	3984	4352	4357	3769	2223	1956	1545	963	719	50622

Total vehicles for month 1523886
AADT for month 50796

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	663	439	390	455	893	2026	5025	7754	6603	5975	6038	6410	6494	6427	6253	6764	7231	7735	6235	4036	2846	2214	1495	1028	101429
2	695	433	399	470	865	1820	4806	7530	6525	5691	5644	5830	5981	6095	6379	6687	7785	8264	6264	4248	3109	2434	1672	1083	100709
3	798	454	375	515	842	1772	4755	7265	6424	5743	5859	6094	6383	6348	6693	6936	7859	8469	6437	4468	3633	2981	1836	1217	104156
4	798	496	367	534	850	1745	4833	7271	6483	6116	6781	6449	6654	7164	8097	7865	7972	8550	7337	4834	3943	3244	2193	1484	112060
5	1114	576	497	536	938	1856	4237	7104	6726	6356	6781	7336	7744	8053	8311	8495	7636	8095	7515	5697	4533	3766	2812	1965	118679
6	1289	876	587	570	677	1129	2187	3735	4833	6426	7786	6752	7530	7386	7611	6878	6099	5595	5014	4019	3591	3169	2554	1755	98048
7	1188	705	510	408	436	533	1136	2046	3101	4532	5578	6268	7158	7277	6766	7013	6324	6215	5443	4543	3517	2641	1840	1232	86410
8	733	483	377	460	927	1969	4919	7471	6694	6067	6018	6270	6604	6209	6266	6908	7679	8365	6001	3970	3024	2404	1687	1125	102630
9	765	517	445	498	883	1834	4571	7379	6607	5828	5379	5660	6036	6053	6154	6776	7837	8210	6160	4063	3268	2392	1761	1059	100135
10	774	509	425	480	864	1878	4785	7577	6872	6047	5870	5879	6351	6323	6495	7086	7641	7867	6507	4438	3437	2881	1849	1188	104023
11	852	540	426	500	882	1870	4706	7493	7098	6295	6195	6453	6729	6975	7257	7367	7819	8340	6942	4786	3847	3052	1993	1373	109790
12	930	600	490	576	887	1830	4328	7084	6706	6558	6823	7441	7547	8041	7712	8032	8302	8157	6938	5662	4217	3510	2786	1938	117095
13	1248	878	639	541	652	1051	2420	3674	5056	6151	6047	5860	6044	5537	5553	5661	5368	4863	4532	3925	3342	3063	2444	1872	86421
14	1218	728	530	420	369	569	1189	1941	2957	4449	5781	6412	7306	7063	7192	6909	6761	6561	5552	4760	3751	2611	1919	1421	88369
15	807	565	405	444	958	1998	4889	7482	6863	5919	6124	6204	6600	6590	6512	6670	7653	8201	5973	4266	3267	2446	1823	1250	103909
16	800	523	414	498	876	1966	4768	7406	7042	5924	5781	5916	6108	6053	6296	6922	7675	7945	6293	4291	3358	2640	1782	1176	102453
17	866	564	457	494	902	1940	4864	7326	7040	6162	5830	6083	6375	6384	6525	6901	7857	8238	6549	4453	3646	2840	1994	1322	105612
18	870	553	463	531	968	1952	4698	7504	7026	6209	6214	6409	6666	6829	7316	7528	8158	8367	6636	4812	3908	3068	2100	1381	110166
19	891	657	506	498	955	1900	4370	7071	7057	6587	6767	7605	7746	7836	8261	8428	8070	8161	7571	5724	4510	3661	2861	2102	119795
20	1507	969	677	590	662	1169	2263	3613	5262	6268	6037	5921	5677	5748	5833	5802	5617	5207	4887	4312	3548	3096	2503	1831	88999
21	1144	788	503	389	340	536	1166	1959	2946	4396	5999	6534	6803	6887	6296	6194	6112	5820	5258	4660	3848	3067	2286	1372	85303
22	771	477	390	440	956	2041	4782	7171	6950	6048	6006	6524	6766	6506	6451	6821	7670	8033	5938	4027	3141	2328	1756	1220	103213
23	805	471	457	468	908	1922	4770	7363	6989	5957	5620	5918	6071	6125	6257	6728	7671	8349	6024	4056	3296	2505	1808	1219	101757
24	811	533	393	492	929	1955	4740	7268	6956	6162	5699	5586	6074	7224	6799	7061	7650	8204	6703	4544	3605	2872	1861	1313	105434
25	804	515	426	527	932	1914	4753	7329	7017	6195	6123	6398	6875	6728	6866	7738	7795	8564	7374	4933	3841	3079	2000	1721	110447
26	1205	647	582	613	963	1864	4439	7209	7015	6698	6840	7630	7862	8118	7995	8215	8308	8328	7245	5617	4432	3697	2651	1878	120051
27	1417	848	659	606	702	1115	2310	3805	5420	6591	7715	8290	8441	7254	7802	6934	6248	5555	5186	4076	3324	3080	2416	1910	101704
28	1115	646	517	425	393	528	1215	2115	3106	4490	5776	6252	7212	7496	7391	6996	6881	6398	5520	4411	3811	2846	2025	1286	88851
29	814	552	442	490	900	1944	4848	6921	6729	5995	5858	6294	6521	6649	6678	7026	7671	8179	6348	4198	3162	2520	1853	1179	103771
30	843	502	471	498	950	1838	4739	7416	6799	6039	5739	6037	6299	6312	6634	6984	7717	7493	6287	3934	3290	2624	1865	1288	102598

Total vehicles for month 3084017
AADT for month 102801

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South Carolina ATR Traffic volumes -- June 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total		
1	396	217	224	235	463	1187	3550	4887	4047	3820	3638	3499	3398	3281	3226	3237	3353	3420	3043	2052	1642	1320	896	595	55626		
2	395	219	219	262	458	1179	3398	4852	4240	3915	3634	3654	3545	3495	3383	3398	3548	3644	3055	2125	1847	1367	1033	598	57463		
3	450	271	249	296	493	1151	3204	4942	4115	3913	3912	4056	3924	4050	3793	3801	3906	3705	3637	2789	2090	1644	1335	860	62586		
4	596	379	293	303	398	617	1396	2065	2906	3589	4394	3884	3040	3203	3860	3629	3030	2983	2719	2106	1715	1496	1250	905	50756		
5	549	326	217	179	254	342	772	1259	1737	2740	3309	3519	3228	4157	3639	3606	3151	3260	2626	2084	1681	1158	960	616	45369		
6	363	223	185	229	495	1258	3283	5090	4272	3487	3375	3337	3321	3249	2922	2737	2918	2950	2256	1576	1126	927	728	483	50790		
7	348	203	178	237	420	1117	3340	5051	4221	3531	3259	3186	3189	3212	3000	2996	2755	3341	2602	1862	1377	1111	881	540	51957		
8	384	238	203	259	444	1146	3418	4901	4437	3804	3332	3177	3200	3113	3005	3148	3280	3413	2830	1989	1571	1199	905	581	53977		
9													3327	3252	3443	3241	3483	3555	3067	2167	1624	1332	1026	730	30247		
10	412	273	245	286	461	1120	2994	4754	4214	3944	3895	3791	3816	3802	3734	3767	3561	3630	3414	2661					54774		
11																											
12																											
13													3294	3436	3350	3264	3216	3004	3202	3281	2655	1792	1414	1084	765	470	34227
14	411	211	223	238	423	1144	3385	5012	4143	3734	3144	3137	3044	3023	3022	3150	3380	3334	2566	1860	1405	1097	791	551	52428		
15	374	229	214	264	455	1161	3388	5045	4274	3634	3182	3390	3388	3219	2956	2668	3330	3413	2937	1957	1542	1277	894	568	53759		
16	401	234	229	294	488	1144	3340	4983	4438	3700	3336	3388	3436	3550	3488	3419	3388	3597	3078	2211	1640	1425	1010	631	56848		
17	493	283	250	309	500	1088	2990	4674	4286	3683	3713	3828	4002	3767	3493	3710	3662	3467	3501	2829	2116	1770	1376	853	60643		
18	601	361	292	332	376	575	1299	1934	2987	3865	4555	4168	4071	3662	3690	3436	3009	2819	2626	2226	1805	1576	1309	940	52514		
19	560	391	227	165	196	341	660	1127	1687	2740	3300	3396	3658	3693	3578	3305	3474	3325	2928	2595	2134	1657	1099	748	46984		
20	447	271	216	287	494	1252	3380	4990	4397	3796	3508	3652	3634	3466	3243	3158	3225	3318	2649	1889	1447	1101	817	527	55164		
21	383	196	184	236	400	1138	3381	4381	4342	3725	3209	3124	3201	3127	2959	3081	3024	3567	2781	1872	1478	1079	883	555	52306		
22	354	238	219	261	451	1149	3355	4880	4345	3755	3248	3344	3269	3201	3101	3319	3315	3486								45290	
23													3325	3660	3503	3436	3437	3529	3618	3020	2076	1602	1303	1006	666	34181	
24	442	303	264	294	502	1082	2890	4514	4156	3682	3565	4035	3886	3907	3933	3502	3800	3638	3606	2594	1964	1702	1264	956	60481		
25	618	361	305	256	372	675	1267	1899	3005	3784	4192	4418	2764	4010	3935	3478	2818	3196	2739	2132	1666	1610	1340	867	51707		
26	566	393	267	214	219	371	690	1056	1717	2665	3063	3364	3690	3601	3674	3558	3316	3111	2850	2210	1731	1362	1020	706	45414		
27	391	237	214	244	536	1273	3342	4992	4367	3645	3451	3495	3444	3351	3116	3047	3302	3308	2676	1826	1394	993	752	493	53889		
28	398	232	216	269	465	1211	3274	4969	4270	3596	3154	3214	3075	2989	3083	3099	3229	3279	2710	1898	1368	1018	768	551	52335		
29	347	228	254	258	453	1187	3238																			5965	
30																											42605

Total vehicles for month 1122996

AADT for month 53476

South Carolina ATR Traffic volumes -- June 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total		
1	409	264	230	272	504	843	1384	2145	2181	1951	2244	2298	2511	2586	2900	3280	3593	3594	2966	2091	1788	1446	963	636	43079		
2	422	239	255	306	510	784	1400	2247	2089	2083	2296	2499	2652	2722	2995	3395	3539	3680	3137	2184	1987	1554	1128	686	44789		
3	466	313	232	337	531	794	1357	2036	2102	2213	2535	2843	2797	3368	3363	3534	3459	3618	3153	2387	1997	1659	1446	991	47531		
4	880	439	308	323	375	522	929	1487	1831	2415	3053	3229	3026	3493	3170	3031	2687	2456	2184	2048	1669	1591	1340	913	43399		
5	599	368	314	211	225	307	469	935	1299	1860	2319	2681	3087	3200	3159	2972	3231	2868	2338	2051	1739	1389	857	630	39108		
6	374	227	179	264	534	881	1371	2013	2058	2125	2251	2419	2457	2492	2713	3035	3250	3242	2867	1748	1451	1105	840	493	40389		
7	326	215	209	273	528	775	1344	2067	2058	1952	1966	2105	2318	2511	2588	2809	2985	3419	3022	2134	1799	1355	988	570	40316		
8	411	268	232	270	508	783	1353	2003	2056	2054	2081	2263	2393	2633	2828	3345	3658	3508	2848	2201	1876	1548	930	619	42669		
9													3504	3696	3874	4300	4767	4795	3800	2668	2104	1877	1248	852	37485		
10	506	316	287	338	552	859	1502	2506	2489	2806	3343	3711	3931	3275	3378	3782	3876	4425	3898	2971						48751	
11																											
12																											
13													2674	2979	3176	3343	3621	4004	4607	4678	3478	2360	1933	1462	959	571	39845
14	426	283	204	303	500	916	1629	2622	2637	2500	2467	2835	3280	3269	3489	4078	4661	4451	3444	2275	1883	1463	1040	636	51291		
15	449	309	241	319	537	896	1660	2516	2781	2585	2649	2997	3231	3404	3678	3508	3578	3491	3201	2486	2078	1754	1219	668	50235		
16	468	275	237	310	560	899	1646	2573	2740	2665	2794	3243	3483	3766	4005	4320	4671	4734	3980	2722	2191	1708	1182	789	55961		

P-95_JUN_2016.txt

17	553	360	267	336	557	847	1489	2457	2751	2771	3233	3734	3971	3695	3798	4120	4325	4396	3973	3118	2466	2022	1532	1215	57986
18	754	442	329	288	300	466	1035	1662	2360	2904	3454	3608	3942	3928	3649	3600	3391	2839	2699	2275	1934	1823	1408	1040	50130
19	642	380	318	215	212	258	465	810	1124	1842	2735	3260	3824	3976	3790	3651	3724	3400	2886	2551	1986	1531	966	754	45300
20	465	258	214	299	541	922	1665	2467	2645	2645	2646	3149	3212	3380	3497	3863	4417	4629	3569	2435	1937	1497	950	666	51968
21	416	260	200	302	520	856	1599	2469	2686	2439	2486	2907	3147	2960	3368	4036	4568	4890	3712	2530	2078	1481	958	757	51625
22	403	286	234	313	538	899	1681	2638	2689	2558	2737	3000	3282	3472	3587	4248	4675	4730							41970
23												3259	3675	3724	3967	4352	4541	4124	3432	2910	2228	1779	1347	841	40179
24	523	345	303	350	570	834	1585	2604	2742	2834	3379	3675	4211	4139	4270	2759	2329	3469	3882	2914	2550	2000	1563	1174	55004
25	681	482	337	297	398	586	1003	1837	2480	3297	3822	4233	3914	3883	3810	3660	3328	3100	2604	2287	1883	1788	1404	1079	52193
26	639	415	316	223	213	288	483	872	1268	1936	2708	3216	3979	4042	3739	3747	3888	3319	2818	2375	2008	1521	969	704	45686
27	393	267	203	309	592	929	1644	2567	2699	2503	2691	3181	3263	3386	3573	3885	4613	4714	3472	2439	1858	1244	869	563	51857
28	404	252	221	299	588	859	1608	2483	2722	2423	2529	2784	3139	3174	3217	3913	4601	4723	3611	2448	1902	1409	992	567	50868
29	398	293	214	288	572	895	1658																		4318
30										2791	3031	3357	3596	3858	3939	4179	4760	4755	4161	2730	2252	1840	1195	822	47266

Total vehicles for month 1011384
AADT for month 48161

South Carolina ATR Traffic volumes -- June 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	805	481	454	507	967	2030	4934	7032	6228	5771	5882	5797	5909	5867	6126	6517	6946	7014	6009	4143	3430	2766	1859	1231	98705	
2	817	458	474	568	968	1963	4798	7099	6329	5998	5930	6153	6197	6217	6378	6793	7087	7324	6192	4309	3834	2921	2161	1284	102252	
3	916	584	481	633	1024	1945	4561	6978	6217	6126	6447	6899	6721	7418	7156	7335	7365	7323	6790	5176	4087	3303	2781	1851	110117	
4	1476	818	601	626	773	1139	2325	3552	4737	6004	7447	7113	6066	6696	7030	6660	5717	5439	4903	4154	3384	3087	2590	1818	94155	
5	1148	694	531	390	479	649	1241	2194	3036	4600	5628	6200	6315	7357	6798	6578	6382	6128	4964	4135	3420	2547	1817	1246	84477	
6	737	450	364	493	1029	2139	4654	7103	6330	5612	5626	5756	5778	5741	5635	5772	6168	6192	5123	3324	2577	2032	1568	976	91179	
7	674	418	387	510	948	1892	4684	7118	6279	5483	5225	5291	5507	5723	5588	5805	5740	6760	5624	3996	3176	2466	1869	1110	92273	
8	795	506	435	529	952	1929	4771	6904	6493	5858	5413	5440	5593	5746	5833	6493	6938	6921	5678	4190	3447	2747	1835	1200	96646	
9																										
10																										
11																										
12																										
13																										
14	837	494	427	541	923	2060	5014	7634	6780	6234	5611	5972	6324	6292	6511	7228	8041	7785	6010	4135	3288	2560	1831	1187	103719	
15	823	538	455	583	992	2057	5048	7561	7055	6219	5831	6387	6619	6623	6634	6176	6908	6904	6138	4443	3620	3031	2113	1236	103994	
16	869	509	466	604	1048	2043	4986	7556	7178	6365	6130	6631	6919	7316	7493	7739	8059	8331	7058	4933	3831	3133	2192	1420	112809	
17	1046	643	517	645	1057	1935	4479	7131	7037	6454	6946	7562	7973	7462	7291	7830	7987	7863	7474	5947	4582	3792	2908	2068	118629	
18	1355	803	621	620	676	1041	2334	3596	5347	6769	8009	7776	8013	7590	7339	7036	6400	5658	5325	4501	3739	3399	2717	1980	102644	
19	1202	771	545	380	408	599	1125	1937	2811	4582	6035	6656	7482	7669	7368	6956	7198	6725	5814	5146	4120	3188	2065	1502	92284	
20	912	529	430	586	1035	2174	5045	7457	7042	6441	6154	6801	6846	6846	6740	7021	7642	7947	6218	4324	3384	2598	1767	1193	107132	
21	799	456	384	538	920	1994	4980	6850	7028	6164	5695	6031	6348	6087	6327	7117	7592	8457	6493	4402	3556	2560	1841	1312	103931	
22																										
23																										
24	965	648	567	644	1072	1916	4475	7118	6898	6516	6944	7710	8097	8046	8203	6261	6129	7107	7488	5508	4514	3702	2827	2130	115485	
25	1299	843	642	553	770	1261	2270	3736	5485	7081	8014	8651	6678	7893	7745	7138	6146	6296	5343	4419	3549	3398	2744	1946	103900	
26	1205	808	583	437	432	659	1173	1928	2985	4601	5771	6580	7669	7643	7413	7305	7204	6430	5668	4585	3739	2883	1989	1410	91100	
27	784	504	417	553	1128	2202	4986	7559	7066	6148	6142	6676	6707	6737	6689	6932	7915	8022	6148	4265	3252	2237	1621	1056	105746	
28	802	484	437	568	1053	2070	4882	7452	6992	6019	5683	5998	6214	6163	6300	7012	7830	8002	6321	4346	3270	2427	1760	1118	103203	
29																										
30																										

Total vehicles for month 2134380
AADT for month 101637

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South Carolina ATR Traffic Volumes -- March 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	400	256	163	121	147	229	530	845	1330	1953	2359	2582	2868	2872	2875	2938	2892	2632	2216	1715	1293	933	680	435	35264
2	253	191	150	199	364	1049	3245	4840	4089	3206	2821	2715	2799	2682	2766	2871	2902	3189	2454	1508	1130	880	678	424	47405
3	262	196	187	210	386	1010	3302	4519	3929	3345	2829	2786	2653	2539	2623	2691	2876	3179	2394	1509	1127	955	586	399	46492
4	249	202	188	205	405	1048	3330	4600	3951	3523	2965	2842	2909	2754	2710	3039	3115	3485	2726	1752	1362	1000	716	487	49563
5	307	207	182	222	395	975	3219	4735	4047	3373	2986	2840	2949	2796	2910	2997	3088	3449	2492	1716	1256	985	746	472	49344
6	292	197	198	297	390	988	3039	4812	3944	3451	3200	3307	3178	3329	3529	3683	3857	3909	3600	3056	1922	1406	1143	814	57541
7	492	307	236	223	285	467	1085	1707	2381	3074	3409	3344	3412	3151	3109	2970	2847	2914	2539	2010	1499	1223	1041	644	44369
8	365	240	97	56	180	251	619	792	1392	1879	2336	2703	3066	3118	3018	3205	3057	2927	2614	2093	1676	1160	863	557	38264
9	298	187	191	212	418	1041	3123	4754	4034	3260	2870	2775	2910	2841	2767	2901	2985	3187	2546	1710	1247	962	673	481	48373
10	334	228	186	220	416	989	3044	4714	4209	3520	2858	2784	2677	2686	2762	2852	3060	3365	2798	1903	1350	993	738	540	49226
11	332	229	172	239	370	1048	3008	4675	4145	3585	2948	2940	2815	2779	2767	3018	3218	3703	2783	2017	1297	1016	768	508	50380
12	337	220	191	248	367	967	2954	4750	4124	3413	2977	2888	3074	3111	3073	3103	3075	3876	2989	1987	1449	1168	846	552	51739
13	349	227	217	254	415	987	2700	4529	3911	3386	3295	3385	3635	3633	3612	4016	3588	3613	3619	2692	2063	1648	1185	760	57719
14	545	358	242	220	262	431	1027	1556	2367	2755	3041	3606	3670	3470	3396	3240	2982	2699	2350	1993	1498	1269	1038	787	44802
15	430	294	190	166	158	282	640	953	1572	2323	2819	3121	3518	3354	3372	3366	3407	3302	2935	2244	1860	1254	979	591	43130
16	341	202	189	233	417	1093	3135	4826	4268	3482	3151	3058	3153	3105	3016	2821	2997	3331	2552	1684	1381	1026	662	474	50597
17	281	220	181	225	375	1010	3133	4512	2742	3699	2989	2882	2788	2704	2730	2916	3214	3427	2687	1808	1363	1106	748	496	48236
18	307	228	181	217	399	1022	3183	4607	4054	3672	3121	2987	2962	2841	2803	2990	3167	3644	2810	1834	1517	1076	784	495	50901
19	320	225	164	229	393	1031	3139	3950	3251	3597	3215	3095	3118	2930	2922	2980	3089	3277	2498	1808	1304	1053	749	492	48829
20	334	273	189	247	410	955	2833	4695	3920	3611	3362	3475	3570	3602	3608	4008	3991	3782	3248	2593	1903	1569	1175	827	58180
21	502	337	207	226	285	475	998	1745	2458	3011	3306	3579	3164	3431	3250	3125	2833	2756	2610	2199	1615	1408	1113	853	45486
22	467	277	163	144	167	249	555	870	1495	2044	2462	2625	2962	3099	3149	3002	3097	3082	2456	1864	1550	1103	799	528	38209
23	248	159	171	206	417	1054	3132	4672	3963	3287	3013	2822	3002	2823	2772	2836	2996	3150	2531	1683	1235	888	609	488	48157
24	254	234	168	208	382	1078	3132	4596	4042	3486	3007	2741	2801	2619	2737	2883	3071	3426	2607	1769	1211	1070	697	484	48703
25	325	217	176	212	389	1048	3113	4797	4202	3494	2966	2903	2820	2863	2674	2949	3067	3416	2805	1812	1495	1158	729	429	50059
26	306	234	194	225	385	1006	3135	4716	4242	3595	3264	3111	3082	2952	2989	3251	3375	3672	2936	2062	1573	1232	931	590	53058
27	361	258	235	255	408	987	2722	4652	3983	3596	3508	3731	3680	3870	4113	4153	4412	3427	3628	2801	2091	1534	1213	868	60486
28	562	353	281	277	359	548	1060	1706	2877	3618	4048	4138	4120	4095	3703	3234	3225	2909	2626	2044	1690	1400	1060	811	50744
29	492	323	194	129	167	292	574	926	1587	2376	3022	3359	3655	3424	3423	3319	3234	2917	2490	2357	1721	1174	822	570	42547
30	289	192	184	179	400	1002	2916	4665	3837	3380	3239	3138	3252	3290	2751	2655	2675	3118	2402	1625	1249	998	697	478	48611
31	312	205	165	212	379	921	2993	4786	3928	3287	2673	2845	3997	3025	2946	2852	2926	3303	2551	1811	1353	1108	746	572	49896

Total vehicles for month 1506310
AADT for month 48591

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	556	347	275	208	159	224	338	656	853	1344	1846	2361	2991	3097	3194	3227	3189	3019	2524	2067	1503	1011	646	429	36064
2	269	184	152	185	424	853	1444	2518	2460	2267	2240	2423	2638	2677	3058	3649	4593	4810	3523	2564	1747	1252	774	439	47143
3	388	200	185	202	457	797	1360	2502	2421	2047	2085	2335	2594	2813	3203	3721	4312	4639	3530	2394	1700	1196	911	513	46505
4	336	215	174	233	421	766	1436	2440	2524	2134	2188	2501	2725	3009	3294	3848	4547	4568	3569	2697	2082	1401	1005	543	48656
5	384	229	201	245	461	752	1461	2370	2440	2148	2184	2449	2735	3072	3470	3842	4623	4561	3699	2505	1852	1488	906	512	48589
6	384	254	217	253	434	742	1343	2361	2275	2337	2636	3073	3237	3818	3959	4153	3965	4439	3997	3077	2255	1932	1980	1012	54133
7	553	379	270	240	274	422	791	1317	1761	2218	2522	2833	3061	3209	2887	3306	3255	2869	2636	2186	1802	1551	1204	764	42310
8	565	366	184	91	226	225	355	549	794	1335	1823	2196	2999	3351	3421	3468	3550	3419	3104	2683	1981	1306	921	571	39483
9	320	213	186	186	442	788	1429	2406	2372	2068	2211	2437	2627	2870	3281	3687	4658	5029	3220	2389	1810	1364	798	525	47316
10	359	232	199	207	443	749	1375	2382	2593	2178	2156	2426	2578	2855	3247	3736	4574	4843	3530	2354	1967	1709	924	716	48332
11	420	281	200	233	452	749	1342	2481	2479	2240	2305	2551	2819	3088	3381	3962	4359	4774	3647	2435	2109	1514	1018	1160	49999
12	489	281	188	254	417	763	1391	2457	2527	2235	2400	2711	2959	3235	3474	4047	4670	4936	3733	2568	2104	1713	991	651	51194
13	391	273	251	263	419	723	1293	2395	2372	2315	2567	2947	3512	3730	4096	3940	4035	4441	3972	2949	2259	1846	1270	786	53045
14	579	403	279	230	219	352	550	1193	1434	1784	2172	2623	2901	2923	3092	3210	2850	2963	2672	2616	2154	1833	1508	1025	41565
15	606	459	294	245	212	208	390	658	1303	1754	2387	2863	3424	3619	3635	3519	3757	3635	3317	2909	2143	1477	1028	635	44477

P-95_MAR_2015.txt

16	425	216	195	203	450	814	1405	2202	2464	2165	2449	2677	2962	3030	3351	3829	4759	4828	3465	2567	2039	1390	829	549	49263
17	348	239	186	218	461	815	1402	2518	2504	2184	2223	2454	2653	3043	3371	3893	4539	4739	3722	2583	1952	1515	990	658	49210
18	399	241	223	225	463	783	1377	2596	2610	2359	2388	2694	2968	3229	3668	3841	4619	4822	3888	2746	2185	1531	989	614	51458
19	376	254	186	237	451	796	1421	2428	2397	2152	2398	2719	2979	3183	3593	3845	4132	4326	3905	2470	1981	1442	959	592	49222
20	425	233	260	255	445	803	1305	2438	2511	2337	2664	3056	3562	3743	4147	4393	4763	4598	4167	3231	2610	2028	1510	957	56441
21	592	411	329	267	253	397	690	1274	1735	2234	2882	3290	3539	3447	3451	3529	3301	3457	2809	2425	2055	1731	1337	924	46359
22	608	376	356	218	179	213	356	611	932	1505	2210	2731	3343	3585	3620	3540	3481	3548	3104	2537	1931	1724	945	538	42191
23	350	189	181	209	441	820	1387	2524	2516	2257	2334	2635	2754	2924	3361	3682	4507	4423	3761	2387	1826	1365	838	504	48175
24	331	220	206	212	466	768	1351	2514	2571	2158	2210	2470	2695	2828	3279	3656	4600	4864	3662	2665	2002	1569	977	593	48867
25	384	225	195	239	471	819	1413	2521	2573	2248	2192	2558	2789	3000	3565	3987	4558	4890	3634	2624	2288	1540	926	537	50176
26	390	235	217	222	463	803	1473	2543	2505	2216	2392	2713	3107	3314	3712	4125	4975	4918	3928	2762	2192	1624	982	646	52457
27	436	276	266	267	440	799	1354	2529	2394	2355	2743	3154	3717	3995	4320	4501	4593	4609	3941	2878	2418	1736	1382	855	55958
28	606	387	302	257	332	448	659	1142	1706	2154	2501	2950	3512	3162	3104	3097	3246	3263	2929	2574	2038	1798	1201	1150	44518
29	735	377	298	189	152	239	401	679	996	1673	2324	2808	3363	3410	3449	3524	3444	3542	3146	2797	1918	1310	941	598	42313
30	382	209	166	194	446	781	1348	2160	2289	2262	2385	2571	2886	3060	3338	3590	4181	4819	3317	2458	1835	1332	863	554	47426
31	370	251	198	223	462	798	1253	2197	2454	2311	2336	2572	2821	3097	3500	3882	4609	4624	3739	2649	1990	1605	1024	693	49658

Total vehicles for month 1482503
AADT for month 47823

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	956	603	438	329	306	453	868	1501	2183	3297	4205	4943	5859	5969	6069	6165	6081	5651	4740	3782	2796	1944	1326	864	71328
2	522	375	302	384	788	1902	4689	7358	6549	5473	5061	5138	5437	5359	5824	6520	7495	7999	5977	4072	2877	2132	1452	863	94548
3	650	396	372	412	843	1807	4662	7021	6350	5392	4914	5121	5247	5352	5826	6412	7188	7818	5924	3903	2827	2151	1497	912	92997
4	585	417	362	438	826	1814	4766	7040	6475	5657	5153	5343	5634	5763	6004	6887	7662	8053	6295	4449	3444	2401	1721	1030	98219
5	691	436	383	467	856	1727	4680	7105	6487	5521	5170	5289	5684	5868	6380	6839	7711	8010	6191	4221	3108	2473	1652	984	97933
6	676	451	415	550	824	1730	4382	7173	6219	5788	5836	6380	6415	7147	7488	7836	7822	8348	7597	6133	4177	3338	3123	1826	111674
7	1045	686	506	463	559	889	1876	3024	4142	5292	5931	6177	6473	6360	5996	6276	6102	5783	5175	4196	3301	2774	2245	1408	86679
8	930	606	281	147	406	476	974	1341	2186	3214	4159	4899	6065	6469	6439	6673	6607	6346	5718	4776	3657	2466	1784	1128	77747
9	618	400	377	398	860	1829	4552	7160	6406	5328	5081	5212	5537	5711	6048	6588	7643	8216	5766	4099	3057	2326	1471	1006	95689
10	693	460	385	427	859	1738	4419	7096	6802	5698	5014	5210	5255	5541	6009	6588	7634	8208	6328	4257	3317	2702	1662	1256	97558
11	752	510	372	472	822	1797	4350	7156	6624	5825	5253	5491	5634	5867	6148	6980	7577	8477	6430	4452	3406	2530	1786	1668	100379
12	826	501	379	502	784	1730	4345	7207	6651	5648	5377	5599	6033	6346	6547	7150	7745	8812	6722	4555	3553	2881	1837	1203	102933
13	740	500	468	517	834	1710	3993	6924	6283	5701	5862	6332	7147	7363	7708	7956	7623	8054	7591	5641	4322	3494	2455	1546	110764
14	1124	761	521	450	481	783	1577	2749	3801	4539	5213	6229	6571	6393	6488	6450	5832	5662	5022	4609	3652	3102	2546	1812	86367
15	1036	753	484	411	370	490	1030	1611	2875	4077	5206	5984	6942	6973	7007	6885	7164	6937	6252	5153	4003	2731	2007	1226	87607
16	766	418	384	436	867	1907	4540	7028	6732	5647	5600	5735	6115	6135	6367	6650	7756	8159	6017	4251	3420	2416	1491	1023	99860
17	629	459	367	443	836	1825	4535	7030	5246	5883	5212	5336	5441	5747	6101	6809	7753	8166	6409	4391	3315	2621	1738	1154	97446
18	706	469	404	442	862	1805	4560	7203	6664	6031	5509	5681	5930	6070	6471	6831	7786	8466	6698	4580	3702	2607	1773	1109	102359
19	696	479	350	466	844	1827	4560	6378	5648	5749	5613	5814	6097	6113	6515	6825	7221	7603	6403	4278	3285	2495	1708	1084	98051
20	759	506	449	502	855	1758	4138	7133	6431	5948	6026	6531	7132	7345	7755	8401	8754	8380	7415	5824	4513	3597	2685	1784	114621
21	1094	748	536	493	538	872	1688	3019	4193	5245	6188	6869	6703	6878	6701	6654	6134	6213	5419	4624	3670	3139	2450	1777	91845
22	1075	653	519	362	346	462	911	1481	2427	3549	4672	5356	6305	6684	6769	6542	6578	6630	5560	4401	3481	2827	1744	1066	80400
23	598	348	352	415	858	1874	4519	7196	6479	5544	5347	5457	5756	5747	6133	6518	7503	7573	6292	4070	3061	2253	1447	992	96332
24	585	454	374	420	848	1846	4483	7110	6613	5644	5217	5211	5496	5447	6016	6539	7671	8290	6269	4434	3213	2639	1674	1077	97570
25	709	442	371	451	860	1867	4526	7318	6775	5742	5158	5461	5609	5863	6239	6936	7625	8306	6439	4436	3783	2698	1655	966	100235
26	696	469	411	447	848	1809	4608	7259	6747	5811	5656	5824	6189	6266	6701	7376	8350	8590	6864	4824	3765	2856	1913	1236	105515
27	797	534	501	522	848	1786	4076	7181	6377	5951	6251	6885	7397	7865	8433	8654	9005	8036	7569	5679	4509	3270	2595	1723	116444
28	1168	740	583	534	691	996	1719	2848	4583	5772	6549	7088	7632	7257	6807	6331	6471	6172	5555	4618	3728	3198	2261	1961	95262
29	1227	700	492	318	319	531	975	1605	2583	4049	5346	6167	7018	6834	6872	6843	6678	6459	5636	5154	3639	2484	1763	1168	84860
30	671	401	350	373	846	1783	4264	6825	6126	5642	5624	5709	6138	6350	6089	6245	6856	7937	5719	4083	3084	2330	1560	1032	96037
31	682	456	363	435	841	1719	4246	6983	6382	5598	5009	5417	6818	6122	6446	6734	7535	7927	6290	4460	3343	2713	1770	1265	99554

Total vehicles for month 2988813
AADT for month 96413

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	298	169	152	255	448	1099	3553	4993	4030	3597	3066	2949	3004	2830	2865	2909	3332	3383	2551	1596	1207	850	677	422	50235
2	300	165	148	232	456	1119	3573	4594	3951	3635	3128	2949	2877	2880	2879	3005	3277	3347	2743	1803	1321	980	694	449	50505
3	286	160	186	261	448	1121	3474	4763	4286	3546	3244	2964	3258	3129	3062	3132	3602	3599	2745	1751	1250	996	719	510	52492
4	373	205	203	266	451	1055	3170	4813	4005	3695	3580	3638	3533	3649	3793	4045	4305	3980	3837	2890	1916	1278	1037	769	60486
5	514	292	254	224	310	499	1275	1925	2659	3204	3418	3466	3298	3147	3037	2807	2741	2699	2756	2115	1521	1355	1014	724	45254
6	410	265	193	155	182	283	688	978	1513	2404	2666	2985	3168	3139	3206	3199	3049	2974	2655	2025	1476	1115	730	456	39914
7	280	157	177	226	450	1176	3547	4926	3971	3341	2956	2938	2902	2863	2886	2887	3229	3188	2456	1611	1239	905	650	437	49398
8	319	188	171	236	423	1106	3472	4830	4114	3602	3105	2997	2852	2697	2879	2927	3422	3420	2662	1749	1239	919	697	503	50529
9	307	167	191	247	450	1163	3547	4790	4050	3613	3095	3022	2978	2927	2913	3044	3410	3477	2818	1825	1344	1014	783	446	51621
10	311	202	197	278	452	1143	3393	4915	4103	3640	3158	3159	3110	3150	3115	3385	3600	3683	3040	2078	1516	1189	891	575	54283
11	367	238	223	282	494	1070	3125	4720	3986	3624	3570	3729	3767	3695	4078	4061	4171	3987	3847	2698	1935	1470	1132	861	61130
12	502	318	251	249	317	511	1141	1893	2676	3398	3502	3750	3555	3476	3523	3397	3056	3102	2750	2118	1632	1306	1158	748	48329
13	480	263	144	74	209	293	625	980	1590	2189	2566	3143	3497	3713	3395	4034	3766	3276	2895	2257	1802	1402	988	588	44169
14	358	203	180	233	413	1192	3266	4627	4191	3597	3349	3230	3163	3044	2973	3077	3349	3395	2573	1825	1365	986	720	509	51818
15	336	184	187	230	445	1059	3343	4048	3600	3574	3172	3055	3127	2939	2981	3084	3507	3452	2741	1845	1514	1238	801	488	50950
16	351	196	213	231	461	1094	3411	4667	3783	3859	3380	3190	3052	3126	3014	3034	3719	3690	2935	1976	1594	1183	823	535	53517
17	323	196	226	279	475	1105	3375	4455	3594	3872	3397	3356	3224	3202	3133	3387	3597	3725	2905	2200	1729	1250	958	621	54584
18	414	245	220	288	507	1077	3070	4836	4055	3695	3684	3740	3640	3701	3833	3992	4141	3942	3842	2876	2115	1698	1339	865	61815
19	550	337	275	255	322	531	1175	1734	2663	2797	3410	3513	3741	3419	3315	3167	2904	2891	2565	2016	1624	1390	1124	848	46566
20	481	268	206	140	171	277	631	1009	1515	2194	2728	2931	3377	3605	3389	3363	3348	3180	2800	1957	1520	1126	784	557	41557
21	279	198	179	237	443	1165	3435	4752	3962	3603	3223	3113	3163	3026	2960	3094	3351	3484	2573	1811	1360	1052	703	528	51694
22	318	167	175	253	446	1103	3331	4629	3796	3591	3213	2972	3072	2870	3073	2998	3339	3450	2736	1927	1433	1141	736	529	51298
23	339	208	192	251	452	1078	3416	4739	3774	3739	3350	3008	3124	3043	2988	3226	3573	3427	2941	1987	1656	1135	866	583	53095
24	353	232	221	304	487	1073	3287	4522	3959	3804	3463	3351	3372	3375	3479	3780	4195	3587	3944	2781	2165	1496	1112	714	59056
25	481	329	235	301	468	960	2629	4149	3838	3966	4238	4477	4251	4159	4189	3711	3558	3622	3599	2689	2053	1530	1185	792	61409
26	543	323	228	244	268	500	936	1419	2063	3072	3579	3820	3730	3490	3337	3107	2854	2635	2415	1984	1600	1305	960	692	45104
27	440	295	204	168	151	327	615	896	1454	2266	2630	2696	3061	2787	3052	3413	3628	3405	2952	2591	1881	1863	996	603	42374
28	339	196	205	251	455	1142	3136	4673	4161	4017	3976	3860	3993	3989	3358	3183	3383	3385	2731	1899	1468	1046	794	504	56144
29	335	218	200	265	458	1066	3095	4591	4092	3820	3494	3378	3425	3248	3167	3076	3241	3464	2705	1872	1470	1090	764	498	53032
30	320	193	210	231	443	1046	3052	4611	4119	3795	3611	3484	3420	3457	3086	3184	3530	3594	2907	2007	1587	1074	831	551	54343
31	348	226	189	267	431	1014	3041	4625	4022	3808	3386	3756	3498	3388	3382	3337	3408	3501	2912	2121	1650	1305	1003	614	55232

Total vehicles for month 1601933
AADT for month 51675

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	342	199	189	263	521	829	1535	2710	2692	2334	2308	2596	2826	3008	3315	3804	4645	4842	3550	2427	1864	1334	891	523	49547
2	384	226	202	258	517	821	1509	2679	2559	2328	2330	2633	2872	3204	3359	3952	4552	4797	3737	2665	2086	1364	744	507	50285
3	354	178	201	299	551	844	1607	2607	2571	2323	2569	2864	2888	3134	3508	4295	4154	4642	3670	2647	1919	1849	892	526	51092
4	396	252	213	294	509	814	1388	2611	2616	2536	2805	3270	3628	3904	4486	4900	4815	4736	3892	2925	2277	2045	2180	948	58440
5	572	383	248	251	287	439	906	1304	1686	2453	2839	2973	3054	1956	2961	3236	3247	2892	2697	2271	1870	1589	1134	796	42044
6	508	360	291	182	165	270	421	612	987	1649	2181	2564	3249	3656	3653	3719	3443	3502	3022	2493	1707	1194	771	456	41055
7	298	193	173	235	457	870	1597	2648	2488	2434	2373	2660	2845	2984	3309	3813	4662	4964	3360	2391	1600	1237	792	506	48889
8	329	230	215	294	557	863	1518	2688	2681	2352	2420	2569	2810	3093	3378	4039	4783	4613	3464	2438	1975	1486	883	508	50186
9	360	219	202	297	499	870	1545	2755	2670	2485	2600	2741	2956	3095	3455	4076	4810	4817	3428	2532	2023	1433	980	548	51396
10	359	245	203	314	550	858	1622	2761	2618	2593	2515	2790	3082	3312	3667	4246	4844	4762	3807	2590	2113	1770	907	589	53117
11	405	290	226	307	487	772	1470	2660	2657	2544	2872	3354	3633	3906	4317	4593	4847	4820	3597	2926	2315	2077	1306	805	57186
12	616	365	270	247	313	420	838	1497	1994	2462	2912	3135	3434	3353	3386	3401	3270	2926	2732	2505	1672	1612	1193	943	45496
13	664	432	199	115	265	243	399	788	1003	1540	2155	2811	3362	3632	3637	3713	3598	3644	3358	2860	2369	1504	1087	601	43979
14	370	243	192	261	482	832	1528	2583	2585	2487	2529	2811	2987	3123	3377	3987	4805	4949	3715	2487	2051	1501	897	572	51354
15	372	235	172	308	519	846	1500	2642	2674	2428	2485	2634	2874	3170	3552	4104	4804	4846	3736	2642	2213	1761	999	564	52080

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16	362	247	212	301	524	847	1441	2701	2660	2589	2410	2742	2921	3259	3642	4309	4769	4724	3809	2785	2402	1695	1250	621	53222
17	435	225	219	297	513	849	1569	2673	2634	2400	2637	2920	3205	3501	3843	4126	4738	4866	4092	2868	2262	1808	1073	686	54439
18	449	276	272	339	516	778	1428	2647	2746	2616	2780	3157	3763	3891	4338	4461	4684	4748	4167	3310	2774	2141	1963	1020	59264
19	664	409	311	305	313	452	705	1259	1692	2270	2703	3182	3517	3621	3554	3555	3542	3345	3025	2819	2149	1932	1366	961	47651
20	676	397	343	255	196	307	402	703	1110	1718	2524	3078	3857	4194	4258	4216	4180	3966	3459	2778	1929	1817	871	586	47820
21	393	253	184	241	512	895	1607	2672	2572	2497	2573	2816	3039	3190	3420	3901	4577	4552	3954	2506	2150	1380	864	667	51415
22	367	241	191	284	498	854	1495	2663	2649	2322	2392	2665	2875	3071	3439	4064	4703	4900	3955	2608	2073	1627	918	572	51426
23	400	239	214	281	512	851	1506	2694	2730	2493	2578	2786	2999	3246	3696	4154	4668	4948	3976	2687	2479	1671	963	623	53394
24	355	275	214	327	511	858	1501	2765	2786	2545	2688	3100	3468	3612	4083	4472	4628	4718	4202	3172	2614	2102	1348	779	57123
25	558	304	237	239	335	589	1186	2136	2482	2799	3192	3695	3872	4143	4142	4436	4521	4478	3622	3080	2230	2124	1322	891	56613
26	623	444	310	271	246	380	607	1263	1711	2280	2739	2958	3181	3565	3497	3274	3103	2679	2381	2137	1706	1466	1112	856	42789
27	520	364	316	198	197	259	434	653	1048	1570	2241	2728	3533	3546	3022	3309	3416	3435	3001	2439	1924	1323	813	543	40832
28	357	229	181	230	502	767	1414	2316	2552	2673	2771	3099	3452	3282	3616	4134	4640	4813	3630	2550	2020	1481	1050	683	52442
29	417	241	206	274	490	793	1423	2390	2647	2422	2557	2908	3191	3209	3571	3927	4556	4778	3649	2625	2010	1666	1113	744	51807
30	466	243	228	269	516	809	1439	2399	2615	2501	2661	2888	3324	3383	3730	4274	4740	4785	3745	2787	2193	1680	1227	708	53610
31	392	279	235	327	454	804	1414	2265	2582	2606	2767	3176	3450	3527	3951	4461	4657	4818	3959	2770	2217	1860	1326	785	55082

Total vehicles for month 1575075
AADT for month 50809

South Carolina ATR Traffic volumes -- March 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	640	368	341	518	969	1928	5088	7703	6722	5931	5374	5545	5830	5838	6180	6713	7977	8225	6101	4023	3071	2184	1568	945	99782
2	684	391	350	490	973	1940	5082	7273	6510	5963	5458	5582	5749	6084	6238	6957	7829	8144	6480	4468	3407	2344	1438	956	100790
3	640	338	387	560	999	1965	5081	7370	6857	5869	5813	5828	6146	6263	6570	7427	7756	8241	6415	4398	3169	2845	1611	1036	103584
4	769	457	416	560	960	1869	4558	7424	6621	6231	6385	6908	7161	7553	8279	8945	9120	8716	7729	5815	4193	3323	3217	1717	118926
5	1086	675	502	475	597	938	2181	3229	4345	5657	6257	6439	6352	5103	5998	6043	5988	5591	5453	4386	3391	2944	2148	1520	87298
6	918	625	484	337	347	553	1109	1590	2500	4053	4847	5549	6417	6795	6859	6918	6492	6476	5677	4518	3183	2309	1501	912	80969
7	578	350	350	461	907	2046	5144	7574	6459	5775	5329	5598	5747	5847	6195	6700	7891	8152	5816	4002	2839	2142	1442	943	98287
8	648	418	386	530	980	1969	4990	7518	6795	5954	5525	5566	5662	5790	6257	6966	8205	8033	6126	4187	3214	2405	1580	1011	100715
9	667	386	393	544	949	2033	5092	7545	6720	6098	5695	5763	5934	6022	6368	7120	8220	8294	6246	4357	3367	2447	1763	994	103017
10	670	447	400	592	1002	2001	5015	7676	6721	6233	5673	5949	6192	6462	6782	7631	8444	8445	6847	4668	3629	2959	1798	1164	107400
11	772	528	449	589	981	1842	4595	7380	6643	6168	6442	7083	7400	7601	8395	8654	9018	8807	7444	5624	4250	3547	2438	1666	118316
12	1118	683	521	496	630	931	1979	3390	4670	5860	6414	6885	6989	6829	6909	6798	6326	6028	5482	4623	3304	2918	2351	1691	93825
13	1144	695	343	189	474	536	1024	1768	2593	3729	4721	5954	6859	7345	7032	7747	7364	6920	6253	5117	4171	2906	2075	1189	88148
14	728	446	372	494	895	2024	4794	7210	6776	6084	5878	6041	6150	6167	6350	7064	8154	8344	6288	4312	3416	2487	1617	1081	103172
15	708	419	359	538	964	1905	4843	6690	6274	6002	5657	5689	6001	6109	6533	7188	8311	8298	6477	4487	3727	2999	1800	1052	103030
16	713	443	425	532	985	1941	4852	7368	6443	6448	5790	5932	6385	6856	7343	8488	8414	6744	4761	3996	2878	2073	1156	106739	
17	758	421	445	576	988	1954	4944	7128	6228	6272	6034	6276	6429	6703	6976	7513	8335	8591	6997	5068	3991	3058	2031	1307	109023
18	863	521	492	627	1023	1855	4498	7483	6801	6311	6464	6897	7403	7592	8171	8453	8825	8690	8009	6186	4889	3839	3302	1885	121079
19	1214	746	586	560	635	983	1880	2993	4355	5067	6113	6695	7258	7040	6869	6722	6446	6236	5590	4835	3773	3322	2490	1809	94217
20	1157	665	549	395	367	584	1033	1712	2625	3912	5252	6009	7234	7799	7647	7579	7528	7146	6259	4735	3449	2943	1655	1143	89377
21	672	451	363	478	955	2060	5042	7424	6534	6100	5796	5929	6202	6216	6380	6995	7928	8036	6527	4317	3510	2432	1567	1195	103109
22	685	408	366	537	944	1957	4826	7292	6445	5913	5605	5637	5947	5941	6512	7062	8042	8350	6691	4535	3506	2768	1654	1101	102724
23	739	447	406	532	964	1929	4922	7433	6504	6232	5928	5794	6123	6289	6684	7380	8241	8375	6917	4674	4135	2806	1829	1206	106489
24	708	507	435	631	998	1931	4788	7287	6745	6349	6151	6451	6840	6987	7562	8252	8823	8305	8146	5953	4779	3598	2460	1493	116179
25	1039	633	472	540	803	1549	3815	6285	6320	6765	7430	8172	8123	8302	8331	8147	8079	8100	7221	5769	4283	3654	2507	1683	118022
26	1166	767	538	515	514	880	1543	2682	3774	5352	6318	6778	6911	7055	6834	6381	5957	5314	4796	4121	3306	2771	2072	1548	87893
27	960	659	520	366	348	586	1049	1549	2502	3836	4871	5424	6594	6333	6074	6722	7044	6840	5953	5030	3805	3186	1809	1146	83206
28	696	425	386	481	957	1909	4550	6989	6713	6690	6747	6959	7445	7271	6974	7317	8023	8198	6361	4449	3488	2527	1844	1187	108586
29	752	459	406	539	948	1859	4518	6981	6739	6242	6051	6286	6616	6457	6738	7003	7797	8242	6354	4497	3480	2756	1877	1242	104839
30	786	436	438	500	959	1855	4491	7010	6734	6296	6272	6372	6744	6840	6816	7458	8270	8379	6652	4794	3780	2754	2058	1259	107953
31	740	505	424	594	885	1818	4455	6890	6604	6414	6153	6932	6948	6915	7333	7798	8065	8319	6871	4891	3867	3165	2329	1399	110314

Total vehicles for month 3177008
AADT for month 102484

P-95_MAY_2015.txt

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	384	231	200	244	401	1021	2904	4796	4176	3671	3516	3657	3531	3686	3690	4062	4101	4096	3648	2707	2052	1650	1190	829	60443
2	599	302	242	229	277	489	1128	1839	2671	3230	3368	3491	3437	3321	3163	2997	2961	2792	2548	2069	1799	1445	1080	736	46213
3	407	785	269	170	151	263	659	1113	1568	2328	2970	3026	3326	3304	3169	3222	3123	3164	2738	2189	1832	1377	873	554	42580
4	306	203	166	205	459	1096	3214	4894	3786	3323	3187	3116	3096	2988	2918	3113	3244	3513	2614	1757	1439	1082	737	491	50947
5	344	234	175	221	373	1053	3215	4837	3990	3482	3126	2925	2896	2895	2860	3096	3248	3402	2650	1816	1469	1201	880	558	50946
6	357	237	169	208	419	1059	3282	4882	4102	3714	3125	2978	2920	3057	3028	3156	3300	3699	2976	1951	1597	1211	806	589	52822
7	333	174	200	221	388	1040	3228	4993	4133	3607	3103	3230	3105	3103	3072	3381	3576	3905	2984	2096	1658	1256	956	643	54385
8	414	228	195	240	387	962	3013	4875	3886	3571	3533	3580	3752	3780	3667	4052	4000	3786	3542	2793	2349	1801	1415	941	60762
9	617	348	234	217	260	415	1089	1746	2721	3395	3679	3723	3595	3675	3406	3135	3021	2919	2839	2293	1788	1556	1203	842	48716
10	519	277	200	140	146	220	555	897	1463	2410	2922	3139	3399	3284	3257	3288	3260	3365	3048	2526	2196	1641	1090	648	43890
11	324	204	173	208	454	1103	3258	4878	3853	3452	3439	3368	3145	3093	3082	3181	3307	3438	2629	1737	1260	1056	767	495	51904
12	334	226	192	234	404	1021	3328	5041	4250	3577	3137	3031	2937	2798	2882	2901	3356	3645	2810	1823	1444	1176	768	499	51814
13	319	215	192	244	423	1028	3287	4894	4180	3536	3273	3209	3125	3056	3044	3008	3243	3609	2900	1974	1563	1228	898	571	53019
14	341	234	221	252	407	1022	3163	4891	4273	3620	3243	3212	3157	3086	3267	3363	3563	3828	3135	2111	1744	1271	922	639	54965
15	367	241	221	250	415	1004	2971	4893	3942	3590	3475	3590	3668	3568	3697	3902	3970	3993	3622	2757	2023	1518	1254	831	59762
16	556	379	240	242	262	511	1264	1919	2759	3392	3564	3637	3672	3143	3028	3012	2836	2888	2787	2164	1654	1441	1198	835	47383
17	481	299	186	164	142	251	665	1135	1644	2443	2865	3076	3012	3602	3531	3304	3229	3020	2786	2350	1780	1317	922	535	42739
18	309	216	203	224	478	1107	3349	4767	3820	3433	3258	3152	3044	2995	2889	2868	3181	3341	2497	1920	1224	986	731	465	50457
19	283	209	183	198	407	1070	3281	5062	3981	3445	2957	2963	2864	2805	2793	2901	3047	3417	2678	1890	1415	1150	813	500	50312
20	291	231	187	195	400	1055	3327	4777	3998	3677	3166	3147	3051	2966	2952	3065	3468	3614	2840	2062	1545	1275	852	562	52703
21	355	242	209	234	438	1067	3318	4838	3970	3765	3334	3303	3203	3253	3219	3574	3790	3796	3040	2274	1814	1558	1080	687	56361
22	446	301	273	283	408	1013	2855	4668	3915	3620	3651	3633	3687	3815	4035	3815	3737	3633	3709	3065	2354	1844	1398	1019	61177
23	617	430	268	277	314	472	1077	1583	2687	3320	3736	4128	3621	3450	3072	2949	2687	2652	2398	1807	1745	1541	1144	877	46852
24	531	265	194	155	127	269	667	964	1584	2296	2674	2814	2855	2904	2741	2626	2446	2417	2362	1822	1705	1383	1028	736	37565
25	368	251	163	187	236	445	1130	1521	1805	2240	2675	3160	3176	3205	3064	3130	2994	2778	2570	2114	1816	1355	976	559	41918
26	304	180	154	211	430	1115	3411	5074	4070	3568	3245	3309	3222	3162	2992	3129	3220	3251	2636	1714	1240	993	723	466	51819
27	319	196	195	239	446	1080	491	5	1	7	2	13	6	1258	1272	1222	2238	2763	2397	1801	1370	1080	807	510	19718
28	329	212	190	261	421	1056	3297	4362	3977	3591	3199	3174	3156	3025	2893	3340	3476	3562	2909	2095	1573	1305	998	678	53079
29	395	283	232	261	440	1056	3083	4803	4044	3596	3408	3073	3078	3037	3414	3608	3319	3575	3374	2613	1974	1557	1285	887	56395
30	600	351	272	272	336	495	1220	1955	2542	3218	3895	4150	4018	3659	3369	3050	2789	2546	2391	2053	1714	1442	1171	875	48383
31	554	285	217	172	167	256	613	1012	1571	2522	3073	3146	3489	3266	3239	3081	2994	2977	2592	2130	1715	1373	900	556	41900

Total vehicles for month 1541929
AADT for month 49740

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	515	333	229	253	458	874	1413	2550	2552	2710	2838	3205	3664	3893	4250	4562	4670	4580	3883	2869	2220	1911	1586	885	56903
2	615	435	246	231	282	441	767	1419	1855	2332	2767	2908	3125	3200	3241	3151	3011	2827	2587	2422	1991	1804	1309	873	43839
3	493	769	416	266	196	212	377	763	1053	1785	2307	2840	3358	3633	3762	3880	3967	3682	2931	2667	1959	1470	926	572	44284
4	375	205	175	182	431	823	1524	2668	2584	2382	2494	2810	3040	3210	3325	3992	4618	4905	3722	2546	1859	1445	911	510	50736
5	344	251	199	229	471	752	1541	2620	2550	2433	2467	2803	2890	3249	3548	4040	4594	4508	3906	2556	1963	1504	912	584	50914
6	418	239	193	265	493	808	1568	2627	2691	2481	2522	2851	3025	3286	3707	4232	4480	4979	3830	2647	2242	1721	1141	646	53092
7	409	289	215	258	500	801	1591	2776	2708	2647	2684	3070	3397	3594	4123	4409	4538	4846	4239	2855	2192	1727	1114	680	55662
8	427	311	247	242	461	775	1475	2606	2703	2740	3115	3463	3804	3967	4456	4482	4820	4755	4044	3092	2355	2085	1404	983	58812
9	703	386	295	257	268	392	718	1394	2020	2362	2958	3564	3589	3478	3468	3289	3417	3244	2718	2207	2036	1780	1248	858	46649
10	579	372	309	206	155	213	397	708	1190	1811	2606	2861	3547	3578	3418	3570	3513	3214	2775	2427	1888	1437	1003	577	42354
11	374	214	186	218	455	799	1601	2633	2610	2412	2682	2942	3108	3076	3446	3828	4575	4426	3350	2372	1861	1319	743	649	49879
12	387	243	189	238	470	825	1633	2697	2626	2386	2374	2806	2875	2979	3164	3953	4643	4796	3612	2447	1916	1596	1057	640	50552
13	413	258	215	229	489	794	1574	2655	2687	2401	2475	2747	2989	3250	3633	4077	4676	4909	3764	2685	2093	1619	966	672	52270
14	420	274	215	246	478	818	1591	2685	2680	2567	2528	2900	3062	3446	3805	4337	4823	4963	3634	2631	2159	1690	1293	671	53916
15	469	277	233	266	458	814	1452	2607	2622	2602	2898	3319	3337	3916	4282	4272	4360	4342	3846	2736	2209	2004	1672	1219	56212

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16	668	376	319	254	284	370	783	1415	1889	2605	2853	3375	3510	3690	3440	3355	3144	2798	2474	2215	1894	1954	1739	1211	46615
17	584	425	342	213	169	238	403	826	1163	1773	2603	3146	3885	4010	4055	3849	3705	3384	2956	2396	1876	1372	989	596	44958
18	377	216	189	219	436	838	1664	2666	2527	2347	2599	2859	3011	3062	3341	3970	4552	4941	3610	2473	1643	1240	816	574	50170
19	374	230	184	244	470	802	1595	2600	2706	2277	2365	2673	2888	3073	3428	3973	4698	4865	3676	2495	1945	1546	940	575	50622
20	437	239	202	253	462	796	1614	2769	2787	2516	2524	2769	3093	3276	3567	4071	4539	4722	4060	2638	2221	1653	954	605	52767
21	419	275	220	237	494	853	1643	2731	2593	2257	2442	3215	3794	3651	4107	4543	4801	4822	4114	2763	2377	1872	1242	715	56180
22	466	307	253	304	506	765	1545	2751	2718	2735	3197	3624	3931	4253	4691	4217	4324	4474	3775	2998	2491	2035	1766	982	59108
23	608	420	319	244	266	404	738	1336	1831	2428	3020	3357	3274	3301	3214	2893	2934	2467	2128	1921	1673	1535	1584	948	42843
24	648	372	275	172	155	245	424	661	1038	1498	2167	2441	3104	3213	2938	2762	2645	2489	2216	2060	1711	1354	1168	804	36560
25	534	303	213	170	199	313	636	1001	1330	1823	2586	3223	3463	3443	3680	3730	3687	3296	2855	2479	1818	1519	985	667	43953
26	428	242	196	221	460	872	1646	2656	2687	2461	2547	2931	3193	3247	3518	3922	4440	4800	3848	2265	1692	1340	879	548	51039
27	372	221	210	234	456	555	510	776	1097	1037	1065	1735	1962	2192	2667	3043	3623	4100	3590	2402	2066	1484	896	607	36900
28	401	253	215	250	462	817	1563	2699	2603	2545	2735	2882	3227	3286	3731	3992	4466	4571	3975	2682	2125	1675	1169	734	53058
29	468	324	248	272	468	822	1603	2641	2602	2610	2915	3221	3455	3763	4144	4460	4163	4760	3956	2932	2250	1877	1361	962	56277
30	669	399	281	295	321	418	868	1535	1932	2588	3184	3597	3821	3829	3509	3170	3019	2673	2318	2112	1763	1599	1232	891	46023
31	582	383	286	193	171	230	418	729	1115	1706	2397	2802	3468	3856	3602	3508	3196	3036	2692	2391	1809	1342	897	582	41391

Total vehicles for month 1534538
AADT for month 49501

South Carolina ATR Traffic volumes -- May 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	899	564	429	497	859	1895	4317	7346	6728	6381	6354	6862	7195	7579	7940	8624	8771	8676	7531	5576	4272	3561	2776	1714	117346
2	1214	737	488	460	559	930	1895	3258	4526	5562	6135	6399	6562	6521	6404	6148	5972	5619	5135	4491	3790	3249	2389	1609	90052
3	900	1554	685	436	347	475	1036	1876	2621	4113	5277	5866	6684	6937	6931	7102	7090	6846	5669	4856	3791	2847	1799	1126	86864
4	681	408	341	387	890	1919	4738	7562	6370	5705	5681	5926	6136	6198	6243	7105	7862	8418	6336	4303	3298	2527	1648	1001	101683
5	688	485	374	450	844	1805	4756	7457	6540	5915	5593	5728	5786	6144	6408	7136	7842	7910	6556	4372	3432	2705	1792	1142	101860
6	775	476	362	473	912	1867	4850	7509	6793	6195	5647	5829	5945	6343	6735	7388	7780	8678	6806	4598	3839	2932	1947	1235	105914
7	742	463	415	479	888	1841	4819	7769	6841	6254	5787	6300	6502	6697	7195	7790	8114	8751	7223	4951	3850	2983	2070	1323	110047
8	841	539	442	482	848	1737	4488	7481	6589	6311	6648	7043	7556	7747	8123	8534	8820	8541	7586	5885	4704	3886	2819	1924	119574
9	1320	734	529	474	528	807	1807	3140	4741	5757	6637	7287	7184	7153	6874	6424	6438	6163	5557	4500	3824	3336	2451	1700	95365
10	1098	649	509	346	301	433	952	1605	2653	4221	5528	6000	6946	6862	6675	6858	6773	6579	5823	4953	4084	3078	2093	1225	86244
11	698	418	359	426	909	1902	4859	7511	6463	5864	6121	6310	6253	6169	6528	7009	7882	7864	5979	4109	3121	2375	1510	1144	101783
12	721	469	381	472	874	1846	4961	7738	6876	5963	5511	5837	5812	5777	6046	6854	7999	8441	6422	4270	3360	2772	1825	1139	102366
13	732	473	407	473	912	1822	4861	7549	6867	5937	5748	5956	6114	6306	6677	7085	7919	8518	6664	4659	3656	2847	1864	1243	105289
14	761	508	436	498	885	1840	4754	7576	6953	6187	5771	6112	6219	6532	7072	7700	8386	8791	6769	4742	3903	2961	2215	1310	108881
15	836	518	454	516	873	1818	4423	7500	6564	6192	6373	6909	7005	7484	7979	8174	8330	8335	7468	5493	4232	3522	2926	2050	115974
16	1224	755	559	496	546	881	2047	3334	4648	5997	6417	7012	7182	6833	6468	6367	5980	5686	5261	4379	3548	3395	2937	2046	93998
17	1065	724	528	377	311	489	1068	1961	2807	4216	5468	6222	6897	7612	7586	7153	6934	6404	5742	4746	3656	2689	1911	1131	87697
18	686	432	392	443	914	1945	5013	7433	6347	5780	5857	6011	6055	6057	6230	6838	7733	8282	6107	4393	2867	2226	1547	1039	100627
19	657	439	367	442	877	1872	4876	7662	6687	5722	5322	5636	5752	5878	6221	6874	7745	8282	6354	4385	3360	2696	1753	1075	100934
20	728	470	389	448	862	1851	4941	7546	6785	6193	5690	5916	6144	6242	6519	7136	8007	8336	6900	4700	3766	2928	1806	1167	105470
21	774	517	429	471	932	1920	4961	7569	6563	6022	5776	6518	6997	6904	7326	8117	8591	8618	7154	5037	4191	3430	2322	1402	112541
22	912	608	526	587	914	1778	4400	7419	6633	6355	6848	7257	7618	8068	8726	8032	8061	8107	7484	6063	4845	3879	3164	2001	120285
23	1225	850	587	521	580	876	1815	2919	4518	5748	6756	7485	6895	6751	6286	5842	5621	5119	4526	3728	3418	3076	2728	1825	89695
24	1179	637	469	327	282	514	1091	1625	2622	3794	4841	5255	5959	6117	5679	5388	5091	4906	4578	3882	3416	2737	2196	1540	74125
25	902	554	376	357	435	758	1766	2522	3135	4063	5261	6383	6639	6648	6744	6860	6681	6074	5425	4593	3634	2874	1961	1226	85871
26	732	422	350	432	890	1987	5057	7730	6757	6029	5792	6240	6415	6409	6510	7051	7660	8051	6484	3979	2932	2333	1602	1014	102858
27	691	417	405	473	902	1635	1001	781	1098	1044	1067	1748	1968	3450	3939	4265	5861	6863	5987	4203	3436	2564	1703	1117	56618
28	730	465	405	511	883	1873	4860	7061	6580	6136	5934	6056	6383	6311	6624	7332	7942	8133	6884	4777	3698	2980	2167	1412	106137
29	863	607	480	533	908	1878	4686	7444	6646	6206	6323	6294	6533	6800	7558	8068	7482	8335	7330	5545	4224	3434	2646	1849	112672
30	1269	750	553	567	657	913	2088	3490	4474	5806	7079	7747	7839	7488	6878	6220	5808	5219	4709	4165	3477	3041	2403	1766	94406
31	1136	668	503	365	338	486	1031	1741	2686	4228	5470	5948	6957	7122	6841	6589	6190	6013	5284	4521	3524	2715	1797	1138	83291

Total vehicles for month 3076467
AADT for month 99241

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South Carolina ATR Traffic Volumes -- May 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	531	290	225	153	179	305	612	962	1481	2082	2640	3073	3549	3553	3140	3107	3019	2932	2403	2054	1652	1224	847	569	40582
2	304	194	154	234	455	1171	3391	4954	3969	3471	3071	3222	3066	3043	2896	2984	3143	3181	2490	1609	1276	1013	694	442	50427
3	329	226	191	246	385	1124	3391	4784	3996	3582	3147	3062	2937	2946	2893	3014	3446	3374	2563	1747	1499	1168	909	595	51554
4	364	223	187	259	395	1170	3489	4803	4021	3704	3269	3170	3097	3014	3199	3220	3563	3734	3020	1896	1718	1218	826	612	54171
5	375	215	211	252	481	1092	3394	4818	4177	3593	3237	3280	3327	3292	3261	3456	3694	3670	2240	1901	1758	1458	1052	742	54976
6	412	278	211	299	483	1040	3099	4745	4025	4019	3675	3918	3955	3967	3913	3518	4242	3578	3415	2781	2286	1799	1413	1016	62087
7	630	333	245	236	276	504	1207	1917	3021	3563	3732	3854	3608	3481	3200	3061	3168	3089	2835	2174	2080	1781	1405	972	50372
8	579	329	246	174	185	270	627	916	1674	2675	3245	3344	3656	3385	3390	3072	3924	3484	3235	2696	2283	1688	1139	656	46872
9	333	226	190	242	496	1152	3552	5025	4107	3666	3286	3354	3313	3137	3080	3155	3330	3486	2715	1787	1433	1100	779	515	53459
10	353	229	189	233	458	1128	3312	4819	3874	3499	3122	3156	3080	2887	2929	3021	3401	3513	2763	1788	1479	1193	782	513	51721
11	376	210	191	245	429	1182	3266	2319	2557	3677	3131	3135	2998	2974	3047	3234	3301	3550	2910	1875	1513	1096	836	529	48581
12	371	204	184	252	426	1108	3469	4931	4150	3865	3351	3231	3210	3186	3161	3340	3592	3655	2964	1972	1555	1412	912	629	55130
13	386	237	222	261	475	1073	3215	4892	4044	3706	3425	3281	3691	3991	3823	3740	4038	3711	3744	2681	1990	1534	1270	857	60287
14	586	350	265	261	291	557	1364	1694	2714	3141	3536	3586	3508	3368	3132	3066	2982	3014	2875	2103	1758	1462	1246	805	47664
15	548	285	209	147	162	256	762	1168	1658	2462	2858	3151	3377	3487	3470	3401	2945	3018	2706	2480	1903	1453	915	547	43368
16	333	232	170	223	452	1243	3471	5041	4029	3588	3232	3295	3191	3072	3031	3062	3368	3321	2674	1841	1367	1075	820	519	52650
17	338	219	170	251	437	1140	3436	5071	4114	3641	3113	3092	2983	2958	2910	2955	3144	3337	2679	1770	1281	1101	759	514	51413
18	357	229	195	256	424	1177	3463	4950	4267	3622	3242	3126	3080	3030	3124	3217	3449	3463	2989	1944	1509	1164	856	555	53688
19	368	198	192	254	445	1124	3419	4768	3754	3674	3317	3102	3142	3018	3178	3262	3410	3382	2595	1822	1513	1101	912	544	52494
20	402	239	219	270	455	1056	3023	4835	3972	3475	3425	3601	3693	3461	3685	3819	3724	3775	3248	2379	1757	1395	1100	840	57848
21	522	289	255	245	293	530	1096	1636	2583	3305	3652	3920	3768	3673	3412	3114	2975	3016	2644	1970	1712	1484	1188	922	48204
22	517	268	225	166	180	357	685	1065	1823	2582	3043	3158	3459	3491	3304	3182	3011	3115	2553	2302	1765	1332	988	577	43148
23	328	211	164	234	474	1209	3542	4873	4127	3511	3288	3169	3253	3151	3035	3083	3260	3355	2656	1712	1297	1096	785	510	52323
24	321	190	167	239	421	1161	3511	4818	4246	3571	3064	2414	1995	2540	2896	2996	3265	3601	2667	1779	1529	1085	925	556	49957
25	320	240	201	277	462	1188	3574	4831	4103	3653	3356	3179	3109	3148	3001	3154	3289	3555	2969	1854	1600	1263	873	554	53753
26	368	236	230	288	485	1208	3566	4938	4014	3747	3393	3463	3338	3335	3575	3522	3768	3722	3173	2314	1953	1503	1140	757	58036
27	493	311	291	293	472	1113	3051	4766	3996	3813	3840	3793	4047	3902	4018	3570	3662	3581	3392	2822	2520	1819	1461	1008	62034
28	692	465	317	315	317	533	1227	1592	2634	3406	3699	3897	3689	3431	3128	2911	2669	2743	2377	2079	1760	1453	1150	742	47226
29	492	310	164	146	159	259	589	824	1320	2069	2511	2665	2979	2907	2761	2705	2485	2458	2198	1817	1398	1197	913	624	35950
30	375	249	182	196	236	447	1114	1451	1726	2228	2879	3260	3342	3224	3170	3166	3146	2858	2574	2292	2008	1315	1019	614	43071
31	378	229	163	217	448	1155	3919	4994	4169	3692	3673	3799	3553	3407	3766	3545	3309	3396	2704	1997	1539	1283	890	584	56809

Total vehicles for month 1589855
 AADT for month 51286

South Carolina ATR Traffic Volumes -- May 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	623	410	301	215	194	274	427	693	962	1388	2092	2418	2958	2893	3317	3335	3453	3221	2687	2287	1715	1210	808	507	38388
2	281	185	177	246	506	734	1395	2111	2171	2033	2164	2306	2443	2410	2713	2897	3553	3646	2767	2010	1539	1170	781	541	40779
3	368	236	200	300	475	722	1317	2063	2105	1971	2045	2252	2384	2622	2847	3158	3576	3674	2997	2155	1756	1300	850	540	41913
4	374	231	228	290	502	728	1423	2128	2179	2066	2074	2242	2525	2586	2898	3228	3639	3620	2989	2171	1903	1447	1022	659	43152
5	421	241	223	300	471	775	1397	2187	2144	2049	2155	2395	2573	2665	2909	3255	3720	3716	2834	2362	1944	1497	1024	698	43955
6	473	315	270	317	503	732	1261	2108	2096	2291	2540	2857	2973	3152	3376	3490	3361	3007	3156	2900	2270	1995	1423	917	47783
7	712	448	305	300	365	407	795	1343	1648	2204	2678	3042	3225	3174	3103	3009	3002	2792	2351	2238	1997	1658	1347	988	43131
8	624	395	316	210	173	232	382	744	1234	1821	2516	2829	3284	3333	3293	3083	3224	3022	2643	2344	1986	1659	1080	674	41101
9	372	218	190	256	484	790	1423	2126	2188	2041	2130	2381	2559	2557	2743	3187	3545	3823	2722	1989	1619	1243	788	548	41922
10	368	215	238	285	527	794	1422	2094	2093	1881	1965	2159	2226	2524	2607	2936	3668	3588	2739	2062	1560	1334	975	602	40862
11	356	222	175	292	481	749	1400	1987	1998	1908	2082	2089	2318	2493	2356	2952	3473	3694	3215	2191	1851	1421	881	565	41149
12	396	260	195	314	505	777	1436	2208	2155	2172	2233	2515	2628	2739	3016	3485	3717	3599	2873	2037	1868	1557	1050	626	44361
13	463	251	239	320	525	796	1375	2063	2137	2342	2479	2673	2970	3290	3409	3123	3093	3349	2859	2220	2130	1827	1750	1054	46737
14	623	417	272	252	299	418	745	1288	1872	2064	2507	2699	3029	2485	2802	2589	2561	2379	2057	1962	1650	1633	1566	1140	39309
15	586	366	292	193	176	251	418	812	1146	1705	2153	2633	2962	3283	3275	3225	3016	2914	2733	2327	1850	1393	978	687	39374

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16	353	222	190	248	516	864	1418	2229	1997	1966	2089	2280	2333	2458	2788	3123	3547	3847	2879	1899	1583	1295	864	525	41513
17	357	247	189	277	551	733	1369	2029	2112	1917	1983	2090	2296	2395	2627	3043	3399	3903	2845	2069	1654	1375	882	646	40988
18	357	203	205	291	504	761	1423	2121	2048	1873	1756	2193	2596	2635	2850	3135	3577	3692	3000	2113	1775	1405	933	601	42047
19	414	248	196	305	472	783	1336	2108	2082	2018	2091	2334	2425	2627	2953	3308	3668	3581	3115	2294	1698	1337	904	581	42878
20	463	234	233	325	477	717	1237	1978	2106	2060	2369	2474	3073	3200	3345	3613	3611	3677	3133	2247	1827	1748	1272	854	46273
21	557	348	275	276	337	429	702	1244	1677	1930	2314	2733	2819	2973	2928	2794	2628	2392	2205	2011	1867	1759	1383	911	39492
22	559	396	397	262	212	252	433	658	1038	1605	2036	2426	3057	3172	2655	3221	3024	2935	2492	2280	1690	1416	873	624	37713
23	345	190	184	279	524	813	1463	2224	2102	1959	2079	2335	2387	2388	2671	3040	3477	3595	2757	1960	1531	1349	888	539	41079
24	407	208	186	281	506	801	1385	2075	2182	2005	1979	1728	2025	2356	2689	3004	3484	3455	2851	1979	1814	1542	1008	593	40543
25	425	240	227	297	480	772	1406	2187	2151	1991	2020	2183	2458	2714	2897	3173	3581	3770	2896	2136	1776	1462	989	594	42825
26	405	232	228	309	524	772	1382	2172	2184	2273	2346	2625	2883	2968	3228	3314	3710	3651	3396	2437	2013	1735	1184	684	46655
27	531	332	243	349	518	737	1240	2122	2305	2319	2712	3019	3178	3346	3407	2995	3247	3095	2702	2546	2077	1860	1438	1053	47371
28	681	418	348	285	256	426	723	1272	1854	2379	2892	3164	3201	3283	2971	2660	2651	2345	2104	1711	1531	1468	1012	742	40377
29	515	313	288	161	133	224	336	618	901	1369	1780	2188	2716	2676	2551	2380	2289	2241	2056	1683	1421	1181	988	660	31668
30	442	287	209	149	182	312	567	1006	1267	1581	2069	2623	2659	2879	2924	3190	2924	2862	2464	2094	1667	1335	878	639	37209
31	396	237	179	273	528	809	1479	2197	2085	2174	2479	2487	2619	2612	2867	3135	3441	3572	3118	2175	1863	1301	925	599	43550

Total vehicles for month 1296097
AADT for month 41810

South Carolina ATR Traffic volumes -- May 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1154	700	526	368	373	579	1039	1655	2443	3470	4732	5491	6507	6446	6457	6442	6472	6153	5090	4341	3367	2434	1655	1076	78970
2	585	379	331	480	961	1905	4786	7065	6140	5504	5235	5528	5509	5453	5609	5881	6696	6827	5257	3619	2815	2183	1475	983	91206
3	697	462	391	546	860	1846	4708	6847	6101	5553	5192	5314	5321	5568	5740	6172	7022	7048	5560	3902	3255	2468	1759	1135	93467
4	738	454	415	549	897	1898	4912	6931	6200	5770	5343	5412	5622	5600	6097	6448	7202	7354	6009	4067	3621	2665	1848	1271	97323
5	796	456	434	552	952	1867	4791	7005	6321	5642	5392	5675	5900	5957	6170	6711	7414	7386	5074	4263	3702	2955	2076	1440	98931
6	885	593	481	616	986	1772	4360	6853	6121	6310	6215	6775	6928	7119	7289	7008	7603	6585	6571	5681	4556	3794	2836	1933	109870
7	1342	781	550	536	641	911	2002	3260	4669	5767	6410	6896	6833	6655	6303	6070	6170	5881	5186	4412	4077	3439	2752	1960	93503
8	1203	724	562	384	358	502	1009	1660	2908	4496	5761	6173	6940	6718	6683	6155	7148	6506	5878	5040	4269	3347	2219	1330	87973
9	705	444	380	498	980	1942	4975	7151	6295	5707	5416	5735	5872	5694	5823	6342	6875	7309	5437	3776	3052	2343	1567	1063	95381
10	721	444	427	518	985	1922	4734	6913	5967	5380	5087	5315	5306	5411	5536	5957	7069	7101	5502	3850	3039	2527	1757	1115	92583
11	732	432	366	537	910	1931	4666	4306	4555	5585	5213	5224	5316	5467	5403	6186	6774	7244	6125	4066	3364	2517	1717	1094	89730
12	767	464	379	566	931	1885	4905	7139	6305	6037	5584	5746	5838	5925	6177	6825	7309	7254	5837	4009	3423	2969	1962	1255	99491
13	849	488	461	581	1000	1869	4590	6955	6181	6048	5904	5954	6661	7281	7232	6863	7131	7060	6603	4901	4120	3361	3020	1911	107024
14	1209	767	537	513	590	975	2109	2982	4586	5205	6043	6285	6537	5853	5934	5655	5543	5393	4932	4065	3408	3095	2812	1945	86973
15	1134	651	501	340	338	507	1180	1980	2804	4167	5011	5784	6339	6770	6745	6626	5961	5932	5439	4807	3753	2846	1893	1234	82742
16	686	454	360	471	968	2107	4889	7270	6026	5554	5321	5575	5524	5530	5819	6185	6915	7168	5553	3740	2950	2370	1684	1044	94163
17	695	466	359	528	988	1873	4805	7100	6226	5558	5096	5182	5279	5353	5537	5998	6543	7240	5524	3839	2935	2476	1641	1160	92401
18	714	432	400	547	928	1938	4886	7071	6315	5495	4998	5319	5676	5665	5974	6352	7026	7155	5989	4057	3284	2569	1789	1156	95735
19	782	446	388	559	917	1907	4755	6876	5836	5692	5408	5436	5567	5645	6131	6570	7078	6963	5710	4116	3211	2438	1816	1125	95372
20	865	473	452	595	932	1773	4260	6813	6078	5535	5794	6075	6766	6661	7030	7432	7335	7452	6381	4626	3584	3143	2372	1694	104121
21	1079	637	530	521	630	959	1798	2880	4260	5235	5966	6653	6587	6646	6340	5908	5603	5408	4849	3981	3579	3243	2571	1833	87696
22	1076	664	622	428	392	609	1118	1723	2861	4187	5079	5584	6516	6663	5959	6403	6035	6050	5045	4582	3455	2748	1861	1201	80861
23	673	401	348	513	998	2022	5005	7097	6229	5470	5367	5504	5640	5539	5706	6123	6737	6950	5413	3672	2828	2445	1673	1049	93402
24	728	398	353	520	927	1962	4896	6893	6428	5576	5043	4142	4020	4896	5585	6000	6749	7056	5518	3758	3343	2627	1933	1149	90500
25	745	480	428	574	942	1960	4980	7018	6254	5644	5376	5362	5567	5862	5898	6327	6870	7325	5865	3990	3376	2725	1862	1148	96578
26	773	468	458	597	1009	1980	4948	7110	6198	6020	5739	6088	6221	6303	6803	6836	7478	7373	6569	4751	3966	3238	2324	1441	104691
27	1024	643	534	642	990	1850	4291	6888	6301	6132	6552	6812	7225	7248	7425	6565	6909	6676	6094	5368	4597	3679	2899	2061	109405
28	1373	883	665	600	573	959	1950	2864	4488	5785	6591	7061	6890	6714	6099	5571	5320	5088	4481	3790	3291	2921	2162	1484	87603
29	1007	623	452	307	292	483	925	1442	2221	3438	4291	4853	5695	5583	5312	5085	4774	4699	4254	3500	2819	2378	1901	1284	67618
30	817	536	391	345	418	759	1681	2457	2993	3809	4948	5883	6001	6103	6094	6356	6070	5720	5038	4386	3675	2650	1897	1253	80280
31	774	466	342	490	976	1964	5398	7191	6254	5866	6152	6286	6172	6019	6633	6680	6750	6968	5822	4172	3402	2584	1815	1183	100359

Total vehicles for month 2885952
AADT for month 93095

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South Carolina ATR Traffic Volumes -- November 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	431	273	207	152	304	282	657	1040	1656	2281	2634	2826	3222	3178	3076	3070	3086	2962	2578	1930	1370	940	647	406	39208
2	269	162	148	216	446	1088	3554	4628	3258	3173	3141	2885	2893	2571	2602	2686	2852	2817	2112	1342	995	728	581	429	45576
3	322	173	145	220	421	1061	3526	4270	3774	3357	3019	2885	2905	2766	2688	2731	3130	3307	2422	1489	1126	890	675	413	47715
4	254	184	205	227	476	1079	3566	3978	2939	4076	3033	2892	2919	2782	2826	2886	3222	3413	2636	1578	1229	917	744	448	48509
5	289	204	185	264	435	1046	3002	3375	3358	3556	3221	2799	3211	3037	3026	3163	3493	3644	2760	1950	1284	1060	926	585	49873
6	364	209	220	266	523	1040	3169	4882	3814	3409	3315	3481	3387	3425	3458	3760	3746	3617	2942	2258	1651	1202	1150	765	56053
7	478	300	186	224	308	578	1183	1657	2510	3156	3455	3546	3317	2984	2745	2713	2358	2428	2197	1626	1333	1453	1404	1075	43214
8	555	311	195	145	166	300	729	951	1627	2335	3083	3465	3951	3385	3442	3970	3483	3389	2769	2189	1485	1045	689	389	44048
9	244	165	146	226	424	1074	3327	4050	3265	3156	2853	2665	2869	2723	2640	2636	2844	2903	2106	1416	1032	762	611	428	44565
10	282	175	183	235	435	1009	3612	4822	3917	3485	2920	2887	2806	2742	2866	2909	3308	3366	2601	1585	1142	1016	746	419	49468
11	340	179	197	242	477	990	3141	4000	3823	3466	3182	3064	3074	2866	3028	3112	3493	3638	2872	1681	1303	956	694	423	50241
12	324	166	207	247	472	1059	3494	4512	3749	3920	3168	2904	2486	2007	2777	3115	3353	3639	2895	1948	1367	1160	944	512	50425
13	394	201	184	292	446	1017	3149	4560	2943	3392	3380	3384	3514	3552	3782	3968	4088	4095	3765	2606	1786	1356	1142	858	57854
14	644	293	182	205	316	570	1276	1860	3274	4435	4019	3234	2823	2755	2740	2770	2778	2645	2500	1916	1379	1138	913	620	45285
15	409	250	199	148	163	284	623	957	1603	2314	2720	2815	3342	3391	3382	3297	3305	3220	2742	2103	1546	951	698	411	40873
16	231	161	142	205	467	1125	3500	4602	3761	3333	3108	2858	3014	2861	2779	2935	3235	3206	2538	1569	1142	831	620	404	48627
17	387	196	185	219	438	1113	3540	4549	3606	3575	3089	2783	2893	2694	2748	2880	3261	3215	2511	1652	1275	882	673	409	48773
18	323	149	180	237	448	1116	3542	4489	3739	3750	3002	3013	2947	2901	2729	3023	3281	3481	2662	1555	1253	850	685	434	49789
19	339	169	181	255	407	1004	3380	4317	3563	3282	3106	2937	3317	3037	2931	3171	3456	3655	3001	1742	1292	1008	775	514	50839
20	369	210	183	261	487	1025	3084	4546	3873	3483	3352	3372	3397	3326	3703	3173	3880	3880	3641	2429	1729	1391	1258	940	57550
21	652	271	242	235	338	537	1154	1878	3049	4133	4062	3522	3124	3028	2895	2856	2550	2399	2294	1839	1569	1703	1462	905	46697
22	473	276	177	149	171	278	687	922	1541	2419	2975	3395	3797	3599	3430	3316	3166	3060	2548	1962	1396	990	738	467	41932
23	264	163	132	208	441	1133	3412	4459	3744	3449	3371	3183	3242	3140	3136	3259	3473	3356	2667	1713	1230	948	728	471	51322
24	346	192	172	261	419	1024	3268	4469	3847	3600	3536	3568	3700	3748	3895	4205	4067	2888	3070	2595	1978	1483	1023	675	58029
25	422	318	264	326	532	1065	2789	4162	3655	3668	3738	3770	4255	3896	4115	3951	3762	2804	2931	2397	1876	1444	1070	825	58035
26	528	276	213	223	202	333	689	849	1255	2038	2946	3299	2789	1990	1994	2311	2634	2638	2474	2217	2181	1593	1105	755	37532
27	404	261	185	204	367	668	1235	1777	1949	2388	2871	3275	3378	3578	3295	3401	3493	3352	3046	2288	1843	1481	1335	942	47016
28	524	282	185	199	243	481	1000	1996	3719	4468	3844	3269	2981	2841	2730	2531	2761	2734	2488	1929	1524	1137	947	700	45513
29	437	263	204	154	242	384	725	1033	1778	2626	3156	3761	4023	2577	4270	3769	3493	3306	2902	2371	1701	1270	869	610	45924
30	349	231	175	254	471	1228	3481	4710	3944	3602	3378	3244	3229	3074	2967	3076	3287	3413	2446	1514	1104	807	628	416	51028

Total vehicles for month 1451513
 AADT for month 48384

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	561	414	338	291	440	239	428	706	1066	1602	2196	2560	3277	3352	3326	3310	3227	3123	2448	2112	1489	1029	714	531	38779
2	411	222	172	237	488	884	1556	2499	2344	2299	2411	2561	2709	2844	3268	3618	4374	4245	3562	2217	1517	1055	669	430	46592
3	333	226	214	264	490	862	1574	2459	2333	2288	2271	2644	2735	2944	3276	3743	4324	4370	4037	2400	1767	1260	787	530	48131
4	325	213	181	280	491	859	1543	2459	2265	2395	2329	2486	2779	2946	3312	3873	4367	4707	3772	2465	1939	1407	740	535	48668
5	393	231	198	298	463	850	1584	2600	2517	2267	2385	2738	3150	3170	3681	4180	4812	4663	3869	3082	2166	1520	1032	652	52501
6	432	287	230	328	518	847	1486	2576	2651	2580	2894	3289	3331	3877	4418	4570	3728	3353	4029	3727	2343	2067	1415	927	55903
7	627	384	251	302	340	532	1074	1880	2371	2731	2936	2824	2861	2610	3244	3168	2805	2478	2328	2097	1706	1370	1164	783	42866
8	487	312	289	185	186	271	408	715	1067	1461	2152	2422	3237	3400	3135	3339	3295	3081	2662	2016	1559	954	626	371	37630
9	294	178	148	258	485	836	1391	2283	2236	2071	2244	2538	2625	2799	3069	3551	4254	4309	3364	2185	1556	1179	777	445	45075
10	377	219	184	276	474	837	1564	2533	2482	2041	2455	2542	2679	3078	3459	3904	4610	4801	3880	2523	1806	1389	728	520	49361
11	361	244	185	280	489	846	1569	2619	2528	2388	2396	2579	2772	3077	3483	3837	4384	4532	3290	2463	2046	1412	860	527	49167
12	398	255	166	289	505	886	1656	2666	2571	2391	2532	2560	2602	3052	3530	4208	4814	4775	4049	2585	2060	1592	981	581	51704
13	431	277	248	342	479	887	1520	2546	2540	2546	2705	3180	3509	3918	4259	4445	4515	4510	3966	2854	2148	2145	1513	951	56434
14	633	383	328	244	392	465	805	1359	1868	2164	2555	2710	2783	2939	3015	3563	3565	2979	2786	2323	1755	1587	1085	729	43015
15	550	382	286	208	203	293	400	708	1160	1782	2396	2616	3377	3739	3658	3648	3628	3509	2822	2219	1540	1008	664	447	41243
16	296	190	153	271	487	900	1591	2660	2398	2289	2347	2622	2885	2902	3272	3907	4843	4787	3661	2222	1733	1321	791	479	49007

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17	329	215	170	287	479	830	1544	2647	2623	2345	2312	2464	2715	3018	3339	4019	4689	4671	3899	2442	1797	1236	784	562	49416
18	366	254	194	278	510	888	1531	2667	2619	2354	2256	2567	2886	3023	3437	4180	4554	4709	3766	2612	1991	1266	799	504	50211
19	358	237	202	290	463	784	1547	2546	2339	2388	2463	2804	3043	3159	3575	4310	4912	4810	3740	2760	2196	1706	1069	625	52326
20	410	296	232	324	467	845	1473	2713	2590	2621	2811	3213	3672	4098	4429	4437	4850	4513	4245	3671	2564	1962	1695	1329	59460
21	768	436	276	278	372	505	899	1571	2318	2949	3109	3188	3273	3151	3170	2007	3346	3662	2659	2391	1703	1401	1095	672	45199
22	495	324	280	185	194	237	427	702	1023	1548	2217	2514	3149	3383	3216	3176	3139	2973	2480	2144	1563	984	723	505	37581
23	269	190	180	252	464	868	1561	2448	2755	2311	2468	2867	3078	3154	3453	4109	4756	4745	3884	2470	1707	1237	789	502	50517
24	384	240	200	295	481	841	1523	2634	2616	2455	2797	3156	3484	3890	4284	4591	4063	4633	4355	3461	2345	1780	1247	783	56538
25	519	383	302	364	604	835	1489	2339	2627	2929	3363	3776	2874	4079	4361	4610	4542	4204	3576	3087	2418	1759	1224	880	57144
26	582	396	292	234	237	339	482	818	1277	2086	2931	3419	2779	2341	2036	2290	2435	2192	2128	1925	1704	1306	1010	671	35910
27	517	285	212	192	217	402	763	1132	1505	1940	2372	2819	3053	3026	3062	3140	3207	2881	2041	2066	1648	1256	1055	936	39727
28	574	323	271	227	228	342	623	1070	1407	1825	2405	3069	2947	2969	3040	3405	4384	4097	3632	2619	1888	1485	1093	798	44721
29	561	367	367	288	251	368	575	923	1471	2361	3236	3690	4173	4095	3420	2448	3460	3335	2987	2405	2069	1317	910	625	45702
30	348	230	207	281	513	851	1675	2582	2646	2446	2564	2855	2984	3070	3457	3918	4685	4769	3692	2386	1903	1393	754	493	50702

Total vehicles for month 1431230
AADT for month 47708

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	992	687	545	443	744	521	1085	1746	2722	3883	4830	5386	6499	6530	6402	6380	6313	6085	5026	4042	2859	1969	1361	937	77987
2	680	384	320	453	934	1972	5110	7127	5602	5472	5552	5446	5602	5415	5870	6304	7226	7062	5674	3559	2512	1783	1250	859	92168
3	655	399	359	484	911	1923	5100	6729	6107	5645	5290	5529	5640	5710	5964	6474	7454	7677	6459	3889	2893	2150	1462	943	95846
4	579	397	386	507	967	1938	5109	6437	5204	6471	5362	5378	5698	5728	6138	6759	7589	8120	6408	4043	3168	2324	1484	983	97177
5	682	435	383	562	898	1896	4586	5975	5875	5823	5606	5537	6361	6207	6707	7343	8305	8307	6629	5032	3450	2580	1958	1237	102374
6	796	496	450	594	1041	1887	4655	7458	6465	5989	6209	6770	6718	7302	7876	8330	7474	6970	6971	5985	3994	3269	2565	1692	111956
7	1105	684	437	526	648	1110	2257	3537	4881	5887	6391	6370	6178	5594	5989	5881	5163	4906	4525	3723	3039	2823	2568	1858	86080
8	1042	623	484	330	352	571	1137	1666	2694	3796	5235	5887	7188	6785	6577	7309	6778	6470	5431	4205	3044	1999	1315	760	81678
9	538	343	294	484	909	1910	4718	6333	5501	5227	5097	5203	5494	5522	5709	6187	7098	7212	5470	3601	2588	1941	1388	873	89640
10	659	394	367	511	909	1846	5176	7355	6399	5526	5375	5429	5485	5820	6325	6813	7918	8167	6481	4108	2948	2405	1474	939	98829
11	701	423	382	522	966	1836	4710	6619	6351	5854	5578	5643	5846	5943	6511	6949	7877	8170	6162	4144	3349	2368	1554	950	99408
12	722	421	373	536	977	1945	5150	7178	6320	6311	5700	5464	5088	5059	6307	7323	8167	8414	6944	4533	3427	2752	1925	1093	102129
13	825	478	432	634	925	1904	4669	7106	5483	5938	6085	6564	7023	7470	8041	8413	8603	8605	7731	5460	3934	3501	2655	1809	114288
14	1277	676	510	449	708	1035	2081	3219	5142	6599	6574	5944	5606	5694	5755	6333	6343	5624	5286	4239	3134	2725	1998	1349	88300
15	959	632	485	356	366	577	1023	1665	2763	4096	5116	5431	6719	7130	7040	6945	6933	6729	5564	4322	3086	1959	1362	858	82116
16	527	351	295	476	954	2025	5091	7262	6159	5622	5455	5480	5899	5763	6051	6842	8078	7993	6199	3791	2875	2152	1411	883	97634
17	716	411	355	506	917	1943	5084	7196	6229	5920	5401	5247	5608	5712	6087	6899	7950	7886	6410	4094	3072	2118	1457	971	98189
18	689	403	374	515	958	2004	5073	7156	6358	6104	5258	5580	5833	5924	6166	7203	7835	8190	6428	4167	3244	2116	1484	938	100000
19	697	406	383	545	870	1788	4927	6863	5902	5670	5569	5741	6360	6196	6506	7481	8368	8465	6741	4502	3488	2714	1844	1139	103165
20	779	506	415	585	954	1870	4557	7259	6463	6104	6163	6585	7069	7424	8132	8168	8730	8393	7886	6100	4293	3353	2953	2269	117010
21	1420	707	518	513	710	1042	2053	3449	5367	7082	7171	6710	6397	6179	6065	4863	5896	6061	4953	4230	3272	3104	2557	1577	91896
22	968	600	457	334	365	515	1114	1624	2564	3967	5192	5909	6946	6982	6646	6492	6305	6033	5028	4106	2959	1974	1461	972	79513
23	533	353	312	460	905	2001	4973	6907	6499	5760	5839	6050	6320	6294	6589	7368	8229	8101	6551	4183	2937	2185	1517	973	101839
24	730	432	372	556	900	1865	4791	7103	6463	6055	6333	6724	7184	7638	8179	8796	8130	7521	7425	6056	4323	3263	2270	1458	114567
25	941	701	566	690	1136	1900	4278	6501	6282	6597	7101	7546	7129	7975	8476	8561	8304	7008	6507	5484	4294	3203	2294	1705	115179
26	1110	672	505	457	439	672	1171	1667	2532	4124	5877	6718	5568	4331	4030	4601	5069	4830	4602	4142	3885	2899	2115	1426	73442
27	921	546	397	396	584	1070	1998	2909	3454	4328	5243	6094	6431	6604	6357	6541	6700	6233	5087	4354	3491	2737	2390	1878	86743
28	1098	605	456	426	471	823	1623	3066	5126	6293	6249	6338	5928	5810	5770	5936	7145	6831	6120	4548	3412	2622	2040	1498	90234
29	998	630	571	442	493	752	1300	1956	3249	4987	6392	7451	8196	6672	7690	6217	6953	6641	5889	4776	3770	2587	1779	1235	91626
30	697	461	382	535	984	2079	5156	7292	6590	6048	5942	6099	6213	6144	6424	6994	7972	8182	6138	3900	3007	2200	1382	909	101730

Total vehicles for month 2882743
AADT for month 96091

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South Carolina ATR Traffic Volumes -- October 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	337	198	215	247	440	1063	3313	4535	3903	3513	3032	3096	3180	2956	3002	3246	3382	3317	2723	1907	1374	1118	801	540	51438
2	378	245	210	254	429	982	2877	4650	3698	3299	2980	3024	3262	3128	3102	3165	3090	2977	2675	1986	1524	1083	827	646	50491
3	401	264	188	190	203	338	809	875	1265	1637	1992	2147	2007	1805	1755	1811	1607	1491	1407	1124	812	665	584	423	25800
4	373	244	236	248	194	260	442	467	651	882	1263	1975	2296	2203	1900	1895	1466	1189	803	527	326	259	176	135	20410
5	94	79	71	65	108	342	961	1097	966	996	1090	1206	1297	1380	1492	1435	1396	1192	1035	614	389	292	220	198	18015
6	144	99	111	107	199	674	2186	2922	2667	2348	2282	2428	2448	2476	2307	2364	2383	2459	2028	1546	976	694	594	423	36865
7	254	137	168	224	322	924	2887	4590	3740	3208	2880	2896	2727	2823	2728	2724	3039	3089	2578	1731	1269	895	670	462	46965
8	283	199	185	247	423	994	2983	4438	3781	3486	3129	2997	3272	3274	3069	3069	3325	3307	2872	2063	1365	1099	833	597	51290
9	348	215	180	260	465	964	2758	4278	3765	3468	3470	3587	3721	3664	3782	3646	2496	3050	3107	2693	1881	1339	1100	828	55065
10	443	274	195	202	370	478	1077	1441	1844	2174	2659	2836	2885	2622	2694	2559	2159	2016	1891	1736	1536	1353	1383	830	37657
11	340	195	146	134	154	332	710	1025	1519	2434	2935	3333	2022	3020	4301	3941	3665	3502	2963	2493	1876	1379	900	569	43888
12	298	218	166	205	432	1073	3169	4774	4101	3456	3137	3045	3179	3423	3222	3283	3458	3630	2752	1954	1363	955	691	485	52469
13	307	179	175	228	458	1077	3375	4074	3733	3552	2997	2896	3117	2972	2942	2988	3337	3550	2900	2003	1425	1052	810	492	50639
14	332	209	169	227	494	1125	3466	4533	3126	3676	3249	3274	3183	3137	3243	3401	3845	3952	3163	2106	1702	1071	775	497	53955
15	331	205	182	279	471	1111	3408	4577	4027	3715	3458	3297	3433	3328	3244	3365	3604	3715	3068	2287	1799	1196	881	584	55565
16	366	244	201	280	447	1064	3104	4852	3933	3537	3518	3682	3675	3729	3718	3940	4447	4189	3796	2770	1989	1381	1144	866	60872
17	586	305	232	210	344	507	1099	1543	2386	3085	3673	4099	4205	3842	3392	2939	2824	2822	2735	2217	1709	1310	1066	913	48043
18	740	533	333	164	195	297	680	1083	1659	2353	3119	3978	4412	4392	3985	4247	4244	3593	3238	2553	1881	1166	826	537	50208
19	287	195	168	201	468	1123	3429	4729	3999	3490	3301	3319	3269	3225	3020	3179	3521	3536	2765	1805	1365	857	711	435	52397
20	289	172	177	243	452	1071	3426	4587	3991	3700	3188	3148	3180	3086	3013	3060	3382	3654	2790	1950	1297	942	728	442	51968
21	280	147	151	269	442	1072	3324	4342	3755	3729	3214	3214	3227	2979	3098	3243	3545	3760	3084	1968	1513	986	739	512	52593
22	312	188	191	277	464	1035	3345	4535	3348	3605	3295	3323	3530	3386	3363	3295	3503	3695	3077	2279	1636	1143	875	609	54309
23	372	241	206	270	502	1011	3013	4714	3785	3380	3409	3648	3585	3487	4060	3995	3630	3062	2594	2505	1952	1489	1390	932	57232
24	496	306	238	236	325	506	1205	1736	2469	3043	3448	3496	3335	3235	3239	3202	3195	3256	3050	2440	1863	1527	1203	829	47878
25	457	308	216	154	168	336	626	989	1561	2316	2856	3408	3889	3962	3871	3805	3730	4205	3436	2583	1849	1272	832	522	47351
26	302	199	159	233	451	1142	3474	4029	2983	3373	2994	3360	3287	3034	2959	3147	3196	3301	2502	1675	1195	795	675	409	48874
27	251	168	218	247	443	1021	3384	4372	3507	3337	3004	2806	2847	2686	2697	2663	2594	3308	2243	1461	1020	852	690	449	46268
28	289	161	164	237	422	1057	3462	4321	3490	3385	2979	2955	2944	2890	2793	3113	3201	3446	2595	1751	1337	933	679	441	49045
29	308	166	183	251	461	1116	3434	4275	3731	3553	3179	3029	3150	3226	3167	3264	3621	3630	3002	2208	1552	1222	879	575	53182
30	361	246	210	254	499	1094	3099	4692	3801	3398	3441	3277	3674	3508	3685	4016	4000	3872	3570	2799	1873	1425	1301	887	58982
31	597	293	219	209	328	452	1009	1481	2121	2730	3286	3254	2907	2925	2849	2853	2693	2456	2206	1773	1657	1435	1039	747	41519

Total vehicles for month 1471233
 AADT for month 47459

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	394	220	198	303	447	814	1541	2556	2547	2314	2482	2853	3022	3601	3783	4310	4967	4977	3878	2779	2027	1590	1001	653	53257
2	453	276	224	309	405	670	1219	2367	2565	2522	2971	3361	3736	4123	4280	4375	4372	4315	3911	2741	1996	1609	1033	782	54615
3	538	310	220	192	233	306	447	856	1160	1428	1951	2247	2189	2164	2052	1965	1799	1519	1438	1253	967	780	573	415	27002
4	342	206	183	116	137	169	227	373	506	639	936	1155	1026	1300	1106	1327	1395	1172	791	563	356	234	178	153	14590
5	98	77	51	54	111	226	377	499	580	656	678	828	1079	1367	1349	1510	1567	1460	1222	714	459	300	266	179	15707
6	138	85	79	113	206	372	853	1403	1567	1562	1749	1850	2105	2284	2773	2919	3498	3809	2820	2000	1304	851	626	535	35501
7	266	173	153	239	464	742	1305	2183	2172	2088	2124	2402	2628	2761	2936	3451	4349	4257	3612	2506	1714	1169	849	562	45105
8	311	204	189	274	541	835	1526	2163	2335	2229	2560	2743	2940	3016	3391	3781	4549	4396	3739	2638	1812	1401	1000	753	49326
9	411	289	173	344	511	811	1462	2380	2477	2599	2892	3287	3690	3855	3963	3938	3896	4202	4257	3236	2563	1958	1382	1020	55596
10	541	291	202	172	235	446	911	1285	1749	2274	2558	2765	2852	2707	2899	2728	2292	2234	1825	1734	1409	1106	878	684	36777
11	353	184	147	157	169	321	447	714	1146	1539	2208	2635	3080	3161	3298	3169	3119	3075	2807	2416	2063	1250	738	526	38722
12	314	196	148	259	552	925	1553	2560	2485	2349	2490	2736	2913	3126	3392	3781	4693	4752	3612	2566	1788	1283	830	533	49836
13	347	191	194	323	550	962	1659	2512	2587	2397	2560	2855	3120	3430	3796	4359	4680	4796	4382	2855	2118	1568	906	540	53687
14	375	224	189	297	533	979	1670	2623	2508	2558	2523	2881	2915	3142	3839	4114	4514	4692	3953	2828	2351	1853	1063	666	53290
15	458	258	217	335	562	936	1656	2528	2732	2521	2785	3027	3296	3479	3938	4386	4718	4913	4285	3104	2287	1776	1077	760	56034

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16	465	265	232	339	525	952	1560	2487	2741	2771	3084	2387	3890	4071	4371	4738	4795	4765	4276	3487	2628	2073	1869	1794	60565
17	922	492	364	341	402	563	857	1630	2200	2969	3381	3798	3784	3761	3429	3349	2897	2720	2443	2686	3050	2512	1828	1021	51399
18	587	418	329	238	200	323	439	764	1236	1867	2669	3337	3768	3872	3991	4012	3964	3770	3319	2718	2115	1416	951	544	46847
19	309	191	186	266	532	980	1616	2490	2534	2404	2520	2723	2982	3139	3505	3954	4592	4811	3816	2522	1963	1407	868	525	50835
20	351	180	204	311	543	910	1570	2576	2514	2259	2437	2644	2895	3161	3416	3925	4572	4831	3928	2715	2100	1522	951	607	51122
21	369	219	182	294	519	913	1558	2583	2482	2415	2440	2819	3011	3330	3766	4195	4672	4849	4185	3005	2365	1740	1008	633	53552
22	413	220	200	313	537	910	1648	2569	2691	2580	2744	3143	3323	3530	4002	4049	4510	4887	4318	3077	2215	1818	1241	838	55776
23	508	293	248	328	546	839	1574	2536	2665	2749	3097	3429	3787	4122	3974	4507	4659	4203	3411	3420	2439	1937	1492	1095	57858
24	791	427	284	284	356	521	944	1512	2122	2725	3204	3278	3353	3277	3408	3241	3134	2836	2446	2325	2023	1764	1367	1010	46632
25	638	412	304	211	179	280	407	765	1116	1792	2223	2777	3373	3644	3687	3620	3710	3357	3219	2471	1814	1322	956	636	42913
26	374	227	186	284	504	888	1687	2436	2440	2258	2515	2749	2971	3107	3389	3898	4675	4913	3573	2464	1807	1202	760	476	49783
27	323	200	183	289	499	857	1459	2502	2328	2159	2243	2512	2692	2830	3233	3739	4132	4164	3579	2488	1744	1201	777	499	46632
28	342	236	178	284	490	839	1493	2424	2380	2116	2116	2523	2857	2997	3494	3914	4603	4536	3691	2573	2176	1392	852	602	49108
29	381	209	204	271	534	891	1561	2542	2514	2374	2482	2702	3069	3236	3608	4270	4888	4952	3943	2782	2319	1737	1013	678	53160
30	424	310	241	337	490	808	1517	2452	2472	2498	2769	3108	3660	3872	4277	4313	4621	4499	4050	3037	2397	1882	1428	1082	56544
31	695	413	298	284	366	429	746	1288	1663	2060	2497	3002	3157	2676	2840	2830	2836	2766	2178	1751	1521	1315	1092	802	39505

Total vehicles for month 1451276
AADT for month 46815

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	731	418	413	550	887	1877	4854	7091	6450	5827	5514	5949	6202	6557	6785	7556	8349	8294	6601	4686	3401	2708	1802	1193	104695
2	831	521	434	563	834	1652	4096	7017	6263	5821	5951	6385	6998	7251	7382	7540	7462	7292	6586	4727	3520	2692	1860	1428	105106
3	939	574	408	382	436	644	1256	1731	2425	3065	3943	4394	4196	3969	3807	3776	3406	3010	2845	2377	1779	1445	1157	838	52802
4	715	450	419	364	331	429	669	840	1157	1521	2199	3130	3322	3503	3006	3222	2861	2361	1594	1090	682	493	354	288	35000
5	192	156	122	119	219	568	1338	1596	1546	1652	1768	2034	2376	2747	2841	2945	2963	2652	2257	1328	848	592	486	377	33722
6	282	184	190	220	405	1046	3039	4325	4234	3910	4031	4278	4553	4760	5080	5283	5881	6268	4848	3546	2280	1545	1220	958	72366
7	520	310	321	463	786	1666	4192	6773	5912	5296	5004	5298	5355	5584	5664	6175	7388	7346	6190	4237	2983	2064	1519	1024	92070
8	594	403	374	521	964	1829	4509	6601	6116	5715	5689	5740	6212	6290	6460	6850	7874	7703	6611	4701	3177	2500	1833	1350	100616
9	759	504	353	604	976	1775	4220	6658	6242	6067	6362	6874	7411	7519	7745	7584	6392	7252	7364	5929	4444	3297	2482	1848	110661
10	984	565	397	374	605	924	1988	2726	3593	4448	5217	5601	5737	5329	5593	5287	4451	4250	3716	3470	2945	2459	2261	1514	74434
11	693	379	293	291	323	653	1157	1739	2665	3973	5143	5968	5102	6181	7599	7110	6784	6577	5770	4909	3939	2629	1638	1095	82610
12	612	414	314	464	984	1998	4722	7334	6586	5805	5627	5781	6092	6549	6614	7064	8151	8382	6364	4520	3151	2238	1521	1018	102305
13	654	370	369	551	1008	2039	5034	6586	6320	5949	5557	5751	6237	6402	6738	7347	8017	8346	7282	4858	3543	2620	1716	1032	104326
14	707	433	358	524	1027	2104	5136	7156	5634	6234	5772	6155	6098	6279	7082	7515	8359	8644	7116	4934	4053	2924	1838	1163	107245
15	789	463	399	614	1033	2047	5064	7105	6759	6236	6243	6324	6729	6807	7182	7751	8322	8628	7353	5391	4086	2972	1958	1344	111599
16	831	509	433	619	972	2016	4664	7339	6674	6308	6602	6069	7565	7800	8089	8678	9242	8954	8072	6257	4617	3454	3013	2660	121437
17	1508	797	596	551	746	1070	1956	3173	4586	6054	7054	7897	7989	7603	6821	6288	5721	5542	5178	4903	4759	3822	2894	1934	99442
18	1327	951	662	402	395	620	1119	1847	2895	4220	5788	7315	8180	8264	7976	8259	8208	7363	6557	5271	3996	2582	1777	1081	97055
19	596	386	354	467	1000	2103	5045	7219	6533	5894	5821	6042	6251	6364	6525	7133	8113	8347	6581	4327	3328	2264	1579	960	103232
20	640	352	381	554	995	1981	4996	7163	6505	5959	5625	5792	6075	6247	6429	6985	7954	8485	6718	4665	3397	2464	1679	1049	103090
21	649	366	333	563	961	1985	4882	6925	6237	6144	5654	6033	6238	6309	6864	7438	8217	8609	7269	4973	3878	2726	1747	1145	106145
22	725	408	391	590	1001	1945	4993	7104	6039	6185	6039	6466	6853	6916	7365	7344	8013	8582	7395	5356	3851	2961	2116	1447	110085
23	880	534	454	598	1048	1850	4587	7250	6450	6129	6506	7077	7372	7609	8034	8502	8289	7265	6005	5925	4391	3426	2882	2027	115090
24	1287	733	522	520	681	1027	2149	3248	4591	5768	6652	6774	6688	6512	6647	6443	6329	6092	5496	4765	3886	3291	2570	1839	94510
25	1095	720	520	365	347	616	1033	1754	2677	4108	5079	6185	7262	7606	7558	7425	7440	7562	6655	5054	3663	2594	1788	1158	90264
26	676	426	345	517	955	2030	5161	6465	5423	5631	5509	6109	6258	6141	6348	7045	7871	8214	6075	4139	3002	1997	1435	885	98657
27	574	368	401	536	942	1878	4843	6874	5835	5496	5247	5318	5539	5516	5930	6402	6726	7472	5822	3949	2764	2053	1467	948	92900
28	631	397	342	521	912	1896	4955	6745	5870	5501	5095	5478	5801	5887	6287	7027	7804	7982	6286	4324	3513	2325	1531	1043	98153
29	689	375	387	522	995	2007	4995	6817	6245	5927	5661	5731	6219	6462	6775	7534	8509	8582	6945	4990	3871	2959	1892	1253	106342
30	785	556	451	591	989	1902	4616	7144	6273	5896	6210	6385	7334	7380	7962	8329	8621	8371	7620	5836	4270	3307	2729	1969	115526
31	1292	706	517	493	694	881	1755	2769	3784	4790	5783	6256	6064	5601	5689	5683	5529	5222	4384	3524	3178	2750	2131	1549	81024

Total vehicles for month 2922509
AADT for month 94274

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	593	322	295	277	346	554	1123	1621	2345	3228	3791	4270	3914	3499	3103	3239	2666	2560	2336	2119	1734	1212	1219	799	47165
2	571	394	455	369	407	337	694	1020	1609	2649	3270	3960	4292	4610	4172	4046	4057	3593	3049	2439	1836	1265	779	534	50407
3	305	189	177	251	495	1207	3579	4482	4050	3471	3160	3177	3094	2965	3042	2980	3254	3256	2515	1695	1296	879	659	443	50621
4	284	186	188	253	462	1221	3578	3518	3348	3356	3000	2940	2959	2832	2872	3018	3344	3459	2927	2186	1535	1136	828	621	50051
5	395	267	269	298	525	1205	3228	4277	3545	3185	2882	2608	2497	2520	2188	2058	2183	2323	1778	1287	1041	715	586	431	42291
6	272	165	205	221	427	981	2730	3674	2947	2548	2335	2299	2332	2405	2244	2249	2583	2641	2243	1596	1144	874	734	530	40379
7	383	161	181	223	335	904	2280	3347	2740	2353	2287	2427	2536	2506	2422	2399	2332	2316	2068	1457	1006	802	682	511	38658
8	330	215	141	163	163	298	597	591	690	775	986	1404	1576	1838	1844	2037	2131	2018	1857	1727	1335	1087	916	709	25428
9	375	267	179	175	297	626	1389	1881	2592	3794	4629	4259	3868	4126	3703	3543	3193	3016	2795	2577	1949	1575	1043	755	52606
10	466	287	253	277	584	1385	3606	4214	4033	4188	4343	3909	3763	3341	3293	3177	3724	3478	2997	2306	1587	1172	802	547	57732
11	340	259	243	264	533	1282	3603	4627	3832	3762	3661	3743	3782	3441	3496	3362	3637	3643	2839	2059	1422	1048	743	511	56132
12	360	172	213	271	512	1233	3523	3775	2836	3968	3558	3456	3486	3260	3431	3348	3662	3810	3225	2142	1566	1033	744	486	54070
13	385	258	243	298	487	1089	3484	4316	3579	3591	3472	3592	3501	3440	3247	3579	3158	2876	3021	2192	1723	1242	923	591	54287
14	376	242	269	327	491	1048	3075	4477	3862	3667	3673	3750	3730	3856	4102	4054	4179	3801	3449	2611	1844	1323	1300	840	60346
15	529	322	254	247	331	604	1308	1715	2472	3047	3481	3435	3201	3082	3105	3050	3050	3088	3017	2681	2266	1626	1260	804	47975
16	539	323	199	167	208	326	704	1000	1618	2407	3148	3894	4228	4131	4212	3994	3542	4249	3077	2533	2069	1414	885	582	49449
17	315	190	190	248	471	1238	3566	3314	3376	3527	3222	3287	3245	3178	3075	3095	3439	3363	2536	1807	1235	853	658	433	49861
18	303	204	201	240	483	1241	3600	4382	3681	3503	3207	2960	3007	3049	2935	3094	3296	3503	2630	1912	1348	923	689	455	50846
19	358	187	235	257	487	1240	3514	4600	3783	3665	3274	3137	3087	3048	3012	3212	3544	3764	2988	1879	1410	948	711	541	52881
20	344	179	226	286	474	1139	3492	4313	3838	3714	3475	3271	3580	3338	3233	3438	3710	3771	2938	2229	1637	1289	844	564	55322
21	395	221	264	308	464	1043	3210	4550	3766	3631	3590	3785	3837	3645	3972	3428	3459	3411	3754	2859	1900	1506	1209	891	59098
22	528	328	264	266	281	606	1300	1839	3056	3890	3760	3492	3409	3239	2953	2851	3029	2853	2771	2389	1779	1479	1115	822	48299
23	515	255	240	168	166	292	603	941	1595	2266	2950	3499	3935	3964	3839	3854	3461	3799	3063	2443	1754	1199	816	573	46190
24	319	180	199	289	516	1201	3549	4545	3758	3523	3156	3158	3107	3189	3025	2992	3322	3406	2499	1784	1218	911	635	436	50917
25	293	171	241	256	485	1183	3547	4467	3808	3673	3243	3039	2949	3007	2815	2985	3265	3496	2619	1771	1253	932	655	508	50661
26	327	160	223	261	454	1200	3549	4507	3631	3694	3178	3186	3016	2965	2967	3093	3403	3492	2942	1936	1425	1025	691	519	51844
27	280	214	226	274	466	1137	3536	4409	3948	3634	3126	3230	3291	3196	3208	3434	3777	2241	2897	2151	1491	1208	810	615	52799
28	353	214	246	311	457	1082	3096	4526	3755	3462	3386	3530	3579	3671	3774	3956	4096	3900	3739	2888	2091	1528	1282	919	59841
29	664	356	289	262	300	564	964	1505	2192	2994	3414	3562	3547	3814	4091	3851	3700	3146	2807	1945	1504	1214	1012	804	48501
30	617	359	244	197	203	289	657	915	1541	2277	2850	3133	3437	3421	3339	3492	3411	3313	2882	2307	1670	1134	772	516	42976
31	267	197	197	243	523	1259	3529	4582	3670	3348	2950	3113	2990	2949	2894	2917	3163	2936	2124	1444	1404	1093	712	543	49047

Total vehicles for month 1546680
AADT for month 49893

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	743	444	280	348	402	434	864	1707	2299	2881	3469	3455	2797	3365	3243	3207	2783	2501	2248	2907	2699	1943	1331	876	47226
2	717	375	300	219	195	259	486	938	1355	2025	2615	3188	3485	3700	3893	3758	3518	3168	2825	2614	1850	1219	859	515	44076
3	319	192	173	324	547	906	1572	2765	2563	2315	2432	2757	3032	3178	3421	3795	4621	4708	3639	2414	1671	1125	759	494	49722
4	328	220	205	360	555	857	1512	2620	2508	2294	2319	2590	2893	3049	3442	3815	4546	4566	4181	3470	3006	2368	1793	1863	55360
5	1828	1592	678	599	832	1422	2392	3354	3776	4121	3980	2997	3218	3198	3282	3704	4186	4023	3764	2794	2231	1690	1177	822	61660
6	549	384	294	448	590	890	1640	2626	2996	2912	3018	3393	3555	3801	3986	3931	4175	4773	3743	2794	2308	1737	1159	904	56606
7	590	368	305	396	477	661	1264	2021	2404	2534	2841	3072	3330	3126	3577	3752	4022	3410	2371	1782	1267	1093	736	554	45953
8	375	246	171	148	181	205	312	459	528	682	811	1031	1203	1240	1322	1418	1486	1412	1391	1328	1093	923	707	552	19224
9	376	276	236	195	149	195	314	528	833	1212	1505	1773	2199	2258	2260	2161	2244	2597	3345	3253	1924	1158	704	489	32184
10	303	165	159	310	430	717	1414	2390	2200	2178	2276	2467	2420	2624	2948	3186	4015	4373	3287	2426	1739	1240	806	571	44644
11	306	216	211	334	502	804	1525	2565	2551	2210	2239	2386	2659	2787	3288	3869	4528	4585	3773	2557	1927	1385	810	540	48557
12	326	236	177	347	539	870	1495	2320	2703	2406	2424	2639	2845	3105	3522	4068	4593	4777	4143	3112	2303	1679	1179	693	52501
13	403	236	205	359	551	846	1576	2701	2797	2602	2566	2956	3157	3157	3869	4228	4018	4559	3954	2963	2321	1673	1089	658	53444
14	422	288	260	381	554	768	1565	2536	2716	2726	3115	3045	4021	4169	4528	4711	4386	4681	4268	3249	2552	2303	1639	1211	60094
15	750	437	269	257	309	555	1173	1916	2209	2550	3001	3215	3412	3454	3208	3105	3197	2809	2572	2304	1881	1757	1427	1033	46800

P-95_OCT_2016.txt

16	731	442	301	203	197	258	417	827	1393	1920	2548	3012	3732	3902	3733	3919	3983	3587	3380	2762	2001	1408	1136	661	46453
17	391	217	190	347	536	881	1594	2535	2494	2375	2397	2932	3055	3229	3419	3829	4518	4748	3563	2484	1972	1320	858	553	50437
18	323	239	179	361	542	869	1650	2607	2643	2307	2350	2838	2920	3061	3612	4154	4611	4777	3602	2646	1903	1528	1008	588	51318
19	339	243	192	338	519	823	1651	2680	2734	2475	2496	2867	3004	3139	3630	4185	4733	4545	3689	2840	2011	1702	1128	650	52613
20	396	262	230	362	514	814	1676	2747	2708	2544	2695	3299	3229	3572	3795	4192	4579	4695	3867	2904	2246	1820	1269	814	55229
21	476	315	246	404	546	815	1548	2629	2666	2718	3046	3506	3930	4095	4374	4051	3062	2887	3177	2982	2457	1973	1688	1189	54780
22	851	383	292	372	375	478	813	1418	2066	2721	3065	3175	3140	2961	3109	3446	3767	3498	2859	2621	2087	1781	1355	951	47584
23	716	397	365	245	238	284	402	698	1128	1790	2557	3065	3620	3982	3876	4018	3802	3637	3255	2857	2316	1570	967	549	46334
24	339	204	186	347	530	921	1510	2687	2609	2356	2608	2812	2883	3105	3473	3934	4583	4478	3664	2434	1737	1152	807	514	49873
25	325	202	198	377	458	880	1580	2673	2568	2476	2334	2628	2853	3153	3443	4016	4481	4536	3664	2767	1900	1418	833	566	50329
26	370	248	201	351	477	885	1649	2685	2659	2435	2426	2686	2895	3107	3606	4100	4527	4779	3604	2712	2110	1604	804	555	51475
27	355	221	195	375	542	862	1597	2616	2710	2343	2548	2891	3148	3451	3959	4502	4655	4167	3926	2792	2251	1727	1083	683	53599
28	434	262	231	416	520	794	1538	2539	2663	2630	2838	3057	3550	4056	4189	4438	4435	4374	4001	3000	2334	1878	1556	911	56644
29	679	411	312	369	345	483	797	1402	1867	2359	2824	3079	3450	3328	3280	2878	2749	2497	2284	2075	1597	1510	1365	1995	43935
30	2156	1254	437	265	217	254	442	789	1244	1949	2722	3074	3731	3883	3662	3728	3438	3440	2919	2649	1958	1195	744	502	46652
31	333	226	196	345	506	888	1552	2623	2489	2320	2435	2641	2909	3065	3477	3665	4183	4745	3308	2039	1551	1199	828	492	48015

Total vehicles for month 1523321
AADT for month 49139

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	1336	766	575	625	748	988	1987	3328	4644	6109	7260	7725	6711	6864	6346	6446	5449	5061	4584	5026	4433	3155	2550	1675	94391
2	1288	769	755	588	602	596	1180	1958	2964	4674	5885	7148	7777	8310	8065	7804	7575	6761	5874	5053	3686	2484	1638	1049	94483
3	624	381	350	575	1042	2113	5151	7247	6613	5786	5592	5934	6126	6143	6463	6775	7875	7964	6154	4109	2967	2004	1418	937	100343
4	612	406	393	613	1017	2078	5090	6138	5856	5650	5319	5530	5852	5881	6314	6833	7890	8025	7108	5656	4541	3504	2621	2484	105411
5	2223	1859	947	897	1357	2627	5620	7631	7321	7306	6862	5605	5715	5718	5470	5762	6369	6346	5542	4081	3272	2405	1763	1253	103951
6	821	549	499	669	1017	1871	4370	6300	5943	5460	5353	5692	5887	6206	6230	6180	6758	7414	5986	4390	3452	2611	1893	1434	96985
7	973	529	486	619	812	1565	3544	5368	5144	4887	5128	5499	5866	5632	5999	6151	6354	5726	4439	3239	2273	1895	1418	1065	84611
8	705	461	312	311	344	503	909	1050	1218	1457	1797	2435	2779	3078	3166	3455	3617	3430	3248	3055	2428	2010	1623	1261	44652
9	751	543	415	370	446	821	1703	2409	3425	5006	6134	6032	6067	6384	5963	5704	5437	5613	6140	5830	3873	2733	1747	1244	84790
10	769	452	412	587	1014	2102	5020	6604	6233	6366	6619	6376	6183	5965	6241	6363	7739	7851	6284	4732	3326	2412	1608	1118	102376
11	646	475	454	598	1035	2086	5128	7192	6383	5972	5900	6129	6441	6228	6784	7231	8165	8228	6612	4616	3349	2433	1553	1051	104689
12	686	408	390	618	1051	2103	5018	6095	5539	6374	5982	6095	6331	6365	6953	7416	8255	8587	7368	5254	3869	2712	1923	1179	106571
13	788	494	448	657	1038	1935	5060	7017	6376	6193	6038	6548	6658	6597	7116	7807	7176	7435	6975	5155	4044	2915	2012	1249	107731
14	798	530	529	708	1045	1816	4640	7013	6578	6393	6788	6795	7751	8025	8630	8765	8565	8482	7717	5860	4396	3626	2939	2051	120440
15	1279	759	523	504	640	1159	2481	3631	4681	5597	6482	6650	6613	6536	6313	6155	6247	5897	5589	4985	4147	3383	2687	1837	94775
16	1270	765	500	370	405	584	1121	1827	3011	4327	5696	6906	7960	8033	7945	7913	7525	7836	6457	5295	4070	2822	2021	1243	95902
17	706	407	380	595	1007	2119	5160	5849	5870	5902	5619	6219	6300	6407	6494	6924	7957	8111	6099	4291	3207	2173	1516	986	100298
18	626	443	380	601	1025	2110	5250	6989	6324	5810	5557	5798	5927	6110	6547	7248	7907	8280	6232	4558	3251	2451	1697	1043	102164
19	697	430	427	595	1006	2063	5165	7280	6517	6140	5770	6004	6091	6187	6642	7397	8277	8309	6677	4719	3421	2650	1839	1191	105494
20	740	441	456	648	988	1953	5168	7060	6546	6258	6170	6570	6809	6910	7028	7630	8289	8466	6805	5133	3883	3109	2113	1378	110551
21	871	536	510	712	1010	1858	4758	7179	6432	6349	6636	7291	7767	7740	8346	7479	6521	6298	6931	5841	4357	3479	2897	2080	113878
22	1379	711	556	638	656	1084	2113	3257	5122	6611	6825	6667	6549	6200	6062	6297	6796	6351	5630	5010	3866	3260	2470	1773	95883
23	1231	652	605	413	404	576	1005	1639	2723	4056	5507	6564	7555	7946	7715	7872	7263	7436	6318	5300	4070	2769	1783	1122	92524
24	658	384	385	636	1046	2122	5059	7232	6367	5879	5764	5970	5990	6294	6498	6926	7905	7884	6163	4218	2955	2063	1442	950	100790
25	618	373	439	633	943	2063	5127	7140	6376	6149	5577	5667	5802	6160	6258	7001	7746	8032	6283	4538	3153	2350	1488	1074	100990
26	697	408	424	612	931	2085	5198	7192	6290	6129	5604	5872	5911	6072	6573	7193	7930	8271	6546	4648	3535	2629	1495	1074	103319
27	635	435	421	649	1008	1999	5133	7025	6658	5977	5674	6121	6439	6647	7167	7936	8432	6408	6823	4943	3742	2935	1893	1298	106398
28	787	476	477	727	977	1876	4634	7065	6418	6092	6224	6587	7129	7727	7963	8394	8531	8274	7740	5888	4425	3406	2838	1830	116485
29	1343	767	601	631	645	1047	1761	2907	4059	5353	6238	6641	6997	7142	7371	6729	6449	5643	5091	4020	3101	2724	2377	2799	92436
30	2773	1613	681	462	420	543	1099	1704	2785	4226	5572	6207	7168	7304	7001	7220	6849	6753	5801	4956	3628	2329	1516	1018	89628
31	600	423	393	588	1029	2147	5081	7205	6159	5668	5385	5754	5899	6014	6371	6582	7346	7681	5432	3483	2955	2292	1540	1035	97062

Total vehicles for month 3070001
AADT for month 99032

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South Carolina ATR Traffic Volumes -- September 2015 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	334	191	171	225	437	1065	3363	4664	3971	3375	2854	2809	2706	2700	2649	2800	3070	3379	2505	1712	1372	1012	717	451	48532
2	337	221	186	226	450	1089	3466	4859	3968	3392	2982	2868	2742	2834	3038	3263	3451	2691	1845	1420	1072	770	463	50513	
3	314	243	183	273	479	1089	3389	4677	4067	3537	3166	3084	3259	3081	3220	3225	3550	3519	2547	1882	1525	1321	1006	659	53295
4	412	243	239	293	484	976	3000	4730	3803	3540	3535	3800	3847	3927	4040	3407	2958	3528	4185	3715	2456	1800	1449	1026	61393
5	620	434	292	271	313	458	1029	1464	2285	3107	3502	3814	3427	3215	2914	2714	2570	2736	2680	2327	2038	1439	1218	812	45679
6	580	298	184	165	161	244	576	883	1450	2228	2673	2932	3169	2969	2968	2965	2711	2612	2190	1843	1612	1245	980	593	38231
7	386	242	171	150	219	372	788	1022	1385	1802	2646	3375	3615	3742	3632	3633	3501	3227	2995	2513	1958	1385	965	517	44241
8	314	218	169	240	442	1153	3568	4828	4203	3636	3303	3202	3159	3001	2878	3040	3240	3341	2535	1735	1286	975	695	471	51632
9	334	215	170	201	480	1101	3448	4717	4108	3604	3081	3021	2988	2889	2809	2980	3146	3456	2707	1853	1332	1018	765	421	50844
10	276	221	177	285	406	1036	3405	4722	3842	3632	3299	3154	3022	3017	3063	3176	3416	3423	2719	1994	1496	1096	850	583	52310
11	352	244	225	271	442	1011	3189	4980	3960	3438	3368	3359	3525	3500	3584	3631	3834	3748	3569	2687	1956	1510	1147	858	58388
12	578	352	242	247	320	520	1129	1903	2462	3079	3564	3590	3714	3629	3911	3905	3653	3179	2853	2113	1614	1283	975	892	49707
13	614	322	184	152	162	301	681	977	1654	2482	3127	3418	3833	3616	3493	3455	3407	3283	2817	2166	1738	1205	779	509	44375
14	290	171	179	188	425	1145	3376	4687	3341	3389	3081	3073	3180	2940	2819	2920	3108	3316	2441	1727	1385	901	694	441	49217
15	302	185	213	223	407	1052	3361	4672	3899	3532	2992	2720	2935	2656	2982	2913	3217	3431	2604	1749	1347	1064	745	459	49660
16	283	199	201	255	444	1044	3442	5028	3988	3544	3260	2994	2933	2826	2850	3045	3262	3563	2700	1779	1427	1069	705	468	51309
17	284	237	197	247	436	1034	3309	4918	4068	3535	3247	3177	3139	3034	3089	3261	3534	3583	2627	2036	1659	1241	879	586	53357
18	364	230	233	247	412	1001	2962	4843	3917	3521	3420	3504	3525	3671	3768	4006	4096	3860	3708	2739	1892	1359	1314	886	59478
19	490	324	247	269	315	491	1290	1939	2648	3407	3789	3848	3706	3439	3092	2879	2736	2721	2212	1869	1572	1443	1081	757	46564
20	497	271	191	133	166	290	690	1027	1556	2344	2834	3229	3760	3613	3442	3450	3537	3446	2841	2272	1827	1191	837	481	43925
21	302	198	154	204	477	1107	3439	4672	3368	3417	3133	2994	2995	3025	2778	2934	3197	3138	2507	1746	1130	857	638	428	48838
22	311	193	204	236	406	1068	3398	4594	3952	3442	2998	2741	2771	2867	2885	2930	3205	3373	2588	1804	1303	990	687	451	49397
23	311	199	164	258	423	1079	3412	4870	3892	3705	3064	2885	2977	2983	2960	2948	3267	3459	2832	1839	1463	993	696	451	51130
24	303	206	185	274	442	1023	3325	4907	3924	3525	3151	2939	3306	3037	2665	2816	2963	2367	2803	1812	1451	1291	787	519	50021
25	342	251	208	243	430	978	2918	4669	3735	3304	3307	3453	3532	3230	3182	3626	4173	3840	3644	2686	1901	1392	1169	862	57075
26	594	349	218	236	275	466	1072	1624	2777	3733	3793	3346	3025	2938	2665	2699	2485	2393	2231	1901	1563	1369	1108	810	43670
27	421	253	165	133	160	267	611	945	1587	2244	2745	3024	3331	3403	3215	3236	3213	3083	2578	1978	1540	1149	765	463	40509
28	246	184	171	221	472	1097	3327	4566	3855	3148	2950	2959	3041	2846	2683	2927	2922	3058	2283	1482	1108	877	597	407	47427
29	269	207	180	272	388	1030	3366	4617	3598	3306	2958	2746	1392	2220	2567	2869	2954	3377	2479	1698	1231	895	626	437	45682
30	313	222	184	226	462	1020	3438	4653	3615	3425	3115	2868	2900	2847	2835	2965	3300	3329	2726	1907	1444	980	758	490	50022

Total vehicles for month 1486421
AADT for month 49547

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	356	226	227	271	498	823	1505	2526	2458	2242	2274	2455	2666	2766	3182	3703	4439	4962	3721	2493	1858	1411	832	561	48455
2	370	245	193	278	512	787	1485	2546	2459	2325	2208	2542	2789	3167	3307	3849	4671	4843	3762	2646	2149	1475	879	585	50072
3	403	250	191	274	480	868	1552	2581	2540	2437	2487	2760	3133	3425	3852	4353	4876	5202	3482	2268	1758	1488	1015	796	52471
4	592	322	231	341	515	758	1410	2488	2576	2634	3183	3577	3946	4407	4008	3654	3865	3922	4289	3496	2797	2047	1436	1039	57533
5	688	345	356	275	289	423	837	1761	2172	2403	2916	3242	3255	3117	2947	2632	2536	2340	2087	1990	1607	1390	971	787	41366
6	521	319	276	203	169	220	381	648	968	1501	1901	2303	2901	3046	2815	2835	2697	2440	2022	1991	1551	1329	975	699	34761
7	535	475	517	305	260	337	593	1069	1480	1914	2604	3352	3675	3676	3908	3863	3930	3621	3220	2525	1971	1321	903	555	46609
8	351	227	169	243	461	861	1596	2650	2604	2399	2522	2776	3016	3279	3386	3863	4751	4973	3576	2487	1786	1321	811	564	50672
9	326	211	196	278	512	806	1476	2576	2585	2375	2344	2667	2811	3060	3365	3886	4904	4722	3610	2577	2075	1388	814	565	50129
10	358	251	210	283	484	831	1607	2537	2647	2321	2563	2812	3145	3363	3763	4190	4862	4967	3752	2790	2010	1467	921	672	52806
11	403	269	212	331	471	776	1518	2638	2630	2490	2929	3403	3758	4150	4345	4672	4846	4737	4209	3110	2397	1854	1446	958	58552
12	656	396	286	288	327	544	1132	1872	2158	2384	2837	3289	3537	3546	3275	2862	2799	2409	2093	1875	1501	1430	1237	2065	44798
13	2221	1170	315	219	185	252	434	754	1245	1881	2565	2787	3730	3737	3594	3416	3365	3411	3016	2357	1795	1262	770	520	45001
14	327	207	163	213	485	816	1588	2586	2491	2256	2475	2651	2895	3187	3383	3830	4722	4930	3503	2355	1862	1301	799	539	49564
15	327	236	210	261	514	795	1549	2464	2477	2342	2241	2462	2843	2968	3389	3894	4685	4840	3691	2571	2033	1405	899	568	49664
16	345	205	208	263	476	794	1532	2587	2700	2315	2361	2667	2847	3091	3562	4063	4859	4815	3653	2602	2073	1388	837	561	50804

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17	366	212	204	323	512	845	1649	2657	2649	2370	2493	2866	3233	3391	3747	4132	4837	4841	3874	2656	2037	1549	1021	667	53131
18	495	290	221	333	449	792	1475	2562	2665	2533	2971	3346	3717	4107	4313	4659	4745	4651	3980	2913	2279	1897	1626	938	57957
19	646	438	321	311	328	439	855	1671	2336	2681	3129	3532	3864	3880	3548	3281	3068	2932	2483	2016	1665	1529	1126	818	46897
20	527	399	296	202	189	237	373	798	1147	1692	2370	3006	3584	3795	3882	3730	3802	3465	3056	2595	1797	1349	866	445	43602
21	307	217	172	238	473	869	1618	2524	2475	2435	2452	2699	2969	3115	3424	3923	4563	5010	3581	2414	1553	1220	725	483	49459
22	333	222	154	271	471	845	1544	2565	2500	2274	2256	2488	2770	2990	3303	3855	4851	4987	3462	2527	1899	1358	835	466	49226
23	382	222	198	268	477	789	1588	2607	2649	2352	2356	2654	2916	3138	3530	4111	4837	4774	3663	2770	2003	1462	816	563	51125
24	394	220	202	287	511	828	1595	2739	2578	2587	2510	2748	2861	3018	3377	4009	4288	4324	3613	2288	1915	1359	885	579	49715
25	437	285	218	294	453	703	1304	2338	2502	2486	2772	3231	3531	3823	3879	4225	4602	4853	3627	2724	2208	1857	1359	975	54686
26	606	335	245	285	334	407	765	1311	1797	2306	2712	3156	3132	3041	2965	3518	3204	1834	2745	2059	1644	1345	1010	737	41493
27	495	351	293	203	189	227	410	701	1084	1742	2307	2754	3583	3656	3825	3779	3639	3407	2962	2399	1922	1265	723	496	42412
28	276	218	182	241	461	814	1587	2407	2458	2279	2414	2727	2878	2987	3335	3627	4211	4599	3593	2310	1492	1156	717	450	47419
29	319	234	196	285	494	775	1439	2414	2463	2121	2305	2450	2587	2794	3188	3747	4785	4962	3456	2426	1873	1340	766	535	47954
30	345	235	207	269	472	811	1473	2534	2559	2260	2327	2670	2856	3157	3452	3913	4703	4897	3630	2691	2011	1408	786	532	50198

Total vehicles for month 1468531
 AADT for month 48951

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	690	417	398	496	935	1888	4868	7190	6429	5617	5128	5264	5372	5466	5831	6503	7509	8341	6226	4205	3230	2423	1549	1012	96987
2	707	466	379	504	962	1876	4951	7405	6427	5717	5190	5422	5657	5909	6141	6887	7934	8294	6453	4491	3569	2547	1649	1048	100585
3	717	493	374	547	959	1957	4941	7258	6607	5974	5653	5844	6392	6506	7072	7578	8426	8721	6029	4150	3283	2809	2021	1455	105766
4	1004	565	470	634	999	1734	4410	7218	6379	6174	6718	7377	7793	8334	8048	7061	6823	7450	8474	7211	5253	3847	2885	2065	118926
5	1308	779	648	546	602	881	1866	3225	4457	5510	6418	7056	6682	6332	5861	5346	5106	5076	4767	4317	3645	2829	2189	1599	87045
6	1101	617	460	368	330	464	957	1531	2418	3729	4574	5235	6070	6015	5783	5800	5408	5052	4262	3834	3163	2574	1955	1292	72992
7	921	717	688	455	479	709	1381	2091	2865	3716	5250	6727	7290	7418	7540	7496	7431	6848	6215	5038	3929	2706	1868	1072	90850
8	665	445	338	483	903	2014	5164	7478	6807	6035	5825	5978	6175	6280	6264	6903	7991	8314	6111	4222	3072	2296	1506	1035	102304
9	660	426	366	479	992	1907	4924	7293	6693	5979	5425	5688	5799	5949	6174	6866	8050	8178	6317	4430	3407	2406	1579	986	100973
10	634	472	387	568	890	1867	5012	7259	6489	5953	5862	5966	6167	6380	6826	7366	8278	8390	6471	4784	3506	2563	1771	1255	105116
11	755	513	437	602	913	1787	4707	7618	6590	5928	6297	6762	7283	7650	7929	8303	8680	8485	7778	5797	4353	3364	2593	1816	116940
12	1234	748	528	535	647	1064	2261	3775	4620	5463	6401	6879	7251	7175	7186	6767	6452	5588	4946	3988	3115	2713	2212	2957	94505
13	2835	1492	499	371	347	553	1115	1731	2899	4363	5692	6205	7563	7353	7087	6871	6772	6694	5833	4523	3533	2467	1549	1029	89376
14	617	378	342	401	910	1961	4964	7273	5832	5645	5556	5724	6075	6127	6202	6750	7830	8246	5944	4082	3247	2202	1493	980	98781
15	629	421	423	484	921	1847	4910	7136	6376	5874	5233	5182	5778	5624	6371	6807	7902	8271	6295	4320	3380	2469	1644	1027	99324
16	628	404	409	518	920	1838	4974	7615	6688	5859	5621	5661	5780	5917	6412	7108	8121	8378	6353	4381	3500	2457	1542	1029	102113
17	650	449	401	570	948	1879	4958	7575	6717	5905	5740	6043	6372	6425	6836	7393	8371	8424	6501	4692	3696	2790	1900	1253	106488
18	859	520	454	580	861	1793	4437	7405	6582	6054	6391	6850	7242	7778	8081	8665	8841	8511	7688	5652	4171	3256	2940	1824	117435
19	1136	762	568	580	643	930	2145	3610	4984	6088	6918	7380	7570	7319	6640	6160	5804	5653	4695	3885	3237	2972	2207	1575	93461
20	1024	670	487	335	355	527	1063	1825	2703	4036	5204	6235	7344	7408	7324	7180	7339	6911	5897	4867	3624	2540	1703	926	87527
21	609	415	326	442	950	1976	5057	7196	5843	5852	5585	5693	5964	6140	6202	6857	7760	8148	6088	4160	2683	2077	1363	911	98297
22	644	415	358	507	877	1913	4942	7159	6452	5716	5254	5229	5541	5857	6188	6785	8056	8360	6050	4331	3202	2348	1522	917	98623
23	693	421	362	526	900	1868	5000	7477	6541	6057	5420	5539	5893	6121	6490	7059	8104	8233	6495	4609	3466	2455	1512	1014	102255
24	697	426	387	561	953	1851	4920	7646	6502	6112	5661	5687	6167	6055	6042	6825	7251	6691	6416	4100	3366	2650	1672	1098	99736
25	779	536	426	537	883	1681	4222	7007	6237	5790	6079	6684	7063	7053	7061	7851	8775	8693	7271	5410	4109	3249	2528	1837	111761
26	1200	684	463	521	609	873	1837	2935	4574	6039	6505	6502	6157	5979	5630	6217	5689	4227	4976	3960	3207	2714	2118	1547	85163
27	916	604	458	336	349	494	1021	1646	2671	3986	5052	5778	6914	7059	7040	7015	6852	6490	5540	4377	3462	2414	1488	959	82921
28	522	402	353	462	933	1911	4914	6973	6313	5427	5364	5686	5919	5833	6018	6554	7133	7657	5876	3792	2600	2033	1314	857	94846
29	588	441	376	557	882	1805	4805	7031	6061	5427	5263	5196	3979	5014	5755	6616	7739	8339	5935	4124	3104	2235	1392	972	93636
30	658	457	391	495	934	1831	4911	7187	6174	5685	5442	5538	5756	6004	6287	6878	8003	8226	6356	4598	3455	2388	1544	1022	100220

Total vehicles for month 2954952
 AADT for month 98498

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South Carolina ATR Traffic Volumes -- September 2016 -- Station P-95, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	326	215	212	301	489	1165	3450	4657	3984	3545	3216	3254	3333	3163	3281	3425	3678	3625	3045	2356	1712	1264	936	790	55422
2	511	296	231	302	493	972	2715	4135	3227	2794	2699	2826	3099	2586	2685	3079	2653	2603	2676	2172	1785	1320	987	650	47496
3	505	286	234	228	266	593	1217	1763	2703	3871	4363	3820	3396	3685	3102	2993	2653	2654	2352	2019	1697	1428	1216	789	47833
4	474	329	194	151	156	285	604	927	1397	2208	2709	2816	2923	2877	3029	2612	2787	2642	2258	1888	1648	1374	989	675	37952
5	417	247	181	182	228	384	849	1017	1385	1951	2513	3259	3503	3686	3575	3591	3358	3347	3070	2615	2166	1444	962	582	44512
6	297	221	192	247	480	1227	3604	4571	3740	3600	3365	3251	3147	3220	2986	3102	3330	3346	2545	1847	1415	997	701	522	51953
7	293	206	204	266	460	1202	3490	4549	3844	3630	3250	3047	3137	2836	2910	3023	3253	3384	2769	1743	1409	978	731	495	51109
8	322	219	230	287	474	1131	3455	4355	3742	3615	3215	3168	3269	3110	2983	3234	3354	3281	2779	2028	1599	1212	859	517	52438
9	387	215	218	285	491	1111	3158	4845	3890	3499	3393	3492	3660	3294	3751	3727	3814	3742	3561	2570	1987	1437	1181	881	58589
10	538	281	255	248	332	624	1404	1956	2716	3230	3519	3715	3548	3301	3212	2965	2993	3031	3053	2369	2030	1394	1169	896	48779
11	425	314	208	167	210	358	758	1147	1636	2508	3104	3329	3698	3726	3637	3533	3548	3268	2722	2039	1615	1115	779	523	44367
12	301	173	155	225	533	1186	3543	4508	3418	3423	2945	3210	3157	2975	2804	2995	2839	2900	2256	1592	1071	860	630	407	48106
13	287	200	206	223	442	1202	3529	4371	3766	3355	2979	2891	2980	2722	2790	2879	3123	3409	2567	1859	1280	936	682	468	49146
14	300	177	206	262	454	1207	3504	4271	3691	3666	3100	2996	2949	2647	2798	3158	3401	3236	2699	1752	1460	965	716	545	50160
15	295	228	206	283	455	1124	3482	4701	3944	3597	3230	3198	3212	3158	3260	3257	3574	3638	2990	2152	1641	1214	982	595	54416
16	366	229	239	309	444	1123	3176	4721	3753	3616	3463	3628	3662	3775	3648	2960	3335	3220	3492	2923	1967	1488	1386	1011	57934
17	598	376	277	252	288	608	1062	1658	2435	3289	4111	4529	4559	3858	3417	2826	2766	2688	2702	2216	1745	1352	1179	812	49603
18	479	310	229	192	158	315	660	988	1649	2509	3201	3533	3971	3847	3677	3761	3668	3431	2864	2260	1622	1167	770	495	45756
19	229	188	182	258	504	1283	3549	4682	3892	3487	3156	3032	3126	3024	2891	2982	3194	3101	2495	1779	1226	880	655	472	50267
20	272	200	194	214	466	1148	3515	4596	3940	2946	2964	2846	2806	2746	2686	2849	3170	3343	2543	1866	1304	940	644	488	48686
21	287	168	219	247	466	1218	3427	4797	3773	3617	3201	2953	3020	2800	2883	3006	3162	3303	2699	1848	1335	922	680	485	50516
22	298	188	200	272	485	1125	3398	4552	3836	3693	3163	2371	3498	3251	3142	3184	3467	3464	2765	2125	1537	1209	817	528	52568
23	354	215	226	272	479	1108	3079	4670	3770	3431	3363	3585	3621	3783	3840	3889	3902	3703	3609	2763	1930	1484	1368	926	59370
24	572	372	246	252	357	491	1072	1694	2409	2970	3612	3641	3479	3384	3079	3116	3134	3067	2750	2012	1544	1366	1073	981	46673
25	495	279	189	157	194	290	610	1029	1671	2472	2868	3295	3606	3654	3643	3513	3437	3314	3038	2313	1724	1224	863	565	44443
26	308	178	178	241	485	1215	3410	4596	3847	3467	3160	3146	3012	2977	2942	3018	3204	3282	2542	1627	1276	875	607	442	50035
27	332	200	217	237	482	1218	3442	4515	3789	3518	3147	3004	2908	2782	2850	2903	3183	3219	2534	1867	1257	869	662	465	49600
28	338	203	199	213	458	1194	3398	4474	3996	3571	3032	2977	3000	2905	3032	3095	3414	3246	2741	1881	1315	969	689	473	50813
29	294	220	204	269	507	1127	3467	2772	2997	3679	3445	3316	3283	3069	3125	3278	3426	3505	2873	2203	1665	1143	865	576	51308
30	370	246	242	274	516	1067	3235	4652	3771	3552	3413	3588	3783	3553	3646	3908	3593	3606	3463	2755	1934	1608	1477	997	59249

Total vehicles for month 1509099
 AADT for month 50303

South Carolina ATR Traffic Volumes -- September 2016 -- Station P-95, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	395	245	225	330	584	905	1660	2683	2702	2588	2702	3158	3269	3573	3833	4482	4863	4803	4367	3214	2351	1801	1281	911	56925
2	674	362	281	327	463	692	1314	2282	2377	2604	2965	3574	3855	3752	3430	3613	3220	2623	2067	1648	1324	1080	698	545	45770
3	441	262	219	203	222	323	665	1293	1843	2460	3132	3360	3218	3404	3189	2901	2666	2424	2202	2028	1783	1424	1054	747	41463
4	578	388	287	181	192	217	366	646	947	1481	1975	2314	2885	2891	2880	2691	2706	2483	2095	2140	1836	1427	1035	828	35469
5	708	516	294	190	197	309	587	1101	1447	1835	2566	3215	3475	3541	3846	4164	3980	3899	3191	2572	2104	1524	1056	542	46859
6	369	215	190	272	559	885	1658	2682	2736	2523	2637	3005	3165	3269	3423	3884	4643	4770	3866	2684	2084	1207	839	540	52105
7	364	226	233	347	566	843	1613	2638	2716	2510	2444	2744	2967	3238	3440	3657	4603	4675	3787	2615	2155	1400	852	527	51160
8	364	244	214	332	592	816	1646	2771	2567	2516	2615	3018	3275	3444	3654	4069	4641	4821	4000	2775	2162	1537	980	569	53622
9	404	285	212	330	631	822	1554	2690	2691	2539	2965	3168	3877	4028	4392	4590	4389	4015	3977	3208	2485	1872	1484	972	57580
10	647	421	289	345	397	525	1157	1920	2375	2415	2927	3253	3510	3562	3158	3114	2933	2668	2417	2063	1728	1434	1104	1418	45780
11	650	384	295	222	219	268	437	698	1093	1586	2291	2793	3629	3734	3584	3511	3457	3195	2767	2340	1871	1312	736	492	41564
12	309	213	167	295	576	881	1661	2633	2630	2248	2543	2848	2987	3026	3337	3863	3538	4183	3714	2373	1644	1096	720	481	47966
13	359	219	171	318	554	897	1617	2649	2524	2253	2288	2594	2747	3161	3401	3879	4531	4859	3705	2579	2006	1358	877	505	50051
14	366	208	210	337	588	898	1629	2643	2678	2354	2378	2837	2934	3152	3457	4020	4533	4720	3610	2576	2013	1418	895	538	50992
15	334	222	200	350	566	877	1561	2624	2682	2549	2558	3013	3369	3509	3923	4284	4622	4749	3985	2878	2333	1603	999	708	54498
16	427	266	261	399	569	782	1510	2607	2629	2617	3064	3571	3745	4306	4118	4101	4529	4488	4093	3255	2702	2118	1590	1087	58834

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17	658	406	337	318	412	504	1094	2141	2631	2754	3038	3363	3384	3362	3152	2921	2777	2513	2388	2676	2921	2585	1485	907	48727
18	545	372	321	243	197	261	426	729	1177	1814	2522	3017	3879	3881	3787	3730	3656	3312	2893	2520	1886	1247	737	521	43673
19	327	210	183	278	582	923	1626	2628	2592	2301	2502	2755	3019	3136	3466	3770	4556	4794	3450	2423	1801	1121	718	441	49602
20	329	207	177	320	578	903	1528	2663	2647	2230	2289	2596	2917	2927	3367	3924	4550	4837	3546	2552	1887	1352	776	504	49606
21	326	249	199	344	524	901	1581	2656	2715	2352	2391	2664	2834	3182	3515	3818	4609	4765	3599	2515	2011	1336	844	485	50415
22	331	209	201	340	533	863	1592	2696	2644	2453	2723	3038	3125	3336	3677	4026	4698	4853	3775	2789	1892	1517	933	634	52878
23	405	293	237	359	564	785	1505	2611	2639	2678	2942	3539	3867	4052	4177	4143	4611	4501	3867	3112	2239	1667	1484	871	57148
24	596	373	286	237	277	464	862	1601	2124	2430	3229	3383	3641	3237	2646	1654	3008	2385	2316	2138	1650	1406	1285	1398	42626
25	609	435	323	198	199	268	414	772	1150	1749	2454	3105	3635	3801	3897	4029	3815	3678	3234	2606	1950	1294	822	538	44975
26	333	197	191	326	548	920	1587	2632	2663	2393	2489	2837	3013	3101	3541	3919	4839	4769	3434	2535	1727	1112	719	522	50347
27	338	221	186	333	570	871	1593	2629	2641	2297	2328	2694	2793	3091	3528	3828	4616	4797	3683	2584	1861	1319	800	520	50121
28	344	200	193	360	557	887	1590	2653	2795	2422	2457	2715	2812	3192	3548	4045	4598	4554	3487	2655	2073	1361	849	497	50844
29	359	233	199	368	532	858	1615	2567	2572	2452	2513	2984	3185	3478	3806	4174	4719	4703	3966	2836	2213	1652	1036	588	53608
30	415	307	252	412	533	784	1503	2670	2687	2742	2993	3462	3824	4184	4405	4590	4086	4702	4306	3699	2621	1953	1484	972	59586

Total vehicles for month 1494794
AADT for month 49826

South Carolina ATR Traffic Volumes -- September 2016 -- Station P-95, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	721	460	437	631	1073	2070	5110	7340	6686	6133	5918	6412	6602	6736	7114	7907	8541	8428	7412	5570	4063	3065	2217	1701	112347
2	1185	658	512	629	956	1664	4029	6417	5604	5398	5664	6400	6954	6338	6115	6692	5873	5226	4743	3820	3109	2400	1685	1195	93266
3	946	548	453	431	488	916	1882	3056	4546	6331	7495	7180	6614	7089	6291	5894	5319	5078	4554	4047	3480	2852	2270	1536	89296
4	1052	717	481	332	348	502	970	1573	2344	3689	4684	5130	5808	5768	5909	5303	5493	5125	4353	4028	3484	2801	2024	1503	73421
5	1125	763	475	372	425	693	1436	2118	2832	3786	5079	6474	6978	7227	7421	7755	7338	7246	6261	5187	4270	2968	2018	1124	91371
6	666	436	382	519	1039	2112	5262	7253	6476	6123	6002	6256	6312	6489	6409	6986	7973	8116	6411	4531	3499	2204	1540	1062	104058
7	657	432	437	613	1026	2045	5103	7187	6560	6140	5694	5791	6104	6074	6350	6680	7856	8059	6556	4358	3564	2378	1583	1022	102269
8	686	463	444	619	1066	1947	5101	7126	6309	6131	5830	6186	6544	6554	6637	7303	7995	8102	6779	4803	3761	2749	1839	1086	106060
9	791	500	430	615	1122	1933	4712	7535	6581	6038	6358	6660	7537	7322	8143	8317	8203	7757	7538	5778	4472	3309	2665	1853	116169
10	1185	702	544	593	729	1149	2561	3876	5091	5645	6446	6968	7058	6863	6370	6079	5926	5699	5470	4432	3758	2828	2273	2314	94559
11	1075	698	503	389	429	626	1195	1845	2729	4094	5395	6122	7327	7460	7221	7044	7005	6463	5489	4379	3486	2427	1515	1015	85931
12	610	386	322	520	1109	2067	5204	7141	6048	5671	5488	6058	6144	6001	6141	6858	6377	7083	5970	3965	2715	1956	1350	888	96072
13	646	419	377	541	996	2099	5146	7020	6290	5608	5267	5485	5727	5883	6191	6758	7654	8268	6272	4438	3286	2294	1559	973	99197
14	666	385	416	599	1042	2105	5133	6914	6369	6020	5478	5833	5883	5799	6255	7178	7934	7956	6309	4328	3473	2383	1611	1083	101152
15	629	450	406	633	1021	2001	5043	7325	6626	6146	5788	6211	6581	6667	7183	7541	8196	8387	6975	5030	3974	2817	1981	1303	108914
16	793	495	500	708	1013	1905	4686	7328	6382	6233	6527	7199	7407	8081	7766	7061	7864	7708	7585	6178	4669	3606	2976	2098	116768
17	1256	782	614	570	700	1112	2156	3799	5066	6043	7149	7892	7943	7220	6569	5747	5543	5201	5090	4892	4666	3937	2664	1719	98330
18	1024	682	550	435	355	576	1086	1717	2826	4323	5723	6550	7850	7728	7464	7491	7324	6743	5757	4780	3508	2414	1507	1016	89429
19	556	398	365	536	1086	2206	5175	7310	6484	5788	5658	5787	6145	6160	6357	6752	7750	7895	5945	4202	3027	2001	1373	913	99869
20	601	407	371	534	1044	2051	5043	7259	6587	5176	5253	5442	5723	5673	6053	6773	7720	8180	6089	4418	3191	2292	1420	992	98292
21	613	417	418	591	990	2119	5008	7453	6488	5969	5592	5617	5854	5982	6398	6824	7771	8068	6298	4363	3346	2258	1524	970	100931
22	629	397	401	612	1018	1988	4990	7248	6480	6146	5886	5409	6623	6587	6819	7210	8165	8317	6540	4914	3429	2726	1750	1162	105446
23	759	508	463	631	1043	1893	4584	7281	6409	6109	6305	7124	7488	7835	8017	8032	8513	8204	7476	5875	4169	3151	2852	1797	116518
24	1168	745	532	489	634	955	1934	3295	4533	5400	6841	7024	7120	6621	5725	4770	6142	5452	5066	4150	3194	2772	2358	2379	89299
25	1104	714	512	355	393	558	1024	1801	2821	4221	5322	6400	7241	7455	7540	7542	7252	6992	6272	4919	3674	2518	1685	1103	89418
26	641	375	369	567	1033	2135	4997	7228	6510	5860	5649	5983	6025	6078	6483	6937	8043	8051	5976	4162	3003	1987	1326	964	100382
27	670	421	403	570	1052	2089	5035	7144	6430	5815	5475	5698	5701	5873	6378	6731	7799	8016	6217	4451	3118	2188	1462	985	99721
28	682	403	392	573	1015	2081	4988	7127	6791	5993	5489	5692	5812	6097	6580	7140	8012	7800	6228	4536	3388	2330	1538	970	101657
29	653	453	403	637	1039	1985	5082	5339	5569	6131	5958	6300	6468	6547	6931	7452	8145	8208	6839	5039	3878	2795	1901	1164	104916
30	785	553	494	686	1049	1851	4738	7322	6458	6294	6406	7050	7607	7737	8051	8498	7679	8308	7769	6454	4555	3561	2961	1969	118835

Total vehicles for month 3003893
AADT for month 100130

South Carolina ATR Traffic volumes -- April 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	181	106	113	163	209	361	848	1090	1251	1505	1576	1649	1455	1471	1477	1482	1451	1457	1131	852	635	453	363	269	21548
2	193	154	148	196	227	405	846	1193	1222	1475	1505	1540	1636	1700	1777	1879	1981	1811	1586	1335	970	732	554	351	25416
3	249	189	163	212	229	372	762	994	1249	1648	1985	2022	2210	2089	2260	2126	2328	1912	1836	1464	1084	782	559	404	29128
4	252	175	116	156	131	257	440	605	882	1366	1764	2024	1915	1888	1699	1513	1458	1338	1160	938	806	589	484	296	22252
5	269	126	96	89	67	104	203	272	458	747	1201	1451	1608	1583	1845	2079	2430	2518	2112	1797	1411	1168	712	390	24736
6	236	137	88	161	213	444	1011	1358	1317	1573	1803	1887	1817	1668	1681	1534	1454	1429	1031	844	603	438	323	222	23272
7	193	126	124	137	198	362	870	1171	1277	1254	1339	1274	1291	1419	1263	1332	1344	1357	1046	775	602	404	351	231	19740
8	165	132	134	148	191	378	864	1205	1335	1439	1387	1288	1308	1351	1117	1593	1397	1394	1103	791	625	454	339	250	20388
9	217	164	144	159	206	383	861	1216	1259	1450	1445	1468	1417	1465	1467	1630	1577	1577	1206	961	721	564	398	310	22265
10	216	147	166	172	224	373	811	1238	1261	1509	1604	1729	1754	1788	1927	1965	1981	1857	1612	1354	921	673	478	345	26105
11	221	192	124	139	136	276	525	840	1291	1475	1721	1645	1598	1507	1345	1393	1360	1295	1196	1183	867	747	536	350	21962
12	251	140	101	82	75	98	250	380	592	974	1283	1656	1754	1699	1858	1882	1836	1731	1542	1166	1024	699	494	306	21873
13	170	125	104	112	168	451	948	1238	1165	1262	1220	1225	1242	1150	1273	1287	1182	1192	900	577	441	347	235	202	18216
14	125	135	123	144	175	332	828	1179	1231	1292	1141	1116	1135	1122	1162	1224	1324	1341	924	616	476	404	305	218	18072
15	145	115	99	145	198	351	878	1223	1239	1318	1226	1256	1118	1148	1276	1322	1241	1244	942	623	478	366	315	215	18481
16	161	108	146	170	191	330	845	1236	1215	1363	1401	1289	1306	1254	1390	1467	1495	1482	1197	877	638	521	391	273	20746
17	200	153	106	178	216	381	805	1220	1264	1509	1518	1659	1676	1710	1820	1908	1894	1830	1665	1273	837	609	492	329	25252
18	207	163	134	127	119	215	419	674	1011	1314	1474	1495	1396	1349	1359	1233	1224	1103	991	897	661	591	452	339	18947
19	187	114	89	86	68	112	197	284	478	721	1121	1389	1767	1733	1704	1773	1561	1614	1338	1041	828	582	402	242	19431
20	149	118	125	130	229	424	975	1274	1192	1235	1334	1414	1326	1254	1201	1215	1181	1115	846	553	460	381	263	192	18586
21	153	122	116	129	188	354	902	1240	1221	1289	1207	1242	1094	1038	1129	1107	1204	1192	866	674	497	397	344	253	17958
22	160	127	109	142	203	366	863	1207	1264	1344	1234	1203	1201	1207	1211	1238	1313	1272	996	647	561	450	304	216	18838
23	150	136	135	141	203	392	858	1251	1253	1475	1428	1280	1274	1270	1357	1516	1509	1396	1202	905	631	527	416	272	20977
24	205	133	125	154	229	379	857	1131	1228	1432	1540	1588	1777	1637	1881	1949	1934	1948	1688	1253	883	657	496	390	25494
25	232	171	132	113	129	195	381	623	946	1083	1343	1374	1370	1310	1306	1154	1204	1064	873	741	629	555	473	304	17705
26	173	117	82	74	70	94	222	333	576	932	1322	1676	1810	1728	1724	1821	1723	1652	1541	1230	1005	717	457	258	21337
27	195	133	104	125	188	446	990	1291	1228	1247	1282	1325	1247	1258	1227	1128	1165	1176	936	620	451	366	311	206	18645
28	153	111	104	150	177	314	869	1176	1104	1198	1222	1176	1095	1145	1236	1159	1291	1213	941	642	584	380	326	211	17977
29	124	111	108	146	204	359	825	1179	1138	1242	1216	1269	1162	1235	1206	1301	1275	1230	1014	716	517	389	308	236	18510
30	167	116	140	149	177	377	875	1236	1290	1448	1343	1459	1449	1440	1554	1735	1714	1769	1294	918	727	563	401	298	22639

Total vehicles for month 636496
 AADT for month 21217

South Carolina ATR Traffic volumes -- April 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	196	136	110	157	240	407	629	937	1046	1111	1258	1306	1464	1640	1664	1794	1750	1579	1403	1002	760	664	475	283	22011
2	179	152	139	173	222	361	680	918	1052	1140	1291	1433	1685	1835	2037	2066	2020	1864	1849	1657	1060	809	623	369	25614
3	243	180	156	170	192	359	524	814	970	1365	1748	1784	1867	2328	2584	2287	2437	2321	1917	1626	1234	1025	693	476	29300
4	308	237	174	127	154	255	309	582	959	1373	1790	1972	2059	1979	2113	2077	1868	1736	1461	1166	1017	904	613	429	25662
5	241	183	128	103	100	145	201	319	539	892	1261	1606	1791	1862	1264	1351	1981	2461	2531	2415	1447	1115	647	384	24967
6	224	113	96	137	223	447	823	1113	1068	1320	1384	1456	1492	1536	1643	1722	1551	1532	1383	908	722	595	444	268	22200
7	175	158	118	145	222	381	662	970	1075	1064	1135	1178	1138	1230	1409	1592	1509	1362	1208	776	678	509	417	271	19382
8	193	127	116	156	205	387	675	1024	1057	1101	1160	1170	1230	1242	1732	1730	1595	1522	1320	929	740	650	514	364	20939
9	198	134	121	142	240	405	700	1019	1156	1090	1301	1279	1415	1646	1768	1912	1790	1614	1561	1091	891	790	552	302	23117
10	215	128	135	168	219	446	645	1113	1110	1324	1454	1724	1836	2067	2274	2362	2282	2160	2059	1684	1289	1062	854	602	29212
11	407	238	164	161	172	353	671	843	1246	1623	1949	1904	1905	1948	2092	2234	1978	1791	1388	1268	1136	1055	738	442	27706
12	325	203	128	98	96	161	309	459	650	1008	1349	1606	1737	1701	2155	2433	2472	2266	1881	1705	1296	1016	792	325	26171
13	199	125	93	137	236	440	790	1037	1058	1082	1114	1190	1266	1339	1338	1305	1293	1261	1083	748	573	444	327	250	18728
14	157	119	111	151	183	381	704	982	1056	997	996	955	1094	1139	1226	1318	1509	1213	1051	692	606	486	353	280	17759
15	219	122	111	135	208	369	655	973	951	1044	1015	1167	1162	1321	1367	1452	1386	1231	1025	808	638	459	306	213	18337
16	205	128	119	135	211	400	698	971	1072	1081	1160	1214	1409	1507	1581	1700	1611	1415	1356	1021	723	539	422	267	20945

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17	160	122	128	172	202	398	627	914	981	1139	1424	1519	1734	1848	2153	2176	2176	1998	1731	1305	942	758	474	329	25410
18	233	146	131	100	135	223	410	686	866	1081	1228	1358	1468	1433	1500	1435	1331	1214	1069	828	766	679	505	342	19167
19	212	180	114	81	97	136	196	311	492	799	1162	1433	1614	1764	2012	2066	2013	1833	1511	1058	845	618	367	263	21177
20	146	98	111	116	196	428	725	1057	1039	1034	1100	1112	1245	1285	1226	1288	1364	1234	1123	701	494	389	311	235	18057
21	157	102	123	141	192	358	633	1004	1028	1017	1032	970	1140	1174	1269	1350	1447	1237	1107	713	583	496	343	208	17824
22	181	103	110	148	223	380	681	969	999	1077	1029	1152	1194	1327	1343	1439	1425	1232	1100	817	640	510	380	250	18709
23	183	139	114	152	251	393	652	1003	1087	1106	1128	1285	1329	1379	1743	1766	1647	1591	1313	874	763	610	446	274	21228
24	189	139	133	151	244	413	642	1025	1030	1187	1404	1511	1687	1874	2055	2269	2115	1993	1740	1222	992	796	651	388	25850
25	228	170	128	122	116	217	330	538	808	1004	1073	1246	1470	1610	1423	1299	1292	1162	856	756	716	670	473	336	18043
26	225	138	111	94	78	147	185	356	546	950	1192	1491	1681	1829	1838	1939	1996	1972	1621	1282	977	685	530	317	22180
27	169	96	89	132	206	397	770	1063	1064	1108	1101	1247	1231	1292	1298	1429	1387	1282	1030	743	577	478	323	244	18756
28	171	137	103	148	205	375	710	1001	1036	1042	1022	1084	1128	1260	1304	1389	1409	1298	1020	684	581	514	347	211	18179
29	150	135	107	152	219	388	651	944	961	1044	1026	1198	1130	1441	1417	969	1212	1906	1049	732	586	477	331	212	18437
30	165	105	134	140	233	384	713	1020	1063	1128	1095	1253	1378	1603	1559	1763	1699	1523	1384	940	820	669	469	515	21755

Total vehicles for month 656822
 AADT for month 21894

South Carolina ATR Traffic volumes -- April 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	377	242	223	320	449	768	1477	2027	2297	2616	2834	2955	2919	3111	3141	3276	3201	3036	2534	1854	1395	1117	838	552	43559
2	372	306	287	369	449	766	1526	2111	2274	2615	2796	2973	3321	3535	3814	3945	4001	3675	3435	2992	2030	1541	1177	720	51030
3	492	369	319	382	421	731	1286	1808	2219	3013	3733	3806	4077	4417	4844	4413	4765	4233	3753	3090	2318	1807	1252	880	58428
4	560	412	290	283	285	512	749	1187	1841	2739	3554	3996	3974	3867	3812	3590	3326	3074	2621	2104	1823	1493	1097	725	47914
5	510	309	224	192	167	249	404	591	997	1639	2462	3057	3399	3445	3109	3430	4411	4979	4643	4212	2858	2283	1359	774	49703
6	460	250	184	298	436	891	1834	2471	2385	2893	3187	3343	3309	3204	3324	3256	3005	2961	2414	1752	1325	1033	767	490	45472
7	368	284	242	282	420	743	1532	2141	2352	2318	2474	2452	2429	2649	2672	2924	2853	2719	2254	1551	1280	913	768	502	39122
8	358	259	250	304	396	765	1539	2229	2392	2540	2547	2458	2538	2593	2849	3323	2992	2916	2423	1720	1365	1104	853	614	41327
9	415	298	265	301	446	788	1561	2235	2415	2540	2746	2747	2832	3111	3235	3542	3367	3191	2767	2052	1612	1354	950	612	45382
10	431	275	301	340	443	819	1456	2351	2371	2833	3058	3453	3590	3855	4201	4327	4263	4017	3671	3038	2210	1735	1332	947	55317
11	628	430	288	300	308	629	1196	1683	2537	3098	3670	3549	3503	3455	3437	3627	3338	3086	2584	2451	2003	1802	1274	792	49668
12	576	343	229	180	171	259	559	839	1242	1982	2632	3262	3491	3400	4013	4315	4308	3997	3423	2871	2320	1715	1286	631	48044
13	369	250	197	249	404	891	1738	2275	2223	2344	2334	2415	2508	2489	2611	2592	2475	2453	1983	1325	1014	791	562	452	36944
14	282	254	234	295	358	713	1532	2161	2287	2289	2137	2071	2229	2261	2388	2542	2833	2554	1975	1308	1082	890	658	498	35831
15	364	237	210	280	406	720	1533	2196	2190	2362	2241	2423	2280	2469	2643	2774	2627	2475	1967	1431	1116	825	621	428	36818
16	366	236	265	305	402	730	1543	2207	2287	2444	2561	2503	2715	2761	2971	3167	3106	2897	2553	1898	1361	1060	813	540	41691
17	360	275	234	350	418	779	1432	2134	2245	2648	2942	3178	3410	3558	3973	4084	4070	3828	3396	2578	1779	1367	966	658	50662
18	440	309	265	227	254	438	829	1360	1877	2395	2702	2853	2864	2782	2859	2668	2555	2317	2060	1725	1427	1270	957	681	38114
19	399	294	203	167	165	248	393	595	970	1520	2283	2822	3381	3497	3716	3839	3574	3447	2849	2099	1673	1200	769	505	40608
20	295	216	236	246	425	852	1700	2331	2231	2269	2434	2526	2571	2539	2427	2503	2545	2349	1969	1254	954	770	574	427	36643
21	310	224	239	270	380	712	1535	2244	2249	2306	2239	2212	2234	2212	2398	2457	2651	2429	1973	1387	1080	893	687	461	35782
22	341	230	219	290	426	746	1544	2176	2263	2421	2263	2355	2395	2534	2554	2677	2738	2504	2096	1464	1201	960	684	466	37547
23	333	275	249	293	454	785	1510	2254	2340	2581	2556	2565	2603	2649	3100	3282	3156	2987	2515	1779	1394	1137	862	546	42205
24	394	272	258	305	473	792	1499	2156	2258	2619	2944	3099	3464	3511	3936	4218	4049	3941	3428	2475	1875	1453	1147	778	51344
25	460	341	260	235	245	412	711	1161	1754	2087	2416	2620	2840	2920	2729	2453	2496	2226	1729	1497	1345	1225	946	640	35748
26	398	255	193	168	148	241	407	689	1122	1882	2514	3167	3491	3557	3562	3760	3719	3624	3162	2512	1982	1402	987	575	43517
27	364	229	193	257	394	843	1760	2354	2292	2355	2383	2572	2478	2550	2525	2557	2552	2458	1966	1363	1028	844	634	450	37401
28	324	248	207	298	382	689	1579	2177	2140	2240	2244	2260	2223	2405	2540	2548	2700	2511	1961	1326	1165	894	673	422	36156
29	274	246	215	298	423	747	1476	2123	2099	2286	2242	2467	2292	2676	2623	2270	2487	3136	2063	1448	1103	866	639	448	36947
30	332	221	274	289	410	761	1588	2256	2353	2576	2438	2712	2827	3043	3113	3498	3413	3292	2678	1858	1547	1232	870	813	44394

Total vehicles for month 1293318
 AADT for month 43111

South Carolina ATR Traffic volumes -- April 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	259	168	269	171	240	405	858	1071	1195	1511	1778	2059	2135	2253	2486	2413	2396	2092	1915	1498	1112	865	593	857	30599
2	492	293	188	178	654	285	532	721	1146	1625	1997	2112	2153	2031	1816	1901	1757	1648	1418	1200	890	797	630	458	26922
3	765	165	111	84	99	137	268	362	636	1088	1600	1996	2173	2188	2239	2308	2235	2051	1801	1488	1040	758	511	325	26428
4	193	117	117	161	229	486	1092	1359	1363	1461	1474	1526	1540	1385	1368	1367	1330	1339	1053	724	539	411	376	262	21272
5	173	133	123	163	195	440	938	1285	1329	1509	1345	1409	1349	1256	1401	1407	1433	1401	1032	691	575	1501	362	264	21714
6	199	137	115	169	194	437	929	1271	1308	1548	1446	1538	1354	1337	1370	1358	1536	1538	1128	792	640	427	336	298	21405
7	202	128	400	169	214	429	924	1261	1318	1584	1533	1468	1530	1493	1451	1662	1631	1541	1225	898	720	520	414	681	23396
8	320	213	161	183	250	427	881	1232	1326	1467	1720	1752	1875	1945	2018	2182	2183	1825	1933	1500	998	729	528	402	28050
9	250	146	123	119	485	534	451	839	1312	1738	2055	1765	1626	1508	1425	1347	1220	1227	1329	1162	914	876	820	335	23606
10	212	129	89	68	82	106	226	357	578	869	1323	1641	1793	1815	1895	1868	1841	1839	1677	1271	937	722	439	279	22056
11	588	457	109	129	230	466	1017	1278	1315	1351	1343	1427	1342	1272	1231	1310	1200	1212	1008	744	543	400	308	239	20519
12	132	108	115	258	259	518	869	1272	1231	1272	1199	1188	1162	1112	1061	1236	1271	1191	936	643	471	400	325	189	18418
13	165	146	104	176	214	398	948	1234	1304	1247	1288	1370	1293	1614	1423	1414	1353	1504	1506	818	718	415	328	205	21185
14	164	136	145	154	212	436	984	1243	1288	1413	1350	1380	1482	1354	1399	1590	1542	1562	1285	995	624	523	520	286	22067
15	202	161	135	181	217	422	963	1174	1330	1574	1625	1786	1726	1843	2139	2142	2078	2106	1834	1419	973	701	500	384	27615
16	266	185	131	124	156	213	486	694	1177	1363	1550	1569	1576	1553	1419	1349	1481	1316	1153	983	860	669	505	381	21159
17	258	223	121	94	92	109	257	561	742	927	1297	1760	1974	1990	1892	2026	1935	1979	1636	1401	1124	855	456	264	23973
18	176	132	123	151	215	450	1063	1352	1320	1395	1375	1500	1446	1343	1256	1317	1327	1220	1073	789	507	422	370	226	20548
19	152	122	123	134	209	383	920	1262	1344	1379	1278	1233	1194	1182	1234	1357	1302	1351	1002	699	512	406	340	256	19374
20	154	106	120	166	218	427	938	1348	1385	1408	1311	1352	1271	1278	1296	1452	1425	1352	1032	782	565	483	323	254	20446
21	214	155	137	156	205	485	925	1293	1456	1534	1454	1456	1490	1520	1580	1579	1722	1694	1309	992	728	518	397	327	23326
22	177	164	140	181	238	385	864	1132	1288	1495	1549	1738	1719	1830	1962	2005	1952	1925	1697	1233	903	634	482	381	26074
23	275	154	124	138	127	222	456	722	1109	1377	1667	1585	1647	1526	1463	1319	1339	1304	1121	943	754	667	526	358	20923
24	213	129	102	77	82	119	243	359	596	1022	1395	1712	1699	1916	2125	2096	2018	1873	1668	1230	1010	766	491	278	23219
25	190	111	101	148	236	473	1070	1335	1261	1435	1463	1450	1419	1031	896	1191	1292	1282	965	682	470	409	303	237	19450
26	159	108	110	154	206	428	920	1248	1286	1369	1271	1220	1213	1204	1225	1305	1291	1336	936	694	526	430	326	222	19187
27	185	104	123	153	206	410	957	1265	1404	1415	1329	1387	1320	1343	1346	1386	1417	1350	1107	760	589	446	350	258	20610
28	163	126	146	154	205	402	938	1309	1362	1528	1457	1565	1455	1538	1742	1724	1598	1547	1309	987	718	563	461	305	23302
29	212	156	171	196	233	466	893	1207	1362	1661	1773	1923	1907	1955	2032	2271	2227	2282	1879	1463	987	767	619	453	29095
30	316	143	145	147	159	253	503	827	1356	1670	1708	1859	1738	1714	1754	1675	1581	1372	1211	1033	689	673	518	323	23367

Total vehicles for month 689305
 AADT for month 22977

South Carolina ATR Traffic volumes -- April 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	221	152	256	156	251	438	607	928	1125	1274	1630	1873	2008	2318	2513	2302	2040	1785	1836	1937	1119	908	748	818	29243
2	532	335	224	211	529	322	512	733	1133	1454	1740	1774	1916	1849	2063	1792	1727	1718	1483	1219	1011	947	729	583	26536
3	756	295	182	129	139	173	241	447	766	1054	1466	1727	1751	2170	2508	2509	2454	2442	2143	1929	1451	991	712	409	28844
4	250	150	136	143	244	497	787	1132	1120	1099	1177	1350	1375	1473	1473	1565	1677	1334	1239	818	686	552	403	288	20968
5	180	129	144	150	225	435	731	1041	1078	1198	1156	1180	1289	1276	1481	1572	1586	1454	1273	842	729	1222	471	261	21103
6	213	140	140	134	245	440	708	1068	1136	1151	1230	1288	1347	1553	1644	1675	1803	1457	1358	808	685	697	431	267	21618
7	182	130	288	153	227	433	739	1053	1112	1157	1269	1413	1526	1788	1850	1980	1920	1720	1437	1064	912	722	494	623	24192
8	198	159	144	183	231	442	741	1051	1113	1429	1598	1739	1918	2260	2441	2242	2388	2264	2184	1648	1222	985	784	588	29952
9	338	189	162	136	456	536	454	750	1338	1671	1840	1847	1730	1804	2179	2360	2197	1893	1607	1298	1073	966	832	451	28107
10	283	168	127	104	125	140	210	393	697	988	1559	1747	2039	2285	2361	2494	2547	2133	2005	1465	1119	880	677	312	26858
11	500	290	133	153	237	486	799	1128	1177	1142	1190	1345	1328	1388	1493	1483	1487	1326	1189	736	646	502	364	250	20772
12	154	118	124	213	273	516	676	1057	1053	990	1074	1096	1159	1260	1235	1441	1481	1379	1045	658	617	458	340	219	18636
13	133	99	152	151	266	412	733	1147	1050	1076	1102	1134	1286	1541	1525	1506	1662	1547	1518	768	742	555	401	246	20752
14	152	125	132	161	256	449	724	1064	1081	1136	1232	1295	1419	1533	1686	1888	1832	1652	1296	982	829	654	466	301	22345
15	188	138	138	157	222	424	723	1092	1108	1248	1463	1665	1922	1811	2499	2435	2152	1808	1899	1501	1181	837	685	365	27661
16	245	147	135	123	156	221	445	810	962	1257	1461	1595	1428	1767	1625	1526	1470	1378	1216	1028	798	785	575	370	21523

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17	273	172	108	104	110	137	207	373	639	957	1302	1503	1812	1941	2175	2166	2152	2222	2071	1746	1137	826	529	337	24999
18	200	127	124	128	249	491	798	1197	1157	1180	1229	1204	1319	1421	1454	1472	1539	1441	1149	753	563	529	348	273	20345
19	206	138	114	165	255	466	717	1088	1194	1151	1172	1188	1201	1295	1392	1523	1547	1363	1084	735	599	527	395	226	19741
20	172	123	125	139	255	443	769	1160	1090	1166	1158	1160	1271	1324	1474	1543	1611	1492	1214	766	668	520	387	252	20282
21	182	130	125	188	226	446	789	1097	1176	1199	1221	1339	1453	1604	1813	1952	1768	1627	1410	925	818	633	457	303	22881
22	417	175	161	163	233	425	730	1063	1159	1209	1526	1652	1633	1911	2159	2117	2191	1996	1814	1346	963	738	560	365	26706
23	230	149	138	93	156	238	404	704	972	1372	1498	1545	1543	1574	1467	1415	1469	1325	1125	986	841	726	596	399	20965
24	239	190	153	116	105	114	203	380	615	968	1339	1556	1846	2034	2109	2190	2105	1972	1646	1570	1165	701	552	364	24232
25	183	119	140	137	240	506	773	1162	1121	1086	1339	1301	1357	1376	1441	1505	1506	1388	1187	808	607	468	349	246	20345
26	153	124	136	163	252	438	776	1102	1176	1103	1080	1142	1155	1298	1396	1446	1530	1386	1131	718	610	498	376	212	19401
27	158	111	121	139	232	429	765	1128	1087	1122	1141	1228	1085	1622	1492	1572	1551	1401	1126	806	675	518	373	272	20154
28	172	118	119	133	255	427	779	1083	1214	1209	1259	1470	1427	1620	1771	1834	1718	1615	1325	922	830	661	438	275	22674
29	201	158	158	137	242	432	757	1053	1151	1321	1590	1729	1693	2046	2297	2103	2118	1939	1827	1406	1273	987	715	458	27791
30	247	175	115	144	146	226	464	703	1074	1302	1486	1644	1523	1680	1758	1673	1497	1467	1177	997	856	766	660	480	22260

Total vehicles for month 701886
 AADT for month 23396

South Carolina ATR Traffic volumes -- April 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	480	320	525	327	491	843	1465	1999	2320	2785	3408	3932	4143	4571	4999	4715	4436	3877	3751	3435	2231	1773	1341	1675	59842
2	1024	628	412	389	1183	607	1044	1454	2279	3079	3737	3886	4069	3880	3879	3693	3484	3366	2901	2419	1901	1744	1359	1041	53458
3	1521	460	293	213	238	310	509	809	1402	2142	3066	3723	3924	4358	4747	4817	4689	4493	3944	3417	2491	1749	1223	734	55272
4	443	267	253	304	473	983	1879	2491	2483	2560	2651	2876	2915	2858	2841	2932	3007	2673	2292	1542	1225	963	779	550	42240
5	353	262	267	313	420	875	1669	2326	2407	2707	2501	2589	2638	2532	2882	2979	3019	2855	2305	1533	1304	2723	833	525	42817
6	412	277	255	303	439	877	1637	2339	2444	2699	2676	2826	2701	2890	3014	3033	3339	2995	2486	1600	1325	1124	767	565	43023
7	384	258	688	322	441	862	1663	2314	2430	2741	2802	2881	3056	3281	3301	3642	3551	3261	2662	1962	1632	1242	908	1304	47588
8	518	372	305	366	481	869	1622	2283	2439	2896	3318	3491	3793	4205	4459	4424	4571	4089	4117	3148	2220	1714	1312	990	58002
9	588	335	285	255	941	1070	905	1589	2650	3409	3895	3612	3356	3312	3604	3707	3417	3120	2936	2460	1987	1842	1652	786	51713
10	495	297	216	172	207	246	436	750	1275	1857	2882	3388	3832	4100	4256	4362	4388	3972	3682	2736	2056	1602	1116	591	48914
11	1088	747	242	282	467	952	1816	2406	2492	2493	2533	2772	2670	2660	2724	2793	2687	2538	2197	1480	1189	902	672	489	41291
12	286	226	239	471	532	1034	1545	2329	2284	2262	2273	2284	2321	2372	2296	2677	2752	2570	1981	1301	1088	858	665	408	37054
13	298	245	256	327	480	810	1681	2381	2354	2323	2390	2504	2579	3155	2948	2920	3015	3051	3024	1586	1460	970	729	451	41937
14	316	261	277	315	468	885	1708	2307	2369	2549	2582	2675	2901	2887	3085	3478	3374	3214	2581	1977	1453	1177	986	587	44412
15	390	299	273	338	439	846	1686	2266	2438	2822	3088	3451	3648	3654	4638	4577	4230	3914	3733	2920	2154	1538	1185	749	55276
16	511	332	266	247	312	434	931	1504	2139	2620	3011	3164	3004	3320	3044	2875	2951	2694	2369	2011	1658	1454	1080	751	42682
17	531	395	229	198	202	246	464	934	1381	1884	2599	3263	3786	3931	4067	4192	4087	4201	3707	3147	2261	1681	985	601	48972
18	376	259	247	279	464	941	1861	2549	2477	2575	2604	2704	2765	2764	2710	2789	2866	2661	2222	1542	1070	951	718	499	40893
19	358	260	237	299	464	849	1637	2350	2538	2530	2450	2421	2395	2477	2626	2880	2849	2714	2086	1434	1111	933	735	482	39115
20	326	229	245	305	473	870	1707	2508	2475	2574	2469	2512	2542	2602	2770	2995	3036	2844	2246	1548	1233	1003	710	506	40728
21	396	285	262	344	431	931	1714	2390	2632	2733	2675	2795	2943	3124	3393	3531	3490	3321	2719	1917	1546	1151	854	630	46207
22	594	339	301	344	471	810	1594	2195	2447	2704	3075	3390	3352	3741	4121	4122	4143	3921	3511	2579	1866	1372	1042	746	52780
23	505	303	262	231	283	460	860	1426	2081	2749	3165	3130	3190	3100	2930	2734	2808	2629	2246	1929	1595	1393	1122	757	41888
24	452	319	255	193	187	233	446	739	1211	1990	2734	3268	3545	3950	4234	4286	4123	3845	3314	2800	2175	1467	1043	642	47451
25	373	230	241	285	476	979	1843	2497	2382	2521	2802	2751	2776	2407	2337	2696	2798	2670	2152	1490	1077	877	652	483	39795
26	312	232	246	317	458	866	1696	2350	2462	2472	2351	2362	2368	2502	2621	2751	2821	2722	2067	1412	1136	928	702	434	38588
27	343	215	244	292	438	839	1722	2393	2491	2537	2470	2615	2405	2965	2838	2958	2968	2751	2233	1566	1264	964	723	530	40764
28	335	244	265	287	460	829	1717	2392	2576	2737	2716	3035	2882	3158	3513	3558	3316	3162	2634	1909	1548	1224	899	580	45976
29	413	314	329	333	475	898	1650	2260	2513	2982	3363	3652	3600	4001	4329	4374	4345	4221	3706	2869	2260	1754	1334	911	56886
30	563	318	260	291	305	479	967	1530	2430	2972	3194	3503	3261	3394	3512	3348	3078	2839	2388	2030	1545	1439	1178	803	45627

Total vehicles for month 1391191
 AADT for month 46373

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	357	226	183	166	179	327	641	1036	1463	2045	2531	2238	2702	2191	2280	1872	1598	1421	1235	1039	830	680	547	412	28199
2	292	154	121	111	116	126	277	458	696	1154	1643	2103	2181	2175	2117	2165	2149	2017	1650	1268	1020	755	518	368	25634
3	206	181	127	169	203	511	1045	1270	1318	1361	1525	1671	1700	1569	1547	1472	1453	1440	1100	868	624	466	377	266	22469
4	207	139	140	158	199	421	962	1178	1230	1222	1265	1356	1376	1357	1389	1419	1452	1327	1083	751	589	452	342	250	20264
5	173	148	144	165	202	450	931	1222	1381	1315	1394	1515	1460	1515	1509	1452	1422	1450	1163	853	613	509	381	289	21656
6	210	173	140	179	231	441	927	1214	1352	1396	1501	1541	1656	1689	1627	1680	1479	1561	1231	947	705	564	382	298	23124
7	240	165	134	175	228	384	853	1091	1323	1462	1681	1856	2023	1988	2071	1989	2049	1890	1689	1393	1057	693	544	393	27371
8	254	195	154	200	180	311	601	961	1319	1767	2222	2612	2294	2026	1825	1663	1491	1366	1139	969	783	650	548	361	25891
9	237	150	110	107	108	131	287	481	599	1095	1547	1912	2217	2191	2143	1918	2170	1822	1850	1472	1006	707	511	316	25087
10	188	145	121	159	208	469	1023	1324	1388	1464	1565	1704	1617	1488	1509	1497	1451	1425	1104	771	619	456	333	268	22296
11	173	134	123	169	202	390	873	1164	1244	1310	1305	1286	1452	1408	1333	1394	1439	1400	1005	794	601	485	342	268	20294
12	168	134	124	155	227	415	904	1263	1277	1388	1480	1464	1358	1478	1442	1474	1516	1488	1118	853	668	462	380	260	21496
13	200	158	157	179	236	367	877	1156	1314	1143	1451	1496	1632	1479	1655	1633	1681	1531	1272	1041	829	540	447	314	22788
14	217	162	149	174	222	414	860	1292	1320	1647	1732	1914	1914	1889	2004	1959	2038	1894	1794	1374	1083	804	586	368	27810
15	235	185	172	124	181	269	522	844	1258	1584	2028	2222	1981	1906	1685	1708	1569	1541	1326	1160	973	730	622	409	25234
16	238	165	106	98	110	113	242	376	638	1043	1471	1840	2139	2086	2181	2096	2127	2025	1718	1336	1064	771	520	265	24768
17	187	138	129	155	203	467	1016	1274	1198	1305	1371	1447	1456	1360	1368	1326	1344	1290	1081	713	550	414	302	203	20297
18	170	126	103	153	210	368	887	1218	1095	1175	1153	1223	1235	1184	1270	1285	1251	1397	971	763	542	421	289	187	18676
19	142	104	151	174	244	404	917	1196	1143	1284	1208	1288	1257	1304	1278	1342	1447	1393	1009	647	511	418	281	237	19379
20	160	138	142	194	216	418	927	1244	1208	1305	1320	1324	1353	1292	1320	1427	1446	1509	1140	823	715	490	401	282	20794
21	188	118	128	165	226	389	860	1127	1066	1306	1376	1559	1519	1606	1785	1903	1895	1795	1809	1340	933	667	460	413	24633
22	230	198	134	136	130	251	464	633	966	1354	1555	1710	1671	1552	1381	1348	1211	1167	1079	854	711	566	488	317	20106
23	203	115	100	90	90	137	219	354	538	864	1357	1726	1966	2025	2011	2022	1968	1785	1556	1244	903	649	405	258	22585
24	161	123	118	128	220	478	1005	1282	1230	1203	1307	1294	1312	1217	1129	1255	1157	1172	962	657	520	357	277	218	18782
25	168	115	126	159	180	433	906	1155	1141	1269	1133	1154	1073	1083	1150	1221	1255	1223	968	635	553	407	341	195	18043
26	172	127	126	192	170	386	863	1203	1149	1292	1187	1178	1143	1161	1252	1330	1271	1283	1016	782	539	408	331	225	18786
27	163	139	118	172	230	410	857	1130	1200	1284	1266	1263	1292	1282	1340	1397	1404	1484	1137	817	598	503	380	277	20143
28	167	161	151	191	244	418	812	1081	1125	1294	1397	1529	1586	1657	1718	1919	1782	1931	1781	1189	866	669	512	431	24611
29	283	171	140	134	133	196	414	759	1059	1561	1405	1723	1677	1493	1336	1241	1240	1146	1154	901	734	650	431	314	20295
30	186	134	112	75	87	81	198	295	488	762	1141	1513	1726	1666	1712	1835	1836	1678	1444	1078	869	601	425	270	20212
31	179	146	102	144	214	447	979	1256	1075	1215	1170	1265	1212	1237	1114	1148	1160	1187	957	602	483	351	270	210	18123

Total vehicles for month 689846
AADT for month 22253

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	361	218	206	190	178	305	585	926	1365	1976	2321	2243	2295	2470	2815	2718	2145	1577	1249	1061	923	751	613	435	29926
2	262	218	156	121	95	142	286	422	694	993	1405	1786	1982	2139	2356	2096	2423	1947	1702	1342	988	774	529	333	25191
3	221	114	139	145	246	448	737	1093	1136	1082	1363	1367	1405	1553	1542	1619	1614	1354	1179	888	645	500	372	275	21037
4	189	155	137	157	239	384	654	1079	1066	1083	1171	1181	1260	1347	1483	1616	1540	1378	1169	767	654	541	406	280	19936
5	181	143	130	148	279	409	722	1027	1093	1126	1207	1218	1290	1592	1701	1741	1665	1484	1147	875	701	595	399	282	21155
6	203	135	134	179	251	431	685	1030	1155	1225	1389	1493	1685	1701	1876	1897	1770	1509	1276	1287	858	600	441	286	23496
7	228	150	161	164	258	430	714	1030	1233	1427	1627	1853	1828	2256	2358	2096	2183	2059	1799	1578	1001	893	656	480	28462
8	302	212	176	157	166	306	462	845	1296	1780	2167	2243	1973	2533	2599	2175	2102	1573	1300	1002	937	837	642	401	28186
9	276	183	144	109	87	158	259	446	758	1060	1565	1928	2142	2137	1793	2525	2297	2243	1902	1516	1063	761	541	369	26262
10	217	161	125	145	264	461	784	1226	1063	1212	1263	1394	1268	1668	1546	1778	1581	1236	1434	878	733	529	407	247	21620
11	188	141	118	161	241	398	663	1004	1022	1093	1104	1234	1232	1430	1513	1589	1615	1499	1179	814	668	568	391	262	20127
12	193	132	120	149	237	399	721	1139	1218	1133	1255	1254	1393	1540	1672	1770	1726	1568	1361	925	760	608	430	301	22004
13	225	162	143	164	226	407	707	1185	1173	1316	1293	1519	1604	1743	1685	1694	1902	1768	1600	984	811	646	506	359	23822
14	225	156	183	182	237	427	697	1203	1262	1347	1596	1822	1965	2016	2423	2338	2265	2012	1773	1730	1216	957	678	450	29160
15	348	209	141	150	159	264	530	930	1394	1701	2267	2254	2225	2218	2369	2132	1922	1560	1312	1086	895	774	627	413	27880

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16	268	209	177	109	94	163	232	465	744	1081	1433	1741	2043	2209	2344	2325	2275	1978	1679	1440	1031	685	544	376	25645
17	199	129	113	167	265	438	769	1038	1019	1112	1205	1315	1434	1427	1521	1523	1517	1400	1143	772	619	454	342	238	20159
18	167	144	129	144	238	420	701	1082	982	1015	1005	1070	1133	1298	1264	1388	1454	1332	1086	767	613	451	331	218	18432
19	176	131	110	147	223	406	715	1037	1088	1045	1065	1068	1244	1274	1351	1345	1464	1376	1161	770	630	488	332	225	18871
20	186	131	114	146	241	405	751	1117	1083	1096	1218	1226	1364	1458	1529	1624	1769	1505	1443	872	764	622	407	316	21387
21	204	155	163	165	258	433	682	1060	1146	1263	1371	1518	1735	1850	1823	1745	1885	2225	1881	1310	1079	810	605	413	25779
22	271	190	150	135	140	259	461	727	1042	1346	1493	1709	1656	1747	1620	1438	1288	1207	908	798	782	648	483	323	20821
23	194	144	123	97	103	98	153	333	542	853	1165	1510	1666	1775	1795	2005	1864	1729	1483	1103	898	618	473	353	21077
24	199	103	104	149	241	470	782	1110	1016	1031	1118	1123	1162	1258	1257	1405	1261	1019	731	573	433	317	222	18341	
25	171	110	125	147	219	413	710	1037	1098	998	963	999	1054	1120	1281	1343	1412	1279	972	693	593	453	324	209	17723
26	180	109	99	148	243	399	750	1094	1081	1089	1016	1119	1078	1161	1339	1435	1514	1371	1095	719	571	413	339	214	18576
27	168	108	122	138	223	408	721	1009	1067	1121	1149	1200	1325	1487	1487	1574	1614	1443	1237	856	692	551	363	260	20323
28	174	127	127	143	254	431	686	1010	1026	1132	1299	1447	1676	1821	2035	2002	2096	2052	1644	1451	911	663	661	439	25307
29	223	167	146	139	154	241	377	684	962	1248	1432	1565	1470	1725	1516	1719	1367	1242	993	866	689	621	410	291	20247
30	214	157	122	84	88	109	178	307	514	775	1074	1344	1583	1823	1864	1946	1820	1608	1432	1170	801	536	424	217	20190
31	154	94	110	155	222	482	765	1054	930	1005	899	1178	1233	1309	1292	1248	1421	1252	940	674	543	418	304	216	17898

Total vehicles for month 699040
AADT for month 22550

South Carolina ATR Traffic Volumes -- August 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	718	444	389	356	357	632	1226	1962	2828	4021	4852	4481	4997	4661	5095	4590	3743	2998	2484	2100	1753	1431	1160	847	58125
2	554	372	277	232	211	268	563	880	1390	2147	3048	3889	4163	4314	4473	4261	4572	3964	3352	2610	2008	1529	1047	701	50825
3	427	295	266	314	449	959	1782	2363	2454	2443	2888	3038	3105	3122	3089	3091	3067	2794	2279	1756	1269	966	749	541	43506
4	396	294	277	315	438	805	1616	2257	2296	2305	2436	2537	2636	2704	2872	3035	2992	2705	2252	1518	1243	993	748	530	40200
5	354	291	274	313	481	859	1653	2249	2474	2441	2601	2733	2750	3107	3210	3193	3087	2934	2310	1728	1314	1104	780	571	42811
6	413	308	274	358	482	872	1612	2244	2507	2621	2890	3034	3341	3390	3503	3577	3249	3070	2507	2234	1563	1164	823	584	46620
7	468	315	295	339	486	814	1567	2121	2556	2889	3308	3709	3851	4244	4429	4085	4232	3949	3488	2971	2058	1586	1200	873	55833
8	556	407	330	357	346	617	1063	1806	2615	3547	4389	4855	4267	4559	4424	3838	3593	2939	2439	1971	1720	1487	1190	762	54077
9	513	333	254	216	195	289	546	927	1357	2155	3112	3840	4359	4328	3936	4443	4467	4065	3752	2988	2069	1468	1052	685	51349
10	405	306	246	304	472	930	1807	2550	2451	2676	2828	3098	2885	3156	3055	3275	3032	2661	2538	1649	1352	985	740	515	43916
11	361	275	241	330	443	788	1536	2168	2266	2403	2409	2520	2684	2838	2846	2983	3054	2899	2184	1608	1269	1053	733	530	40421
12	361	266	244	304	464	814	1625	2402	2495	2521	2735	2718	2751	3018	3114	3244	3242	3056	2479	1778	1428	1070	810	561	43500
13	425	320	300	343	462	774	1584	2341	2487	2459	2744	3015	3236	3222	3340	3327	3583	3299	2872	2025	1640	1186	953	673	46610
14	442	318	332	356	459	841	1557	2495	2582	2994	3328	3736	3879	3905	4427	4297	4303	3906	3567	3104	2299	1761	1264	818	56970
15	583	394	313	274	340	533	1052	1774	2652	3285	4295	4476	4206	4124	4054	3840	3491	3101	2638	2246	1868	1504	1249	822	53114
16	506	374	283	207	204	276	474	841	1382	2124	2904	3581	4182	4295	4525	4421	4402	4003	3397	2776	2095	1456	1064	641	50413
17	386	267	242	322	468	905	1785	2312	2217	2417	2576	2762	2890	2787	2889	2849	2861	2690	2224	1485	1169	868	644	441	40456
18	337	270	232	297	448	788	1588	2300	2077	2190	2158	2293	2368	2482	2534	2673	2705	2729	2057	1530	1155	872	620	405	37108
19	318	235	261	321	467	810	1632	2233	2231	2329	2273	2356	2501	2578	2629	2687	2911	2769	2170	1417	1141	906	613	462	38250
20	346	269	256	340	457	823	1678	2361	2291	2401	2538	2550	2717	2750	2849	3051	3215	3014	2583	1695	1479	1112	808	598	42181
21	392	273	291	330	484	822	1542	2187	2212	2569	2747	3077	3254	3456	3608	3648	3780	4020	3690	2650	2012	1477	1065	826	50412
22	501	388	284	271	270	510	925	1360	2008	2700	3048	3419	3327	3299	3001	2786	2499	2374	1987	1652	1493	1214	971	640	40927
23	397	259	223	187	193	235	372	687	1080	1717	2522	3236	3632	3800	3806	4027	3832	3514	3039	2347	1801	1267	878	611	43662
24	360	226	222	277	461	948	1787	2392	2246	2234	2425	2417	2474	2475	2386	2512	2562	2433	1981	1388	1093	790	594	440	37123
25	339	225	251	306	399	846	1616	2192	2239	2267	2096	2153	2127	2203	2431	2564	2667	2502	1940	1328	1146	860	665	404	35766
26	352	236	225	340	413	785	1613	2297	2230	2381	2203	2297	2221	2322	2591	2765	2785	2654	2111	1501	1110	821	670	439	37362
27	331	247	240	310	453	818	1578	2139	2267	2405	2415	2463	2617	2769	2827	2971	3018	2927	2374	1673	1290	1054	743	537	40466
28	341	288	278	334	498	849	1498	2091	2151	2426	2696	2976	3262	3478	3753	3921	3878	3983	3425	2640	1777	1332	1173	870	49918
29	506	338	286	273	287	437	791	1443	2021	2809	2837	3288	3147	3218	2852	2960	2607	2388	2147	1767	1423	1271	841	605	40542
30	400	291	234	159	175	190	376	602	1002	1537	2215	2857	3309	3489	3576	3781	3656	3286	2876	2248	1670	1137	849	487	40402
31	333	240	212	299	436	929	1744	2310	2005	2220	2069	2443	2445	2546	2406	2396	2581	2439	1897	1276	1026	769	574	426	36021

Total vehicles for month 1388886
AADT for month 44803

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1																										
2																										
3	187	175	163	201	237	446	903	1205	1349	1369	1263	1317	1322	1506	1434	1244	1424	1415	1216	842	684	517	390	366	21175	
4																										
5	225	164	161	219	232	491	847	1196	1311	1506	1765	1955	2007	2033	2096	2019	1996	1932	1806	1443	1102	771	547	402	28226	
6	287	212	176	158	206	296	673	861	1387	1769	2270	2566	2328	2008	1918	1690	1472	1409	1254	930	928	797	578	410	26583	
7	279	173	153	116	115	196	318	450	782	1146	1726	2116	2374	2182	2194	2357	2111	1942	1749	1418	1022	803	564	293	26579	
8	196	143	117	188	267	514	1076	1374	1377	1429	1602	1644	1705	1674	1634	1414	1545	1496	1172	730	636	421	335	254	22943	
9	215	149	133	158	226	439	941	1190	1319	1343	1398	1407	1396	1338	1331	1396	1574	1529	1137	863	635	549	400	312	21378	
10	199	161	142	176	237	433	957	1262	1333	1452	1470	1605	1434	1532	1468	1505	1564	1505	1260	777	700	466	387	236	22261	
11	209	162	160	179	251	454	970	1302	1319	1477	1454	1525	1599	1666	1611	1480	1735	1640	1319	1054	753	598	434	288	23639	
12	227	169	168	198	274	449	924	1197	1238	1488	1642	1847	1768	1962	1904	1893	2044	1928	1749	1402	1029	738	563	374	27175	
13	249	182	145	171	192	307	509	837	1212	1606	1844	2179	1872	1896	1779	1698	1653	1490	1381	1103	928	764	586	422	25005	
14	267	161	125	89	102	137	281	540	871	1254	1646	1966	2161	2238	2337	2214	2125	2066	1774	1464	1189	831	618	332	26788	
15	235	138	130	169	245	516	1060	1311	1336	1413	1383	1815	1533	1542	1437	1464	1400	1405	1087	745	554	455	387	261	22021	
16	200	163	121	146	226	395	964	1301	1224	1350	1300	1358	1266	1241	1306	1356	1382	1371	1063	783	601	450	368	281	20216	
17	213	134	131	158	240	417	921	1287	1330	1323	1340	1429	1394	1338	1368	1391	1453	1478	1035	826	588	432	374	248	20848	
18																										
19																										
20																										
21	188	143	102	95	99	123	256	367	574	918	1477	1860	2017	1987	2109	2055	2109	1958	1595	1278	1002	709	537	340	23898	
22	194	126	121	153	243	499	1064	1348	1216	1334	1287	1386	1418	1386	1350	1275	1171	1320	956	722	577	412	312	206	20076	
23	162	138	115	145	242	413	916	1197	1145	1337	1236	1230	1204	1146	1201	1321	1324	1339	951	696	512	427	323	222	18942	
24	184	124	129	140	230	436	1010	1259	1188	1327	1270	1341	1299	1223	1378	1354	1370	1356	992	768	588	385	309	213	19873	
25	165	121	128	161	215	466	969	1236	1305	1342	1368	1366	1441	1355	1427	1533	1473	1569	1187	927	676	551	374	271	21626	
26	220	174	145	187	252	415	849	1148	1226	1414	1556	1652	1665	1755	1796	1927	1971	2012	1746	1377	856	640	588	464	26035	
27	262	172	161	121	158	255	487	773	1130	1556	1756	1841	1734	1589	1482	1488	1374	1242	1093	840	763	645	458	326	21706	
28	206	154	124	89	89	132	234	334	538	855	1257	1619	1818	1879	1876	1953	1860	1769	1593	1140	1037	699	482	297	22034	
29	182	127	94	170	250	477	1029	1352	1117	1224	1255	1276	1313	1284	1225	1229	1212	1242	960	638	479	393	283	215	19026	
30	178	127	113	151	231	466	906	1281	1199	1229	1208	1138	1008	1327	1228	1292	1297	1286	952	712	542	376	247	241	18735	
31																										

Total vehicles for month 700953
AADT for month 22611

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1																										
2																										
3	217	115	132	172	293	434	768	1104	1108	1216	1326	1435	1572	1551	1891	1930	1747	1639	1286	839	689	602	413	300	22779	
4																										
5	226	144	183	164	261	458	747	1221	1342	1471	1626	1970	2250	2234	2413	2211	2025	1992	1901	1435	1197	911	679	471	29532	
6	340	220	193	166	205	321	608	991	1387	1826	2222	1870	2162	2388	2781	2610	1910	1551	1203	1031	788	746	592	412	28523	
7	315	181	144	128	110	166	255	453	678	1070	1332	1829	2048	2374	2355	2567	2350	2120	1790	1452	1050	767	554	407	26495	
8	194	153	125	163	287	493	785	1190	1174	1110	1296	1562	1552	1611	1603	1720	1595	1478	1240	836	693	531	420	263	22074	
9	174	169	140	158	257	434	740	1090	1172	1157	1143	1210	1260	1356	1617	1612	1602	1450	1236	852	680	599	403	273	20784	
10	187	135	131	150	284	464	752	1156	1268	1153	1288	1372	1457	1450	1588	1789	1835	1554	1369	922	699	570	444	262	22279	
11	204	148	128	162	273	444	777	1129	1214	1192	1475	1556	1741	1912	1919	2023	1886	1588	1453	987	833	665	456	305	24470	
12	231	178	144	184	269	476	715	1139	1276	1416	1667	1895	1975	2285	2232	2430	2114	2089	1788	1512	1137	957	649	410	29168	
13	268	228	172	167	178	268	493	933	1298	1759	2098	2185	2094	2197	2333	2338	1737	1429	1258	1105	903	831	679	446	27397	
14	300	182	135	107	113	141	304	557	934	1201	1572	1806	1891	2264	2270	2406	2406	2140	1788	1520	1078	769	572	347	26803	
15	240	140	141	164	291	497	815	1083	1115	1256	1323	1480	1558	1564	1583	1520	1494	1515	1262	839	664	620	425	260	21849	

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16	206	148	161	164	300	474	782	1057	1114	1136	1127	1212	1279	1398	1436	1565	1450	1339	1116	852	620	501	371	262	20070
17	180	147	138	166	281	473	776	1101	1187	1160	1255	1311	1305	1400	1463	1536	1601	1375	1199	807	669	533	392	263	20718
18																									
19																									
20																									
21	275	167	148	123	97	149	188	342	668	931	1236	1624	1755	2054	2125	2057	1986	1850	1596	1206	1024	720	465	298	23084
22	199	113	102	149	283	503	798	1114	1128	1125	1150	1206	1350	1330	1361	1404	1375	1323	1084	750	553	415	345	244	19404
23	158	120	111	166	262	430	786	1087	1141	1035	1040	1168	1230	1214	1204	1317	1279	1184	1105	712	620	436	340	237	18382
24	169	121	124	158	292	473	718	1112	1092	1147	1108	1085	1202	1309	1398	1422	1488	1428	1071	801	614	501	321	224	19378
25	174	135	131	157	267	428	785	1134	1125	1160	1182	1256	1378	1495	1594	1639	1618	1430	1237	896	793	520	452	287	21273
26	205	136	146	181	274	453	718	1044	1097	1205	1328	1667	1729	1928	2009	2168	2061	1953	1865	1246	958	734	688	427	26220
27	264	159	139	125	140	257	503	732	1067	1386	1574	1720	1758	1805	1629	1520	1483	1286	1095	879	747	679	570	388	21905
28	235	158	131	94	98	127	184	346	619	857	1178	1572	1684	1895	2111	1994	1877	1840	1616	1342	960	642	426	261	22247
29	176	97	95	152	265	495	778	1106	1174	1074	1118	1234	1158	1254	1336	1323	1483	1271	974	720	552	433	327	206	18801
30	143	125	116	161	277	473	754	1066	1110	1055	1002	1107	1106	1253	1268	1337	1425	1324	1004	750	592	413	366	257	18484
31																									

Total vehicles for month 710827
AADT for month 22930

South Carolina ATR Traffic Volumes -- August 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	440	322	289	338	600	993	1914	2331	2486	2469	2667	2970	3173	3143	3154	3173	3062	3047	2557	1685	1287	939	732	603	44374
2	389	306	300	335	515	873	1629	2222	2354	2343	2460	2534	2633	2603	2861	2908	2732	2593	2255	1566	1258	1027	800	516	40012
3	404	290	295	373	530	880	1671	2309	2457	2585	2589	2752	2894	3057	3325	3174	3171	3054	2502	1681	1373	1119	803	666	43954
4	691	374	320	370	567	972	1622	2302	2533	2535	2673	2978	3100	3112	3488	3499	3342	3031	2828	2415	1679	1250	924	632	47237
5	451	308	344	383	493	949	1594	2417	2653	2977	3391	3925	4257	4267	4509	4230	4021	3924	3707	2878	2299	1682	1226	873	57758
6	627	432	369	324	411	617	1281	1852	2774	3595	4492	4436	4490	4396	4699	4300	3382	2960	2457	1961	1716	1543	1170	822	55106
7	594	354	297	244	225	362	573	903	1460	2216	3058	3945	4422	4556	4549	4924	4461	4062	3539	2870	2072	1570	1118	700	53074
8	390	296	242	351	554	1007	1861	2564	2551	2539	2898	3206	3257	3285	3237	3134	3140	2974	2412	1566	1329	952	755	517	45017
9	389	318	273	316	483	873	1681	2280	2491	2500	2541	2617	2656	2694	2948	3008	3176	2979	2373	1715	1315	1148	803	585	42162
10	386	296	273	326	521	897	1709	2418	2601	2605	2758	2977	2891	2982	3056	3294	3399	3059	2629	1699	1399	1036	831	498	44540
11	413	310	288	341	524	898	1747	2431	2533	2669	2929	3081	3340	3578	3530	3503	3621	3228	2772	2041	1586	1263	890	593	48109
12	458	347	312	382	543	925	1639	2336	2514	2904	3309	3742	3743	4247	4136	4323	4158	4017	3537	2914	2166	1695	1212	784	56343
13	517	410	317	338	370	575	1002	1770	2510	3365	3942	4364	3966	4093	4112	4036	3390	2919	2639	2208	1831	1595	1265	868	52402
14	567	343	260	196	215	278	585	1097	1805	2455	3218	3772	4052	4502	4607	4620	4531	4206	3562	2984	2267	1600	1190	679	53591
15	475	278	271	333	536	1013	1875	2394	2451	2669	2706	3295	3091	3106	3020	2984	2894	2920	2349	1584	1218	1075	812	521	43870
16	406	311	282	310	526	869	1746	2358	2338	2486	2427	2570	2545	2639	2742	2921	2832	2710	2179	1635	1221	951	739	543	40286
17	393	281	269	324	521	890	1697	2388	2517	2483	2595	2740	2699	2738	2831	2927	3054	2853	2234	1633	1257	965	766	511	41566
18	354	254	282	318	500	937	1740	2361	2396	2710	2678	2799	3007	3042	3198	3266	3227	2986	2523	1802	1491	1137	869	503	44380
19	394	316	333	337	534	878	1668	2342	2381	2669	3092	3317	3439	3557	3427	3951	4281	4111	3875	2649	2169	1549	1088	882	53239
20	566	349	298	319	329	521	875	1588	2301	2972	3337	3738	3563	3621	3232	2962	2915	2714	2327	1723	1588	1387	1033	728	44986
21	463	310	250	218	196	272	444	709	1242	1849	2713	3484	3772	4041	4234	4112	4095	3808	3191	2484	2026	1429	1002	638	46982
22	393	239	223	302	526	1002	1862	2462	2344	2459	2437	2592	2768	2716	2711	2679	2546	2643	2040	1472	1130	827	657	450	39480
23	320	258	226	311	504	843	1702	2284	2286	2372	2276	2398	2434	2360	2405	2638	2603	2523	2056	1408	1132	863	663	459	37324
24	353	245	253	298	522	909	1728	2371	2280	2474	2378	2426	2501	2532	2776	2776	2858	2784	2063	1569	1202	886	630	437	39251
25	339	256	259	318	482	894	1754	2370	2430	2502	2550	2622	2819	2850	3021	3172	3091	2999	2424	1823	1469	1071	826	558	42899
26	425	310	291	368	526	868	1567	2192	2323	2619	2884	3319	3394	3683	3805	4095	4032	3965	3611	2623	1814	1374	1276	891	52255
27	526	331	300	246	298	512	990	1505	2197	2942	3330	3561	3492	3394	3111	3008	2857	2528	2188	1719	1510	1324	1028	714	43611
28	441	312	255	183	187	259	418	680	1157	1712	2435	3191	3502	3774	3987	3947	3737	3609	3209	2482	1997	1341	908	558	44281
29	358	224	189	322	515	972	1807	2458	2291	2298	2373	2510	2471	2538	2561	2552	2695	2513	1934	1358	1031	826	610	421	37827
30	321	252	229	312	508	939	1660	2347	2309	2284	2210	2245	2114	2580	2496	2629	2722	2610	1956	1462	1134	789	613	498	37219
31	314	231	247	305	539	876	1691	2393	2452	2435	2335	1729	1766	2191	3026	3249	2909	2729	2183	1546	1264	952	755	528	38645

Total vehicles for month 1411780
AADT for month 45541

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	162	119	132	169	217	391	1007	1239	1131	1248	1200	1161	1117	1083	1165	1175	1252	1282	940	579	398	382	293	165	18007
2	143	120	120	162	233	395	989	1140	1181	1143	1148	1173	1080	1110	1138	1262	1281	1200	846	592	449	373	304	200	17782
3	137	112	132	167	214	419	955	1179	1183	1272	1224	1257	1237	1155	1272	1348	1488	1343	1109	692	488	439	331	233	19386
4	148	126	138	192	221	395	855	1071	1151	1283	1322	1368	1401	1472	1546	1634	1717	1855	1595	1071	763	549	459	379	22711
5	303	130	129	112	198	218	485	715	928	1148	1391	1400	1262	1230	1110	1210	1170	1114	959	744	560	471	378	249	17614
6	176	140	102	61	78	98	236	349	515	778	983	1320	1492	1616	1568	1686	1684	1516	1203	974	706	597	330	212	18420
7	136	113	97	120	216	450	1029	1264	1174	1281	1275	1167	1164	1174	1198	1171	1199	1190	926	601	460	325	252	203	18185
8	144	109	137	160	193	421	950	1212	1225	1269	1163	1163	1143	1170	1094	1262	1270	1298	914	547	482	337	307	218	18188
9	146	120	121	165	233	421	911	1223	1210	1368	1287	1310	1214	1159	1228	1312	1367	1414	983	684	423	356	294	203	19152
10	147	134	142	183	224	406	920	1178	1198	1436	1260	1318	1338	1305	1405	1516	1611	1479	1165	792	612	536	386	222	20913
11	154	140	159	159	213	419	870	1082	1219	1346	1452	1535	1560	1678	1735	1889	1873	1897	1682	1208	813	593	426	322	24424
12	240	179	93	139	140	221	516	771	1084	1316	1825	1703	1436	1380	1405	1415	1402	1219	1031	855	744	526	443	273	20356
13	200	113	78	83	72	105	248	332	462	703	1042	1332	1552	1538	1561	1559	1594	1534	1175	959	779	576		231	17828
14	130	106	108	141	249	447	1071	1220	1163	1337	1291	1273	1330	1274	1260	1248	1189	1243	933	609	429	343	294	204	18892
15	154	105	118	167	212	400	966	1223	1153	1323	1222	1219	1098	1175	1205	1334	1290	1321	915	604	483	399	320	195	18601
16	155	135	150	196	216	419	917	1212	1141	1360	1250	1181	1263	1181	1330	1396	1453	1375	1099	733	479	378	281	207	19507
17	174	134	136	176	238	399	899	1116	1137	1295	1323	1283	1249	1227	1325	1353	1359	1395	1006	759	603	489	421	265	19761
18	186	130	147	204	244	400	843	1107	1080	1323	1476	1460	1566	1582	1724	1821	1779	1858	1563	1131	825	651	575	401	24076
19	249	165	170	148	162	251	417	565	982	1318	1635	1758	1608	1465	1504	1437	1459	1448	1229	963	714	562	533	314	21056
20	191	128	92	77	107	133	239	326	566	835	1243	1609	1701	1595	1718	1683	1650	1472	1312	1029	780	583	384	222	19675
21	153	112	108	143	251	466	944	1145	1104	1324	1519	1577	1533	1458	1401	1453	1376	1337	1040	695	527	369	314	229	20578
22	184	125	130	151	190	364	781	1009	1039	1264	1417	1538	1520	1491	1522	1461	1465	1330	1126	835	605	488	363	250	20648
23	199	138	161	200	224	434	755	913	1058	1315	1477	1856	1830	1605	1834	1705	1665	1486	1160	942	710	613	452	322	23054
24	227	174	176	178	181	263	412	580	779						1604	1433	1301	1065	906	737	664	605	489	291	12065
25	201	142	83	72	80	84	193	304	489	738	1111	1568	1562	1481	1500	1491	1359	1290	1215	1073	944	713	520	374	18587
26	225	143	95	90	149	229	401	620	944	1555	2112	2626	2592	2376	2244	2036	1903	1665	1432	1078	865	681	518	364	26943
27	227	149	124	110	113	189	335	496	777	1271	1798	2332	2525	2387	2477	2276	2024	2020	1680	1328	1014	697	463	328	27140
28	180	162	132	154	238	422	817	942	1098	1405	1753	2032	1922	1872	1803	1724	1639	1561	1199	793	603	470	316	251	23488
29	165	135	134	161	196	351	816	985	1064	1445	1608	1807	1775	1709	1722	1642	1470	1415	1164	883	642	512	357	298	22456
30	210	173	180	170	233	426	793	1021	1105	1425	1555	1830	1920	2077	1912	1660	1569	1491	1258	902	723	519	395	290	23837
31	204	191	153	177	208	280	638	796	910	1172	1477	1723	1863	1886	1717	1603	1381	1227	1029	824	603	481	349	223	21115

Total vehicles for month 604552
AADT for month 20847

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	173	136	124	147	235	405	729	953	1079	966	996	1044	1072	1168	1257	1356	1396	1291	1048	768	531	437	315	196	17822
2	168	132	101	110	281	468	712	962	975	960	922	1034	1072	1115	1218	1364	1328	1238	986	792	593	443	298	222	17494
3	170	108	126	141	225	427	675	997	1059	1051	1034	1065	1166	1314	1358	1478	1561	1389	1284	872	684	595	402	256	19437
4	170	150	135	141	227	423	706	971	978	1035	1205	1432	1437	1692	1881	1905	1974	1804	1537	1087	747	872	705	425	23639
5	231	143	119	117	169	307	446	526	739	935	1024	1153	1172	1225	1273	1320	1316	1227	1108	959	747	695	454	280	17685
6	195	126	109	79	76	132	174	349	589	742	890	1118	1283	1469	1571	1578	1568	1552	1257	958	769	497	326	185	17592
7	132	115	97	109	210	445	726	1066	941	1005	1050	1000	1043	1101	1032	1262	1406	1217	1035	684	607	427	318	221	17249
8	162	114	140	151	233	410	687	999	1014	988	986	1055	1053	1151	1290	1399	1459	1287	1091	738	604	427	310	203	17951
9	160	134	115	133	246	427	620	1084	1018	1022	1018	1067	1100	1301	1408	1495	1577	1318	1134	661	607	433	296	213	18587
10	156	115	122	138	249	446	669	1050	1051	1026	1160	1171	1201	1501	1577	1724	1710	1451	1197	875	703	549	380	267	20488
11	180	105	150	177	232	406	641	958	1046	1070	1179	1367	1505	1791	1949	1956	1813	1484	1090	945	664	567	361	23615	
12	224	146	115	101	145	256	342	555	885	1056	1289	1333	1247	1342	1501	1754	1807	1603	1323	1006	795	695	522	321	20363
13	205	141	114	102	95	136	173	297	556	763	924	1215	1337	1563	1559	1555	1539	1483	1238	1036	760	540		205	17536
14	114	99	118	123	209	457	730	1057	960	1057	1072	1156	1165	1279	1336	1361	1433	1137	1114	954	705	497	378	230	18741
15	166	112	116	136	260	454	721	1003	1071	1067	1041	1106	1220	1270	1408	1028	1227	1442	1305	805	662	556	339	232	18747

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16	174	149	96	159	236	446	707	1035	1024	1098	1029	1236	1264	1416	1506	1480	1508	1267	1204	906	686	485	350	278	19739
17	153	113	132	153	269	431	665	953	964	1108	1192	1315	1462	1446	1711	1569	1594	1325	1202	893	738	542	410	261	20601
18	202	134	144	170	252	434	672	973	1018	1134	1356	1471	1426	1808	1984	2297	2002	1856	1787	1371	1015	743	686	460	25395
19	304	197	143	163	185	271	427	609	926	1244	1723	1832	1699	1654	1611	1563	1525	1366	1126	880	768	712	531	330	21789
20	238	142	116	109	118	146	218	371	570	909	1209	1437	1555	1532	1542	1572	1566	1486	1216	1052	752	590	441	256	19143
21	157	115	109	126	251	427	641	899	968	1111	1292	1368	1279	1617	1621	1528	1548	1382	1253	882	723	594	458	275	20624
22	175	129	140	164	254	389	588	753	1026	1030	1257	1393	1370	1645	1661	1654	1509	1285	1550	1024	807	669	455	356	21283
23	241	189	145	198	251	413	500	797	910	1286	1528	1688	1741	1885	1938	2065	1672	1756	1565	1251	957	808	583	413	24780
24	274	193	164	144	197	230	326	514	753						1787	1625	1395	1102	1031	770	709	586	358	263	12421
25	139	103	72	75	61	91	133	273	460	742	1099	1368	1486	1401	1448	1360	1362	1233	945	852	730	576	393	283	16685
26	180	111	88	97	110	215	295	469	777	1127	1751	2059	2147	2189	2077	1958	1695	1476	1271	1061	851	646	498	324	23472
27	212	164	126	123	120	171	227	433	644	1124	1477	1948	2047	2020	1926	2010	1859	1635	1407	1174	955	758	465	286	23311
28	186	111	129	132	211	429	586	776	858	1171	1496	1563	1688	1661	1634	1669	1519	1476	996	848	678	507	352	261	20937
29	181	128	119	144	207	393	525	746	929	1051	1281	1350	1473	1571	1676	1614	1608	1408	1081	888	648	522	389	254	20186
30	160	133	131	144	231	362	527	787	957	1143	1377	1448	1603	1746	1774	1752	1425	1178	1463	888	739	589	445	281	21283
31	189	144	144	124	197	278	427	642	773	975	1190	1538	1098	2374	1761	1619	1439	1185	948	718	553	407	292	158	19173

Total vehicles for month 587811
AADT for month 20269

South Carolina ATR Traffic Volumes -- December 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	335	255	256	316	452	796	1736	2192	2210	2214	2196	2205	2189	2251	2422	2531	2648	2573	1988	1347	929	819	608	361	35829	
2	311	252	221	272	514	863	1701	2102	2156	2103	2070	2207	2152	2225	2356	2626	2609	2438	1832	1384	1042	816	602	422	35276	
3	307	220	258	308	439	846	1630	2176	2242	2323	2258	2322	2403	2469	2630	2826	3049	2732	2393	1564	1172	1034	733	489	38823	
4	318	276	273	333	448	818	1561	2042	2129	2318	2527	2800	2838	3164	3427	3539	3691	3659	3132	2158	1510	1421	1164	804	46350	
5	534	273	248	229	367	525	931	1241	1667	2083	2415	2553	2434	2455	2383	2530	2486	2341	2067	1703	1307	1166	832	529	35299	
6	371	266	211	140	154	230	410	698	1104	1520	1873	2438	2775	3085	3139	3264	3252	3068	2460	1932	1475	1094	656	397	36012	
7	268	228	194	229	426	895	1755	2330	2115	2286	2325	2167	2207	2275	2230	2433	2605	2407	1961	1285	1067	752	570	424	35434	
8	306	223	277	311	426	831	1637	2211	2239	2257	2149	2218	2196	2321	2384	2661	2729	2585	2005	1285	1086	764	617	421	36139	
9	306	254	236	298	479	848	1531	2307	2228	2390	2305	2377	2314	2460	2636	2807	2944	2732	2117	1345	1030	789	590	416	37739	
10	303	249	264	321	473	852	1589	2228	2249	2462	2420	2489	2539	2806	2982	3240	3321	2930	2362	1667	1315	1085	766	489	41401	
11	334	245	309	336	445	825	1511	2040	2265	2416	2631	2902	3065	3469	3684	3868	3829	3710	3166	2298	1758	1257	993	683	48039	
12	464	325	208	240	285	477	858	1326	1969	2372	3114	3036	2683	2722	2906	3169	3209	2822	2354	1861	1539	1221	965	594	40719	
13																										
14	244	205	226	264	458	904	1801	2277	2123	2394	2363	2429	2495	2553	2596	2609	2622	2380	2047	1563	1134	840	672	434	37633	
15	320	217	234	303	472	854	1687	2226	2224	2390	2263	2325	2318	2445	2613	2362	2517	2763	2220	1409	1145	955	659	427	37348	
16	329	284	246	355	452	865	1624	2247	2165	2458	2279	2417	2527	2597	2836	2876	2961	2642	2303	1639	1165	863	631	485	39246	
17	327	247	268	329	507	830	1564	2069	2101	2403	2515	2598	2711	2673	3036	2922	2953	2720	2208	1652	1341	1031	831	526	40362	
18	388	264	291	374	496	834	1515	2080	2098	2457	2832	2931	2992	3390	3708	4118	3781	3714	3350	2502	1840	1394	1261	861	49471	
19	553	362	313	311	347	522	844	1174	1908	2562	3358	3590	3307	3119	3115	3000	2984	2814	2355	1843	1482	1274	1064	644	42845	
20	429	270	208	186	225	279	457	697	1136	1744	2452	3046	3256	3127	3260	3255	3216	2958	2528	2081	1532	1173	825	478	38818	
21	310	227	217	269	502	893	1585	2044	2072	2435	2811	2945	2812	3075	3022	2981	2924	2719	2293	1577	1250	963	772	504	41202	
22	359	254	270	315	444	753	1369	1762	2065	2294	2674	2931	2890	3136	3183	3115	2974	2615	2676	1859	1412	1157	818	606	41931	
23	440	327	306	398	475	847	1255	1710	1968	2601	3005	3544	3571	3490	3772	3770	3337	3242	2725	2193	1667	1421	1035	735	47834	
24																										
25	340	245	155	147	141	175	326	577	949	1480	2210	2936	3048	2882	2948	2851	2721	2523	2160	1925	1674	1289	913	657	35272	
26	405	254	183	187	259	444	696	1089	1721	2682	3863	4685	4739	4565	4321	3994	3598	3141	2703	2139	1716	1327	1016	688	50415	
27	439	313	250	233	233	360	562	929	1421	2395	3275	4280	4572	4407	4403	4286	3883	3655	3087	2502	1969	1455	928	614	50451	
28	366	273	261	286	449	851	1403	1718	1956	2576	3249	3595	3610	3533	3437	3393	3158	3037	2195	1641	1281	977	668	512	44425	
29	346	263	253	305	403	744	1341	1731	1993	2496	2889	3157	3248	3280	3398	3256	3078	2823	2245	1771	1290	1034	746	552	42642	
30	370	306	311	314	464	788	1320	1808	2062	2568	2932	3278	3523	3823	3686	3412	2994	2669	2721	1790	1462	1108	840	571	45120	
31	393	335	297	301	405	558	1065	1438	1683	2147	2667	3261	2961	4260	3478	3222	2820	2412	1977	1542	1156	888	641	381	40288	

Total vehicles for month 1192363
AADT for month 41116

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	141	104	80	65	59	97	195	230	390	572	836	1148	1346	1498	1507	1597	1581	1449	1080	630	464	360	319	297	16045
2	149	106	95	99	194	412	865	1203	1078	1091	1125	1102	1081	1031	963	1073	1126	1063	790	578	393	311	292	174	16394
3	137	99	106	150	185	370	802	1144	1128	1140	991	995	983	988	986	1050	1104	1124	870	522	391	338	210	204	16017
4	127	103	108	154	172	380	858	1089	1109	1178	1102	1030	1061	1035	1142	1117	1168	1181	901	583	412	312	247	184	16753
5	130	109	107	158	190	344	805	1140	1217	1146	1131	1072	1091	1107	1180	1329	1302	1363	1049	707	505	387	277	230	18076
6	155	111	107	179	183	365	820	1092	1138	1129	1246	1393	1344	1400	1593	1843	1796	1843	1522	1169	825	612	375	275	22515
7	168	128	96	117	130	242	597	826	934	1155	1247	1295	1227	1253	1075	1179	1149	1119	1068	782	661	435	358	287	17528
8	156	97	105	69	57	104	204	279	419	674	987	1301	1459	1534	1605	1760	1767	1665	1441	1116	878	557	356	253	18843
9	153	100	88	121	181	433	1007	1207	1134	1177	1134	1137	1090	1072	1044	1095	1101	1072	778	545	346	294	233	152	16694
10	116	99	112	148	182	342	862	1136	1101	1223	1098	1020	973	1022	1010	1067	1105	1150	822	555	428	340	232	200	16343
11	141	121	105	156	177	355	864	1145	1161	1215	1137	1012	1083	1027	1149	1243	1241	1216	904	615	431	378	247	182	17305
12	159	117	122	167	175	367	873	1115	1162	1226	1171	1177	1142	1284	1304	1358	1402	1566	1058	822	563	465	357	231	19383
13	212	152	134	167	186	338	800	954	1133	1298	1487	1568	1633	1815	1979	2081	1999	2019	1634	1309	960	633	452	297	25240
14	185	154	133	101	124	178	401	787	858	1155	1305	1384	1316	1166	1146	1171	1168	1023	977	727	601	422	371	223	17076
15	144	82	81	57	56	64	208	392	482	736	1026	1353	1481	1586	1664	1775	1703	1641	1408	1109	894	606	445	257	19250
16	148	142	116	140	176	404	877	986	1013	1096	1308	1580	1531	1592	1604	1531	1228	1035	608	432	288	181	142	82	18240
17	76	72	74	97	73	169	377	514	516	500	589	631	787	838	915	933	950	976	714	461	326	232	169	127	11116
18	105	90	74	127	137	313	703	932	982	1051	993	1026	1043	1031	1022	1113	1126	1202	863	531	359	266	236	172	15497
19	131	100	86	137	166	328	773	1058	1111	1200	1149	1104	1107	1139	1158	1300	1357	1282	1027	746	496	397	278	181	17811
20	143	122	147	159	193	296	767	953	1082	1129	1232	1326	1449	1556	1770	1898	1990	1807	1589	1175	783	483	395	261	22705
21	200	124	123	94	119	171	328	569	748	1031	1237	1241	1207	1116	1078	1140	1138	1037	904	786	632	505	375	202	16105
22	127	98	69	63	58	87	167	237	383	593	898	1137	1331	1412	1556	1536	1475	1556	1293	1001	817	546	382	212	17034
23	149	101	97	129	165	416	916	1176	1126	1088	1157	1098	1121	1032	1086	1100	1165	1177	853	627	429	323	250	192	16973
24	133	123	111	138	174	327	686	879	895	941	840	818	784	880	904	892	943	998	644	462	340	256	219	142	13529
25	133	100	99	129	160	322	736	1053	1116	1168	1057	1073	1027	1173	1168	1316	1353	1250	898	635	377	254	156	86	16839
26	95	80	99	89	116	200	555	669	631	681	691	767	836	973	1066	1094	1134	1133	801	555	425	328	237	177	13432
27	142	105	140	174	159	315	793	1068	1065	1199	1315	1381	1501	1564	1713	1857	1989	1931	1621	1239	793	571	425	326	23386
28	180	128	108	104	141	187	391	717	924	1125	1307	1508	1382	1298	1280	1236	1329	1317	1266	1010	889	668	503	289	19287

Total vehicles for month 495416
AADT for month 17693

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	185	127	94	59	74	104	134	251	442	609	839	1010	1195	1361	1495	1505	1497	1347	989	654	530	386	374	232	15493
2	163	113	86	111	192	383	620	947	923	918	971	1028	1060	1058	1056	1174	1204	1154	937	660	488	359	269	188	16062
3	147	105	99	123	213	342	660	973	902	878	865	909	847	1035	1019	1207	1339	1218	871	631	481	443	255	202	15764
4	152	111	101	135	202	327	625	944	942	854	919	916	1002	1085	1143	1261	1441	1321	944	596	491	432	306	196	16446
5	147	115	95	118	213	356	614	907	924	909	962	1014	1046	1165	1358	1450	1521	1457	1136	794	569	567	375	216	18028
6	168	129	123	140	183	375	640	847	910	998	1094	1299	1297	1529	1826	2032	2015	1758	1604	1159	913	670	444	303	22456
7	188	144	101	100	131	203	336	530	722	949	1279	1322	1290	1232	1350	1314	1325	1213	1056	961	808	623	477	296	17950
8	163	119	98	83	82	109	154	343	478	714	917	1136	1295	1334	1644	1661	1816	1806	1478	1180	802	538	345	231	18526
9	113	79	89	130	206	364	692	947	913	933	943	982	966	1022	1113	1174	1298	1158	947	621	505	349	285	188	16017
10	124	119	82	145	194	306	668	951	1007	929	919	882	978	1142	1159	1252	1379	1143	973	636	506	484	302	196	16476
11	128	115	90	134	191	367	620	978	987	955	908	988	1013	996	1215	1407	1368	1371	972	696	617	392	300	178	16986
12	154	108	109	118	202	347	624	955	984	961	946	1061	1153	1332	1446	1622	1615	1458	1321	965	802	607	402	265	19557
13	172	131	117	137	220	344	515	902	932	1081	1226	1446	1566	1830	1887	2162	1963	1937	1951	1526	1046	797	525	342	24755
14	244	140	97	91	130	196	256	449	656	1062	1251	1234	1196	1240	1183	1249	1149	1402	1087	945	740	543	458	295	17293
15	219	140	107	86	61	95	121	255	442	720	1039	1268	1451	1635	1804	1972	2059	1965	1627	1329	989	684	433	250	20751
16	171	115	86	126	196	361	591	886	832	891	1050	1168	1161	1222	1232	1139	1100	991	648	491	323	227	190	121	15318
17	88	78	69	80	116	202	344	610	660	625	618	634	625	741	797	904	877	1019	694	471	366	275	224	138	11255
18	106	95	90	89	143	281	455	786	917	848	821	869	895	978	1032	1156	1331	1189	915	589	479	433	249	166	14912

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19	155	112	110	113	204	323	576	909	952	865	906	969	1163	1193	1275	1425	1453	1404	1168	807	605	460	317	223	17687
20	174	118	103	143	171	338	566	817	895	1027	1092	1224	1342	1504	1730	1931	1612	1871	1637	1163	944	728	492	296	21918
21	175	144	107	105	110	156	295	426	622	764	1006	1096	1068	1054	1103	1248	1317	1381	987	857	746	591	431	280	16069
22	171	107	88	72	71	92	136	225	429	680	960	1127	1329	1501	1625	1539	1436	1988	1303	1242	805	521	368	242	18057
23	152	105	108	124	189	308	730	973	997	989	1066	1056	1079	1151	1194	1326	1309	1255	1000	642	553	480	356	343	17485
24	178	136	92	139	185	329	494	739	765	744	777	783	786	942	977	1090	951	1103	950	562	397	337	253	192	13901
25	120	87	91	138	178	291	553	796	820	894	985	967	1083	1230	1254	1215	1329	1074	905	505	333	258	199	148	15453
26	94	79	61	58	109	172	313	516	612	662	666	742	794	914	1030	1046	1263	1278	932	687	587	476	368	214	13673
27	155	119	107	157	193	347	632	958	926	1078	1233	1373	1630	1744	1861	2020	2055	1854	1776	1370	1048	813	534	306	24289
28	277	173	121	133	120	202	470	642	815	1160	1371	1379	1311	1281	1322	1370	1387	1221	1117	876	802	655	504	342	19051

Total vehicles for month 491628
AADT for month 17558

South Carolina ATR Traffic Volumes -- February 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	326	231	174	124	133	201	329	481	832	1181	1675	2158	2541	2859	3002	3102	3078	2796	2069	1284	994	746	693	529	31538
2	312	219	181	210	386	795	1485	2150	2001	2009	2096	2130	2141	2089	2019	2247	2330	2217	1727	1238	881	670	561	362	32456
3	284	204	205	273	398	712	1462	2117	2030	2018	1856	1904	1830	2023	2005	2257	2443	2342	1741	1153	872	781	465	406	31781
4	279	214	209	289	374	707	1483	2033	2051	2032	2021	1946	2063	2120	2285	2378	2609	2502	1845	1179	903	744	553	380	33199
5	277	224	202	276	403	700	1419	2047	2141	2055	2093	2086	2137	2272	2538	2779	2823	2820	2185	1501	1074	954	652	446	36104
6	323	240	230	319	366	740	1460	1939	2048	2127	2340	2692	2641	2929	3419	3875	3811	3601	3126	2328	1738	1282	819	578	44971
7	356	272	197	217	261	445	933	1356	1656	2104	2526	2617	2517	2485	2425	2493	2474	2332	2124	1743	1469	1058	835	583	35478
8	319	216	203	152	139	213	358	622	897	1388	1904	2437	2754	2868	3249	3421	3583	3471	2919	2296	1680	1095	701	484	37369
9	266	179	177	251	387	797	1699	2154	2047	2110	2077	2119	2056	2094	2157	2269	2399	2230	1725	1166	851	643	518	340	32711
10	240	218	194	293	376	648	1530	2087	2108	2152	2017	1902	1951	2164	2169	2319	2484	2293	1795	1191	934	824	534	396	32819
11	269	236	195	290	368	722	1484	2123	2148	2170	2045	2000	2096	2023	2364	2650	2609	2587	1876	1311	1048	770	547	360	34291
12	313	225	231	285	377	714	1497	2070	2146	2187	2117	2238	2295	2616	2750	2980	3017	3024	2379	1787	1365	1072	759	496	38940
13	384	283	251	304	406	682	1315	1856	2065	2379	2713	3014	3199	3645	3866	4243	3962	3956	3585	2835	2006	1430	977	639	49995
14	429	294	230	192	254	374	657	1236	1514	2217	2556	2618	2512	2406	2329	2420	2317	2425	2064	1672	1341	965	829	518	34369
15	363	222	188	143	117	159	329	647	924	1456	2065	2621	2932	3221	3468	3747	3762	3606	3035	2438	1883	1290	878	507	40001
16	319	257	202	266	372	765	1468	1872	1845	1987	2358	2748	2692	2814	2836	2670	2328	2026	1256	923	611	408	332	203	33558
17	164	150	143	177	189	371	721	1124	1176	1125	1207	1265	1412	1579	1712	1837	1827	1995	1408	932	692	507	393	265	22371
18	211	185	164	216	280	594	1158	1718	1899	1899	1814	1895	1938	2009	2054	2269	2457	2391	1778	1120	838	699	485	338	30409
19	286	212	196	250	370	651	1349	1967	2063	2065	2055	2073	2270	2332	2433	2725	2810	2686	2195	1553	1101	857	595	404	35498
20	317	240	250	302	364	634	1333	1770	1977	2156	2324	2550	2791	3060	3500	3829	3602	3678	3226	2338	1727	1211	887	557	44623
21	375	268	230	199	229	327	623	995	1370	1795	2243	2337	2275	2170	2181	2388	2455	2418	1891	1643	1378	1096	806	482	32174
22	298	205	157	135	129	179	303	462	812	1273	1858	2264	2660	2913	3181	3075	2911	3544	2596	2243	1622	1067	750	454	35091
23	301	206	205	253	354	724	1646	2149	2123	2077	2223	2154	2200	2183	2280	2426	2474	2432	1853	1269	982	803	606	535	34458
24	311	259	203	277	359	656	1180	1618	1660	1685	1617	1601	1570	1822	1881	1982	1894	2101	1594	1024	737	593	472	334	27430
25	253	187	190	267	338	613	1289	1849	1936	2062	2042	2040	2110	2403	2422	2531	2682	2324	1803	1140	710	512	355	234	32292
26	189	159	160	147	225	372	868	1185	1243	1343	1357	1509	1630	1887	2096	2140	2397	2411	1733	1242	1012	804	605	391	27105
27	297	224	247	331	352	662	1425	2026	1991	2277	2548	2754	3131	3308	3574	3877	4044	3785	3397	2609	1841	1384	959	632	47675
28	457	301	229	237	261	389	861	1359	1739	2285	2678	2887	2693	2579	2602	2606	2716	2538	2383	1886	1691	1323	1007	631	38338

Total vehicles for month 987044
AADT for month 35252

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	137	112	103	117	224	456	1046	1285	1261	1283	1207	1180	1171	1214	1164	1216	1231	1208	866	592	385	324	241	205	18228	
2	132	97	124	148	178	412	933	1212	1177	1261	1142	1142	1030	1081	1084	1270	1246	1248	890	552	402	309	261	176	17507	
3	129	97	126	151	205	390	865	1119	1085	1189	1101	1040	1074	1058	1112	1136	1148	1165	791	550	390	324	259	163	16667	
4	139	119	105	142	215	416	862	1218	1244	1202	928	639	1130	1104	1202	1409	1463	1438	990	736	555	435	357	228	18276	
5	135	126	112	175	215	378	944	1077	1173	1202	1354	1291	1393	1622	1642	1765	1771	1809	1502	1280	836	587	440	296	23125	
6	208	138	97	139	156	228	582	859	935	1127	1242	1352	1282	1164	1136	1180	1233	1246	1086	839	716	521	371	240	18077	
7	166	114	87	80	80	110	221	269	449	648	920	1278	1438	1578	1628	1663	1528	1314	926	657	418	368	339	349	16628	
8	196	107	83	107	220	436	1071	1352	1299	1398	1249	1335	1255	1266	1196	1260	1264	1238	919	621	390	331	258	188	19039	
9	136	89	120	136	224	367	962	1275	1251	1341	1236	1102	1020	1021	1104	1189	1176	1214	926	517	442	287	238	167	17540	
10	131	98	96	157	163	384	912	1231	1269	1234	1128	1116	1104	1045	1130	1247	1310	1367	942	640	440	343	282	220	17989	
11	145	100	123	148	210	368	924	1195	1191	1251	1224	1184	1267	1251	1408	1503	1544	1483	1140	833	656	464	432	273	20317	
12	171	143	127	179	238	382	831	1107	1212	1408	1466	1574	1723	1910	2040	2151	2122	2228	1937	1520	1025	650	460	329	26933	
13	196	144	118	133	132	192	381	663	900	1347	1743	1567	1465	1436	1326	1249	1246	1277	1151	860	606	490	360	250	19232	
14	202	133	88	60	71	83	185	256	408	649	918	1300	1635	1751	1837	1921	1945	1796	1438	1121	807	603	371	302	19880	
15																										
16																										
17	120	115	120	168	213	403	946	1259	1311	1323	1182	1247	1252	1159	1231	1265	1340	1304	990	683	464	327	324	224	18970	
18	166	115	129	177	223	418	907	1213	1281	1350	1323	1345	1310	1368	1342	1477	1586	1526	1179	859	665	542	367	335	21203	
19	192	137	112	202	225	389	876	1141	1227	1430	1444	1586	1683	1827	1882	2093	2082	1983	1735	1307	937	588	487	379	25944	
20	223	154	114	144	143	234	490	694	1001	1344	1652	1537	1511	1360	1329	1364	1351	1355	1195	937	713	567	471	308	20191	
21	177	112	98	82	67	123	195	328	492	790	1042	1540	1686	1715	1704	1861	1806	1738	1474	1203	842	603	353	198	20229	
22	136	108	99	142	229	430	1069	1236	1186	1230	1235	1206	1195	1158	1117	1291	1175	1179	838	604	418	338	254	197	18070	
23	129	122	97	140	192	386	934	1222	1247	1284	1172	1088	1137	1103	1069	1255	1266	1299	848	532	514	377	296	186	17895	
24	162	115	105	151	188	414	893	1151	1168	1239	1099	1188	1136	1016	1366	1231	1223	1260	921	670	445	311	253	199	17904	
25	128	111	117	161	223	409	975	1328	1357	1389	1312	1305	1299	1299	1377	1373	1624	1511	1132	881	576	450	372	251	20960	
26	181	137	121	180	248	379	903	1165	1298	1384	1447	1642	1687	1874	1973	2133	2048	2037	1756	1349	865	638	503	350	26298	
27	230	151	149	121	141	203	426	631	1015	1305	1599	1517	1517	1426	1423	1326	1347	1423	1198	1097	758	626	519	278	20426	
28	158	103	96	61	85	102	208	329	575	932	1235	1483	1680	1800	1857	1866	1922	1877	1522	1139	884	649	425	256	21244	
29	169	112	83	137	212	475	1059	1272	1244	1312	1270	1299	1309	1228	1246	1209	1271	1242	971	651	424	302	275	193	18965	

Total vehicles for month 574514
 AADT for month 19811

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	151	113	112	121	233	454	747	1033	943	1024	1073	1157	1137	1160	1176	1275	1322	1257	936	666	584	427	301	212	17614	
2	161	125	122	159	284	419	725	1034	1022	941	942	900	1000	1067	1214	1300	1371	1306	989	669	568	401	305	217	17241	
3	154	117	147	139	214	383	672	953	951	945	942	917	1067	1072	1141	1303	1368	1167	953	660	530	408	303	236	16742	
4	151	133	128	160	223	399	691	949	1016	911	1021	1094	1104	1328	1431	1397	1661	1434	1159	826	687	607	351	228	19089	
5	180	114	155	169	246	398	677	945	900	1077	1158	1300	1432	1617	1832	1854	2032	1861	1756	1319	918	693	541	327	23501	
6	229	138	111	119	118	238	366	550	847	1070	1401	1365	1324	1371	1387	1412	1451	1288	1207	1052	780	630	432	291	19177	
7	202	91	97	74	71	140	190	240	418	637	874	1083	1205	1474	1686	1665	1670	1361	868	582	432	357	351	346	16114	
8	161	119	111	89	237	437	806	1099	1040	1045	1048	1041	1179	1236	1217	1267	1359	1220	951	614	443	505	323	347	17894	
9	173	112	113	136	215	433	688	973	951	967	972	904	1037	1153	1311	1394	1438	1265	1040	647	501	367	298	204	17292	
10	130	111	107	114	235	386	688	981	1009	870	954	1029	996	1141	1262	1356	1482	1286	985	736	530	498	440	225	17551	
11	155	102	130	135	241	405	682	928	1010	1029	1113	1110	1255	1317	1396	1606	1627	1459	1423	981	782	689	457	284	20316	
12	155	117	124	172	257	406	688	943	1099	1133	1336	1594	1725	1750	2274	2275	2009	1972	1880	1587	1055	809	530	416	26306	
13	370	209	129	118	130	180	289	554	812	1143	1452	1467	1299	1349	1385	1569	1542	1341	1170	969	782	665	468	321	19713	
14	228	132	102	65	85	134	144	301	436	737	1112	1303	1528	1639	1917	1981	2011	1785	1615	1235	893	677	468	267	20795	
15																										
16																										
17	159	120	129	138	225	439	697	1060	1027	1015	1034	1124	1096	1224	1289	1447	1576	1391	1156	737	575	477	345	229	18709	

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18	166	130	125	142	268	430	685	1051	1076	1098	1251	1151	1234	1454	1539	1628	1711	1536	1244	919	753	705	421	228	20945
19	203	146	167	150	236	396	657	986	1064	1168	1279	1450	1613	1795	2015	2171	2023	1773	1727	1431	958	796	678	452	25334
20	285	148	116	129	128	249	399	662	916	1188	1482	1287	1324	1328	1384	1518	1537	1464	1173	798	864	692	504	383	19958
21	211	131	96	85	94	141	176	324	513	736	1105	1295	1513	1696	1820	1975	2084	1953	1566	1309	940	661	417	255	21096
22	156	110	109	119	224	447	778	1072	1068	1024	1131	932	1280	1444	1371	1429	1353	1233	1008	707	542	386	355	206	18484
23	145	124	133	147	243	388	707	941	1019	977	1027	1087	1160	1127	1255	1422	1468	1249	1044	685	548	422	331	222	17871
24	137	121	129	140	220	393	668	1000	937	934	966	1021	1074	1232	1145	1410	1354	1329	849	713	577	461	301	265	17376
25	166	106	118	122	228	386	687	1084	1018	1070	1091	1119	1250	1474	1502	1661	1630	1521	1245	908	745	571	405	238	20345
26	159	123	139	153	255	406	653	969	1100	1174	1312	1582	1744	1844	2067	2186	2053	1859	1711	1352	1532	830	587	382	26172
27	321	185	138	119	119	217	389	673	985	1250	1471	1489	1388	1382	1441	1590	1561	1467	1134	1035	840	660	518	345	20717
28	193	125	97	85	79	110	184	284	587	878	1234	1433	1621	1875	1897	1973	2294	2135	1724	1325	1006	706	419	244	22508
29	175	103	113	107	237	479	796	1047	1023	1087	1079	1157	1214	1232	1368	1416	1456	1340	979	761	643	441	353	227	18833

Total vehicles for month 572902
AADT for month 19755

South Carolina ATR Traffic Volumes -- February 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	288	225	215	238	457	910	1793	2318	2204	2307	2280	2337	2308	2374	2340	2491	2553	2465	1802	1258	969	751	542	417	35842
2	293	222	246	307	462	831	1658	2246	2199	2202	2084	2042	2030	2148	2298	2570	2617	2554	1879	1221	970	710	566	393	34748
3	283	214	273	290	419	773	1537	2072	2036	2134	2043	1957	2141	2130	2253	2439	2516	2332	1744	1210	920	732	562	399	33409
4	290	252	233	302	438	815	1553	2167	2260	2113	1949	1733	2234	2432	2633	2806	3124	2872	2149	1562	1242	1042	708	456	37365
5	315	240	267	344	461	776	1621	2022	2073	2279	2512	2591	2825	3239	3474	3619	3803	3670	3258	2599	1754	1280	981	623	46626
6	437	276	208	258	274	466	948	1409	1782	2197	2643	2717	2606	2535	2523	2592	2684	2534	2293	1891	1496	1151	803	531	37254
7	368	205	184	154	151	250	411	509	867	1285	1794	2361	2643	3052	3314	3328	3198	2675	1794	1239	850	725	690	695	32742
8	357	226	194	196	457	873	1877	2451	2339	2443	2297	2376	2434	2502	2413	2527	2623	2458	1870	1235	833	836	581	535	36933
9	309	201	233	272	439	800	1650	2248	2202	2308	2208	2006	2057	2174	2415	2583	2614	2479	1966	1164	943	654	536	371	34832
10	261	209	203	271	398	770	1600	2212	2278	2104	2082	2145	2100	2186	2392	2603	2792	2653	1927	1376	970	841	722	445	35540
11	300	202	253	283	451	773	1606	2123	2201	2280	2337	2294	2522	2568	2804	3109	3171	2942	2563	1814	1438	1153	889	557	40633
12	326	260	251	351	495	788	1519	2050	2311	2541	2802	3168	3448	3660	4314	4426	4131	4200	3817	3107	2080	1459	990	745	53239
13	566	353	247	251	262	372	670	1217	1712	2490	3195	3034	2764	2785	2711	2818	2788	2618	2321	1829	1388	1155	828	571	38945
14	430	265	190	125	156	217	329	557	844	1386	2030	2603	3163	3390	3754	3902	3956	3581	3053	2356	1700	1280	839	569	40675
15	372	254	187	250	362	767	1471	1851	1809	1965	2258	2397	2699	2572	2630	2898	2673	2590	1780	1168	871	682	574	392	35472
16	311	227	186	257	388	760	1576	2172	2173	2355	2235	2288	2343	2219	2504	2642	2732	2701	2045	1428	1028	867	650	427	36514
17	279	235	249	306	438	842	1643	2319	2338	2338	2216	2371	2348	2383	2520	2712	2916	2695	2146	1420	1039	804	669	453	37679
18	332	245	254	319	491	848	1592	2264	2357	2448	2574	2496	2544	2822	2881	3105	3297	3062	2423	1778	1418	1247	788	563	42148
19	395	283	279	352	461	785	1533	2127	2291	2598	2723	3036	3296	3622	3897	4264	4105	3756	3462	2738	1895	1384	1165	831	51278
20	508	302	230	273	271	483	889	1356	1917	2532	3134	2824	2835	2688	2713	2882	2888	2819	2368	1735	1577	1259	975	691	40149
21	388	243	194	167	161	264	371	652	1005	1526	2147	2835	3199	3411	3524	3836	3890	3691	3040	2512	1782	1264	770	453	41325
22	292	218	208	261	453	877	1847	2308	2254	2254	2366	2138	2475	2602	2488	2720	2528	2412	1846	1311	960	724	609	403	36554
23	274	246	230	287	435	774	1641	2163	2266	2261	2199	2175	2297	2230	2324	2677	2734	2548	1892	1217	1062	799	627	408	35766
24	299	236	234	291	408	807	1561	2151	2105	2173	2065	2209	2210	2248	2511	2641	2577	2589	1770	1383	1022	772	554	464	35280
25	294	217	235	283	451	795	1662	2412	2375	2459	2403	2424	2549	2773	2879	3034	3254	3032	2377	1789	1321	1021	777	489	41305
26	340	260	260	333	503	785	1556	2134	2398	2558	2759	3224	3431	3718	4040	4319	4101	3896	3467	2701	2397	1468	1090	732	52470
27	551	336	287	240	260	420	815	1304	2000	2555	3070	3006	2905	2808	2864	2916	2908	2890	2332	2132	1598	1286	1037	623	41143
28	351	228	193	146	164	212	392	613	1162	1810	2469	2916	3301	3675	3754	3839	4216	4012	3246	1890	1355	844	500	43752	
29	344	215	196	244	449	954	1855	2319	2267	2399	2349	2456	2523	2460	2614	2625	2727	2582	1950	1412	1067	743	628	420	37798

Total vehicles for month 1147416
AADT for month 39566

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	165	141	106	101	84	114	192	264	400	667	989	1199	1371	1289	1317	1171	1018	940	844	686	549	413	303	223	14546
2	172	112	118	96	143	233	584	823	867	1161	1399	1729	1781	1693	1745	1614	1481	1428	1139	882	653	459	323	259	20894
3	155	130	118	123	135	169	319	469	738	963	1297	1494	1537	1532	1479	1428	1231	1136	949	689	561	473	340	247	17712
4	191	128	89	67	84	99	202	280	411	678	954	1233	1459	1582	1637	1688	1560	1431	1216	877	655	506	339	219	17585
5	134	103	106	118	200	426	920	1107	1029	1147	1109	1102	1124	1136	1112	1143	1130	1080	838	592	372	282	223	191	16724
6	136	112	112	153	186	343	890	1075	1063	1105	1030	984	1013	978	1048	1093	1106	1117	888	515	362	328	248	173	16058
7	129	105	98	147	156	340	796	1062	1041	1134	1108	1049	1028	1068	1019	1117	1177	1204	819	579	443	285	243	156	16303
8	141	114	83	135	162	327	660	917	982	1116	1009	1045	1017	1046	1082	1221	1248	1186	943	645	484	351	249	185	16348
9	132	109	98	126	186	325	819	1034	892	1057	1127	1150	1269	1313	1468	1448	1457	1609	1355	950	630	482	362	239	19637
10	163	125	103	100	107	182	495	579	739	934	1120	1196	1107	1196	1089	1105	1171	1246	965	733	582	384	324	240	15985
11	162	87	53	70	51	84	249	253	370	560	870	1138	1236	1318	1398	1455	1478	1433	1216	905	656	493	271	179	15985
12	137	97	69	127	174	373	894	1123	1005	1038	1032	903	980	941	928	960	1039	1035	745	493	351	279	203	155	15081
13	118	123	97	133	164	325	820	1059	1124	1151	1048	953	908	907	931	1002	1090	1070	731	557	384	304	174	165	15338
14	126	107	92	143	177	314	795	1025	1020	1057	987	965	958	982	1050	1073	1075	1093	808	588	342	275	174	162	15388
15	101	124	88	152	188	348	804	1083	1112	1134	1081	1117	1093	1078	1213	1280	1252	1375	1037	784	539	411	277	194	17865
16	142	126	123	152	189	358	725	964	1057	1146	1236	1518	1553	1650	1735	1853	1861	1913	1649	1208	823	556	404	287	23228
17	171	154	120	119	146	165	378	528	864	1069	1327	1386	1270	1193	1115	1119	1069	1132	1023	809	602	452	378	259	16848
18	126	113	76	75	63	75	177	257	431	644	909	1139	1265	1343	1369	1283	1292	1228	1116	762	668	455	301	196	15363
19	137	118	91	93	183	361	707	892	1007	1038	1220	1434	1533	1667	1849	1687	1543	1539	1223	865	681	453	283	228	20832
20	158	130	119	144	189	353	884	1180	1157	1278	1087	1021	1023	1022	994	1156	1085	1130	855	565	378	321	253	184	16666
21	147	114	111	152	157	370	844	1188	1162	1159	1040	1011	980	998	1090	1128	1159	1115	881	558	390	236	279	179	16448
22	115	98	107	136	194	379	826	1150	1056	1191	1118	1068	1070	1168	1219	1280	1366	1291	987	731	521	392	273	200	17936
23	141	115	148	163	183	332	780	1015	1068	1123	1163	1144	1291	1383	1415	1608	1565	1585	1306	958	647	430	323	234	20120
24	159	125	82	86	119	137	349	637	848	1013	1346	1146	1064	1042	985	958	941	971	885	699	522	410	326	195	15045
25	130	77	77	81	80	114	186	291	380	617	844	1039	1243	1326	1398	1462	1488	1507	1216	1086	696	476	358	179	16351
26	120	106	92	108	212	411	958	1211	1063	1059	1016	1018	1012	1012	1020	1084	1156	1113	712	532	369	260	200	164	16008
27	143	94	79	150	157	324	868	1090	1080	1143	1073	964	971	981	941	1068	1099	1155	810	531	398	319	203	175	15816
28	132	106	97	161	159	355	833	1096	1113	1100	972	1053	1052	978	1067	1096	1145	1185	834	603	412	300	251	181	16281
29	134	116	108	141	163	351	833	1099	1142	1081	1110	1132	1088	1081	1220	1297	1277	1341	989	712	468	352	284	195	17714
30	137	123	107	172	181	329	759	1060	1081	1132	1279	1308	1358	1471	1555	1657	1702	1795	1513	1072	705	515	361	292	21664
31	173	123	96	105	112	181	398	564	890	1022	1225	1308	1192	1154	1233	1232	1149	1140	1115	844	838	547	390	238	17269

Total vehicles for month 535038
AADT for month 17259

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	148	165	110	98	92	113	143	201	379	538	777	1041	1237	1275	1282	1237	1169	962	848	659	539	439	262	218	13932
2	142	97	94	111	160	280	401	670	752	971	1267	1317	1540	1862	1736	1728	1619	1564	1207	936	730	647	528	400	20759
3	236	190	138	120	125	203	321	467	655	940	1262	1490	1523	1730	1850	1760	1587	1347	1124	945	743	623	492	370	20241
4	267	161	125	96	87	134	188	300	489	716	1029	1327	1466	1683	1892	1886	1730	1463	1219	984	705	439	328	189	18903
5	164	98	105	123	200	389	630	912	801	911	981	1053	1167	1246	1282	1396	1367	1290	1104	685	515	395	315	196	17325
6	155	127	107	143	186	377	591	877	877	896	923	992	1046	1212	1230	1306	1364	1282	1055	608	490	373	279	216	16712
7	122	105	110	139	221	325	611	876	892	907	807	940	988	1104	1066	1148	1310	1195	958	609	479	363	333	193	15801
8	133	114	111	133	204	304	536	866	870	827	896	944	1105	1204	1201	1285	1366	1177	1049	716	570	423	318	200	16552
9	151	97	99	140	195	315	542	811	805	802	940	1029	1133	1390	1516	1594	1682	1588	1364	921	724	503	425	280	19046
10	197	132	101	107	125	218	399	477	638	789	906	1054	1127	1031	1342	1235	1156	1087	921	776	621	561	345	252	15597
11	167	105	89	81	57	100	163	324	320	483	569	794	865	1321	1409	1429	1592	1458	1194	923	625	406	264	189	14927
12	113	97	88	118	203	369	649	894	816	880	900	963	942	988	1047	1048	1180	1106	803	555	398	299	218	177	14851
13	149	108	100	137	213	345	591	800	885	843	897	911	978	1026	1075	1168	1154	1072	786	727	412	367	283	167	15194
14	165	97	94	135	179	305	546	604	622	774	801	776	882	921	1081	1259	1198	1182	917	607	557	324	257	195	14478
15	151	96	88	143	198	332	625	952	925	900	972	960	1081	1213	1306	1503	1519	1455	1226	742	614	449	268	260	17978

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16	153	120	117	152	207	364	593	870	903	1026	1161	1267	1364	1685	1916	2089	1983	1890	1655	1273	914	657	483	351	23193
17	234	160	129	96	131	216	295	519	742	951	1264	1241	1185	1174	1313	1221	1160	1083	967	785	537	528	423	255	16609
18	174	119	102	106	69	109	118	270	371	639	819	1020	1190	1310	1277	1408	1340	1304	1110	856	680	496	338	233	15458
19	138	97	99	126	201	321	542	791	759	957	1073	1153	1166	1400	1594	1896	1935	1401	1313	1106	687	450	327	189	19721
20	164	108	94	139	221	360	711	935	944	912	924	956	979	1003	1132	1218	1256	1248	950	614	464	389	256	244	16221
21	131	129	109	142	220	361	619	971	952	914	926	894	975	1025	1106	1306	1307	1307	911	667	490	390	271	198	16321
22	140	103	97	129	224	350	636	992	1012	875	966	960	1030	1208	1288	1503	1571	1359	1034	821	651	431	282	230	17892
23	167	134	117	159	232	333	557	851	792	888	992	1099	1264	1499	1495	1566	1728	1580	1447	1010	752	546	418	246	19872
24	205	137	104	93	101	183	231	387	624	774	941	1008	1122	1076	1116	1457	1260	1148	947	793	656	571	367	254	15555
25	184	101	84	71	67	114	130	252	403	596	859	1044	1243	1338	1537	1612	1449	1464	1293	1002	717	532	287	179	16558
26	134	72	86	112	200	407	707	969	916	916	853	964	968	1022	1057	1105	1234	1185	880	597	497	467	307	185	15840
27	130	101	100	123	193	364	670	897	938	890	863	898	884	978	1115	1135	1275	1258	905	648	470	350	284	186	15655
28	150	105	86	145	206	339	647	935	989	911	899	913	929	1016	1135	1218	1288	1279	943	659	536	350	267	160	16105
29	139	113	92	136	213	347	612	966	922	905	910	1072	1071	1154	1279	1427	1502	1336	1180	750	571	515	289	208	17709
30	150	119	116	137	219	365	568	915	887	990	1123	1182	1369	1610	1800	1919	1869	1816	1757	1201	879	621	445	290	22347
31	180	135	98	118	107	213	419	564	776	1003	1052	1141	1185	1198	1134	1292	1210	1275	1043	853	731	619	437	267	17050

Total vehicles for month 534402
AADT for month 17239

South Carolina ATR Traffic Volumes -- January 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	313	306	216	199	176	227	335	465	779	1205	1766	2240	2608	2564	2599	2408	2187	1902	1692	1345	1088	852	565	441	28478
2	314	209	212	207	303	513	985	1493	1619	2132	2666	3046	3321	3555	3481	3342	3100	2992	2346	1818	1383	1106	851	659	41653
3	391	320	256	243	260	372	640	936	1393	1903	2559	2984	3060	3262	3329	3188	2818	2483	2073	1634	1304	1096	832	617	37953
4	458	289	214	163	171	233	390	580	900	1394	1983	2560	2925	3265	3529	3574	3290	2894	2435	1861	1360	945	667	408	36488
5	298	201	211	241	400	815	1550	2019	1830	2058	2090	2155	2291	2382	2394	2539	2497	2370	1942	1277	887	677	538	387	34049
6	291	239	219	296	372	720	1481	1952	1940	2001	1953	1976	2059	2190	2278	2399	2470	2399	1943	1123	852	701	527	389	32770
7	251	210	208	286	377	665	1407	1938	1933	2041	1915	1989	2016	2172	2085	2265	2487	2399	1777	1188	922	648	576	349	32104
8	274	228	194	268	366	631	1196	1783	1852	1943	1905	1989	2122	2250	2283	2506	2614	2363	1992	1361	1054	774	567	385	32900
9	283	206	197	266	381	640	1361	1845	1697	1859	2067	2179	2402	2703	2984	3042	3139	3197	2719	1871	1354	985	787	519	38683
10	360	257	204	207	232	400	894	1056	1377	1723	2026	2250	2234	2227	2431	2340	2327	2333	1886	1509	1203	945	669	492	31582
11	329	192	142	151	108	184	412	577	690	1043	1439	1932	2101	2639	2807	2884	3070	2891	2410	1828	1281	899	535	368	30912
12	250	194	157	245	377	742	1543	2017	1821	1918	1932	1866	1922	1929	1975	2008	2219	2141	1548	1048	749	578	421	332	29932
13	267	231	197	270	377	670	1411	1859	2009	1994	1945	1864	1886	1933	2006	2170	2244	2142	1517	1284	796	671	457	332	30532
14	291	204	186	278	356	619	1341	1629	1642	1831	1788	1741	1840	1903	2131	2332	2273	2275	1725	1195	899	599	431	357	29866
15	252	220	176	295	386	680	1429	2035	2037	2034	2053	2077	2174	2291	2519	2783	2771	2830	2263	1526	1153	860	545	454	35843
16	295	246	240	304	396	722	1318	1834	1960	2172	2397	2785	2917	3335	3651	3942	3844	3803	3304	2481	1737	1213	887	638	46421
17	405	314	249	215	277	381	673	1047	1606	2020	2591	2627	2455	2367	2428	2340	2229	2215	1990	1594	1139	980	801	514	33457
18	300	232	178	181	132	184	295	527	802	1283	1728	2159	2455	2653	2646	2691	2632	2532	2226	1618	1348	951	639	429	30821
19	275	215	190	219	384	682	1249	1683	1766	1995	2293	2587	2699	3067	3443	3583	3478	2940	2536	1971	1368	903	610	417	40553
20	322	238	213	283	410	713	1595	2115	2101	2190	2011	1977	2002	2025	2126	2374	2341	2378	1805	1179	842	710	509	428	32887
21	278	243	220	294	377	731	1463	2159	2114	2073	1966	1905	1955	2023	2196	2434	2466	2422	1792	1225	880	626	550	377	32769
22	255	201	204	265	418	729	1462	2142	2068	2066	2084	2028	2100	2376	2507	2783	2937	2650	2021	1552	1172	823	555	430	35828
23	308	249	265	322	415	665	1337	1866	1860	2011	2155	2243	2555	2882	2910	3174	3293	3165	2753	1968	1399	976	741	480	39992
24	364	262	186	179	220	320	580	1024	1472	1787	2287	2154	2186	2118	2101	2415	2201	2119	1832	1492	1178	981	693	449	30600
25	314	178	161	152	147	228	316	543	783	1213	1703	2083	2486	2664	2935	3074	2937	2971	2509	2088	1413	1008	645	358	32909
26	254	178	178	220	412	818	1665	2180	1979	1975	1869	1982	1980	2034	2077	2189	2390	2298	1592	1129	866	727	507	349	31848
27	273	195	179	273	350	688	1538	1987	2018	2033	1936	1862	1855	1959	2056	2203	2374	2413	1715	1179	868	669	487	361	31471
28	282	211	183	306	365	694	1480	2031	2102	2011	1871	1966	1981	1994	2202	2314	2433	2464	1777	1262	948	650	518	341	32386
29	273	229	200	277	376	698	1445	2065	2064	1986	2020	2204	2159	2235	2499	2724	2779	2677	2169	1462	1039	867	573	403	35423
30	287	242	223	309	400	694	1327	1975	1968	2122	2402	2490	2727	3081	3355	3576	3571	3611	3270	2273	1584	1136	806	582	44011
31	353	258	194	223	219	394	817	1128	1666	2025	2277	2449	2377	2352	2367	2524	2359	2415	2158	1697	1569	1166	827	505	34319

Total vehicles for month 1069440
AADT for month 34498

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	155	182	125	80	111	122	212	269	469	786	1049	1364	1479	1434	1397	1355	1225	1114	954	733	581	414	324	245	16179
2	156	101	81	78	119	173	334	426	672	1036	1447	1772	1889	1817	1729	1866	1717	1475	1315	971	800	583	428	296	21281
3	185	117	88	82	94	135	297	300	504	789	1136	1577	1846	2001	2079	1976	1856	1714	1456	1061	774	550	363	262	21242
4	153	111	100	116	206	432	1042	1080	1064	1226	1231	1255	1312	1328	1190	1321	1254	1279	878	651	491	338	286	204	18548
5	161	119	118	144	194	366	880	1095	1117	1228	1172	1157	1139	1149	1151	1262	1207	1229	974	594	420	358	282	197	17713
6	147	100	114	146	186	377	905	1059	1069	1291	1220	1212	1184	1180	1226	1306	1277	1269	978	612	475	349	250	189	18121
7	135	107	113	162	215	373	923	1138	1054	1268	1226	1171	1188	1204	1307	1354	1363	1372	974	665	462	369	326	231	18700
8	169	126	134	160	230	368	851	1015	1091	1236	1198	1273	1363	1336	1529	1606	1595	1633	1423	981	674	478	376	266	21111
9	200	112	108	126	139	230	601	690	961	1144	1179	1374	1362	1289	1168	1115	1158	1068	1050	669	516	401	316	243	17219
10	140	101	81	70	59	108	225	295	374	630	992	1107	1315	1389	1591	1547	1633	1523	1253	961	708	510	338	192	17142
11	110	82	109	125	212	405	1052	1171	1079	1262	1054	1084	1099	1059	1022	1108	1200	1173	828	532	391	236	223	178	16794
12	126	143	116	128	200	359	923	1175	1232	1284	1174	1123	1097	1066	1033	1174	1184	1251	845	562	398	369	302	200	17464
13	123	132	87	134	212	391	887	1146	1211	1263	1145	1161	1074	1084	1202	1262	1362	1251	891	607	461	334	323	208	17951
14	149	105	133	148	215	373	931	1153	1196	1079	1414	1246	1175	1303	1360	1374	1436	1490	1089	837	596	411	301	233	19747
15	179	139	115	171	216	335	833	1024	1059	1242	1369	1458	1569	1647	1815	1824	1684	1766	1566	1238	822	562	405	254	23292
16	169	152	117	130	137	164	335	555	818	1167	1318	1499	1324	1192	1112	1105	1160	1196	1041	805	635	494	386	229	17240
17	136	106	96	65	67	98	172	264	373	619	883	1169	1412	1329	1372	1315	1381	1308	1095	934	657	462	349	221	15883
18	116	101	95	114	196	331	811	881	924	1179	1261	1541	1717	1867	1893	1735	1669	1621	1207	917	633	448	308	227	21792
19	128	117	93	149	181	391	952	1246	1261	1343	1206	1145	1117	1092	1128	1232	1250	1181	843	585	425	319	205	204	17793
20	153	103	110	134	197	359	945	1150	1259	1330	1084	1075	1023	1018	1066	1117	1247	1128	785	534	380	250	209	151	16807
21	121	122	86	126	192	354	887	1084	1211	1230	1129	1153	1184	1216	1378	1420	1500	1594	1198	1006	701	631	483	294	20300
22	223	161	119	167	149	273	659	777	731	721	838	860	937	970	961	1007	793	716	454	286	166	130	123	88	12309
23	47	60	38	53	47	65	127	137	194	281	341	461	573	657	698	654	685	617	532	366	281	217	236	111	7478
24	98	69	45	40	57	73	208	308	377	463	626	872	1040	1169	1254	1194	1120	1109	935	806	617	383	258	173	13294
25	105	71	73	107	177	389	1007	1189	1095	1094	1115	1105	1142	1165	1175	1150	1194	1223	848	588	421	311	238	181	17163
26	146	105	112	117	181	379	919	1228	1170	1216	1105	1090	1032	1053	1153	1221	1241	1343	946	506	417	343	269	219	17511
27	157	112	117	126	214	358	872	1197	1172	1214	1198	1162	1061	1109	1073	1183	1274	1216	863	570	418	334	354	210	17564
28	152	125	127	165	199	364	880	1170	1213	1256	1164	1191	1188	1173	1265	1417	1440	1418	1046	745	520	375	321	207	19121
29	159	112	122	157	191	375	901	1164	1111	1267	1331	1398	1487	1655	1758	1761	1926	1858	1665	1222	874	586	421	298	23799
30	198	130	101	111	122	214	515	789	1125	1178	1335	1468	1295	1273	1281	1366	1435	1383	1101	776	703	623	435	316	19273
31	142	122	92	81	72	111	198	256	454	752	998	1343	1543	1690	1470	2144	1938	1886	1504	1134	839	542	383	237	19931

Total vehicles for month 559762
AADT for month 18057

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	182	266	176	127	108	153	184	278	448	671	1020	1353	1527	1538	1543	1696	1425	1208	1053	808	700	614	495	328	17901
2	237	162	113	98	100	186	309	489	810	1175	1491	1673	1828	1842	1880	1584	1857	1437	1230	1042	956	1033	650	426	22608
3	359	262	222	156	111	159	221	318	627	941	1324	1494	1796	1863	2202	2126	2099	1866	1379	1255	942	698	407	239	23066
4	183	96	100	120	214	429	663	1060	952	979	1051	1264	1278	1418	1380	1502	1530	726	1383	1133	618	441	324	231	19075
5	146	129	133	142	207	398	667	949	979	901	1034	1101	1131	1265	1406	1482	1500	1346	1141	740	529	409	319	220	18274
6	161	115	115	131	186	398	657	1025	945	967	930	1022	1121	1162	1167	1388	1453	1299	955	682	533	413	329	223	17377
7	151	129	130	133	214	376	669	952	1043	1016	1006	1146	1155	1259	1412	1426	1525	1325	1162	746	607	447	344	199	18572
8	176	123	123	162	224	355	612	873	875	956	1034	1123	1210	1469	1624	1517	1916	1614	1430	1000	709	623	462	292	20502
9	211	158	129	97	121	251	394	489	664	776	1021	1157	996	1437	1371	1314	1409	1199	1084	874	637	489	330	226	16834
10	168	121	78	85	76	114	168	280	375	662	835	989	1176	1257	1580	1603	1608	1506	1201	976	744	504	385	186	16677
11	133	104	109	102	221	437	723	981	940	1043	909	1032	1085	1107	1177	1222	1405	1226	1017	606	434	265	273	192	16743
12	161	126	108	98	229	366	657	969	958	981	972	988	1057	1068	1132	1288	1385	1254	1003	682	515	413	347	202	16959
13	154	113	91	149	208	374	687	1055	996	912	901	1031	1028	1038	1243	1347	1450	1315	1101	636	604	415	306	214	17368
14	169	106	122	149	225	403	674	992	1047	1000	1016	1087	1186	1303	1495	1599	1681	1542	1264	855	713	512	386	225	19751
15	190	136	131	154	229	382	592	926	1000	1034	1153	1370	1588	1829	2020	1713	1605	1890	1790	1301	986	648	526	294	23487

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16	234	152	117	99	132	230	357	530	776	1022	1302	1321	1325	1231	1253	1308	1258	1206	944	837	615	499	444	306	17498
17	203	142	117	97	85	97	147	251	379	608	827	1101	1189	1331	1291	1321	1434	1304	995	910	714	465	351	217	15576
18	134	118	114	132	203	357	590	810	883	1007	1185	1199	1377	1613	1689	1922	1794	1747	1263	915	701	551	433	281	21018
19	166	112	116	141	232	434	708	1017	1046	996	974	1042	1096	1131	1247	1309	1409	1245	999	694	531	427	296	202	17570
20	146	100	116	137	230	343	640	968	1007	936	910	941	952	1016	1161	1375	1442	1246	1007	599	488	330	252	204	16546
21	134	106	109	116	213	344	666	974	959	996	960	1068	1153	1373	1498	1649	1576	1488	1203	923	744	615	423	236	19526
22	176	124	133	116	180	261	400	630	558	634	702	757	884	911	961	938	960	808	558	396	310	243	174	132	11946
23	98	56	50	51	50	73	111	157	213	285	481	556	638	690	671	674	614	586	478	468	370	312	243	178	8103
24	145	76	101	66	50	96	114	183	312	531	770	918	1047	1207	1288	1210	1151	1296	1004	776	539	397	264	159	13700
25	126	83	92	94	214	392	718	1021	1001	971	975	999	1018	1055	1090	1163	1235	1269	932	632	506	370	300	194	16450
26	135	109	128	136	224	367	707	1058	1094	990	918	944	947	1055	1223	1208	1403	1292	1000	678	536	435	343	208	17138
27	140	100	111	146	213	424	680	963	908	992	938	1003	1044	1081	1238	1414	1526	1399	1005	649	547	450	266	234	17471
28	134	114	103	138	230	402	703	987	962	1032	1076	1083	1173	1261	1381	1486	1572	1397	1182	810	627	482	361	228	18924
29	148	134	130	142	193	383	598	947	951	1041	1153	1357	1460	1743	1880	2022	2141	1903	1794	1410	1014	739	515	282	24080
30	233	151	130	138	133	223	449	620	875	1080	1276	1286	1310	1194	1312	1403	1282	1514	1224	951	819	846	471	293	19213
31	181	129	130	77	83	118	135	281	497	704	911	1072	1304	1530	1618	1801	1820	1769	1413	1071	894	553	390	238	18719

Total vehicles for month 558672
AADT for month 18022

South Carolina ATR Traffic Volumes -- January 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	337	448	301	207	219	275	396	547	917	1457	2069	2717	3006	2972	2940	3051	2650	2322	2007	1541	1281	1028	819	573	34080
2	393	263	194	176	219	359	643	915	1482	2211	2938	3445	3717	3659	3609	3450	3574	2912	2545	2013	1756	1616	1078	722	43889
3	544	379	310	238	205	294	518	618	1131	1730	2460	3071	3642	3864	4281	4102	3955	3580	2835	2316	1716	1248	770	501	44308
4	336	207	200	236	420	861	1705	2140	2016	2205	2282	2519	2590	2746	2570	2823	2784	2005	2261	1784	1109	779	610	435	37623
5	307	248	251	286	401	764	1547	2044	2096	2129	2206	2258	2270	2414	2557	2744	2707	2575	2115	1334	949	767	601	417	35987
6	308	215	229	277	372	775	1562	2084	2014	2258	2150	2234	2305	2342	2393	2694	2730	2568	1933	1294	1008	762	579	412	35498
7	286	236	243	295	429	749	1592	2090	2097	2284	2232	2317	2343	2463	2719	2780	2888	2697	2136	1411	1069	816	670	430	37272
8	345	249	257	322	454	723	1463	1888	1966	2192	2232	2396	2573	2805	3153	3123	3511	3247	2853	1981	1383	1101	838	558	41613
9	411	270	237	223	260	481	995	1179	1625	1920	2200	2531	2358	2726	2539	2429	2567	2267	2134	1543	1153	890	646	469	34053
10	308	222	159	155	135	222	393	575	749	1292	1827	2096	2491	2646	3171	3150	3241	3029	2454	1937	1452	1014	723	378	33819
11	243	186	218	227	433	842	1775	2152	2019	2305	1963	2116	2184	2166	2199	2330	2605	2399	1845	1138	825	501	496	370	33537
12	287	269	224	226	429	725	1580	2144	2190	2265	2146	2111	2154	2134	2165	2462	2569	2505	1848	1244	913	782	649	402	34423
13	277	245	178	283	420	765	1574	2201	2207	2175	2046	2192	2102	2122	2445	2609	2812	2566	1992	1243	1065	749	629	422	35319
14	318	211	255	297	440	776	1605	2145	2243	2079	2430	2333	2361	2606	2855	2973	3117	3032	2353	1692	1309	923	687	458	39498
15	369	275	246	325	445	717	1425	1950	2059	2276	2522	2828	3157	3476	3835	3537	3289	3656	3356	2539	1808	1210	931	548	46779
16	403	304	234	229	269	394	692	1085	1594	2189	2620	2820	2649	2423	2365	2413	2418	2402	1985	1642	1250	993	830	535	34738
17	339	248	213	162	152	195	319	515	752	1227	1710	2270	2601	2660	2663	2636	2815	2612	2090	1844	1371	927	700	438	31459
18	250	219	209	246	399	688	1401	1691	1807	2186	2446	2740	3094	3480	3582	3657	3463	3368	2470	1832	1334	999	741	508	42810
19	294	229	209	290	413	825	1660	2263	2307	2339	2180	2187	2213	2223	2375	2541	2659	2426	1842	1279	956	746	501	406	35363
20	299	203	226	271	427	702	1585	2118	2266	2266	1994	2016	1975	2034	2227	2492	2689	2374	1792	1133	868	580	461	355	33353
21	255	228	195	242	405	698	1553	2058	2170	2226	2089	2221	2337	2589	2876	3069	3076	3082	2401	1929	1445	1246	906	530	39826
22	399	285	252	283	329	534	1059	1407	1289	1355	1540	1617	1821	1881	1922	1945	1753	1524	1012	682	476	373	297	220	24255
23	145	116	88	104	97	138	238	294	407	566	822	1017	1211	1347	1369	1328	1299	1203	1010	834	651	529	479	289	15581
24	243	145	146	106	107	169	322	491	689	994	1396	1790	2087	2376	2542	2404	2271	2405	1939	1582	1156	780	522	332	26994
25	231	154	165	201	391	781	1725	2210	2096	2065	2090	2104	2160	2220	2265	2313	2429	2492	1780	1220	927	681	538	375	33613
26	281	214	240	253	405	746	1626	2286	2264	2206	2023	2034	1979	2108	2376	2429	2644	2635	1946	1184	953	778	612	427	34649
27	297	212	228	272	427	782	1552	2160	2080	2206	2136	2165	2105	2190	2311	2597	2800	2615	1868	1219	965	784	620	444	35035
28	286	239	230	303	429	766	1583	2157	2175	2288	2240	2274	2361	2434	2646	2903	3012	2815	2228	1555	1147	857	682	435	38045
29	307	246	252	299	384	758	1499	2111	2062	2308	2484	2755	2947	3398	3638	3783	4067	3761	3459	2632	1888	1325	936	580	47879
30	431	281	231	249	255	437	964	1409	2000	2258	2611	2754	2605	2467	2593	2769	2717	2897	2325	1727	1522	1469	906	609	38486
31	323	251	222	158	155	229	333	537	951	1456	1909	2415	2847	3220	3088	3945	3758	3655	2917	2205	1733	1095	773	475	38650

Total vehicles for month 1118434
AADT for month 36079

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	211	151	141	200	208	476	957	1151	1280	1474	1599	1646	1470	1623	1584	1628	1537	1605	1278	1029	808	564	419	279	23318
2	244	191	174	176	273	469	879	1173	1343	1519	1729	1792	1788	1897	1902	1576	1971	2361	1894	1594	1317	955	714	498	28429
3	393	248	214	201	254	410	674	992	1378	1636	2055	2220	2121	2041	1943	1869	1772	1592	1487	1269	1094	824	594	366	27647
4	277	223	149	161	209	308	581	1014	1253	1667	2084	2174	1946	1498	1253	1046	881	775	752	576	544	544	509	410	20834
5	283	148	93	83	110	166	273	562	789	1164	1781	2268	2375	2363	2434	2285	2304	2149	1747	1390	1024	857	572	342	27562
6	210	149	145	161	226	468	1063	1279	1423	1659	1855	1955	1874	1719	1705	1636	1589	1400	1142	861	647	584	374	259	24383
7	208	148	121	174	192	417	921	1221	1256	1339	1394	1439	1392	1296	1341	1414	1311	1402	1053	829	573	435	330	281	20487
8	215	150	164	169	191	426	863	1212	1252	1442	1461	1522	1374	1403	1376	1450	1444	1405	1115	822	581	455	388	291	21171
9	203	159	143	167	249	428	877	1217	1299	1439	1513	1547	1569	1616	1645	1673	1431	1589	1221	1071	787	548	415	295	23101
10	221	202	182	171	233	431	888	1241	1456	1586	1707	1903	1899	2005	2024	1977	1867	1830	1729	1465	1200	887	609	484	28197
11	317	223	194	186	257	426	837	1135	1584	2357	1816	2605	2418	2758	2098	2083	2061	1531	1166	1049	842	700	601	392	29636
12	283	163	130	110	124	190	296	597	824	1272	1898	2267	2403	2274	2267	2113	2134	1973	1711	1298	1021	792	561	345	27046
13	348	193	141	164	270	488	1073	1287	1352	1607	1699	1897	1719	1643	1561	1481	1374	1337	1059	750	600	473	387	246	23149
14	180	149	119	148	203	415	930	1150	1285	1287	1330	1363	1304	1392	1400	1446	1316	1313	1054	703	572	441	281	265	20046
15	191	141	140	166	233	434	892	1246	1314	1363	1433	1454	1358	1506	1464	1424	1459	1412	1167	796	646	495	403	266	21403
16	209	141	138	158	219	446	922	1148	1308	1449	1488	1564	1461	1607	1772	1642	1577	1623	1302	981	682	697	532	366	23432
17	240	186	163	184	236	416	863	1146	1318	1531	1642	2072	1940	2072	2161	2263	2114	2038	1733	1466	1223	944	581	416	28948
18	304	277	199	194	257	332	712	1072	1602	2242	2652	2939	2391	2049	2292	1644	1342	1361	1364	964	750	626	501	408	28474
19	308	183	141	91	117	180	313	502	782	1334	1862	2304	2555	2237	2278	2312	2152	1813	1818	1344	1071	826	528	316	27367
20	201	182	144	146	280	531	1061	1372	1421	1531	1637	1729	1710	1540	1535	1411	1419	1328	1032	781	581	418	372	244	22606
21	194	138	132	150	193	416	883	1166	1298	1267	1319	1335	1353	1303	1257	1380	1361	1396	1006	758	534	452	356	253	19900
22	166	139	154	163	220	440	895	1154	1340	1410	1411	1416	1470	1501	1442	1540	1456	1404	1114	876	578	513	393	278	21473
23	212	150	148	184	221	485	894	1157	1308	1420	1485	1577	1565	1588	1651	1614	1668	1622	1341	941	751	570	386	300	23238
24	223	174	162	208	232	465	924	1168	1325	1518	1699	1926	1984	1992	2178	2113	2065	1952	1702	1529	1169	824	586	413	28531
25	263	246	202	176	227	356	661	1171	1643	2241	2809	3072	2775	2275	2099	1949	1732	1522	1194	969	734	720	560	364	29960
26	248	159	132	102	106	179	278	436	780	1188	1724	2202	2358	2189	2345	2139	2170	1895	1631	1299	1063	731	529	409	26292
27	220	154	118	152	232	498	1059	1281	1358	1510	1644	1732	1652	1674	1547	1450	1332	1405	1076	851	592	390	371	222	22520
28	208	129	130	153	203	378	894	1117	1208	1288	1390	1399	1318	1306	1346	1361	1377	1438	1099	723	579	396	358	253	20051
29	201	124	152	164	234	435	966	1219	1299	1429	1472	1510	1429	1422	1467	1558	1632	1634	1117	910	650	457	387	249	22117
30	172	146	157	174	233	414	915	1226	1310	1350	1537	1706	1559	1547	1353	1773	1657	1593	1291	1047	775	576	473	307	23291
31	229	147	164	191	218	424	919	1137	1281	1536	1808	1867	1965	2015	2075	2013	1938	1927	1725	1461	1033	759	651	437	27920

Total vehicles for month 762529
AADT for month 24598

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	198	153	132	154	260	449	698	1046	1080	1150	1356	1380	1592	1709	1899	1720	1756	1595	1310	1043	800	710	492	331	23013
2	255	148	167	182	254	433	656	990	1147	1305	1530	1729	1873	2191	2148	2241	1945	1911	2021	1760	1176	880	679	474	28095
3	269	195	181	185	215	305	463	776	1096	1503	1770	2131	2141	2207	2143	2134	1705	1582	1306	1061	999	780	588	454	26189
4	290	194	135	148	114	181	287	670	979	1488	1897	2015	2029	2028	1767	1442	1175	990	858	710	617	488	530	400	21432
5	291	191	167	128	107	167	243	477	759	1263	1769	2091	2372	2380	2550	2609	2661	2817	2131	1804	1555	1100	743	420	30795
6	257	172	222	168	262	439	744	1119	1161	1340	1595	962	2172	2203	2028	1854	1633	1663	1375	950	766	621	447	311	24464
7	218	160	127	144	231	459	714	1005	1099	1139	1190	1261	1323	1416	1503	1572	1547	1443	1232	842	668	518	413	296	20520
8	213	127	119	143	232	392	701	1025	1012	1178	1303	1366	1398	1626	1611	1732	1727	1453	1242	912	718	573	434	280	21517
9	215	138	137	166	245	443	744	1057	1146	1276	1313	1510	1581	1764	1897	1871	1837	1646	1343	1059	883	690	517	318	23796
10	232	207	150	169	262	415	699	1055	1145	1402	1837	1994	2229	2334	2564	2327	1542	2354	2435	1510	1082	841	676	502	29963
11	370	221	182	176	192	338	596	943	1486	1989	2539	2342	2517	2560	2539	2702	2014	1666	1223	995	819	714	549	382	30054
12	274	170	150	112	94	138	284	412	728	1050	1428	1816	2035	2326	2433	2295	2505	2307	1733	1337	1044	740	460	317	26188
13	221	139	139	133	256	466	740	1101	1084	1189	1265	1329	1424	1459	1578	1540	1507	1355	1218	813	627	507	355	247	20692
14	182	127	127	158	252	411	668	1025	990	1166	1122	1155	1223	1380	1532	1501	1558	1447	1146	820	583	483	405	260	19721
15	188	138	120	143	242	403	686	1117	1152	1240	1339	1307	1417	1468	1632	1602	1248	1692	1239	855	661	541	420	300	21150

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16	208	149	150	172	259	415	760	1120	1239	1267	1517	1573	1691	1880	1985	2023	1960	1723	1459	1008	834	682	466	361	24901
17	219	177	156	192	265	468	703	1129	1202	1494	1684	1926	2013	2360	2428	2419	2306	2020	2066	1455	1134	865	671	519	29871
18	415	253	190	178	172	331	583	913	1412	1717	2329	2564	1997	1695	1433	2009	3078	2462	1365	1063	934	698	591	420	28802
19	297	184	140	131	112	137	243	436	780	985	1575	1856	1889	2280	2147	2441	2305	2160	1766	1592	1052	743	520	350	26121
20	230	139	128	157	273	473	730	1076	1154	1259	1349	1426	1584	1530	1548	1687	1518	1450	1099	844	672	509	389	291	21515
21	204	133	123	165	259	400	685	1088	1114	1010	1102	1174	1233	1295	1449	1482	1574	1434	1196	863	643	486	367	294	19773
22	178	134	147	144	240	418	717	1090	1206	1152	1242	1291	1360	1519	1697	1701	1685	1513	1224	838	696	504	425	326	21447
23	218	139	127	166	255	435	766	1113	1175	1179	1421	1505	1505	1880	1909	2031	1874	1615	1542	1021	823	671	487	322	24179
24	234	157	144	163	286	480	695	1067	1203	1439	1704	1888	2035	2222	2442	2508	2423	1977	1912	1276	1330	914	682	497	29678
25	390	239	203	159	179	317	559	967	1499	2004	2438	2459	2447	2557	2821	2292	2023	1542	1061	1003	967	860	608	357	29951
26	279	199	134	101	105	136	216	404	747	1059	1515	1838	1924	1675	2812	2395	2257	2063	1820	1373	1065	786	677	343	25923
27	229	151	123	133	271	406	745	1099	1123	1143	1370	1434	1460	1482	1563	1592	1602	1486	1141	769	629	516	389	277	21133
28	181	156	122	154	249	421	730	1062	1104	1135	1264	1228	1257	1291	1465	1567	1566	1369	1144	814	668	473	356	250	20026
29	200	134	121	136	245	423	703	1074	1170	1194	1240	1314	1395	1389	1862	1590	1694	1414	1212	861	624	570	482	396	21443
30	201	144	126	161	275	407	735	1169	1206	1228	1524	1631	1769	1793	1902	2025	1577	1607	1645	1053	824	632	546	329	24509
31	266	180	154	183	251	419	708	1132	1197	1519	1752	1995	2117	2323	2546	2396	2289	2133	2179	1640	1205	946	738	489	30757

Total vehicles for month 767618
AADT for month 24762

South Carolina ATR Traffic Volumes -- July 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	409	304	273	354	468	925	1655	2197	2360	2624	2955	3026	3062	3332	3483	3348	3293	3200	2588	2072	1608	1274	911	610	46331
2	499	339	341	358	527	902	1535	2163	2490	2824	3259	3521	3661	4088	4050	3817	3916	4272	3915	3354	2493	1835	1393	972	56524
3	662	443	395	386	469	715	1137	1768	2474	3139	3825	4351	4262	4248	4086	4003	3477	3174	2793	2330	2093	1604	1182	820	53836
4	567	417	284	309	323	489	868	1684	2232	3155	3981	4189	3975	3526	3020	2488	2056	1765	1610	1286	1161	1032	1039	810	42266
5	574	339	260	211	217	333	516	1039	1548	2427	3550	4359	4747	4743	4984	4894	4965	4966	3878	3194	2579	1957	1315	762	58357
6	467	321	367	329	488	907	1807	2398	2584	2999	3450	2917	4046	3922	3733	3490	3222	3063	2517	1811	1413	1205	821	570	48847
7	426	308	248	318	423	876	1635	2226	2355	2478	2584	2700	2715	2712	2844	2986	2858	2845	2285	1671	1241	953	743	577	41007
8	428	277	283	312	423	818	1564	2237	2264	2620	2764	2888	2772	3029	2987	3182	3171	2858	2357	1734	1299	1028	822	571	42688
9	418	297	280	333	494	871	1621	2274	2445	2715	2826	3057	3150	3380	3542	3544	3268	3235	2564	2130	1670	1238	932	613	46897
10	453	409	332	340	495	846	1587	2296	2601	2988	3544	3897	4128	4339	4588	4304	3409	4184	4164	2975	2282	1728	1285	986	58160
11	687	444	376	362	449	764	1433	2078	3070	4346	4355	4947	4935	5318	4637	4785	4075	3197	2389	2044	1661	1414	1150	774	59690
12	557	333	280	222	218	328	580	1009	1552	2322	3326	4083	4438	4600	4700	4408	4639	4280	3444	2635	2065	1532	1021	662	53234
13	569	332	280	297	526	954	1813	2388	2436	2796	2964	3226	3143	3102	3139	3021	2881	2692	2277	1563	1227	980	742	493	43841
14	362	276	246	306	455	826	1598	2175	2275	2453	2452	2518	2527	2772	2932	2947	2874	2760	2200	1523	1155	924	686	525	39767
15	379	279	260	309	475	837	1578	2363	2466	2603	2772	2761	2775	2974	3096	3026	2707	3104	2406	1651	1307	1036	823	566	42553
16	417	290	288	330	478	861	1682	2268	2547	2716	3005	3137	3152	3487	3757	3665	3537	3346	2761	1989	1516	1379	998	727	48333
17	459	363	319	376	501	884	1566	2275	2520	3025	3326	3998	3953	4432	4589	4682	4420	4058	3799	2921	2357	1809	1252	935	58819
18	719	530	389	372	429	663	1295	1985	3014	3959	4981	5503	4388	3744	3725	3653	4420	3823	2729	2027	1684	1324	1092	828	57276
19	605	367	281	222	229	317	556	938	1562	2319	3437	4160	4444	4517	4425	4753	4457	3973	3584	2936	2123	1569	1048	666	53488
20	431	321	272	303	553	1004	1791	2448	2575	2790	2986	3155	3294	3070	3083	3098	2937	2778	2131	1625	1253	927	761	535	44121
21	398	271	255	315	452	816	1568	2254	2412	2277	2421	2509	2586	2598	2706	2862	2935	2830	2202	1621	1177	938	723	547	39673
22	344	273	301	307	460	858	1612	2244	2546	2562	2653	2707	2830	3020	3139	3241	3141	2917	2338	1714	1274	1017	818	604	42920
23	430	289	275	350	476	920	1660	2270	2483	2599	2906	3082	3070	3468	3560	3645	3542	3237	2883	1962	1574	1241	873	622	47417
24	457	331	306	371	518	945	1619	2235	2528	2957	3403	3814	4019	4214	4620	4621	4488	3929	3614	2805	2499	1738	1268	910	58209
25	653	485	405	335	406	673	1220	2138	3142	4245	5247	5531	5222	4832	4920	4241	3755	3064	2255	1972	1701	1580	1168	721	59911
26	527	358	266	203	211	315	494	840	1527	2247	3239	4040	4282	3864	5157	4534	4427	3958	3451	2672	2128	1517	1206	752	52215
27	449	305	241	285	503	904	1804	2380	2481	2653	3014	3166	3112	3156	3110	3042	2934	2891	2217	1620	1221	906	760	499	43653
28	389	285	252	307	452	799	1624	2179	2312	2423	2654	2627	2575	2597	2811	2928	2943	2807	2243	1537	1247	869	714	503	40077
29	401	258	273	300	479	858	1669	2293	2469	2623	2712	2824	2824	2811	3329	3148	3326	3048	2329	1771	1274	1027	869	645	43560
30	373	290	283	335	508	821	1650	2395	2516	2578	3061	3337	3328	3340	3255	3798	3234	3200	2936	2100	1599	1208	1019	636	47800
31	495	327	318	374	469	843	1627	2269	2478	3055	3560	3862	4082	4338	4621	4409	4227	4060	3904	3101	2238	1705	1389	926	58677

Total vehicles for month 1530147
AADT for month 49360

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	286	252	224	229	323	584	995	1341	1450	1868	2068	2275	2316	2429	2451	2546	2488	2379	2264	1787	1644	1410	1060	673	35342	
2	513	374	311	282	347	625	1038	1541	2130	2777	3136	3020	2997	2642	2386	2035	1598	1394	1130	1052	850	671	565	429	33843	
3	300	226	155	151	139	210	398	586	853	1270	1545	1811	1755	1700	1696	1558	1353	1273	1069	875	793	583	554	426	21279	
4	249	173	124	118	146	235	343	428	642	879	1217	1488	1677	1539	1455	1624	1385	1286	1200	980	851	729	550	399	19717	
5	311	177	163	178	268	478	1058	1353	1510	1683	1912	2050	2052	1989	1912	1734	1733	1623	1288	830	828	608	481	293	26512	
6	216	150	199	168	265	418	1006	1272	1377	1481	1479	1685	1608	1541	1504	1528	1493	1436	1112	837	598	499	383	242	22497	
7	183	150	166	197	264	441	903	1239	1264	1530	1564	1648	1651	1507	1577	1724	1678	1573	1276	950	734	574	439	306	23538	
8	240	188	175	194	298	461	961	1207	1309	1513	1850	1927	1988	2063	2173	2104	2141	2040	1876	1530	1087	828	599	451	29203	
9	315	227	177	249	271	396	776	1106	1618	2277	2861	3080	2346	2645	2167	2065	1891	1520	1224	1044	834	776	573	412	30850	
10																										
11	233	155	151	185	251	531	1080	1402	1363	1583	1722	1772	1715	1550	1520	1424	1469	1402	1021	780	596	451	341	251	22948	
12	215	136	155	154	233	477	950	1256	1350	1354	1392	1427	1477	1421	1394	1397	1466	1445	1094	828	652	476	420	283	21452	
13	187	154	147	183	251	438	922	1319	1367	1509	1509	1522	1451	1519	1545	1524	1511	1409	1190	816	627	529	415	294	22338	
14	203	187	154	198	229	428	955	1255	1408	1478	1603	1636	1590	1634	1627	1673	1574	1658	1336	902	733	531	435	343	23770	
15																										
16	363	233	214	196	247	398	842	1227	1614	2344	2860	3095	2871	2550	2168	1973	1820	1651	1306	1035	850	676	555	390	31478	
17																										
18																										
19	211	146	141	167	244	434	962	1246	1348	1481	1436	1453	1394	1379	1397	1404	1422	1436	1120	817	664	521	376	257	21456	
20	204	169	129	166	255	441	931	1284	1369	1468	1582	1529	1522	1539	1557	1537	1544	1387	1139	928	687	548	448	292	22655	
21																										
22	249	183	179	215	278	492	921	1234	1390	1612	1907	1993	2178	2122	2308	2217	2140	2147	1984	1543	1143	820	693	453	30401	
23	296	217	156	200	258	388	710	1166	1728	2412	2953	3176	1769	2093	2210	1912	1822	1598	1333	1020	813	671	551	352	29804	
24	237	143	115	107	124	197	326	508	891	1346	1840	2387	2546	2508	2372	2276	2285	2125	1696	1416	1111	748	494	341	28139	
25	194	163	150	178	257	529	1144	1368	1378	1656	1706	1909	1819	1656	1595	1517	1412	1481	1153	834	627	436	371	244	23777	
26	211	142	149	176	224	447	954	1207	1326	1413	1404	1442	1483	1476	1411	1474	1510	1390	1078	771	660	461	372	290	21471	
27	178	139	148	184	229	444	897	1240	1281	1477	1538	1648	1485	1537	1565	1503	1482	1505	1167	883	634	473	362	296	22295	
28	195	146	171	182	261	447	931	1257	1373	1593	1657	1708	1662	1683	1715	1675	1665	1615	1353	1060	812	617	576	334	24688	
29	269	200	172	229	262	456	906	1183	1376	1622	1742	2001	2082	2161	2069	2098	2002	2040	1706	1472	1038	826	635	414	28961	
30	289	228	175	175	223	350	640	1100	1483	1992	2557	2797	1414	2128	2017	1897	1684	1430	1291	1067	898	664	572	387	27458	
31	254	181	141	89	97	157	306	468	777	1238	1762	2147	2447	2366	2307	2302	2089	1997	1799	1423	1198	836	569	317	27267	

Total vehicles for month 807184
 AADT for month 26038

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	282	192	227	191	308	521	767	1089	1266	1700	2031	2333	2300	2331	2576	2067	2657	2451	2516	1707	1514	1188	794	596	33604	
2	416	292	234	223	227	293	593	1131	1638	2101	2554	2639	2593	2788	2564	2510	1665	1237	1201	1110	912	763	636	435	30755	
3	277	188	134	130	95	143	235	371	650	998	1330	1503	1631	1730	1715	1624	1462	1306	1203	884	836	689	542	379	20055	
4	236	166	163	132	126	171	235	398	533	801	1052	1383	1601	1761	1680	1633	1513	1412	1272	1159	963	737	614	443	20184	
5	362	230	223	185	298	500	815	1163	1292	1425	1808	1847	1917	1944	2119	2191	1939	1785	1642	1047	837	698	552	375	27194	
6	234	162	171	193	277	469	759	1059	1172	1299	1368	1545	1580	1752	1921	1879	1743	1596	1360	929	702	632	489	311	23602	
7	221	161	155	148	257	447	787	1042	1245	1254	1477	1629	1663	1868	1966	1973	1814	1531	1656	1050	860	684	560	394	24842	
8	241	194	158	200	264	462	812	1104	1250	1466	1744	1982	2114	2297	2506	2407	2152	2303	2066	1590	1206	970	792	504	30784	
9	341	260	198	199	219	342	635	1096	1549	2259	2576	2507	2693	2816	2899	2676	2308	1783	1343	1162	1023	828	596	417	32725	
10																										
11	261	159	104	153	248	517	865	1101	1107	1277	1340	1417	1577	1575	1592	1666	1499	1494	1164	855	693	494	396	263	21817	
12	192	136	143	166	246	456	758	1080	1208	1165	1219	1228	1383	1444	1580	1630	1567	1360	1145	835	701	550	432	269	20893	
13	220	143	138	180	278	445	758	1070	1125	1232	1268	1363	1471	1599	1679	1734	1725	1529	1251	819	664	589	458	313	22051	
14	217	139	149	180	290	498	748	1087	1154	1340	1377	1635	1699	1886	2002	1997	1769	1389	1711	1017	831	656	556	340	24667	
15																										

	P-112_JUL_2016.txt																								
16	332	228	183	179	206	325	627	1083	1557	2117	2503	2576	2312	2749	2579	2685	2163	1626	1294	1078	848	724	577	409	30960
17																									
18																									
19	216	127	130	196	278	429	792	1107	1163	1163	1135	854	1000	1290	1891	1630	1617	1474	1228	713	713	598	435	265	20444
20	195	132	156	176	288	471	739	1087	1104	1290	1404	1396	1502	1626	1794	1745	1901	1543	1402	810	701	542	424	305	22733
21																									
22	236	162	199	176	285	458	720	1091	1297	1581	1902	1994	2099	2359	2448	2540	2297	2101	1937	1828	1259	912	741	446	31068
23	330	259	165	191	214	312	586	1004	1613	2217	2600	2536	2199	2588	2789	2640	2516	1562	1241	1017	889	805	631	455	31359
24	312	183	149	131	146	156	255	421	781	1184	1657	1972	2148	2227	2383	2350	2196	2027	1799	1399	1168	874	552	395	26865
25	238	140	138	167	275	502	804	1122	1171	1274	1442	1573	1477	1682	1720	1645	1571	1535	1125	847	647	528	411	282	22316
26	225	143	140	170	254	455	754	1090	1176	1217	1203	1333	1439	1338	1687	1514	1748	1489	1078	757	608	594	430	290	21132
27	228	159	135	167	260	447	732	1117	1190	1190	1366	1463	1350	1736	1880	1821	1751	1584	1358	880	782	567	446	300	22909
28	197	159	124	195	266	494	792	1144	1232	1319	1525	1669	1805	2024	2100	2082	2000	1763	1569	1107	891	744	493	318	26012
29	261	189	175	195	256	424	760	1113	1250	1572	1823	1987	2102	2415	2448	2504	2109	2069	2199	1624	1267	941	715	562	30960
30	359	223	198	149	212	294	586	1038	1535	2022	2483	2316	2296	2696	2775	2772	2173	1560	1315	1036	906	860	678	459	30941
31	326	255	167	121	116	169	249	456	788	1089	1581	1854	2135	2359	2228	2640	2321	2119	1822	1646	1178	793	539	378	27329

Total vehicles for month 809673
AADT for month 26118

South Carolina ATR Traffic Volumes -- July 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	568	444	451	420	631	1105	1762	2430	2716	3568	4099	4608	4616	4760	5027	4613	5145	4830	4780	3494	3158	2598	1854	1269	68946
2	929	666	545	505	574	918	1631	2672	3768	4878	5690	5659	5590	5430	4950	4545	3263	2631	2331	2162	1762	1434	1201	864	64598
3	577	414	289	281	234	353	633	957	1503	2268	2875	3314	3386	3430	3411	3182	2815	2579	2272	1759	1629	1272	1096	805	41334
4	485	339	287	250	272	406	578	826	1175	1680	2269	2871	3278	3300	3135	3257	2898	2698	2472	2139	1814	1466	1164	842	39901
5	673	407	386	363	566	978	1873	2516	2802	3108	3720	3897	3969	3933	4031	3925	3672	3408	2930	1877	1665	1306	1033	668	53706
6	450	312	370	361	542	887	1765	2331	2549	2780	2847	3230	3188	3293	3425	3407	3236	3032	2472	1766	1300	1131	872	553	46099
7	404	311	321	345	521	888	1690	2281	2509	2784	3041	3277	3314	3375	3543	3697	3492	3104	2932	2000	1594	1258	999	700	48380
8	481	382	333	394	562	923	1773	2311	2559	2979	3594	3909	4102	4360	4679	4511	4293	4343	3942	3120	2293	1798	1391	955	59987
9	656	487	375	448	490	738	1411	2202	3167	4536	5437	5587	5039	5461	5066	4741	4199	3303	2567	2206	1857	1604	1169	829	63575
10	544	388	258	272	257	393	733	1058	1678	2524	3376	4157	4426	4677	4802	4617	4259	4190	3226	2687	2014	1493	1059	615	53703
11	494	314	255	338	499	1048	1945	2503	2470	2860	3062	3189	3292	3125	3112	3090	2968	2896	2185	1635	1289	945	737	514	44765
12	407	272	298	320	479	933	1708	2336	2558	2519	2611	2655	2860	2865	2974	3027	3033	2805	2239	1663	1353	1026	852	552	42345
13	407	297	285	363	529	883	1680	2389	2492	2741	2777	2885	2922	3118	3224	3258	3236	2938	2441	1635	1291	1118	873	607	44389
14	420	326	303	378	519	926	1703	2342	2562	2818	2980	3271	3289	3520	3629	3670	3343	3047	3047	1919	1564	1187	991	683	48437
15	448	368	339	379	557	968	1720	2377	2600	3224	3684	4142	4239	4478	4480	4798	4657	4211	3969	2922	2466	1851	1310	954	61141
16	695	461	397	375	453	723	1469	2310	3171	4461	5363	5671	5183	5299	4747	4658	3983	3277	2600	2113	1698	1400	1132	799	62438
17	571	335	245	233	211	340	587	969	1636	2422	3423	4216	4572	4681	4646	4589	4268	4123	3481	2897	2140	1557	1083	665	53890
18	382	297	278	355	544	1047	1838	2569	2586	2963	3173	3442	3239	3304	3274	3276	3144	2855	2318	1642	1209	1021	804	603	46163
19	427	273	271	363	522	863	1754	2353	2511	2644	2571	2307	2394	2669	3288	3034	3039	2910	2348	1530	1377	1119	811	522	41900
20	399	301	285	342	543	912	1670	2371	2473	2758	2986	2925	3024	3165	3351	3282	3445	2930	2541	1738	1388	1090	872	597	45388
21	416	328	309	369	535	932	1693	2469	2452	2828	3114	3646	3490	3651	3992	3690	3370	3349	2801	2614	1685	1339	902	646	50620
22	485	345	378	391	563	950	1641	2325	2687	3193	3809	3987	4277	4481	4756	4757	4437	4248	3921	3371	2402	1732	1434	899	61469
23	626	476	321	391	472	700	1296	2170	3341	4629	5553	5712	3968	4681	4999	4552	4338	3160	2574	2037	1702	1476	1182	807	61163
24	549	326	264	238	270	353	581	929	1672	2530	3497	4359	4694	4735	4755	4626	4481	4152	3495	2815	2279	1622	1046	736	55004
25	432	303	288	345	532	1031	1948	2490	2549	2930	3148	3482	3296	3338	3315	3162	2983	3016	2278	1681	1274	964	782	526	46093
26	436	285	289	346	478	902	1708	2297	2502	2630	2607	2775	2922	2814	3098	2988	3258	2879	2156	1528	1268	1055	802	580	42603
27	406	298	283	351	489	891	1629	2357	2471	2667	2904	3111	2835	3273	3445	3324	3233	3089	2525	1763	1416	1040	808	596	45204
28	392	305	295	377	527	941	1723	2401	2605	2912	3182	3377	3467	3707	3815	3757	3665	3378	2922	2167	1703	1361	1069	652	50700
29	530	389	347	424	518	880	1666	2296	2626	3194	3565	3988	4184	4576	4517	4602	4111	4109	3905	3096	2305	1767	1350	976	59921
30	648	451	373	324	435	644	1226	2138	3018	4014	5040	5113	3710	4824	4792	4669	3857	2990	2606	2103	1804	1524	1250	846	58399
31	580	436	308	210	213	326	555	924	1565	2327	3343	4001	4582	4725	4535	4942	4410	4116	3621	3069	2376	1629	1108	695	54596

Total vehicles for month 1616857
AADT for month 52157

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	163	137	121	167	226	498	1014	1357	1209	1440	1677	1594	1551	1407	1359	1386	1296	1233	1006	720	563	370	332	206	21032
2	162	120	138	161	197	375	911	1206	1136	1198	1402	1217	1211	1230	1242	1253	1212	1259	1038	711	514	447	307	233	18880
3	151	109	141	163	221	366	832	1208	1163	1375	1392	1363	1396	1352	1357	1382	1489	1390	1043	799	586	512	321	242	20353
4	198	140	126	191	216	394	907	1227	1297	1458	1528	1482	1469	1564	1647	1623	1505	1492	1211	900	781	637	466	390	22849
5	245	168	161	177	253	417	873	1190	1293	1634	1762	1903	1860	2015	2040	2066	2048	1995	1838	1394	1162	941	621	421	28477
6	318	243	186	196	269	370	694	1070	1434	2270	2847	2819	2104	1949	2547	1770	1530	1315	1130	924	811	651	566	378	28391
7	235	129	92	96	118	162	304	499	862	1243	1773	2127	2281	2219	2381	2168	2016	1792	1508	1303	984	712	459	271	25734
8	226	131	129	142	228	463	1015	1323	1327	1438	1628	1664	1576	1523	1399	1357	1227	1226	982	708	517	412	318	240	21199
9	168	142	141	153	199	379	919	1156	1191	1259	1249	1294	1342	1316	1320	1315	1348	1291	992	734	573	423	310	213	19427
10	180	162	126	151	208	397	934	1242	1290	1508	1476	1419	1383	1290	1463	1430	1302	1314	1088	821	568	462	353	295	20862
11	199	149	129	178	209	441	972	1280	1281	1477	1592	1628	1532	1598	1643	1643	1495	1569	1301	955	784	542	433	259	23289
12	225	161	163	185	225	434	854	1246	1334	1693	1877	1968	2120	1954	2174	2067	2051	1901	1782	1434	1151	799	639	422	28859
13	302	235	197	208	265	340	750	1022	1711	2376	2792	2053	3035	2227	2412	1908	1682	1484	1253	987	800	673	542	398	29652
14	298	134	132	102	133	161	315	541	886	1380	1958	2254	2314	2290	2207	2225	2070	1964	1654	1436	1065	707	496	341	27063
15	198	158	127	186	244	478	1075	1341	1360	1500	1735	1722	1758	1486	1414	1375	1371	1276	1084	747	629	455	335	267	22321
16	198	140	117	172	192	408	907	1178	1279	1300	1463	1364	1324	1300	1358	1360	1352	1325	1077	741	590	423	321	227	20116
17	184	129	129	186	219	411	949	1273	1355	1475	1446	1457	1386	1332	1376	1274	1510	1407	1075	791	574	491	372	267	21068
18	196	118	163	202	231	412	916	1273	1272	1501	1515	1501	1527	1512	1568	1508	1510	1531	1305	962	758	563	438	321	22803
19	235	164	180	174	257	450	864	1172	1368	1605	1760	1982	1998	1985	2074	2101	1423	2270	1989	1571	1147	834	702	510	28815
20	390	261	200	187	247	350	709	1127	1708	2488	2734	2132	2372	1865	2420	1815	1772	1522	1287	1038	917	662	599	412	29214
21	312	191	109	105	106	159	309	485	835	1257	1969	2258	2302	2264	2240	2145	2142	2058	1729	1514	1207	962	685	365	27708
22	199	169	140	177	238	513	1063	1360	1377	1572	1836	1760	1734	1572	1525	1475	1411	1263	1026	805	584	461	367	265	22892
23	179	138	146	171	182	406	924	1203	1283	1328	1319	1340	1370	1258	1348	1396	1321	1429	1080	758	566	432	348	237	20162
24	196	153	132	166	221	417	968	1240	1302	1373	1173	913	1459	2145	1416	1451	1541	1385	1191	819	666	470	365	269	21431
25	197	143	131	178	244	429	950	1294	1308	1475	1538	1614	1577	1590	1670	1688	1751	1772	1372	1050	866	591	431	308	24167
26	214	196	187	207	268	479	884	1250	1401	1655	1705	1975	2017	2001	2068	2049	2057	1937	1680	1516	1178	843	583	457	28807
27	310	229	191	190	239	379	698	1082	1521	1951	2529	3224	2748	2675	2176	1876	1727	1451	1254	938	720	669	467	380	29624
28	224	186	151	134	124	191	298	621	804	1374	1796	2045	2232	2328	2209	2156	2130	1895	1596	1274	1074	740	543	353	26478
29	225	214	129	162	234	509	1014	1284	1333	1458	1571	1751	1634	1538	1490	1503	1391	1284	1098	791	599	450	329	240	22231
30	204	128	149	194	201	412	915	1170	1223	1356	1389	1457	1403	1366	1440	1494	1378	1366	1048	758	617	444	371	266	20749

Total vehicles for month 724653
 AADT for month 24155

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	193	136	119	143	214	458	813	1112	991	1118	1222	1335	1396	1399	1368	1480	1430	1200	1219	765	607	450	327	247	19742
2	189	114	113	135	213	368	710	977	995	1022	1037	1140	1205	1269	1454	1324	1451	1322	1084	801	587	444	329	250	18533
3	188	126	108	154	225	382	670	992	1016	1084	1135	1251	1347	1405	1483	1559	1608	1496	1077	880	676	502	348	283	19995
4	200	135	109	168	208	389	711	991	958	1138	1296	1380	1503	1694	1873	1993	1817	1664	1434	1010	794	651	426	332	22874
5	252	154	140	170	235	429	656	1039	1114	1245	1616	1746	1976	2284	2334	2433	2028	1844	2040	1320	1032	830	649	462	28028
6	312	201	165	148	160	300	538	858	1132	1566	1922	2220	2552	2191	2395	2386	1790	1469	1135	904	827	690	519	419	26799
7	223	159	123	104	103	163	259	534	849	1183	1527	1701	2011	2180	2075	2179	2102	1911	1915	1448	1064	677	556	366	25412
8	188	154	112	156	218	459	755	1106	1070	1176	1360	1470	1389	1550	1537	1697	1579	1466	1175	747	603	484	388	269	21108
9	182	148	117	156	215	405	632	1042	1058	1083	1109	1128	1273	1390	1455	1489	1510	1382	1042	751	591	493	348	279	19278
10	171	123	108	153	228	399	627	1061	1074	1101	1240	1263	1393	1543	1645	1803	1598	1499	1258	919	681	514	387	239	21027
11	198	148	139	156	222	426	692	1042	1199	1239	1440	1451	1639	1865	1963	1931	1782	1661	1500	975	860	647	498	353	24026
12	253	165	124	179	232	432	685	1106	1143	1479	1630	1946	2025	2486	2411	2437	2487	2115	1860	1378	1026	812	695	540	29646
13	321	232	169	145	167	295	667	1088	1553	2011	2265	2325	2360	2302	2266	2691	2321	1795	1327	1027	877	762	563	455	29984
14	274	176	119	108	89	155	258	431	726	1214	1607	1899	2077	2301	2470	2185	2367	2265	1830	1311	1062	665	532	344	26465
15	249	157	104	135	230	473	778	1069	1061	1173	1348	1363	1429	1595	1551	1463	1441	1435	1036	833	604	514	400	310	20751
16	190	147	129	157	213	410	697	1107	1076	1035	1147	1200	1295	1292	1312	1565	1620	1345	1169	736	613	471	377	237	19540

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17	199	141	130	137	247	427	722	993	1056	1196	1293	1280	1468	1477	1574	1642	1626	1496	1291	855	678	560	436	322	21246
18	227	146	146	139	233	451	744	1005	1122	1209	1444	1458	1591	1872	1941	1989	1939	1525	1433	993	797	691	502	306	23903
19	213	178	153	136	238	455	759	1037	1189	1451	1806	1946	2100	2384	2609	2569	2448	1947	2051	1536	1114	934	721	499	30473
20	414	253	218	154	155	345	549	1087	1549	1953	1992	1988	2225	2438	2549	2711	2429	2143	1390	1068	912	797	554	418	30291
21	256	173	139	105	105	134	280	496	767	1211	1665	1978	2139	2323	2142	2204	2434	2226	1745	1427	1100	796	544	388	26777
22	217	139	97	136	238	482	773	1114	1081	1205	1294	1460	1504	1500	1591	1532	1582	1453	1086	798	624	481	348	331	21066
23	203	139	123	158	224	422	693	1041	1126	1177	1138	1238	1272	1330	1481	1500	1547	1430	1089	765	585	512	403	295	19891
24	213	133	128	158	231	449	662	1047	1062	1169	1293	1353	1340	1523	1616	1743	1659	1605	1292	909	647	544	411	368	21555
25	215	118	168	174	235	442	750	1044	1155	1302	1494	1527	1729	1663	1754	2228	1884	1680	1623	1046	762	694	534	514	24735
26	565	210	182	175	254	429	749	1243	1274	1615	1875	2114	2184	1907	2785	2632	2373	2261	1948	1401	1126	939	736	553	31530
27	402	259	195	179	200	340	634	1139	1679	2225	2690	2563	2556	2235	1832	2154	2498	1842	1264	1135	845	732	539	563	30700
28	314	206	103	113	99	139	216	469	684	1097	1529	1783	2140	2321	2297	2332	2201	2125	1640	1120	1212	828	494	322	25784
29	175	183	115	165	234	415	756	1109	1021	1230	1291	1382	1390	1532	1566	1607	1568	1379	1189	853	629	538	383	265	20975
30	209	134	154	174	248	416	655	1021	954	1137	1133	1308	1316	1413	1506	1594	1608	1378	1314	805	698	586	396	305	20462

Total vehicles for month 722596
 AADT for month 24087

South Carolina ATR Traffic Volumes -- June 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	356	273	240	310	440	956	1827	2469	2200	2558	2899	2929	2947	2806	2727	2866	2726	2433	2225	1485	1170	820	659	453	40774
2	351	234	251	296	410	743	1621	2183	2131	2220	2439	2357	2416	2499	2696	2577	2663	2581	2122	1512	1101	891	636	483	37413
3	339	235	249	317	446	748	1502	2200	2179	2459	2527	2614	2743	2757	2840	2941	3097	2886	2120	1679	1262	1014	669	525	40348
4	398	275	235	359	424	783	1618	2218	2255	2596	2824	2862	2972	3258	3520	3616	3322	3156	2645	1910	1575	1288	892	722	45723
5	497	322	301	347	488	846	1529	2229	2407	2879	3378	3649	3836	4299	4374	4499	4076	3839	3878	2714	2194	1771	1270	883	56505
6	630	444	351	344	429	670	1232	1928	2566	3836	4769	5039	4656	4140	4942	4156	3320	2784	2265	1828	1638	1341	1085	797	55190
7	458	288	215	200	221	325	563	1033	1711	2426	3300	3828	4292	4399	4456	4347	4118	3703	3423	2751	2048	1389	1015	637	51146
8	414	285	241	298	446	922	1770	2429	2397	2614	2988	3134	2965	3073	2936	3054	2806	2692	2157	1455	1120	896	706	509	42307
9	350	290	258	309	414	784	1551	2198	2249	2342	2358	2422	2615	2706	2775	2804	2858	2673	2034	1485	1164	916	658	492	38705
10	351	285	234	304	436	796	1561	2303	2364	2609	2716	2682	2776	2833	3108	3233	2900	2813	2346	1740	1249	976	740	534	41889
11	397	297	268	334	431	867	1664	2322	2480	2716	3032	3079	3171	3463	3606	3574	3277	3230	2801	1930	1644	1189	931	612	47315
12	478	326	287	364	457	866	1539	2352	2477	3172	3507	3914	4145	4440	4585	4504	4538	4016	3642	2812	2177	1611	1334	962	58505
13	623	467	366	353	432	635	1417	2110	3264	4387	5057	4378	5395	4529	4678	4599	4003	3279	2580	2014	1677	1435	1105	853	59636
14	572	310	251	210	222	316	573	972	1612	2594	3565	4153	4391	4591	4677	4410	4437	4229	3484	2747	2127	1372	1028	685	53528
15	447	315	231	321	474	951	1853	2410	2421	2673	3083	3085	3187	3081	2965	2838	2812	2711	2120	1580	1233	969	735	577	43072
16	388	287	246	329	405	818	1604	2285	2355	2335	2610	2564	2619	2592	2670	2925	2972	2670	2246	1477	1203	894	698	464	39656
17	383	270	259	323	466	838	1671	2266	2411	2671	2739	2737	2854	2809	2950	2916	3136	2903	2366	1646	1252	1051	808	589	42314
18	423	264	309	341	464	863	1660	2278	2394	2710	2959	2959	3118	3384	3509	3497	3449	3056	2738	1955	1555	1254	940	627	46706
19	448	342	333	310	495	905	1623	2209	2557	3056	3566	3928	4098	4369	4683	4670	3871	4217	4040	3107	2261	1768	1423	1009	59288
20	804	514	418	341	402	695	1258	2214	3257	4441	4726	4120	4597	4303	4969	4526	4201	3665	2677	2106	1829	1459	1153	830	59505
21	568	364	248	210	211	293	589	981	1602	2468	3634	4236	4441	4587	4382	4349	4576	4284	3474	2941	2307	1758	1229	753	54485
22	416	308	237	313	476	995	1836	2474	2458	2777	3130	3220	3238	3072	3116	3007	2993	2716	2112	1603	1208	942	715	596	43958
23	382	277	269	329	406	828	1617	2244	2409	2505	2457	2578	2642	2588	2829	2896	2868	2859	2169	1523	1151	944	751	532	40053
24	409	286	260	324	452	866	1630	2287	2364	2542	2466	2266	2799	3668	3032	3194	3200	2990	2483	1728	1313	1014	776	637	42986
25	412	261	299	352	479	871	1700	2338	2463	2777	3032	3141	3306	3253	3424	3916	3635	3452	2995	2096	1628	1285	965	822	48902
26	779	406	369	382	522	908	1633	2493	2675	3270	3580	4089	4201	3908	4853	4681	4430	4198	3628	2917	2304	1782	1319	1010	60337
27	712	488	386	369	439	719	1332	2221	3200	4176	5219	5787	5304	4910	4008	4030	4225	3293	2518	2073	1565	1401	1006	943	60324
28	538	392	254	247	223	330	514	1090	1488	2471	3325	3828	4372	4649	4506	4488	4331	4020	3236	2394	2286	1568	1037	675	52262
29	400	397	244	327	468	924	1770	2393	2354	2688	2862	3133	3024	3070	3056	3110	2959	2663	2287	1644	1228	988	712	505	43206
30	413	262	303	368	449	828	1570	2191	2177	2493	2522	2765	2719	2779	2946	3088	2986	2744	2362	1563	1315	1030	767	571	41211

Total vehicles for month 1447249
 AADT for month 48242

South Carolina ATR Traffic Volumes -- June 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	205	137	122	147	237	486	1049	1272	1399	1455	1612	1443	1507	1568	1536	1480	1471	1370	1091	814	660	520	405	286	22272
2	196	157	144	166	259	446	1009	1298	1446	1609	1679	1619	1696	1655	1653	1618	1652	1581	1221	1013	781	562	442	298	24200
3	228	180	168	173	271	465	954	1228	1477	1699	1970	2068	2036	1996	2130	2174	2087	2094	1878	1531	1122	804	622	429	29784
4	310	235	190	177	242	346	734	1052	1573	2199	2816	3029	1034	860	2216	1742	1536	1507	1241	931	760	674	549	428	26381
5	281	164	107	108	122	184	364	545	872	1325	1832	2073	2232	2617	2424	2095	2151	1899	1538	1300	961	673	508	377	26752
6	231	152	134	154	262	564	1039	1340	1308	1511	1586	1751	1599	1554	1386	1342	1349	1269	985	698	483	408	293	243	21641
7	167	123	128	140	231	432	979	1174	1277	1290	1500	1376	1388	1380	1326	1326	1328	1435	1044	714	626	412	350	272	20418
8	188	155	133	172	236	471	978	1226	1420	1555	1507	1537	1466	1445	1423	1490	1368	1450	1141	823	653	502	390	262	21991
9	221	169	149	172	225	465	1019	1276	1401	1582	1605	1670	1540	1649	1753	1698	1614	1690	1355	1054	746	593	493	366	24505
10	212	179	157	195	269	469	989	1242	1478	1915	1963	2023	2032	2049	2113	2150	2064	1960	1806	1466	1072	805	630	435	29673
11	319	213	182	201	248	377	752	1035	1651	2372	2801	3000	3040	2744	2236	1912	1595	1317	1296	968	806	699	600	433	30797
12	284	203	167	124	118	191	315	513	844	1340	1859	2357	2306	2387	2420	2265	2193	1821	1666	1352	1055	778	516	362	27436
13	259	174	152	181	271	541	1085	1373	1423	1574	1673	1808	1713	1634	1412	1416	1389	1389	1110	779	623	466	308	234	22987
14	209	136	138	148	222	445	966	1211	1308	1439	1434	1407	1345	1389	1291	1543	1479	1454	1049	837	636	438	357	259	21140
15	186	133	137	186	238	452	979	1256	1295	1503	1496	1572	1506	1462	1441	1428	1344	1444	1121	857	703	533	388	248	21908
16	221	153	145	174	255	477	1004	1281	1451	1449	1602	1653	1689	1708	1725	1701	1666	1618	1411	1048	756	599	488	303	24577
17	256	179	179	221	266	460	982	1255	1462	1640	1889	2020	2061	2137	2159	2159	2188	2097	1906	1575	1263	908	669	425	30356
18	275	212	205	214	232	346	661	1140	1772	2473	3066	3152	2904	2578	2424	2152	1641	1538	1279	1006	828	738	559	451	31846
19	290	200	138	106	119	159	305	517	852	1321	1854	2276	2397	2450	2321	2218	2258	2099	1821	1615	1216	913	579	404	28428
20	285	164	150	190	278	587	1127	1394	1538	1631	1831	1953	1873	1754	1639	1523	1490	1484	1127	862	669	473	387	287	24696
21	211	136	112	171	187	452	950	1264	1294	1449	1407	1446	1505	1425	1421	1404	1424	1532	1137	822	587	481	389	255	21461
22	187	167	133	161	229	442	968	1288	1367	1601	1420	1591	1473	1551	1535	1530	1560	1481	1192	844	674	498	386	299	22577
23	235	164	172	206	281	468	969	1213	1443	1604	1685	1750	1733	1738	1768	1715	1686	1730	1440	1043	757	598	462	320	25180
24	251	200	187	195	270	477	876	1257	1337	1681	1887	2216	2135	2231	2308	2192	2092	2198	1904	1425	1131	888	678	478	30494
25	331	236	188	164	237	395	711	1080	1810	2277	2806	2801	1243	2978	2551	1907	1489	1427	1272	996	881	712	595	388	29475
26	259	209	137	128	118	193	324	453	847	1315	1711	2299	2394	2327	2348	2238	2082	2011	1665	1336	1059	780	547	402	27182
27	245	161	147	174	288	544	1109	1395	1416	1586	1668	1832	1750	1727	1494	1466	1553	1460	1085	805	619	457	361	254	23596
28	197	166	136	163	255	463	954	1257	1317	1404	1391	1527	1421	1374	1486	1507	1501	1420	1117	788	642	420	344	262	21512
29	170	153	166	160	227	466	945	1210	1372	1438	1472	1552	1494	1526	1575	1710	929	1227	1873	862	699	465	400	288	22379
30	225	179	165	202	238	494	968	1347	1393	1566	1598	1715	1734	1736	1863	1750	1771	1701	1510	1229	1039	688	580	414	26105

Total vehicles for month 761749
 AADT for month 25392

South Carolina ATR Traffic Volumes -- June 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	206	138	141	170	266	440	745	1145	1086	1137	1230	1397	1339	1434	1665	1636	1651	1526	1271	821	678	568	433	320	21443
2	210	137	157	169	263	459	755	1152	1192	1209	1332	1503	1532	1580	1798	1788	1751	1690	1486	1018	772	649	510	308	23420
3	237	149	160	161	274	457	741	1067	1154	1369	1637	1798	1759	2255	2243	2345	2221	2050	2021	1460	1090	822	644	452	28566
4	387	189	140	142	193	276	583	935	1226	1693	2047	2056	1734	1661	2328	2515	1684	1390	1211	1037	871	755	611	378	26042
5	253	169	141	108	116	182	302	623	934	1293	1598	1945	2057	2298	2204	2030	2377	2224	1540	1310	988	797	504	308	26301
6	203	129	117	149	286	524	828	1103	1077	1221	1345	1520	1549	1540	1618	1639	1536	1374	1230	739	554	448	374	210	21313
7	177	121	133	155	248	458	741	1073	1099	1123	1095	1206	1295	1386	1383	1515	1331	1379	1228	918	649	504	428	252	19897
8	205	143	148	158	247	404	759	1072	1079	1221	1361	1355	1486	1483	1673	1800	1770	1592	1318	859	696	567	432	283	22111
9	209	147	146	170	273	450	793	1139	1129	1369	1487	1615	1689	1889	1981	1997	1952	1662	1481	968	783	696	516	332	24873
10	252	172	175	182	270	476	760	1124	1180	1425	1907	2065	1780	2062	2237	2749	2648	2345	2274	1450	1130	877	691	486	30717
11	343	229	167	177	186	321	638	1008	1417	2053	2342	2253	2378	2414	2481	2873	2588	1635	1362	1188	845	710	528	399	30535
12	335	223	132	107	114	172	254	459	828	1216	1569	1786	2096	2234	2434	2392	2483	2084	1842	1528	1257	838	573	337	27293
13	222	176	163	179	260	484	832	1114	1134	1213	1331	1462	1439	1575	1705	1777	1626	1391	1207	766	646	560	447	276	21985
14	216	157	128	178	225	456	772	1152	1083	1162	1145	1266	1361	1499	1503	1576	1616	1360	1189	759	649	502	373	282	20609
15	192	154	173	180	249	445	799	1084	1160	1222	1290	1466	1462	1601	1334	283	1028	2309	1647	827	685	586	486	298	20960
16	214	150	146	162	239	493	785	1079	1224	1337	1410	1568	1704	1954	2020	2093	1954	1707	1548	1062	818	716	468	357	25208

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17	223	182	184	186	258	461	729	1091	1240	1419	1854	1935	2175	2152	2163	2540	2482	2154	2141	1447	1260	883	783	691	30633
18	399	231	186	161	179	287	635	1022	1430	1962	2211	2171	2415	2462	2519	2421	2404	2261	1386	1153	968	800	689	467	30819
19	283	187	147	109	100	153	229	481	764	1266	1742	1972	2149	2221	2366	2412	2311	2215	1797	1551	1142	829	531	391	27348
20	218	160	136	165	261	546	880	1121	1156	1336	1437	1526	1602	1661	978	1953	1245	1428	1283	1018	733	578	461	338	22220
21	212	147	129	151	245	418	750	1074	1167	1142	1231	1288	1341	1245	1410	1644	1789	1560	1254	884	682	559	428	351	21101
22	203	142	144	166	248	458	772	1141	1150	1187	1305	1423	1430	1660	1612	1856	1686	1582	1311	813	669	614	497	387	22456
23	238	145	148	164	271	484	809	1096	1284	1361	1448	1654	1860	1944	2019	2065	1906	1539	1335	1372	841	679	530	372	25564
24	242	208	169	179	262	468	792	1196	1260	1498	1833	2039	2259	2439	2440	1789	2043	2178	2351	1614	1331	912	782	539	30823
25	366	268	172	144	187	331	639	1076	1579	2207	2640	2530	2609	2474	2596	2530	2187	1755	1348	1149	927	837	598	550	31699
26	313	210	143	116	116	181	271	523	850	1185	1680	2078	2269	2342	2632	2239	2558	2145	1794	1362	1054	789	530	357	27737
27	193	139	114	176	285	531	849	1183	1146	1227	1324	1628	1559	1639	1682	1672	1583	1392	1232	866	710	533	394	275	22332
28	185	151	132	156	267	472	792	1130	1258	1210	1213	1277	1306	1374	1602	1721	1608	1451	1195	817	661	549	402	230	21159
29	168	150	125	162	262	474	786	1111	1126	1114	1322	1432	1403	1576	1779	1781	1751	1550	1264	856	698	560	494	293	22237
30	206	169	174	178	297	485	783	1138	1251	1312	1537	1734	1824	1929	2054	1900	2005	1890	1784	1216	935	795	610	382	26588

Total vehicles for month 753989
 AADT for month 25133

South Carolina ATR Traffic Volumes -- June 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	411	275	263	317	503	926	1794	2417	2485	2592	2842	2840	2846	3002	3201	3116	3122	2896	2362	1635	1338	1088	838	606	43715
2	406	294	301	335	522	905	1764	2450	2638	2818	3011	3122	3228	3235	3451	3406	3403	3271	2707	2031	1553	1211	952	606	47620
3	465	329	328	334	545	922	1695	2295	2631	3068	3607	3866	3795	4251	4373	4519	4308	4144	3899	2991	2212	1626	1266	881	58350
4	697	424	330	319	435	622	1317	1987	2799	3892	4863	5085	2768	2521	4544	4257	3220	2897	2452	1968	1631	1429	1160	806	52423
5	534	333	248	216	238	366	666	1168	1806	2618	3430	4018	4289	4915	4628	4125	4528	4123	3078	2610	1949	1470	1012	685	53053
6	434	281	251	303	548	1088	1867	2443	2385	2732	2931	3271	3148	3094	3004	2981	2885	2643	2215	1437	1037	856	667	453	42954
7	344	244	261	295	479	890	1720	2247	2376	2413	2595	2582	2683	2766	2709	2841	2659	2814	2272	1632	1275	916	778	524	40315
8	393	298	281	330	483	875	1737	2298	2499	2776	2868	2892	2952	2928	3096	3290	3138	3042	2459	1682	1349	1069	822	545	44102
9	430	316	295	342	498	915	1812	2415	2530	2951	3092	3285	3229	3538	3734	3695	3566	3352	2836	2022	1529	1289	1009	698	49378
10	464	351	332	377	539	945	1749	2366	2658	3340	3870	4088	3812	4111	4350	4899	4712	4305	4080	2916	2202	1682	1321	921	60390
11	662	442	349	378	434	698	1390	2043	3068	4425	5143	5253	5418	5158	4717	4785	4183	2952	2658	2156	1651	1409	1128	832	61332
12	619	426	299	231	232	363	569	972	1672	2556	3428	4143	4402	4621	4854	4657	4676	3905	3508	2880	2312	1616	1089	699	54729
13	481	350	315	360	531	1025	1917	2487	2557	2787	3004	3270	3152	3209	3117	3193	3015	2780	2317	1545	1269	1026	755	510	44972
14	425	293	266	326	447	901	1738	2363	2391	2601	2579	2673	2706	2888	2794	3119	3095	2814	2238	1596	1285	940	730	541	41749
15	378	287	310	366	487	897	1778	2340	2455	2725	2786	3038	2968	3063	2775	1711	2372	3753	2768	1684	1388	1119	874	546	42868
16	435	303	291	336	494	970	1789	2360	2675	2786	3012	3221	3393	3662	3745	3794	3620	3325	2959	2110	1574	1315	956	660	49785
17	479	361	363	407	524	921	1711	2346	2702	3059	3743	3955	4236	4289	4322	4699	4670	4251	4047	3022	2523	1791	1452	1116	60989
18	674	443	391	375	411	633	1296	2162	3202	4435	5277	5323	5319	5040	4943	4573	4045	3799	2665	2159	1796	1538	1248	918	62665
19	573	387	285	215	219	312	534	998	1616	2587	3596	4248	4546	4671	4687	4630	4569	4314	3618	3166	2358	1742	1110	795	55776
20	503	324	286	355	539	1133	2007	2515	2694	2967	3268	3479	3475	3415	2617	3476	2735	2912	2410	1880	1402	1051	848	625	46916
21	423	283	241	322	432	870	1700	2338	2461	2591	2638	2734	2846	2670	2831	3048	3213	3092	2391	1706	1269	1040	817	606	42562
22	390	309	277	327	477	900	1740	2429	2517	2788	2725	3014	2903	3211	3147	3386	3246	3063	2503	1657	1343	1112	883	686	45033
23	473	309	320	370	552	952	1778	2309	2727	2965	3133	3404	3593	3682	3787	3780	3592	3269	2775	2415	1598	1277	992	692	50744
24	493	408	356	374	532	945	1668	2453	2597	3179	3720	4255	4394	4670	4748	3981	4135	4376	4255	3039	2462	1800	1460	1017	61317
25	697	504	360	308	424	726	1350	2156	3389	4484	5446	5331	3852	5452	5147	4437	3676	3182	2620	2145	1808	1549	1193	938	61174
26	572	419	280	244	234	374	595	976	1697	2500	3391	4377	4663	4669	4980	4477	4640	4156	3459	2698	2113	1569	1077	759	54919
27	438	300	261	350	573	1075	1958	2578	2562	2813	2992	3460	3309	3366	3176	3138	3136	2852	2317	1671	1329	990	755	529	45928
28	382	317	268	319	522	935	1746	2387	2575	2614	2604	2804	2727	2748	3088	3228	3109	2871	2312	1605	1303	969	746	492	42671
29	338	303	291	322	489	940	1731	2321	2498	2552	2794	2984	2897	3102	3354	3491	2680	2777	3137	1718	1397	1025	894	581	44616
30	431	348	339	380	535	979	1751	2485	2644	2878	3135	3449	3558	3665	3917	3650	3776	3591	3294	2445	1974	1483	1190	796	52693

Total vehicles for month 1515738
 AADT for month 50525

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	164	94	75	72	86	105	193	319	443	696	1027	1378	1456	1475	1583	1694	1602	1458	1269	969	729	517	338	182	17924	
2	156	123	97	121	181	392	960	1272	1175	1088	1111	1086	1064	1144	1124	1182	1116	1176	861	592	465	360	327	175	17348	
3	158	122	120	154	194	364	898	1222	1162	1206	1136	1151	1035	1010	1073	1187	1150	1191	854	537	407	324	207	178	17040	
4	138	122	132	164	198	360	857	1183	1242	1321	1147	1136	1157	1143	1149	1332	1219	1263	926	632	463	364	304	229	18181	
5	166	117	112	159	186	357	823	1198	1206	1254	1127	1212	1166	1256	1258	1354	1374	1425	946	704	535	377	310	204	18826	
6	157	114	144	201	197	361	856	1125	1141	1405	1466	1491	1538	1747	1958	2102	2034	2080	1984	1725	997	684	528	368	26403	
7	245	188	145	142	156	211	495	837	1110	1365	1567	1656	1516	1385	1367	1267	1250	1275	1027	829	696	542	402	248	19921	
8	169	81	20	52	92	111	220	232	523	621	972	1351	1484	1705	1585	1912	1813	1730	1478	1202	961	649	435	270	19668	
9	178	121	104	153	209	415	922	1213	1142	1216	1183	1268	1264	1237	1218	1250	1215	1151	933	637	467	367	314	287	18464	
10	201	127	130	159	190	341	803	1194	1299	1291	1174	1188	1124	1067	1264	1218	1196	1182	1005	805	519	364	317	264	18422	
11	170	120	118	162	190	391	789	1154	1323	1329	1274	1189	1131	1176	1238	1386	1377	1352	965	707	491	405	305	216	18958	
12																										
13	180	165	144	188	226	365	721	1079	1131	1327	1451	1634	1713	1836	1912	2238	2188	2119	2024	1573	1126	836	569	377	27122	
14	338	193	177	129	139	207	424	843	1171	1201	1437	1871	1747	1660	1624	1489	1399	1202	1025	803	631	545	402	276	20933	
15	186	116	96	81	79	126	230	387	631	878	1204	1560	1743	1758	1799	1879	1965	1953	1695	1270	1070	787	524	300	22317	
16	223	134	126	155	207	435	906	1266	1279	1251	1308	1262	1300	1372	1283	1277	1262	1268	927	689	536	416	308	233	19423	
17	162	123	118	153	194	339	861	1217	1267	1216	1203	1188	1117	1102	1177	1273	1259	1255	914	676	495	381	310	245	18245	
18	171	123	111	151	177	352	867	1227	1254	1348	1298	1301	1265	1222	1298	1267	1385	1327	1021	718	554	389	327	239	19392	
19	173	120	114	178	191	355	833	1162	1279	1408	1417	1447	1425	1318	1444	1392	1429	1412	1140	742	601	508	291	212	20591	
20	196	175	122	167	204	370	770	1050	1274	1457	1503	1638	1730	1788	1814	2094	2026	1918	1631	1365	907	634	452	373	25658	
21	247	185	131	153	161	210	484	804	1027	1376	1608	1716	1546	1571	1450	1376	1299	1243	1094	895	745	604	489	344	20758	
22	200	103	74	86	86	114	194	373	531	730	1108	1402	1593	1689	1774	1700	1814	1760	1475	1238	896	572	453	281	20246	
23	156	121	105	133	191	444	938	1202	1152	1222	1287	1224	1225	1221	1157	1149	1143	1131	873	650	431	342	282	189	17968	
24	150	123	102	169	212	353	846	1193	1203	1210	1113	1159	1102	1089	1119	1219	1234	1289	955	642	476	388	334	190	17870	
25	165	118	129	150	202	349	848	1234	1335	1300	1184	1211	1143	1182	1193	1311	1231	1253	1028	675	515	382	303	193	18634	
26	162	149	137	161	200	348	840	1190	1259	1395	1361	1319	1289	1340	1347	1503	1486	1543	1235	859	662	464	398	304	20951	
27	220	141	171	167	206	369	819	1107	1307	1619	1724	1903	1867	2140	2446	2518	2527	2513	2070	1678	1118	828	591	437	30486	
28	292	213	183	186	213	282	492	895	1400	1903	2247	2393	2343	2124	2056	1877	1646	1362	1207	970	765	676	531	355	26611	
29	233	170	112	72	106	105	226	343	607	1030	1516	2062	2155	2023	2066	1988	1891	1623	1618	1287	986	701	479	287	23686	
30	161	134	109	134	208	426	917	1179	1189	1360	1460	1668	1508	1462	1363	1284	1185	1196	941	691	587	450	305	185	20102	
31	175	121	114	143	208	327	852	1096	978	536	0	986	1353	1284	1369	1295	1315	1317	1012	807	575	447	323	259	16892	

Total vehicles for month 639749
AADT for month 20637

South Carolina ATR Traffic Volumes -- March 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	184	144	100	97	74	118	145	270	428	780	1010	1299	1441	1590	1697	1852	1859	1790	1433	1015	816	572	366	208	19288	
2	133	105	89	121	200	426	762	1046	976	1005	1045	977	1046	1003	1137	1323	1390	1313	972	779	527	423	311	197	17306	
3	156	128	103	119	206	407	672	921	1041	912	905	938	1008	1163	1169	1371	1287	1205	1052	655	552	398	306	218	16892	
4	148	102	118	135	203	360	676	976	1005	956	967	984	1027	1189	1221	1299	1425	1230	975	756	599	445	343	229	17368	
5	164	110	119	150	216	378	665	921	967	957	980	1018	1102	1278	1436	1560	1557	1387	1173	807	684	513	363	225	18730	
6	157	104	108	133	217	371	629	880	921	1096	1219	1405	1615	1831	1902	1714	2068	1973	2050	1554	1029	762	911	698	25347	
7	247	153	113	106	136	231	462	653	880	1116	1351	1350	1346	1308	1305	1423	1516	1270	1098	989	791	730	522	355	19451	
8	235	129	40	70	91	121	175	253	430	662	1001	1244	1414	1640	1779	1915	1927	1937	1766	1433	1086	743	534	322	20947	
9	168	105	109	123	198	381	695	940	906	982	963	1036	1164	1224	1385	1390	1373	1346	992	680	556	451	357	240	17764	
10	108	71	35	35	46	230	635	902	978	925	934	1033	1041	1172	1285	1374	1518	1370	1047	670	577	495	378	265	17124	
11	194	147	116	140	228	346	616	965	969	1008	952	1086	1221	1309	1416	1503	1516	1417	1083	755	635	498	415	418	18953	
12																										
13	177	123	152	162	217	344	634	920	943	1103	1230	1355	1576	1811	2024	1930	1812	1777	1786	1382	1060	747	515	333	24113	
14	225	171	147	119	105	208	271	456	723	917	1122	1270	1353	1352	1440	1404	1262	1406	1220	1190	942	916	652	473	19344	
15	242	163	112	108	102	129	170	252	452	912	1191	1475	1721	1953	2007	2026	2186	2165	1905	1728	1241	873	628	370	24111	

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16	263	126	117	147	212	426	732	1040	990	1024	1121	1233	1213	1273	1325	1353	1496	1298	1048	765	604	497	355	246	18904
17	175	103	119	149	225	390	696	943	985	968	935	996	1019	1218	1282	1461	1453	1294	1093	796	603	536	358	242	18039
18	174	128	129	144	209	368	634	1015	1023	1041	1069	1153	1314	1408	1557	1471	1472	1437	1215	825	654	538	368	243	19589
19	164	112	120	155	216	371	644	916	993	1019	1113	1205	1367	1498	1567	1726	1549	1416	1248	946	690	555	399	252	20241
20	194	114	137	161	216	399	654	940	943	1133	1262	1461	1664	1815	1870	2251	2124	1999	1967	1538	1197	895	636	437	26007
21	252	174	142	130	135	211	389	657	990	1131	1505	1756	1811	1751	1782	1726	1605	1809	1370	1172	923	730	588	402	23141
22	265	140	140	100	82	110	174	301	519	878	1363	1644	1955	2108	2225	2268	2395	2198	2134	1518	1177	784	548	292	25318
23	185	115	126	137	207	418	785	1018	1050	1138	1019	1239	1164	1249	1296	1350	1345	1207	1117	682	536	448	327	209	18367
24	141	100	108	144	204	389	619	959	1047	1023	929	954	1075	1108	1213	1335	1419	1329	1108	727	574	456	344	247	17552
25	166	122	113	149	226	384	647	1009	999	992	1038	1095	1180	1229	1455	1417	1569	1421	1079	725	684	512	343	220	18774
26	183	113	125	146	219	400	689	911	1015	1025	1017	1204	1347	1567	1622	1590	1753	1543	1444	926	749	587	402	264	20841
27	173	139	164	160	223	401	677	1013	961	1182	1407	1574	1718	1974	2241	2204	2065	1983	1959	1319	1202	819	632	345	26535
28	249	191	145	141	160	243	382	631	962	1186	1452	1565	1749	1759	1789	1702	1690	1697	1455	1209	1015	893	552	392	23209
29	343	144	97	95	81	120	183	337	570	961	1405	1603	1782	1963	1937	2085	2076	2028	1836	1600	1124	731	528	308	23937
30	197	127	95	135	214	418	625	943	978	1187	1168	1206	1259	1426	1563	1542	1431	1372	1078	783	615	502	374	253	19491
31	161	143	122	151	222	386	620	898	1012	1052	1048	1123	1061	1294	1495	1614	1651	1521	1284	840	682	546	427	298	19651

Total vehicles for month 637027
AADT for month 20549

South Carolina ATR Traffic volumes -- March 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	348	238	175	169	160	223	338	589	871	1476	2037	2677	2897	3065	3280	3546	3461	3248	2702	1984	1545	1089	704	390	37212
2	289	228	186	242	381	818	1722	2318	2151	2093	2156	2063	2110	2147	2261	2505	2506	2489	1833	1371	992	783	638	372	34654
3	314	250	223	273	400	771	1570	2143	2203	2118	2041	2089	2043	2173	2242	2558	2437	2396	1906	1192	959	722	513	396	33932
4	286	224	250	299	401	720	1533	2159	2247	2277	2114	2120	2184	2332	2370	2631	2644	2493	1901	1388	1062	809	647	458	35549
5	330	227	231	309	402	735	1488	2119	2173	2211	2107	2230	2268	2534	2694	2914	2931	2812	2119	1511	1219	890	673	429	37556
6	314	218	252	334	414	732	1485	2005	2062	2501	2685	2896	3153	3578	3860	3816	4102	4053	4034	3279	2026	1446	1439	1066	51750
7	492	341	258	248	292	442	957	1490	1990	2481	2918	3006	2862	2693	2672	2690	2766	2545	2125	1818	1487	1272	924	603	39372
8	404	210	60	122	183	232	395	485	953	1283	1973	2595	2898	3345	3364	3827	3740	3667	3244	2635	2047	1392	969	592	40615
9	346	226	213	276	407	796	1617	2153	2048	2198	2146	2304	2428	2461	2603	2640	2588	2497	1925	1317	1023	818	671	527	36228
10	309	198	165	194	236	571	1438	2096	2277	2216	2108	2221	2165	2239	2549	2592	2714	2552	2052	1475	1096	859	695	529	35546
11	364	267	234	302	418	737	1405	2119	2292	2337	2226	2275	2352	2485	2654	2889	2893	2769	2048	1462	1126	903	720	634	37911
12	405	273	224	324	393	698	1472	2168	2268	2357	2309	2419	2700	2829	3002	3085	3262	3055	2399	1805	1460	1099	833	563	41402
13	357	288	296	350	443	709	1355	1999	2074	2430	2681	2989	3289	3647	3936	4168	4000	3896	3810	2955	2186	1583	1084	710	51235
14	563	364	324	248	244	415	695	1299	1894	2118	2559	3141	3100	3012	3064	2893	2661	2608	2245	1993	1573	1461	1054	749	40277
15	428	279	208	189	181	255	400	639	1083	1790	2395	3035	3464	3711	3806	3905	4151	4118	3600	2998	2311	1660	1152	670	46428
16	486	260	243	302	419	861	1638	2306	2269	2275	2429	2495	2513	2645	2608	2630	2758	2566	1975	1454	1140	913	663	479	38327
17	337	226	237	302	419	729	1557	2160	2252	2184	2138	2184	2136	2320	2459	2734	2712	2549	2007	1472	1098	917	668	487	36284
18	345	251	240	295	386	720	1501	2242	2277	2389	2367	2454	2579	2630	2855	2738	2857	2764	2236	1543	1208	927	695	482	38981
19	337	232	234	333	407	726	1477	2078	2272	2427	2530	2652	2792	2816	3011	3118	2978	2828	2388	1688	1291	1063	690	464	40832
20	390	289	259	328	420	769	1424	1990	2217	2590	2765	3099	3394	3603	3684	4345	4150	3917	3598	2903	2104	1529	1088	810	51665
21	499	359	273	283	296	421	873	1461	2017	2507	3113	3472	3357	3322	3232	3102	2904	3052	2464	2067	1668	1334	1077	746	43899
22	465	243	214	186	168	224	368	674	1050	1608	2471	3046	3548	3797	3999	3968	4209	3958	3609	2756	2073	1356	1001	573	45564
23	341	236	231	270	398	862	1723	2220	2202	2360	2306	2463	2389	2470	2453	2499	2488	2338	1990	1332	967	790	609	398	36335
24	291	223	210	313	416	742	1465	2152	2250	2233	2042	2113	2177	2197	2332	2554	2653	2618	2063	1369	1050	844	678	437	35422
25	331	240	242	299	428	733	1495	2243	2334	2292	2222	2306	2323	2411	2648	2728	2800	2674	2107	1400	1199	894	646	413	37408
26	345	262	262	307	419	748	1529	2101	2274	2420	2378	2523	2636	2907	2969	3093	3239	3086	2679	1785	1411	1051	800	568	41792
27	393	280	335	327	429	770	1496	2120	2268	2801	3131	3477	3585	4114	4687	4722	4592	4496	4029	2997	2320	1647	1223	782	57021
28	541	404	328	327	373	525	874	1526	2362	3089	3699	3958	4092	3883	3845	3579	3336	3059	2662	2179	1780	1569	1083	747	49820
29	576	314	209	167	187	225	409	680	1177	1991	2921	3665	3937	3986	4003	4073	3967	3651	3454	2887	2110	1432	1007	595	47623
30	358	261	204	269	422	844	1542	2122	2167	2547	2628	2874	2767	2888	2926	2826	2616	2568	2019	1474	1202	952	679	438	39593
31	336	264	236	294	430	713	1472	1994	1990	1588	1048	2109	2414	2578	2864	2909	2966	2838	2296	1647	1257	993	750	557	36543

Total vehicles for month 1276776
AADT for month 41186

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	159	109	107	144	209	402	965	1231	1240	1273	1272	1232	1181	1138	1225	1344	1285	1286	865	583	441	325	308	196	18520
2	153	84	96	168	232	419	996	1260	1212	1340	1274	1229	1277	1155	1175	1321	1338	1253	1016	671	522	365	308	205	19069
3	127	121	125	161	225	409	1000	1249	1301	1418	1380	1322	1379	1360	1409	1488	1616	1589	1135	850	588	422	320	259	21253
4	192	126	141	187	227	407	928	1225	1259	1537	1591	1703	1788	1981	2033	2293	2215	2274	2014	1480	961	614	447	346	27969
5	245	173	133	142	163	284	583	976	1165	1404	1581	1657	1479	1379	1456	1368	1244	1341	1242	1021	850	662	472	327	21347
6	187	109	96	86	95	130	237	349	570	915	1210	1572	1656	1729	1791	1870	1870	1835	1522	1190	897	626	381	246	21169
7	134	104	117	155	217	482	1121	1298	1320	1298	1315	1242	1321	1258	1264	1246	1292	1293	939	624	489	379	292	207	19407
8	154	123	110	137	221	423	979	1231	1326	1398	1324	1289	1164	1253	1301	1314	1375	1347	1012	659	476	382	326	216	19540
9	168	115	123	173	221	435	1002	1301	1363	1419	1293	1343	1260	1310	1323	1414	1371	1398	992	725	512	414	319	216	20210
10	149	145	149	183	234	423	991	1304	1348	1498	1383	1531	1348	1482	1451	1624	1556	1675	1241	951	675	529	453	257	22580
11	207	155	151	183	263	411	946	1208	1355	1512	1679	1844	1858	2106	2222	2237	2312	2202	1946	1453	1045	774	542	383	28994
12	239	186	150	145	182	260	514	899	1214	1515	1797	1845	1697	1634	1660	1497	1451	1302	1112	993	790	652	519	936	23189
13	802	265	43	59	254	1066	851	541	747	764	1150	1636	1956	1976	1945	2656	2270	1934	1832	1365	1026	815	565	301	26819
14	226	133	125	153	244	469	1060	1266	1293	1429	1500	1509	1363	1398	1365	1341	1325	1294	1009	696	459	369	323	240	20589
15	174	114	129	192	195	371	916	1163	1258	1328	1245	1314	1322	1277	1422	1282	1305	1068	680	564	434	321	274	19662	
16	185	131	126	167	185	395	966	1245	1417	1516	1438	1450	1373	1452	1431	1491	1478	1494	1103	850	613	419	363	258	21546
17	251	129	141	204	201	411	1003	1311	1500	1518	1508	1501	1413	1470	1439	1651	1519	1511	1217	974	698	536	474	291	22871
18	226	159	144	201	271	422	948	1194	1335	1614	1701	1763	1830	1863	2086	2137	2226	2126	2031	1557	1116	845	634	452	28881
19	285	218	172	164	167	296	539	842	1177	1479	1716	1950	1727	1657	1575	1390	1390	1326	1057	918	809	675	559	387	22475
20	242	109	91	72	84	102	236	372	1030	780	1252	1502	1900	1930	1913	1978	1884	1809	1569	1182	851	666	413	279	22246
21	177	108	111	140	237	479	1032	1311	1279	1384	1414	1437	1414	1348	1303	1382	1300	1373	1024	758	547	387	350	232	20527
22	178	113	116	152	198	401	990	1244	1323	1374	1357	1281	1318	1247	1291	1377	1330	1369	1084	711	487	448	328	268	19985
23	181	143	127	138	222	410	963	1462	1313	1462	1358	1279	1279	1356	1375	1450	1510	1430	1360	790	620	453	373	254	21308
24	177	158	141	193	220	418	1001	1226	1378	1513	1495	1555	1532	1725	1845	1996	2212	2141	1735	1403	1009	741	546	365	26725
25	296	242	166	215	243	421	897	1208	1423	1844	2242	2450	2372	2389	2451	2465	2337	2110	1944	1473	1061	766	819	1033	32867
26	254	193	135	138	170	238	454	699	1111	1511	1975	2292	2183	1891	1809	1573	1450	1274	1163	910	758	601	425	283	23490
27	193	144	100	92	75	117	216	289	533	864	1182	1496	1809	1814	1915	2178	2431	2205	2104	1650	1259	1314	562	377	24919
28	206	142	132	171	229	524	1055	1334	1503	1822	2088	2265	2229	1976	1690	1600	1560	1550	1259	887	693	634	385	251	26185
29	188	146	136	170	220	444	905	1174	1306	1492	1563	1628	1577	1569	1459	1503	1503	1502	1184	776	641	507	357	234	22184
30	177	154	124	155	320	414	907	1119	1312	1572	1703	1619	1658	1642	1550	1657	1635	1572	1214	893	678	476	383	282	23216
31	196	161	238	168	207	401	942	1107	1314	1490	1511	1838	1653	1740	1759	1726	1609	1638	1653	998	828	602	457	316	24552

Total vehicles for month 714294
AADT for month 23042

South Carolina ATR Traffic Volumes -- March 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	129	121	120	145	236	443	710	1064	1091	1030	1058	1023	1201	1191	1216	1341	1416	1314	1034	704	575	461	317	224	18164
2	174	136	130	124	234	414	673	1092	1009	960	1027	1020	1165	1284	1347	1351	1548	1397	1120	719	671	461	303	209	18568
3	176	103	116	130	271	440	786	1057	1081	1057	1110	1163	1297	1385	1528	1633	1673	1384	1200	1097	665	659	379	258	20648
4	170	132	127	136	215	428	700	1029	1084	1180	1432	1511	1704	1961	2195	2347	2209	1943	1849	1417	1143	826	957	660	27355
5	246	147	124	114	131	260	600	736	889	1192	1667	1497	1463	1158	1670	1635	1498	1539	1270	1107	923	720	478	320	21384
6	225	123	123	104	90	143	234	349	539	872	1167	1420	1572	1856	2024	2084	2156	1923	1838	1327	991	678	427	246	22511
7	148	117	107	116	212	449	838	1125	1081	1047	1119	1181	1192	1309	1393	1430	1441	1378	1072	733	591	461	340	254	19134
8	153	139	125	148	256	442	716	1046	1061	1107	1043	1106	1165	1276	1405	1484	1627	1306	1084	736	606	473	367	227	19098
9	173	106	118	139	230	464	765	1081	1053	1092	1254	1255	1346	1300	1400	1638	1550	1401	1018	782	641	494	354	262	19916
10	172	137	122	143	272	454	724	1098	1155	1181	1230	1257	1427	1500	1609	1816	1703	1498	1302	930	744	624	397	264	21759
11	155	155	143	137	257	448	705	1067	1117	1224	1401	1506	1667	1853	2202	2047	2135	1962	1662	1341	988	795	540	335	25842
12	196	162	130	134	170	234	446	670	944	1112	1369	1447	1440	1450	1475	1554	1519	1344	1308	1120	838	702	534	952	21250
13	715	306	48	105	242	779	610	306	495	717	1079	1498	1728	1942	2130	2108	2130	2246	1864	1871	1446	1008	629	361	26363
14	206	145	120	132	240	476	749	1102	1109	1108	1134	1194	1299	1405	1437	1458	1591	1365	1101	725	625	537	389	280	19927
15	175	131	123	156	272	429	740	1053	1112	1055	1081	1087	1201	1278	1347	1521	1569	1438	1093	778	688	553	411	263	19554

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16	185	124	137	142	252	417	694	1128	1016	1056	1156	1221	1340	1404	1587	1611	1715	1518	1193	888	724	557	441	276	20782
17	277	131	125	178	253	411	745	1033	1126	1128	1176	1332	1400	1632	1753	1807	1781	1587	1410	1003	732	718	452	304	22494
18	207	140	165	189	234	441	756	1070	1192	1187	1407	1362	1781	2014	2245	2254	2322	2126	2099	1549	1403	970	805	475	28393
19	267	220	168	159	153	216	431	687	877	1254	1474	1729	1789	1891	1872	1966	1843	1785	1480	1330	1119	926	647	429	24712
20	267	192	182	145	108	192	221	321	889	1006	1440	1978	2220	2496	2735	2752	2560	2435	2172	1747	1167	906	552	313	28996
21	229	131	118	133	256	481	846	1130	1137	1188	1237	1284	1378	1428	1454	1444	1487	1260	1324	764	665	518	396	282	20570
22	155	118	140	141	231	442	695	1087	1095	1144	1004	1174	1225	1275	1400	1531	1567	1467	1272	795	631	517	404	242	19752
23	184	109	143	142	237	434	737	1192	1092	1074	1162	1204	1301	1441	1558	1571	1709	1521	1426	855	758	571	411	253	21085
24	165	148	136	148	242	451	724	1115	1212	1212	1238	1323	1630	1727	1845	1985	1860	1719	1662	1357	1082	863	602	362	24808
25	247	201	153	149	242	344	590	923	1043	1456	1688	1983	2089	2191	2248	2270	2350	2204	1882	1516	1074	935	825	927	29530
26	267	197	159	143	146	235	347	571	841	1259	1636	1786	1548	1951	1886	1805	1645	1321	1162	1022	839	653	465	343	22227
27	220	160	119	96	111	149	200	290	557	879	1188	1475	1636	1800	1968	2043	2310	2436	2163	1581	1193	859	504	303	24240
28	189	126	135	116	208	483	789	1128	1224	1401	1531	1582	1710	1734	1667	1886	1792	1732	1374	1021	762	697	560	369	24216
29	228	134	149	138	229	454	690	1070	1156	1288	1257	1386	1338	1467	1547	1656	1684	1583	1406	883	668	622	506	315	21854
30	210	146	158	131	365	430	713	1026	1146	1194	1365	1453	1608	1605	1746	1954	1889	1674	1355	1050	757	601	501	358	23435
31	192	146	250	164	211	433	654	962	1154	1229	1403	1591	1750	1861	2062	2112	1933	1766	1851	1050	950	816	566	400	25506

Total vehicles for month 704073
AADT for month 22712

South Carolina ATR Traffic volumes -- March 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	288	230	227	289	445	845	1675	2295	2331	2303	2330	2255	2382	2329	2441	2685	2701	2600	1899	1287	1016	786	625	420	36684
2	327	220	226	292	466	833	1669	2352	2221	2300	2301	2249	2442	2439	2522	2672	2886	2650	2136	1390	1193	826	611	414	37637
3	303	224	241	291	496	849	1786	2306	2382	2475	2490	2485	2676	2745	2937	3121	3289	2973	2335	1947	1253	1081	699	517	41901
4	362	258	268	323	442	835	1628	2254	2343	2717	3023	3214	3492	3942	4228	4640	4424	4217	3863	2897	2104	1440	1404	1006	55324
5	491	320	257	256	294	544	1183	1712	2054	2596	3248	3154	2942	2537	3126	3003	2742	2880	2512	2128	1773	1382	950	647	42731
6	412	232	219	190	185	273	471	698	1109	1787	2377	2992	3228	3585	3815	3954	4026	3758	3360	2517	1888	1304	808	492	43680
7	282	221	224	271	429	931	1959	2423	2401	2345	2434	2423	2513	2567	2657	2676	2733	2671	2011	1357	1080	840	632	461	38541
8	307	262	235	285	477	865	1695	2277	2387	2505	2367	2395	2329	2529	2706	2798	3002	2653	2096	1395	1082	855	693	443	38638
9	341	221	241	312	451	899	1767	2382	2416	2511	2547	2598	2606	2610	2723	3052	2921	2799	2010	1507	1153	908	673	478	40126
10	321	282	271	326	506	877	1715	2402	2503	2679	2613	2788	2775	2982	3060	3440	3259	3173	2543	1881	1419	1153	850	521	44339
11	362	310	294	320	520	859	1651	2275	2472	2736	3080	3350	3525	3959	4424	4284	4447	4164	3608	2794	2033	1569	1082	718	54836
12	435	348	280	279	352	494	960	1569	2158	2627	3166	3292	3137	3084	3135	3051	2970	2646	2420	2113	1628	1354	1053	1888	44439
13	1517	571	91	164	496	1845	1461	847	1242	1481	2229	3134	3684	3918	4075	4764	4400	4180	3696	3236	2472	1823	1194	662	53182
14	432	278	245	285	484	945	1809	2368	2402	2537	2634	2703	2662	2803	2802	2799	2916	2659	2110	1421	1084	906	712	520	40516
15	349	245	252	348	467	800	1656	2216	2370	2383	2326	2401	2515	2600	2624	2943	2851	2743	2161	1458	1252	987	732	537	39216
16	370	255	263	309	437	812	1660	2373	2433	2572	2594	2671	2713	2856	3018	3102	3193	3012	2296	1738	1337	976	804	534	42328
17	528	260	266	382	454	822	1748	2344	2626	2646	2684	2833	2813	3102	3192	3458	3300	3098	2627	1977	1430	1254	926	595	45365
18	433	299	309	390	505	863	1704	2264	2527	2801	3108	3125	3611	3877	4331	4391	4548	4252	4130	3106	2519	1815	1439	927	57274
19	552	438	340	323	320	512	970	1529	2054	2733	3190	3679	3516	3548	3447	3356	3233	3111	2537	2248	1928	1601	1206	816	47187
20	509	301	273	217	192	294	457	693	1919	1786	2692	3480	4120	4426	4648	4730	4444	4244	3741	2929	2018	1572	965	592	51242
21	406	239	229	273	493	960	1878	2441	2416	2572	2651	2721	2792	2776	2757	2826	2787	2633	2348	1522	1212	905	746	514	41097
22	333	231	256	293	429	843	1685	2331	2418	2518	2361	2455	2543	2522	2691	2908	2897	2836	2356	1506	1118	965	732	510	39737
23	365	252	270	280	459	844	1700	2654	2405	2536	2520	2483	2580	2797	2933	3021	3219	2951	2786	1645	1378	1024	784	507	42393
24	342	306	277	341	462	869	1725	2341	2590	2725	2733	2878	3162	3452	3690	3981	4072	3860	3397	2760	2091	1604	1148	727	51533
25	543	443	319	364	485	765	1487	2131	2466	3300	3930	4433	4461	4580	4699	4735	4687	4314	3826	2989	2135	1701	1644	1960	62397
26	521	390	294	281	316	473	801	1270	1952	2770	3611	4078	3731	3842	3695	3378	3095	2595	2325	1932	1597	1254	890	626	45717
27	413	304	219	188	186	266	416	579	1090	1743	2370	2971	3445	3614	3883	4221	4741	4641	4267	3231	2452	2173	1066	680	49159
28	395	268	267	287	437	1007	1844	2462	2727	3223	3619	3847	3939	3710	3357	3486	3352	3282	2633	1908	1455	1331	945	620	50401
29	416	280	285	308	449	898	1595	2244	2462	2780	2820	3014	2915	3036	3006	3159	3187	3085	2590	1659	1309	1129	863	549	44038
30	387	300	282	286	685	844	1620	2145	2458	2766	3068	3072	3266	3247	3296	3611	3524	3246	2569	1943	1435	1077	884	640	46651
31	388	307	488	332	418	834	1596	2069	2468	2719	2914	3429	3403	3601	3821	3838	3542	3404	3504	2048	1778	1418	1023	716	50058

Total vehicles for month 1418367
AADT for month 45754

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	224	157	116	174	216	395	867	1133	1281	1570	1750	1793	1828	1854	1999	2190	2214	2248	1904	1501	1043	804	589	380	28230
2	297	169	147	119	146	244	504	842	1238	1540	1644	1753	1722	1569	1535	1521	1488	1306	1091	906	732	614	478	301	21906
3	174	141	98	77	72	118	267	390	617	1043	1454	1620	1823	1832	1940	2019	1927	1830	1594	1257	1018	771	473	287	22842
4	170	141	96	128	256	425	964	1311	1278	1309	1503	1451	1414	1285	1332	1421	1352	1502	1011	675	601	421	351	228	20625
5	186	114	124	136	208	377	914	1215	1184	1354	1328	1291	1192	1227	1263	1452	1359	1334	1036	700	541	523	404	254	19716
6	173	130	129	143	196	363	880	1284	1360	1369	1363	1266	1268	1309	1342	1398	1397	1427	1044	795	618	465	358	269	20346
7	163	121	131	132	204	408	882	1227	1257	1454	1389	1357	1393	1344	1444	1575	1607	1511	1252	941	664	538	421	309	21724
8	222	123	137	162	203	386	789	1228	1213	1494	1738	1706	1781	1914	1923	1964	2106	2066	1864	1473	1175	930	720	503	27820
9	304	194	157	129	137	210	456	760	1320	1553	1867	1995	2049	1916	1768	1615	1587	1564	1300	1060	817	702	538	389	24387
10	260	135	106	81	71	88	204	312	536	959	1382	1842	1845	1993	2016	1940	2107	2125	1820	1543	1306	918	618	365	24572
11	198	129	113	156	237	458	964	1262	1173	1485	1566	1560	1410	1410	1368	1531	1403	1304	990	726	529	424	322	245	20963
12	174	126	135	169	167	355	894	1278	1244	1321	1287	1319	1188	1185	1199	1297	1384	1481	1044	692	515	426	312	265	19457
13	175	113	138	153	193	377	888	1273	1342	1433	1465	1485	1296	1381	1334	1310	1405	1398	1049	838	600	477	357	281	20761
14	156	131	144	163	208	399	883	1291	1370	1473	1431	1510	1469	1507	1599	1493	1549	1614	1239	967	742	506	389	313	22546
15	167	163	140	165	220	397	837	1232	1172	1526	1669	1762	1749	1813	1982	2071	2009	1958	1683	1362	1027	713	580	355	26752
16	276	224	144	156	154	297	625	882	1329	1538	1843	1908	1777	1613	1548	1407	1414	1289	1223	927	743	619	498	321	22755
17	244	126	85	87	78	121	223	414	697	1057	1409	1805	1700	2096	1979	1997	1926	1708	1577	1332	999	679	471	245	23055
18	172	150	116	143	233	452	1040	1330	1211	1460	1461	1499	1392	1335	1307	1316	1340	1258	938	677	534	410	344	202	20320
19	143	124	108	146	199	365	862	1231	1227	1312	1313	1246	1134	1133	1190	1221	1267	1219	987	679	495	420	311	225	18557
20	143	136	125	117	195	411	897	1265	1336	1395	1325	1330	1306	1294	1296	1319	1364	1378	1028	823	575	480	361	277	20176
21	185	153	135	156	200	416	941	1280	1309	1539	1574	1450	1421	1581	1590	1667	1641	1674	1365	1031	858	735	512	368	23781
22	232	174	197	189	249	396	844	1220	1278	1558	1753	1874	1873	1999	2238	2314	2324	2371	2085	1776	1344	1066	724	553	30631
23	325	252	219	178	215	264	558	828	1267	1847	2194	2296	2129	1781	1721	1548	1278	1142	1017	871	778	639	525	398	24270
24	219	132	109	82	85	160	268	388	655	1006	1373	1556	1641	1562	1585	1507	1401	1364	1200	906	823	658	428	309	19417
25	200	141	97	119	133	216	375	536	770	1084	1495	1884	1791	1954	1794	1837	1746	1497	1336	1127	860	677	443	306	22418
26	154	99	93	145	201	425	1027	1345	1289	1482	1450	1569	1543	1504	1428	1339	1303	1239	1027	724	563	442	316	232	20939
27	173	121	152	160	218	394	763	931	912	1120	1066	1082	1003	977	1135	1131	1174	1201	1003	731	515	422	320	228	16932
28	171	124	123	166	226	397	939	1283	1210	1394	1391	1413	1372	1367	1379	1527	1528	1430	1229	902	695	565	443	314	21588
29	215	156	167	158	239	400	904	1200	1302	1534	1676	1736	1779	1781	1919	1963	1936	1920	1690	1320	939	741	606	403	26684
30	326	181	196	181	212	263	602	930	1320	1702	2340	2569	2227	2010	1726	1608	1311	1259	1043	928	764	651	568	380	25297
31	230	133	93	94	110	131	269	414	711	1142	1541	1910	2096	1940	1866	1853	1809	1597	1452	1164	952	723	480	278	22988

Total vehicles for month 702455
AADT for month 22660

South Carolina ATR Traffic Volumes -- May 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	237	159	133	141	231	469	665	1053	1056	1328	1511	1620	1779	1914	2102	2201	2064	1888	1712	1328	999	772	691	391	26444
2	234	172	115	92	130	262	460	722	1036	1235	1519	1386	1514	1586	1467	1481	1410	1298	1094	998	895	697	499	349	20651
3	180	227	149	99	87	108	225	358	598	951	1280	1574	1710	1894	2115	2229	2349	2278	1773	1515	1118	874	559	285	24535
4	191	108	109	112	200	429	786	1038	1092	1139	1125	1224	1383	1506	1379	1648	1550	1453	1237	818	648	617	400	229	20421
5	156	124	122	142	221	342	691	1039	1076	1107	1066	1177	1234	1373	1513	1595	1603	1337	1215	837	680	499	389	238	19776
6	173	124	105	151	228	361	678	1029	1020	1079	1203	1291	1339	1507	1580	1777	1668	1569	1172	903	709	654	488	286	21094
7	180	137	118	159	238	400	711	1057	1149	1205	1361	1484	1602	1828	2019	1956	1874	1687	1609	1128	802	706	488	262	24160
8	177	145	120	140	222	407	722	1039	1093	1416	1637	1698	2048	2172	2300	2261	2284	2058	2007	1466	1157	907	660	374	28510
9	308	165	126	130	136	233	382	686	1204	1296	1573	1865	1908	1911	1977	1705	1680	1482	1316	1008	1000	878	514	344	23827
10	265	136	97	95	81	116	187	360	691	1090	1420	1618	1652	1801	1852	2015	1985	2070	1618	1363	981	753	531	307	23084
11	186	143	106	146	224	423	751	1029	1013	1095	1273	1325	1335	1411	1361	1384	1472	1257	1104	813	622	491	322	280	19566
12	197	125	121	139	222	398	712	1042	1025	1046	1066	1180	1225	1278	1349	1452	1475	1327	1049	681	575	543	448	306	18981
13	190	139	135	147	225	407	688	1026	1067	1101	1150	1196	1282	1430	1549	1625	1620	1409	1153	804	663	501	351	288	20146
14	186	143	111	154	243	404	725	1000	1103	1188	1255	1301	1398	1612	1708	1777	1688	1474	1263	919	703	650	492	288	21785
15	217	133	131	164	218	410	643	1083	1052	1239	1476	1656	1691	2031	2140	1964	1861	2158	1977	1238	935	810	670	454	26351

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16	247	155	142	125	130	207	357	720	909	1292	1573	1847	1793	1860	1841	1634	1511	1324	1079	949	817	872	648	508	22540
17	235	169	155	88	91	127	183	461	623	985	1537	1774	1774	2346	2409	2348	2215	1990	1713	1267	994	735	561	316	25096
18	183	126	107	137	204	439	840	1078	980	1071	1199	1264	1341	1359	1399	1518	1499	1353	1085	738	601	446	400	242	19609
19	170	142	101	151	237	383	748	977	1112	1038	1082	1164	1200	1296	1305	1470	1453	1362	1124	753	569	466	355	258	18916
20	188	106	115	161	245	362	734	1108	1128	1096	1217	1245	1324	1455	1522	1503	1490	1352	1246	874	612	591	363	252	20289
21	197	124	138	152	223	428	777	1010	1071	1091	1126	1555	1838	1927	1943	1963	1922	1641	1506	1079	850	764	497	303	24125
22	241	160	147	195	238	438	758	1176	1135	1336	1678	1900	2007	2287	2375	2221	2051	2163	2272	1479	1198	931	741	423	29550
23	282	171	158	117	157	239	382	711	1053	1402	1675	1776	1731	1740	1613	1425	1307	1073	949	752	721	629	507	337	20907
24	257	163	91	72	83	129	158	346	536	835	1100	1258	1394	1474	1542	1534	1460	1321	1127	988	875	639	624	381	18387
25	243	150	112	104	114	186	289	440	645	993	1351	1743	1853	2012	2122	2211	2187	2050	1793	1416	940	881	527	328	24690
26	232	128	123	149	240	467	851	1101	1109	1200	1334	1312	1443	1501	1454	1517	1495	1372	1249	789	546	516	407	263	20798
27	181	131	128	143	218	355	473	882	891	1006	1009	1211	1142	1238	1291	1370	1392	1376	1216	786	596	531	354	263	18183
28	178	121	134	161	225	391	722	1026	1030	1196	1285	1335	1440	1532	1609	1640	1613	1382	1342	953	737	631	452	280	21415
29	210	156	137	186	224	403	753	1019	1045	1198	1384	1621	1718	1921	2046	2137	2124	2131	1996	1391	962	783	600	392	26537
30	263	178	129	145	142	257	484	789	1065	1366	1765	2043	2147	2261	1978	1566	1490	1285	1001	878	743	650	498	337	23460
31	224	147	112	78	89	110	186	356	623	922	1311	1521	1766	2010	2120	2036	1888	1670	1496	1250	1032	737	476	329	22489

Total vehicles for month 696322
AADT for month 22462

South Carolina ATR Traffic volumes -- May 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	461	316	249	315	447	864	1532	2186	2337	2898	3261	3413	3607	3768	4101	4391	4278	4136	3616	2829	2042	1576	1280	771	54674
2	531	341	262	211	276	506	964	1564	2274	2775	3163	3139	3236	3155	3002	3002	2898	2604	2185	1904	1627	1311	977	650	42557
3	354	368	247	176	159	226	492	748	1215	1994	2734	3194	3533	3726	4055	4248	4276	4108	3367	2772	2136	1645	1032	572	47377
4	361	249	205	240	456	854	1750	2349	2370	2448	2628	2675	2797	2791	2711	3069	2902	2955	2248	1493	1249	1038	751	457	41046
5	342	238	246	278	429	719	1605	2254	2260	2461	2394	2468	2426	2600	2776	3047	2962	2671	2251	1537	1221	1022	793	492	39492
6	346	254	234	294	424	724	1558	2313	2380	2448	2566	2557	2607	2816	2922	3175	3065	2996	2216	1698	1327	1119	846	555	41440
7	343	258	249	291	442	808	1593	2284	2406	2659	2750	2841	2995	3172	3463	3531	3481	3198	2861	2069	1466	1244	909	571	45884
8	399	268	257	302	425	793	1511	2267	2306	2910	3375	3404	3829	4086	4223	4225	4390	4124	3871	2939	2332	1837	1380	877	56330
9	612	359	283	259	273	443	838	1446	2524	2849	3440	3860	3957	3827	3745	3320	3267	3046	2616	2068	1817	1580	1052	733	48214
10	525	271	203	176	152	204	391	672	1227	2049	2802	3460	3497	3794	3868	3955	4092	4195	3438	2906	2287	1671	1149	672	47656
11	384	272	219	302	461	881	1715	2291	2186	2580	2839	2885	2745	2821	2729	2915	2875	2561	2094	1539	1151	915	644	525	40529
12	371	251	256	308	389	753	1606	2320	2269	2367	2353	2499	2413	2463	2548	2749	2859	2808	2093	1373	1090	969	760	571	38438
13	365	252	273	300	418	784	1576	2299	2409	2534	2615	2681	2578	2811	2883	2935	3025	2807	2202	1642	1263	978	708	569	40907
14	342	274	255	317	451	803	1608	2291	2473	2661	2686	2811	2867	3119	3307	3270	3237	3088	2502	1886	1445	1156	881	601	44331
15	384	296	271	329	438	807	1480	2315	2224	2765	3145	3418	3440	3844	4122	4035	3870	4116	3660	2600	1962	1523	1250	809	53103
16	523	379	286	281	284	504	982	1602	2238	2830	3416	3755	3570	3473	3389	3041	2925	2613	2302	1876	1560	1491	1146	829	45295
17	479	295	240	175	169	248	406	875	1320	2042	2946	3579	3474	4442	4388	4345	4141	3698	3290	2599	1993	1414	1032	561	48151
18	355	276	223	280	437	891	1880	2408	2191	2531	2660	2763	2733	2694	2706	2834	2839	2611	2023	1415	1135	856	744	444	39929
19	313	266	209	297	436	748	1610	2208	2339	2350	2395	2410	2334	2429	2495	2691	2720	2581	2111	1432	1064	886	666	483	37473
20	331	242	240	278	440	773	1631	2373	2464	2491	2542	2575	2630	2749	2818	2822	2854	2730	2274	1697	1187	1071	724	529	40465
21	382	277	273	308	423	844	1718	2290	2380	2630	2700	3005	3259	3508	3533	3630	3563	3315	2871	2110	1708	1499	1009	671	47906
22	473	334	344	384	487	834	1602	2396	2413	2894	3431	3774	3880	4286	4613	4535	4375	4534	4357	3255	2542	1997	1465	976	60181
23	607	423	377	295	372	503	940	1539	2320	3249	3869	4072	3860	3521	3334	2973	2585	2215	1966	1623	1499	1268	1032	735	45177
24	476	295	200	154	168	289	426	734	1191	1841	2473	2814	3035	3036	3127	3041	2861	2685	2327	1894	1698	1297	1052	690	37804
25	443	291	209	223	247	402	664	976	1415	2077	2846	3627	3644	3966	3916	4048	3933	3547	3129	2543	1800	1558	970	634	47108
26	386	227	216	294	441	892	1878	2446	2398	2682	2784	2881	2986	3005	2882	2856	2798	2611	2276	1513	1109	958	723	495	41737
27	354	252	280	303	436	749	1236	1813	1803	2126	2075	2293	2145	2215	2426	2501	2566	2577	2219	1517	1111	953	674	491	35115
28	349	245	257	327	451	788	1661	2309	2240	2590	2676	2748	2812	2899	2988	3167	3141	2812	2571	1855	1432	1196	895	594	43003
29	425	312	304	344	463	803	1657	2219	2347	2732	3060	3357	3497	3702	3965	4100	4060	4051	3686	2711	1901	1524	1206	795	53221
30	589	359	325	326	354	520	1086	1719	2385	3068	4105	4612	4374	4271	3704	3174	2801	2544	2044	1806	1507	1301	1066	717	48757
31	454	280	205	172	199	241	455	770	1334	2064	2852	3431	3862	3950	3986	3889	3697	3267	2948	2414	1984	1460	956	607	45477

Total vehicles for month 1398777
AADT for month 45122

South Carolina ATR Traffic Volumes -- May 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	209	139	100	65	78	111	213	318	581	879	1363	1863	1929	2028	1860	1847	1860	1765	1434	1266	950	686	482	310	22336
2	170	112	106	128	244	463	1047	1285	1262	1379	1439	1474	1383	1413	1299	1340	1331	1362	1060	689	495	420	314	226	20441
3	167	126	118	144	200	387	975	1201	1272	1330	1339	1286	1359	1259	1233	1459	1448	1378	1073	768	536	525	486	308	20377
4	198	134	141	164	194	430	952	1284	1419	1543	1421	1398	1332	1379	1402	1546	1557	1497	1099	837	622	457	402	304	21712
5	223	140	138	171	242	387	948	1259	1353	1456	1446	1547	1550	1532	1583	1722	1686	1592	1262	1019	776	583	539	377	23531
6	214	186	148	200	240	425	870	1225	1383	1717	1881	2069	2065	2112	2142	2159	2106	2134	1879	1585	1133	823	698	496	29890
7	330	176	159	137	168	223	499	997	1567	1739	1881	2061	1887	1704	1506	1600	1723	1543	1350	1055	967	816	722	492	25302
8	281	154	127	87	74	113	231	374	676	1153	1620	1940	2208	2112	2150	2273	2268	2090	1962	1657	1282	1018	677	358	26885
9	192	150	120	155	254	458	1072	1376	1373	1543	1541	1659	1651	1506	1429	1482	1431	1508	1058	791	553	431	395	267	22395
10	186	138	118	128	207	415	916	1133	1182	1281	1311	1388	1367	1215	1277	1385	1385	1342	1022	769	565	416	348	238	19732
11	212	128	124	153	203	431	924	1190	1288	1400	1397	1396	1381	1332	1362	1464	1398	1477	1103	708	623	437	337	237	20705
12	187	114	127	157	245	405	974	1288	1365	1550	1519	1490	1452	1481	1535	1565	1574	1578	1235	699	798	650	398	305	22691
13	215	158	142	162	281	463	936	1236	1261	1519	1521	1481	1896	2100	2239	2123	1919	2248	1733	1408	980	745	577	411	27754
14	294	195	182	156	169	281	571	803	1250	1527	1857	1902	1794	1754	1753	1552	1418	1402	1166	979	760	639	509	383	23296
15	242	136	90	89	102	149	271	431	730	1002	1472	1769	1955	2024	2071	2090	2044	1815	1660	1467	1059	785	463	316	24232
16	196	137	114	149	232	485	1069	1305	1305	1395	1516	1586	1570	1410	1387	1407	1439	1385	1030	734	562	424	363	238	21438
17	169	123	119	157	198	405	937	1277	1309	1422	1284	1356	1280	1305	1243	1337	1329	1295	958	671	513	395	320	254	19656
18	188	141	122	154	223	432	982	1284	1366	1455	1517	1518	1371	1354	1426	1457	1516	1494	1060	801	648	440	370	246	21565
19	188	147	121	150	235	403	964	1315	1350	1541	1517	1623	1615	1537	1572	1570	1590	1547	1196	819	673	509	384	266	22832
20	223	162	159	177	257	382	944	1208	1241	1483	1605	1821	1856	1803	1979	1899	1937	1922	1545	1269	1004	663	525	382	26446
21	266	165	153	158	161	233	508	842	1224	1697	1956	2137	1980	1763	1771	1544	1539	1317	1110	856	798	725	530	406	23839
22	245	136	97	80	94	158	269	442	762	1188	1626	1948	2044	2064	2003	1944	1863	1765	1500	1205	988	712	555	292	23980
23	216	152	117	147	266	477	1052	1382	1354	1464	1505	1591	1523	1416	1369	1423	1320	1316	968	700	536	437	352	220	21303
24	167	125	110	150	212	411	963	1241	1287	1344	1433	1383	1287	1220	1236	1417	1361	1408	980	707	573	444	363	260	20082
25	200	142	145	165	232	451	937	1237	1239	1565	1477	1486	1388	1431	1397	1447	1425	1438	1125	841	621	494	421	247	21551
26	212	168	147	189	253	472	1000	1304	1361	1565	1644	1668	1508	1783	1835	1698	1760	1670	1395	1121	867	725	579	424	25348
27	246	236	215	201	294	485	940	1258	1382	1721	1844	2053	2058	2143	2361	2319	2305	2197	1980	1707	1337	999	735	586	31602
28	434	283	209	222	207	348	633	870	1331	1787	2315	2407	2201	1915	1745	1518	1424	1253	1146	947	789	656	552	325	25517
29	228	160	99	99	99	127	244	358	566	866	1257	1576	1716	1674	1566	1503	1458	1348	1104	969	763	594	476	305	19155
30	214	141	101	120	132	186	377	514	791	1166	1615	2005	2087	1960	1850	1908	1958	1553	1477	1294	998	705	531	294	23977
31	220	137	107	130	227	479	1067	1461	1413	1536	1667	1708	1674	1601	1599	1643	1409	1361	1087	860	668	510	406	264	23234

Total vehicles for month 722804
AADT for month 23316

South Carolina ATR Traffic Volumes -- May 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	293	161	147	105	112	136	204	329	537	869	1405	1626	1749	1826	2183	2389	2394	2288	1808	1529	1050	673	456	283	24552
2	163	102	107	135	248	445	763	1084	1122	1159	1231	1376	1406	1409	1558	1485	1742	1476	1108	695	714	532	378	267	20705
3	173	141	118	144	222	430	735	1022	1136	1095	1161	1272	1373	1421	1537	1657	1677	1527	1228	840	702	540	391	233	20775
4	175	130	139	166	252	412	764	1068	1128	1156	1233	1295	1396	1438	1705	1714	1714	1444	1342	870	693	553	439	293	21519
5	218	131	120	148	255	448	755	1141	1219	1237	1240	1415	1526	1701	1717	1794	1911	1631	1302	1152	793	626	455	305	23240
6	205	168	177	157	237	399	707	1047	1108	1308	1607	1774	2002	2261	2273	2257	2320	2147	2184	1846	1345	1067	771	425	29792
7	340	212	154	131	162	214	449	840	1059	1443	1758	1970	2098	2088	2128	1905	1848	1642	1326	1229	1076	911	638	471	26092
8	269	164	129	105	77	118	211	402	752	1199	1602	1851	1917	1994	2076	2001	2331	2207	1909	1403	1197	1118	657	418	26107
9	218	124	118	151	231	455	797	1124	1144	1231	1278	1374	1478	1603	1565	1547	1568	1472	1123	818	641	562	403	238	21263
10	176	123	150	163	245	405	761	1074	1078	1091	1164	1276	1263	1370	1451	1472	1487	1360	1078	726	563	524	401	249	19650
11	187	112	110	132	258	417	748	1069	1059	1095	1139	1328	1292	1394	1213	1399	1562	1476	1506	958	694	501	406	287	20342
12	182	130	114	163	282	405	750	1076	1192	1192	1310	1524	1482	1696	1860	1842	1768	1499	1366	932	760	629	519	266	22939
13	211	138	129	170	266	465	772	1094	1118	1336	1620	1661	1843	2059	2082	1425	2084	2205	2050	1193	999	879	774	430	27003
14	233	208	134	135	170	258	407	746	1185	1280	1458	1673	1738	1520	1879	1521	1399	1356	1032	1009	876	803	591	446	22057
15	260	151	127	73	110	144	233	464	666	1024	1394	1584	1853	1944	2099	2205	2131	2085	1815	1397	1140	803	571	402	24675

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16	232	150	119	144	248	502	801	1139	1097	1138	1219	1351	1406	1449	1567	1531	1601	1446	1209	798	594	528	456	274	20999
17	188	154	123	165	275	387	774	1015	1092	1102	1116	1203	1260	1296	1368	1536	1538	1471	1139	729	596	522	377	266	19692
18	152	109	128	155	257	437	770	1100	1116	1186	962	1269	1593	1519	1567	1574	1639	1547	1157	812	615	511	410	271	20856
19	195	156	129	178	233	410	763	1024	1055	1140	1243	1397	1352	1604	1839	1754	1757	1496	1362	958	710	558	403	285	22001
20	214	130	150	175	247	385	707	1040	1050	1200	1458	1505	1919	2149	2106	2192	1940	2038	1612	1471	959	734	579	338	26298
21	217	153	146	140	143	234	436	638	1037	1157	1497	1573	1608	1881	1743	1706	1452	1357	1140	1009	930	721	590	402	21910
22	207	169	181	170	96	150	214	368	651	950	1260	1534	1793	2070	1947	2255	2155	1969	1823	1452	1105	756	533	324	24132
23	178	111	118	154	268	454	806	1134	1092	1208	1187	1348	1338	1409	1455	1588	1525	1473	1196	774	657	594	368	256	20691
24	177	120	132	156	237	461	741	1161	1176	1099	1113	977	1286	1371	1481	1516	1523	1401	1163	828	675	619	441	229	20083
25	190	115	162	166	228	449	770	1166	1098	1212	1179	1299	1397	1574	1721	1636	1740	1541	1215	872	649	626	430	266	21701
26	200	126	144	170	274	452	820	1165	1196	1440	1454	1615	1843	1976	2074	2083	1966	1761	1683	1128	881	738	629	342	26160
27	265	192	164	190	281	463	721	1164	1270	1428	1791	2113	2212	2451	2522	1856	2018	2303	2017	1994	1274	978	730	500	30897
28	314	195	172	155	172	280	423	748	1274	1664	1933	2128	2108	2167	2066	1737	1488	1278	1068	892	721	584	446	308	24321
29	224	144	114	97	71	124	186	313	554	828	1109	1380	1469	1671	1615	1400	1328	1262	1121	956	751	601	482	302	18102
30	212	148	126	100	110	163	292	485	729	938	1327	1605	1765	1905	2021	2065	2064	1856	1682	1277	1036	737	499	313	23455
31	203	144	122	152	274	466	833	1208	1170	1262	1304	1460	1544	1505	1688	1673	1677	1561	1225	873	696	548	442	319	22349

Total vehicles for month 714358
AADT for month 23044

South Carolina ATR Traffic Volumes -- May 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	502	300	247	170	190	247	417	647	1118	1748	2768	3489	3678	3854	4043	4236	4254	4053	3242	2795	2000	1359	938	593	46888
2	333	214	213	263	492	908	1810	2369	2384	2538	2670	2850	2789	2822	2857	2825	3073	2838	2168	1384	1209	952	692	493	41146
3	340	267	236	288	422	817	1710	2223	2408	2425	2500	2558	2732	2680	2770	3116	3125	2905	2301	1608	1238	1065	877	541	41152
4	373	264	280	330	446	842	1716	2352	2547	2699	2654	2693	2728	2817	3107	3260	3271	2941	2441	1707	1315	1010	841	597	43231
5	441	271	258	319	497	835	1703	2400	2572	2693	2686	2962	3076	3233	3300	3516	3597	3223	2564	2171	1569	1209	994	682	46771
6	419	354	325	357	477	824	1577	2272	2491	3025	3488	3843	4067	4373	4415	4416	4426	4281	4063	3431	2478	1890	1469	921	59682
7	670	388	313	268	330	437	948	1837	2626	3182	3639	4031	3985	3792	3634	3505	3571	3185	2676	2284	2043	1727	1360	963	51394
8	550	318	256	192	151	231	442	776	1428	2352	3222	3791	4125	4106	4226	4274	4599	4297	3871	3060	2479	2136	1334	776	52992
9	410	274	238	306	485	913	1869	2500	2517	2774	2819	3033	3129	3109	2994	3029	2999	2980	2181	1609	1194	993	798	505	43658
10	362	261	268	291	452	820	1677	2207	2260	2372	2475	2664	2630	2585	2728	2857	2872	2702	2100	1495	1128	940	749	487	39382
11	399	240	234	285	461	848	1672	2259	2347	2495	2536	2724	2673	2726	2575	2863	2960	2953	2609	1666	1317	938	743	524	41047
12	369	244	241	320	527	810	1724	2364	2557	2742	2829	3014	2934	3177	3395	3407	3342	3077	2601	1631	1558	1279	917	571	45630
13	426	296	271	332	547	928	1708	2330	2379	2855	3141	3142	3739	4159	4321	3548	4003	4453	3783	2601	1979	1624	1351	841	54757
14	527	403	316	291	339	539	978	1549	2435	2807	3315	3575	3532	3274	3632	3073	2817	2758	2198	1988	1636	1442	1100	829	45353
15	502	287	217	162	212	293	504	895	1396	2026	2866	3353	3808	3968	4170	4295	4175	3900	3475	2864	2199	1588	1034	718	48907
16	428	287	233	293	480	987	1870	2444	2402	2533	2735	2937	2976	2859	2954	2938	3040	2831	2239	1532	1156	952	819	512	42437
17	357	277	242	322	473	792	1711	2292	2401	2524	2400	2559	2540	2601	2611	2873	2867	2766	2097	1400	1109	917	697	520	39348
18	340	250	250	309	480	869	1752	2384	2482	2641	2479	2787	2964	2873	2993	3031	3155	3041	2217	1613	1263	951	780	517	42421
19	383	303	250	328	468	813	1727	2339	2405	2681	2760	3020	2967	3141	3411	3324	3347	3043	2558	1777	1383	1067	787	551	44833
20	437	292	309	352	504	767	1651	2248	2291	2683	3063	3326	3775	3952	4085	4091	3877	3960	3157	2740	1963	1397	1104	720	52744
21	483	318	299	298	304	467	944	1480	2261	2854	3453	3710	3588	3644	3514	3250	2991	2674	2250	1865	1728	1446	1120	808	45749
22	452	305	278	250	190	308	483	810	1413	2138	2886	3482	3837	4134	3950	4199	4018	3734	3323	2657	2093	1468	1088	616	48112
23	394	263	235	301	534	931	1858	2516	2446	2672	2692	2939	2861	2825	2824	3011	2845	2789	2164	1474	1193	1031	720	476	41994
24	344	245	242	306	449	872	1704	2402	2463	2443	2546	2360	2573	2591	2717	2933	2884	2809	2143	1535	1248	1063	804	489	40165
25	390	257	307	331	460	900	1707	2403	2337	2777	2656	2785	2785	3005	3118	3083	3165	2979	2340	1713	1270	1120	851	513	43252
26	412	294	291	359	527	924	1820	2469	2557	3005	3098	3283	3351	3759	3909	3781	3726	3431	3078	2249	1748	1463	1208	766	51508
27	511	428	379	391	575	948	1661	2422	2652	3149	3635	4166	4270	4594	4883	4175	4323	4500	3997	3701	2611	1977	1465	1086	62499
28	748	478	381	377	379	628	1056	1618	2605	3451	4248	4535	4309	4082	3811	3255	2912	2531	2214	1839	1510	1240	998	633	49838
29	452	304	213	196	170	251	430	671	1120	1694	2366	2956	3185	3345	3181	2903	2786	2610	2225	1925	1514	1195	958	607	37257
30	426	289	227	220	242	349	669	999	1520	2104	2942	3610	3852	3865	3871	3973	4022	3409	3159	2571	2034	1442	1030	607	47432
31	423	281	229	282	501	945	1900	2669	2583	2798	2971	3168	3218	3106	3287	3316	3086	2922	2312	1733	1364	1058	848	583	45583

Total vehicles for month 1437162
AADT for month 46360

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	166	110	92	83	136	119	224	403	616	949	1336	1640	1894	1780	1810	1869	1842	1761	1522	1096	768	518	359	196	21289	
2	161	121	95	124	202	398	999	1293	1129	1220	1296	1348	1247	1191	1186	1160	1201	1162	853	567	400	292	284	209	18138	
3	185	99	91	150	183	410	986	1147	1198	1234	1224	1263	1176	1161	1140	1235	1295	1299	952	560	451	346	266	198	18249	
4	139	108	110	148	185	400	984	1215	1178	1327	1261	1263	1240	1182	1233	1319	1253	1329	926	668	438	328	302	193	18729	
5	139	114	123	166	181	399	997	1235	1275	1352	1343	1333	1363	1314	1486	1452	1464	1453	1096	804	484	469	466	223	20731	
6	157	126	138	181	252	371	859	1181	1237	1392	1512	1648	1626	1696	1813	2005	1949	2006	1764	1216	785	555	489	324	25282	
7	221	151	104	137	130	254	504	794	1112	1382	1595	1697	1564	1407	1284	1300	1080	1020	888	706	667	970	920	774	20661	
8	284	146	102	70	65	137	245	377	681	1103	1804	2348	2661	2380	1929	2602	2362	2213	1955	1359	948	643	393	199	27006	
9	142	109	114	123	197	366	994	1253	1115	1206	1240	1239	1269	1217	1181	1223	1191	1125	866	556	436	329	241	183	17915	
10	132	108	107	170	198	398	948	1183	1206	1270	1164	1220	1152	1172	1147	1290	1363	1298	1001	657	442	389	300	179	18494	
11	145	108	125	150	202	376	830	1016	982	1213	1246	1282	1182	1265	1350	1327	1441	1429	1029	660	454	370	298	187	18667	
12	155	136	139	161	203	393	975	1239	1329	1508	1344	1325	1263	1333	1413	1412	1536	1603	1130	823	604	519	482	256	21281	
13	161	122	133	181	221	386	857	1143	1189	1362	1512	1667	1700	1812	2025	2129	2176	2203	1946	1426	947	712	519	420	26949	
14	255	158	115	124	170	256	570	856	1775	2282	1914	1475	1228	1307	1304	1277	1272	1205	1069	835	681	506	395	250	21279	
15	165	115	107	77	78	103	220	323	625	890	1146	1425	1788	1878	1920	1796	1871	1903	1540	1255	797	514	371	218	21125	
16	153	91	100	120	232	435	1070	1294	1222	1275	1287	1242	1267	1237	1181	1257	1254	1233	973	638	440	335	292	183	18811	
17	233	134	96	147	183	394	968	1215	1178	1331	1215	1142	1146	1081	1243	1265	1258	1286	1004	644	449	358	276	181	18427	
18																										
19	161	116	131	156	189	381	936	1192	1275	1350	1255	1268	1354	1307	1363	1434	1435	1454	1164	740	536	417	345	249	20208	
20	171	144	129	171	213	360	911	699	1125	1370	1358	1476	1540	1469	1815	1938	2014	2062	1795	1299	834	704	460	515	24572	
21	274	153	145	145	160	254	528	925	1634	2198	1928	1817	1523	1405	1435	1396	1233	1116	1061	939	1115	1203	1066	481	24134	
22	203	145	101	89	85	123	237	336	621	1031	1655	2076	2267	2133	2067	2013	1835	1707	1460	1109	805	598	346	243	23285	
23	156	100	90	121	240	459	1031	1210	1221	1333	1440	1436	1413	1411	1454	1563	1468	1413	1111	727	524	454	323	248	20946	
24	158	138	125	168	244	390	949	1154	1191	1368	1653	1780	1890	2076	2266	2418	2490	2256	1746	1716	1152	814	565	392	29099	
25	268	215	183	235	323	438	918	1163	1326	1603	2079	2369	2298	2298	2381	2366	2342	2069	1757	1479	1160	803	569	388	31030	
26	259	181	155	160	121	211	343	492	788	1413	2008	2167	1536	1139	985	1086	1325	1491	1341	1274	1123	824	553	339	21314	
27	205	134	79	108	133	262	420	636	770	1081	1534	1831	1784	1864	1774	1983	2038	1925	1935	1439	1069	835	611	527	24977	
28	223	147	96	102	131	223	502	1309	2520	2482	2092	1918	1992	1835	1722	1432	1528	1560	1302	1096	823	571	429	347	26382	
29	234	136	118	97	122	202	344	543	895	1280	1829	2386	2675	2575	2503	2531	2426	2282	1754	1800	1164	881	563	384	29724	
30	239	170	129	164	216	504	1104	1310	1211	1476	1513	1567	1490	1404	1372	1364	1301	1309	955	560	462	309	283	186	20598	

Total vehicles for month 649302
 AADT for month 22390

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	223	143	122	109	193	127	193	346	586	831	1174	1430	1700	1746	1736	1911	1894	1823	1531	1233	817	587	410	292	21157
2	205	150	120	121	224	464	804	1044	1000	1118	1144	1143	1259	1312	1377	1371	1393	1088	1000	688	528	360	290	180	18383
3	156	127	132	133	229	419	717	1025	970	987	985	1065	1060	1202	1222	1302	1400	1222	1056	763	541	436	323	197	17669
4	152	106	118	139	203	428	700	1016	914	1067	1078	986	1182	1222	1298	1401	1380	1337	1071	736	586	438	299	209	18066
5	168	129	134	144	202	425	700	1034	1054	1068	1128	1262	1315	1417	1625	1690	1833	1472	1264	1226	772	590	391	275	21318
6	185	125	129	155	250	475	757	1035	1049	1259	1473	1732	1865	2221	2484	2684	2174	2209	2274	2428	1503	1052	688	471	30677
7	285	174	114	121	153	267	499	927	1435	1778	1785	1556	1420	1382	1616	1487	1332	1158	1079	1026	855	672	695	388	22204
8	184	135	105	90	67	141	206	325	542	853	1140	1500	1534	1838	1914	1893	1936	1667	1466	1096	838	515	317	193	20495
9	135	101	103	124	218	423	670	1016	997	997	1037	1201	1062	1171	1294	1291	1315	1169	990	674	522	406	300	213	17429
10	162	134	106	152	179	418	711	1039	1042	1004	991	1021	1106	1205	1329	1364	1481	1362	1126	720	539	421	308	193	18113
11	180	131	100	136	223	389	675	1030	1055	1035	1088	1011	1140	1137	1351	1355	1445	1285	1037	726	549	537	345	240	18200
12	199	135	111	132	231	425	740	1085	1113	1086	1177	1195	1288	1496	1468	1818	1754	1519	1332	923	686	569	374	248	21104
13	177	129	150	147	226	434	671	1052	1075	1189	1380	1491	1640	1832	2090	2151	1980	1879	1806	1447	1069	760	700	455	25930
14	291	161	131	136	164	249	409	684	919	1166	1285	1302	1262	1319	1398	1693	2145	1679	1468	1132	998	748	508	292	21539
15	230	153	87	102	109	150	196	354	578	975	1277	1482	1704	1879	2026	2061	2025	1857	1607	1163	849	546	358	235	22003
16	145	129	102	133	225	485	777	1158	1081	1063	1098	1147	1226	1179	1298	1322	1531	1295	1058	659	511	389	323	202	18536

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17	152	117	115	146	219	430	677	1011	1091	1074	965	1026	1019	1108	1299	1365	1463	1258	1067	735	542	368	304	221	17772
18																									
19	162	121	111	151	214	416	702	1045	1013	1129	1094	1143	1286	1375	1588	1653	1749	1477	1273	888	674	485	388	260	20397
20	181	137	136	158	215	409	685	1059	1078	1181	1349	1522	1653	1982	2265	2275	2369	2081	1978	2230	1367	988	922	567	28787
21	376	195	143	123	187	288	472	920	1524	2059	1989	1876	1667	1550	1551	1306	1848	2533	1434	1197	957	695	446	265	25601
22	185	121	105	84	108	129	188	365	504	865	1184	1419	1566	1665	1597	1658	1616	1555	1301	979	741	501	351	239	19026
23	156	110	125	122	211	474	729	1056	1094	1138	1148	1247	1319	1342	1399	1486	1531	1349	1212	833	607	482	394	235	19799
24	168	142	143	137	245	430	732	1018	1090	1158	1338	1509	1694	1929	2156	2279	1862	1942	1845	1886	1101	937	586	437	26764
25	259	221	232	213	334	514	687	1029	1228	1508	1766	2216	1819	2788	2532	2571	2444	2400	2226	1663	1528	1056	665	453	32352
26	304	219	172	139	153	224	287	485	908	1570	2262	2104	1535	1205	993	1209	1363	1197	1136	957	911	618	432	278	20661
27	240	128	113	93	134	241	330	462	664	1061	1413	1604	1615	1681	1560	1530	1494	1279	842	1088	736	599	832	475	20214
28	306	145	114	107	117	208	308	498	800	1070	1328	1747	1798	1923	2030	1914	2709	2675	2276	1671	1148	880	561	378	26711
29	252	168	188	152	136	226	329	567	992	1617	2257	2610	2812	2201	3071	2407	3160	2874	2338	1336	1415	939	598	404	33049
30	199	129	135	165	221	470	834	1140	1213	1161	1282	1316	1369	1317	1409	1416	1508	1293	1098	761	583	510	339	230	20098

Total vehicles for month 644054
 AADT for month 22209

South Carolina ATR Traffic Volumes -- November 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	389	253	214	192	329	246	417	749	1202	1780	2510	3070	3594	3526	3546	3780	3736	3584	3053	2329	1585	1105	769	488	42446
2	366	271	215	245	426	862	1803	2337	2129	2338	2440	2491	2506	2503	2563	2531	2594	2250	1853	1255	928	652	574	389	36521
3	341	226	223	283	412	829	1703	2172	2168	2221	2209	2328	2236	2363	2362	2537	2695	2521	2008	1323	992	782	589	395	35918
4	291	214	228	287	388	828	1684	2231	2092	2394	2339	2249	2422	2404	2531	2720	2633	2666	1997	1404	1024	766	601	402	36795
5	307	243	257	310	383	824	1697	2269	2329	2420	2471	2595	2678	2731	3111	3142	3297	2925	2360	2030	1256	1059	857	498	42049
6	342	251	267	336	502	846	1616	2216	2286	2651	2985	3380	3491	3917	4297	4689	4123	4215	4038	3644	2288	1607	1177	795	55959
7	506	325	218	258	283	521	1003	1721	2547	3160	3380	3253	2984	2789	2900	2787	2412	2178	1967	1732	1522	1642	1615	1162	42865
8	468	281	207	160	132	278	451	702	1223	1956	2944	3848	4195	4218	3843	4495	4298	3880	3421	2455	1786	1158	710	392	47501
9	277	210	217	247	415	789	1664	2269	2112	2203	2277	2440	2331	2388	2475	2514	2506	2294	1856	1230	958	735	541	396	35344
10	294	242	213	322	377	816	1659	2222	2248	2274	2155	2241	2258	2377	2476	2654	2844	2660	2127	1377	981	810	608	372	36607
11	325	239	225	286	425	765	1505	2046	2037	2248	2334	2293	2322	2402	2701	2682	2886	2714	2066	1386	1003	907	643	427	36867
12	354	271	250	293	434	818	1715	2324	2442	2594	2521	2520	2551	2829	2881	3230	3290	3122	2462	1746	1290	1088	856	504	42385
13	338	251	283	328	447	820	1528	2195	2264	2551	2892	3158	3340	3644	4115	4280	4156	4082	3752	2873	2016	1472	1219	875	52879
14	546	319	246	260	334	505	979	1540	2694	3448	3199	2777	2490	2626	2702	2970	3417	2884	2537	1967	1679	1254	903	542	42818
15	395	268	194	179	187	253	416	677	1203	1865	2423	2907	3492	3757	3946	3857	3896	3760	3147	2418	1646	1060	729	453	43128
16	298	220	202	253	457	920	1847	2452	2303	2338	2385	2389	2493	2416	2479	2579	2785	2528	2031	1297	951	724	615	385	37347
17	385	251	211	293	402	824	1645	2226	2269	2405	2180	2168	2165	2189	2542	2630	2721	2544	2071	1379	991	726	580	402	36199
18																									
19	323	237	242	307	403	797	1638	2237	2288	2479	2349	2411	2640	2682	2951	3087	3184	2931	2437	1628	1210	902	733	509	40605
20	352	281	265	329	428	769	1596	1758	2203	2551	2707	2998	3193	3451	4080	4213	4383	4143	3773	3529	2201	1692	1382	1082	53359
21	650	348	288	268	347	542	1000	1845	3158	4257	3917	3693	3190	2955	2986	2702	3081	3649	2495	2136	2072	1898	1512	746	49735
22	388	266	206	173	193	252	425	701	1125	1896	2839	3495	3833	3798	3664	3671	3451	3262	2761	2088	1546	1099	697	482	42311
23	312	210	215	243	451	933	1760	2266	2315	2471	2588	2683	2732	2753	2853	3049	2999	2762	2323	1560	1131	936	717	483	40745
24	326	280	268	305	489	820	1681	2172	2281	2526	2991	3289	3584	4005	4422	4697	4352	4198	3591	3602	2253	1751	1151	829	55863
25	527	436	415	448	657	952	1605	2192	2554	3111	3845	4585	4117	5086	4913	4937	4786	4469	3983	3142	2688	1859	1234	841	63382
26	563	400	327	299	274	435	630	977	1696	2983	4270	4271	3071	2344	1978	2295	2688	2688	2477	2231	2034	1442	985	617	41975
27	445	262	192	201	267	503	750	1098	1434	2142	2947	3435	3399	3545	3334	3513	3532	3204	2777	2527	1805	1434	1443	1002	45191
28	529	292	210	209	248	431	810	1807	3320	3552	3420	3665	3790	3758	3752	3346	4237	4235	3578	2767	1971	1451	990	725	53093
29	486	304	306	249	258	428	673	1110	1887	2897	4086	4996	5487	4776	5574	4938	5586	5156	4092	3136	2579	1820	1161	788	62773
30	438	299	264	329	437	974	1938	2450	2424	2637	2795	2883	2859	2721	2781	2780	2809	2602	2053	1321	1045	819	622	416	40696

Total vehicles for month 1293356
 AADT for month 44598

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	186	151	116	187	214	410	929	1266	1235	1354	1323	1523	1387	1370	1386	1486	1425	1442	1092	824	602	468	324	245	20945	
2	199	145	137	172	205	350	829	1025	1064	1250	1232	1357	1405	1447	1534	1595	1549	1483	1250	907	672	484	389	286	20966	
3	190	153	117	125	100	158	314	306	431	626	815	919	968	846	832	730	694	577	526	437	334	276	214	189	10877	
4	178	194	247	233	114	97	152	182	377	625	1168	1740	1933	1784	1561	1442	1105	879	577	417	282	197	120	94	15698	
5	62	72	48	50	70	155	363	408	448	554	704	810	854	872	941	878	792	785	629	370	270	189	160	159	10643	
6	95	73	77	115	114	328	674	740	796	905	952	1128	1112	1029	1123	1091	1045	1170	873	571	468	315	271	199	15264	
7	121	106	119	161	184	383	817	947	964	1180	1173	1196	1052	1153	1236	1238	1310	1312	972	662	532	357	303	195	17673	
8	163	140	128	173	200	404	812	985	1088	1240	1260	1287	1383	1412	1386	1529	1457	1517	1350	884	685	539	429	279	20730	
9	214	143	129	179	246	367	838	1054	1083	1314	1502	1819	1820	1915	2159	2208	2135	2073	1637	1358	1011	644	550	387	26785	
10	261	159	162	124	152	217	434	630	847	1079	1381	1538	1459	1315	1245	1300	999	1007	937	883	1058	1000	994	426	19607	
11	185	119	78	90	84	141	255	406	630	1093	1669	2143	2407	2245	2211	2417	2320	2173	1972	1559	1118	884	508	298	27005	
12	207	123	122	139	222	452	985	1242	1243	1387	1365	1384	1549	1815	1549	1578	1446	1445	1104	762	593	389	307	235	21643	
13	153	132	121	144	184	431	933	1237	1309	1292	1258	1251	1366	1295	1279	1370	1333	1452	1004	786	582	440	374	276	20002	
14	174	129	113	135	226	436	965	1265	1290	1466	1410	1526	1413	1544	1664	1613	1770	1687	1212	898	795	474	388	213	22806	
15	180	154	125	201	190	422	972	1284	1368	1479	1557	1613	1671	1577	1706	1701	1636	1658	1171	1020	766	517	393	290	23651	
16	194	191	137	187	205	410	892	1176	1329	1418	1678	1908	1876	1939	2016	2258	2338	2194	1802	1345	995	696	545	329	28058	
17	276	183	150	126	157	231	455	643	1036	1516	1904	2282	2193	1944	1645	1466	1396	1366	1258	1077	882	716	544	529	23975	
18	589	488	239	78	89	124	252	437	686	1122	1932	2691	2836	2783	2521	2931	2542	2367	2152	1623	1135	726	484	330	31157	
19																										
20	155	123	125	154	192	378	962	1235	1272	1380	1338	1467	1402	1397	1410	1427	1511	1441	1035	791	558	396	316	191	20656	
21	153	107	105	179	184	387	925	1202	1283	1399	1399	1434	1440	1373	1532	1556	1543	1564	1148	816	602	436	286	213	21266	
22	147	121	127	180	195	380	957	1195	1339	1481	1521	1665	1578	1525	1657	1682	1702	1706	1407	1027	779	523	472	268	23634	
23	206	149	134	187	226	395	906	1165	1262	1359	1657	1847	1546	2130	2348	2250	2219	2071	1822	1338	1117	658	613	417	28022	
24	212	167	136	144	146	217	446	827	1080	1421	1634	1812	1679	1657	1584	1770	1739	1720	1645	1394	1092	788	620	373	24303	
25	223	145	106	73	98	129	223	376	627	1102	1558	2157	2417	2569	2613	2346	2657	2642	2318	1703	1207	779	500	257	28825	
26	208	112	111	131	225	462	1046	1293	1291	1432	1513	1612	1611	1431	1467	1525	1329	1309	1000	667	483	331	300	180	21069	
27	137	115	116	166	205	362	887	1129	1144	1276	1181	1245	1291	1232	1237	1280	1260	1248	900	617	398	362	262	183	18233	
28	142	115	116	153	193	356	913	1104	1143	1350	1221	1249	1290	1222	1283	1413	1429	1359	983	696	512	328	276	205	19051	
29	159	122	113	153	218	390	1005	1189	1225	1392	1421	1406	1466	1471	1505	1564	1606	1535	1283	887	692	572	373	288	22035	
30	206	163	152	159	252	397	853	1100	1175	1323	1509	1592	1737	1804	2034	2088	2051	2119	1666	1405	934	646	542	369	26276	
31	228	165	115	130	159	187	390	627	858	1215	1480	1631	1432	1437	1396	1357	1193	1205	1018	753	643	518	385	245	18767	

Total vehicles for month 649622
AADT for month 21654

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	172	114	116	167	239	414	724	987	1112	1152	1227	1399	1464	1718	1790	1843	1831	1642	1395	930	866	620	460	283	22665
2	225	138	137	136	225	363	574	891	1039	1197	1500	1855	1873	2347	2529	2523	2296	2145	2248	1511	1054	734	550	336	28426
3	238	153	98	84	110	176	239	381	591	826	1009	1199	1189	1211	1116	874	783	580	517	389	336	288	214	154	12755
4	117	75	77	41	52	84	82	132	224	304	574	732	730	839	750	756	1017	767	543	387	223	155	120	95	8876
5	62	52	35	37	96	172	246	384	443	470	554	618	697	947	782	759	711	636	527	381	270	200	147	119	9345
6	85	65	52	84	140	262	454	734	788	828	866	916	935	1020	1180	1274	1086	1093	771	692	452	321	257	235	14590
7	135	102	97	135	215	347	612	985	965	955	1018	1001	1015	1144	1186	1203	1335	1203	1018	754	549	404	369	211	16958
8	158	109	127	137	229	407	709	1013	1026	1036	1207	1282	1249	1346	1517	1487	1560	1253	1436	905	659	500	420	289	20061
9	201	183	125	182	226	432	727	974	1067	1316	1569	1743	1828	2005	2222	2090	1933	2039	2204	1665	1486	995	678	374	28264
10	248	149	123	100	149	217	414	707	1207	1621	1791	1881	1647	1411	1449	1275	1109	985	752	708	610	428	332	215	19528
11	147	81	77	74	70	146	212	364	643	881	1277	1552	1388	1744	1714	1721	1658	1661	1440	1228	1051	655	379	255	20418
12	161	117	98	132	242	469	735	1042	1021	1082	1186	1356	1331	1455	1476	1433	1541	1363	1080	811	609	446	339	226	19751
13	153	101	121	142	266	422	756	1070	1111	1137	1230	1308	1535	1568	1763	1984	1766	1563	1595	1083	758	561	386	235	22614
14	172	117	98	156	215	468	745	1097	1096	1176	1279	1327	1357	1522	1664	1559	1526	1314	1290	894	723	630	449	278	21152
15	211	144	149	156	243	444	746	1031	1149	1255	1431	1503	1561	1672	1888	1990	1787	1582	1451	1061	786	745	467	371	23823

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16	242	148	145	176	210	451	729	1013	1070	1478	1744	1351	2611	2444	2624	2666	2524	2337	2414	2104	1446	1017	746	694	32384
17	455	231	156	132	177	304	488	853	1388	1925	2277	2465	2345	2247	1719	1931	1549	1311	1139	1237	1517	1441	998	490	28775
18	250	149	144	116	92	133	222	369	750	1105	1690	2050	2299	2436	2484	2500	2513	2271	1931	1471	1020	933	646	284	27858
19																									
20	161	110	125	172	267	429	713	1037	1035	1127	1116	1160	1214	1320	1378	1517	1503	1404	1198	853	669	540	373	269	19690
21	173	131	137	141	244	420	675	1087	1085	1099	1248	1248	1370	1533	1681	1624	1637	1495	1440	1001	838	618	453	272	21650
22	203	126	115	168	255	463	749	1056	1134	1383	1420	1543	1777	1797	2025	1968	1705	1763	1631	1195	853	753	533	378	24993
23	269	133	143	173	226	437	713	1071	1202	1470	1761	1964	2082	2369	2355	2416	2401	2011	1813	1997	1429	928	672	472	30507
24	360	208	124	131	178	294	489	787	1258	1636	2046	1974	1958	1821	1729	1621	1516	1412	1102	975	833	828	635	394	24309
25	239	150	100	92	88	148	198	369	631	963	1287	1589	1826	2047	2224	2165	2144	1983	1924	1449	980	756	510	383	24245
26	181	129	101	124	236	480	756	1091	1129	1099	1266	1277	1372	1384	1450	1497	1492	1380	1074	733	562	439	330	252	19834
27	150	112	114	143	216	408	675	958	1021	1005	1081	1082	1206	1237	1361	1380	1325	1143	1015	856	589	429	305	213	18024
28	159	133	111	148	221	389	695	1013	982	986	962	1017	1228	1192	1375	1469	1515	1311	1078	745	603	474	328	228	18362
29	179	118	111	150	252	393	720	1006	1078	1161	1168	1277	1322	1431	1568	1840	1824	1545	1345	922	809	618	417	274	21528
30	189	141	145	179	214	389	665	1000	1001	1193	1393	1509	1759	1972	2038	2107	1768	1717	1767	1398	1172	754	577	394	25441
31	328	173	128	125	150	248	356	590	829	1060	1232	1403	1403	1253	1463	1200	1208	1206	835	653	632	576	432	401	17884

Total vehicles for month 644710
AADT for month 21490

South Carolina ATR Traffic Volumes -- October 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	358	265	232	354	453	824	1653	2253	2347	2506	2550	2922	2851	3088	3176	3329	3256	3084	2487	1754	1468	1088	784	528	43610
2	424	283	274	308	430	713	1403	1916	2103	2447	2732	3212	3278	3794	4063	4118	3845	3628	3498	2418	1726	1218	939	622	49392
3	428	306	215	209	210	334	553	687	1022	1452	1824	2118	2157	2057	1948	1604	1477	1157	1043	826	670	564	428	343	23632
4	295	269	324	274	166	181	234	314	601	929	1742	2472	2663	2623	2311	2198	2122	1646	1120	804	505	352	240	189	24574
5	124	124	83	87	166	327	609	792	891	1024	1258	1428	1551	1819	1723	1637	1503	1421	1156	751	540	389	307	278	19988
6	180	138	129	199	254	590	1128	1474	1584	1733	1818	2044	2047	2049	2303	2365	2131	2263	1644	1263	920	636	528	434	29854
7	256	208	216	296	399	730	1429	1932	1929	2135	2191	2197	2067	2297	2422	2441	2645	2515	1990	1416	1081	761	672	406	34631
8	321	249	255	310	429	811	1521	1998	2114	2276	2467	2569	2632	2758	2903	3016	3017	2770	2786	1789	1344	1039	849	568	40791
9	415	326	254	361	472	799	1565	2028	2150	2630	3071	3562	3648	3920	4381	4298	4068	4112	3841	3023	2497	1639	1228	761	55049
10	509	308	285	224	301	434	848	1337	2054	2700	3172	3419	3106	2726	2694	2575	2108	1992	1689	1591	1668	1428	1326	641	39135
11	332	200	155	164	154	287	467	770	1273	1974	2946	3695	3795	3989	3925	4138	3978	3834	3412	2787	2169	1539	887	553	47423
12	368	240	220	271	464	921	1720	2284	2264	2469	2551	2740	2880	3270	3025	3011	2987	2808	2184	1573	1202	835	646	461	41394
13	306	233	242	286	450	853	1689	2307	2420	2429	2488	2559	2901	2863	3042	3354	3099	3015	2599	1869	1340	1001	760	511	42616
14	346	246	211	291	441	904	1710	2362	2386	2642	2689	2853	2770	3066	3328	3172	3296	3001	2502	1792	1518	1104	837	491	43958
15	391	298	274	357	433	866	1718	2315	2517	2734	2988	3116	3232	3249	3594	3691	3423	3240	2622	2081	1552	1262	860	661	47474
16	436	339	282	363	415	861	1621	2189	2399	2896	3422	3259	4487	4383	4640	4924	4862	4531	4216	3449	2441	1713	1291	1023	60442
17	731	414	306	258	334	535	943	1496	2424	3441	4181	4747	4538	4191	3364	3397	2945	2677	2397	2314	2399	2157	1542	1019	52750
18	839	637	383	194	181	257	474	806	1436	2227	3622	4741	5135	5219	5005	5431	5055	4638	4083	3094	2155	1659	1130	614	59015
19																									
20	316	233	250	326	459	807	1675	2272	2307	2507	2454	2627	2616	2717	2788	2944	3014	2845	2233	1644	1227	936	689	460	40346
21	326	238	242	320	428	807	1600	2289	2368	2498	2647	2682	2810	2906	3213	3180	3180	3059	2588	1817	1440	1054	739	485	42916
22	350	247	242	348	450	843	1706	2251	2473	2864	2941	3208	3355	3322	3682	3650	3407	3469	3038	2222	1632	1276	1005	646	48627
23	475	282	277	360	452	832	1619	2236	2464	2829	3418	3811	3628	4499	4703	4666	4620	4082	3635	3335	2546	1586	1285	889	58529
24	572	375	260	275	324	511	935	1614	2338	3057	3680	3786	3637	3478	3313	3391	3255	3132	2747	2369	1925	1616	1255	767	48612
25	462	295	206	165	186	277	421	745	1258	2065	2845	3746	4243	4616	4837	4511	4801	4625	4242	3152	2187	1535	1010	640	53070
26	389	241	212	255	461	942	1802	2384	2420	2531	2779	2889	2983	2815	2917	3022	2821	2689	2074	1400	1045	770	630	432	40903
27	287	227	230	309	421	770	1562	2087	2165	2281	2262	2327	2497	2469	2598	2660	2585	2391	1915	1473	987	791	567	396	36257
28	301	248	227	301	414	745	1608	2117	2125	2336	2183	2266	2518	2414	2658	2882	2944	2670	2061	1441	1115	802	604	433	37413
29	338	240	224	303	470	783	1725	2195	2303	2553	2589	2683	2788	2902	3073	3404	3430	3080	2628	1809	1501	1190	790	562	43563
30	395	304	297	338	466	786	1518	2100	2176	2516	2902	3101	3496	3776	4072	4195	3819	3836	3433	2803	2106	1400	1119	763	51717
31	556	338	243	255	309	435	746	1217	1687	2275	2712	3034	2835	2690	2859	2557	2401	2411	1853	1406	1275	1094	817	646	36651

Total vehicles for month 1294332
AADT for month 43144

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	292	198	171	178	191	263	583	790	1150	1514	2095	2456	2397	2100	1901	1660	1463	1444	1219	1005	891	702	610	384	25657	
2	292	296	406	349	328	171	268	410	725	1152	2006	2695	2930	2993	2862	2804	2650	2299	1886	1450	1184	732	443	293	31624	
3	183	130	135	179	254	524	1084	1278	1357	1403	1468	1582	1442	1460	1365	1379	1338	1339	1079	697	551	381	283	200	21091	
4	150	116	109	168	231	464	964	1200	1223	1318	1233	1285	1256	1248	1348	1465	1455	1457	1181	905	732	569	382	316	20775	
5	232	163	194	192	305	508	934	1011	1258	1159	1037	883	1147	1103	981	878	838	932	688	576	402	307	212	181	16121	
6	118	117	94	150	172	348	697	714	677	648	654	729	722	776	827	904	956	1020	757	603	444	311	288	237	12963	
7																										
8																										
9	209	134	95	125	217	482	917	1145	1646	2347	3056	2511	2629	2807	2489	2523	2285	2090	1845	1665	1193	1102	705	449	34666	
10	346	198	165	215	339	752	1345	1723	1705	2270	2668	2823	2758	2703	2538	2148	2224	1982	1560	1038	865	591	411	284	33651	
11	236	161	134	199	304	548	1065	1374	1382	1668	1925	2032	2030	1848	1819	1716	1605	1599	1208	854	682	492	375	237	25493	
12	192	119	110	175	265	497	1038	1336	1413	1602	1744	1662	1816	1737	1799	1741	1806	1726	1317	951	730	449	323	259	24807	
13	220	172	146	193	285	506	1012	1316	1345	1513	1694	1802	1770	1615	1694	1794	1664	1724	1317	1023	897	547	477	293	25019	
14	213	162	161	219	261	486	922	1292	1410	1540	1857	1952	1900	2180	2367	2327	2197	2097	1828	1395	1055	748	583	384	29536	
15	276	165	143	164	163	282	608	811	1188	1480	1698	1618	1561	1547	1482	1493	1552	1661	1804	1876	1571	989	630	385	25147	
16	241	159	100	113	94	148	292	425	736	1194	1828	2636	2822	2780	2790	2953	2855	2501	2020	1749	1499	885	565	314	31699	
17	179	128	110	181	253	517	1102	1382	1343	1404	1585	1609	1614	1572	1489	1470	1493	1344	984	744	495	404	273	201	21876	
18	165	131	111	163	250	501	987	1267	1268	1396	1360	1262	1337	1358	1283	1410	1392	1382	1026	749	545	386	297	249	20275	
19	189	126	146	176	246	430	989	1232	1299	1449	1421	1397	1405	1415	1480	1560	1593	1488	1059	717	571	392	315	253	21348	
20	171	118	136	203	227	478	1008	1226	1392	1520	1574	1593	1620	1541	1686	1864	1725	1715	1269	1043	851	567	426	298	24251	
21	207	140	157	200	218	458	958	1230	1259	1515	1743	1948	2045	2051	2263	2358	2304	2086	1816	1413	1025	794	545	370	29103	
22	278	164	161	149	171	261	534	825	1665	2065	1948	1875	1645	1607	1446	1486	1637	1462	1506	1355	1054	866	586	435	25181	
23	233	137	87	81	64	124	267	383	667	1064	1538	2132	2388	2423	2508	2557	2432	2252	1909	1668	1148	707	473	321	27563	
24	198	130	142	173	297	537	1097	1320	1382	1498	1460	1581	1582	1433	1480	1431	1422	1414	976	727	516	432	303	195	21726	
25	166	126	128	172	231	468	1010	1191	1309	1432	1401	1401	1303	1392	1270	1396	1490	1421	985	704	524	388	310	246	20464	
26	170	122	106	177	216	445	971	1132	1328	1385	1410	1365	1366	1409	1402	1373	1436	1520	1101	772	562	423	295	202	20688	
27	150	146	131	184	211	465	991	1207	1327	1410	1378	1542	1546	1524	1626	1746	1695	1538	1212	1033	677	518	375	304	22936	
28	196	153	139	189	232	446	874	1123	1270	1419	1622	1810	1928	1977	2131	2336	2312	2229	1977	1582	1110	704	641	423	28823	
29	294	172	146	135	185	233	427	740	1074	1577	1699	1991	2039	2110	2115	2074	1746	1573	1260	1016	790	640	475	307	24818	
30	250	127	107	104	97	141	248	414	703	943	1425	1898	1916	2076	2044	2088	2063	1915	1726	1314	977	630	437	244	23887	
31	151	154	128	156	276	542	1084	1253	1254	1256	1249	1441	1345	1418	1304	1278	1348	1212	831	603	446	370	288	239	19626	

Total vehicles for month 735919
AADT for month 23739

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1	323	250	133	139	180	264	461	825	1350	1842	2184	2322	1879	2288	2102	1800	1461	1230	1004	1220	1563	1086	664	431	27001	
2	361	157	152	117	99	141	219	406	696	1081	1545	1832	1909	2114	2362	2217	2281	1904	1602	1447	1117	695	462	257	25173	
3	175	119	99	151	277	503	823	1127	1122	1142	1193	1305	1339	1432	1463	1396	1487	1408	1114	759	568	401	336	209	19948	
4	163	138	137	157	273	464	736	1073	1089	1150	1046	1126	1225	1337	1335	1443	1527	1402	1443	1461	1548	1280	1187	1349	24089	
5	1396	1400	730	415	512	917	1645	1906	2351	2761	2637	2446	2867	2789	2776	2656	1856	2399	2242	2257	1469	1129	789	534	42879	
6	365	288	211	234	352	572	968	1352	1641	1712	1905	2058	2142	2354	2283	2378	2441	2153	1928	1463	1192	934	678	442	32046	
7																										
8																										
9	119	69	80	54	58	102	151	246	396	586	717	739	741	782	849	882	980	1025	1700	1727	1058	611	310	181	14163	
10	151	97	98	112	215	386	620	961	959	985	1069	1094	951	982	1075	1131	1152	1194	952	677	561	453	353	249	16477	
11	171	101	134	135	246	459	741	1035	1068	927	974	911	1024	1121	1245	1385	1443	1255	1110	746	581	496	327	231	17866	
12	163	130	113	150	261	484	713	980	1196	1086	1091	1118	1256	1346	1480	1641	1639	1520	1417	991	774	669	483	308	21009	
13	187	123	139	154	294	501	752	1109	1227	1285	1348	1378	1472	1524	1989	1917	1726	1578	1653	1072	908	707	476	278	23797	
14	196	138	164	156	299	479	734	1041	1164	1498	1770	1674	2093	2348	2564	2418	2660	2522	2409	1746	1446	1061	909	582	32071	
15	367	217	144	138	196	382	826	1530	1612	1445	1777	1816	1817	1782	1690	1547	1649	1299	1149	1050	852	741	653	419	25098	

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16	290	199	130	98	110	139	254	417	823	1270	1632	1913	2084	2289	2317	2189	2555	2551	2129	1567	1147	754	672	345	27874
17	239	124	117	146	303	518	766	1055	1090	1103	1238	1400	1462	1455	1484	1555	1498	1399	1142	737	621	538	373	258	20621
18	155	134	132	155	293	462	810	1090	1135	1085	1109	1247	1284	1394	1492	1569	1551	1402	1065	758	585	516	377	275	20075
19	173	120	129	140	253	467	756	1116	1140	1171	1226	1258	1366	1398	1495	1636	1538	1226	1115	974	599	598	455	283	20632
20	176	130	148	174	266	499	808	1209	1293	1327	1380	1530	1581	1922	1835	1859	1771	1560	1458	1014	814	740	549	345	24388
21	291	154	140	187	276	463	762	1114	1139	1411	1688	1918	2125	2261	2337	2075	1998	1898	1993	1990	1186	886	782	505	29579
22	412	209	139	160	161	292	445	765	1270	1715	1886	1937	1786	1680	1624	1715	2008	1859	1466	1327	970	844	652	492	25814
23	315	166	157	121	139	192	213	354	717	1106	1610	1966	2091	2228	2510	2542	2349	2230	1960	1552	1298	871	597	305	27589
24	181	107	113	156	272	548	777	1164	1148	1128	1400	1405	1348	1379	1466	1514	1515	1378	1017	787	568	429	370	234	20404
25	168	121	133	150	262	475	753	1151	1109	1158	1160	1173	1214	1302	1441	1461	1549	1235	1089	856	680	477	340	239	19696
26	157	147	126	148	254	499	741	1146	1049	1184	1134	1175	1290	1347	1491	1527	1600	1398	1127	780	665	506	325	204	20020
27	174	119	126	145	289	530	794	1034	1229	1156	1287	1356	1494	1584	1719	1955	1770	1322	1408	984	808	628	458	290	22659
28	206	134	145	170	258	489	770	1100	1097	1373	1585	1650	1776	2114	2161	2338	2113	1985	1905	1394	1003	764	531	348	27409
29	262	170	136	143	162	281	414	778	1027	1368	1631	1571	1697	1691	1664	1464	1443	1289	991	857	700	581	577	939	21836
30	1278	787	171	97	88	153	230	440	744	1204	1847	1909	2071	2158	2177	2305	2077	1970	1665	1396	1081	699	426	242	27215
31	175	138	135	168	255	542	798	1109	1064	1097	1189	1227	1240	1346	1321	1332	1294	1173	1009	651	589	439	346	196	18833

Total vehicles for month 724498
AADT for month 23371

South Carolina ATR Traffic Volumes -- October 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	615	448	304	317	371	527	1044	1615	2500	3356	4279	4778	4276	4388	4003	3460	2924	2674	2223	2225	2454	1788	1274	815	52658
2	653	453	558	466	427	312	487	816	1421	2233	3551	4527	4839	5107	5224	5021	4931	4203	3488	2897	2301	1427	905	550	56797
3	358	249	234	330	531	1027	1907	2405	2479	2545	2661	2887	2781	2892	2828	2775	2825	2747	2193	1456	1119	782	619	409	41039
4	313	254	246	325	504	928	1700	2273	2312	2468	2279	2411	2481	2585	2683	2908	2982	2859	2624	2366	2280	1849	1569	1665	44864
5	1628	1563	924	607	817	1425	2579	2917	3609	3920	3674	3329	4014	3892	3757	3534	2694	3331	2930	2833	1871	1436	1001	715	59000
6	483	405	305	384	524	920	1665	2066	2318	2360	2559	2787	2864	3130	3110	3282	3397	3173	2685	2066	1636	1245	966	679	45009
7	571	320	303	307	396	676	1227	1704	1708	1942	2303	2464	2535	2540	2848	2741	2478	2239	1759	1222	896	693	503	374	34749
8	229	174	132	127	135	213	325	364	501	612	805	1026	1115	1272	1344	1462	1589	1504	1306	1176	1067	929	707	479	18593
9	328	203	175	179	275	584	1068	1391	2042	2933	3773	3250	3370	3589	3338	3405	3265	3115	3545	3392	2251	1713	1015	630	48829
10	497	295	263	327	554	1138	1965	2684	2664	3255	3737	3917	3709	3685	3613	3279	3376	3176	2512	1715	1426	1044	764	533	50128
11	407	262	268	334	550	1007	1806	2409	2450	2595	2899	2943	3054	2969	3064	3101	3048	2854	2318	1600	1263	988	702	468	43359
12	355	249	223	325	526	981	1751	2316	2609	2688	2835	2780	3072	3083	3279	3382	3445	3246	2734	1942	1504	1118	806	567	45816
13	407	295	285	347	579	1007	1764	2425	2572	2798	3042	3180	3242	3139	3683	3711	3390	3302	2970	2095	1805	1254	953	571	48816
14	409	300	325	375	560	965	1656	2333	2574	3038	3627	3626	3993	4528	4931	4745	4857	4619	4237	3141	2501	1809	1492	966	61607
15	643	382	287	302	359	664	1434	2341	2800	2925	3475	3434	3378	3329	3172	3040	3201	2960	2953	2926	2423	1730	1283	804	50245
16	531	358	230	211	204	287	546	842	1559	2464	3460	4549	4906	5069	5107	5142	5410	5052	4149	3316	2646	1639	1237	659	59573
17	418	252	227	327	556	1035	1868	2437	2433	2507	2823	3009	3076	3027	2973	3025	2991	2743	2126	1481	1116	942	646	459	42497
18	320	265	243	318	543	963	1797	2357	2403	2481	2469	2509	2621	2752	2775	2979	2943	2784	2091	1507	1130	902	674	524	40350
19	362	246	275	316	499	897	1745	2348	2439	2620	2647	2655	2771	2813	2975	3196	3131	2714	2174	1691	1170	990	770	536	41980
20	347	248	284	377	493	977	1816	2435	2685	2847	2954	3123	3201	3463	3521	3723	3496	3275	2727	2057	1665	1307	975	643	48639
21	498	294	297	387	494	921	1720	2344	2398	2926	3431	3866	4170	4312	4600	4433	4302	3984	3809	3403	2211	1680	1327	875	58682
22	690	373	300	309	332	553	979	1590	2935	3780	3834	3812	3431	3287	3070	3201	3645	3321	2972	2682	2024	1710	1238	927	50995
23	548	303	244	202	203	316	480	737	1384	2170	3148	4098	4479	4651	5018	5099	4781	4482	3869	3220	2446	1578	1070	626	55152
24	379	237	255	329	569	1085	1874	2484	2530	2626	2860	2986	2930	2812	2946	2945	2937	2792	1993	1514	1084	861	673	429	42130
25	334	247	261	322	493	943	1763	2342	2418	2590	2561	2574	2517	2694	2711	2857	3039	2656	2074	1560	1204	865	650	485	40160
26	327	269	232	325	470	944	1712	2278	2377	2569	2544	2540	2656	2756	2893	2900	3036	2918	2228	1552	1227	929	620	406	40708
27	324	265	257	329	500	995	1785	2241	2556	2566	2665	2898	3040	3108	3345	3701	3465	2860	2620	2017	1485	1146	833	594	45595
28	402	287	284	359	490	935	1644	2223	2367	2792	3207	3460	3704	4091	4292	4674	4425	4214	3882	2976	2113	1468	1172	771	56232
29	556	342	282	278	347	514	841	1518	2101	2945	3330	3562	3736	3801	3779	3538	3189	2862	2251	1873	1490	1221	1052	1246	46654
30	1528	914	278	201	185	294	478	854	1447	2147	3272	3807	3987	4234	4221	4393	4140	3885	3391	2710	2058	1329	863	486	51102
31	326	292	263	324	531	1084	1882	2362	2318	2353	2438	2668	2585	2764	2625	2610	2642	2385	1840	1254	1035	809	634	435	38459

Total vehicles for month 1460417
AADT for month 47110

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	163	103	126	159	189	414	963	1184	1113	1191	1130	1195	1075	1134	1162	1240	1208	1217	931	635	482	403	287	208	17912
2	162	147	116	150	199	431	951	1204	1135	1224	1213	1272	1117	1164	1189	1353	1318	1338	959	728	571	429	306	246	18922
3	148	144	119	182	234	442	954	1199	1238	1312	1308	1408	1455	1422	1564	1549	1576	1562	1189	989	727	591	465	356	22133
4	209	179	189	182	269	458	864	1185	1236	1584	1741	1931	2050	2256	2322	2323	1800	1416	2370	2113	1496	1018	745	583	30519
5	330	263	210	182	194	262	511	777	1240	1620	2106	2234	1966	1692	1519	1335	1384	1608	1568	1456	1054	760	601	425	25297
6	284	123	116	93	103	109	254	335	661	977	1347	1786	1882	1797	1875	1776	1678	1512	1351	1139	864	685	542	312	21601
7	212	151	97	97	132	159	296	477	700	1084	1680	2214	2324	2351	2364	2305	2243	2075	1849	1539	1176	851	511	254	27141
8	181	125	96	160	226	494	1083	1359	1304	1445	1521	1586	1473	1413	1284	1430	1334	1379	983	699	503	392	336	243	21049
9	167	123	100	166	220	415	888	1195	1279	1358	1286	1359	1302	1275	1183	1334	1364	1294	939	673	496	394	287	196	19293
10	150	119	134	190	205	398	958	1257	1264	1451	1480	1470	1377	1377	1470	1446	1441	1479	1218	865	659	475	364	272	21519
11	184	162	160	195	237	387	954	1196	1196	1363	1462	1745	1708	1854	1895	1941	2027	1996	1758	1394	1010	748	720	444	26736
12	336	193	144	159	173	274	582	999	1199	1718	1846	2021	2072	1931	2108	2247	2072	1866	1760	1310	1034	720	524	420	27708
13	285	132	91	93	93	141	241	415	674	1181	1721	2192	2290	2285	2249	2191	2227	2062	1676	1238	943	640	418	268	25746
14	160	120	104	117	213	479	1050	1284	1220	1448	1355	1449	1412	1270	1253	1292	1213	1287	936	662	500	345	277	209	19655
15	151	130	137	158	199	382	964	1227	1277	1277	1223	1160	1176	1214	1169	1254	1285	1356	907	612	537	440	322	208	18765
16	155	135	135	181	206	397	935	1199	1255	1363	1326	1283	1264	1285	1330	1328	1315	1354	1007	658	525	424	286	241	19587
17	160	158	134	173	210	445	901	1298	1213	1379	1457	1430	1394	1461	1549	1581	1576	1486	1202	891	711	555	419	226	22009
18	202	125	148	171	219	409	885	1164	1258	1416	1549	1825	1759	1985	2081	2173	2154	2043	1863	1477	923	756	652	405	27642
19	213	177	140	146	148	275	691	1093	1418	1647	1832	2035	1807	1600	1443	1418	1261	1264	1061	995	795	636	500	362	22957
20	207	122	88	76	85	124	231	389	616	948	1577	2064	2142	2198	2080	2127	2223	2036	1750	1354	1045	712	449	251	24894
21	172	136	90	145	225	473	1065	1276	1194	1324	1324	1439	1405	1402	1243	1347	1214	1257	898	629	418	361	289	200	19526
22	150	122	129	165	208	416	896	1208	1109	1237	1168	1183	1195	1229	1194	1278	1320	1274	975	676	513	393	285	219	18542
23	158	128	95	194	204	423	917	1210	1212	1393	1249	1259	1313	1385	1357	1308	1365	1351	1049	666	533	358	311	238	19676
24	157	133	130	180	209	407	954	1116	1089	1301	1448	1326	1553	1527	1512	1371	1408	1405	1028	869	778	685	363	231	21180
25	173	167	118	178	223	397	835	1060	1137	1346	1534	1765	1876	1948	2136	2163	2185	2223	2022	1296	937	717	508	372	27316
26	256	175	141	140	133	201	466	839	1391	1984	1856	1750	1691	1430	1310	1232	1223	1164	1009	921	828	745	517	334	21736
27	222	133	80	66	86	97	229	404	683	947	1396	1768	1955	2021	1923	2078	1909	1826	1547	1196	942	671	432	249	22860
28	147	105	100	146	227	454	981	1236	1173	1237	1336	1438	1355	1268	1250	1305	1215	1215	933	545	510	368	228	198	18970
29	158	118	115	175	193	410	931	1200	1106	1219	1184	1174	1131	975	1302	1347	1218	1239	874	661	464	337	280	206	18017
30	143	127	122	143	213	392	878	1152	1160	1255	1233	1243	1245	1297	1294	1330	1342	1282	1016	716	506	401	299	227	19016

Total vehicles for month 667924
 AADT for month 22264

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	175	134	140	144	252	416	742	990	1042	977	989	972	1042	1101	1180	1215	1278	1284	978	657	556	467	334	209	17274
2	163	148	113	141	247	392	678	1011	1029	1025	978	996	1106	1256	1257	1311	1487	1320	1061	788	609	440	333	248	18137
3	187	120	116	138	234	460	729	1006	1026	1143	1067	1258	1383	1552	1749	1763	1701	1586	1336	934	757	610	461	302	21618
4	271	193	140	181	259	454	704	981	1092	1249	1693	1888	2175	2313	2343	2336	2410	2601	2795	2360	1785	1138	752	572	32685
5	349	163	174	161	145	277	580	1286	1604	1585	1750	1816	1743	1721	1556	1281	1105	1009	901	776	712	566	420	305	21985
6	216	138	98	101	82	134	173	331	554	846	1099	1202	1288	1426	1437	1469	1472	1234	1133	1000	792	717	553	396	17891
7	317	300	360	245	139	189	245	541	744	1199	1808	2212	2321	2334	2492	2588	2620	2394	2043	1718	1169	756	515	309	29558
8	212	148	125	132	251	466	807	1121	1152	1163	1217	1336	1374	1463	1425	1429	1515	1339	1102	749	597	470	326	245	20164
9	165	114	130	156	251	413	722	1009	1000	1075	1085	1157	1223	1282	1384	1378	1458	1299	1011	757	569	429	333	255	18655
10	163	108	137	140	244	438	757	992	1087	1049	1254	1333	1427	1525	1627	1698	1769	1500	1226	921	750	634	425	277	21481
11	190	117	141	157	254	417	737	1065	1140	1208	1486	1769	1913	2186	2289	2439	2361	2279	2273	1664	1146	841	633	425	29130
12	314	180	118	143	158	352	744	1409	1489	1366	1606	1807	1958	1981	1748	1519	1302	1201	881	859	636	563	639	920	32893
13	1217	772	172	92	103	137	231	442	734	1110	1582	1703	2004	2050	2019	2045	2010	1979	1761	1277	948	666	401	274	25729
14	173	110	95	115	247	471	752	1154	1064	1023	1150	1214	1276	1343	1395	1473	1414	1346	1012	659	578	436	303	236	19039
15	169	126	131	159	247	417	709	969	992	1066	1039	1055	1219	1254	1335	1382	1393	1337	1011	761	540	481	372	263	18427
16	166	108	136	138	235	400	712	1049	1020	1054	1074	1207	1276	1389	1514	1507	1546	1359	1071	690	601	482	340	229	19303

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17	176	112	113	171	257	451	756	1081	1151	1152	1221	1311	1554	1632	1689	1805	1782	1522	1327	935	652	572	410	292	22124
18	221	160	136	169	212	413	715	1102	1120	1287	1484	1728	2057	2286	2439	2350	2317	1906	1994	1379	1072	746	689	430	28412
19	256	211	132	136	140	227	439	790	1180	1646	1907	2012	2226	2094	1941	1674	1503	1445	1160	953	725	650	459	331	24237
20	214	142	118	88	84	140	181	383	611	937	1318	1801	2068	2127	2314	2303	2405	2066	1684	1358	1000	717	477	242	24778
21	178	116	102	122	259	478	797	1081	1075	1112	1210	1258	1300	1330	1429	1432	1396	1345	1018	686	502	449	326	205	19206
22	146	113	96	157	219	430	726	1080	987	1029	1002	1064	1118	1211	1360	1382	1452	1396	956	706	566	460	325	179	18160
23	167	123	136	126	243	394	728	1085	1079	1106	1099	1146	1327	1361	1440	1545	1566	1400	1032	775	613	451	334	224	19500
24	195	121	118	140	256	427	763	1159	1170	1192	1114	1277	1385	1513	1777	1819	1662	1406	1248	847	689	511	316	247	21352
25	155	135	144	153	235	372	626	920	1052	1236	1359	1738	1798	1893	2094	2216	2315	2034	1692	1185	978	704	584	387	26005
26	238	156	100	119	148	225	357	624	937	1328	1641	1802	1779	1719	1589	1871	1970	1167	1772	900	737	631	406	288	22504
27	210	148	120	89	88	121	181	367	609	972	1329	1714	1995	2135	2433	2499	2343	2196	1791	1318	1062	711	431	256	25118
28	171	105	110	124	234	458	754	1107	1046	1083	1106	1269	1301	1351	1386	1391	1379	1214	1076	667	488	387	293	211	18711
29	152	128	111	154	236	403	706	992	1006	989	1020	1052	1076	1140	1219	1376	1481	1310	979	673	565	436	331	210	17745
30	142	117	119	145	208	412	692	1003	1047	994	1055	1184	1261	1300	1358	1413	1527	1369	1022	686	617	437	310	193	18611

Total vehicles for month 661432
 AADT for month 22048

South Carolina ATR Traffic Volumes -- September 2015 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	338	237	266	303	441	830	1705	2174	2155	2168	2119	2167	2117	2235	2342	2455	2486	2501	1909	1292	1038	870	621	417	35186
2	325	295	229	291	446	823	1629	2215	2164	2249	2191	2268	2223	2420	2446	2664	2805	2658	2020	1516	1180	869	639	494	37059
3	335	264	235	320	468	902	1683	2205	2264	2455	2375	2666	2838	2974	3313	3312	3277	3148	2525	1923	1484	1201	926	658	43751
4	480	372	329	363	528	912	1568	2166	2328	2833	3434	3819	4225	4569	4665	4659	4210	4017	5165	4473	3281	2156	1497	1155	63204
5	679	426	384	343	339	539	1091	2063	2844	3205	3856	4050	3709	3413	3075	2616	2489	2617	2469	2232	1766	1326	1021	730	47282
6	500	261	214	194	185	243	427	666	1215	1823	2446	2988	3170	3223	3312	3245	3150	2746	2484	2139	1656	1402	1095	708	39492
7	529	451	457	342	271	348	541	1018	1444	2283	3488	4426	4645	4685	4856	4893	4863	4469	3892	3257	2345	1607	1026	563	56699
8	393	273	221	292	477	960	1890	2480	2456	2608	2738	2922	2847	2876	2709	2859	2849	2718	2085	1448	1100	862	662	488	41213
9	332	237	230	322	471	828	1610	2204	2279	2433	2371	2516	2525	2557	2567	2712	2822	2593	1950	1430	1065	823	620	451	37948
10	313	227	271	330	449	836	1715	2249	2351	2500	2734	2803	2804	2902	3097	3144	3210	2979	2444	1786	1409	1109	789	549	43000
11	374	279	301	352	491	804	1691	2261	2336	2571	2948	3514	3621	4040	4184	4380	4388	4275	4031	3058	2156	1589	1353	869	55866
12	650	373	262	302	331	626	1326	2408	2688	3084	3452	3828	4030	3912	3856	3766	3374	3067	2641	2169	1670	1283	1163	1340	51601
13	1502	904	263	185	196	278	472	857	1408	2291	3303	3895	4294	4335	4268	4236	4237	4041	3437	2515	1891	1306	819	542	51475
14	333	230	199	232	460	950	1802	2438	2284	2471	2505	2663	2688	2613	2648	2765	2627	2633	1948	1321	1078	781	580	445	38694
15	320	256	268	317	446	799	1673	2196	2269	2343	2262	2215	2395	2468	2504	2636	2678	2693	1918	1373	1077	921	694	471	37192
16	321	243	271	319	441	797	1647	2248	2275	2417	2400	2490	2540	2674	2844	2835	2861	2713	2078	1348	1126	906	626	470	38890
17	336	270	247	344	467	896	1657	2379	2364	2531	2678	2741	2948	3093	3238	3386	3358	3008	2529	1826	1363	1127	829	518	44133
18	423	285	284	340	431	822	1600	2266	2378	2703	3033	3553	3816	4271	4520	4523	4471	3949	3857	2856	1995	1502	1341	835	56054
19	469	388	272	282	288	502	1130	1883	2598	3293	3739	4047	4033	3694	3384	3092	2764	2709	2221	1948	1520	1286	959	693	47194
20	421	264	206	164	169	264	412	772	1227	1885	2895	3865	4210	4325	4394	4430	4628	4102	3434	2712	2045	1429	926	493	49672
21	350	252	192	267	484	951	1862	2357	2269	2436	2534	2697	2705	2732	2672	2779	2610	2602	1916	1315	920	810	615	405	38732
22	296	235	225	322	427	846	1622	2288	2096	2266	2170	2247	2313	2440	2554	2660	2772	2670	1931	1382	1079	853	610	398	36702
23	325	251	231	320	447	817	1645	2295	2291	2499	2348	2405	2640	2746	2797	2853	2931	2751	2081	1441	1146	809	645	462	39176
24	352	254	248	320	465	834	1717	2275	2259	2493	2562	2603	2938	3040	3289	3190	3070	2811	2276	1716	1467	1196	679	478	42532
25	328	302	262	331	458	769	1461	1980	2189	2582	2893	3503	3674	3841	4230	4379	4500	4257	3714	2481	1915	1421	1092	759	53321
26	494	331	241	259	281	426	823	1463	2328	3312	3497	3552	3470	3149	2899	3103	3193	2331	2781	1821	1565	1376	923	622	44240
27	432	281	200	155	174	218	410	771	1292	1919	2725	3482	3950	4156	4356	4577	4252	4022	3338	2514	2004	1382	863	505	47978
28	318	210	210	270	461	912	1735	2343	2219	2320	2442	2707	2656	2619	2636	2696	2594	2429	2009	1212	998	755	521	409	37681
29	310	246	226	329	429	813	1637	2192	2112	2208	2204	2226	2207	2115	2521	2723	2699	2549	1853	1334	1029	773	611	416	35762
30	285	244	241	288	421	804	1570	2155	2207	2249	2288	2427	2506	2597	2652	2743	2869	2651	2038	1402	1123	838	609	420	37627

Total vehicles for month 1329356
 AADT for month 44312

P-112_SEP_2016.txt

South Carolina ATR Traffic volumes -- September 2016 -- Station P-112, Direction Is East

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total		
1																											
2																											
3	314	197	172	167	180	352	716	1083	1710	2358	2616	2638	2387	1957	1672	1582	1396	1253	1119	1000	843	763	666	346	27487		
4	234	144	108	75	90	164	246	376	615	988	1331	1603	1666	1665	1707	1347	1642	1455	1269	1079	926	733	506	347	20316		
5	237	134	121	106	130	189	307	461	728	1165	1668	2161	2283	2371	2293	2389	2227	2224	1879	1648	1319	853	536	303	27732		
6	192	146	116	162	236	515	1128	1361	1307	1507	1508	1545	1515	1531	1410	1481	1337	1400	995	758	557	449	316	218	21690		
7	136	147	123	149	230	437	955	1292	1288	1382	1383	1352	1369	1358	1295	1328	1353	1320	991	673	570	369	303	209	20012		
8	180	156	158	181	227	436	987	1316	1402	1501	1480	1432	1515	1476	1419	1469	1420	1407	1125	935	651	497	363	261	21994		
9	180	143	139	180	274	461	924	1180	1311	1439	1662	1763	1817	1763	2057	2032	1994	2041	1762	1388	976	712	539	416	27153		
10	238	167	151	187	201	289	755	1052	1311	1743	1887	2064	1915	1851	1714	1560	1478	1705	1652	1575	1301	791	558	350	26495		
11	192	161	110	107	113	151	331	469	696	1146	1695	2223	2462	2432	2389	2376	2327	2099	1704	1238	940	670	460	290	26781		
12																											
13	166	135	123	146	204	459	955	1193	1255	1304	1222	1271	1223	1147	1225	1254	1255	1305	941	707	503	406	307	201	18907		
14	179	121	127	158	237	438	960	1218	1235	1404	1296	1329	1200	1147	1309	1579	1425	1318	1025	694	570	358	305	241	19873		
15	176	146	128	167	219	431	997	1248	1311	1413	1475	1471	1516	1425	1496	1599	1516	1491	1252	960	697	528	441	286	22389		
16	186	159	171	171	245	423	934	1196	1289	1478	1651	1781	1906	1871	2052	2210	2119	1991	1723	1405	1011	729	643	499	27843		
17	337	226	150	142	183	280	475	815	1309	1778	2186	2520	2411	1912	1580	1393	1576	1703	1600	1194	980	733	569	366	26418		
18	280	169	109	88	80	145	256	384	674	1119	1705	2228	2494	2399	2392	2422	2338	2027	1793	1336	942	664	427	240	26711		
19																											
20	147	131	119	132	234	472	961	1222	1219	1261	1188	1265	1222	1170	1195	1280	1286	1320	944	722	514	364	312	244	18924		
21	165	117	121	152	229	452	950	1235	1249	1374	1320	1368	1297	1295	1297	1435	1435	1347	1030	728	527	376	269	226	19994		
22																											
23	199	150	130	179	256	430	933	1174	1216	1470	1648	1838	1966	2109	2238	2291	2275	2109	1922	1456	969	679	564	380	28581		
24	288	176	157	151	177	246	474	852	1167	1543	1847	2004	1744	1743	1600	1605	1639	1500	1324	907	823	728	560	443	23698		
25	239	134	98	71	94	117	260	455	760	1101	1570	2032	2251	2245	2345	2200	2254	2001	2056	1365	1033	783	499	291	26254		
26	168	124	114	174	263	508	1044	1268	1247	1386	1437	1474	1393	1378	1247	1350	1337	1312	995	653	502	400	248	222	20244		
27																											
28																											
29	156	143	114	172	239	458	980	1205	1273	1384	1480	1491	1442	1431	1562	1533	1555	1547	1292	954	711	516	388	287	22313		
30																											

Total vehicles for month 700777
 AADT for month 23359

South Carolina ATR Traffic volumes -- September 2016 -- Station P-112, Direction Is West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	
1																										
2																										
3	169	149	129	111	123	190	375	708	1171	1570	1930	2078	1845	1864	1627	1421	1332	1120	966	830	680	581	486	311	21766	
4	227	152	125	84	93	121	164	324	541	856	1088	1292	1292	1404	1424	1368	1384	1375	1051	1096	942	751	564	413	18131	
5	447	357	202	124	136	173	278	544	798	1224	1712	2032	2171	2200	2592	2732	2686	2614	2190	1591	1354	894	566	325	29942	
6	185	140	116	143	283	489	835	1140	1159	1245	1285	1327	1461	1476	1464	1464	1506	1311	1224	800	644	507	338	253	20795	
7	165	127	134	185	263	460	737	1081	1090	1128	1123	1201	1277	1442	1430	1391	1534	1320	1173	806	587	440	373	221	19688	
8	165	126	130	147	275	468	749	1044	1106	1204	1249	1409	1485	1627	1619	1686	1715	1586	1361	953	854	607	463	263	22291	
9	169	158	132	156	285	452	751	1042	1127	1256	1493	1683	2019	2179	2447	2399	2346	2058	2270	1969	1280	897	828	447	29843	
10	279	194	132	159	186	305	786	1352	1632	1524	1628	1788	1906	1989	1658	1625	1404	1293	932	910	817	634	485	606	24224	
11	355	168	120	98	99	149	216	370	654	1019	1313	1627	1892	2074	2104	2127	2025	1965	1595	1222	1005	721	447	256	23621	
12																										
13	163	136	122	162	255	470	743	1089	1029	1063	997	1140	1015	1373	1448	1418	1451	1365	1064	756	587	488	346	228	18908	
14	168	115	143	152	280	456	832	1075	1076	1128	1158	1280	1358	1422	1507	1553	1510	1416	1083	785	626	485	379	214	20201	
15	141	121	123	151	272	475	753	1038	1198	1146	1197	1418	1574	1639	1758	1877	1778	1551	1366	937	811	594	421	283	22622	
16	181	144	156	180	272	455	694	1100	1094	1286	1574	1900	1966	2393	2479	2284	2424	2118	2272	1960	1353	928	704	468	30385	

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17	250	179	142	127	166	332	675	1353	1575	1623	1809	2037	1980	1831	1763	1326	1393	1227	1105	1172	1447	1390	748	431	26081	
18	229	172	139	121	108	157	216	422	651	1028	1495	1849	2128	2261	2207	2290	2237	1963	1663	1311	1013	695	403	291	25049	
19																										
20	154	113	141	151	264	466	764	1058	1132	1028	1012	1115	1271	1248	1291	1452	1447	1318	1071	683	577	451	341	227	18775	
21	165	122	126	157	233	455	788	1124	1025	1162	1052	1197	1206	1445	1483	1502	1590	1392	1148	746	578	439	344	205	19684	
22																										
23	178	146	166	167	285	434	704	1073	1171	1315	1547	1956	2047	2232	2150	2332	2333	2221	2077	1551	1032	742	654	391	28904	
24	247	173	128	107	172	303	514	900	1196	1437	1879	1888	1906	2022	1667	1066	2190	1380	1038	946	746	636	510	574	23625	
25	275	178	126	90	93	135	184	381	634	1020	1488	1793	2053	2280	2463	2618	2400	2431	2051	1524	1084	778	503	291	26873	
26	190	123	127	168	268	509	819	1112	1114	1133	1178	1345	1371	1353	1562	1515	1547	1303	1024	797	620	416	289	215	20098	
27																										
28																										
29	171	133	129	168	254	462	755	1079	1122	1184	1179	1400	1482	1675	1749	1787	1724	1477	1397	933	842	634	385	250	22371	
30																										

Total vehicles for month 695710
 AADT for month 23190

South Carolina ATR Traffic Volumes -- September 2016 -- Station P-112, Direction Is East & West

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
1	357	292	295	339	522	977	1788	2421	2493	2622	2679	2926	2999	3164	3285	3579	3562	3363	3145	2514	2091	1599	1191	828	49031
2	596	425	329	411	565	841	1448	2027	2125	2590	2936	3460	3518	3712	3748	3760	3645	3246	2943	2425	1847	1413	931	624	49565
3	483	346	301	278	303	542	1091	1791	2881	3928	4546	4716	4232	3821	3299	3003	2728	2373	2085	1830	1523	1344	1152	657	49253
4	461	296	233	159	183	285	410	700	1156	1844	2419	2895	2958	3069	3131	2715	3026	2830	2320	2175	1868	1484	1070	760	38447
5	684	491	323	230	266	362	585	1005	1526	2389	3380	4193	4454	4571	4885	5121	4913	4838	4069	3239	2673	1747	1102	628	57674
6	377	286	232	305	519	1004	1963	2501	2466	2752	2793	2872	2976	3007	2874	2945	2843	2711	2219	1558	1201	956	654	471	42485
7	301	274	257	334	493	897	1692	2373	2378	2510	2506	2553	2646	2800	2725	2719	2887	2640	2164	1479	1157	809	676	430	39700
8	345	282	288	328	502	904	1736	2360	2508	2705	2729	2841	3000	3103	3038	3155	3135	2993	2486	1888	1505	1104	826	524	44285
9	349	301	271	336	559	913	1675	2222	2438	2695	3155	3446	3836	3942	4504	4431	4340	4099	4032	3357	2256	1609	1367	863	56996
10	517	361	283	346	387	594	1541	2404	2943	3267	3515	3852	3821	3840	3372	3185	2882	2998	2584	2485	2118	1425	1043	956	50719
11	547	329	230	205	212	300	547	839	1350	2165	3008	3850	4354	4506	4493	4503	4352	4064	3299	2460	1945	1391	907	546	50402
12	325	243	217	302	534	1005	1858	2397	2331	2483	2611	2784	2881	2824	2747	2681	2642	2498	2061	1470	1032	828	585	420	39759
13	329	271	245	308	459	929	1698	2282	2284	2367	2219	2411	2238	2520	2673	2672	2706	2670	2005	1463	1090	894	653	429	37815
14	347	236	270	310	517	894	1792	2293	2311	2532	2454	2609	2558	2569	2816	3132	2935	2734	2108	1479	1196	843	684	455	40074
15	317	267	251	318	491	906	1750	2286	2509	2559	2672	2889	3090	3064	3254	3476	3294	3042	2618	1897	1508	1122	862	569	45011
16	367	303	327	351	517	878	1628	2296	2383	2764	3225	3681	3872	4264	4531	4494	4543	4109	3995	3365	2364	1657	1347	967	58228
17	587	405	292	269	349	612	1150	2168	2884	3401	3995	4557	4391	3743	3343	2719	2969	2930	2705	2366	2427	2123	1317	797	52499
18	509	341	248	209	188	302	472	806	1325	2147	3200	4077	4622	4660	4599	4712	4575	3990	3456	2647	1955	1359	830	531	51760
19	323	254	241	310	550	1051	1923	2347	2330	2492	2570	2739	2875	2819	2712	2703	2656	2548	2015	1313	1027	841	590	413	39642
20	301	244	260	283	498	938	1725	2280	2351	2289	2200	2380	2493	2418	2486	2732	2733	2638	2015	1405	1091	815	653	471	37699
21	330	239	247	309	462	907	1738	2359	2274	2536	2372	2565	2503	2740	2780	2937	3025	2739	2178	1474	1105	815	613	431	39678
22	310	240	252	337	486	870	1776	2334	2457	2662	2675	2829	2993	3077	3395	3421	3320	3050	2585	1812	1431	1019	792	500	44623
23	377	296	296	346	541	864	1637	2247	2387	2785	3195	3794	4013	4341	4388	4623	4608	4330	3999	3007	2001	1421	1218	771	57485
24	535	349	285	258	349	549	988	1752	2363	2980	3726	3892	3650	3765	3267	2671	3829	2880	2362	1853	1569	1364	1070	1017	47323
25	514	312	224	161	187	252	444	836	1394	2121	3058	3825	4304	4525	4808	4818	4654	4432	4107	2889	2117	1561	1002	582	53127
26	358	247	241	342	531	1017	1863	2380	2361	2519	2615	2819	2764	2731	2809	2865	2884	2615	2019	1450	1122	816	537	437	40342
27	372	252	239	327	488	965	1700	2266	2304	2411	2347	2461	2480	2540	2698	2714	2779	2550	1988	1460	1086	823	629	452	38331
28	312	262	250	324	472	905	1751	2275	2351	2488	2440	2456	2625	2727	2782	2978	2911	2813	2073	1551	1211	867	634	422	39880
29	327	276	243	340	493	920	1735	2284	2395	2568	2659	2891	2924	3106	3311	3320	3279	3024	2689	1887	1553	1150	773	537	44684
30	364	304	307	359	521	884	1668	2201	2433	2761	3210	3536	3949	4342	4630	4737	4605	4442	4234	3657	2470	1865	1512	979	59970

Total vehicles for month 1396487
 AADT for month 46550

Appendix H

HCS Freeway Segment Analysis Outputs

Appendix H

HCS Freeway Segment Analysis Outputs EX AM

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1191	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	338	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	839	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	839	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB02 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1283	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	364	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	904	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	904	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1458	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	414	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1027	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1027	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.7	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2281	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	648	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1607	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1607	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.1	mi/h
Number of lanes, N	2	
Density, D	23.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	3598	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1022	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	2535	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2535	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	49.3	mi/h
Number of lanes, N	2	
Density, D	51.4	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	4629	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1315	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	2174	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

Flow rate, vp	2174	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	54.0	mi/h
Number of lanes, N	3	
Density, D	40.2	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2244	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	623	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1118	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1118	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	3	
Density, D	18.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811
E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/08/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB05 Segment Exit 97-101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1800	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	500	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1345	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1345	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.3	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	1460	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	406	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1091	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1091	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1123	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	312	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	839	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	839	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.0	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Phone: 8036384811 Fax:
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Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WBO2 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	1170	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	325	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	874	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	874	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1129	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	314	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	844	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	844	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.1	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix H

HCS Freeway Segment Analysis Outputs EX PM

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1984	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	545	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1319	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1319	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	18.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB02 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	2018	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	554	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1342	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1342	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.2	pc/mi/ln
Level of service, LOS	C	

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1989	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	546	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1322	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1322	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	18.9	pc/mi/ln
Level of service, LOS	C	

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
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 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2362	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	649	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1570	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1570	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.4	mi/h
Number of lanes, N	2	
Density, D	22.9	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2609	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	717	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1735	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1735	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.7	mi/h
Number of lanes, N	2	
Density, D	26.0+	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3305	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	908	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1465	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1465	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	3	
Density, D	24.4	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: Exit 102-101
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	5016	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1363	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	2172	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2172	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	54.1	mi/h
Number of lanes, N	3	
Density, D	40.2	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3746	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1018	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	2433	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2433	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	52.4	mi/h
Number of lanes, N	2	
Density, D	46.5	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2016
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	2555	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	694	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1659	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1659	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.6	mi/h
Number of lanes, N	2	
Density, D	24.6	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2053	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	558	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1333	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1333	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.1	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WBO2 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2019	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	549	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1311	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1311	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.8	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2016
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1914	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	520	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fHV	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1243	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1243	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix H

HCS Freeway Segment Analysis Outputs NO_BUILD AM

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	1991	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	566	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1403	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1403	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	2	
Density, D	20.2	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB02 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2158	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	613	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1520	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1520	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.8	mi/h
Number of lanes, N	2	
Density, D	22.1	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2475	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	703	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1744	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1744	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.6	mi/h
Number of lanes, N	2	
Density, D	26.2	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3669	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1042	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	2585	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2585	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	47.7	mi/h
Number of lanes, N	2	
Density, D	54.1	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 SB
From/To: EB05 Segment Exit 97-101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	5788	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1644	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	4078	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	4078	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	7261	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	2063	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	3410	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	3410	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	0.5	mi/h
Number of lanes, N	3	
Density, D	6738.8	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3532	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	981	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1759	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1759	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.5	mi/h
Number of lanes, N	3	
Density, D	29.5	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2896	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	804	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	2164	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2164	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	59.2	mi/h
Number of lanes, N	2	
Density, D	36.5	pc/mi/ln
Level of service, LOS	E	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2349	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	653	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1755	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1755	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.4	mi/h
Number of lanes, N	2	
Density, D	26.4	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB03 Segment Exit 85-91
Jurisdiction: Newberry/Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1345	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	374	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1005	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1005	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.4	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB02 Segment Exit 82-85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1430	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	397	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1069	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1069	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.3	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB01 Segment Exit 76-82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1356	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	377	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1013	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1013	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix H

HCS Freeway Segment Analysis Outputs NO_BUILD PM

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	2659	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	730	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1768	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1768	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.3	mi/h
Number of lanes, N	2	
Density, D	26.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB02 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2721	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	748	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1809	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1809	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	65.7	mi/h
Number of lanes, N	2	
Density, D	27.5	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2668	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	733	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1774	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1774	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.2	mi/h
Number of lanes, N	2	
Density, D	26.8	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3800	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1044	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	2526	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2526	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	49.6	mi/h
Number of lanes, N	2	
Density, D	50.9	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	4198	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1153	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	2791	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2791	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	40.6	mi/h
Number of lanes, N	2	
Density, D	68.7	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	5192	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1426	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	2301	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2301	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	51.1	mi/h
Number of lanes, N	3	
Density, D	45.1	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: PM Peak
Freeway/Direction: I-26 NB
From/To: WB06 Segment Exit 101-102
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	7842	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2131	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	3395	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	3395	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	1.5	mi/h
Number of lanes, N	3	
Density, D	2281.6	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	6026	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1637	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	3914	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	3914	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	4110	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1117	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	2669	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2669	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	45.0	mi/h
Number of lanes, N	2	
Density, D	59.4	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: PM Peak
Freeway/Direction: I-26 NB
From/To: WB03 Segment Exit 85-91
Jurisdiction: Newberry/Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2801	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	761	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1819	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1819	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	65.6	mi/h
Number of lanes, N	2	
Density, D	27.7	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: PM Peak
Freeway/Direction: I-26 NB
From/To: WB02 Segment Exit 82-85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2740	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	745	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1780	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1780	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.1	mi/h
Number of lanes, N	2	
Density, D	26.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2549	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	693	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1655	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1655	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.6	mi/h
Number of lanes, N	2	
Density, D	24.5	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix H

HCS Freeway Segment Analysis Outputs 2040_BUILD AM

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	1991	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	566	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	935	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	935	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	13.4	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 SB
From/To: EB02 Segment Exit 82-85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2158	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	613	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1014	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1014	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 SB
From/To: EB03 Segment Exit 85-91
Jurisdiction: Newberry/Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2475	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	703	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1162	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1162	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	16.6	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3669	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1042	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	1723	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1723	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.8	mi/h
Number of lanes, N	3	
Density, D	25.8	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 SB
From/To: EB05 Segment Exit 97-101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	5788	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	1644	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	2039	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2039	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	61.8	mi/h
Number of lanes, N	4	
Density, D	33.0	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	7261	veh/h
Peak-hour factor, PHF	0.88	
Peak 15-min volume, v15	2063	v
Trucks and buses	16	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.806	
Driver population factor, fp	1.00	
Flow rate, vp	2558	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2558	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	43.3	mi/h
Number of lanes, N	4	
Density, D	59.0	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB06 Segment Exit 101-102
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3532	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	981	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1320	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1320	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	4	
Density, D	22.0	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB05 Segment Exit 97-101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2896	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	804	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1082	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1082	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	4	
Density, D	15.5	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB04 Segment Exit 91-97
Jurisdiction: Lexington/Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2349	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	653	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	1170	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1170	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	16.7	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB03 Segment Exit 85-91
Jurisdiction: Newberry/Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1345	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	374	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	670	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	670	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	9.6	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: AM Peak
Freeway/Direction: I-26 NB
From/To: WB02 Segment Exit 82-85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1430	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	397	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	712	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	712	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	10.2	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Direction: I-26 NB
 From/To: WB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	1356	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	377	v
Trucks and buses	23	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.743	
Driver population factor, fp	1.00	
Flow rate, vp	675	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	675	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	9.6	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix H

HCS Freeway Segment Analysis Outputs 2040_BUILD PM

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Flow Inputs and Adjustments

Volume, V	2659	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	730	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1179	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1179	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	16.8	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB02 Segment Exit 82-85
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2721	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	748	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1206	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1206	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	17.2	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2668	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	733	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1183	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1183	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB04 Segment Exit 91-97
 Jurisdiction: Lexington/Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	3800	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1044	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1684	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1684	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.3	mi/h
Number of lanes, N	3	
Density, D	25.0	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.3

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	4198	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1153	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1395	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1395	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	4	
Density, D	20.1	pc/mi/ln
Level of service, LOS	C	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 SB
 From/To: EB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	5192	veh/h
Peak-hour factor, PHF	0.91	
Peak 15-min volume, v15	1426	v
Trucks and buses	14	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.826	
Driver population factor, fp	1.00	
Flow rate, vp	1726	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1726	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.7	mi/h
Number of lanes, N	4	
Density, D	28.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB06 Segment Exit 101-102
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	7842	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	2131	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	2547	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

 LOS and Performance Measures

Flow rate, vp	2547	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	43.7	mi/h
Number of lanes, N	4	
Density, D	58.3	pc/mi/ln
Level of service, LOS	F	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB05 Segment Exit 97-101
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	6026	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1637	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1957	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1957	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	63.4	mi/h
Number of lanes, N	4	
Density, D	30.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

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Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811
E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: PM Peak
Freeway/Direction: I-26 NB
From/To: WB04 Segment Exit 91-97
Jurisdiction: Lexington/Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	4110	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1117	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1780	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1780	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.1	mi/h
Number of lanes, N	3	
Density, D	26.9	pc/mi/ln
Level of service, LOS	D	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811
 E-mail: Nadezhda.Morozova@stvinc.com

Fax:

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB03 Segment Exit 85-91
 Jurisdiction: Newberry/Lexington County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2801	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	761	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1213	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1213	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	17.3	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.90

Nadia Morozova
STV
140 Stoneridge Drive, Suite 450
Columbia, SC 29210

Phone: 8036384811 Fax:
E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
Agency or Company: STV Incorporated
Date Performed: 03/09/2017
Analysis Time Period: PM Peak
Freeway/Direction: I-26 NB
From/To: WB02 Segment Exit 82-85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2740	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	745	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1186	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1186	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	16.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Basic Freeway Segments Release 6.1

Nadia Morozova
 STV
 140 Stoneridge Drive, Suite 450
 Columbia, SC 29210

Phone: 8036384811 Fax:
 E-mail: Nadezhda.Morozova@stvinc.com

 Operational Analysis

Analyst: RJD
 Agency or Company: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Direction: I-26 NB
 From/To: WB01 Segment Exit 76-82
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Flow Inputs and Adjustments

Volume, V	2549	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	693	v
Trucks and buses	13	%
Recreational vehicles	0	%
Terrain type:	Rolling	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	2.5	
Recreational vehicle PCE, ER	2.0	
Heavy vehicle adjustment, fhv	0.837	
Driver population factor, fp	1.00	
Flow rate, vp	1104	pc/h/ln

 Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, flw	-	mi/h
Lateral clearance adjustment, flc	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

 LOS and Performance Measures

Flow rate, vp	1104	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	3	
Density, D	15.8	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Appendix I

HCS Ramp Merge/Diverge Analysis Outputs

Appendix I

HCS Ramp Diverge Analysis Outputs
Existing I-26 Eastbound Off-Ramps

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1283	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	55	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	156	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1283	55	156	vph
Peak-hour factor, PHF	0.88	0.83	0.96	
Peak 15-min volume, v15	364	17	41	v
Trucks and buses	16	22	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.752	0.893	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1808	88	182	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 1808$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1808	4800	No
$v_{FO} = v_F - v_R$	1720	4800	No
v	88	2100	No

v_3^R or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or v_{av34} > 2700 pc/h? No
 Is v_3^R or v_{av34} > 1.5 v_{12}^R / 2 No
 If yes, $v_{12A}^R = 1808$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
	Actual	Max Desirable	Violation?
v_{12}^R	1808	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 16.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D_S = 0.371$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1283	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	55	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	230	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1283	55	230	vph
Peak-hour factor, PHF	0.88	0.83	0.86	
Peak 15-min volume, v15	364	17	67	v
Trucks and buses	16	22	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.752	0.905	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1808	88	296	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 1808$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1808	4800	No
$v_{FO} = v_F - v_R$	1720	4800	No
v	88	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 1808$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 1808	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.371$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1458	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	78	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	230	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1458	78	230	vph
Peak-hour factor, PHF	0.88	0.87	0.86	
Peak 15-min volume, v15	414	22	67	v
Trucks and buses	16	15	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.816	0.905	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2054	110	296	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2054$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2054	4800	No
$v_{FO} = v_F - v_R$	1944	4800	No
v	110	2100	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2054$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2054	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D_S = 0.373$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1458	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	78	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	901	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1458	78	901	vph
Peak-hour factor, PHF	0.88	0.87	0.82	
Peak 15-min volume, v15	414	22	275	v
Trucks and buses	16	15	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.816	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2054	110	1165	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 2054$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_F$	2054	4800	No
$v_{FO} = v_F - v_R$	1944	4800	No
v_R	110	2100	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2054$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2054	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.373$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2281	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	138	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	901	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2281	138	901	vph
Peak-hour factor, PHF	0.88	0.72	0.82	
Peak 15-min volume, v15	648	48	275	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3214	206	1165	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3214$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3214	4800	No
$v_{FO} = v_F - v_R$	3008	4800	No
v	206	2000	No

v_3 or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > 1.5 $v_{12} / 2$ No
 If yes, $v_{12A} = 3214$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3214	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.447$
Space mean speed in ramp influence area,	$S_R = 57.5$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 57.5$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2281	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	138	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1455	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2281	138	1455	vph
Peak-hour factor, PHF	0.88	0.72	0.88	
Peak 15-min volume, v15	648	48	413	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3214	206	1753	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 3214$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3214	4800	No
$v_{FO} = v_F - v_R$	3008	4800	No
v	206	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 3214$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3214	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 23.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.447$
Space mean speed in ramp influence area,	$S_R = 57.5$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 57.5$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3598	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1455	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3598	127	1455	vph
Peak-hour factor, PHF	0.88	0.46	0.88	
Peak 15-min volume, v15	1022	69	413	v
Trucks and buses	16	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5070	289	1753	pcph

Estimation of V12 Diverge Areas

L = 10582.81 Equation 13-12 or 13-13)
EQ
P = 0.625 Using Equation 6
FD
 $v_{12} = v_R + (v_F - v_R) P = 3278$ pc/h
FD

Capacity Checks

$v_F = v_F$	Actual	Maximum	LOS F?
$v_{F0} = v_F - v_R$	5070	6900	No
v_R	4781	6900	No
	289	1900	No

v_3 or v_{av34} 1792 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$ No
 If yes, $v_{12A} = 3278$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3278	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 30.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation	
Intermediate speed variable,	$D = 0.584$
Space mean speed in ramp influence area,	$S_R = 49.5$ mph
Space mean speed in outer lanes,	$S_O = 62.7$ mph
Space mean speed for all vehicles,	$S = 53.5$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3598	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	203	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3598	127	203	vph
Peak-hour factor, PHF	0.88	0.46	0.60	
Peak 15-min volume, v15	1022	69	85	v
Trucks and buses	16	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5070	289	364	pcph

Estimation of V12 Diverge Areas

L = 413.37 (Equation 13-12 or 13-13)
EQ
P = 0.620 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3253$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	5070	6900	No
$v_{FO} = v_F - v_R$	4781	6900	No
v	289	1900	No

v_3 or v_{av34} = 1817 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 3253$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3253	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 30.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	$D_S = 0.584$
Space mean speed in ramp influence area,	$S_R = 49.5$ mph
Space mean speed in outer lanes,	$S_O = 62.6$ mph
Space mean speed for all vehicles,	$S = 53.5$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3471	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	203	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3471	203	127	vph
Peak-hour factor, PHF	0.88	0.60	0.46	
Peak 15-min volume, v15	986	85	69	v
Trucks and buses	16	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4891	364	289	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.621 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3175$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	4891	6900	No
$v_{FO} = v_F - v_R$	4527	6900	No
v	364	1900	No

v_3^R or v_{av34} 1716 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or v_{av34} > 2700 pc/h? No
 Is v_3^R or v_{av34} > $1.5 v_{12}^R$ No
 If yes, $v_{12A} = 3175$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3175	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 23.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.591$
Space mean speed in ramp influence area,	$S_R = 49.4$ mph
Space mean speed in outer lanes,	$S_O = 63.0$ mph
Space mean speed for all vehicles,	$S = 53.4$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3471	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	203	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1361	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3471	203	1361	vph
Peak-hour factor, PHF	0.88	0.60	0.83	
Peak 15-min volume, v15	986	85	410	v
Trucks and buses	16	5	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.930	0.917	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4891	364	1787	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.621 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3175$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	4891	6900	No
$v_{FO} = v_F - v_R$	4527	6900	No
v	364	1900	No

v_3^R or v_{av34} 1716 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or v_{av34} > 2700 pc/h? No
 Is v_3^R or v_{av34} > $1.5 v_{12}^R / 2$ No
 If yes, $v_{12A}^R = 3175$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
	Actual	Max Desirable	Violation?
v_{12}^R	3175	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 23.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.591$
Space mean speed in ramp influence area,	$S_R = 49.4$ mph
Space mean speed in outer lanes,	$S_O = 63.0$ mph
Space mean speed for all vehicles,	$S = 53.4$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2018	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	74	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	122	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2018	74	122	vph
Peak-hour factor, PHF	0.91	0.79	0.85	
Peak 15-min volume, v15	554	23	36	v
Trucks and buses	14	8	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.893	0.787	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2683	105	182	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 2683$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2683	4800	No
$v_{FO} = v_F - v_R$	2578	4800	No
v	105	2100	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2683$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2683	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.372$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2018	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	74	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	45	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2018	74	45	vph
Peak-hour factor, PHF	0.91	0.79	0.66	
Peak 15-min volume, v15	554	23	17	v
Trucks and buses	14	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2683	105	78	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2683$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2683	4800	No
$v_{FO} = v_F - v_R$	2578	4800	No
v	105	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 2683$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2683	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.372$
Space mean speed in ramp influence area,	$S_R = 59.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.6$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1989	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	136	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	45	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1989	136	45	vph
Peak-hour factor, PHF	0.91	0.85	0.66	
Peak 15-min volume, v15	546	40	17	v
Trucks and buses	14	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2645	198	78	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2645$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2645	4800	No
$v_{FO} = v_F - v_R$	2447	4800	No
v	198	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 2645$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2645	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 18.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.381$
Space mean speed in ramp influence area,	$S_R = 59.3$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 59.3$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1989	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	136	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	509	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1989	136	509	vph
Peak-hour factor, PHF	0.91	0.85	0.77	
Peak 15-min volume, v15	546	40	165	v
Trucks and buses	14	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2645	198	711	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2645$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2645	4800	No
$v_{FO} = v_F - v_R$	2447	4800	No
v	198	2100	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2645$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2645	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D_S = 0.381$
Space mean speed in ramp influence area,	$S_R = 59.3$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.3$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2362	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	473	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	509	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2362	473	509	vph
Peak-hour factor, PHF	0.91	0.83	0.77	
Peak 15-min volume, v15	649	142	165	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3141	698	711	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 3141$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3141	4800	No
$v_{FO} = v_F - v_R$	2443	4800	No
v	698	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 3141$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3141	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 22.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D = 0.491$	
Space mean speed in ramp influence area,	$S_R = 56.3$	mph
Space mean speed in outer lanes,	$S_0 = N/A$	mph
Space mean speed for all vehicles,	$S = 56.3$	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2362	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	473	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	720	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2362	473	720	vph
Peak-hour factor, PHF	0.91	0.83	0.94	
Peak 15-min volume, v15	649	142	191	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3141	698	823	pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} = 1.000 \text{ Using Equation 0}$$

$$FD = \frac{v_{12}}{v_R} + \left(\frac{v_F - v_R}{v_R} \right) \frac{P}{FD} = 3141 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_{12}$	3141	4800	No
$v_{FO} = v_{FO} - v_R$	2443	4800	No
$v = v$	698	2000	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 3141$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3141	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.491$
Space mean speed in ramp influence area,	$S_R = 56.3$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 56.3$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2609	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	105	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	720	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2609	105	720	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	717	28	191	v
Trucks and buses	14	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3469	117	823	pcph

Estimation of V12 Diverge Areas

L = 5800.06 (Equation 13-12 or 13-13)
EQ
P = 0.668 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2356$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3469	6900	No
$v_{FO} = v_F - v_R$	3352	6900	No
v	117	1900	No

$$v_3 \text{ or } v_{av34} = 1113 \text{ pc/h} \quad (\text{Equation 13-14 or 13-17})$$
 Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$ No
 Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2356$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2356	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.5 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.569$
Space mean speed in ramp influence area,	$S_R = 49.8 \text{ mph}$
Space mean speed in outer lanes,	$S_O = 65.4 \text{ mph}$
Space mean speed for all vehicles,	$S = 53.9 \text{ mph}$

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2609	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	105	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	55	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2609	105	55	vph
Peak-hour factor, PHF	0.91	0.94	0.86	
Peak 15-min volume, v15	717	28	16	v
Trucks and buses	14	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3469	117	68	pcph

Estimation of V12 Diverge Areas

L = 68.31 (Equation 13-12 or 13-13)
EQ
P = 0.668 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2356$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3469	6900	No
$v_{FO} = v_F - v_R$	3352	6900	No
v	117	1900	No

v_3 or v_{av34} = 1113 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 2356$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2356	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.569$
Space mean speed in ramp influence area,	$S_R = 49.8$ mph
Space mean speed in outer lanes,	$S_O = 65.4$ mph
Space mean speed for all vehicles,	$S = 53.9$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2504	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	55	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	105	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2504	55	105	vph
Peak-hour factor, PHF	0.91	0.86	0.94	
Peak 15-min volume, v15	688	16	28	v
Trucks and buses	14	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3329	68	117	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.674 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2265$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3329	6900	No
$v_{FO} = v_F - v_R$	3261	6900	No
v	68	1900	No

$$v_3 \text{ or } v_{av34} = 1064 \text{ pc/h} \quad (\text{Equation 13-14 or 13-17})$$
 Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$ No
 Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2265$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2265	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.5 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.564$	
Space mean speed in ramp influence area,	$S_R = 49.8$	mph
Space mean speed in outer lanes,	$S_O = 65.6$	mph
Space mean speed for all vehicles,	$S = 54.0$	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2504	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	55	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	856	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2504	55	856	vph
Peak-hour factor, PHF	0.91	0.86	0.95	
Peak 15-min volume, v15	688	16	225	v
Trucks and buses	14	4	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.943	0.917	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3329	68	982	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.674 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2265$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3329	6900	No
$v_{FO} = v_F - v_R$	3261	6900	No
v	68	1900	No

v_3^R or v_{av34} 1064 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or v_{av34} > 2700 pc/h? No
 Is v_3^R or v_{av34} > $1.5 v_{12}^R / 2$ No
 If yes, $v_{12A}^R = 2265$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}^R	Actual 2265	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 15.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.564$
Space mean speed in ramp influence area,	$S_R = 49.8$ mph
Space mean speed in outer lanes,	$S_O = 65.6$ mph
Space mean speed for all vehicles,	$S = 54.0$ mph

Appendix I

HCS Ramp Merge Analysis Outputs
Existing I-26 Eastbound On-Ramps

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1127	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	156	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	64	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1127	156	64	vph
Peak-hour factor, PHF	0.88	0.96	0.80	
Peak 15-min volume, v15	320	41	20	v
Trucks and buses	16	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1588	182	96	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1588$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	1770	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v or v > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1588$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1770	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 10.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	M_S	= 0.248
Space mean speed in ramp influence area,	S_R	= 63.1 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 63.1 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1127	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	156	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	55	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1127	156	55	vph
Peak-hour factor, PHF	0.88	0.96	0.83	
Peak 15-min volume, v15	320	41	17	v
Trucks and buses	16	8	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.893	0.752	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1588	182	88	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1588$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	1770	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1588$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1770	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 10.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$M = 0.248$
Space mean speed in ramp influence area,	$S_R = 63.1$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 63.1$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1228 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 230 vph
Length of first accel/decel lane 520 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 55 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 1050 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1228	230	55	vph
Peak-hour factor, PHF	0.88	0.86	0.83	
Peak 15-min volume, v15	349	67	17	v
Trucks and buses	16	7	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.905	0.752	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1730	296	88	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 1730$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{F0}	2026	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	

Is $v_{R12} > 1.5 v_{12}$ /2
 If yes, $v_{12A} = 1730$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2026	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation			
Intermediate speed variable,	$M_S = 0.314$		
Space mean speed in ramp influence area,	$S_R = 61.2$	mph	
Space mean speed in outer lanes,	$S_O = N/A$	mph	
Space mean speed for all vehicles,	$S = 61.2$	mph	

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1228 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 230 vph
Length of first accel/decel lane 520 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 78 vph
Position of adjacent Ramp Downstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 9999 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1228	230	78	vph
Peak-hour factor, PHF	0.88	0.86	0.87	
Peak 15-min volume, v15	349	67	22	v
Trucks and buses	16	7	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.905	0.816	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1730	296	110	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 1730$ pc/h

Capacity Checks

v_{F0} Actual 2026 Maximum 4800 LOS F? No
 v_3 or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
Is v or $v > 2700$ pc/h? No

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1730$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2026	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	$M_S = 0.314$	
Space mean speed in ramp influence area,	$S_R = 61.2$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 61.2$	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1380 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 901 vph
Length of first accel/decel lane 1500 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 78 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 1725 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1380	901	78	vph
Peak-hour factor, PHF	0.88	0.82	0.87	
Peak 15-min volume, v15	392	275	22	v
Trucks and buses	16	4	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.943	0.816	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1945	1165	110	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 EQ
 $P = 1.000$ Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 1945$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{F0}	3110	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1945$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3110	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 19.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$M = 0.303$
Space mean speed in ramp influence area,	$S_R = 61.5$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 61.5$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1380	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	901	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	138	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1380	901	138	vph
Peak-hour factor, PHF	0.88	0.82	0.72	
Peak 15-min volume, v15	392	275	48	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1945	1165	206	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1945 \text{ pc/h}$

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3110	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1945$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3110	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 19.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	M_S	= 0.303
Space mean speed in ramp influence area,	S_R	= 61.5 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 61.5 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2143	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1455	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	138	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2143	1455	138	vph
Peak-hour factor, PHF	0.88	0.88	0.72	
Peak 15-min volume, v15	609	413	48	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3020	1753	206	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 3020$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	4773	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v or v > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 3020$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	4773	4600	Yes
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 32.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation		
Intermediate speed variable,	$M_S = 0.677$	
Space mean speed in ramp influence area,	$S_R = 51.0$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 51.0$	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2143	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1455	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	127	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2143	1455	127	vph
Peak-hour factor, PHF	0.88	0.88	0.46	
Peak 15-min volume, v15	609	413	69	v
Trucks and buses	16	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.806	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3020	1753	289	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
EQ
 $P = 1.000$ Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 3020$ pc/h

Capacity Checks

v_{F0}	Actual	Maximum	LOS F?
v_3 or v_{av34}	4773	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
v_3 or $v_{av34} > 2700$ pc/h?	No		

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 3020$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	4773	4600	Yes
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 32.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation		
Intermediate speed variable,	$M_S = 0.677$	
Space mean speed in ramp influence area,	$S_R = 51.0$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 51.0$	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1896 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 122 vph
Length of first accel/decel lane 1375 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 88 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 2265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1896	122	88	vph
Peak-hour factor, PHF	0.91	0.85	0.74	
Peak 15-min volume, v15	521	36	30	v
Trucks and buses	14	18	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.787	0.787	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2521	182	151	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
EQ
 $P = 1.000$ Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2521$ pc/h

Capacity Checks

v_{F0} Actual 2703 Maximum 4800 LOS F? No
 v_3 or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
Is v_3 or $v_{av34} > 2700$ pc/h? No

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2521$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2703	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	M	= 0.283
Space mean speed in ramp influence area,	S_R	= 62.1 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 62.1 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1896	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	122	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	74	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1896	122	74	vph
Peak-hour factor, PHF	0.91	0.85	0.79	
Peak 15-min volume, v15	521	36	23	v
Trucks and buses	14	18	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.787	0.893	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2521	182	105	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2521$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2703	4800	No
v ₃ or v _{av34}	0	pc/h	(Equation 13-14 or 13-17)
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{R12} / 2$
 If yes, $v_{R12} = 2521$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2703	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{R12} - 0.00627 L_A = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	$M_S = 0.283$	
Space mean speed in ramp influence area,	$S_R = 62.1$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 62.1$	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1944	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	45	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	74	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1944	45	74	vph
Peak-hour factor, PHF	0.91	0.66	0.79	
Peak 15-min volume, v15	534	17	23	v
Trucks and buses	14	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2585	78	105	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2585$ pc/h

Capacity Checks

v _{F0}	Actual	Maximum	LOS F?
v ₃ or v _{av34}	2663	4800	No
Is v ₃ or v _{av34} > 2700 pc/h?	0 pc/h	(Equation 13-14 or 13-17)	
	No		

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2585$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2663	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 23.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation			
Intermediate speed variable,	M_S	=	0.341
Space mean speed in ramp influence area,	S_R	=	60.5 mph
Space mean speed in outer lanes,	S_O	=	N/A mph
Space mean speed for all vehicles,	S	=	60.5 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1944	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	45	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	136	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1944	45	136	vph
Peak-hour factor, PHF	0.91	0.66	0.85	
Peak 15-min volume, v15	534	17	40	v
Trucks and buses	14	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2585	78	198	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2585$ pc/h

Capacity Checks

v _{F0}	Actual	Maximum	LOS F?
v ₃ or v _{av34}	2663	4800	No
Is v ₃ or v _{av34} > 2700 pc/h?	0 pc/h	(Equation 13-14 or 13-17)	
	No		

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2585$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2663	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 23.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation			
Intermediate speed variable,	$M_S = 0.341$		
Space mean speed in ramp influence area,	$S_R = 60.5$	mph	
Space mean speed in outer lanes,	$S_O = N/A$	mph	
Space mean speed for all vehicles,	$S = 60.5$	mph	

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1853	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	509	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	136	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1853	509	136	vph
Peak-hour factor, PHF	0.91	0.77	0.85	
Peak 15-min volume, v15	509	165	40	v
Trucks and buses	14	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2464	711	198	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2464$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3175	4800	No
v ₃ or v _{av34}	0	pc/h	(Equation 13-14 or 13-17)
Is v or v > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2464$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3175	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 20.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation		
Intermediate speed variable,	M_S	= 0.309
Space mean speed in ramp influence area,	S_R	= 61.3 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 61.3 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1853	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	509	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	473	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1853	509	473	vph
Peak-hour factor, PHF	0.91	0.77	0.83	
Peak 15-min volume, v15	509	165	142	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2464	711	698	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2464$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3175	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2464$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3175	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 20.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$M = 0.309$
Space mean speed in ramp influence area,	$S_R = 61.3$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 61.3$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1889	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	473	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1889	720	473	vph
Peak-hour factor, PHF	0.91	0.94	0.83	
Peak 15-min volume, v15	519	191	142	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2512	823	698	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2512$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3335	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2512$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3335	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 21.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation			
Intermediate speed variable,	M_S	= 0.326	
Space mean speed in ramp influence area,	S_R	= 60.9	mph
Space mean speed in outer lanes,	S_O	= N/A	mph
Space mean speed for all vehicles,	S	= 60.9	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1889	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	720	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	105	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1889	720	105	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	519	191	28	v
Trucks and buses	14	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.826	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2512	823	117	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2512$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3335	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2512$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3335	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 21.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation			
Intermediate speed variable,	M_S	= 0.326	
Space mean speed in ramp influence area,	S_R	= 60.9	mph
Space mean speed in outer lanes,	S_O	= N/A	mph
Space mean speed for all vehicles,	S	= 60.9	mph

Appendix I

HCS Ramp Diverge Analysis Outputs
Existing I-26 Westbound Off-Ramps

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2006	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	343	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	238	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2006	343	238	vph
Peak-hour factor, PHF	0.90	0.87	0.78	
Peak 15-min volume, v15	557	99	76	v
Trucks and buses	23	7	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.905	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2998	436	337	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.665 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2140$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2998	6900	No
$v_{FO} = v_F - v_R$	2562	6900	No
v	436	1900	No

v_3^R or v_{av34} 858 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or $v_{av34} > 2700$ pc/h? No
 Is v_3^R or $v_{av34} > 1.5 v_{12}^R / 2$ No
 If yes, $v_{12A} = 2140$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2140	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 13.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.597$
Space mean speed in ramp influence area,	$S_R = 49.2$ mph
Space mean speed in outer lanes,	$S_O = 65.8$ mph
Space mean speed for all vehicles,	$S = 53.1$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2006	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	343	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2006	343	137	vph
Peak-hour factor, PHF	0.90	0.87	0.93	
Peak 15-min volume, v15	557	99	37	v
Trucks and buses	23	7	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2998	436	156	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.665 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2140$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2998	6900	No
$v_{FO} = v_F - v_R$	2562	6900	No
v	436	1900	No

$$v_3 \text{ or } v_{av34} = 858 \text{ pc/h} \quad (\text{Equation 13-14 or 13-17})$$
 Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$ No
 Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2140$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2140	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.3 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.597$
Space mean speed in ramp influence area,	$S_R = 49.2 \text{ mph}$
Space mean speed in outer lanes,	$S_O = 65.8 \text{ mph}$
Space mean speed for all vehicles,	$S = 53.1 \text{ mph}$

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	558	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1800	558	137	vph
Peak-hour factor, PHF	0.90	0.83	0.93	
Peak 15-min volume, v15	500	168	37	v
Trucks and buses	23	13	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.837	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2690	803	156	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2690$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2690	4800	No
$v_{FO} = v_F - v_R$	1887	4800	No
v	803	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 2690$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2690	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.500$
Space mean speed in ramp influence area,	$S_R = 56.0$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 56.0$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	558	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	218	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1800	558	218	vph
Peak-hour factor, PHF	0.90	0.83	0.79	
Peak 15-min volume, v15	500	168	69	v
Trucks and buses	23	13	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.837	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2690	803	297	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2690$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2690	4800	No
$v_{FO} = v_F - v_R$	1887	4800	No
v	803	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 2690$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2690	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.500$
Space mean speed in ramp influence area,	$S_R = 56.0$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 56.0$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1460	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	445	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	218	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1460	445	218	vph
Peak-hour factor, PHF	0.90	0.82	0.79	
Peak 15-min volume, v15	406	136	69	v
Trucks and buses	23	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2182	673	297	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 2182$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_F$	2182	4800	No
$v_{FO} = v_F - v_R$	1509	4800	No
v_R	673	2100	No

v_3 or v_{av34} ≤ 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or $v_{av34} > 2700$ pc/h? No
 Is v_3 or $v_{av34} > 1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 2182$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2182	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 12.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.424$
Space mean speed in ramp influence area,	$S_R = 58.1$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 58.1$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1460	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	445	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	108	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1460	445	108	vph
Peak-hour factor, PHF	0.90	0.82	0.94	
Peak 15-min volume, v15	406	136	29	v
Trucks and buses	23	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2182	673	132	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2182$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2182	4800	No
$v_{FO} = v_F - v_R$	1509	4800	No
v	673	2100	No

v_3^R or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
 Is v_3^R or v_{av34} > 2700 pc/h? No
 Is v_3^R or v_{av34} > 1.5 v_{12}^R / 2 No
 If yes, $v_{12A}^R = 2182$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}^R	Actual 2182	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12}^R - 0.009 L_D = 12.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.424$
Space mean speed in ramp influence area,	$S_R = 58.1$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 58.1$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1123	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	29	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	108	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1123	29	108	vph
Peak-hour factor, PHF	0.90	0.61	0.94	
Peak 15-min volume, v15	312	12	29	v
Trucks and buses	23	11	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.858	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1678	55	132	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 1678$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1678	4800	No
$v_{FO} = v_F - v_R$	1623	4800	No
v	55	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 1678$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 1678	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 14.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.498$
Space mean speed in ramp influence area,	$S_R = 56.1$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 56.1$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1123	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	29	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	76	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1123	29	76	vph
Peak-hour factor, PHF	0.90	0.61	0.75	
Peak 15-min volume, v15	312	12	25	v
Trucks and buses	23	11	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.858	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1678	55	121	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 1678$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1678	4800	No
$v_{FO} = v_F - v_R$	1623	4800	No
v	55	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 1678$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 1678	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 14.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.498$	
Space mean speed in ramp influence area,	$S_R = 56.1$	mph
Space mean speed in outer lanes,	$S_0 = N/A$	mph
Space mean speed for all vehicles,	$S = 56.1$	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1170	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	154	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	76	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1170	154	76	vph
Peak-hour factor, PHF	0.90	0.93	0.75	
Peak 15-min volume, v15	325	41	25	v
Trucks and buses	23	25	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.727	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1748	228	121	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 1748$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1748	4800	No
$v_{FO} = v_F - v_R$	1520	4800	No
v	228	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 1748$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 1748	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 11.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D = 0.384$
Space mean speed in ramp influence area,	$S_R = 59.3$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.3$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1170	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	154	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	113	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1170	154	113	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	325	41	34	v
Trucks and buses	23	25	37	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.727	0.643	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1748	228	212	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 1748$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	1748	4800	No
$v_{FO} = v_F - v_R$	1520	4800	No
v	228	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 1748$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 1748	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 11.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D_S = 0.384$
Space mean speed in ramp influence area,	$S_R = 59.3$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 59.3$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4460	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	970	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	556	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4460	970	556	vph
Peak-hour factor, PHF	0.92	0.92	0.86	
Peak 15-min volume, v15	1212	264	162	v
Trucks and buses	13	6	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.930	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5793	1149	695	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.562 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3760$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	5793	6900	No
$v_{FO} = v_F - v_R$	4644	6900	No
v	1149	1900	No

v_3 or v_{av34} 2033 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 3760$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3760	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 27.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.661$
Space mean speed in ramp influence area,	$S_R = 48.1$ mph
Space mean speed in outer lanes,	$S_O = 61.8$ mph
Space mean speed for all vehicles,	$S = 52.2$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4460	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	970	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	256	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4460	970	256	vph
Peak-hour factor, PHF	0.92	0.92	0.89	
Peak 15-min volume, v15	1212	264	72	v
Trucks and buses	13	6	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	5793	1149	301	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.562 Using Equation 5
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3760$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	5793	6900	No
$v_{FO} = v_F - v_R$	4644	6900	No
v	1149	1900	No

v_3 or v_{av34} 2033 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$ No
 If yes, $v_{12A} = 3760$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
	Actual	Max Desirable	Violation?
v_{12}	3760	4400	No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 27.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.661$
Space mean speed in ramp influence area,	$S_R = 48.1$ mph
Space mean speed in outer lanes,	$S_O = 61.8$ mph
Space mean speed for all vehicles,	$S = 52.2$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3746	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	1361	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	256	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3746	1361	256	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1018	396	72	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4866	1678	301	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 4866$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	4866	4800	Yes
$v_{FO} = v_F - v_R$	3188	4800	No
v	1678	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 4866$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 4866	Max Desirable 4400	Violation? Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 35.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$D = 0.579$	
Space mean speed in ramp influence area,	$S_R = 53.8$	mph
Space mean speed in outer lanes,	$S_0 = N/A$	mph
Space mean speed for all vehicles,	$S = 53.8$	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3749	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	1361	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	170	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3749	1361	170	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1019	396	46	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4870	1678	188	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 4870$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	4870	4800	Yes
$v_{FO} = v_F - v_R$	3192	4800	No
v	1678	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 4870$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 4870	Max Desirable 4400	Violation? Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 35.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$D = 0.579$	
Space mean speed in ramp influence area,	$S_R = 53.8$	mph
Space mean speed in outer lanes,	$S_0 = N/A$	mph
Space mean speed for all vehicles,	$S = 53.8$	mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2555	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	590	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	170	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2555	590	170	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	694	159	46	v
Trucks and buses	13	13	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.837	0.971	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3319	758	188	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 3319$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3319	4800	No
$v_{FO} = v_F - v_R$	2561	4800	No
v	758	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 3319$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3319	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 22.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.431$
Space mean speed in ramp influence area,	$S_R = 57.9$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 57.9$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2555	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	590	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	88	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2555	590	88	vph
Peak-hour factor, PHF	0.92	0.93	0.69	
Peak 15-min volume, v15	694	159	32	v
Trucks and buses	13	13	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.837	0.893	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3319	758	143	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 3319$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3319	4800	No
$v_{FO} = v_F - v_R$	2561	4800	No
v	758	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 3319$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 3319	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.431$
Space mean speed in ramp influence area,	$S_R = 57.9$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 57.9$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2053	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	104	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	88	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2053	104	88	vph
Peak-hour factor, PHF	0.92	0.90	0.69	
Peak 15-min volume, v15	558	29	32	v
Trucks and buses	13	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2667	133	143	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2667$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2667	4800	No
$v_{FO} = v_F - v_R$	2534	4800	No
v	133	2000	No

v_3 or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > 1.5 $v_{12} / 2$ No
 If yes, $v_{12A} = 2667$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2667	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$D_S = 0.505$
Space mean speed in ramp influence area,	$S_R = 55.9$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 55.9$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2053	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	104	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	70	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2053	104	70	vph
Peak-hour factor, PHF	0.92	0.90	0.79	
Peak 15-min volume, v15	558	29	22	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2667	133	102	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2667$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2667	4800	No
$v_{FO} = v_F - v_R$	2534	4800	No
v	133	2000	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 v_{12} / 2$? No
 If yes, $v_{12A} = 2667$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2667	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$D_S = 0.505$
Space mean speed in ramp influence area,	$S_R = 55.9$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 55.9$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2019	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	175	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	70	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2019	175	70	vph
Peak-hour factor, PHF	0.92	0.86	0.79	
Peak 15-min volume, v15	549	51	22	v
Trucks and buses	13	14	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.826	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2623	246	102	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 2623$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2623	4800	No
$v_{FO} = v_F - v_R$	2377	4800	No
v	246	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 2623$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2623	Max Desirable 4400	Violation? No
Level of Service Determination (if not F)			

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 19.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$D = 0.385$
Space mean speed in ramp influence area,	$S_R = 59.2$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 59.2$ mph

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2019	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	175	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	70	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2019	175	70	vph
Peak-hour factor, PHF	0.92	0.86	0.80	
Peak 15-min volume, v15	549	51	22	v
Trucks and buses	13	14	23	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.826	0.743	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2623	246	118	pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 1.000 Using Equation 0
FD
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2623$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2623	4800	No
$v_{FO} = v_F - v_R$	2377	4800	No
v	246	2100	No

v_3 or v_{av34} = 0 pc/h (Equation 13-14 or 13-17)
 Is v_3 or v_{av34} > 2700 pc/h? No
 Is v_3 or v_{av34} > $1.5 \frac{v_{12}}{2}$? No
 If yes, $v_{12A} = 2623$ (Equation 13-15, 13-16, 13-18, or 13-19)

	Flow Entering	Diverge	Influence Area
v_{12}	Actual 2623	Max Desirable 4400	Violation? No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 \frac{v_{12}}{R} - 0.009 \frac{L}{D} = 19.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D = 0.385$	
Space mean speed in ramp influence area,	$S_R = 59.2$	mph
Space mean speed in outer lanes,	$S_0 = N/A$	mph
Space mean speed for all vehicles,	$S = 59.2$	mph

Appendix I

HCS Ramp Merge Analysis Outputs
Existing I-26 Westbound On-Ramps

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	1663	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	137	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	343	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1663	137	343	vph
Peak-hour factor, PHF	0.90	0.93	0.87	
Peak 15-min volume, v15	462	37	99	v
Trucks and buses	23	4	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.943	0.905	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2485	156	436	pcph

Estimation of V12 Merge Areas

L = 497.31 (Equation 13-6 or 13-7)
EQ
P = 0.609 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 1514$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2641	6900	No
v or v	971 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v > 2700 pc/h?	No		

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1514$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2641	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 11.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$M = 0.262$
Space mean speed in ramp influence area,	$S_R = 55.3$ mph
Space mean speed in outer lanes,	$S_O = 58.3$ mph
Space mean speed for all vehicles,	$S = 56.4$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 60.0 mph
Volume on freeway 1663 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 137 vph
Length of first accel/decel lane 1135 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 558 vph
Position of adjacent Ramp Downstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 9999 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1663	137	558	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	462	37	168	v
Trucks and buses	23	4	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.943	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2485	156	803	pcph

Estimation of V12 Merge Areas

$L = 3475.51$ (Equation 13-6 or 13-7)
EQ
 $P = 0.609$ Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 1514$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{F0}	2641	6900	No
v_3 or v_{av34}	971 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1514$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2641	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 11.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$M = 0.262$
Space mean speed in ramp influence area,	$S_R = 55.3$ mph
Space mean speed in outer lanes,	$S_O = 58.3$ mph
Space mean speed for all vehicles,	$S = 56.4$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB Loop
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1242	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	218	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	558	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1242	218	558	vph
Peak-hour factor, PHF	0.90	0.79	0.83	
Peak 15-min volume, v15	345	69	168	v
Trucks and buses	23	5	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.930	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1856	297	803	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1856 \text{ pc/h}$

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2153	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1856$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2153	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 13.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation			
Intermediate speed variable,	$M = 0.254$		
Space mean speed in ramp influence area,	$S_R = 62.9$	mph	
Space mean speed in outer lanes,	$S_0 = N/A$	mph	
Space mean speed for all vehicles,	$S = 62.9$	mph	

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1242	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	218	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	445	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1242	218	445	vph
Peak-hour factor, PHF	0.90	0.79	0.82	
Peak 15-min volume, v15	345	69	136	v
Trucks and buses	23	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1856	297	673	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1856 \text{ pc/h}$

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2153	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1856$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2153	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 13.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation			
Intermediate speed variable,	$M = 0.254$		
Space mean speed in ramp influence area,	$S_R = 62.9$	mph	
Space mean speed in outer lanes,	$S_0 = N/A$	mph	
Space mean speed for all vehicles,	$S = 62.9$	mph	

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1015	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	108	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	445	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1015	108	445	vph
Peak-hour factor, PHF	0.90	0.94	0.82	
Peak 15-min volume, v15	282	29	136	v
Trucks and buses	23	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1517	132	673	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1517$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	1649	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1517$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1649	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 10.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	$M_S = 0.258$	
Space mean speed in ramp influence area,	$S_R = 62.8$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 62.8$	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1015	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	108	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	29	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1015	108	29	vph
Peak-hour factor, PHF	0.90	0.94	0.61	
Peak 15-min volume, v15	282	29	12	v
Trucks and buses	23	10	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.870	0.858	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1517	132	55	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1517$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	1649	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1517$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1649	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 10.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation			
Intermediate speed variable,	$M = 0.258$		
Space mean speed in ramp influence area,	$S_R = 62.8$	mph	
Space mean speed in outer lanes,	$S_0 = N/A$	mph	
Space mean speed for all vehicles,	$S = 62.8$	mph	

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1094 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 76 vph
Length of first accel/decel lane 555 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 29 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 980 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1094	76	29	vph
Peak-hour factor, PHF	0.90	0.75	0.61	
Peak 15-min volume, v15	304	25	12	v
Trucks and buses	23	13	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.837	0.858	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1635	121	55	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 1635$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{F0}	1756	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1635$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1756	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 15.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation	
Intermediate speed variable,	$M = 0.305$
Space mean speed in ramp influence area,	$S_R = 61.5$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 61.5$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1094	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	76	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	154	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1094	76	154	vph
Peak-hour factor, PHF	0.94	0.94	0.94	
Peak 15-min volume, v15	291	20	41	v
Trucks and buses	23	13	25	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.743	0.837	0.727	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1565	97	225	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 1565$ pc/h

Capacity Checks

v _{F0}	Actual	Maximum	LOS F?
v ₃ or v _{av34}	1662	4800	No
Is v ₃ or v _{av34} > 2700 pc/h?	0 pc/h	(Equation 13-14 or 13-17)	
	No		

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 1565$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	1662	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 14.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	M_S	= 0.303
Space mean speed in ramp influence area,	S_R	= 61.5 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 61.5 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 60.0 mph
Volume on freeway 3490 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 256 vph
Length of first accel/decel lane 1135 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 970 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 1080 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3490	256	970	vph
Peak-hour factor, PHF	0.92	0.89	0.92	
Peak 15-min volume, v15	948	72	264	v
Trucks and buses	13	3	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.957	0.917	
Driver population factor, FP	1.00	1.00	1.00	
Flow rate, vp	4533	301	1149	pcph

Estimation of V12 Merge Areas

L = 966.62 (Equation 13-6 or 13-7)
EQ
P = 0.609 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 2762$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v	4834	6900	No
F0			
v or v ₃	1771 pc/h	(Equation 13-14 or 13-17)	
Is v or v ₃ > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2762$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	4834	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 22.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$M_S = 0.325$
Space mean speed in ramp influence area,	$S_R = 54.2$ mph
Space mean speed in outer lanes,	$S_O = 55.4$ mph
Space mean speed for all vehicles,	$S = 54.6$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3490	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	256	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1361	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3490	256	1361	vph
Peak-hour factor, PHF	0.92	0.89	0.86	
Peak 15-min volume, v15	948	72	396	v
Trucks and buses	13	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	4533	301	1678	pcph

Estimation of V12 Merge Areas

L = 7262.65 (Equation 13-6 or 13-7)
EQ
P = 0.609 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 2762$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	4834	6900	No
v or v	1771 pc/h	(Equation 13-14 or 13-17)	
3 av34			
Is v or v > 2700 pc/h?	No		

Is $v_{R12} > 1.5 v_{A12}$ /2
 If yes, $v_{R12} = 2762$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	4834	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{A12} - 0.00627 L_A = 22.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$M = 0.325$
Space mean speed in ramp influence area,	$S_R = 54.2$ mph
Space mean speed in outer lanes,	$S_O = 55.4$ mph
Space mean speed for all vehicles,	$S = 54.6$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2385	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	170	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1361	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2385	170	1361	vph
Peak-hour factor, PHF	0.92	0.93	0.86	
Peak 15-min volume, v15	648	46	396	v
Trucks and buses	13	2	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.971	0.943	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3098	188	1678	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 3098$ pc/h

Capacity Checks

v _{F0}	Actual	Maximum	LOS F?
v ₃ or v _{av34}	3286	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 3098$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3286	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 22.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation		
Intermediate speed variable,	M_S	= 0.324
Space mean speed in ramp influence area,	S_R	= 60.9 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 60.9 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2385	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	170	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	590	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2385	170	590	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	648	46	159	v
Trucks and buses	13	2	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.971	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	3098	188	758	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 3098$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	3286	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 3098$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	3286	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 22.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation		
Intermediate speed variable,	$M = 0.324$	
Space mean speed in ramp influence area,	$S_R = 60.9$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 60.9$	mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1965	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	88	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	590	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1965	88	590	vph
Peak-hour factor, PHF	0.92	0.69	0.93	
Peak 15-min volume, v15	534	32	159	v
Trucks and buses	13	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2552	143	758	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2552$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2695	4800	No
v ₃ or v _{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2552$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2695	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 18.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	M_S	= 0.295
Space mean speed in ramp influence area,	S_R	= 61.7 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 61.7 mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 70.0 mph
Volume on freeway 1965 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 35.0 mph
Volume on ramp 88 vph
Length of first accel/decel lane 1195 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 104 vph
Position of adjacent Ramp Downstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 9999 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1965	88	104	vph
Peak-hour factor, PHF	0.92	0.69	0.90	
Peak 15-min volume, v15	534	32	29	v
Trucks and buses	13	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2552	143	133	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
EQ
 $P = 1.000$ Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2552$ pc/h

Capacity Checks

v_{F0} Actual 2695 Maximum 4800 LOS F? No
 v_3 or v_{av34} 0 pc/h (Equation 13-14 or 13-17)
Is v_3 or $v_{av34} > 2700$ pc/h? No

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2552$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2695	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 18.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation		
Intermediate speed variable,	$M_S = 0.295$	
Space mean speed in ramp influence area,	$S_R = 61.7$	mph
Space mean speed in outer lanes,	$S_O = N/A$	mph
Space mean speed for all vehicles,	$S = 61.7$	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1949	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	70	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	104	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1949	70	104	vph
Peak-hour factor, PHF	0.92	0.79	0.90	
Peak 15-min volume, v15	530	22	29	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2532	102	133	pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
EQ
 $P = 1.000$ Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2532$ pc/h

Capacity Checks

v_{F0}	Actual	Maximum	LOS F?
v_3 or v_{av34}	2634	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	

Is v_3 or $v_{av34} > 1.5 v_{12} / 2$
 If yes, $v_{12A} = 2532$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2634	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 22.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation	
Intermediate speed variable,	$M = 0.336$
Space mean speed in ramp influence area,	$S_R = 60.6$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 60.6$ mph

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/08/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2016
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1949	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	70	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	175	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1949	70	175	vph
Peak-hour factor, PHF	0.92	0.79	0.86	
Peak 15-min volume, v15	530	22	51	v
Trucks and buses	13	10	14	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, FHV	0.837	0.870	0.826	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2532	102	246	pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
EQ
P = 1.000 Using Equation 0
FM
 $v_{12} = v_F (P_{FM}) = 2532$ pc/h

Capacity Checks

v	Actual	Maximum	LOS F?
F0	2634	4800	No
v ₃ or v _{av34}	0	pc/h	(Equation 13-14 or 13-17)
Is v ₃ or v _{av34} > 2700 pc/h?		No	

Is $v_{R12} > 1.5 v_{12} / 2$
 If yes, $v_{R12} = 2532$

No
 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area			
	Actual	Max Desirable	Violation?
v_{R12}	2634	4600	No
Level of Service Determination (if not F)			

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{12} - 0.00627 L_A = 22.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation		
Intermediate speed variable,	M_S	= 0.336
Space mean speed in ramp influence area,	S_R	= 60.6 mph
Space mean speed in outer lanes,	S_O	= N/A mph
Space mean speed for all vehicles,	S	= 60.6 mph

Appendix I

HCS Ramp Diverge Analysis Outputs
2040 No-Build I-26 Eastbound Off-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1861	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	116	vph
Length of first accel/decel lane	875	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	283	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1861	116	283	vph
Peak-hour factor, PHF	0.88	0.80	0.96	
Peak 15-min volume, v15	529	36	74	v
Trucks and buses	16	13	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.837	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_82_OFF_DS.txt
2622 173 330 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 2622 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	2622	4800	No
$V_{FO} = V_F - V_R$	2449	4800	No
V_R	173	2100	No
V_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 2622$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2622	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.379$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1861	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	116	vph
Length of first accel/decel lane	875	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1861	116		vph
Peak-hour factor, PHF	0.88	0.80		
Peak 15-min volume, v15	529	36		v
Trucks and buses	16	13		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.806	0.837		
Driver population factor, fP	1.00	1.00		

Flow rate, v_p NB_AM_SB_Exit_82_OFF_US.txt 2622 173 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 2622 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_F$	2622	4800	No
$v_{12} = v_F - v_R$	2449	4800	No
v_R	173	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 2622$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2622	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.379$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = \text{N/A}$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2158	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	99	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	416	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2158	99	416	vph
Peak-hour factor, PHF	0.88	0.83	0.86	
Peak 15-min volume, v15	613	30	121	v
Trucks and buses	16	22	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.752	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_85_OFF_DS.txt
3041 159 535 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P = 3041 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	3041	4800	No
$V_{FO} = V_F - V_R$	2882	4800	No
V_R	159	2100	No
V_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3041$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3041	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.377$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2158	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	99	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	283	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2158	99	283	vph
Peak-hour factor, PHF	0.88	0.83	0.96	
Peak 15-min volume, v15	613	30	74	v
Trucks and buses	16	22	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.752	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_85_OFF_US.txt 330 pcph
3041 159

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 1.000 Using Equation 0
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3041 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3041	4800	No
$v_{FO} = v_F - v_R$	2882	4800	No
v_R	159	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3041$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3041	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.377$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	223	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1417	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2345	223	1417	vph
Peak-hour factor, PHF	0.88	0.87	0.82	
Peak 15-min volume, v15	666	64	432	v
Trucks and buses	16	15	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.816	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_91_OFF_DS.txt
3304 314 1832 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P = 1.000$ Using Equation 0
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 3304$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	3304	4800	No
$V_{FO} = V_F - V_R$	2990	4800	No
V_R	314	2100	No
V_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3304$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3304	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.391$
 Space mean speed in ramp influence area, $S_R = 59.0$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 59.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	223	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	416	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2345	223	416	vph
Peak-hour factor, PHF	0.88	0.87	0.86	
Peak 15-min volume, v15	666	64	121	v
Trucks and buses	16	15	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.816	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_91_OFF_US.txt
3304 314 535 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3304 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3304	4800	No
$v_{FO} = v_F - v_R$	2990	4800	No
v_R	314	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3304$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3304	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 23.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.391$
 Space mean speed in ramp influence area, $S_R = 59.0$ mph
 Space mean speed in outer lanes, $S_0 = \text{N/A}$ mph
 Space mean speed for all vehicles, $S = 59.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3669	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	222	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	2340	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3669	222	2340	vph
Peak-hour factor, PHF	0.88	0.72	0.88	
Peak 15-min volume, v15	1042	77	665	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_AM_SB_Exit_97_OFF_DS.txt 2819 pcph
5170 331

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} =$ 1.000 Using Equation 0
 $P_{FD} =$ 5170 pc/h
 $v_{12} = v_R + (v_F - v_R) P_{FD}$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5170	4800	Yes
$v_{FO} = v_F - v_R$	4839	4800	Yes
v_R	331	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5170$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	5170	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.458$
 Space mean speed in ramp influence area, $S_R = 57.2$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 57.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3669	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	222	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1417	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3669	222	1417	vph
Peak-hour factor, PHF	0.88	0.72	0.82	
Peak 15-min volume, v15	1042	77	432	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5788	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	182	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	291	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5788	182	291	vph
Peak-hour factor, PHF	0.88	0.46	0.60	
Peak 15-min volume, v15	1644	99	121	v
Trucks and buses	16	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_AM_SB_Exit_101_OFF_DS.txt 521 pcph
8156 413

Estimation of V12 Diverge Areas

$$L = 708.16 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.537 \text{ Using Equation 5}$$

$$P_{FD} = 0.537 \text{ Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 4572 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8156	6900	Yes
$v_{FO} = v_F - v_R$	7743	6900	Yes
v_R	413	1900	No
v_3 or v_{av34}	3584 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 5456$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5456	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 49.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.595$
 Space mean speed in ramp influence area, $S_R = 49.3$ mph
 Space mean speed in outer lanes, $S_0 = 59.2$ mph
 Space mean speed for all vehicles, $S = 52.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5606	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	291	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1946	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5606	291	1946	vph
Peak-hour factor, PHF	0.88	0.60	0.83	
Peak 15-min volume, v15	1593	121	586	v
Trucks and buses	16	5	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.917	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_101_OFF_L_DS.txt
7899 521 2556 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.539 \quad \text{Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 4494 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7899	6900	Yes
$v_{FO} = v_F - v_R$	7378	6900	Yes
v_R	521	1900	No
v_3 or v_{av34}	3405 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5199$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5199	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	D = 0.605
Space mean speed in ramp influence area,	$S_R = 49.1$ mph
Space mean speed in outer lanes,	$S_0 = 59.2$ mph
Space mean speed for all vehicles,	$S = 52.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5606	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	291	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	182	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5606	291	182	vph
Peak-hour factor, PHF	0.88	0.60	0.46	
Peak 15-min volume, v15	1593	121	99	v
Trucks and buses	16	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_101_OFF_L_US.txt
7899 521 413 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.539 \quad \text{Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 4494 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7899	6900	Yes
$v_{FO} = v_F - v_R$	7378	6900	Yes
v_R	521	1900	No
v_3 or v_{av34}	3405 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5199$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5199	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 40.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.605$
 Space mean speed in ramp influence area, $S_R = 49.1$ mph
 Space mean speed in outer lanes, $S_0 = 59.2$ mph
 Space mean speed for all vehicles, $S = 52.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5788	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	182	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	2340	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5788	182	2340	vph
Peak-hour factor, PHF	0.88	0.46	0.88	
Peak 15-min volume, v15	1644	99	665	v
Trucks and buses	16	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_101_OFF_US.txt
8156 413 2819 pcph

Estimation of V12 Diverge Areas

$L = 12407.57$ Equation 13-12 or 13-13)
 $P_{EQ} = 0.537$ Using Equation 9
 $P_{FD} = 0.537$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 4572$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	8156	6900	Yes
$V_{FO} = V_F - V_R$	7743	6900	Yes
V_R	413	1900	No
V_3 or v_{av34}	3584 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 5456$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5456	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 49.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.595$
 Space mean speed in ramp influence area, $S_R = 49.3$ mph
 Space mean speed in outer lanes, $S_0 = 59.2$ mph
 Space mean speed for all vehicles, $S = 52.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2016
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3191	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	160	vph
Length of first accel/decel lane	875	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	221	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	160	221	vph
Peak-hour factor, PHF	0.91	0.74	0.85	
Peak 15-min volume, v15	877	54	65	v
Trucks and buses	14	18	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.787	0.787	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3191	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	160	vph
Length of first accel/decel lane	875	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	160		vph
Peak-hour factor, PHF	0.91	0.74		
Peak 15-min volume, v15	877	54		v
Trucks and buses	14	18		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	0.00 %	0.00 %		%
Length	0.00 mi	0.00 mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.826	0.787		
Driver population factor, fP	1.00	1.00		

Flow rate, v_p NB_PM_SB_Exit_82_OFF_US.txt 4243 275 pcph

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 4243 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4243	4800	No
$v_{FO} = v_F - v_R$	3968	4800	No
v_R	275	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4243$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4243	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 32.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	D = 0.388
Space mean speed in ramp influence area,	$S_R = 59.1$ mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$ mph
Space mean speed for all vehicles,	$S = 59.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2721	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	134	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	81	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2721	134	81	vph
Peak-hour factor, PHF	0.91	0.79	0.66	
Peak 15-min volume, v15	748	42	31	v
Trucks and buses	14	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_SB_Exit_85_OFF_DS.txt
3618 190 141 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3618 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	3618	4800	No
$V_{FO} = V_F - V_R$	3428	4800	No
V_R	190	2100	No
V_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3618$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3618	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.380$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2721	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	134	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	221	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2721	134	221	vph
Peak-hour factor, PHF	0.91	0.79	0.85	
Peak 15-min volume, v15	748	42	65	v
Trucks and buses	14	8	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.893	0.787	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_SB_Exit_85_OFF_US.txt
3618 190 330 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3618 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	3618	4800	No
$V_{FO} = V_F - V_R$	3428	4800	No
V_R	190	2100	No
V_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3618$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3618	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.380$
 Space mean speed in ramp influence area, $S_R = 59.4$ mph
 Space mean speed in outer lanes, $S_0 = \text{N/A}$ mph
 Space mean speed for all vehicles, $S = 59.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3200	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	230	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1362	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3200	230	1362	vph
Peak-hour factor, PHF	0.91	0.85	0.77	
Peak 15-min volume, v15	879	68	442	v
Trucks and buses	14	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3200	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	230	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	81	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3200	230	81	vph
Peak-hour factor, PHF	0.91	0.85	0.66	
Peak 15-min volume, v15	879	68	31	v
Trucks and buses	14	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	761	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1158	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3800	761	1158	vph
Peak-hour factor, PHF	0.91	0.83	0.94	
Peak 15-min volume, v15	1044	229	308	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_SB_Exit_97_OFF_DS.txt
5053 1123 1324 pcph

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 5053 \quad \text{pc/h}$$

Capacity Checks

v_{12}	Actual	Maximum	LOS F?
	5053	4800	Yes
v_{FO}	3930	4800	No
v_R	1123	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 5053$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

v_{12}	Actual	Max Desirable	Violation?
	5053	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 39.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	D = 0.529
Space mean speed in ramp influence area,	$S_R = 55.2$ mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$ mph
Space mean speed for all vehicles,	$S = 55.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	761	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1362	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3800	761	1362	vph
Peak-hour factor, PHF	0.91	0.83	0.77	
Peak 15-min volume, v15	1044	229	442	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4198	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	151	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	79	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4198	151	79	vph
Peak-hour factor, PHF	0.91	0.94	0.86	
Peak 15-min volume, v15	1153	40	23	v
Trucks and buses	14	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	79	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1224	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4047	79	1224	vph
Peak-hour factor, PHF	0.91	0.86	0.95	
Peak 15-min volume, v15	1112	23	322	v
Trucks and buses	14	4	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.943	0.917	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	79	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	151	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4047	79	151	vph
Peak-hour factor, PHF	0.91	0.86	0.94	
Peak 15-min volume, v15	1112	23	40	v
Trucks and buses	14	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_SB_Exit_101_OFF_L_US.txt 5381 97 168 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.621 \quad \text{Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3378 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5381	6900	No
$v_{FO} = v_F - v_R$	5284	6900	No
v_R	97	1900	No
v_3 or v_{av34}	2003 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3378$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3378	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 25.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.567$
 Space mean speed in ramp influence area, $S_R = 49.8$ mph
 Space mean speed in outer lanes, $S_0 = 61.9$ mph
 Space mean speed for all vehicles, $S = 53.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4198	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	151	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1158	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4198	151	1158	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	1153	40	308	v
Trucks and buses	14	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Appendix I

HCS Ramp Diverge Analysis Outputs
2040 No-Build I-26 Westbound Off-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1430	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	279	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	205	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1430	279	205	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	397	75	62	v
Trucks and buses	23	25	37	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.727	0.643	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1430	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	279	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1430	279	137	vph
Peak-hour factor, PHF	0.90	0.93	0.75	
Peak 15-min volume, v15	397	75	46	v
Trucks and buses	23	25	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.727	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_82_OFF_US.txt
2137 412 218 pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 1.000 Using Equation 0
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2137 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2137	4800	No
$v_{FO} = v_F - v_R$	1725	4800	No
v_R	412	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2137$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2137	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.400$
 Space mean speed in ramp influence area, $S_R = 58.8$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 58.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	52	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1345	52	137	vph
Peak-hour factor, PHF	0.90	0.61	0.75	
Peak 15-min volume, v15	374	21	46	v
Trucks and buses	23	11	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.858	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_AM_NB_Exit_85_OFF_L_DS.txt 218 pcph
 2010 99

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2010 \quad \text{pc/h}$$

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	2010	4800	No
$v_{FO} = v_F - v_R$	1911	4800	No
v_R	99	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2010$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

v_{12}	Actual	Max Desirable	Violation?
	2010	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.502$
 $S_S = 55.9$ mph
 Space mean speed in ramp influence area,
 $S_R = \text{N/A}$ mph
 Space mean speed in outer lanes,
 $S_0 = 55.9$ mph
 Space mean speed for all vehicles,

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	52	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	184	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1345	52	184	vph
Peak-hour factor, PHF	0.90	0.61	0.94	
Peak 15-min volume, v15	374	21	49	v
Trucks and buses	23	11	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.858	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_AM_NB_Exit_85_OFF_L_US.txt 225 pcph
 2010 99

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2010 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2010	4800	No
$v_{FO} = v_F - v_R$	1911	4800	No
v_R	99	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 2010$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2010	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.502$
 $S_S = 55.9$ mph
 Space mean speed in ramp influence area,
 $S_R = \text{N/A}$ mph
 Space mean speed in outer lanes,
 $S_0 = 55.9$ mph
 Space mean speed for all vehicles,

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2349	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1188	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	184	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2349	1188	184	vph
Peak-hour factor, PHF	0.90	0.82	0.94	
Peak 15-min volume, v15	653	362	49	v
Trucks and buses	23	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_91_OFF_DS.txt
3510 1796 225 pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 1.000 Using Equation 0
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3510 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3510	4800	No
$v_{FO} = v_F - v_R$	1714	4800	No
v_R	1796	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3510$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3510	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.525$
 Space mean speed in ramp influence area, $S_R = 55.3$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 55.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2349	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1188	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	351	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2349	1188	351	vph
Peak-hour factor, PHF	0.90	0.82	0.79	
Peak 15-min volume, v15	653	362	111	v
Trucks and buses	23	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_91_OFF_US.txt
3510 1796 478 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P = 1.000$ Using Equation 0
 $P_{FD} = v_R + (v_F - v_R) P_{FD} = 3510$ pc/h

Capacity Checks

$v_{Fi} = v_F$	Actual	Maximum	LOS F?
	3510	4800	No
$v_{FO} = v_F - v_R$	1714	4800	No
v_R	1796	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3510$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

v_{12}	Actual	Max Desirable	Violation?
	3510	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.525$
 Space mean speed in ramp influence area, $S_R = 55.3$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 55.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2896	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	898	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	351	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2896	898	351	vph
Peak-hour factor, PHF	0.90	0.83	0.79	
Peak 15-min volume, v15	804	270	111	v
Trucks and buses	23	13	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_AM_NB_Exit_97_OFF_DS.txt
 4328 1293 478 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 4328 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4328	4800	No
$v_{FO} = v_F - v_R$	3035	4800	No
v_R	1293	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 4328$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4328	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 30.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.544$
 Space mean speed in ramp influence area, $S_R = 54.8$ mph
 Space mean speed in outer lanes, $S_0 = \text{N/A}$ mph
 Space mean speed for all vehicles, $S = 54.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2896	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	898	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	196	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2896	898	196	vph
Peak-hour factor, PHF	0.90	0.83	0.93	
Peak 15-min volume, v15	804	270	53	v
Trucks and buses	23	13	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.943	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3191	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	491	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	196	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	491	196	vph
Peak-hour factor, PHF	0.90	0.87	0.93	
Peak 15-min volume, v15	886	141	53	v
Trucks and buses	23	7	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_101_OFF_L_DS.txt
4769 624 223 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.612$ Using Equation 5
 $P_{FD} =$ 3161 pc/h
 $V_{12} = V_R + (V_F - V_R) P_{FD}$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	4769	6900	No
$V_{FO} = V_F - V_R$	4145	6900	No
V_R	624	1900	No
V_3 or v_{av34}	1608 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3161$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3161	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.614$
 Space mean speed in ramp influence area, $S_R = 48.9$ mph
 Space mean speed in outer lanes, $S_0 = 63.4$ mph
 Space mean speed for all vehicles, $S = 53.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3191	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	491	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	341	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	491	341	vph
Peak-hour factor, PHF	0.90	0.87	0.78	
Peak 15-min volume, v15	886	141	109	v
Trucks and buses	23	7	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_101_OFF_L_US.txt
4769 624 483 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} =$ 0.612 Using Equation 5
 $P_{FD} =$ 0.612 Using Equation 5
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 3161$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	4769	6900	No
$V_{FO} = V_F - V_R$	4145	6900	No
V_R	624	1900	No
V_3 or v_{av34}	1608 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3161$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3161	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.614$
 Space mean speed in ramp influence area, $S_R = 48.9$ mph
 Space mean speed in outer lanes, $S_0 = 63.4$ mph
 Space mean speed for all vehicles, $S = 53.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2740	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	317	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2740	317	127	vph
Peak-hour factor, PHF	0.92	0.86	0.80	
Peak 15-min volume, v15	745	92	40	v
Trucks and buses	13	14	23	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.826	0.743	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_NB_Exit_82_OFF_DS.txt 214 pcph
3559 446

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 3559 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_F$	3559	4800	No
$v_{12} = v_F - v_R$	3113	4800	No
v_R	446	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3559$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3559	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 27.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.403
Space mean speed in ramp influence area,	$S_R = 58.7$ mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$ mph
Space mean speed for all vehicles,	$S = 58.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2740	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	317	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2740	317	127	vph
Peak-hour factor, PHF	0.92	0.86	0.79	
Peak 15-min volume, v15	745	92	40	v
Trucks and buses	13	14	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.826	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_NB_Exit_82_OFF_US.txt 185 pcph
3559 446

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 1.000$ Using Equation 0
 $P_{FD} =$
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 3559$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3559	4800	No
$v_{FO} = v_F - v_R$	3113	4800	No
v_R	446	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3559$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3559	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 27.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.403$
 Space mean speed in ramp influence area, $S_R = 58.7$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 58.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2801	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	188	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2801	188	127	vph
Peak-hour factor, PHF	0.92	0.90	0.79	
Peak 15-min volume, v15	761	52	40	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_NB_Exit_85_OFF_L_DS.txt
 3638 240 185 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3638 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3638	4800	No
$v_{FO} = v_F - v_R$	3398	4800	No
v_R	240	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3638$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3638	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.515$
 Space mean speed in ramp influence area, $S_R = 55.6$ mph
 Space mean speed in outer lanes, $S_0 = \text{N/A}$ mph
 Space mean speed for all vehicles, $S = 55.6$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2801	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	188	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	267	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2801	188	267	vph
Peak-hour factor, PHF	0.92	0.90	0.69	
Peak 15-min volume, v15	761	52	97	v
Trucks and buses	13	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_NB_Exit_85_OFF_L_US.txt 3638 240 433 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 3638 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12} = v_F$	3638	4800	No
$v_{12} = v_F - v_R$	3398	4800	No
v_R	240	2000	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 3638$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3638	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 31.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	$D = 0.515$	
Space mean speed in ramp influence area,	$S_R = 55.6$	mph
Space mean speed in outer lanes,	$S_0 = \text{N/A}$	mph
Space mean speed for all vehicles,	$S = 55.6$	mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1576	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	267	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	1576	267	vph
Peak-hour factor, PHF	0.92	0.93	0.69	
Peak 15-min volume, v15	1117	424	97	v
Trucks and buses	13	13	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.837	0.893	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1576	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	1576	273	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	1117	424	73	v
Trucks and buses	13	13	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.837	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p NB_PM_NB_Exit_91_OFF_US.txt 5339 2025 302 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 1.000 \quad \text{Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) P = 5339 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5339	4800	Yes
$v_{FO} = v_F - v_R$	3314	4800	No
v_R	2025	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 5339$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	5339	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 39.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.545$
 Space mean speed in ramp influence area, $S_R = 54.7$ mph
 Space mean speed in outer lanes, $S_0 = N/A$ mph
 Space mean speed for all vehicles, $S = 54.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	273	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1637	636	73	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	366	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1637	636	103	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	366	vph
Peak-hour factor, PHF	0.92	0.92	0.89	
Peak 15-min volume, v15	1915	377	103	v
Trucks and buses	13	6	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.957	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	795	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	795	vph
Peak-hour factor, PHF	0.92	0.92	0.86	
Peak 15-min volume, v15	1915	377	231	v
Trucks and buses	13	6	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Appendix I

HCS Ramp Merge Analysis Outputs
2040 No-Build I-26 Eastbound On-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1745	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	283	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	99	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1745	283	99	vph
Peak-hour factor, PHF	0.88	0.96	0.83	
Peak 15-min volume, v15	496	74	30	v
Trucks and buses	16	8	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.893	0.752	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1745	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	283	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	116	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1745	283	116	vph
Peak-hour factor, PHF	0.88	0.96	0.80	
Peak 15-min volume, v15	496	74	36	v
Trucks and buses	16	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2059	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	416	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	223	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2059	416	223	vph
Peak-hour factor, PHF	0.88	0.86	0.87	
Peak 15-min volume, v15	585	121	64	v
Trucks and buses	16	7	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.905	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_85_ON_L_DS.txt
2901 535 314 pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 2901 \text{ pc/h}$

Capacity Checks

v_{FO}	Actual 3436	Maximum 4800	LOS F? No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2901$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 3436	Max Desirable 4600	Violation? No
-----------	----------------	-----------------------	------------------

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 28.8 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M = 0.406
Space mean speed in ramp influence area,	S = 58.6 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = 58.6 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2059	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	416	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	99	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2059	416	99	vph
Peak-hour factor, PHF	0.88	0.86	0.83	
Peak 15-min volume, v15	585	121	30	v
Trucks and buses	16	7	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.905	0.752	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2252	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1417	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	222	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2252	1417	222	vph
Peak-hour factor, PHF	0.88	0.82	0.72	
Peak 15-min volume, v15	640	432	77	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_91_ON_DS.txt
3173 1832 331 pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 3173$ pc/h

Capacity Checks

v_{FO}	Actual 5005	Maximum 4800	LOS F? Yes
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 3173$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 5005	Max Desirable 4600	Violation? Yes
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Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 34.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$M_S = 0.798$
Space mean speed in ramp influence area,	$S_R = 47.7$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 47.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2252	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1417	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	223	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2252	1417	223	vph
Peak-hour factor, PHF	0.88	0.82	0.87	
Peak 15-min volume, v15	640	432	64	v
Trucks and buses	16	4	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.816	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	182	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	182	vph
Peak-hour factor, PHF	0.88	0.88	0.46	
Peak 15-min volume, v15	979	665	99	v
Trucks and buses	16	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_97_ON_L_DS.txt 413 pcph
4857 2819

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 4857 \text{ pc/h}$

Capacity Checks

v_{FO}	Actual 7676	Maximum 4800	LOS F? Yes
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 4857$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 7676	Max Desirable 4600	Violation? Yes
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Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 54.6 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	M = 8.624
Space mean speed in ramp influence area,	S = -171.5 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	222	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	222	vph
Peak-hour factor, PHF	0.88	0.88	0.72	
Peak 15-min volume, v15	979	665	77	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_SB_Exit_97_ON_L_US.txt
4857 2819 331 pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 4857 \text{ pc/h}$

Capacity Checks

v_{FO}	Actual 7676	Maximum 4800	LOS F? Yes
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 4857$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 7676	Max Desirable 4600	Violation? Yes
-----------	----------------	-----------------------	-------------------

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 54.6 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	M = 8.624
Space mean speed in ramp influence area,	S = -171.5 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3031	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	221	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	134	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3031	221	134	vph
Peak-hour factor, PHF	0.91	0.85	0.79	
Peak 15-min volume, v15	833	65	42	v
Trucks and buses	14	18	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.787	0.893	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3031	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	221	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	160	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3031	221	160	vph
Peak-hour factor, PHF	0.91	0.85	0.74	
Peak 15-min volume, v15	833	65	54	v
Trucks and buses	14	18	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.787	0.787	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2587	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	81	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	230	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2587	81	230	vph
Peak-hour factor, PHF	0.91	0.66	0.85	
Peak 15-min volume, v15	711	31	68	v
Trucks and buses	14	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2587	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	81	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	134	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2587	81	134	vph
Peak-hour factor, PHF	0.91	0.66	0.79	
Peak 15-min volume, v15	711	31	42	v
Trucks and buses	14	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2438	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1362	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	761	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2438	1362	761	vph
Peak-hour factor, PHF	0.91	0.77	0.83	
Peak 15-min volume, v15	670	442	229	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2438	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1362	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	230	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2438	1362	230	vph
Peak-hour factor, PHF	0.91	0.77	0.85	
Peak 15-min volume, v15	670	442	68	v
Trucks and buses	14	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3039	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1158	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	151	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3039	1158	151	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	835	308	40	v
Trucks and buses	14	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3039	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1158	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	761	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3039	1158	761	vph
Peak-hour factor, PHF	0.91	0.94	0.83	
Peak 15-min volume, v15	835	308	229	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Appendix I

HCS Ramp Merge Analysis Outputs
2040 No-Build I-26 Westbound On-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	205	vph
Length of first accel/decel lane	1300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	205		vph
Peak-hour factor, PHF	0.90	0.83		
Peak 15-min volume, v15	448	62		v
Trucks and buses	23	37		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%		%
Length	mi	mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.743	0.643		
Driver population factor, fP	1.00	1.00		

Flow rate, vp NB_AM_NB_Exit_82_ON_DS.txt 2411 384 pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 2411$ pc/h

Capacity Checks

v_{FO}	Actual 2795	Maximum 4800	LOS F? No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2411$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 2795	Max Desirable 4600	Violation? No
-----------	----------------	-----------------------	------------------

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 18.9$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.294$
Space mean speed in ramp influence area,	$S_R = 61.8$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 61.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	205	vph
Length of first accel/decel lane	1300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	279	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1613	205	279	vph
Peak-hour factor, PHF	0.90	0.83	0.93	
Peak 15-min volume, v15	448	62	75	v
Trucks and buses	23	37	25	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.643	0.727	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1293	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	137	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	279	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1293	137	279	vph
Peak-hour factor, PHF	0.94	0.94	0.94	
Peak 15-min volume, v15	344	36	74	v
Trucks and buses	23	13	25	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.727	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1293	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	137	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	52	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1293	137	52	vph
Peak-hour factor, PHF	0.90	0.75	0.61	
Peak 15-min volume, v15	359	46	21	v
Trucks and buses	23	13	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.858	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1161	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	184	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	52	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1161	184	52	vph
Peak-hour factor, PHF	0.90	0.94	0.61	
Peak 15-min volume, v15	323	49	21	v
Trucks and buses	23	10	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.870	0.858	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1161	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	184	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1188	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1161	184	1188	vph
Peak-hour factor, PHF	0.90	0.94	0.82	
Peak 15-min volume, v15	323	49	362	v
Trucks and buses	23	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1998	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	351	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1188	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1998	351	1188	vph
Peak-hour factor, PHF	0.90	0.79	0.82	
Peak 15-min volume, v15	555	111	362	v
Trucks and buses	23	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_97_ON_L_DS.txt
2986 478 1796 pcph

Estimation of V12 Merge Areas

$L =$ (Equation 13-6 or 13-7)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_F (P_{FM}) = 2986$ pc/h

Capacity Checks

v_{FO}	Actual 3464	Maximum 4800	LOS F? No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2986$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{R12}	Actual 3464	Max Desirable 4600	Violation? No
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Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 23.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$M_S = 0.345$
Space mean speed in ramp influence area,	$S_R = 60.3$ mph
Space mean speed in outer lanes,	$S_0 = N/A$ mph
Space mean speed for all vehicles,	$S = 60.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1998	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	351	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	898	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1998	351	898	vph
Peak-hour factor, PHF	0.90	0.79	0.83	
Peak 15-min volume, v15	555	111	270	v
Trucks and buses	23	5	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.930	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_97_ON_L_US.txt
2986 478 1293 pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 2986 \text{ pc/h}$

Capacity Checks

	Actual 3464	Maximum 4800	LOS F? No
v_{FO}			
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2986$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual 3464	Max Desirable 4600	Violation? No
v_{R12}			

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 23.2 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.345
Space mean speed in ramp influence area,	S = 60.3 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = 60.3 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	196	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	898	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2700	196	898	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	750	53	270	v
Trucks and buses	23	4	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.943	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_101_ON_DS.txt 1293 pcph
4035 223

Estimation of V12 Merge Areas

L = 5596.31 (Equation 13-6 or 13-7)
EQ
P = 0.609 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 2458 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4258	6900	No
v_3 or v_{av34}	1577 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2458$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4258	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.2 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.298
Space mean speed in ramp influence area,	S = 54.6 mph
Space mean speed in outer lanes,	S = 56.1 mph
Space mean speed for all vehicles,	S = 55.2 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	196	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	491	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2700	196	491	vph
Peak-hour factor, PHF	0.90	0.93	0.87	
Peak 15-min volume, v15	750	53	141	v
Trucks and buses	23	4	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.943	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_AM_NB_Exit_101_ON_US.txt 624 pcph
4035 223

Estimation of V12 Merge Areas

L = 843.35 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.609$ Using Equation 1
 $v_{12} = v_{FM} (P_{FM}) = 2458$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4258	6900	No
v_3 or v_{av34}	1577 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2458$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4258	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.298$
Space mean speed in ramp influence area,	$S_R = 54.6$ mph
Space mean speed in outer lanes,	$S_0 = 56.1$ mph
Space mean speed for all vehicles,	$S = 55.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2924	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	1300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent Ramp		vph
Position of adjacent Ramp		
Type of adjacent Ramp		
Distance to adjacent Ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2924	127		vph
Peak-hour factor, PHF	0.92	0.80		
Peak 15-min volume, v15	795	40		v
Trucks and buses	13	23		%
Recreational vehicles	0	0		%
Terrain type:	Rolling	Rolling		
Grade	%	%		%
Length	mi	mi		mi
Trucks and buses PCE, ET	2.5	2.5		
Recreational vehicle PCE, ER	2.0	2.0		
Heavy vehicle adjustment, fHV	0.837	0.743		
Driver population factor, fP	1.00	1.00		

Flow rate, vp NB_PM_NB_Exit_82_ON_DS.txt 3798 214 pcph

Estimation of V12 Merge Areas

$$L = \text{(Equation 13-6 or 13-7)}$$

$$P_{EQ} = 1.000 \text{ Using Equation 0}$$

$$v_{12} = v_F (P_{FM}) = 3798 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4012	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3798$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4012	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 28.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M = 0.446
Space mean speed in ramp influence area,	S = 57.5 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = 57.5 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2924	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	1300	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	317	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2924	127	317	vph
Peak-hour factor, PHF	0.92	0.80	0.86	
Peak 15-min volume, v15	795	40	92	v
Trucks and buses	13	23	14	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.743	0.826	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_NB_Exit_82_ON_US.txt
3798 214 446 pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 1.000 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 3798 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4012	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 3798$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4012	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 28.5 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M = 0.446
Space mean speed in ramp influence area,	S = 57.5 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = 57.5 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	317	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2613	127	317	vph
Peak-hour factor, PHF	0.92	0.79	0.86	
Peak 15-min volume, v15	710	40	92	v
Trucks and buses	13	10	14	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.826	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	188	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2613	127	188	vph
Peak-hour factor, PHF	0.92	0.79	0.90	
Peak 15-min volume, v15	710	40	52	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2534	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	267	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	188	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2534	267	188	vph
Peak-hour factor, PHF	0.92	0.69	0.90	
Peak 15-min volume, v15	689	97	52	v
Trucks and buses	13	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2534	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	267	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1576	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2534	267	1576	vph
Peak-hour factor, PHF	0.92	0.69	0.93	
Peak 15-min volume, v15	689	97	424	v
Trucks and buses	13	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	273	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1576	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	273	1576	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	1117	73	424	v
Trucks and buses	13	2	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.971	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_NB_Exit_97_ON_L_DS.txt 2025 pcph
5339 302

Estimation of V12 Merge Areas

$$L = \text{(Equation 13-6 or 13-7)}$$

$$P = 1.000 \text{ Using Equation 0}$$

$$v_{12} = v_F (P_{FM}) = 5339 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5641	4800	Yes
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5339$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	5641	4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 40.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	M = 1.319
Space mean speed in ramp influence area,	S = 33.1 mph
Space mean speed in outer lanes,	S = N/A mph
Space mean speed for all vehicles,	S = 33.1 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	273	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	2189	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	273	2189	vph
Peak-hour factor, PHF	0.92	0.93	0.86	
Peak 15-min volume, v15	1117	73	636	v
Trucks and buses	13	2	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.971	0.943	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5660	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	366	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	2189	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5660	366	2189	vph
Peak-hour factor, PHF	0.92	0.89	0.86	
Peak 15-min volume, v15	1538	103	636	v
Trucks and buses	13	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 No-Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5660	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	366	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1387	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5660	366	1387	vph
Peak-hour factor, PHF	0.92	0.89	0.92	
Peak 15-min volume, v15	1538	103	377	v
Trucks and buses	13	3	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.957	0.917	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp NB_PM_NB_Exit_101_ON_US.txt
7352 430 1643 pcph

Estimation of V12 Merge Areas

L = 1597.49 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.577$ Using Equation 2
 $v_{12} = v_{FM} (P_{FM}) = 4239$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7782	6900	Yes
v_3 or v_{av34}	3113 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4652$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	7782	4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 37.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$M_S = 0.870$
Space mean speed in ramp influence area,	$S_R = 44.3$ mph
Space mean speed in outer lanes,	$S_0 = 51.1$ mph
Space mean speed for all vehicles,	$S = 46.5$ mph

Appendix I

HCS Ramp Diverge Analysis Outputs
2040 Build I-26 Eastbound Off-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 SB
 Junction: Exit 85
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2158	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	99	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	416	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2158	99	416	vph
Peak-hour factor, PHF	0.88	0.83	0.86	
Peak 15-min volume, v15	613	30	121	v
Trucks and buses	16	22	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.752	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_85_OFF_DS.txt
3041 159 535 pcph

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.677 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 2109 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3041	7200	No
$v_{FO} = v_F - v_R$	2882	7200	No
v_R	159	2100	No
v_3 or v_{av34}	932 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2109$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2109	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.377
Space mean speed in ramp influence area,	$S_R = 59.4$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 63.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2158	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	99	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	283	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2158	99	283	vph
Peak-hour factor, PHF	0.88	0.83	0.96	
Peak 15-min volume, v15	613	30	74	v
Trucks and buses	16	22	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.752	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_85_OFF_US.txt
3041 159 330 pcph

Estimation of V12 Diverge Areas

$$L = 2560.94 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.677 \text{ Using Equation 9}$$

$$P_{FD} = v_R + (v_F - v_R) P_{FD} = 2109 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3041	7200	No
$v_{FO} = v_F - v_R$	2882	7200	No
v_R	159	2100	No
v_3 or v_{av34}	932 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2109$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2109	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.377
Space mean speed in ramp influence area,	$S_R = 59.4$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 63.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	223	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1417	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2345	223	1417	vph
Peak-hour factor, PHF	0.88	0.87	0.82	
Peak 15-min volume, v15	666	64	432	v
Trucks and buses	16	15	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.816	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_SB_Exit_91_OFF_DS.txt 1832 pcph
3304 314

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.663 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 2296 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3304	7200	No
$v_{FO} = v_F - v_R$	2990	7200	No
v_R	314	2100	No
v_3 or v_{av34}	1008 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2296$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2296	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.391$
 Space mean speed in ramp influence area, $S_R = 59.0$ mph
 Space mean speed in outer lanes, $S_0 = 76.8$ mph
 Space mean speed for all vehicles, $S = 63.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2345	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	223	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	416	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2345	223	416	vph
Peak-hour factor, PHF	0.88	0.87	0.86	
Peak 15-min volume, v15	666	64	121	v
Trucks and buses	16	15	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.816	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_SB_Exit_91_OFF_US.txt 535 pcph
3304 314

Estimation of V12 Diverge Areas

$$L = 4345.07 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.663 \text{ Using Equation 9}$$

$$P_{FD} = v_{12} + (v_F - v_R) P_{FD} = 2296 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3304	7200	No
$v_{FO} = v_F - v_R$	2990	7200	No
v_R	314	2100	No
v_3 or v_{av34}	1008 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2296$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2296	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.391
Space mean speed in ramp influence area,	$S_R = 59.0$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 63.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3669	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	222	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	2340	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3669	222	2340	vph
Peak-hour factor, PHF	0.88	0.72	0.88	
Peak 15-min volume, v15	1042	77	665	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_SB_Exit_97_OFF_DS.txt 2819 pcph
5170 331

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.616 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 3310 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5170	7200	No
$v_{FO} = v_F - v_R$	4839	7200	No
v_R	331	2000	No
v_3 or v_{av34}	1860 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3310$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3310	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.458
Space mean speed in ramp influence area,	$S_R = 57.2$ mph
Space mean speed in outer lanes,	$S_0 = 73.4$ mph
Space mean speed for all vehicles,	$S = 62.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3669	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	222	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1417	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3669	222	1417	vph
Peak-hour factor, PHF	0.88	0.72	0.82	
Peak 15-min volume, v15	1042	77	432	v
Trucks and buses	16	5	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_97_OFF_US.txt
5170 331 1832 pcph

Estimation of V12 Diverge Areas

L = 11119.61 Equation 13-12 or 13-13)
 $P_{EQ} = 0.626$ Using Equation 10
 $P_{FD} = 0.626$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 3360$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	5170	7200	No
$V_{FO} = V_F - V_R$	4839	7200	No
V_R	331	2000	No
V_3 or v_{av34}	1810 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3360$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3360	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.458$
 Space mean speed in ramp influence area, $S_R = 57.2$ mph
 Space mean speed in outer lanes, $S_0 = 73.6$ mph
 Space mean speed for all vehicles, $S = 62.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5788	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	182	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	291	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5788	182	291	vph
Peak-hour factor, PHF	0.88	0.46	0.60	
Peak 15-min volume, v15	1644	99	121	v
Trucks and buses	16	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_101_OFF_DS.txt
8156 413 521 pcph

Estimation of V12 Diverge Areas

$$L = 708.16 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.436 \text{ Using Equation 8}$$

$$P_{FD} = 0.436 \text{ Using Equation 8}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3789 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	8156	9200	No
$V_{FO} = V_F - V_R$	7743	9200	No
V_R	413	1900	No
$V_3 \text{ or } v_{av34}$	2183 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3789$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3789	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 34.8 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.595$
 Space mean speed in ramp influence area, $S_R = 49.3 \text{ mph}$
 Space mean speed in outer lanes, $S_0 = 61.2 \text{ mph}$
 Space mean speed for all vehicles, $S = 55.0 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5606	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	291	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1946	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5606	291	1946	vph
Peak-hour factor, PHF	0.88	0.60	0.83	
Peak 15-min volume, v15	1593	121	586	v
Trucks and buses	16	5	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.917	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_101_OFF_L_DS.txt
7899 521 2556 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.436 \quad \text{Using Equation 8}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3738 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7899	9200	No
$v_{FO} = v_F - v_R$	7378	9200	No
v_R	521	1900	No
v_3 or v_{av34}	2080 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 3738$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3738	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 28.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	D = 0.605
Space mean speed in ramp influence area,	$S_R = 49.1$ mph
Space mean speed in outer lanes,	$S_0 = 61.6$ mph
Space mean speed for all vehicles,	$S = 55.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 SB
 Junction: Exit 101 Loop
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5606	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	291	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	182	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5606	291	182	vph
Peak-hour factor, PHF	0.88	0.60	0.46	
Peak 15-min volume, v15	1593	121	99	v
Trucks and buses	16	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_101_OFF_L_US.txt
7899 521 413 pcph

Estimation of V12 Diverge Areas

$$L = \text{(Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.436 \text{ Using Equation 8}$$

$$P_{FD} = 0.436 \text{ Using Equation 8}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3738 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	7899	9200	No
$V_{FO} = V_F - V_R$	7378	9200	No
V_R	521	1900	No
$V_3 \text{ or } v_{av34}$	2080 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3738$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3738	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 28.2 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.605$
 Space mean speed in ramp influence area, $S_R = 49.1 \text{ mph}$
 Space mean speed in outer lanes, $S_0 = 61.6 \text{ mph}$
 Space mean speed for all vehicles, $S = 55.0 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5788	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	182	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	2340	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5788	182	2340	vph
Peak-hour factor, PHF	0.88	0.46	0.88	
Peak 15-min volume, v15	1644	99	665	v
Trucks and buses	16	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_Sb_Exit_101_OFF_US.txt
8156 413 2819 pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 0.436 Using Equation 0
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3789 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	8156	9200	No
$v_{FO} = v_F - v_R$	7743	9200	No
v_R	413	1900	No
v_3 or v_{av34}	2183 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3789$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3789	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 34.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable, $D = 0.595$
 Space mean speed in ramp influence area, $S_R = 49.3$ mph
 Space mean speed in outer lanes, $S_0 = 61.2$ mph
 Space mean speed for all vehicles, $S = 55.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 SB
 Junction: Exit 85
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2721	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	134	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	81	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1050	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2721	134	81	vph
Peak-hour factor, PHF	0.91	0.79	0.66	
Peak 15-min volume, v15	748	42	31	v
Trucks and buses	14	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_SB_Exit_85_OFF_DS.txt 141 pcph
3618 190

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.661 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 2455 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3618	7200	No
$v_{FO} = v_F - v_R$	3428	7200	No
v_R	190	2100	No
v_3 or v_{av34}	1163 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2455$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2455	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.380
Space mean speed in ramp influence area,	$S_R = 59.4$ mph
Space mean speed in outer lanes,	$S_0 = 76.2$ mph
Space mean speed for all vehicles,	$S = 63.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 SB
 Junction: Exit 85
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2721	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	134	vph
Length of first accel/decel lane	405	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	221	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2721	134	221	vph
Peak-hour factor, PHF	0.91	0.79	0.85	
Peak 15-min volume, v15	748	42	65	v
Trucks and buses	14	8	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.893	0.787	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_85_OFF_US.txt
3618 190 330 pcph

Estimation of V12 Diverge Areas

$$L = 2360.95 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.661 \text{ Using Equation 9}$$

$$P_{FD} = v_R + (v_F - v_R) P_{FD} = 2455 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3618	7200	No
$v_{FO} = v_F - v_R$	3428	7200	No
v_R	190	2100	No
v_3 or v_{av34}	1163 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2455$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2455	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.380
Space mean speed in ramp influence area,	$S_R = 59.4$ mph
Space mean speed in outer lanes,	$S_0 = 76.2$ mph
Space mean speed for all vehicles,	$S = 63.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3200	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	230	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1362	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3200	230	1362	vph
Peak-hour factor, PHF	0.91	0.85	0.77	
Peak 15-min volume, v15	879	68	442	v
Trucks and buses	14	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_91_OFF_DS.txt
4255 336 1901 pcph

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.638 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 2837 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4255	7200	No
$v_{FO} = v_F - v_R$	3919	7200	No
v_R	336	2100	No
v_3 or v_{av34}	1418 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2837$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2837	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.393
Space mean speed in ramp influence area,	$S_R = 59.0$ mph
Space mean speed in outer lanes,	$S_0 = 75.2$ mph
Space mean speed for all vehicles,	$S = 63.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3200	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	230	vph
Length of first accel/decel lane	995	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	81	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3200	230	81	vph
Peak-hour factor, PHF	0.91	0.85	0.66	
Peak 15-min volume, v15	879	68	31	v
Trucks and buses	14	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_SB_Exit_91_OFF_US.txt 141 pcph
4255 336

Estimation of V12 Diverge Areas

$$L = 983.75 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.638 \text{ Using Equation 9}$$

$$P_{FD} = 0.638 \text{ Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2837 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4255	7200	No
$v_{FO} = v_F - v_R$	3919	7200	No
v_R	336	2100	No
v_3 or v_{av34}	1418 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$		No	
If yes, $v_{12A} = 2837$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2837	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.393$
 Space mean speed in ramp influence area, $S_R = 59.0$ mph
 Space mean speed in outer lanes, $S_0 = 75.2$ mph
 Space mean speed for all vehicles, $S = 63.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	761	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1158	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3800	761	1158	vph
Peak-hour factor, PHF	0.91	0.83	0.94	
Peak 15-min volume, v15	1044	229	308	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_97_OFF_DS.txt
5053 1123 1324 pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 0.582 Using Equation 9
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3410 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5053	7200	No
$v_{FO} = v_F - v_R$	3930	7200	No
v_R	1123	2000	No
v_3 or v_{av34}	1643 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3410$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3410	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.529$
 Space mean speed in ramp influence area, $S_R = 55.2$ mph
 Space mean speed in outer lanes, $S_0 = 74.3$ mph
 Space mean speed for all vehicles, $S = 60.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3800	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	761	vph
Length of first accel/decel lane	970	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1362	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3800	761	1362	vph
Peak-hour factor, PHF	0.91	0.83	0.77	
Peak 15-min volume, v15	1044	229	442	v
Trucks and buses	14	15	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.816	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_97_OFF_US.txt
5053 1123 1901 pcph

Estimation of V12 Diverge Areas

$$L = 18660.85 \text{ Equation 13-12 or 13-13}$$

$$P_{EQ} = 0.635 \text{ Using Equation 10}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3618 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	5053	7200	No
$V_{FO} = V_F - V_R$	3930	7200	No
V_R	1123	2000	No
V_3 or v_{av34}	1435 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3618$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3618	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.529
Space mean speed in ramp influence area,	$S_R = 55.2$ mph
Space mean speed in outer lanes,	$S_0 = 75.1$ mph
Space mean speed for all vehicles,	$S = 59.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4198	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	151	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	79	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4198	151	79	vph
Peak-hour factor, PHF	0.91	0.94	0.86	
Peak 15-min volume, v15	1153	40	23	v
Trucks and buses	14	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_101_OFF_DS.txt
5582 168 97 pcph

Estimation of V12 Diverge Areas

$$L = 106.74 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.436 \text{ Using Equation 8}$$

$$P_{FD} = 0.436 \text{ Using Equation 8}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 2529 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	5582	9200	No
$V_{FO} = V_F - V_R$	5414	9200	No
V_R	168	1900	No
$V_3 \text{ or } v_{av34}$	1526 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700 \text{ pc/h?}$		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2529$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2529	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.0 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.573$
 Space mean speed in ramp influence area, $S_R = 49.7 \text{ mph}$
 Space mean speed in outer lanes, $S_0 = 63.8 \text{ mph}$
 Space mean speed for all vehicles, $S = 56.5 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	79	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1224	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	930	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4047	79	1224	vph
Peak-hour factor, PHF	0.91	0.86	0.95	
Peak 15-min volume, v15	1112	23	322	v
Trucks and buses	14	4	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.943	0.917	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	79	vph
Length of first accel/decel lane	915	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	151	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	2240	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4047	79	151	vph
Peak-hour factor, PHF	0.91	0.86	0.94	
Peak 15-min volume, v15	1112	23	40	v
Trucks and buses	14	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_101_OFF_L_US.txt 168 pcph
5381 97

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)

$$P_{EQ} = 0.436$$
 Using Equation 8

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 2401 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	5381	9200	No
$V_{FO} = V_F - V_R$	5284	9200	No
V_R	97	1900	No
V_3 or v_{av34}	1490 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2401$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2401	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 16.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.567$
 Space mean speed in ramp influence area, $S_R = 49.8$ mph
 Space mean speed in outer lanes, $S_0 = 63.9$ mph
 Space mean speed for all vehicles, $S = 56.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	4198	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	151	vph
Length of first accel/decel lane	225	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1158	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4198	151	1158	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	1153	40	308	v
Trucks and buses	14	3	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.957	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_101_OFF_US.txt
5582 168 1324 pcph

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 0.436 Using Equation 0
 FD

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2529 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5582	9200	No
$v_{FO} = v_F - v_R$	5414	9200	No
v_R	168	1900	No
v_3 or v_{av34}	1526 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2529$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2529	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 24.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.573$
 Space mean speed in ramp influence area, $S_R = 49.7$ mph
 Space mean speed in outer lanes, $S_0 = 63.8$ mph
 Space mean speed for all vehicles, $S = 56.5$ mph

Appendix I

HCS Ramp Diverge Analysis Outputs
2040 Build I-26 Westbound Off-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1430	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	279	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	205	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1430	279	205	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	397	75	62	v
Trucks and buses	23	25	37	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.727	0.643	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_82_OFF_DS.txt
2137 412 384 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} =$ 0.688 Using Equation 9
 $P_{FD} =$ 0.688 Using Equation 9
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 1598$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	2137	7200	No
$V_{FO} = V_F - V_R$	1725	7200	No
V_R	412	2100	No
V_3 or v_{av34}	539 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1598$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1598	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.400$
 Space mean speed in ramp influence area, $S_R = 58.8$ mph
 Space mean speed in outer lanes, $S_0 = 76.8$ mph
 Space mean speed for all vehicles, $S = 62.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1430	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	279	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1430	279	137	vph
Peak-hour factor, PHF	0.90	0.93	0.75	
Peak 15-min volume, v15	397	75	46	v
Trucks and buses	23	25	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.727	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_82_OFF_US.txt 218 pcph
2137 412

Estimation of V12 Diverge Areas

$$L = 2453.88 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.688 \text{ Using Equation 9}$$

$$P_{FD} = 0.688 \text{ Using Equation 9}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 1598 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	2137	7200	No
$V_{FO} = V_F - V_R$	1725	7200	No
V_R	412	2100	No
$V_3 \text{ or } v_{av34}$	539 pc/h	(Equation 13-14 or 13-17)	
Is $v_3 \text{ or } v_{av34} > 2700$ pc/h?		No	
Is $v_3 \text{ or } v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1598$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1598	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.400
Space mean speed in ramp influence area,	$S_R = 58.8$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 62.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 85 Loop
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1345	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	52	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	137	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1345	52	137	vph
Peak-hour factor, PHF	0.90	0.61	0.75	
Peak 15-min volume, v15	374	21	46	v
Trucks and buses	23	11	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.858	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_NB_Exit_85_OFF_L_DS.txt 218 pcph
2010 99

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.705 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1447 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2010	7200	No
$v_{FO} = v_F - v_R$	1911	7200	No
v_R	99	2000	No
v_3 or v_{av34}	563 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1447$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1447	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.502
Space mean speed in ramp influence area,	$S_R = 55.9$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 60.6$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 85 Loop
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1345	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	52	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	184	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1345	52	184	vph
Peak-hour factor, PHF	0.90	0.61	0.94	
Peak 15-min volume, v15	374	21	49	v
Trucks and buses	23	11	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.858	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_85_OFF_L_US.txt 225 pcph
2010 99

Estimation of V12 Diverge Areas

$$L = 2050.94 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.705 \text{ Using Equation 9}$$

$$P_{FD} = v_R + (v_F - v_R) P_{FD} = 1447 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2010	7200	No
$v_{FO} = v_F - v_R$	1911	7200	No
v_R	99	2000	No
v_3 or v_{av34}	563 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 1447$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1447	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.502$
 Space mean speed in ramp influence area, $S_R = 55.9$ mph
 Space mean speed in outer lanes, $S_0 = 76.8$ mph
 Space mean speed for all vehicles, $S = 60.6$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2349	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1188	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	184	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2349	1188	184	vph
Peak-hour factor, PHF	0.90	0.82	0.94	
Peak 15-min volume, v15	653	362	49	v
Trucks and buses	23	16	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.806	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_NB_Exit_91_OFF_DS.txt 225 pcph
3510 1796

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.590 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P = 2807 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3510	7200	No
$v_{FO} = v_F - v_R$	1714	7200	No
v_R	1796	2100	No
v_3 or v_{av34}	703 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2807$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2807	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.0$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.525
Space mean speed in ramp influence area,	$S_R = 55.3$ mph
Space mean speed in outer lanes,	$S_0 = 76.8$ mph
Space mean speed for all vehicles,	$S = 58.6$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2349	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1188	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	351	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2349	1188	351	vph
Peak-hour factor, PHF	0.90	0.82	0.79	
Peak 15-min volume, v15	653	362	111	v
Trucks and buses	23	16	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.806	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_NB_Exit_91_OFF_US.txt 478 pcph
3510 1796

Estimation of V12 Diverge Areas

$$L = 31377.16 \text{ Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.609 \text{ Using Equation 10}$$

$$P_{FD} = v_{12} + (v_F - v_R) P_{FD} = 2840 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3510	7200	No
$v_{FO} = v_F - v_R$	1714	7200	No
v_R	1796	2100	No
v_3 or v_{av34}	670 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2840$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2840	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 18.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.525$
 Space mean speed in ramp influence area, $S_R = 55.3$ mph
 Space mean speed in outer lanes, $S_0 = 76.8$ mph
 Space mean speed for all vehicles, $S = 58.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2896	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	898	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	351	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2896	898	351	vph
Peak-hour factor, PHF	0.90	0.83	0.79	
Peak 15-min volume, v15	804	270	111	v
Trucks and buses	23	13	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_NB_Exit_97_OFF_DS.txt 478 pcph
4328 1293

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.592 \quad \text{Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3091 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4328	7200	No
$v_{FO} = v_F - v_R$	3035	7200	No
v_R	1293	2000	No
v_3 or v_{av34}	1237 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3091$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3091	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.544$
 Space mean speed in ramp influence area, $S_R = 54.8$ mph
 Space mean speed in outer lanes, $S_0 = 75.9$ mph
 Space mean speed for all vehicles, $S = 59.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2896	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	898	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	196	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2896	898	196	vph
Peak-hour factor, PHF	0.90	0.83	0.93	
Peak 15-min volume, v15	804	270	53	v
Trucks and buses	23	13	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_AM_NB_Exit_97_OFF_US.txt 223 pcph
4328 1293

Estimation of V12 Diverge Areas

$$L = 3085.39 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.592 \text{ Using Equation 5}$$

$$P_{FD} = v_{12} + (v_F - v_R) P_{FD} = 3091 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4328	7200	No
$v_{FO} = v_F - v_R$	3035	7200	No
v_R	1293	2000	No
v_3 or v_{av34}	1237 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3091$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3091	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 19.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.544
Space mean speed in ramp influence area,	$S_R = 54.8$ mph
Space mean speed in outer lanes,	$S_0 = 75.9$ mph
Space mean speed for all vehicles,	$S = 59.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 101 Loop
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3191	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	491	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	196	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	491	196	vph
Peak-hour factor, PHF	0.90	0.87	0.93	
Peak 15-min volume, v15	886	141	53	v
Trucks and buses	23	7	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_101_OFF_L_DS.txt
4769 624 223 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.436$ Using Equation 8
 $P_{FD} =$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 2431$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	4769	9200	No
$V_{FO} = V_F - V_R$	4145	9200	No
V_R	624	1900	No
V_3 or v_{av34}	1169 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2431$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2431	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.614$
 Space mean speed in ramp influence area, $S_R = 48.9$ mph
 Space mean speed in outer lanes, $S_0 = 65.2$ mph
 Space mean speed for all vehicles, $S = 55.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 101 Loop
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	3191	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	491	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	341	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3191	491	341	vph
Peak-hour factor, PHF	0.90	0.87	0.78	
Peak 15-min volume, v15	886	141	109	v
Trucks and buses	23	7	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.905	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_101_OFF_L_US.txt
4769 624 483 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.436 \quad \text{Using Equation 8}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2431 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	4769	9200	No
$v_{FO} = v_F - v_R$	4145	9200	No
v_R	624	1900	No
v_3 or v_{av34}	1169 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2431$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2431	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 15.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.614
Space mean speed in ramp influence area,	$S_R = 48.9$ mph
Space mean speed in outer lanes,	$S_0 = 65.2$ mph
Space mean speed for all vehicles,	$S = 55.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 82
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2740	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	317	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	2050	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2740	317	127	vph
Peak-hour factor, PHF	0.92	0.86	0.80	
Peak 15-min volume, v15	745	92	40	v
Trucks and buses	13	14	23	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.826	0.743	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_82_OFF_DS.txt 214 pcph
3559 446

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.651$ Using Equation 9
 $P_{FD} =$
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 2471$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3559	7200	No
$v_{FO} = v_F - v_R$	3113	7200	No
v_R	446	2100	No
v_3 or v_{av34}	1088 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2471$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2471	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.403$
 Space mean speed in ramp influence area, $S_R = 58.7$ mph
 Space mean speed in outer lanes, $S_0 = 76.4$ mph
 Space mean speed for all vehicles, $S = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2740	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	317	vph
Length of first accel/decel lane	840	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2740	317	127	vph
Peak-hour factor, PHF	0.92	0.86	0.79	
Peak 15-min volume, v15	745	92	40	v
Trucks and buses	13	14	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.826	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_82_OFF_US.txt 185 pcph
3559 446

Estimation of V12 Diverge Areas

$$L = 1555.13 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.651 \text{ Using Equation 9}$$

$$P_{FD} = v_{12} + (v_F - v_R) P_{FD} = 2471 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3559	7200	No
$v_{FO} = v_F - v_R$	3113	7200	No
v_R	446	2100	No
v_3 or v_{av34}	1088 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2471$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2471	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 17.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.403
Space mean speed in ramp influence area,	$S_R = 58.7$ mph
Space mean speed in outer lanes,	$S_0 = 76.4$ mph
Space mean speed for all vehicles,	$S = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 85 Loop
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2801	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	188	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	127	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	980	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2801	188	127	vph
Peak-hour factor, PHF	0.92	0.90	0.79	
Peak 15-min volume, v15	761	52	40	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_85_OFF_L_DS.txt 185 pcph
3638 240

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.658 \quad \text{Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2476 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3638	7200	No
$v_{FO} = v_F - v_R$	3398	7200	No
v_R	240	2000	No
v_3 or v_{av34}	1162 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12}/2$?		No	
If yes, $v_{12A} = 2476$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2476	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.515
Space mean speed in ramp influence area,	$S_R = 55.6$ mph
Space mean speed in outer lanes,	$S_0 = 76.2$ mph
Space mean speed for all vehicles,	$S = 60.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 85 Loop
 Jurisdiction: Newberry County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2801	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	30.0	mph
Volume on ramp	188	vph
Length of first accel/decel lane	415	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	267	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2801	188	267	vph
Peak-hour factor, PHF	0.92	0.90	0.69	
Peak 15-min volume, v15	761	52	97	v
Trucks and buses	13	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_85_OFF_L_US.txt 433 pcph
3638 240

Estimation of V12 Diverge Areas

$$L = 3173.70 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.658 \text{ Using Equation 9}$$

$$P_{FD} = 0.658 \text{ Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 2476 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3638	7200	No
$v_{FO} = v_F - v_R$	3398	7200	No
v_R	240	2000	No
v_3 or v_{av34}	1162 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 2476$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2476	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 21.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.515
Space mean speed in ramp influence area,	$S_R = 55.6$ mph
Space mean speed in outer lanes,	$S_0 = 76.2$ mph
Space mean speed for all vehicles,	$S = 60.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 91
 Jurisdiction: Lexington County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1576	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	267	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1465	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	1576	267	vph
Peak-hour factor, PHF	0.92	0.93	0.69	
Peak 15-min volume, v15	1117	424	97	v
Trucks and buses	13	13	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.837	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_91_OFF_DS.txt 433 pcph
5339 2025

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.533 \quad \text{Using Equation 9}$$

$$V_{12} = V_R + (V_F - V_R) P = 3793 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	5339	7200	No
$V_{FO} = V_F - V_R$	3314	7200	No
V_R	2025	2100	No
V_3 or v_{av34}	1546 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3793$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3793	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	D = 0.545
Space mean speed in ramp influence area,	$S_R = 54.7$ mph
Space mean speed in outer lanes,	$S_0 = 74.7$ mph
Space mean speed for all vehicles,	$S = 59.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	40.0	mph
Volume on ramp	1576	vph
Length of first accel/decel lane	1150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	1576	273	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	1117	424	73	v
Trucks and buses	13	13	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.837	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_91_OFF_US.txt 302 pcph
5339 2025

Estimation of V12 Diverge Areas

$$L = 7569.49 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.533 \text{ Using Equation 9}$$

$$P_{FD} = 0.533 \text{ Using Equation 9}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 3793 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	5339	7200	No
$v_{FO} = v_F - v_R$	3314	7200	No
v_R	2025	2100	No
v_3 or v_{av34}	1546 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 3793$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3793	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 26.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, $D = 0.545$
 Space mean speed in ramp influence area, $S_S = 54.7$ mph
 Space mean speed in outer lanes, $S_R = 74.7$ mph
 Space mean speed for all vehicles, $S_0 = 59.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	273	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1637	636	73	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_DS.txt
7827 2698 302 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.440$ Using Equation 9
 $P_{FD} =$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 4956$ pc/h

Capacity Checks

$V_{Fi} = V_F$	Actual	Maximum	LOS F?
	7827	7200	Yes
$V_{FO} = V_F - V_R$	5129	7200	No
V_R	2698	2000	Yes
V_3 or v_{av34}	2871 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5127$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

v_{12A}	Actual	Max Desirable	Violation?
	5127	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$D = 0.671$
Space mean speed in ramp influence area,	$S_R = 51.2$ mph
Space mean speed in outer lanes,	$S_0 = 70.2$ mph
Space mean speed for all vehicles,	$S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	273	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1637	636	73	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_DS_2off.txt 302 pcph
7827 2698

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.450 Using Equation 0
FD

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 5006 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	7827	7200	Yes
$V_{FO} = V_F - V_R$	5129	7200	No
V_R	2698	4000	No
V_3 or v_{av34}	2821 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5127$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5127	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.1$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.671$
Space mean speed in ramp influence area, $S_R = 51.2$ mph
Space mean speed in outer lanes, $S_0 = 70.2$ mph
Space mean speed for all vehicles, $S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	273	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1637	636	73	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_DS_4L-2off.txt
7827 2698 302 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.260$ Using Equation 0
 $P_{FD} =$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 4032$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	7827	9600	No
$V_{FO} = V_F - V_R$	5129	9600	No
V_R	2698	4000	No
V_3 or v_{av34}	1897 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4032$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4032	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 12.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.671$
 Space mean speed in ramp influence area, $S_R = 51.2$ mph
 Space mean speed in outer lanes, $S_0 = 73.3$ mph
 Space mean speed for all vehicles, $S = 60.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 97
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	273	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	710	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	273	vph
Peak-hour factor, PHF	0.92	0.86	0.93	
Peak 15-min volume, v15	1637	636	73	v
Trucks and buses	13	4	2	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.971	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_DS_4L.txt 302 pcph
7827 2698

Estimation of V12 Diverge Areas

$$L = \text{EQ} \quad (\text{Equation 13-12 or 13-13})$$

$$P = 0.436 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P = 4934 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{12} = V_F$	7827	9600	No
$V_{12} = V_F - V_R$	5129	9600	No
V_R	2698	2000	Yes
V_3 or V_{av34}	1446 pc/h	(Equation 13-14 or 13-17)	
Is V_3 or $V_{av34} > 2700$ pc/h?		No	
Is V_3 or $V_{av34} > 1.5 V_{12} / 2$		No	
If yes, $V_{12A} = 4934$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
V_{12}	4934	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 V_{12} - 0.009 L_D = 35.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.671$
 Space mean speed in ramp influence area, $S_R = 51.2$ mph
 Space mean speed in outer lanes, $S_0 = 75.1$ mph
 Space mean speed for all vehicles, $S = 58.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	366	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1637	636	103	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, v_p B_PM_NB_Exit_97_OFF_US.txt 430 pcph
7827 2698

Estimation of V12 Diverge Areas

$$L = 9353.31 \text{ (Equation 13-12 or 13-13)}$$

$$P_{EQ} = 0.440 \text{ Using Equation 9}$$

$$P_{FD} = v_{12R} + (v_F - v_R) P_{FD} = 4956 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	7827	7200	Yes
$v_{FO} = v_F - v_R$	5129	7200	No
v_R	2698	2000	Yes
v_3 or v_{av34}	2871 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5127$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5127	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12R} - 0.009 L_D = 37.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	D = 0.671
Space mean speed in ramp influence area,	$S_R = 51.2$ mph
Space mean speed in outer lanes,	$S_0 = 70.2$ mph
Space mean speed for all vehicles,	$S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	366	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1637	636	103	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_US_2off.txt 430 pcph
7827 2698

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
EQ
P = 0.450 Using Equation 0
FD

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 5006 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	7827	7200	Yes
$V_{FO} = V_F - V_R$	5129	7200	No
V_R	2698	4000	No
V_3 or v_{av34}	2821 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 5127$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5127	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 22.1$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	D = 0.671
Space mean speed in ramp influence area,	$S_R = 51.2$ mph
Space mean speed in outer lanes,	$S_0 = 70.2$ mph
Space mean speed for all vehicles,	$S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	366	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1637	636	103	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 97
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	6026	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	35.0	mph
Volume on ramp	2189	vph
Length of first accel/decel lane	1210	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	9999	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	6026	2189	366	vph
Peak-hour factor, PHF	0.92	0.86	0.89	
Peak 15-min volume, v15	1637	636	103	v
Trucks and buses	13	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_OFF_US_4L.txt 430 pcph
7827 2698

Estimation of V12 Diverge Areas

L = (Equation 13-12 or 13-13)
 EQ
 P = 0.436 Using Equation 0
 FD

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 4934 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	7827	9600	No
$V_{FO} = V_F - V_R$	5129	9600	No
V_R	2698	2000	Yes
V_3 or v_{av34}	1446 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4934$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4934	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 35.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable, $D = 0.671$
 Space mean speed in ramp influence area, $S_R = 51.2$ mph
 Space mean speed in outer lanes, $S_0 = 75.1$ mph
 Space mean speed for all vehicles, $S = 58.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 101 Loop
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	366	vph
Peak-hour factor, PHF	0.92	0.92	0.89	
Peak 15-min volume, v15	1915	377	103	v
Trucks and buses	13	6	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_OFF_L_DS.txt 430 pcph
9153 1643

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.436 \quad \text{Using Equation 8}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 4917 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9153	9200	No
$v_{FO} = v_F - v_R$	7510	9200	No
v_R	1643	1900	No
v_3 or v_{av34}	2118 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4917$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4917	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, $D = 0.706$
 Space mean speed in ramp influence area, $S_R = 47.3$ mph
 Space mean speed in outer lanes, $S_0 = 61.5$ mph
 Space mean speed for all vehicles, $S = 52.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	366	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	366	vph
Peak-hour factor, PHF	0.92	0.92	0.89	
Peak 15-min volume, v15	1915	377	103	v
Trucks and buses	13	6	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_OFF_L_DS_2off.txt
9153 1643 430 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.260 \quad \text{Using Equation 0}$$

$$V_{12} = V_R + (V_F - V_R) P_{FD} = 3596 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	9153	9200	No
$V_{FO} = V_F - V_R$	7510	9200	No
V_R	1643	3800	No
V_3 or v_{av34}	2778 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3753$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3753	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	D = 0.706
Space mean speed in ramp influence area,	$S_R = 47.3$ mph
Space mean speed in outer lanes,	$S_0 = 59.2$ mph
Space mean speed for all vehicles,	$S = 53.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

 Diverge Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date performed: 03/09/2017
 Analysis time period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Junction: Exit 101 Loop
 Jurisdiction: Richland County
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

 Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

 Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane		ft

 Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	795	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

 Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	795	vph
Peak-hour factor, PHF	0.92	0.92	0.86	
Peak 15-min volume, v15	1915	377	231	v
Trucks and buses	13	6	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_OFF_L_US.txt
9153 1643 994 pcph

Estimation of V12 Diverge Areas

$$L = \frac{EQ}{P_{FD}} \quad (\text{Equation 13-12 or 13-13})$$

$$P_{FD} = 0.436 \quad \text{Using Equation 8}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 4917 \quad \text{pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	9153	9200	No
$v_{FO} = v_F - v_R$	7510	9200	No
v_R	1643	1900	No
v_3 or v_{av34}	2118 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 4917$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	4917	4400	Yes

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 37.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence E

Speed Estimation

Intermediate speed variable, $D = 0.706$
 Space mean speed in ramp influence area, $S_R = 47.3$ mph
 Space mean speed in outer lanes, $S_0 = 61.5$ mph
 Space mean speed for all vehicles, $S = 52.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	7047	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	2	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	1387	vph
Length of first accel/decel lane	1035	ft
Length of second accel/decel lane	500	ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	795	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	Off	
Distance to adjacent ramp	1922	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	7047	1387	795	vph
Peak-hour factor, PHF	0.92	0.92	0.86	
Peak 15-min volume, v15	1915	377	231	v
Trucks and buses	13	6	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.917	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_OFF_L_US_2off.txt
9153 1643 994 pcph

Estimation of V12 Diverge Areas

$L =$ (Equation 13-12 or 13-13)
 $P_{EQ} = 0.260$ Using Equation 0
 $P_{FD} =$
 $V_{12} = V_R + (V_F - V_R) P_{FD} = 3596$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$V_{Fi} = V_F$	9153	9200	No
$V_{FO} = V_F - V_R$	7510	9200	No
V_R	1643	3800	No
V_3 or v_{av34}	2778 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		No	
If yes, $v_{12A} = 3753$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3753	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 13.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.706$
 Space mean speed in ramp influence area, $S_R = 47.3$ mph
 Space mean speed in outer lanes, $S_0 = 59.2$ mph
 Space mean speed for all vehicles, $S = 53.7$ mph

Appendix I

HCS Ramp Merge Analysis Outputs
2040 Build I-26 Eastbound On-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1745	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	283	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	99	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1745	283	99	vph
Peak-hour factor, PHF	0.88	0.96	0.83	
Peak 15-min volume, v15	496	74	30	v
Trucks and buses	16	8	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.893	0.752	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_82_ON_DS.txt 159 pcph
2459 330

Estimation of V12 Merge Areas

L = 619.34 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.616$ Using Equation 3
 $v_{12} = v_{FM} (P_{FM}) = 1515$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2789	7200	No
v_3 or v_{av34}	944 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1515$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	1845	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 11.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.249$
Space mean speed in ramp influence area,	$S_R = 63.0$ mph
Space mean speed in outer lanes,	$S_0 = 68.4$ mph
Space mean speed for all vehicles,	$S = 64.7$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1745	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	283	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	116	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1745	283	116	vph
Peak-hour factor, PHF	0.88	0.96	0.80	
Peak 15-min volume, v15	496	74	36	v
Trucks and buses	16	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_82_ON_US.txt 173 pcph
2459 330

Estimation of V12 Merge Areas

L = 635.55 (Equation 13-6 or 13-7)
EQ
P = 0.616 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 1515 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2789	7200	No
v_3 or v_{av34}	944 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 1515$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2789	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 11.1 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.249
Space mean speed in ramp influence area,	$S_S = 63.0 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 68.4 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 64.7 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2059	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	416	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	223	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2059	416	223	vph
Peak-hour factor, PHF	0.88	0.86	0.87	
Peak 15-min volume, v15	585	121	64	v
Trucks and buses	16	7	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.905	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_85_ON_L_DS.txt 2901 535 314 pcph

Estimation of V12 Merge Areas

$$L = 1900.27 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.592 \text{ Using Equation 3}$$

$$v_{12} = v_F (P_{FM}) = 1718 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3436	7200	No
v_3 or v_{av34}	1183 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1718$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2253	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.322$
Space mean speed in ramp influence area,	$S_R = 61.0$ mph
Space mean speed in outer lanes,	$S_0 = 67.5$ mph
Space mean speed for all vehicles,	$S = 63.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2059	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	416	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	99	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2059	416	99	vph
Peak-hour factor, PHF	0.88	0.86	0.83	
Peak 15-min volume, v15	585	121	30	v
Trucks and buses	16	7	22	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.905	0.752	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_85_ON_L_US.txt
2901 535 159 pcph

Estimation of V12 Merge Areas

$$L = 394.38 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.592 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 1718 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3436	7200	No
v_3 or v_{av34}	1183 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1718$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2253	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.5$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.322$
Space mean speed in ramp influence area,	$S_R = 61.0$ mph
Space mean speed in outer lanes,	$S_0 = 67.5$ mph
Space mean speed for all vehicles,	$S = 63.1$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2252	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1417	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	222	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2252	1417	222	vph
Peak-hour factor, PHF	0.88	0.82	0.72	
Peak 15-min volume, v15	640	432	77	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_91_ON_DS.txt 331 pcph
3173 1832

Estimation of V12 Merge Areas

L = 1225.47 (Equation 13-6 or 13-7)
EQ
P = 0.619 Using Equation 3
FM
 $v_{12} = v_F (P_{FM}) = 1966 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5005	7200	No
v_3 or v_{av34}	1207 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1966$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3798	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.9 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.390
Space mean speed in ramp influence area,	$S_S = 59.1 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 67.5 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 60.9 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2252	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1417	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	223	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2252	1417	223	vph
Peak-hour factor, PHF	0.88	0.82	0.87	
Peak 15-min volume, v15	640	432	64	v
Trucks and buses	16	4	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_91_ON_US.txt 314 pcph
3173 1832

Estimation of V12 Merge Areas

L = 1165.27 (Equation 13-6 or 13-7)
EQ
P = 0.619 Using Equation 3
FM
 $v_{12} = v_F (P_{FM}) = 1966 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5005	7200	No
v_3 or v_{av34}	1207 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1966$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3798	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.9 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.390
Space mean speed in ramp influence area,	$S_S = 59.1 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 67.5 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 60.9 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	182	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	182	vph
Peak-hour factor, PHF	0.88	0.88	0.46	
Peak 15-min volume, v15	979	665	99	v
Trucks and buses	16	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_97_ON_L_DS.txt 413 pcph
4857 2819

Estimation of V12 Merge Areas

L = 1529.06 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.619$ Using Equation 3
 $v_{12} = v_{FM} (P_{FM}) = 3009$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7676	7200	Yes
v_3 or v_{av34}	1848 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 3009$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5828	4600	Yes

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 40.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	$M_S = 1.541$
Space mean speed in ramp influence area,	$S_R = 26.9$ mph
Space mean speed in outer lanes,	$S_0 = 65.1$ mph
Space mean speed for all vehicles,	$S = 31.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	182	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	182	vph
Peak-hour factor, PHF	0.88	0.88	0.46	
Peak 15-min volume, v15	979	665	99	v
Trucks and buses	16	4	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_97_ON_L_DS_4L.txt 413 pcph
4857 2819

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = -0.135 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = -653 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7676	9600	No
v_3 or v_{av34}	2755 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1942$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	4761	4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 31.9 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M = 0.672
Space mean speed in ramp influence area,	S = 51.2 mph
Space mean speed in outer lanes,	S = 66.6 mph
Space mean speed for all vehicles,	S = 56.1 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	222	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	222	vph
Peak-hour factor, PHF	0.88	0.88	0.72	
Peak 15-min volume, v15	979	665	77	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_97_ON_L_US.txt 331 pcph
4857 2819

Estimation of V12 Merge Areas

L = 1736.86 (Equation 13-6 or 13-7)
EQ
P = 0.567 Using Equation 4
FM
 $v_{12} = v_F (P_{FM}) = 2754 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7676	7200	Yes
v_3 or v_{av34}	2103 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2775$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	5594	4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 38.4 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence F

Speed Estimation

Intermediate speed variable,	M = 1.264
Space mean speed in ramp influence area,	S = 34.6 mph
Space mean speed in outer lanes,	S = 64.3 mph
Space mean speed for all vehicles,	S = 39.6 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3447	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	2340	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	222	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3447	2340	222	vph
Peak-hour factor, PHF	0.88	0.88	0.72	
Peak 15-min volume, v15	979	665	77	v
Trucks and buses	16	4	5	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.943	0.930	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_SB_Exit_97_ON_L_US_4L.txt 331 pcph
4857 2819

Estimation of V12 Merge Areas

$$L = \text{(Equation 13-6 or 13-7)}$$

$$P_{EQ} = -0.135 \text{ Using Equation 0}$$

$$v_{12} = v_F (P_{FM}) = -653 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7676	9600	No
v_3 or v_{av34}	2755 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1942$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	4761	4600	Yes

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 31.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence D

Speed Estimation

Intermediate speed variable,	M = 0.672
Space mean speed in ramp influence area,	S = 51.2 mph
Space mean speed in outer lanes,	S = 66.6 mph
Space mean speed for all vehicles,	S = 56.1 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3031	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	221	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	134	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3031	221	134	vph
Peak-hour factor, PHF	0.91	0.85	0.79	
Peak 15-min volume, v15	833	65	42	v
Trucks and buses	14	18	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.787	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_82_ON_DS.txt 190 pcph
4030 330

Estimation of V12 Merge Areas

L = 740.09 (Equation 13-6 or 13-7)
EQ
P = 0.616 Using Equation 1
FM
 $v_{12} = v_F (P_{FM}) = 2482 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4360	7200	No
v_3 or v_{av34}	1548 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 2482$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	4360	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 18.6 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.290
Space mean speed in ramp influence area,	$S_S = 61.9 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 66.2 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 63.4 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 82
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3031	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	221	vph
Length of first accel/decel lane	1375	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	160	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	2265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3031	221	160	vph
Peak-hour factor, PHF	0.91	0.85	0.74	
Peak 15-min volume, v15	833	65	54	v
Trucks and buses	14	18	18	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.787	0.787	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_82_ON_US.txt
4030 330 275 pcph

Estimation of V12 Merge Areas

L = 971.74 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.616$ Using Equation 3
 $v_{12} = v_F (P_{FM}) = 2482$ pc/h

Capacity Checks

v_{FO}	Actual	Maximum	LOS F?
	4360	7200	No
v_3 or v_{av34}	1548 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 2482$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

v_{12A}	Actual	Max Desirable	Violation?
	2812	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 18.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.290
Space mean speed in ramp influence area,	$S_S = 61.9$ mph
Space mean speed in outer lanes,	$S_R = 66.2$ mph
Space mean speed for all vehicles,	$S_0 = 63.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2587	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	81	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	230	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2587	81	230	vph
Peak-hour factor, PHF	0.91	0.66	0.85	
Peak 15-min volume, v15	711	31	68	v
Trucks and buses	14	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_85_ON_L_DS.txt 336 pcph
3440 141

Estimation of V12 Merge Areas

$$L = 2033.41 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.592 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 2037 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3581	7200	No
v_3 or v_{av34}	1403 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2037$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2178	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.319$
Space mean speed in ramp influence area,	$S_R = 61.1$ mph
Space mean speed in outer lanes,	$S_0 = 66.7$ mph
Space mean speed for all vehicles,	$S = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 85 Loop
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2587	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	81	vph
Length of first accel/decel lane	520	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	134	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1050	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2587	81	134	vph
Peak-hour factor, PHF	0.91	0.66	0.79	
Peak 15-min volume, v15	711	31	42	v
Trucks and buses	14	10	8	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.870	0.893	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_85_ON_L_US.txt 190 pcph
3440 141

Estimation of V12 Merge Areas

L = 425.41 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.592$ Using Equation 3
 $v_{12} = v_F (P_{FM}) = 2037$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3581	7200	No
v_3 or v_{av34}	1403 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 2037$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2178	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.319$
Space mean speed in ramp influence area,	$S_R = 61.1$ mph
Space mean speed in outer lanes,	$S_0 = 66.7$ mph
Space mean speed for all vehicles,	$S = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2438	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1362	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	761	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2438	1362	761	vph
Peak-hour factor, PHF	0.91	0.77	0.83	
Peak 15-min volume, v15	670	442	229	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_91_ON_DS.txt 1123 pcph
3242 1901

Estimation of V12 Merge Areas

L = 4157.72 (Equation 13-6 or 13-7)
EQ
P = 0.619 Using Equation 3
FM
 $v_{12} = v_F (P_{FM}) = 2008 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5143	7200	No
v_3 or v_{av34}	1234 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2008$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3909	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 25.7 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.410
Space mean speed in ramp influence area,	S = 58.5 mph
Space mean speed in outer lanes,	S = 67.4 mph
Space mean speed for all vehicles,	S = 60.4 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2438	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1362	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	230	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1725	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2438	1362	230	vph
Peak-hour factor, PHF	0.91	0.77	0.85	
Peak 15-min volume, v15	670	442	68	v
Trucks and buses	14	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_91_ON_US.txt 336 pcph
3242 1901

Estimation of V12 Merge Areas

L = 1194.80 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.619$ Using Equation 3
 $v_{12} = v_{FM} (P_{FM}) = 2008$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5143	7200	No
v_3 or v_{av34}	1234 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2008$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3909	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 25.7$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$M_S = 0.410$
Space mean speed in ramp influence area,	$S_R = 58.5$ mph
Space mean speed in outer lanes,	$S_0 = 67.4$ mph
Space mean speed for all vehicles,	$S = 60.4$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3039	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1158	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	151	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3039	1158	151	vph
Peak-hour factor, PHF	0.91	0.94	0.94	
Peak 15-min volume, v15	835	308	40	v
Trucks and buses	14	5	3	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.957	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_97_ON_L_DS.txt 4041 1324 168 pcph

Estimation of V12 Merge Areas

$$L = 621.99 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.619 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 2503 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5365	7200	No
v_3 or v_{av34}	1538 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2503$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3827	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 25.3$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$M_S = 0.395$
Space mean speed in ramp influence area,	$S_R = 58.9$ mph
Space mean speed in outer lanes,	$S_0 = 66.3$ mph
Space mean speed for all vehicles,	$S = 60.9$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 SB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	3039	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	1158	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	761	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	905	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	3039	1158	761	vph
Peak-hour factor, PHF	0.91	0.94	0.83	
Peak 15-min volume, v15	835	308	229	v
Trucks and buses	14	5	15	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.930	0.816	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_SB_Exit_97_ON_L_US.txt
4041 1324 1123 pcph

Estimation of V12 Merge Areas

$$L = 1242.31 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.598 \text{ Using Equation 4}$$

$$v_{12} = v_{FM} (P_{FM}) = 2417 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5365	7200	No
v_3 or v_{av34}	1624 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2417$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3741	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.380
Space mean speed in ramp influence area,	$S_S = 59.4$ mph
Space mean speed in outer lanes,	$S_R = 66.0$ mph
Space mean speed for all vehicles,	$S_0 = 61.2$ mph

Appendix I

HCS Ramp Merge Analysis Outputs
2040 Build I-26 Westbound On-Ramps

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1293	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	137	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	279	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1293	137	279	vph
Peak-hour factor, PHF	0.94	0.94	0.94	
Peak 15-min volume, v15	344	36	74	v
Trucks and buses	23	13	25	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.727	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_85_ON_DS.txt
1850 174 408 pcph

Estimation of V12 Merge Areas

L = 2414.42 (Equation 13-6 or 13-7)
 EQ
 P = 0.593 Using Equation 3
 FM
 $v_{12} = v_F (P_{FM}) = 1097 \text{ pc/h}$

Capacity Checks

	Actual 2024	Maximum 7200	LOS F? No
v_{FO}			
v_3 or v_{av34}	753 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1097$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual 1271	Max Desirable 4600	Violation? No
v_{12A}			

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 11.8 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.296
Space mean speed in ramp influence area,	$S_S = 61.7 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 69.1 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 64.3 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1293	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	137	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	52	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1293	137	52	vph
Peak-hour factor, PHF	0.90	0.75	0.61	
Peak 15-min volume, v15	359	46	21	v
Trucks and buses	23	13	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.837	0.858	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_85_ON_US.txt 99 pcph
1932 218

Estimation of V12 Merge Areas

$$L = 134.72 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.593 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 1146 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2150	7200	No
v_3 or v_{av34}	786 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1146$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	1364	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 12.5$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.297
Space mean speed in ramp influence area,	$S_S = 61.7$ mph
Space mean speed in outer lanes,	$S_R = 69.0$ mph
Space mean speed for all vehicles,	$S_0 = 64.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1161	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	184	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	52	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1161	184	52	vph
Peak-hour factor, PHF	0.90	0.94	0.61	
Peak 15-min volume, v15	323	49	21	v
Trucks and buses	23	10	11	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.870	0.858	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_91_ON_DS.txt 99 pcph
1735 225

Estimation of V12 Merge Areas

L = 416.90 (Equation 13-6 or 13-7)
EQ
P = 0.611 Using Equation 3
FM
 $v_{12} = v_F (P_{FM}) = 1060$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	1960	7200	No
v_3 or v_{av34}	675 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1060$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	1285	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 7.9$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M = 0.251
Space mean speed in ramp influence area,	S = 63.0 mph
Space mean speed in outer lanes,	S = 69.4 mph
Space mean speed for all vehicles,	S = 65.0 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1161	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	184	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1188	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1161	184	1188	vph
Peak-hour factor, PHF	0.90	0.94	0.82	
Peak 15-min volume, v15	323	49	362	v
Trucks and buses	23	10	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.870	0.806	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_91_ON_US.txt 1796 pcph
1735 225

Estimation of V12 Merge Areas

L = 378.22 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.611$ Using Equation 3
 $v_{12} = v_{FM} (P_{FM}) = 1060$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	1960	7200	No
v_3 or v_{av34}	675 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1060$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	1285	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 7.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M = 0.251
Space mean speed in ramp influence area,	$S_S = 63.0$ mph
Space mean speed in outer lanes,	$S_R = 69.4$ mph
Space mean speed for all vehicles,	$S_0 = 65.0$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1998	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	351	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1188	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1998	351	1188	vph
Peak-hour factor, PHF	0.90	0.79	0.82	
Peak 15-min volume, v15	555	111	362	v
Trucks and buses	23	5	16	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.930	0.806	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_97_ON_L_DS.txt
2986 478 1796 pcph

Estimation of V12 Merge Areas

$$L = 6811.29 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.618 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 1845 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3464	7200	No
v_3 or v_{av34}	1141 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1845$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2323	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 14.3$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.260
Space mean speed in ramp influence area,	S = 62.7 mph
Space mean speed in outer lanes,	S = 67.7 mph
Space mean speed for all vehicles,	S = 64.3 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1998	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	351	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	898	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1998	351	898	vph
Peak-hour factor, PHF	0.90	0.79	0.83	
Peak 15-min volume, v15	555	111	270	v
Trucks and buses	23	5	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.930	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_97_ON_L_US.txt
2986 478 1293 pcph

Estimation of V12 Merge Areas

$$L = 808.86 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.612 \text{ Using Equation 2}$$

$$v_{12} = v_{FM} (P_{FM}) = 1826 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3464	7200	No
v_3 or v_{av34}	1160 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		No	
If yes, $v_{12A} = 1826$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3464	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 14.2$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.259$
Space mean speed in ramp influence area,	$S_R = 62.7$ mph
Space mean speed in outer lanes,	$S_0 = 67.6$ mph
Space mean speed for all vehicles,	$S = 64.3$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	196	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	898	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2700	196	898	vph
Peak-hour factor, PHF	0.90	0.93	0.83	
Peak 15-min volume, v15	750	53	270	v
Trucks and buses	23	4	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.943	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_101_ON_DS.txt
4035 223 1293 pcph

Estimation of V12 Merge Areas

$L = 5596.31$ (Equation 13-6 or 13-7)
 $P_{EQ} = 0.190$ Using Equation 4
 $v_{12} = v_F (P_{FM}) = 766$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4258	9200	No
v_3 or v_{av34}	1634 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 1614$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	4258	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 12.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.266$
Space mean speed in ramp influence area,	$S_R = 55.2$ mph
Space mean speed in outer lanes,	$S_0 = 57.4$ mph
Space mean speed for all vehicles,	$S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: AM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	2700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	196	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	491	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2700	196	491	vph
Peak-hour factor, PHF	0.90	0.93	0.87	
Peak 15-min volume, v15	750	53	141	v
Trucks and buses	23	4	7	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.943	0.905	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_AM_NB_Exit_101_ON_US.txt
4035 223 624 pcph

Estimation of V12 Merge Areas

$L = 843.35$ (Equation 13-6 or 13-7)
 $P_{EQ} = 0.190$ Using Equation 4
 $v_{12} = v_F (P_{FM}) = 766$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	4258	9200	No
v_3 or v_{av34}	1634 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 1614$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	4258	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 12.6$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence **B**

Speed Estimation

Intermediate speed variable,	$M_S = 0.266$
Space mean speed in ramp influence area,	$S_R = 55.2$ mph
Space mean speed in outer lanes,	$S_0 = 57.4$ mph
Space mean speed for all vehicles,	$S = 56.5$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	317	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2613	127	317	vph
Peak-hour factor, PHF	0.92	0.79	0.86	
Peak 15-min volume, v15	710	40	92	v
Trucks and buses	13	10	14	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.826	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_85_ON_DS.txt 446 pcph
3394 185

Estimation of V12 Merge Areas

$$L = 2639.29 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.593 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 2013 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3579	7200	No
v_3 or v_{av34}	1381 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2013$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2198	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$M_S = 0.317$
Space mean speed in ramp influence area,	$S_R = 61.1$ mph
Space mean speed in outer lanes,	$S_0 = 66.8$ mph
Space mean speed for all vehicles,	$S = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 85
Jurisdiction: Newberry County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2613	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	127	vph
Length of first accel/decel lane	555	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	188	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	off	
Distance to adjacent Ramp	980	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2613	127	188	vph
Peak-hour factor, PHF	0.92	0.79	0.90	
Peak 15-min volume, v15	710	40	52	v
Trucks and buses	13	10	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.870	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_85_ON_US.txt 240 pcph
3394 185

Estimation of V12 Merge Areas

$$L = 440.53 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.593 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 2013 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3579	7200	No
v_3 or v_{av34}	1381 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 2013$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2198	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 19.1$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.317
Space mean speed in ramp influence area,	$S_S = 61.1$ mph
Space mean speed in outer lanes,	$S_R = 66.8$ mph
Space mean speed for all vehicles,	$S_0 = 63.2$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2534	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	267	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	188	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2534	267	188	vph
Peak-hour factor, PHF	0.92	0.69	0.90	
Peak 15-min volume, v15	689	97	52	v
Trucks and buses	13	8	10	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.893	0.870	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_91_ON_DS.txt 240 pcph
3291 433

Estimation of V12 Merge Areas

L = 1010.68 (Equation 13-6 or 13-7)
 $P_{EQ} = 0.611$ Using Equation 3
 $v_{12} = v_{FM} (P_{FM}) = 2011$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3724	7200	No
v_3 or v_{av34}	1280 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 2011$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2444	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 16.8$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.282
Space mean speed in ramp influence area,	$S_S = 62.1$ mph
Space mean speed in outer lanes,	$S_R = 67.2$ mph
Space mean speed for all vehicles,	$S_0 = 63.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 91
Jurisdiction: Lexington County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2534	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	267	vph
Length of first accel/decel lane	1195	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1576	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1465	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2534	267	1576	vph
Peak-hour factor, PHF	0.92	0.69	0.93	
Peak 15-min volume, v15	689	97	424	v
Trucks and buses	13	8	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.893	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Estimation of V12 Merge Areas

L = 755.72 (Equation 13-6 or 13-7)
 EQ
 P = 0.611 Using Equation 3
 FM
 $v_{12} = v_F (P_{FM}) = 2011 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	3724	7200	No
v_3 or v_{av34}	1280 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2011$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2444	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 16.8 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M = 0.282
Space mean speed in ramp influence area,	$S_S = 62.1 \text{ mph}$
Space mean speed in outer lanes,	$S_R = 67.2 \text{ mph}$
Space mean speed for all vehicles,	$S_0 = 63.8 \text{ mph}$

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	273	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1576	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	273	1576	vph
Peak-hour factor, PHF	0.92	0.93	0.93	
Peak 15-min volume, v15	1117	73	424	v
Trucks and buses	13	2	13	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.971	0.837	
Driver population factor, fP	1.00	1.00	1.00	

Estimation of V12 Merge Areas

$$L = 7679.76 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.618 \text{ Using Equation 3}$$

$$v_{12} = v_{FM} (P_{FM}) = 3299 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5641	7200	No
v_3 or v_{av34}	2040 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 3299$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3601	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.4$ pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.363
Space mean speed in ramp influence area,	S = 59.8 mph
Space mean speed in outer lanes,	S = 64.5 mph
Space mean speed for all vehicles,	S = 61.4 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 97 Loop
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	3	
Free-flow speed on freeway	70.0	mph
Volume on freeway	4110	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	273	vph
Length of first accel/decel lane	1440	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	2189	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	710	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	4110	273	2189	vph
Peak-hour factor, PHF	0.92	0.93	0.86	
Peak 15-min volume, v15	1117	73	636	v
Trucks and buses	13	2	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.971	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_97_ON_L_US.txt
5339 302 2698 pcph

Estimation of V12 Merge Areas

$L = 1274.73$ (Equation 13-6 or 13-7)
 $P_{EQ} = 0.582$ Using Equation 4
 $v_{12} = v_F (P_{FM}) = 3108$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	5641	7200	No
v_3 or v_{av34}	2231 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		No	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 3108$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3410	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 22.9$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	$M_S = 0.338$
Space mean speed in ramp influence area,	$S_R = 60.5$ mph
Space mean speed in outer lanes,	$S_0 = 63.8$ mph
Space mean speed for all vehicles,	$S = 61.8$ mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5660	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	366	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	2189	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	9999	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5660	366	2189	vph
Peak-hour factor, PHF	0.92	0.89	0.86	
Peak 15-min volume, v15	1538	103	636	v
Trucks and buses	13	3	4	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.957	0.943	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_ON_DS.txt
7352 430 2698 pcph

Estimation of V12 Merge Areas

L = (Equation 13-6 or 13-7)
 EQ
 P = 0.164 Using Equation 0
 FM
 $v_{12} = v_F (P_{FM}) = 1206 \text{ pc/h}$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7782	9200	No
v_3 or v_{av34}	3073 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700 \text{ pc/h}$?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$?		Yes	
If yes, $v_{12A} = 2940$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	3370	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.4 \text{ pc/mi/ln}$
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.355
Space mean speed in ramp influence area,	S = 53.6 mph
Space mean speed in outer lanes,	S = 53.9 mph
Space mean speed for all vehicles,	S = 53.8 mph

HCS 2010: Freeway Merge and Diverge Segments Release 6.3

Phone: Fax:
E-mail:

Merge Analysis

Analyst: RJD
Agency/Co.: STV Incorporated
Date performed: 03/09/2017
Analysis time period: PM Peak
Freeway/Dir of Travel: I-26 NB
Junction: Exit 101
Jurisdiction: Richland County
Analysis Year: 2040 Build
Description: I-26 mm 85-101

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	4	
Free-flow speed on freeway	60.0	mph
Volume on freeway	5660	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	35.0	mph
Volume on ramp	366	vph
Length of first accel/decel lane	1135	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1387	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	1080	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	5660	366	1387	vph
Peak-hour factor, PHF	0.92	0.89	0.92	
Peak 15-min volume, v15	1538	103	377	v
Trucks and buses	13	3	6	%
Recreational vehicles	0	0	0	%
Terrain type:	Rolling	Rolling	Rolling	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.957	0.917	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp B_PM_NB_Exit_101_ON_US.txt
7352 430 1643 pcph

Estimation of V12 Merge Areas

$$L = 1597.49 \text{ (Equation 13-6 or 13-7)}$$

$$P_{EQ} = 0.164 \text{ Using Equation 4}$$

$$v_{12} = v_{FM} (P_{FM}) = 1206 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	7782	9200	No
v_3 or v_{av34}	3073 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or $v_{av34} > 2700$ pc/h?		Yes	
Is v_3 or $v_{av34} > 1.5 v_{12} / 2$		Yes	
If yes, $v_{12A} = 2940$		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	7782	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_R + 0.0078 v_{12} - 0.00627 L_A = 24.4$ pc/mi/ln
 Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable,	M = 0.355
Space mean speed in ramp influence area,	S = 53.6 mph
Space mean speed in outer lanes,	S = 53.9 mph
Space mean speed for all vehicles,	S = 53.8 mph

Appendix J

HCS Weaving Section Analysis Outputs

Appendix J

HCS Weaving Section Analysis Outputs Existing Conditions

HCS 2010: Freeway Weaving Release 6.3

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2016
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway
Weaving configuration	One-Sided
Number of lanes, N	4 ln
Weaving segment length, LS	1065 ft
Freeway free-flow speed, FFS	60 mi/h
Minimum segment speed, SMIN	15 mi/h
Freeway maximum capacity, cIWL	2300 pc/h/ln
Terrain type	Rolling
Grade	0.00 %
Length	0.00 mi

Conversion to pc/h Under Base Conditions

	Volume Components				veh/h
	VFF	VRF	VFR	VRR	
Volume, V	2925	1361	343	0	
Peak hour factor, PHF	0.88	0.83	0.72	0.94	
Peak 15-min volume, v15	831	410	119	0	
Trucks and buses	16	6	2	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.806	0.917	0.971	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	4122	1787	491	0	pc/h
Volume ratio, VR		0.356			

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	2278	lc/h
Weaving lane changes, LCW	2578	lc/h
Non-weaving vehicle index, INW	439	
Non-weaving lane change, LCNW	656	lc/h
Total lane changes, LCALL	3234	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.543	
Average weaving speed, SW	44.2	mi/h
Average non-weaving speed, SNW	35.9	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	38.5	mi/h
Weaving segment density, D	41.6	pc/mi/ln
Level of service, LOS	E	
Weaving segment v/c ratio	0.949	
Weaving segment flow rate, v	6400	pc/h
Weaving segment capacity, cW	5438	veh/h

Limitations on Weaving Segments

If limit reached, see note.

Weaving length (ft)	Minimum 300	Maximum 6192	Actual 1065	Note a, b
Density-based capacity, cIWL (pc/h/ln)		Maximum 2300	Anal yzed 1908	c
v/c ratio		Maximum 1.00	Anal yzed 0.949	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

HCS 2010: Freeway Weaving Release 6.3

Phone:
E-mail:

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Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2016
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway
Weaving configuration	One-Sided
Number of lanes, N	4 ln
Weaving segment length, LS	1065 ft
Freeway free-flow speed, FFS	60 mi/h
Minimum segment speed, SMIN	15 mi/h
Freeway maximum capacity, cIWL	2300 pc/h/ln
Terrain type	Rolling
Grade	0.00 %
Length	0.00 mi

Conversion to pc/h Under Base Conditions

	Volume Components				veh/h
	VFF	VRF	VFR	VRR	
Volume, V	2288	856	161	0	
Peak hour factor, PHF	0.91	0.95	0.98	0.94	
Peak 15-min volume, v15	629	225	41	0	
Trucks and buses	14	6	4	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.826	0.917	0.943	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	3042	982	174	0	pc/h
Volume ratio, VR		0.275			

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1156	lc/h
Weaving lane changes, LCW	1456	lc/h
Non-weaving vehicle index, INW	324	
Non-weaving lane change, LCNW	433	lc/h
Total lane changes, LCALL	1889	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.355	
Average weaving speed, SW	48.2	mi/h
Average non-weaving speed, SNW	46.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	47.1	mi/h
Weaving segment density, D	22.3	pc/mi/ln
Level of service, LOS	C	
Weaving segment v/c ratio	0.532	
Weaving segment flow rate, v	4198	pc/h
Weaving segment capacity, cW	6526	veh/h

Limitations on Weaving Segments

If limit reached, see note.

Weaving length (ft)	Minimum 300	Maximum 5321	Actual 1065	Note a, b
Density-based capacity, cIWL (pc/h/ln)		Maximum 2300	Anal yzed 1974	c
v/c ratio		Maximum 1.00	Anal yzed 0.532	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

HCS 2010: Freeway Weaving Release 6.3

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2016
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway
Weaving configuration	One-Sided
Number of lanes, N	4 ln
Weaving segment length, LS	1120 ft
Freeway free-flow speed, FFS	60 mi/h
Minimum segment speed, SMIN	15 mi/h
Freeway maximum capacity, cIWL	2300 pc/h/ln
Terrain type	Rolling
Grade	0.00 %
Length	0.00 mi

Conversion to pc/h Under Base Conditions

	Volume Components				veh/h
	VFF	VRF	VFR	VRR	
Volume, V	1774	232	238	0	
Peak hour factor, PHF	0.90	0.90	0.78	0.94	
Peak 15-min volume, v15	493	64	76	0	
Trucks and buses	23	4	7	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.743	0.943	0.905	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	2651	273	337	0	pc/h
Volume ratio, VR		0.187			

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	610	lc/h
Weaving lane changes, LCW	921	lc/h
Non-weaving vehicle index, INW	297	
Non-weaving lane change, LCNW	383	lc/h
Total lane changes, LCALL	1304	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.255	
Average weaving speed, SW	50.9	mi/h
Average non-weaving speed, SNW	51.7	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	51.5	mi/h
Weaving segment density, D	15.8	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.398	
Weaving segment flow rate, v	3261	pc/h
Weaving segment capacity, cW	6094	veh/h

Limitations on Weaving Segments

If limit reached, see note.

Weaving length (ft)	Minimum 300	Maximum 4404	Actual 1120	Note a, b
Density-based capacity, cIWL (pc/h/ln)		Maximum 2300	Analyzed 2049	c
v/c ratio		Maximum 1.00	Analyzed 0.398	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

HCS 2010: Freeway Weaving Release 6.3

Phone:
E-mail:

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Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/08/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2016
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway
Weaving configuration	One-Sided
Number of lanes, N	4 ln
Weaving segment length, LS	1120 ft
Freeway free-flow speed, FFS	60 mi/h
Minimum segment speed, SMIN	15 mi/h
Freeway maximum capacity, cIWL	2300 pc/h/ln
Terrain type	Rolling
Grade	0.00 %
Length	0.00 mi

Conversion to pc/h Under Base Conditions

	Volume Components				veh/h
	VFF	VRF	VFR	VRR	
Volume, V	4035	425	556	0	
Peak hour factor, PHF	0.92	0.80	0.86	0.94	
Peak 15-min volume, v15	1096	133	162	0	
Trucks and buses	13	2	5	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fHV	0.837	0.971	0.930	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	5241	547	695	0	pc/h
Volume ratio, VR		0.192			

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1242	lc/h
Weaving lane changes, LCW	1553	lc/h
Non-weaving vehicle index, INW	587	
Non-weaving lane change, LCNW	916	lc/h
Total lane changes, LCALL	2469	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.422	
Average weaving speed, SW	46.7	mi/h
Average non-weaving speed, SNW	43.3	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	43.9	mi/h
Weaving segment density, D	36.9	pc/mi/ln
Level of service, LOS	E	
Weaving segment v/c ratio	0.793	
Weaving segment flow rate, v	6483	pc/h
Weaving segment capacity, cW	6845	veh/h

Limitations on Weaving Segments

If limit reached, see note.

Weaving length (ft)	Minimum 300	Maximum 4450	Actual 1120	Note a, b
Density-based capacity, cIWL (pc/h/ln)		Maximum 2300	Analyzed 2045	c
v/c ratio		Maximum 1.00	Analyzed 0.793	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Appendix J

HCS Weaving Section Analysis Outputs 2040 No-Build Conditions

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	4	ln
Weaving segment length, LS	1065	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade		%
Length		mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	3737	1224	231	0	veh/h
Peak hour factor, PHF	0.91	0.95	0.98	0.94	
Peak 15-min volume, v15	1027	322	59	0	
Trucks and buses	14	6	4	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.826	0.917	0.943	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	4969	1404	250	0	pc/h

Volume ratio, VR 0.250

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1654	lc/h
Weaving lane changes, LCW	1954	lc/h
Non-weaving vehicle index, INW	529	
Non-weaving lane change, LCNW	830	lc/h
Total lane changes, LCALL	2784	lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	0.482	
Average weaving speed, SW	45.4	mi/h
Average non-weaving speed, SNW	40.1	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity		
weaving segment speed, S	41.3	mi/h
weaving segment density, D	40.1	pc/mi/ln
Level of service, LOS	E	
weaving segment v/c ratio	0.830	
weaving segment flow rate, v	6623	pc/h
weaving segment capacity, cw	6595	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	5051	1065	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	1995	c
v/c ratio		1.00	0.830	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Inputs

Segment Type Freeway
 Weaving configuration One-Sided
 Number of lanes, N 4 ln
 Weaving segment length, LS 1065 ft
 Freeway free-flow speed, FFS 60 mi/h
 Minimum segment speed, SMIN 15 mi/h
 Freeway maximum capacity, CIFL 2300 pc/h/ln
 Terrain type Rolling
 Grade %
 Length mi

Conversion to pc/h Under Base Conditions

	Volume Components				veh/h
	VFF	VRF	VFR	VRR	
Volume, V	4824	1946	491	0	
Peak hour factor, PHF	0.88	0.83	0.72	0.94	
Peak 15-min volume, v15	1370	586	170	0	
Trucks and buses	16	6	2	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.806	0.917	0.971	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	6797	2556	702	0	pc/h

Volume ratio, VR 0.324

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN		lc/h
Weaving lane changes, LCW		lc/h
Non-weaving vehicle index, INW	1507	
Non-weaving lane change, LCNW		lc/h
Total lane changes, LCALL		lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	
Average weaving speed, SW	mi/h
Average non-weaving speed, SNW	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity			
weaving segment speed, S			mi/h
weaving segment density, D			pc/mi/ln
Level of service, LOS	F		
weaving segment v/c ratio	1.358		
weaving segment flow rate, v	10055		pc/h
weaving segment capacity, cw	5973		veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	5843	1065	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	1934	c
v/c ratio		1.00	1.358	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
- b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
- c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
- d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	4	ln
Weaving segment length, LS	1120	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	3532	332	341	0	veh/h
Peak hour factor, PHF	0.90	0.90	0.78	0.94	
Peak 15-min volume, v15	981	92	109	0	
Trucks and buses	23	4	7	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.743	0.943	0.905	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	5278	391	483	0	pc/h

Volume ratio, VR 0.142

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	874	lc/h
Weaving lane changes, LCW	1185	lc/h
Non-weaving vehicle index, INW	591	
Non-weaving lane change, LCNW	924	lc/h
Total lane changes, LCALL	2109	lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	0.372	
Average weaving speed, SW	47.8	mi/h
Average non-weaving speed, SNW	46.3	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity		
weaving segment speed, S	46.5	mi/h
weaving segment density, D	33.1	pc/mi/ln
Level of service, LOS	D	
weaving segment v/c ratio	0.764	
weaving segment flow rate, v	4731	veh/h
weaving segment capacity, cw	6195	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	3953	1120	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	2083	c
v/c ratio		1.00	0.764	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
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Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2040 No-Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	4	ln
Weaving segment length, LS	1120	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade		%
Length		mi

Conversion to pc/h Under Base Conditions

	VFF	VRF	VFR	VRR	
Volume, V	6439	608	795	0	veh/h
Peak hour factor, PHF	0.92	0.80	0.86	0.94	
Peak 15-min volume, v15	1750	190	231	0	
Trucks and buses	13	2	5	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.837	0.971	0.930	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	8364	783	994	0	pc/h

Volume ratio, VR 0.175

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN		lc/h
Weaving lane changes, LCW		lc/h
Non-weaving vehicle index, INW		
Non-weaving lane change, LCNW		lc/h
Total lane changes, LCALL		lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	
Average weaving speed, SW	mi/h
Average non-weaving speed, SNW	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity		
weaving segment speed, S		mi/h
weaving segment density, D		pc/mi/ln
Level of service, LOS	F	
weaving segment v/c ratio	1.232	
weaving segment flow rate, v	10141	pc/h
weaving segment capacity, cw	6889	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	4285	1120	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	2058	c
v/c ratio		1.00	1.232	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Appendix J

HCS Weaving Section Analysis Outputs 2040 Build Conditions

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	5	ln
Weaving segment length, LS	1065	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	3737	1224	231	0	veh/h
Peak hour factor, PHF	0.91	0.95	0.98	0.94	
Peak 15-min volume, v15	1027	322	59	0	
Trucks and buses	14	6	4	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.826	0.917	0.943	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	4969	1404	250	0	pc/h

Volume ratio, VR 0.250

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1654	lc/h
Weaving lane changes, LCW	2124	lc/h
Non-weaving vehicle index, INW	529	
Non-weaving lane change, LCNW	638	lc/h
Total lane changes, LCALL	2762	lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	0.479	
Average weaving speed, SW	45.4	mi/h
Average non-weaving speed, SNW	41.7	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity		
Weaving segment speed, S	42.6	mi/h
Weaving segment density, D	31.1	pc/mi/ln
Level of service, LOS	D	
Weaving segment v/c ratio	0.689	
Weaving segment flow rate, v	6623	pc/h
Weaving segment capacity, cw	7942	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	5051	1065	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	1995	c
v/c ratio		1.00	0.689	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 SB
 Weaving Location: SB 101-102
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	5	ln
Weaving segment length, LS	1065	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	4824	1946	491	0	veh/h
Peak hour factor, PHF	0.88	0.83	0.72	0.94	
Peak 15-min volume, v15	1370	586	170	0	
Trucks and buses	16	6	2	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.806	0.917	0.971	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	6797	2556	702	0	pc/h

Volume ratio, VR 0.324

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN		lc/h
Weaving lane changes, LCW		lc/h
Non-weaving vehicle index, INW		
Non-weaving lane change, LCNW		lc/h
Total lane changes, LCALL		lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	
Average weaving speed, SW	mi/h
Average non-weaving speed, SNW	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity			
weaving segment speed, S			mi/h
weaving segment density, D			pc/mi/ln
Level of service, LOS	F		
weaving segment v/c ratio	1.358		
weaving segment flow rate, v	10055		pc/h
weaving segment capacity, cw	5973		veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	5843	1065	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	1934	c
v/c ratio		1.00	1.358	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: PM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	5	ln
Weaving segment length, LS	1120	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	6439	608	795	0	veh/h
Peak hour factor, PHF	0.92	0.80	0.86	0.94	
Peak 15-min volume, v15	1750	190	231	0	
Trucks and buses	13	2	5	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.837	0.971	0.930	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	8364	783	994	0	pc/h

Volume ratio, VR 0.175

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN		lc/h
Weaving lane changes, LCW		lc/h
Non-weaving vehicle index, INW	937	
Non-weaving lane change, LCNW	1367	lc/h
Total lane changes, LCALL		lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	
Average weaving speed, SW	mi/h
Average non-weaving speed, SNW	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity			
weaving segment speed, S			mi/h
weaving segment density, D			pc/mi/ln
Level of service, LOS			
weaving segment v/c ratio	0.986		
weaving segment flow rate, v	10141		pc/h
weaving segment capacity, cw	8611		veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	4285	1120	a,b
		Maximum	Analyzed	
Density-based capacity, CIWL (pc/h/ln)		2300	2058	c
		Maximum	Analyzed	
v/c ratio		1.00	0.986	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Phone:
E-mail:

Fax:

Operational Analysis

Analyst: RJD
 Agency/Co.: STV Incorporated
 Date Performed: 03/09/2017
 Analysis Time Period: AM Peak
 Freeway/Dir of Travel: I-26 NB
 Weaving Location: NB 102-101
 Analysis Year: 2040 Build
 Description: I-26 mm 85-101

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	5	ln
Weaving segment length, LS	1120	ft
Freeway free-flow speed, FFS	60	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, CIFL	2300	pc/h/ln
Terrain type	Rolling	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	VFF	VRF	VFR	VRR	
Volume, V	3532	332	341	0	veh/h
Peak hour factor, PHF	0.90	0.90	0.78	0.94	
Peak 15-min volume, v15	981	92	109	0	
Trucks and buses	23	4	7	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.5	2.5	2.5	2.5	
Recreational vehicle PCE, ER	2.0	2.0	2.0	2.0	
Heavy vehicle adjustment, fhv	0.743	0.943	0.905	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	5278	391	483	0	pc/h

Volume ratio, VR 0.142

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	1.0	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	874	lc/h
Weaving lane changes, LCW	1360	lc/h
Non-weaving vehicle index, INW	591	
Non-weaving lane change, LCNW	731	lc/h
Total lane changes, LCALL	2091	lc/h

Weaving and Non-weaving Speeds

Weaving intensity factor, w	0.370	
Average weaving speed, SW	47.9	mi/h
Average non-weaving speed, SNW	47.8	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity		
weaving segment speed, S	47.8	mi/h
weaving segment density, D	25.7	pc/mi/ln
Level of service, LOS	C	
weaving segment v/c ratio	0.611	
weaving segment flow rate, v	4731	veh/h
weaving segment capacity, cw	7743	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
weaving length (ft)	300	3953	1120	a,b
Density-based capacity, CIWL (pc/h/ln)		2300	2083	c
v/c ratio		1.00	0.611	d

Notes:

- a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
 - b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
 - c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
 - d. Volumes exceed the weaving segment capacity. The level of service is F.
-

Appendix K

Synchro Intersection Analysis Outputs

Appendix K

Synchro Intersection Analysis Outputs

Exit 82 - Existing AM

HCM Unsignalized Intersection Capacity Analysis
 8201: St. Pauls Road (SC 773) & Koon Trestle Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	6	74	5	4	186
Future Volume (Veh/h)	17	6	74	5	4	186
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.61	0.75	0.62	0.63	0.50	0.55
Hourly flow rate (vph)	28	8	119	8	8	338
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	477	123			127	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477	123			127	
tC, single (s)	6.6	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.4	
p0 queue free %	94	99			99	
cM capacity (veh/h)	504	899			1371	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	127	346			
Volume Left	28	0	8			
Volume Right	8	8	0			
cSH	559	1700	1371			
Volume to Capacity	0.06	0.07	0.01			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	11.9	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	11.9	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			23.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8202: St. Pauls Road (SC 773) & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	82	3	69	35	121	0	0	230	75
Future Volume (Veh/h)	0	0	0	82	3	69	35	121	0	0	230	75
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.79	0.75	0.91	0.63	0.69	0.90	0.90	0.63	0.85
Hourly flow rate (vph)	0	0	0	104	4	76	56	175	0	0	365	88
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	698	696	409	696	740	175	453			175		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	698	696	409	696	740	175	453			175		
tC, single (s)	7.1	6.5	6.2	7.2	7.2	6.5	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.6	3.6	2.3			2.2		
p0 queue free %	100	100	100	69	98	90	95			100		
cM capacity (veh/h)	307	349	647	336	263	792	1077			1414		
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	184	231	453									
Volume Left	104	56	0									
Volume Right	76	0	88									
cSH	437	1077	1700									
Volume to Capacity	0.42	0.05	0.27									
Queue Length 95th (ft)	51	4	0									
Control Delay (s)	19.1	2.4	0.0									
Lane LOS	C	A										
Approach Delay (s)	19.1	2.4	0.0									
Approach LOS	C											
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			43.9%	ICU Level of Service						A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8203: St. Pauls Road (SC 773) & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Volume (veh/h)	23	1	40	0	0	0	0	133	90	65	247	0
Future Volume (Veh/h)	23	1	40	0	0	0	0	133	90	65	247	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.65	0.90	0.90	0.90	0.90	0.69	0.87	0.77	0.60	0.90
Hourly flow rate (vph)	31	4	62	0	0	0	0	193	103	84	412	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	824	876	412	888	824	244	412			296		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	824	876	412	888	824	244	412			296		
tC, single (s)	7.1	7.5	6.3	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.9	3.4	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	89	98	90	100	100	100	100			93		
cM capacity (veh/h)	273	189	621	224	289	799	1158			1226		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	97	296	496									
Volume Left	31	0	84									
Volume Right	62	103	0									
cSH	414	1700	1226									
Volume to Capacity	0.23	0.17	0.07									
Queue Length 95th (ft)	22	0	6									
Control Delay (s)	16.3	0.0	2.0									
Lane LOS	C		A									
Approach Delay (s)	16.3	0.0	2.0									
Approach LOS	C											
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			42.9%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8204: St. Pauls Road (SC 773) & Kibler Bridge Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	13	210	2	14	273
Future Volume (Veh/h)	3	13	210	2	14	273
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.38	0.81	0.74	0.50	0.70	0.59
Hourly flow rate (vph)	8	16	284	4	20	463
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	789	286			288	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	789	286			288	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	98			98	
cM capacity (veh/h)	356	758			1214	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	24	288	483			
Volume Left	8	0	20			
Volume Right	16	4	0			
cSH	551	1700	1214			
Volume to Capacity	0.04	0.17	0.02			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	11.8	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	11.8	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			35.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8211: St. Pauls Road (SC 773) & Wilco Hess Drive

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	36	20	73	194	9
Future Volume (Veh/h)	6	36	20	73	194	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.82	0.83	0.63	0.56	0.38
Hourly flow rate (vph)	12	44	24	116	346	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	522	358	370			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	522	358	370			
tC, single (s)	6.4	7.0	4.9			
tC, 2 stage (s)						
tF (s)	3.5	4.1	3.0			
p0 queue free %	98	92	97			
cM capacity (veh/h)	504	534	847			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	56	140	370			
Volume Left	12	24	0			
Volume Right	44	0	24			
cSH	527	847	1700			
Volume to Capacity	0.11	0.03	0.22			
Queue Length 95th (ft)	9	2	0			
Control Delay (s)	12.6	1.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.6	1.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		29.0%		ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 82 - Existing PM

HCM Unsignalized Intersection Capacity Analysis
 8201: St. Pauls Road (SC 773) & Koon Trestle Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	3	116	17	3	108
Future Volume (Veh/h)	10	3	116	17	3	108
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.36	0.75	0.73	0.61	0.75	0.96
Hourly flow rate (vph)	28	4	159	28	4	113
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	294	173			187	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294	173			187	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	699	876			1399	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	187	117
Volume Left	28	0	4
Volume Right	4	28	0
cSH	717	1700	1399
Volume to Capacity	0.04	0.11	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	10.3	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		18.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

8202: St. Pauls Road (SC 773) & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	69	2	104	12	151	0	0	174	56
Future Volume (Veh/h)	0	0	0	69	2	104	12	151	0	0	174	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.50	0.81	0.75	0.86	0.90	0.90	0.80	0.70
Hourly flow rate (vph)	0	0	0	76	4	128	16	176	0	0	218	80
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	468	466	258	466	506	176	298			176		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	468	466	258	466	506	176	298			176		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.3			2.2		
p0 queue free %	100	100	100	85	99	85	99			100		
cM capacity (veh/h)	424	490	786	505	466	840	1203			1412		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	208	192	298									
Volume Left	76	16	0									
Volume Right	128	0	80									
cSH	668	1203	1700									
Volume to Capacity	0.31	0.01	0.18									
Queue Length 95th (ft)	33	1	0									
Control Delay (s)	12.8	0.8	0.0									
Lane LOS	B	A										
Approach Delay (s)	12.8	0.8	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay				4.0								
Intersection Capacity Utilization				34.8%			ICU Level of Service			A		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

8203: St. Pauls Road (SC 773) & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (veh/h)	59	2	27	0	0	0	0	104	64	56	187	0
Future Volume (Veh/h)	59	2	27	0	0	0	0	104	64	56	187	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.50	0.75	0.90	0.90	0.90	0.90	0.71	0.68	0.67	0.88	0.90
Hourly flow rate (vph)	76	4	36	0	0	0	0	146	94	84	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	574	621	213	612	574	193	213			240		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	574	621	213	612	574	193	213			240		
tC, single (s)	7.4	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	80	99	96	100	100	100	100			93		
cM capacity (veh/h)	375	378	832	367	403	854	1369			1238		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	116	240	297									
Volume Left	76	0	84									
Volume Right	36	94	0									
cSH	452	1700	1238									
Volume to Capacity	0.26	0.14	0.07									
Queue Length 95th (ft)	25	0	5									
Control Delay (s)	15.7	0.0	2.7									
Lane LOS	C		A									
Approach Delay (s)	15.7	0.0	2.7									
Approach LOS	C											
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			37.3%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8204: St. Pauls Road (SC 773) & Kibler Bridge Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	28	140	2	27	187
Future Volume (Veh/h)	2	28	140	2	27	187
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.70	0.71	0.25	0.61	0.88
Hourly flow rate (vph)	4	40	197	8	44	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	502	201			205	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	502	201			205	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	95			97	
cM capacity (veh/h)	515	845			1360	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	44	205	257			
Volume Left	4	0	44			
Volume Right	40	8	0			
cSH	799	1700	1360			
Volume to Capacity	0.06	0.12	0.03			
Queue Length 95th (ft)	4	0	3			
Control Delay (s)	9.8	0.0	1.6			
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	1.6			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			32.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8211: St. Pauls Road (SC 773) & Wilco Hess Drive

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	22	32	119	105	13
Future Volume (Veh/h)	14	22	32	119	105	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.69	0.73	0.78	0.82	0.54
Hourly flow rate (vph)	28	32	44	153	128	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	381	140	152			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	140	152			
tC, single (s)	6.4	7.0	4.9			
tC, 2 stage (s)						
tF (s)	3.5	4.0	3.0			
p0 queue free %	95	96	96			
cM capacity (veh/h)	599	742	1048			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	60	197	152			
Volume Left	28	44	0			
Volume Right	32	0	24			
cSH	668	1048	1700			
Volume to Capacity	0.09	0.04	0.09			
Queue Length 95th (ft)	7	3	0			
Control Delay (s)	10.9	2.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.9	2.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			24.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 82 - No Build AM

HCM Unsignalized Intersection Capacity Analysis
 8201: St. Pauls Road (SC 773) & Koon Trestle Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	6	74	5	4	186
Future Volume (Veh/h)	17	6	74	5	4	186
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.61	0.75	0.62	0.63	0.50	0.55
Hourly flow rate (vph)	50	14	216	14	14	612
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	863	223			230	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	863	223			230	
tC, single (s)	6.6	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.4	
p0 queue free %	83	98			99	
cM capacity (veh/h)	293	790			1254	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	64	230	626			
Volume Left	50	0	14			
Volume Right	14	14	0			
cSH	340	1700	1254			
Volume to Capacity	0.19	0.14	0.01			
Queue Length 95th (ft)	17	0	1			
Control Delay (s)	18.0	0.0	0.3			
Lane LOS	C		A			
Approach Delay (s)	18.0	0.0	0.3			
Approach LOS	C					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			33.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8202: St. Pauls Road (SC 773) & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	82	3	69	35	121	0	0	230	75
Future Volume (Veh/h)	0	0	0	82	3	69	35	121	0	0	230	75
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.79	0.75	0.91	0.63	0.69	0.90	0.90	0.63	0.85
Hourly flow rate (vph)	0	0	0	188	7	137	101	317	0	0	661	160
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1264	1260	741	1260	1340	317	821			317		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1264	1260	741	1260	1340	317	821			317		
tC, single (s)	7.1	6.5	6.2	7.2	7.2	6.5	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.6	3.6	2.3			2.2		
p0 queue free %	100	100	100	0	93	79	87			100		
cM capacity (veh/h)	100	150	420	130	99	655	783			1255		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	332	418	821									
Volume Left	188	101	0									
Volume Right	137	0	160									
cSH	192	783	1700									
Volume to Capacity	1.73	0.13	0.48									
Queue Length 95th (ft)	574	11	0									
Control Delay (s)	392.6	3.7	0.0									
Lane LOS	F	A										
Approach Delay (s)	392.6	3.7	0.0									
Approach LOS	F											
Intersection Summary												
Average Delay			83.9									
Intersection Capacity Utilization			71.4%	ICU Level of Service	C							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8203: St. Pauls Road (SC 773) & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (veh/h)	23	1	40	0	0	0	0	133	90	65	247	0
Future Volume (Veh/h)	23	1	40	0	0	0	0	133	90	65	247	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.25	0.65	0.90	0.90	0.90	0.90	0.69	0.87	0.77	0.60	0.90
Hourly flow rate (vph)	56	7	111	0	0	0	0	349	187	153	745	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1494	1587	745	1608	1494	442	745			536		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1494	1587	745	1608	1494	442	745			536		
tC, single (s)	7.1	7.5	6.3	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.9	3.4	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	36	87	72	100	100	100	100			85		
cM capacity (veh/h)	88	56	400	49	105	619	872			997		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	174	536	898									
Volume Left	56	0	153									
Volume Right	111	187	0									
cSH	167	1700	997									
Volume to Capacity	1.04	0.32	0.15									
Queue Length 95th (ft)	212	0	14									
Control Delay (s)	136.0	0.0	3.7									
Lane LOS	F		A									
Approach Delay (s)	136.0	0.0	3.7									
Approach LOS	F											
Intersection Summary												
Average Delay			16.8									
Intersection Capacity Utilization			69.5%			ICU Level of Service				C		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8204: St. Pauls Road (SC 773) & Kibler Bridge Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	13	210	2	14	273
Future Volume (Veh/h)	3	13	210	2	14	273
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.38	0.81	0.74	0.50	0.70	0.59
Hourly flow rate (vph)	14	29	514	7	36	838
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1428	518			521	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1428	518			521	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	90	95			96	
cM capacity (veh/h)	145	562			992	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	43	521	874			
Volume Left	14	0	36			
Volume Right	29	7	0			
cSH	290	1700	992			
Volume to Capacity	0.15	0.31	0.04			
Queue Length 95th (ft)	13	0	3			
Control Delay (s)	19.6	0.0	1.0			
Lane LOS	C		A			
Approach Delay (s)	19.6	0.0	1.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			56.7%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8211: St. Pauls Road (SC 773) & Wilco Hess Drive

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	36	20	73	194	9
Future Volume (Veh/h)	6	36	20	73	194	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.82	0.83	0.63	0.56	0.38
Hourly flow rate (vph)	22	79	44	210	627	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	946	648	670			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	946	648	670			
tC, single (s)	6.4	7.0	4.9			
tC, 2 stage (s)						
tF (s)	3.5	4.1	3.0			
p0 queue free %	92	77	93			
cM capacity (veh/h)	272	351	629			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	101	254	670			
Volume Left	22	44	0			
Volume Right	79	0	43			
cSH	330	629	1700			
Volume to Capacity	0.31	0.07	0.39			
Queue Length 95th (ft)	32	6	0			
Control Delay (s)	20.7	2.7	0.0			
Lane LOS	C	A				
Approach Delay (s)	20.7	2.7	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization		43.0%		ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 82 - No Build PM

HCM Unsignalized Intersection Capacity Analysis
 8201: St. Pauls Road (SC 773) & Koon Trestle Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	3	116	17	3	108
Future Volume (Veh/h)	10	3	116	17	3	108
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.36	0.75	0.73	0.61	0.75	0.96
Hourly flow rate (vph)	50	7	288	50	7	204
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	531	313			338	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	531	313			338	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	99			99	
cM capacity (veh/h)	509	732			1232	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	57	338	211			
Volume Left	50	0	7			
Volume Right	7	50	0			
cSH	529	1700	1232			
Volume to Capacity	0.11	0.20	0.01			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	12.6	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	12.6	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			24.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8202: St. Pauls Road (SC 773) & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	69	2	104	12	151	0	0	174	56
Future Volume (Veh/h)	0	0	0	69	2	104	12	151	0	0	174	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.50	0.81	0.75	0.86	0.90	0.90	0.80	0.70
Hourly flow rate (vph)	0	0	0	137	7	232	29	318	0	0	394	145
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	846	842	466	842	915	318	539				318	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	846	842	466	842	915	318	539				318	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.2				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.3				2.2	
p0 queue free %	100	100	100	51	97	67	97				100	
cM capacity (veh/h)	182	294	600	280	267	698	976				1253	
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	376	347	539									
Volume Left	137	29	0									
Volume Right	232	0	145									
cSH	443	976	1700									
Volume to Capacity	0.85	0.03	0.32									
Queue Length 95th (ft)	210	2	0									
Control Delay (s)	44.4	1.0	0.0									
Lane LOS	E	A										
Approach Delay (s)	44.4	1.0	0.0									
Approach LOS	E											
Intersection Summary												
Average Delay				13.5								
Intersection Capacity Utilization				57.6%			ICU Level of Service			B		
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

8203: St. Pauls Road (SC 773) & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Volume (veh/h)	59	2	27	0	0	0	0	104	64	56	187	0
Future Volume (Veh/h)	59	2	27	0	0	0	0	104	64	56	187	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.50	0.75	0.90	0.90	0.90	0.90	0.71	0.68	0.67	0.88	0.90
Hourly flow rate (vph)	137	7	65	0	0	0	0	265	170	151	385	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1037	1122	385	1106	1037	350	385			435		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1037	1122	385	1106	1037	350	385			435		
tC, single (s)	7.4	6.5	6.2	7.1	6.5	6.2	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.4		
p0 queue free %	18	96	90	100	100	100	100			86		
cM capacity (veh/h)	168	178	667	148	199	698	1185			1045		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	209	435	536									
Volume Left	137	0	151									
Volume Right	65	170	0									
cSH	219	1700	1045									
Volume to Capacity	0.95	0.26	0.14									
Queue Length 95th (ft)	206	0	13									
Control Delay (s)	95.3	0.0	3.8									
Lane LOS	F		A									
Approach Delay (s)	95.3	0.0	3.8									
Approach LOS	F											
Intersection Summary												
Average Delay			18.6									
Intersection Capacity Utilization			59.5%				ICU Level of Service			B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8204: St. Pauls Road (SC 773) & Kibler Bridge Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	28	136	2	27	187
Future Volume (Veh/h)	2	28	136	2	27	187
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.70	0.71	0.25	0.61	0.88
Hourly flow rate (vph)	7	72	347	14	80	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	899	354			361	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	899	354			361	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	90			93	
cM capacity (veh/h)	291	694			1192	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	79	361	465
Volume Left	7	0	80
Volume Right	72	14	0
cSH	618	1700	1192
Volume to Capacity	0.13	0.21	0.07
Queue Length 95th (ft)	11	0	5
Control Delay (s)	11.7	0.0	2.0
Lane LOS	B		A
Approach Delay (s)	11.7	0.0	2.0
Approach LOS	B		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization		47.0%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
 8211: St. Pauls Road (SC 773) & Wilco Hess Drive

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	22	32	119	105	13
Future Volume (Veh/h)	14	22	32	119	105	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.69	0.73	0.78	0.82	0.54
Hourly flow rate (vph)	51	58	79	276	232	44
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	688	254	276			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	688	254	276			
tC, single (s)	6.4	7.0	4.9			
tC, 2 stage (s)						
tF (s)	3.5	4.0	3.0			
p0 queue free %	87	91	91			
cM capacity (veh/h)	380	633	929			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	109	355	276			
Volume Left	51	79	0			
Volume Right	58	0	44			
cSH	482	929	1700			
Volume to Capacity	0.23	0.09	0.16			
Queue Length 95th (ft)	21	7	0			
Control Delay (s)	14.6	2.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.6	2.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			39.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Existing AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	52	11	1	106
Future Volume (Veh/h)	13	0	52	11	1	106
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.65	0.90	0.78	0.39	0.25	0.83
Hourly flow rate (vph)	20	0	67	28	4	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	217	81			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	217	81			95	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	774	979			1512	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	95	132
Volume Left	20	0	4
Volume Right	0	28	0
cSH	774	1700	1512
Volume to Capacity	0.03	0.06	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.8	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	0.2
Approach LOS	A		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		16.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	7	2	63	119	0
Future Volume (Veh/h)	0	7	2	63	119	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.44	0.25	0.90	0.80	0.90
Hourly flow rate (vph)	0	16	8	70	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	235	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235	149	149			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	749	903	1445			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	78	149			
Volume Left	0	8	0			
Volume Right	16	0	0			
cSH	903	1445	1700			
Volume to Capacity	0.02	0.01	0.09			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.1	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			16.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	10	0	0	111	106	0
Future Volume (Veh/h)	10	0	0	111	106	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.90	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	20	0	0	134	128	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	128	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	128	128			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	680	927	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	134	128			
Volume Left	20	0	0			
Volume Right	0	0	0			
cSH	680	1700	1700			
Volume to Capacity	0.03	0.08	0.08			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			15.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	179	111	74	0
Future Volume (Veh/h)	0	0	179	111	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.87	0.71	0.90
Hourly flow rate (vph)	0	0	224	128	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	680	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	104	104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	85			
cM capacity (veh/h)	356	956	1475			
Direction, Lane #	NB 1	SB 1				
Volume Total	352	104				
Volume Left	224	0				
Volume Right	0	0				
cSH	1475	1700				
Volume to Capacity	0.15	0.06				
Queue Length 95th (ft)	13	0				
Control Delay (s)	5.5	0.0				
Lane LOS	A					
Approach Delay (s)	5.5	0.0				
Approach LOS						
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	56	65	106	20
Future Volume (Veh/h)	0	0	56	65	106	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.82	0.88	0.83	0.71
Hourly flow rate (vph)	0	0	68	74	128	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352	142	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	142	156			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	95			
cM capacity (veh/h)	618	911	1388			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	142	156				
Volume Left	68	0				
Volume Right	0	28				
cSH	1388	1700				
Volume to Capacity	0.05	0.09				
Queue Length 95th (ft)	4	0				
Control Delay (s)	3.9	0.0				
Lane LOS	A					
Approach Delay (s)	3.9	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			20.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	31	0	266	74	0
Future Volume (Veh/h)	24	31	0	266	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.83	0.90	0.81	0.71	0.90
Hourly flow rate (vph)	28	37	0	328	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	432	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	432	104	104			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	95	96	100			
cM capacity (veh/h)	518	932	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	65	328	104			
Volume Left	28	0	0			
Volume Right	37	0	0			
cSH	694	1700	1700			
Volume to Capacity	0.09	0.19	0.06			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	10.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			24.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	19	0	111	106	0
Future Volume (Veh/h)	0	19	0	111	106	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.68	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	0	28	0	134	128	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	128	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	128	128			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	731	909	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	134	128			
Volume Left	0	0	0			
Volume Right	28	0	0			
cSH	909	1700	1700			
Volume to Capacity	0.03	0.08	0.08			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.1	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			15.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	111	74	51
Future Volume (Veh/h)	0	0	0	111	74	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.71	0.67
Hourly flow rate (vph)	0	0	0	128	104	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	142	180			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	142	180			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	724	911	1408			
Direction, Lane #	NB 1	SB 1				
Volume Total	128	180				
Volume Left	0	0				
Volume Right	0	76				
cSH	1700	1700				
Volume to Capacity	0.08	0.11				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			10.3%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Existing PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	1	95	11	2	77
Future Volume (Veh/h)	25	1	95	11	2	77
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.25	0.92	0.55	0.50	0.86
Hourly flow rate (vph)	36	4	103	20	4	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	211	113			123	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	113			123	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	780	945			1477	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	123	94
Volume Left	36	0	4
Volume Right	4	20	0
cSH	794	1700	1477
Volume to Capacity	0.05	0.07	0.00
Queue Length 95th (ft)	4	0	0
Control Delay (s)	9.8	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		15.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	4	2	105	102	0
Future Volume (Veh/h)	1	4	2	105	102	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.50	0.25	0.97	0.84	0.90
Hourly flow rate (vph)	4	8	8	108	121	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	121	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	121	121			
tC, single (s)	7.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.4	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	569	936	1479			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	116	121			
Volume Left	4	8	0			
Volume Right	8	0	0			
cSH	770	1479	1700			
Volume to Capacity	0.02	0.01	0.07			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.7	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			17.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	34	0	0	89	52	0
Future Volume (Veh/h)	34	0	0	89	52	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.90	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	52	0	0	97	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	100			
cM capacity (veh/h)	838	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	52	97	61			
Volume Left	52	0	0			
Volume Right	0	0	0			
cSH	838	1700	1700			
Volume to Capacity	0.06	0.06	0.04			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			14.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	22	89	99	0
Future Volume (Veh/h)	0	0	22	89	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.79	0.91	0.88	0.90
Hourly flow rate (vph)	0	0	28	98	113	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	267	113	113			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	267	113	113			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	98			
cM capacity (veh/h)	712	945	1361			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	126	113				
Volume Left	28	0				
Volume Right	0	0				
cSH	1361	1700				
Volume to Capacity	0.02	0.07				
Queue Length 95th (ft)	2	0				
Control Delay (s)	1.8	0.0				
Lane LOS	A					
Approach Delay (s)	1.8	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			15.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	16	107	52	54
Future Volume (Veh/h)	0	0	16	107	52	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.57	0.94	0.85	0.79
Hourly flow rate (vph)	0	0	28	114	61	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	265	95	129			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	95	129			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	715	967	1469			
Direction, Lane #	NB 1	SB 1				
Volume Total	142	129				
Volume Left	28	0				
Volume Right	0	68				
cSH	1469	1700				
Volume to Capacity	0.02	0.08				
Queue Length 95th (ft)	1	0				
Control Delay (s)	1.6	0.0				
Lane LOS	A					
Approach Delay (s)	1.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			16.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Volume (veh/h)	33	41	0	78	99	0
Future Volume (Veh/h)	33	41	0	78	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.65	0.73	0.90	0.90	0.88	0.90
Hourly flow rate (vph)	51	56	0	87	113	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	113	113			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	113	113			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	93	94	100			
cM capacity (veh/h)	773	945	1489			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	107	87	113			
Volume Left	51	0	0			
Volume Right	56	0	0			
cSH	855	1700	1700			
Volume to Capacity	0.13	0.05	0.07			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			16.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	70	0	89	52	0
Future Volume (Veh/h)	0	70	0	89	52	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.80	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	0	88	0	97	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	61	61			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	838	993	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	88	97	61			
Volume Left	0	0	0			
Volume Right	88	0	0			
cSH	993	1700	1700			
Volume to Capacity	0.09	0.06	0.04			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			14.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	89	99	23
Future Volume (Veh/h)	0	0	0	89	99	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.88	0.82
Hourly flow rate (vph)	0	0	0	98	113	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	225	127	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	225	127	141			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	768	929	1455			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	98	141				
Volume Left	0	0				
Volume Right	0	28				
cSH	1700	1700				
Volume to Capacity	0.06	0.08				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.9%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - No Build AM

HCM Unsignalized Intersection Capacity Analysis

8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	52	11	1	106
Future Volume (Veh/h)	13	0	52	11	1	106
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.65	0.90	0.78	0.39	0.25	0.83
Hourly flow rate (vph)	36	0	121	51	7	231
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	392	146			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392	146			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	614	901			1417	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	36	172	238			
Volume Left	36	0	7			
Volume Right	0	51	0			
cSH	614	1700	1417			
Volume to Capacity	0.06	0.10	0.00			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	11.2	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	11.2	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			21.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	7	2	63	119	0
Future Volume (Veh/h)	0	7	2	63	119	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.44	0.25	0.90	0.80	0.90
Hourly flow rate (vph)	0	29	14	127	269	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	424	269	269			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	269	269			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	99			
cM capacity (veh/h)	581	775	1306			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	29	141	269			
Volume Left	0	14	0			
Volume Right	29	0	0			
cSH	775	1306	1700			
Volume to Capacity	0.04	0.01	0.16			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	9.8	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		21.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↑	↑	
Traffic Volume (veh/h)	10	0	0	111	106	0
Future Volume (Veh/h)	10	0	0	111	106	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.90	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	36	0	0	242	231	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	473	231	231			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	473	231	231			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	510	813	1349			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	36	242	231			
Volume Left	36	0	0			
Volume Right	0	0	0			
cSH	510	1700	1700			
Volume to Capacity	0.07	0.14	0.14			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.6	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.6	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		20.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	179	111	74	0
Future Volume (Veh/h)	0	0	179	111	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.87	0.71	0.90
Hourly flow rate (vph)	0	0	405	231	189	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1230	189	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	189	189			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	71			
cM capacity (veh/h)	140	858	1373			
Direction, Lane #	NB 1	SB 1				
Volume Total	636	189				
Volume Left	405	0				
Volume Right	0	0				
cSH	1373	1700				
Volume to Capacity	0.29	0.11				
Queue Length 95th (ft)	31	0				
Control Delay (s)	6.6	0.0				
Lane LOS	A					
Approach Delay (s)	6.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			42.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	56	65	106	20
Future Volume (Veh/h)	0	0	56	65	106	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.82	0.88	0.83	0.71
Hourly flow rate (vph)	0	0	124	134	231	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	638	256	282			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	256	282			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	90			
cM capacity (veh/h)	400	787	1247			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	258	282				
Volume Left	124	0				
Volume Right	0	51				
cSH	1247	1700				
Volume to Capacity	0.10	0.17				
Queue Length 95th (ft)	8	0				
Control Delay (s)	4.4	0.0				
Lane LOS	A					
Approach Delay (s)	4.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			30.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	31	0	266	74	0
Future Volume (Veh/h)	24	31	0	266	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.83	0.90	0.81	0.71	0.90
Hourly flow rate (vph)	51	68	0	594	189	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	783	189	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	783	189	189			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	84	92	100			
cM capacity (veh/h)	316	835	1397			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	119	594	189			
Volume Left	51	0	0			
Volume Right	68	0	0			
cSH	490	1700	1700			
Volume to Capacity	0.24	0.35	0.11			
Queue Length 95th (ft)	24	0	0			
Control Delay (s)	14.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			37.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	19	0	111	106	0
Future Volume (Veh/h)	0	19	0	111	106	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.68	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	0	51	0	242	231	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	473	231	231			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	473	231	231			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	553	796	1349			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	51	242	231			
Volume Left	0	0	0			
Volume Right	51	0	0			
cSH	796	1700	1700			
Volume to Capacity	0.06	0.14	0.14			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	111	74	51
Future Volume (Veh/h)	0	0	0	111	74	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.71	0.67
Hourly flow rate (vph)	0	0	0	231	189	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489	258	327			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	258	327			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	542	786	1244			
Direction, Lane #	NB 1	SB 1				
Volume Total	231	327				
Volume Left	0	0				
Volume Right	0	138				
cSH	1700	1700				
Volume to Capacity	0.14	0.19				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.0%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - No Build PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	1	95	11	2	77
Future Volume (Veh/h)	25	1	95	11	2	77
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.25	0.92	0.55	0.50	0.86
Hourly flow rate (vph)	66	7	187	36	7	162
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	381	205			223	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	205			223	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	99			99	
cM capacity (veh/h)	622	841			1358	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	73	223	169			
Volume Left	66	0	7			
Volume Right	7	36	0			
cSH	638	1700	1358			
Volume to Capacity	0.11	0.13	0.01			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	11.4	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	11.4	0.0	0.4			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			20.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	4	2	105	102	0
Future Volume (Veh/h)	1	4	2	105	102	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.50	0.25	0.97	0.84	0.90
Hourly flow rate (vph)	7	14	14	196	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	444	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444	220	220			
tC, single (s)	7.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.4	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	421	825	1361			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	21	210	220			
Volume Left	7	14	0			
Volume Right	14	0	0			
cSH	625	1361	1700			
Volume to Capacity	0.03	0.01	0.13			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	11.0	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization		22.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	34	0	0	89	52	0
Future Volume (Veh/h)	34	0	0	89	52	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.90	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	93	0	0	175	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	111	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	100	100			
cM capacity (veh/h)	709	948	1492			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	93	175	111			
Volume Left	93	0	0			
Volume Right	0	0	0			
cSH	709	1700	1700			
Volume to Capacity	0.13	0.10	0.07			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			18.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	22	89	99	0
Future Volume (Veh/h)	0	0	22	89	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.79	0.91	0.88	0.90
Hourly flow rate (vph)	0	0	50	177	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	481	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	204	204			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	96			
cM capacity (veh/h)	526	842	1257			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	227	204				
Volume Left	50	0				
Volume Right	0	0				
cSH	1257	1700				
Volume to Capacity	0.04	0.12				
Queue Length 95th (ft)	3	0				
Control Delay (s)	2.0	0.0				
Lane LOS	A					
Approach Delay (s)	2.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			26.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	16	107	52	54
Future Volume (Veh/h)	0	0	16	107	52	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.57	0.94	0.85	0.79
Hourly flow rate (vph)	0	0	51	206	111	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	481	173	235			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	173	235			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	527	876	1344			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	257	235				
Volume Left	51	0				
Volume Right	0	124				
cSH	1344	1700				
Volume to Capacity	0.04	0.14				
Queue Length 95th (ft)	3	0				
Control Delay (s)	1.8	0.0				
Lane LOS	A					
Approach Delay (s)	1.8	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			29.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Volume (veh/h)	33	41	0	78	99	0
Future Volume (Veh/h)	33	41	0	78	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.65	0.73	0.90	0.90	0.88	0.90
Hourly flow rate (vph)	92	102	0	157	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	361	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	361	204	204			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	85	88	100			
cM capacity (veh/h)	624	842	1380			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	194	157	204			
Volume Left	92	0	0			
Volume Right	102	0	0			
cSH	722	1700	1700			
Volume to Capacity	0.27	0.09	0.12			
Queue Length 95th (ft)	27	0	0			
Control Delay (s)	11.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization		24.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	70	0	89	52	0
Future Volume (Veh/h)	0	70	0	89	52	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.80	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	0	158	0	175	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	111	111			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	83	100			
cM capacity (veh/h)	709	931	1492			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	158	175	111			
Volume Left	0	0	0			
Volume Right	158	0	0			
cSH	931	1700	1700			
Volume to Capacity	0.17	0.10	0.07			
Queue Length 95th (ft)	15	0	0			
Control Delay (s)	9.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	89	99	23
Future Volume (Veh/h)	0	0	0	89	99	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.88	0.82
Hourly flow rate (vph)	0	0	0	177	204	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	406	230	255			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	230	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	604	815	1322			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	177	255				
Volume Left	0	0				
Volume Right	0	51				
cSH	1700	1700				
Volume to Capacity	0.10	0.15				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.3%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 1 AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202



















09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗		↖	↗			↗	↖
Traffic Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Future Volume (Veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	38	0	20	112	110	0	0	213	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	567	547	213	547	587	110	253			110		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	567	547	213	547	587	110	253			110		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.5	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.5	2.3			2.2		
p0 queue free %	100	100	100	91	100	98	91			100		
cM capacity (veh/h)	399	408	832	411	387	885	1278			1493		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	38	20	112	110	213	40						
Volume Left	38	0	112	0	0	0						
Volume Right	0	20	0	0	0	40						
cSH	411	885	1278	1700	1700	1700						
Volume to Capacity	0.09	0.02	0.09	0.06	0.13	0.02						
Queue Length 95th (ft)	8	2	7	0	0	0						
Control Delay (s)	14.7	9.2	8.1	0.0	0.0	0.0						
Lane LOS	B	A	A									
Approach Delay (s)	12.8		4.1		0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			38.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (Veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type							None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	527	149	558	527	174	149			174		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	527	149	558	527	174	149			174		
tC, single (s)	7.5	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	93	100	100	100	100			93		
cM capacity (veh/h)	387	426	879	389	426	875	1445			1409		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	110	174	360	102	149							
Volume Left	48	0	0	102	0							
Volume Right	62	0	360	0	0							
cSH	887	1700	1700	1409	1700							
Volume to Capacity	0.12	0.10	0.21	0.07	0.09							
Queue Length 95th (ft)	11	0	0	6	0							
Control Delay (s)	12.1	0.0	0.0	7.8	0.0							
Lane LOS	B			A								
Approach Delay (s)	12.1	0.0	3.2									
Approach LOS	B											
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			38.5%	ICU Level of Service		A						
Analysis Period (min)			15									

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 1 PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202



















09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Future Volume (Veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	141	0	68	32	147	0	0	104	109
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	383	315	104	315	424	147	213			147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	383	315	104	315	424	147	213			147		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	77	100	92	98			100		
cM capacity (veh/h)	526	590	956	619	513	905	1369			1447		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	141	68	32	147	104	109						
Volume Left	141	0	32	0	0	0						
Volume Right	0	68	0	0	0	109						
cSH	619	905	1369	1700	1700	1700						
Volume to Capacity	0.23	0.08	0.02	0.09	0.06	0.06						
Queue Length 95th (ft)	22	6	2	0	0	0						
Control Delay (s)	12.5	9.3	7.7	0.0	0.0	0.0						
Lane LOS	B	A	A									
Approach Delay (s)	11.5		1.4		0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			26.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Future Volume (Veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	405	405	199	446	405	112	199			112		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405	405	199	446	405	112	199			112		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	87	100	90	100	100	100	100			97		
cM capacity (veh/h)	530	520	847	463	520	947	1385			1429		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	149	112	44	47	199							
Volume Left	67	0	0	47	0							
Volume Right	82	0	44	0	0							
cSH	1179	1700	1700	1429	1700							
Volume to Capacity	0.13	0.07	0.03	0.03	0.12							
Queue Length 95th (ft)	11	0	0	3	0							
Control Delay (s)	11.1	0.0	0.0	7.6	0.0							
Lane LOS	B			A								
Approach Delay (s)	11.1	0.0	1.5									
Approach LOS	B											
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			26.4%		ICU Level of Service			A				
Analysis Period (min)			15									

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 1A AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202 & I-26 WB Loop Ramp




















09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	34	0	201	192	0
Future Volume (Veh/h)	18	34	0	201	192	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	324	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	213	213			
tC, single (s)	7.3	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	97	95	100			
cM capacity (veh/h)	586	777	1369			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	20	38	112	112	213	
Volume Left	20	0	0	0	0	
Volume Right	0	38	0	0	0	
cSH	586	777	1700	1700	1700	
Volume to Capacity	0.03	0.05	0.07	0.07	0.13	
Queue Length 95th (ft)	3	4	0	0	0	
Control Delay (s)	11.4	9.9	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	10.4		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			29.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (Veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type							None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	887	149	558	527	174	149			534		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	887	149	558	527	174	149			534		
tC, single (s)	7.5	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	93	100	100	100	100			90		
cM capacity (veh/h)	379	257	879	381	414	875	1445			1039		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	110	174	360	102	149							
Volume Left	48	0	0	102	0							
Volume Right	62	0	360	0	0							
cSH	869	1700	1700	1039	1700							
Volume to Capacity	0.13	0.10	0.21	0.10	0.09							
Queue Length 95th (ft)	11	0	0	8	0							
Control Delay (s)	12.2	0.0	0.0	8.8	0.0							
Lane LOS	B			A								
Approach Delay (s)	12.2	0.0	3.6									
Approach LOS	B											
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			38.5%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↖	↑	↓	↘
Traffic Volume (veh/h)	0	0	101	118	192	36
Future Volume (Veh/h)	0	0	101	118	192	36
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	131	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	445	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	131	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			29.0%		ICU Level of Service	
Analysis Period (min)			15			
			A			

Appendix K

Synchro Intersection Analysis Outputs Exit 85 - Alternative 1A PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Loop Ramp



















09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	127	0	161	94	0
Future Volume (Veh/h)	61	127	0	161	94	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	194	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194	104	104			
tC, single (s)	6.8	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	91	85	100			
cM capacity (veh/h)	783	918	1500			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	68	141	90	90	104	
Volume Left	68	0	0	0	0	
Volume Right	0	141	0	0	0	
cSH	783	918	1700	1700	1700	
Volume to Capacity	0.09	0.15	0.05	0.05	0.06	
Queue Length 95th (ft)	7	14	0	0	0	
Control Delay (s)	10.0	9.6	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	9.8		0.0		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			28.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Future Volume (Veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	405	449	199	446	405	112	199			156		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405	449	199	446	405	112	199			156		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	87	100	90	100	100	100	100			97		
cM capacity (veh/h)	530	491	847	463	520	947	1385			1377		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	149	112	44	47	199							
Volume Left	67	0	0	47	0							
Volume Right	82	0	44	0	0							
cSH	1178	1700	1700	1377	1700							
Volume to Capacity	0.13	0.07	0.03	0.03	0.12							
Queue Length 95th (ft)	11	0	0	3	0							
Control Delay (s)	11.1	0.0	0.0	7.7	0.0							
Lane LOS	B			A								
Approach Delay (s)	11.1	0.0		1.5								
Approach LOS	B											
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			20.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			28.4%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 2 AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕			↖
Traffic Volume (veh/h)	0	18	200	0	0	192
Future Volume (Veh/h)	0	18	200	0	0	192
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	20	222	0	0	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	435	111			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435	111			222	
tC, single (s)	6.8	7.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	555	852			1359	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	20	111	111	213		
Volume Left	0	0	0	0		
Volume Right	20	0	0	0		
cSH	852	1700	1700	1700		
Volume to Capacity	0.02	0.07	0.07	0.13		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.3	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			20.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	157	324	0	190
Future Volume (Veh/h)	0	0	157	324	0	190
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	174	360	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	385	174			534	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385	174			534	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	622	875			1044	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	174	360	211			
Volume Left	0	0	0			
Volume Right	0	360	0			
cSH	1700	1700	1700			
Volume to Capacity	0.10	0.21	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↖	↑	↓	↘
Traffic Volume (veh/h)	0	0	101	117	192	36
Future Volume (Veh/h)	0	0	101	117	192	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	130	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	567	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	446	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	130	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			22.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	56	0	157	134	0
Future Volume (Veh/h)	43	56	0	157	134	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	62	0	174	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	323	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323	149	149			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	92	93	100			
cM capacity (veh/h)	603	879	1445			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	48	62	174	149		
Volume Left	48	0	0	0		
Volume Right	0	62	0	0		
cSH	603	879	1700	1700		
Volume to Capacity	0.08	0.07	0.10	0.09		
Queue Length 95th (ft)	6	6	0	0		
Control Delay (s)	11.5	9.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	34	0	201	192	0
Future Volume (Veh/h)	0	34	0	201	192	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	436	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436	213	213			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	581	815	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	38	223	213			
Volume Left	0	0	0			
Volume Right	38	0	0			
cSH	815	1700	1700			
Volume to Capacity	0.05	0.13	0.13			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	201	134	92
Future Volume (Veh/h)	0	0	0	201	134	92
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	223	149	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372	149	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	149	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %						
cM capacity (veh/h)	633	903	1326			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	223	149	102			
Volume Left	0	0	0			
Volume Right	0	0	102			
cSH	1700	1700	1700			
Volume to Capacity	0.13	0.09	0.06			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.3%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 2 PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↖
Traffic Volume (veh/h)	0	61	161	0	0	94
Future Volume (Veh/h)	0	61	161	0	0	94
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	68	179	0	0	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	90			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	90			179	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	689	957			1409	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	68	90	90	104		
Volume Left	0	0	0	0		
Volume Right	68	0	0	0		
cSH	957	1700	1700	1700		
Volume to Capacity	0.07	0.05	0.05	0.06		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			19.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	101	40	0	253
Future Volume (Veh/h)	0	0	101	40	0	253
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	44	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	393	112			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	112			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	615	947			1436	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	112	44	281			
Volume Left	0	0	0			
Volume Right	0	44	0			
cSH	1700	1700	1700			
Volume to Capacity	0.07	0.03	0.17			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			16.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	74	0	101	179	0
Future Volume (Veh/h)	60	74	0	101	179	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	82	0	112	199	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311	199	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311	199	199			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	90	90	100			
cM capacity (veh/h)	667	847	1385			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	67	82	112	199		
Volume Left	67	0	0	0		
Volume Right	0	82	0	0		
cSH	667	847	1700	1700		
Volume to Capacity	0.10	0.10	0.07	0.12		
Queue Length 95th (ft)	8	8	0	0		
Control Delay (s)	11.0	9.7	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			20.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	127	0	161	94	0
Future Volume (Veh/h)	0	127	0	161	94	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	104	104			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	711	940	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	141	179	104			
Volume Left	0	0	0			
Volume Right	141	0	0			
cSH	940	1700	1700			
Volume to Capacity	0.15	0.11	0.06			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	161	179	42
Future Volume (Veh/h)	0	0	0	161	179	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	179	199	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	378	199	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	199	246			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	628	847	1332			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	179	199	47			
Volume Left	0	0	0			
Volume Right	0	0	47			
cSH	1700	1700	1700			
Volume to Capacity	0.11	0.12	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.7%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 2A AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	18	0	0	201	192	0
Future Volume (Veh/h)	18	0	0	201	192	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	0	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	324	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	213	213			
tC, single (s)	7.3	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	586	798	1369			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	20	112	112	213		
Volume Left	20	0	0	0		
Volume Right	0	0	0	0		
cSH	586	1700	1700	1700		
Volume to Capacity	0.03	0.07	0.07	0.13		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	11.4	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	29.0%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	157	324	0	190
Future Volume (Veh/h)	0	0	157	324	0	190
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	174	360	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	385	174			534	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385	174			534	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	622	875			1044	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	174	360	211			
Volume Left	0	0	0			
Volume Right	0	360	0			
cSH	1700	1700	1700			
Volume to Capacity	0.10	0.21	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↖	↑	↓	↘
Traffic Volume (veh/h)	0	0	101	118	192	36
Future Volume (Veh/h)	0	0	101	118	192	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	131	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	445	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	131	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			29.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	56	0	157	134	0
Future Volume (Veh/h)	43	56	0	157	134	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	62	0	174	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	323	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323	149	149			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	92	93	100			
cM capacity (veh/h)	603	879	1445			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	48	62	174	149		
Volume Left	48	0	0	0		
Volume Right	0	62	0	0		
cSH	603	879	1700	1700		
Volume to Capacity	0.08	0.07	0.10	0.09		
Queue Length 95th (ft)	6	6	0	0		
Control Delay (s)	11.5	9.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	34	0	201	192	0
Future Volume (Veh/h)	0	34	0	201	192	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	436	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436	213	213			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	581	815	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	38	223	213			
Volume Left	0	0	0			
Volume Right	38	0	0			
cSH	815	1700	1700			
Volume to Capacity	0.05	0.13	0.13			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	201	134	92
Future Volume (Veh/h)	0	0	0	201	134	92
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	223	149	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372	149	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	149	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	633	903	1326			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	223	149	102			
Volume Left	0	0	0			
Volume Right	0	0	102			
cSH	1700	1700	1700			
Volume to Capacity	0.13	0.09	0.06			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	18.3%			ICU Level of Service	A	
Analysis Period (min)	15					

Appendix K

Synchro Intersection Analysis Outputs Exit 85 - Alternative 2A PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↑↑	↓	
Traffic Volume (veh/h)	61	0	0	161	94	0
Future Volume (Veh/h)	61	0	0	161	94	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	0	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	194	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194	104	104			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	783	937	1500			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	68	90	90	104		
Volume Left	68	0	0	0		
Volume Right	0	0	0	0		
cSH	783	1700	1700	1700		
Volume to Capacity	0.09	0.05	0.05	0.06		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	10.0	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	1.9					
Intersection Capacity Utilization	23.9%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	101	40	0	253
Future Volume (Veh/h)	0	0	101	40	0	253
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	44	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	393	112			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	112			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	615	947			1436	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	112	44	281			
Volume Left	0	0	0			
Volume Right	0	44	0			
cSH	1700	1700	1700			
Volume to Capacity	0.07	0.03	0.17			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			23.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	74	0	101	179	0
Future Volume (Veh/h)	60	74	0	101	179	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	82	0	112	199	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311	199	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311	199	199			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	90	90	100			
cM capacity (veh/h)	667	847	1385			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	67	82	112	199		
Volume Left	67	0	0	0		
Volume Right	0	82	0	0		
cSH	667	847	1700	1700		
Volume to Capacity	0.10	0.10	0.07	0.12		
Queue Length 95th (ft)	8	8	0	0		
Control Delay (s)	11.0	9.7	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			20.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	127	0	161	94	0
Future Volume (Veh/h)	0	127	0	161	94	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	104	104			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	711	940	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	141	179	104			
Volume Left	0	0	0			
Volume Right	141	0	0			
cSH	940	1700	1700			
Volume to Capacity	0.15	0.11	0.06			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	161	179	42
Future Volume (Veh/h)	0	0	0	161	179	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	179	199	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	378	199	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	199	246			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %						
cM capacity (veh/h)	628	847	1332			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	179	199	47			
Volume Left	0	0	0			
Volume Right	0	0	47			
cSH	1700	1700	1700			
Volume to Capacity	0.11	0.12	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.7%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 3 AM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	340	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	616	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	27	130	215								
Volume Left	0	27	4	2								
Volume Right	14	0	22	0								
cSH	832	593	1369	1473								
Volume to Capacity	0.02	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	9.4	11.4	0.3	0.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.4	11.4	0.3	0.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			25.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Future Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	38	0	20	112	110	0	0	213	40
Approach Volume (veh/h)	0		58				222			253		
Crossing Volume (veh/h)	251			222			0			150		
High Capacity (veh/h)	1137			1164			1385			1232		
High v/c (veh/h)	0.00			0.05			0.16			0.21		
Low Capacity (veh/h)	937			961			1161			1022		
Low v/c (veh/h)	0.00			0.06			0.19			0.25		
Intersection Summary												
Maximum v/c High	0.21											
Maximum v/c Low	0.25											
Intersection Capacity Utilization	36.4%			ICU Level of Service				A				

Intersection				
Intersection Delay, s/veh	6.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	0	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	58	222	253
Demand Flow Rate, veh/h	0	66	254	265
Vehicles Circulating, veh/h	258	254	0	162
Vehicles Exiting, veh/h	169	0	258	158
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	5.4	5.8	6.8
Approach LOS	-	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	TR	
Assumed Moves	LTR	LT	TR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	66	254	265	
Cap Entry Lane, veh/h	876	1130	961	
Entry HV Adj Factor	0.879	0.874	0.954	
Flow Entry, veh/h	58	222	253	
Cap Entry, veh/h	770	987	917	
V/C Ratio	0.075	0.225	0.276	
Control Delay, s/veh	5.4	5.8	6.8	
LOS	A	A	A	
95th %tile Queue, veh	0	1	1	

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Approach Volume (veh/h)		110			0			534			251	
Crossing Volume (veh/h)		251			222			150			0	
High Capacity (veh/h)		1137			1164			1232			1385	
High v/c (veh/h)		0.10			0.00			0.43			0.18	
Low Capacity (veh/h)		937			961			1022			1161	
Low v/c (veh/h)		0.12			0.00			0.52			0.22	
Intersection Summary												
Maximum v/c High											0.43	
Maximum v/c Low											0.52	
Intersection Capacity Utilization			56.1%				ICU Level of Service				B	

Intersection				
Intersection Delay, s/veh	9.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	0	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	110	0	534	251
Demand Flow Rate, veh/h	134	0	557	265
Vehicles Circulating, veh/h	265	249	169	0
Vehicles Exiting, veh/h	0	477	230	249
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	0.0	12.2	5.6
Approach LOS	A	-	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	TR	LT	
Assumed Moves	LTR	TR	LT	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	134	557	265	
Cap Entry Lane, veh/h	867	954	1130	
Entry HV Adj Factor	0.821	0.959	0.946	
Flow Entry, veh/h	110	534	251	
Cap Entry, veh/h	712	915	1069	
V/C Ratio	0.155	0.584	0.235	
Control Delay, s/veh	6.8	12.2	5.6	
LOS	A	B	A	
95th %tile Queue, veh	1	4	1	

Appendix K

Synchro Intersection Analysis Outputs

Exit 85 - Alternative 3 PM

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	372	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	372	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	438	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	52	215	158								
Volume Left	2	50	4	4								
Volume Right	8	2	22	0								
cSH	742	583	1439	1372								
Volume to Capacity	0.01	0.09	0.00	0.00								
Queue Length 95th (ft)	1	7	0	0								
Control Delay (s)	9.9	11.8	0.2	0.2								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	11.8	0.2	0.2								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			27.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Future Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	141	0	68	32	147	0	0	104	109
Approach Volume (veh/h)	0			209			179			213		
Crossing Volume (veh/h)	245			179			0			173		
High Capacity (veh/h)	1143			1204			1385			1210		
High v/c (veh/h)	0.00			0.17			0.13			0.18		
Low Capacity (veh/h)	942			997			1161			1002		
Low v/c (veh/h)	0.00			0.21			0.15			0.21		
Intersection Summary												
Maximum v/c High	0.18											
Maximum v/c Low	0.21											
Intersection Capacity Utilization	40.3%			ICU Level of Service				A				

Intersection				
Intersection Delay, s/veh	6.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	0	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	209	179	213
Demand Flow Rate, veh/h	0	217	195	227
Vehicles Circulating, veh/h	262	195	0	181
Vehicles Exiting, veh/h	146	0	262	231
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	6.4	5.1	6.6
Approach LOS	-	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	TR	
Assumed Moves	LTR	LT	TR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	217	195	227	
Cap Entry Lane, veh/h	930	1130	943	
Entry HV Adj Factor	0.963	0.917	0.937	
Flow Entry, veh/h	209	179	213	
Cap Entry, veh/h	895	1036	883	
V/C Ratio	0.233	0.173	0.241	
Control Delay, s/veh	6.4	5.1	6.6	
LOS	A	A	A	
95th %tile Queue, veh	1	1	1	

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Right Turn Channelized													
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0	
Future Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0	
Approach Volume (veh/h)	149		0				156			246			
Crossing Volume (veh/h)	246				179			114		0			
High Capacity (veh/h)	1142				1204			1267			1385		
High v/c (veh/h)	0.13				0.00			0.12		0.18			
Low Capacity (veh/h)	941				997			1054			1161		
Low v/c (veh/h)	0.16				0.00			0.15		0.21			
Intersection Summary													
Maximum v/c High			0.18										
Maximum v/c Low			0.21										
Intersection Capacity Utilization			37.4%		ICU Level of Service				A				

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	0	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	149	0	156	246
Demand Flow Rate, veh/h	155	0	176	259
Vehicles Circulating, veh/h	259	195	125	0
Vehicles Exiting, veh/h	0	106	289	195
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	0.0	5.8	5.5
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	TR	LT	
Assumed Moves	LTR	TR	LT	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	155	176	259	
Cap Entry Lane, veh/h	872	997	1130	
Entry HV Adj Factor	0.961	0.886	0.950	
Flow Entry, veh/h	149	156	246	
Cap Entry, veh/h	838	883	1073	
V/C Ratio	0.178	0.176	0.229	
Control Delay, s/veh	6.1	5.8	5.5	
LOS	A	A	A	
95th %tile Queue, veh	1	1	1	

Appendix K

Synchro Intersection Analysis Outputs

Exit 91 - Existing AM

HCM Unsignalized Intersection Capacity Analysis

9101: Columbia Avenue & Comalander Drive

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	15	246	268	0	1	17
Future Volume (Veh/h)	15	246	268	0	1	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.54	0.89	0.66	0.90	0.25	0.71
Hourly flow rate (vph)	28	276	406	0	4	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	406				738	406
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406				738	406
tC, single (s)	4.4				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.5				3.5	3.3
p0 queue free %	97				99	96
cM capacity (veh/h)	1021				377	641
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	304	406	28			
Volume Left	28	0	4			
Volume Right	0	0	24			
cSH	1021	1700	583			
Volume to Capacity	0.03	0.24	0.05			
Queue Length 95th (ft)	2	0	4			
Control Delay (s)	1.1	0.0	11.5			
Lane LOS	A		B			
Approach Delay (s)	1.1	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			35.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 9102: Columbia Avenue & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	439	1	5	77	256	0	0	255	30
Future Volume (vph)	0	0	0	439	1	5	77	256	0	0	255	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	10	10	10
Total Lost time (s)					6.0			6.3			6.3	
Lane Util. Factor					1.00			1.00			1.00	
Fr _t					1.00			1.00			0.99	
Fl _t Protected					0.95			0.99			1.00	
Satd. Flow (prot)					1710			1646			1669	
Fl _t Permitted					0.95			0.70			1.00	
Satd. Flow (perm)					1710			1172			1669	
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.25	0.42	0.84	0.90	0.90	0.90	0.69	0.94
Adj. Flow (vph)	0	0	0	499	4	12	92	284	0	0	370	32
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	0	0	0	514	0	0	376	0	0	396	0
Heavy Vehicles (%)	0%	0%	0%	5%	100%	0%	11%	10%	0%	0%	5%	6%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			6	
Permitted Phases				4			2					
Actuated Green, G (s)					21.2			20.5			20.5	
Effective Green, g (s)					21.2			20.5			20.5	
Actuated g/C Ratio					0.39			0.38			0.38	
Clearance Time (s)					6.0			6.3			6.3	
Vehicle Extension (s)					4.0			3.0			3.0	
Lane Grp Cap (vph)					671			444			633	
v/s Ratio Prot											0.24	
v/s Ratio Perm					0.30			0.32				
v/c Ratio					0.77			0.85			0.63	
Uniform Delay, d ₁					14.2			15.3			13.6	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d ₂					5.5			13.9			1.9	
Delay (s)					19.8			29.2			15.6	
Level of Service					B			C			B	
Approach Delay (s)		0.0			19.8			29.2			15.6	
Approach LOS		A			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9103: Columbia Avenue & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	3	69	7	0	15	0	312	846	22	672	0
Future Volume (Veh/h)	6	3	69	7	0	15	0	312	846	22	672	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.72	0.58	0.90	0.58	0.90	0.86	0.90	0.75	0.78	0.90
Hourly flow rate (vph)	8	4	96	12	0	26	0	363	940	29	862	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												576
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1779	2223	862	1851	1753	833	862			1303		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1833	2363	739	1919	1802	833	739			1303		
tC, single (s)	7.2	6.8	6.2	7.1	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.3	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	80	82	73	54	100	93	100			94		
cM capacity (veh/h)	41	22	353	26	63	352	735			525		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	108	38	1303	891								
Volume Left	8	12	0	29								
Volume Right	96	26	940	0								
cSH	167	71	1700	525								
Volume to Capacity	0.65	0.53	0.77	0.06								
Queue Length 95th (ft)	92	56	0	4								
Control Delay (s)	59.2	103.0	0.0	1.7								
Lane LOS	F	F		A								
Approach Delay (s)	59.2	103.0	0.0	1.7								
Approach LOS	F	F										
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			80.1%		ICU Level of Service					D		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9104: Columbia Avenue & Ellett Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	3	1157	741	7
Future Volume (Veh/h)	1	1	3	1157	741	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.38	0.98	0.78	0.58
Hourly flow rate (vph)	4	4	8	1181	950	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					651	
pX, platoon unblocked	0.86	0.86	0.86			
vC, conflicting volume	2153	956	962			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2263	864	871			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	99	99			
cM capacity (veh/h)	38	305	669			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	8	1189	962			
Volume Left	4	8	0			
Volume Right	4	0	12			
cSH	68	669	1700			
Volume to Capacity	0.12	0.01	0.57			
Queue Length 95th (ft)	9	1	0			
Control Delay (s)	64.5	0.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	64.5	0.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		73.3%		ICU Level of Service		D
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

9105: Crooked Creek Road & I-26 EB On-Ramp

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻				↻	
Traffic Volume (veh/h)	850	22	0	0	22	51
Future Volume (Veh/h)	850	22	0	0	22	51
Sign Control	Free			Free Stop		
Grade	0%			0% 0%		
Peak Hour Factor	0.89	0.61	0.90	0.90	0.61	0.64
Hourly flow rate (vph)	955	36	0	0	36	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	991			973 973		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	991			973 973		
tC, single (s)	4.1			6.5 6.2		
tC, 2 stage (s)						
tF (s)	2.2			3.6 3.3		
p0 queue free %	100			87 74		
cM capacity (veh/h)	706			275 309		
Direction, Lane #	EB 1	NB 1				
Volume Total	991	116				
Volume Left	0	36				
Volume Right	36	80				
cSH	1700	297				
Volume to Capacity	0.58	0.39				
Queue Length 95th (ft)	0	44				
Control Delay (s)	0.0	24.6				
Lane LOS		C				
Approach Delay (s)	0.0	24.6				
Approach LOS		C				
Intersection Summary						
Average Delay	2.6					
Intersection Capacity Utilization	57.1%			ICU Level of Service	B	
Analysis Period (min)	15					

Appendix K

Synchro Intersection Analysis Outputs

Exit 91 - Existing PM

HCM Unsignalized Intersection Capacity Analysis

9101: Columbia Avenue & Comalander Drive

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	149	145	2	0	82
Future Volume (Veh/h)	25	149	145	2	0	82
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.57	0.92	0.81	0.25	0.90	0.68
Hourly flow rate (vph)	44	162	179	8	0	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	187				433	183
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187				433	183
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	86
cM capacity (veh/h)	1369				561	862
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	206	187	121			
Volume Left	44	0	0			
Volume Right	0	8	121			
cSH	1369	1700	862			
Volume to Capacity	0.03	0.11	0.14			
Queue Length 95th (ft)	2	0	12			
Control Delay (s)	1.9	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	1.9	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			32.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9102: Columbia Avenue & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	585	0	5	78	169	0	0	217	10
Future Volume (vph)	0	0	0	585	0	5	78	169	0	0	217	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	10	10	10
Total Lost time (s)					6.0			6.3			6.3	
Lane Util. Factor					1.00			1.00			1.00	
Frt					1.00			1.00			0.99	
Flt Protected					0.95			0.98			1.00	
Satd. Flow (prot)					1773			1737			1710	
Flt Permitted					0.95			0.72			1.00	
Satd. Flow (perm)					1773			1266			1710	
Peak-hour factor, PHF	0.90	0.90	0.90	0.85	0.90	0.63	0.73	0.89	0.90	0.90	0.90	0.63
Adj. Flow (vph)	0	0	0	688	0	8	107	190	0	0	241	16
RTOR Reduction (vph)	0	0	0	0	20	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	0	676	0	0	297	0	0	254	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	9%	1%	0%	0%	3%	0%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			6	
Permitted Phases				4			2					
Actuated Green, G (s)					36.8			24.2			24.2	
Effective Green, g (s)					36.8			24.2			24.2	
Actuated g/C Ratio					0.50			0.33			0.33	
Clearance Time (s)					6.0			6.3			6.3	
Vehicle Extension (s)					4.0			3.0			3.0	
Lane Grp Cap (vph)					890			417			564	
v/s Ratio Prot											0.15	
v/s Ratio Perm					0.38			0.23				
v/c Ratio					0.76			0.71			0.45	
Uniform Delay, d1					14.7			21.5			19.3	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					4.0			5.7			0.6	
Delay (s)					18.7			27.2			19.9	
Level of Service					B			C			B	
Approach Delay (s)		0.0			18.7			27.2			19.9	
Approach LOS		A			B			C			B	

Intersection Summary

HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	12.3
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9103: Columbia Avenue & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	32	17	87	3	0	8	0	207	434	87	715	0
Future Volume (Veh/h)	32	17	87	3	0	8	0	207	434	87	715	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.53	0.77	0.75	0.90	0.67	0.90	0.87	0.80	0.78	0.88	0.90
Hourly flow rate (vph)	48	32	113	4	0	12	0	238	543	112	813	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1558	1818	813	1676	1546	510	813			781		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1564	1850	743	1693	1551	510	743			781		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	34	46	70	84	100	98	100			87		
cM capacity (veh/h)	73	59	371	24	89	568	793			841		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	193	16	781	925								
Volume Left	48	4	0	112								
Volume Right	113	12	543	0								
cSH	128	86	1700	841								
Volume to Capacity	1.50	0.19	0.46	0.13								
Queue Length 95th (ft)	336	16	0	11								
Control Delay (s)	324.7	55.9	0.0	3.4								
Lane LOS	F	F		A								
Approach Delay (s)	324.7	55.9	0.0	3.4								
Approach LOS	F	F										
Intersection Summary												
Average Delay			34.8									
Intersection Capacity Utilization			100.2%	ICU Level of Service		G						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9104: Columbia Avenue & Ellett Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	2	0	631	786	19
Future Volume (Veh/h)	10	2	0	631	786	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.25	0.90	0.81	0.92	0.79
Hourly flow rate (vph)	20	8	0	779	854	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					651	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	1645	866	878			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1653	832	845			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	98	100			
cM capacity (veh/h)	104	353	752			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	779	878			
Volume Left	20	0	0			
Volume Right	8	0	24			
cSH	130	752	1700			
Volume to Capacity	0.21	0.00	0.52			
Queue Length 95th (ft)	19	0	0			
Control Delay (s)	40.1	0.0	0.0			
Lane LOS	E					
Approach Delay (s)	40.1	0.0	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			52.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9105: Crooked Creek Road & I-26 EB On-Ramp

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗				↘	
Traffic Volume (veh/h)	498	40	0	0	11	11
Future Volume (Veh/h)	498	40	0	0	11	11
Sign Control	Free			Free Stop		
Grade	0%			0% 0%		
Peak Hour Factor	0.81	0.77	0.90	0.90	0.83	0.46
Hourly flow rate (vph)	615	52	0	0	13	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	667			641 641		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	667			641 641		
tC, single (s)	4.1			6.4 6.2		
tC, 2 stage (s)						
tF (s)	2.2			3.5 3.3		
p0 queue free %	100			97 95		
cM capacity (veh/h)	932			442 478		
Direction, Lane #	EB 1	NB 1				
Volume Total	667	37				
Volume Left	0	13				
Volume Right	52	24				
cSH	1700	465				
Volume to Capacity	0.39	0.08				
Queue Length 95th (ft)	0	6				
Control Delay (s)	0.0	13.4				
Lane LOS		B				
Approach Delay (s)	0.0	13.4				
Approach LOS		B				
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	38.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Appendix K

Synchro Intersection Analysis Outputs

Exit 91 - No Build AM

HCM Unsignalized Intersection Capacity Analysis

9101: Columbia Avenue & Comalander Drive

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	15	246	268	0	1	17
Future Volume (Veh/h)	15	246	268	0	1	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.54	0.89	0.66	0.90	0.25	0.71
Hourly flow rate (vph)	45	445	654	0	6	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	654				1189	654
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	654				1189	654
tC, single (s)	4.4				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.5				3.5	3.3
p0 queue free %	94				97	92
cM capacity (veh/h)	817				198	463
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	490	654	45			
Volume Left	45	0	6			
Volume Right	0	0	39			
cSH	817	1700	393			
Volume to Capacity	0.06	0.38	0.11			
Queue Length 95th (ft)	4	0	10			
Control Delay (s)	1.5	0.0	15.3			
Lane LOS	A		C			
Approach Delay (s)	1.5	0.0	15.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		50.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9102: Columbia Avenue & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	439	1	5	77	256	0	0	255	30
Future Volume (vph)	0	0	0	439	1	5	77	256	0	0	255	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	10	10	10
Total Lost time (s)					6.0			6.3			6.3	
Lane Util. Factor					1.00			1.00			1.00	
Fr _t					1.00			1.00			0.99	
Fl _t Protected					0.95			0.99			1.00	
Satd. Flow (prot)					1711			1646			1670	
Fl _t Permitted					0.95			0.29			1.00	
Satd. Flow (perm)					1711			485			1670	
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.25	0.42	0.84	0.90	0.90	0.90	0.69	0.94
Growth Factor (vph)	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%
Adj. Flow (vph)	0	0	0	803	6	19	148	458	0	0	595	51
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	0	0	827	0	0	606	0	0	641	0
Heavy Vehicles (%)	0%	0%	0%	5%	100%	0%	11%	10%	0%	0%	5%	6%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			6	
Permitted Phases				4			2					
Actuated Green, G (s)					24.0			23.7			23.7	
Effective Green, g (s)					24.0			23.7			23.7	
Actuated g/C Ratio					0.40			0.39			0.39	
Clearance Time (s)					6.0			6.3			6.3	
Vehicle Extension (s)					4.0			3.0			3.0	
Lane Grp Cap (vph)					684			191			659	
v/s Ratio Prot											0.38	
v/s Ratio Perm					0.48			c1.25				
v/c Ratio					1.21			3.17			0.97	
Uniform Delay, d1					18.0			18.1			17.8	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					107.3			991.3			28.0	
Delay (s)					125.3			1009.5			45.8	
Level of Service					F			F			D	
Approach Delay (s)		0.0			125.3			1009.5			45.8	
Approach LOS		A			F			F			D	

Intersection Summary

HCM 2000 Control Delay	358.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.18		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9103: Columbia Avenue & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	3	69	7	0	15	0	312	846	22	672	0
Future Volume (Veh/h)	6	3	69	7	0	15	0	312	846	22	672	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.72	0.58	0.90	0.58	0.90	0.86	0.90	0.75	0.78	0.90
Hourly flow rate (vph)	13	6	154	19	0	42	0	584	1513	47	1387	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume												
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol												
tC, single (s)												
tC, 2 stage (s)												
tF (s)												
p0 queue free %												
cM capacity (veh/h)												
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	173	61	2097	1434								
Volume Left	13	19	0	47								
Volume Right	154	42	1513	0								
cSH	6	0	1700	258								
Volume to Capacity	30.11	Err	1.23	0.18								
Queue Length 95th (ft)	Err	Err	0	16								
Control Delay (s)	Err	Err	0.0	21.8								
Lane LOS	F	F		C								
Approach Delay (s)	Err	Err	0.0	21.8								
Approach LOS	F	F										
Intersection Summary												
Average Delay												
Intersection Capacity Utilization												
Analysis Period (min)												
			Err									
			124.9%		ICU Level of Service				H			
			15									

HCM Unsignalized Intersection Capacity Analysis
 9104: Columbia Avenue & Ellett Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	3	1157	741	7
Future Volume (Veh/h)	1	1	3	1157	741	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.25	0.38	0.98	0.78	0.58
Hourly flow rate (vph)	6	6	13	1901	1530	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					651	
pX, platoon unblocked	0.66	0.66	0.66			
vC, conflicting volume	3466	1540	1549			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4463	1560	1574			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	94	95			
cM capacity (veh/h)	1	93	282			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	1914	1549			
Volume Left	6	13	0			
Volume Right	6	0	19			
cSH	2	282	1700			
Volume to Capacity	5.92	0.05	0.91			
Queue Length 95th (ft)	Err	4	0			
Control Delay (s)	Err	0.1	0.0			
Lane LOS	F	A				
Approach Delay (s)	Err	0.1	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			34.6			
Intersection Capacity Utilization			111.9%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9105: Crooked Creek Road & I-26 EB On-Ramp

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻				↻	
Traffic Volume (veh/h)	850	22	0	0	22	51
Future Volume (Veh/h)	850	22	0	0	22	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.61	0.90	0.90	0.61	0.64
Hourly flow rate (vph)	1538	58	0	0	58	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1596		1567	1567
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1596		1567	1567
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			100		52	7
cM capacity (veh/h)			416		120	138

Direction, Lane #	EB 1	NB 1
Volume Total	1596	186
Volume Left	0	58
Volume Right	58	128
cSH	1700	132
Volume to Capacity	0.94	1.41
Queue Length 95th (ft)	0	310
Control Delay (s)	0.0	285.3
Lane LOS		F
Approach Delay (s)	0.0	285.3
Approach LOS		F

Intersection Summary			
Average Delay		29.8	
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)		15	

Appendix K

Synchro Intersection Analysis Outputs

Exit 91 - No Build PM

HCM Unsignalized Intersection Capacity Analysis

9101: Columbia Avenue & Comalander Drive

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	149	145	2	0	82
Future Volume (Veh/h)	25	149	145	2	0	82
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.57	0.92	0.81	0.25	0.90	0.68
Hourly flow rate (vph)	71	261	288	13	0	194
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	301				698	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301				698	294
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				100	74
cM capacity (veh/h)	1243				384	747
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	332	301	194			
Volume Left	71	0	0			
Volume Right	0	13	194			
cSH	1243	1700	747			
Volume to Capacity	0.06	0.18	0.26			
Queue Length 95th (ft)	5	0	26			
Control Delay (s)	2.2	0.0	11.5			
Lane LOS	A		B			
Approach Delay (s)	2.2	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			45.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9102: Columbia Avenue & I-26 WB On-Ramp/I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	0	0	585	0	5	78	169	0	0	217	10
Future Volume (vph)	0	0	0	585	0	5	78	169	0	0	217	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	10	10	10
Total Lost time (s)					6.0			6.3			6.3	
Lane Util. Factor					1.00			1.00			1.00	
Flt					1.00			1.00			0.99	
Flt Protected					0.95			0.98			1.00	
Satd. Flow (prot)					1773			1737			1710	
Flt Permitted					0.95			0.31			1.00	
Satd. Flow (perm)					1773			543			1710	
Peak-hour factor, PHF	0.90	0.90	0.90	0.85	0.90	0.63	0.73	0.89	0.90	0.90	0.90	0.63
Growth Factor (vph)	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%
Adj. Flow (vph)	0	0	0	1108	0	13	172	306	0	0	388	26
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	0	0	1105	0	0	478	0	0	411	0
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	9%	1%	0%	0%	3%	0%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			2			6	
Permitted Phases				4			2					
Actuated Green, G (s)					54.0			23.7			23.7	
Effective Green, g (s)					54.0			23.7			23.7	
Actuated g/C Ratio					0.60			0.26			0.26	
Clearance Time (s)					6.0			6.3			6.3	
Vehicle Extension (s)					4.0			3.0			3.0	
Lane Grp Cap (vph)					1063			142			450	
v/s Ratio Prot											0.24	
v/s Ratio Perm					0.62			c0.88				
v/c Ratio					1.04			3.37			0.91	
Uniform Delay, d1					18.0			33.1			32.2	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					38.4			1082.5			22.8	
Delay (s)					56.4			1115.7			55.0	
Level of Service					E			F			D	
Approach Delay (s)		0.0			56.4			1115.7			55.0	
Approach LOS		A			E			F			D	
Intersection Summary												
HCM 2000 Control Delay			307.6									F
HCM 2000 Volume to Capacity ratio			1.74									
Actuated Cycle Length (s)			90.0						12.3			
Intersection Capacity Utilization			108.8%									G
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 9103: Columbia Avenue & I-26 EB Off-Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	32	17	87	3	0	8	0	207	434	87	715	0
Future Volume (Veh/h)	32	17	87	3	0	8	0	207	434	87	715	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.53	0.77	0.75	0.90	0.67	0.90	0.87	0.80	0.78	0.88	0.90
Hourly flow rate (vph)	77	52	182	6	0	19	0	383	873	180	1308	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.78	0.78	0.78	0.78	0.78		0.78					
vC, conflicting volume	2506	2924	1308	2696	2488	820	1308			1256		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2794	3331	1253	3037	2770	820	1253			1256		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	0	0	100	95	100			68		
cM capacity (veh/h)	7	4	160	0	10	378	437			557		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	311	25	1256	1488								
Volume Left	77	6	0	180								
Volume Right	182	19	873	0								
cSH	13	0	1700	557								
Volume to Capacity	24.48	Err	0.74	0.32								
Queue Length 95th (ft)	Err	Err	0	35								
Control Delay (s)	Err	Err	0.0	14.5								
Lane LOS	F	F		B								
Approach Delay (s)	Err	Err	0.0	14.5								
Approach LOS	F	F										
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			155.1%	ICU Level of Service	H							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9104: Columbia Avenue & Ellett Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	2	0	631	786	19
Future Volume (Veh/h)	10	2	0	631	786	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.25	0.90	0.81	0.92	0.79
Hourly flow rate (vph)	32	13	0	1254	1376	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					651	
pX, platoon unblocked	0.81	0.81	0.81			
vC, conflicting volume	2650	1396	1415			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2917	1371	1395			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	91	100			
cM capacity (veh/h)	14	147	398			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	45	1254	1415			
Volume Left	32	0	0			
Volume Right	13	0	39			
cSH	19	398	1700			
Volume to Capacity	2.36	0.00	0.83			
Queue Length 95th (ft)	151	0	0			
Control Delay (s)	1043.9	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	1043.9	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			17.3			
Intersection Capacity Utilization			78.5%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9105: Crooked Creek Road & I-26 EB On-Ramp

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔				↔	
Traffic Volume (veh/h)	498	40	0	0	11	11
Future Volume (Veh/h)	498	40	0	0	11	11
Sign Control	Free			Free Stop		
Grade	0%			0% 0%		
Peak Hour Factor	0.81	0.77	0.90	0.90	0.83	0.46
Hourly flow rate (vph)	990	84	0	0	21	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1074		1032	1032
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1074		1032	1032
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	86
cM capacity (veh/h)			657		260	285

Direction, Lane #	EB 1	NB 1
Volume Total	1074	60
Volume Left	0	21
Volume Right	84	39
cSH	1700	276
Volume to Capacity	0.63	0.22
Queue Length 95th (ft)	0	20
Control Delay (s)	0.0	21.6
Lane LOS		C
Approach Delay (s)	0.0	21.6
Approach LOS		C

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - Existing AM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



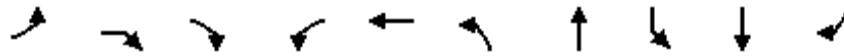
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	4	16	527	926	19
Future Volume (Veh/h)	10	4	16	527	926	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	1.00	0.44	0.87	0.93	0.68
Hourly flow rate (vph)	16	4	36	606	996	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				953		
pX, platoon unblocked	0.95					
vC, conflicting volume	1674	996	1024			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1684	996	1024			
tC, single (s)	6.4	6.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	83	99	95			
cM capacity (veh/h)	94	268	670			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	20	36	606	996	28	
Volume Left	16	36	0	0	0	
Volume Right	4	0	0	0	28	
cSH	108	670	1700	1700	1700	
Volume to Capacity	0.19	0.05	0.36	0.59	0.02	
Queue Length 95th (ft)	16	4	0	0	0	
Control Delay (s)	45.8	10.7	0.0	0.0	0.0	
Lane LOS	E	B				
Approach Delay (s)	45.8	0.6		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			58.7%	ICU Level of Service		B
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Movement	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	3	1	17	527	7	18	225	6	926	0
Future Volume (vph)	3	1	17	527	7	18	225	6	926	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	1.00	1.00	1.00	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1560		1703	1900	1745	1766	1229	1801	
Flt Permitted	0.75	1.00		0.95	1.00	0.04	1.00	0.60	1.00	
Satd. Flow (perm)	1434	1560		1703	1900	74	1766	771	1801	
Peak-hour factor, PHF	0.38	0.25	0.61	0.83	0.58	0.50	0.85	0.38	0.95	0.90
Adj. Flow (vph)	8	4	28	635	12	36	265	16	975	0
RTOR Reduction (vph)	0	31	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	8	1	0	635	12	36	265	16	975	0
Heavy Vehicles (%)	0%	0%	4%	6%	0%	0%	4%	42%	2%	2%
Turn Type	Perm	Prot		pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8		7	4	1	6		2	
Permitted Phases	8			4		6		2		2
Actuated Green, G (s)	5.3	5.3		50.5	50.5	104.6	104.6	93.5	93.5	
Effective Green, g (s)	5.3	5.3		50.5	50.5	104.6	104.6	93.5	93.5	
Actuated g/C Ratio	0.03	0.03		0.30	0.30	0.62	0.62	0.55	0.55	
Clearance Time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	45	49		510	569	96	1096	427	999	
v/s Ratio Prot		0.00		c0.29	0.01	0.01	c0.15		c0.54	
v/s Ratio Perm	0.01			0.08		0.22		0.02		
v/c Ratio	0.18	0.02		1.25	0.02	0.38	0.24	0.04	0.98	
Uniform Delay, d1	79.5	79.1		59.0	41.6	36.6	14.3	17.0	36.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	0.2		126.0	0.0	2.5	0.2	0.0	22.7	
Delay (s)	81.4	79.3		185.0	41.6	39.1	14.4	17.1	59.1	
Level of Service	F	E		F	D	D	B	B	E	
Approach Delay (s)					182.3		17.4		58.4	
Approach LOS					F		B		E	

Intersection Summary

HCM 2000 Control Delay	93.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	168.5	Sum of lost time (s)	25.4
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM Unsignalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	26	29	560	478	52
Future Volume (Veh/h)	172	26	29	560	478	52
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.54	0.73	0.97	0.86	0.62
Hourly flow rate (vph)	249	48	40	577	556	84
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1213	556	640			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1213	556	640			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	91	96			
cM capacity (veh/h)	192	531	930			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	249	48	617	556	84	
Volume Left	249	0	40	0	0	
Volume Right	0	48	0	0	84	
cSH	192	531	930	1700	1700	
Volume to Capacity	1.30	0.09	0.04	0.33	0.05	
Queue Length 95th (ft)	346	7	3	0	0	
Control Delay (s)	214.1	12.5	1.1	0.0	0.0	
Lane LOS	F	B	A			
Approach Delay (s)	181.5		1.1	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			35.1			
Intersection Capacity Utilization			69.3%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9706: I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (veh/h)	0	39	0	0	47	305	0	544	14	0	0	0
Future Volume (Veh/h)	0	39	0	0	47	305	0	544	14	0	0	0
Sign Control		Yield			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.63	0.90	0.90	0.78	0.64	0.90	0.97	0.70	0.90	0.90	0.90
Hourly flow rate (vph)	0	62	0	0	60	477	0	561	20	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											863	
pX, platoon unblocked												
vC, conflicting volume	1078	581	0	602	571	571	0			581		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1078	581	0	602	571	571	0			581		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	100	100	86	9	100			100		
cM capacity (veh/h)	15	425	1091	368	431	522	1636			1003		
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	62	537	581									
Volume Left	0	0	0									
Volume Right	0	477	20									
cSH	425	510	1700									
Volume to Capacity	0.15	1.05	0.34									
Queue Length 95th (ft)	13	399	0									
Control Delay (s)	14.9	83.0	0.0									
Lane LOS	B	F										
Approach Delay (s)	14.9	83.0	0.0									
Approach LOS	B	F										
Intersection Summary												
Average Delay			38.5									
Intersection Capacity Utilization			70.3%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9707: I-26 EB Off-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Volume (veh/h)	0	228	3	0	151	0	0	0	0	0	122	16
Future Volume (Veh/h)	0	228	3	0	151	0	0	0	0	0	122	16
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.75	0.25	0.90	0.74	0.90	0.90	0.90	0.90	0.90	0.76	0.44
Hourly flow rate (vph)	0	304	12	0	204	0	0	0	0	0	161	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	281	179	179	343	197	0	197			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	281	179	179	343	197	0	197			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	57	99	100	71	100	100			100		
cM capacity (veh/h)	523	715	869	405	699	1091	1388			1636		
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total	316	204	197									
Volume Left	0	0	0									
Volume Right	12	0	36									
cSH	720	699	1700									
Volume to Capacity	0.44	0.29	0.12									
Queue Length 95th (ft)	56	30	0									
Control Delay (s)	13.9	12.3	0.0									
Lane LOS	B	B										
Approach Delay (s)	13.9	12.3	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			9.6									
Intersection Capacity Utilization			101.7%		ICU Level of Service					G		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9708: Broad Stone Road & Rauch-Metz Road

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	229	97	2	165	8	2
Future Volume (Veh/h)	229	97	2	165	8	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.67	0.50	0.78	0.50	0.50
Hourly flow rate (vph)	301	145	4	212	16	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			446		594	374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			446		594	374
tC, single (s)			4.6		6.4	6.7
tC, 2 stage (s)						
tF (s)			2.7		3.5	3.8
p0 queue free %			100		97	99
cM capacity (veh/h)			901		469	578
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	446	216	20			
Volume Left	0	4	16			
Volume Right	145	0	4			
cSH	1700	901	488			
Volume to Capacity	0.26	0.00	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.2	12.7			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.2	12.7			
Approach LOS	A		B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			28.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	69	517	20	35	908
Future Volume (Veh/h)	37	69	517	20	35	908
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	41	77	574	22	39	1009
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1672	585			596	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1672	585			596	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	85			96	
cM capacity (veh/h)	101	511			980	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	118	596	1048			
Volume Left	41	0	39			
Volume Right	77	22	0			
cSH	212	1700	980			
Volume to Capacity	0.56	0.35	0.04			
Queue Length 95th (ft)	75	0	3			
Control Delay (s)	41.3	0.0	1.2			
Lane LOS	E		A			
Approach Delay (s)	41.3	0.0	1.2			
Approach LOS	E					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			89.1%	ICU Level of Service		E
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9712: US 176 & I-26 WBR Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗			↕
Traffic Volume (veh/h)	0	315	228	0	0	930
Future Volume (Veh/h)	0	315	228	0	0	930
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.81	0.86	0.90	0.90	0.95
Hourly flow rate (vph)	0	389	265	0	0	979
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
			None			
			None			
Median storage (veh)						
Upstream signal (ft)						
			568			
pX, platoon unblocked	0.94	0.94			0.94	
vC, conflicting volume	754	265			265	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	704	181			181	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	50			100	
cM capacity (veh/h)	352	775			1317	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	389	265	490	490		
Volume Left	0	0	0	0		
Volume Right	389	0	0	0		
cSH	775	1700	1700	1700		
Volume to Capacity	0.50	0.16	0.29	0.29		
Queue Length 95th (ft)	71	0	0	0		
Control Delay (s)	14.2	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	14.2	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			38.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9716: I-26 WB On-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	0	0	0	39	171
Future Volume (Veh/h)	47	0	0	0	39	171
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.78	0.90	0.90	0.90	0.63	0.78
Hourly flow rate (vph)	60	0	0	0	62	219
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	343	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	100			96	
cM capacity (veh/h)	632	1091			1617	
Direction, Lane #	WB 1	SB 1				
Volume Total	60	281				
Volume Left	60	62				
Volume Right	0	0				
cSH	632	1617				
Volume to Capacity	0.09	0.04				
Queue Length 95th (ft)	8	3				
Control Delay (s)	11.3	1.9				
Lane LOS	B	A				
Approach Delay (s)	11.3	1.9				
Approach LOS	B					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			71.9%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9717: I-26 EB On-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↕		
Traffic Volume (veh/h)	228	0	151	1227	0	0
Future Volume (Veh/h)	228	0	151	1227	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.90	0.74	0.82	0.90	0.90
Hourly flow rate (vph)	304	0	204	1496	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1904	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1904	0	0			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	0	100	87			
cM capacity (veh/h)	65	1091	1530			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	304	1700				
Volume Left	304	204				
Volume Right	0	0				
cSH	65	1530				
Volume to Capacity	4.67	0.13				
Queue Length 95th (ft)	Err	12				
Control Delay (s)	Err	7.7				
Lane LOS	F	A				
Approach Delay (s)	Err	7.7				
Approach LOS	F					
Intersection Summary						
Average Delay		1523.4				
Intersection Capacity Utilization		102.5%		ICU Level of Service		G
Analysis Period (min)		15				

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - Existing PM

HCM Unsignalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/07/2017



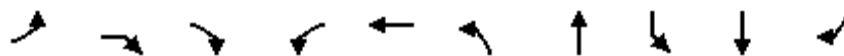
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	18	29	912	661	67
Future Volume (Veh/h)	62	18	29	912	661	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.64	0.81	0.86	0.92	0.58
Hourly flow rate (vph)	79	28	36	1060	718	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				953		
pX, platoon unblocked	0.91					
vC, conflicting volume	1850	718	834			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1885	718	834			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	94	96			
cM capacity (veh/h)	68	432	808			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	107	36	1060	718	116	
Volume Left	79	36	0	0	0	
Volume Right	28	0	0	0	116	
cSH	87	808	1700	1700	1700	
Volume to Capacity	1.23	0.04	0.62	0.42	0.07	
Queue Length 95th (ft)	193	3	0	0	0	
Control Delay (s)	260.3	9.7	0.0	0.0	0.0	
Lane LOS	F	A				
Approach Delay (s)	260.3	0.3		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			13.8			
Intersection Capacity Utilization			59.2%	ICU Level of Service		B
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Movement	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	27	19	74	583	69	34	281	9	682	1
Future Volume (vph)	27	19	74	583	69	34	281	9	682	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	1.00	1.00	1.00	1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1615		1787	1900	1745	1818	1745	1766	1561
Fl _t Permitted	0.69	1.00		0.95	1.00	0.10	1.00	0.57	1.00	1.00
Satd. Flow (perm)	1320	1615		1787	1900	186	1818	1042	1766	1561
Peak-hour factor, PHF	0.75	0.59	0.77	0.93	0.72	0.71	0.88	0.56	0.91	0.25
Adj. Flow (vph)	36	32	96	627	96	48	319	16	749	4
RTOR Reduction (vph)	0	90	0	0	0	0	0	0	0	2
Lane Group Flow (vph)	36	38	0	627	96	48	319	16	749	2
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	1%	0%	4%	0%
Turn Type	Perm	Prot		pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8		7	4	1	6		2	
Permitted Phases	8			4		6		2		2
Actuated Green, G (s)	9.8	9.8		56.1	56.1	82.5	82.5	71.2	71.2	71.2
Effective Green, g (s)	9.8	9.8		56.1	56.1	82.5	82.5	71.2	71.2	71.2
Actuated g/C Ratio	0.06	0.06		0.37	0.37	0.54	0.54	0.47	0.47	0.47
Clearance Time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	85	104		659	701	155	986	488	827	731
v/s Ratio Prot		0.02		c0.25	0.05	0.01	c0.18		c0.42	
v/s Ratio Perm	0.03			0.10		0.16		0.02		0.00
v/c Ratio	0.42	0.37		0.95	0.14	0.31	0.32	0.03	0.91	0.00
Uniform Delay, d ₁	68.4	68.1		46.6	31.9	27.7	19.3	21.8	37.3	21.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	3.4	2.2		23.6	0.1	1.1	0.3	0.0	13.6	0.0
Delay (s)	71.8	70.3		70.2	32.0	28.8	19.5	21.8	50.9	21.5
Level of Service	E	E		E	C	C	B	C	D	C
Approach Delay (s)					65.2		20.8		50.2	
Approach LOS					E		C		D	

Intersection Summary

HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	152.0	Sum of lost time (s)	25.4
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection has too many legs for HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	63	29	547	1076	62
Future Volume (Veh/h)	50	63	29	547	1076	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.66	0.66	0.93	0.91	0.78
Hourly flow rate (vph)	74	95	44	588	1182	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1858	1182	1261			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1858	1182	1261			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	1	59	92			
cM capacity (veh/h)	75	233	538			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	74	95	632	1182	79	
Volume Left	74	0	44	0	0	
Volume Right	0	95	0	0	79	
cSH	75	233	538	1700	1700	
Volume to Capacity	0.99	0.41	0.08	0.70	0.05	
Queue Length 95th (ft)	131	47	7	0	0	
Control Delay (s)	198.2	30.6	2.3	0.0	0.0	
Lane LOS	F	D	A			
Approach Delay (s)	104.0		2.3	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			9.2			
Intersection Capacity Utilization			67.2%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9706: I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (veh/h)	0	69	0	0	8	70	0	1216	145	0	0	0
Future Volume (Veh/h)	0	69	0	0	8	70	0	1216	145	0	0	0
Sign Control		Yield			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.82	0.90	0.90	0.67	0.83	0.90	0.90	0.93	0.90	0.90	0.90
Hourly flow rate (vph)	0	84	0	0	12	84	0	1351	156	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											863	
pX, platoon unblocked												
vC, conflicting volume	1519	1507	0	1471	1429	1429	0			1507		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1519	1507	0	1471	1429	1429	0			1507		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	30	100	100	91	50	100			100		
cM capacity (veh/h)	46	121	1091	46	135	167	1636			450		
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	84	96	1507									
Volume Left	0	0	0									
Volume Right	0	84	156									
cSH	121	162	1700									
Volume to Capacity	0.70	0.59	0.89									
Queue Length 95th (ft)	94	79	0									
Control Delay (s)	84.6	55.1	0.0									
Lane LOS	F	F										
Approach Delay (s)	84.6	55.1	0.0									
Approach LOS	F	F										
Intersection Summary												
Average Delay			7.4									
Intersection Capacity Utilization			98.2%			ICU Level of Service				F		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9707: I-26 EB Off-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Volume (veh/h)	0	204	64	0	245	0	0	0	0	0	395	78
Future Volume (Veh/h)	0	204	64	0	245	0	0	0	0	0	395	78
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.77	0.84	0.90	0.94	0.90	0.90	0.90	0.90	0.90	0.83	0.59
Hourly flow rate (vph)	0	265	76	0	261	0	0	0	0	0	476	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	672	542	542	750	608	0	608			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	672	542	542	750	608	0	608			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	41	86	100	36	100	100			100		
cM capacity (veh/h)	182	447	544	150	410	1091	980			1636		
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total	341	261	608									
Volume Left	0	0	0									
Volume Right	76	0	132									
cSH	466	410	1700									
Volume to Capacity	0.73	0.64	0.36									
Queue Length 95th (ft)	148	107	0									
Control Delay (s)	31.0	27.9	0.0									
Lane LOS	D	D										
Approach Delay (s)	31.0	27.9	0.0									
Approach LOS	D	D										
Intersection Summary												
Average Delay			14.8									
Intersection Capacity Utilization			90.0%		ICU Level of Service					E		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9708: Broad Stone Road & Rauch-Metz Road

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	262	17	29	294	21	6
Future Volume (Veh/h)	262	17	29	294	21	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.61	0.73	0.84	0.75	0.75
Hourly flow rate (vph)	323	28	40	350	28	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			351		767	337
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			351		767	337
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			97		92	99
cM capacity (veh/h)			1219		361	681
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	351	390	36			
Volume Left	0	40	28			
Volume Right	28	0	8			
cSH	1700	1219	403			
Volume to Capacity	0.21	0.03	0.09			
Queue Length 95th (ft)	0	3	7			
Control Delay (s)	0.0	1.1	14.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.1	14.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			45.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	27	907	67	37	707
Future Volume (Veh/h)	21	27	907	67	37	707
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	30	1008	74	41	786
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1913	1045			1082	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1913	1045			1082	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	89			94	
cM capacity (veh/h)	70	278			645	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	53	1082	827
Volume Left	23	0	41
Volume Right	30	74	0
cSH	121	1700	645
Volume to Capacity	0.44	0.64	0.06
Queue Length 95th (ft)	48	0	5
Control Delay (s)	56.0	0.0	1.8
Lane LOS	F		A
Approach Delay (s)	56.0	0.0	1.8
Approach LOS	F		

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		77.4%	ICU Level of Service
Analysis Period (min)		15	D

HCM Unsignalized Intersection Capacity Analysis
 9712: US 176 & I-26 WBR Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↘↘
Traffic Volume (veh/h)	0	633	308	0	0	679
Future Volume (Veh/h)	0	633	308	0	0	679
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.90	0.90	0.93
Hourly flow rate (vph)	0	703	346	0	0	730
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			568			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	711	346			346	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621	214			214	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	1			100	
cM capacity (veh/h)	381	710			1228	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	703	346	365	365
Volume Left	0	0	0	0
Volume Right	703	0	0	0
cSH	710	1700	1700	1700
Volume to Capacity	0.99	0.20	0.21	0.21
Queue Length 95th (ft)	396	0	0	0
Control Delay (s)	55.5	0.0	0.0	0.0
Lane LOS	F			
Approach Delay (s)	55.5	0.0	0.0	
Approach LOS	F			

Intersection Summary			
Average Delay		21.9	
Intersection Capacity Utilization		62.1%	ICU Level of Service B
Analysis Period (min)		15	

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9716: I-26 WB On-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	0	0	0	69	162
Future Volume (Veh/h)	8	0	0	0	69	162
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.67	0.90	0.90	0.90	0.82	0.90
Hourly flow rate (vph)	12	0	0	0	84	180
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	348	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	348	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			95	
cM capacity (veh/h)	620	1091			1636	
Direction, Lane #	WB 1	SB 1				
Volume Total	12	264				
Volume Left	12	84				
Volume Right	0	0				
cSH	620	1636				
Volume to Capacity	0.02	0.05				
Queue Length 95th (ft)	1	4				
Control Delay (s)	10.9	2.6				
Lane LOS	B	A				
Approach Delay (s)	10.9	2.6				
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			99.9%		ICU Level of Service	F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9717: I-26 EB On-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷		
Traffic Volume (veh/h)	204	0	245	516	0	0
Future Volume (Veh/h)	204	0	245	516	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.90	0.94	0.92	0.90	0.90
Hourly flow rate (vph)	265	0	261	561	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1083	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1083	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	100	84			
cM capacity (veh/h)	200	1091	1630			
Direction, Lane #						
	EB 1	NB 1				
Volume Total	265	822				
Volume Left	265	261				
Volume Right	0	0				
cSH	200	1630				
Volume to Capacity	1.32	0.16				
Queue Length 95th (ft)	370	14				
Control Delay (s)	222.6	3.7				
Lane LOS	F	A				
Approach Delay (s)	222.6	3.7				
Approach LOS	F					
Intersection Summary						
Average Delay		57.0				
Intersection Capacity Utilization		90.9%		ICU Level of Service		E
Analysis Period (min)		15				

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - No Build AM

HCM Unsignalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/07/2017



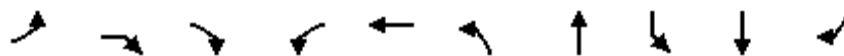
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	4	16	527	926	19
Future Volume (Veh/h)	10	4	16	527	926	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	1.00	0.44	0.87	0.93	0.68
Hourly flow rate (vph)	26	6	59	975	1603	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	953					
pX, platoon unblocked	0.89					
vC, conflicting volume	2696	1603	1648			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2846	1603	1648			
tC, single (s)	6.4	6.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	0	95	85			
cM capacity (veh/h)	15	115	387			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	32	59	975	1603	45	
Volume Left	26	59	0	0	0	
Volume Right	6	0	0	0	45	
cSH	17	387	1700	1700	1700	
Volume to Capacity	1.84	0.15	0.57	0.94	0.03	
Queue Length 95th (ft)	112	13	0	0	0	
Control Delay (s)	859.1	16.0	0.0	0.0	0.0	
Lane LOS	F	C				
Approach Delay (s)	859.1	0.9		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			10.5			
Intersection Capacity Utilization			88.5%	ICU Level of Service	E	
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Movement	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	3	1	17	527	7	18	225	6	926	0
Future Volume (vph)	3	1	17	527	7	18	225	6	926	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	1.00	1.00	1.00	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1560		1703	1900	1745	1766	1229	1801	
Flt Permitted	0.75	1.00		0.95	1.00	0.04	1.00	0.51	1.00	
Satd. Flow (perm)	1416	1560		1703	1900	74	1766	656	1801	
Peak-hour factor, PHF	0.38	0.25	0.61	0.83	0.58	0.50	0.85	0.38	0.95	0.90
Growth Factor (vph)	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%
Adj. Flow (vph)	13	6	45	1022	19	58	426	25	1569	0
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	13	2	0	1022	19	58	426	25	1569	0
Heavy Vehicles (%)	0%	0%	4%	6%	0%	0%	4%	42%	2%	2%
Turn Type	Perm	Prot		pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8		7	4	1	6		2	
Permitted Phases	8			4		6		2		2
Actuated Green, G (s)	5.9	5.9		51.1	51.1	105.4	105.4	93.6	93.6	
Effective Green, g (s)	5.9	5.9		51.1	51.1	105.4	105.4	93.6	93.6	
Actuated g/C Ratio	0.03	0.03		0.30	0.30	0.62	0.62	0.55	0.55	
Clearance Time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	49	54		512	571	102	1095	361	992	
v/s Ratio Prot		0.00		c0.46	0.01	0.02	c0.24		c0.87	
v/s Ratio Perm	0.01			0.14		0.33		0.04		
v/c Ratio	0.27	0.03		2.00	0.03	0.57	0.39	0.07	1.58	
Uniform Delay, d1	79.9	79.2		59.4	42.0	40.4	16.1	17.8	38.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.9	0.2		455.2	0.0	7.1	0.3	0.1	266.6	
Delay (s)	82.8	79.5		514.6	42.0	47.5	16.5	17.9	304.7	
Level of Service	F	E		F	D	D	B	B	F	
Approach Delay (s)					505.9		20.2		300.2	
Approach LOS					F		C		F	

Intersection Summary

HCM 2000 Control Delay	320.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.75		
Actuated Cycle Length (s)	169.9	Sum of lost time (s)	25.4
Intersection Capacity Utilization	145.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection has too many legs for HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	26	29	560	478	52
Future Volume (Veh/h)	172	26	29	560	478	52
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.54	0.73	0.97	0.86	0.62
Hourly flow rate (vph)	401	78	64	929	895	135
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1952	895	1030			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1952	895	1030			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	77	90			
cM capacity (veh/h)	64	339	663			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	401	78	993	895	135	
Volume Left	401	0	64	0	0	
Volume Right	0	78	0	0	135	
cSH	64	339	663	1700	1700	
Volume to Capacity	6.29	0.23	0.10	0.53	0.08	
Queue Length 95th (ft)	Err	22	8	0	0	
Control Delay (s)	Err	18.7	2.9	0.0	0.0	
Lane LOS	F	C	A			
Approach Delay (s)	8373.8		2.9	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			1604.3			
Intersection Capacity Utilization			107.5%	ICU Level of Service	G	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9706: I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (veh/h)	0	39	0	0	47	305	0	544	14	0	0	0
Future Volume (Veh/h)	0	39	0	0	47	305	0	544	14	0	0	0
Sign Control		Yield			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.63	0.90	0.90	0.78	0.64	0.90	0.97	0.70	0.90	0.90	0.90
Hourly flow rate (vph)	0	100	0	0	97	767	0	903	32	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											863	
pX, platoon unblocked												
vC, conflicting volume	1734	935	0	969	919	919	0			935		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1734	935	0	969	919	919	0			935		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	62	100	100	64	0	100			100		
cM capacity (veh/h)	0	265	1091	166	271	330	1636			741		
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	100	864	935									
Volume Left	0	0	0									
Volume Right	0	767	32									
cSH	265	322	1700									
Volume to Capacity	0.38	2.68	0.55									
Queue Length 95th (ft)	42	1805	0									
Control Delay (s)	26.5	789.9	0.0									
Lane LOS	D	F										
Approach Delay (s)	26.5	789.9	0.0									
Approach LOS	D	F										
Intersection Summary												
Average Delay			360.8									
Intersection Capacity Utilization			108.0%		ICU Level of Service				G			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9707: I-26 EB Off-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Volume (veh/h)	0	228	3	0	151	0	0	0	0	0	122	16
Future Volume (Veh/h)	0	228	3	0	151	0	0	0	0	0	122	16
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.75	0.25	0.90	0.74	0.90	0.90	0.90	0.90	0.90	0.76	0.44
Hourly flow rate (vph)	0	489	19	0	329	0	0	0	0	0	258	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	452	288	288	551	317	0	317			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	452	288	288	551	317	0	317			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	21	97	100	45	100	100			100		
cM capacity (veh/h)	295	622	756	153	599	1091	1255			1636		
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total	508	329	317									
Volume Left	0	0	0									
Volume Right	19	0	59									
cSH	626	599	1700									
Volume to Capacity	0.81	0.55	0.19									
Queue Length 95th (ft)	207	83	0									
Control Delay (s)	30.7	18.1	0.0									
Lane LOS	D	C										
Approach Delay (s)	30.7	18.1	0.0									
Approach LOS	D	C										
Intersection Summary												
Average Delay			18.7									
Intersection Capacity Utilization			158.1%		ICU Level of Service					H		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9708: Broad Stone Road & Rauch-Metz Road

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↙	↘
Traffic Volume (veh/h)	229	97	2	165	8	2
Future Volume (Veh/h)	229	97	2	165	8	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.67	0.50	0.78	0.50	0.50
Hourly flow rate (vph)	485	233	6	341	26	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			718		954	602
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			718		954	602
tC, single (s)			4.6		6.4	6.7
tC, 2 stage (s)						
tF (s)			2.7		3.5	3.8
p0 queue free %			99		91	99
cM capacity (veh/h)			699		287	422
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	718	347	32			
Volume Left	0	6	26			
Volume Right	233	0	6			
cSH	1700	699	305			
Volume to Capacity	0.42	0.01	0.10			
Queue Length 95th (ft)	0	1	9			
Control Delay (s)	0.0	0.3	18.2			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	18.2			
Approach LOS			C			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			38.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	37	69	517	20	35	908
Future Volume (Veh/h)	37	69	517	20	35	908
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	66	123	925	36	63	1624
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2693	943			961	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2693	943			961	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	61			91	
cM capacity (veh/h)	22	318			716	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	189	961	1687			
Volume Left	66	0	63			
Volume Right	123	36	0			
cSH	55	1700	716			
Volume to Capacity	3.42	0.57	0.09			
Queue Length 95th (ft)	Err	0	7			
Control Delay (s)	Err	0.0	10.5			
Lane LOS	F		B			
Approach Delay (s)	Err	0.0	10.5			
Approach LOS	F					
Intersection Summary						
Average Delay			672.4			
Intersection Capacity Utilization			139.4%	ICU Level of Service		H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9712: US 176 & I-26 WBR Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↕
Traffic Volume (veh/h)	0	315	228	0	0	930
Future Volume (Veh/h)	0	315	228	0	0	930
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.81	0.86	0.90	0.90	0.95
Hourly flow rate (vph)	0	626	427	0	0	1576
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			568			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	1215	427			427	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1176	281			281	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	0			100	
cM capacity (veh/h)	165	628			1138	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	626	427	788	788		
Volume Left	0	0	0	0		
Volume Right	626	0	0	0		
cSH	628	1700	1700	1700		
Volume to Capacity	1.00	0.25	0.46	0.46		
Queue Length 95th (ft)	381	0	0	0		
Control Delay (s)	60.9	0.0	0.0	0.0		
Lane LOS	F					
Approach Delay (s)	60.9	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			14.5			
Intersection Capacity Utilization			57.4%		ICU Level of Service	B
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9716: I-26 WB On-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↱
Traffic Volume (veh/h)	47	0	0	0	39	171
Future Volume (Veh/h)	47	0	0	0	39	171
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.90	0.90	0.90	0.63	0.78
Hourly flow rate (vph)	97	0	0	0	100	353
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	553	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	553	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	100			94	
cM capacity (veh/h)	467	1091			1617	
Direction, Lane #	WB 1	SB 1				
Volume Total	97	453				
Volume Left	97	100				
Volume Right	0	0				
cSH	467	1617				
Volume to Capacity	0.21	0.06				
Queue Length 95th (ft)	19	5				
Control Delay (s)	14.7	2.1				
Lane LOS	B	A				
Approach Delay (s)	14.7	2.1				
Approach LOS	B					
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			109.7%		ICU Level of Service	H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9717: I-26 EB On-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	228	0	151	1227	0	0
Future Volume (Veh/h)	228	0	151	1227	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.90	0.74	0.82	0.90	0.90
Hourly flow rate (vph)	489	0	329	2409	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3067	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3067	0	0			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	0	100	78			
cM capacity (veh/h)	11	1091	1530			
Direction, Lane #	EB 1	NB 1				
Volume Total	489	2738				
Volume Left	489	329				
Volume Right	0	0				
cSH	11	1530				
Volume to Capacity	46.21	0.22				
Queue Length 95th (ft)	Err	20				
Control Delay (s)	Err	1.0				
Lane LOS	F	A				
Approach Delay (s)	Err	1.0				
Approach LOS	F					
Intersection Summary						
Average Delay		1516.0				
Intersection Capacity Utilization		158.9%		ICU Level of Service		H
Analysis Period (min)		15				

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - No Build PM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



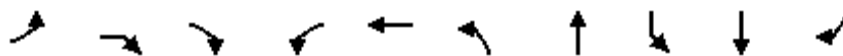
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	62	18	29	912	661	67
Future Volume (Veh/h)	62	18	29	912	661	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.64	0.81	0.86	0.92	0.58
Hourly flow rate (vph)	128	45	58	1707	1157	186
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				953		
pX, platoon unblocked	0.83					
vC, conflicting volume	2980	1157	1343			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3284	1157	1343			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	81	89			
cM capacity (veh/h)	7	241	520			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	173	58	1707	1157	186	
Volume Left	128	58	0	0	0	
Volume Right	45	0	0	0	186	
cSH	10	520	1700	1700	1700	
Volume to Capacity	17.94	0.11	1.00	0.68	0.11	
Queue Length 95th (ft)	Err	9	0	0	0	
Control Delay (s)	Err	12.8	0.0	0.0	0.0	
Lane LOS	F	B				
Approach Delay (s)	Err	0.4		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			527.5			
Intersection Capacity Utilization			91.2%	ICU Level of Service		F
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Movement	EBL	EBR	EBR2	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↖	↖	↖
Traffic Volume (vph)	27	19	74	583	69	34	281	9	682	1
Future Volume (vph)	27	19	74	583	69	34	281	9	682	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1615		1787	1900	1745	1818	1745	1766	1561
Flt Permitted	0.66	1.00		0.95	1.00	0.04	1.00	0.43	1.00	1.00
Satd. Flow (perm)	1252	1615		1787	1900	74	1818	796	1766	1561
Peak-hour factor, PHF	0.75	0.59	0.77	0.93	0.72	0.71	0.88	0.56	0.91	0.25
Growth Factor (vph)	161%	161%	161%	161%	161%	161%	161%	161%	161%	161%
Adj. Flow (vph)	58	52	155	1009	154	77	514	26	1207	6
RTOR Reduction (vph)	0	89	0	0	0	0	0	0	0	3
Lane Group Flow (vph)	58	118	0	1009	154	77	514	26	1207	3
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	1%	0%	4%	0%
Turn Type	Perm	Prot		pm+pt	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8		7	4	1	6		2	
Permitted Phases	8			4		6		2		2
Actuated Green, G (s)	13.5	13.5		58.5	58.5	107.0	107.0	93.1	93.1	93.1
Effective Green, g (s)	13.5	13.5		58.5	58.5	107.0	107.0	93.1	93.1	93.1
Actuated g/C Ratio	0.08	0.08		0.33	0.33	0.60	0.60	0.52	0.52	0.52
Clearance Time (s)	6.5	6.5		6.0	6.5	6.0	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	94	121		584	621	118	1087	414	919	812
v/s Ratio Prot		0.07		c0.38	0.08	0.03	c0.28		c0.68	
v/s Ratio Perm	0.05			0.19		0.36		0.03		0.00
v/c Ratio	0.62	0.98		1.73	0.25	0.65	0.47	0.06	1.31	0.00
Uniform Delay, d1	80.2	82.5		60.2	44.1	43.0	20.1	21.3	42.9	20.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.5	74.0		334.6	0.2	12.2	0.4	0.1	148.8	0.0
Delay (s)	91.6	156.5		394.8	44.3	55.3	20.6	21.4	191.7	20.6
Level of Service	F	F		F	D	E	C	C	F	C
Approach Delay (s)					348.4		25.1		187.3	
Approach LOS					F		C		F	

Intersection Summary

HCM 2000 Control Delay	211.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	178.9	Sum of lost time (s)	25.4
Intersection Capacity Utilization	135.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Intersection has too many legs for HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	63	29	547	1076	62
Future Volume (Veh/h)	50	63	29	547	1076	62
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.66	0.66	0.93	0.91	0.78
Hourly flow rate (vph)	118	154	71	947	1904	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2993	1904	2032			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2993	1904	2032			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	0	0	74			
cM capacity (veh/h)	11	87	270			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	118	154	1018	1904	128	
Volume Left	118	0	71	0	0	
Volume Right	0	154	0	0	128	
cSH	11	87	270	1700	1700	
Volume to Capacity	10.44	1.77	0.26	1.12	0.08	
Queue Length 95th (ft)	Err	322	26	0	0	
Control Delay (s)	Err	471.8	14.3	0.0	0.0	
Lane LOS	F	F	B			
Approach Delay (s)	4604.9		14.3	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			381.4			
Intersection Capacity Utilization			104.1%	ICU Level of Service	G	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9706: I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↑				
Traffic Volume (veh/h)	0	69	0	0	8	70	0	1216	145	0	0	0
Future Volume (Veh/h)	0	69	0	0	8	70	0	1216	145	0	0	0
Sign Control		Yield			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.82	0.90	0.90	0.67	0.83	0.90	0.90	0.93	0.90	0.90	0.90
Hourly flow rate (vph)	0	135	0	0	19	136	0	2175	251	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											863	
pX, platoon unblocked												
vC, conflicting volume	2446	2426	0	2368	2300	2300	0			2426		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2446	2426	0	2368	2300	2300	0			2426		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	51	0	100			100		
cM capacity (veh/h)	0	32	1091	0	39	50	1636			198		
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	135	155	2426									
Volume Left	0	0	0									
Volume Right	0	136	251									
cSH	32	48	1700									
Volume to Capacity	4.20	3.22	1.43									
Queue Length 95th (ft)	Err	Err	0									
Control Delay (s)	Err	Err	0.0									
Lane LOS	F	F										
Approach Delay (s)	Err	Err	0.0									
Approach LOS	F	F										
Intersection Summary												
Average Delay			1067.6									
Intersection Capacity Utilization			153.0%		ICU Level of Service				H			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9707: I-26 EB Off-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻	
Traffic Volume (veh/h)	0	204	64	0	245	0	0	0	0	0	395	78
Future Volume (Veh/h)	0	204	64	0	245	0	0	0	0	0	395	78
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.77	0.84	0.90	0.94	0.90	0.90	0.90	0.90	0.90	0.83	0.59
Hourly flow rate (vph)	0	427	123	0	420	0	0	0	0	0	766	213
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1082	872	872	1209	979	0	979			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1082	872	872	1209	979	0	979			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	65	0	0	100	100			100		
cM capacity (veh/h)	0	289	353	0	250	1091	713			1636		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	550	420	979
Volume Left	0	0	0
Volume Right	123	0	213
cSH	301	250	1700
Volume to Capacity	1.83	1.68	0.58
Queue Length 95th (ft)	919	676	0
Control Delay (s)	414.2	357.3	0.0
Lane LOS	F	F	
Approach Delay (s)	414.2	357.3	0.0
Approach LOS	F	F	

Intersection Summary		
Average Delay		193.9
Intersection Capacity Utilization	139.4%	ICU Level of Service
Analysis Period (min)	15	H

HCM Unsignalized Intersection Capacity Analysis
 9708: Broad Stone Road & Rauch-Metz Road

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	↔
Traffic Volume (veh/h)	262	17	29	294	21	6
Future Volume (Veh/h)	262	17	29	294	21	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.61	0.73	0.84	0.75	0.75
Hourly flow rate (vph)	521	45	64	564	45	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			566		1236	544
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			566		1236	544
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			94		76	97
cM capacity (veh/h)			1016		184	519
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	566	628	58			
Volume Left	0	64	45			
Volume Right	45	0	13			
cSH	1700	1016	215			
Volume to Capacity	0.33	0.06	0.27			
Queue Length 95th (ft)	0	5	26			
Control Delay (s)	0.0	1.6	27.8			
Lane LOS		A	D			
Approach Delay (s)	0.0	1.6	27.8			
Approach LOS			D			
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			64.7%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	27	907	67	37	707
Future Volume (Veh/h)	21	27	907	67	37	707
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	48	1623	120	66	1265
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3080	1683			1743	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3080	1683			1743	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	59			82	
cM capacity (veh/h)	11	117			360	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	86	1743	1331
Volume Left	38	0	66
Volume Right	48	120	0
cSH	22	1700	360
Volume to Capacity	3.90	1.03	0.18
Queue Length 95th (ft)	Err	0	17
Control Delay (s)	Err	0.0	12.6
Lane LOS	F		B
Approach Delay (s)	Err	0.0	12.6
Approach LOS	F		

Intersection Summary			
Average Delay		277.4	
Intersection Capacity Utilization		119.7%	ICU Level of Service
Analysis Period (min)		15	H

HCM Unsignalized Intersection Capacity Analysis
 9712: US 176 & I-26 WBR Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗			↕
Traffic Volume (veh/h)	0	633	308	0	0	679
Future Volume (Veh/h)	0	633	308	0	0	679
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.90	0.90	0.93
Hourly flow rate (vph)	0	1132	557	0	0	1175
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	1144	557			557	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1064	343			343	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	0			100	
cM capacity (veh/h)	180	532			1000	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	1132	557	588	588		
Volume Left	0	0	0	0		
Volume Right	1132	0	0	0		
cSH	532	1700	1700	1700		
Volume to Capacity	2.13	0.33	0.35	0.35		
Queue Length 95th (ft)	2007	0	0	0		
Control Delay (s)	531.7	0.0	0.0	0.0		
Lane LOS	F					
Approach Delay (s)	531.7	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			210.2			
Intersection Capacity Utilization			95.9%		ICU Level of Service	F
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 9716: I-26 WB On-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰					↱
Traffic Volume (veh/h)	8	0	0	0	69	162
Future Volume (Veh/h)	8	0	0	0	69	162
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.67	0.90	0.90	0.90	0.82	0.90
Hourly flow rate (vph)	19	0	0	0	135	290
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	560	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	560	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			92	
cM capacity (veh/h)	452	1091			1636	
Direction, Lane #	WB 1	SB 1				
Volume Total	19	425				
Volume Left	19	135				
Volume Right	0	0				
cSH	452	1636				
Volume to Capacity	0.04	0.08				
Queue Length 95th (ft)	3	7				
Control Delay (s)	13.3	2.9				
Lane LOS	B	A				
Approach Delay (s)	13.3	2.9				
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			154.7%		ICU Level of Service	H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9717: I-26 EB On-Ramp & Rauch-Metz Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↕		
Traffic Volume (veh/h)	204	0	245	516	0	0
Future Volume (Veh/h)	204	0	245	516	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.90	0.94	0.92	0.90	0.90
Hourly flow rate (vph)	427	0	420	903	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1743	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1743	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	100	74			
cM capacity (veh/h)	70	1091	1630			
Direction, Lane #	EB 1	NB 1				
Volume Total	427	1323				
Volume Left	427	420				
Volume Right	0	0				
cSH	70	1630				
Volume to Capacity	6.11	0.26				
Queue Length 95th (ft)	Err	26				
Control Delay (s)	Err	5.5				
Lane LOS	F	A				
Approach Delay (s)	Err	5.5				
Approach LOS	F					
Intersection Summary						
Average Delay		2443.9				
Intersection Capacity Utilization		140.2%		ICU Level of Service		H
Analysis Period (min)		15				

Appendix K

Synchro Intersection Analysis Outputs Exit 97 - Alternative 1 AM

HCM Unsignalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	↘
Traffic Volume (veh/h)	0	6	0	744	1868	31
Future Volume (Veh/h)	0	6	0	744	1868	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	0	827	2076	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				1316		
pX, platoon unblocked						
vC, conflicting volume	2506	1055	2110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2506	1055	2110			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	24	225	263			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	414	414	1384	726	
Volume Left	0	0	0	0	0	
Volume Right	7	0	0	0	34	
cSH	225	1700	1700	1700	1700	
Volume to Capacity	0.03	0.24	0.24	0.81	0.43	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	21.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	21.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			62.6%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	35	62	724	1867	7
Future Volume (Veh/h)	21	35	62	724	1867	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	39	69	804	2074	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722		
pX, platoon unblocked						
vC, conflicting volume	2618	1041	2082			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2618	1041	2082			
tC, single (s)	6.8	7.4	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	0	80	73			
cM capacity (veh/h)	15	191	256			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	62	69	402	402	1383	699
Volume Left	23	69	0	0	0	0
Volume Right	39	0	0	0	0	8
cSH	35	256	1700	1700	1700	1700
Volume to Capacity	1.76	0.27	0.24	0.24	0.81	0.41
Queue Length 95th (ft)	170	27	0	0	0	0
Control Delay (s)	611.4	24.2	0.0	0.0	0.0	0.0
Lane LOS	F	C				
Approach Delay (s)	611.4	1.9			0.0	
Approach LOS	F					
Intersection Summary						
Average Delay			13.1			
Intersection Capacity Utilization			61.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9703: US 176

09/07/2017



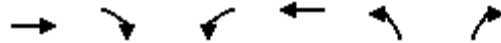
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔				↔	
Traffic Volume (vph)	431	0	0	0	1815	0
Future Volume (vph)	431	0	0	0	1815	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	
Lane Util. Factor	0.97				0.97	
Frt	1.00				1.00	
Flt Protected	0.95				0.95	
Satd. Flow (prot)	3367				3433	
Flt Permitted	0.95				0.95	
Satd. Flow (perm)	3367				3433	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	479	0	0	0	2017	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	479	0	0	0	2017	0
Heavy Vehicles (%)	4%	0%	0%	0%	2%	0%
Turn Type	Prot				Prot	
Protected Phases	6				2	
Permitted Phases						
Actuated Green, G (s)	17.4				60.6	
Effective Green, g (s)	17.4				60.6	
Actuated g/C Ratio	0.19				0.67	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	4.0				4.0	
Lane Grp Cap (vph)	650				2311	
v/s Ratio Prot	c0.14				c0.59	
v/s Ratio Perm						
v/c Ratio	0.74				0.87	
Uniform Delay, d1	34.1				11.6	
Progression Factor	0.37				1.00	
Incremental Delay, d2	3.9				4.9	
Delay (s)	16.7				16.6	
Level of Service	B				B	
Approach Delay (s)	16.7		0.0		16.6	
Approach LOS	B		A		B	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9704: US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			TT		TT	
Traffic Volume (vph)	0	0	850	0	674	0
Future Volume (vph)	0	0	850	0	674	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0		6.0	
Lane Util. Factor			0.97		0.97	
Frt			1.00		1.00	
Flt Protected			0.95		0.95	
Satd. Flow (prot)			3303		3400	
Flt Permitted			0.95		0.95	
Satd. Flow (perm)			3303		3400	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	944	0	749	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	944	0	749	0
Heavy Vehicles (%)	0%	0%	6%	0%	3%	0%
Turn Type			Prot		Prot	
Protected Phases			2		6	
Permitted Phases						
Actuated Green, G (s)			51.9		26.1	
Effective Green, g (s)			51.9		26.1	
Actuated g/C Ratio			0.58		0.29	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			4.0		4.0	
Lane Grp Cap (vph)			1904		986	
v/s Ratio Prot			c0.29		c0.22	
v/s Ratio Perm						
v/c Ratio			0.50		0.76	
Uniform Delay, d1			11.3		29.1	
Progression Factor			1.12		1.00	
Incremental Delay, d2			0.5		3.6	
Delay (s)			13.1		32.7	
Level of Service			B		C	
Approach Delay (s)	0.0			13.1	32.7	
Approach LOS	A			B	C	
Intersection Summary						
HCM 2000 Control Delay			21.8		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			98.7%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	644	47	101	843	756	295		
Future Volume (Veh/h)	644	47	101	843	756	295		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly flow rate (vph)	716	52	112	937	840	328		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)	932							
pX, platoon unblocked								
vC, conflicting volume	1532	840	1168					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1532	840	1168					
tC, single (s)	6.8	6.9	4.2					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	0	83	81					
cM capacity (veh/h)	86	309	577					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	716	52	112	468	468	840	328	
Volume Left	716	0	112	0	0	0	0	
Volume Right	0	52	0	0	0	0	328	
cSH	86	309	577	1700	1700	1700	1700	
Volume to Capacity	8.28	0.17	0.19	0.28	0.28	0.49	0.19	
Queue Length 95th (ft)	Err	15	18	0	0	0	0	
Control Delay (s)	Err	19.0	12.7	0.0	0.0	0.0	0.0	
Lane LOS	F	C	B					
Approach Delay (s)	9323.3		1.4		0.0			
Approach LOS	F							
Intersection Summary								
Average Delay			2399.2					
Intersection Capacity Utilization			91.1%			ICU Level of Service		F
Analysis Period (min)	15							

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	444	293	627	118	56	1454
Future Volume (Veh/h)	444	293	627	118	56	1454
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	493	326	697	131	62	1616
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2437	697			828	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2437	697			828	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	26			92	
cM capacity (veh/h)	32	441			803	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	493	326	697	131	62	1616
Volume Left	493	0	0	0	62	0
Volume Right	0	326	0	131	0	0
cSH	32	441	1700	1700	803	1700
Volume to Capacity	15.35	0.74	0.41	0.08	0.08	0.95
Queue Length 95th (ft)	Err	150	0	0	6	0
Control Delay (s)	Err	33.0	0.0	0.0	9.9	0.0
Lane LOS	F	D			A	
Approach Delay (s)	6032.1		0.0		0.4	
Approach LOS	F					
Intersection Summary						
Average Delay			1486.0			
Intersection Capacity Utilization			107.8%		ICU Level of Service G	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↑↑			↑↑	↗
Traffic Volume (veh/h)	0	0	0	0	0	354	0	431	0	0	1815	87
Future Volume (Veh/h)	0	0	0	0	0	354	0	431	0	0	1815	87
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	393	0	479	0	0	2017	97
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (ft)												
								145				
pX, platoon unblocked												
vC, conflicting volume	2650	2496	1008	1488	2593	240	2114				479	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2650	2496	1008	1488	2593	240	2114				479	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.0	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	48	100				100	
cM capacity (veh/h)	6	29	242	88	25	759	262				1094	
Direction, Lane #												
	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3						
Volume Total	393	240	240	1008	1008	97						
Volume Left	0	0	0	0	0	0						
Volume Right	393	0	0	0	0	97						
cSH	759	1700	1700	1700	1700	1700						
Volume to Capacity	0.52	0.14	0.14	0.59	0.59	0.06						
Queue Length 95th (ft)	76	0	0	0	0	0						
Control Delay (s)	14.7	0.0	0.0	0.0	0.0	0.0						
Lane LOS	B											
Approach Delay (s)	14.7	0.0		0.0								
Approach LOS	B											
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			92.6%			ICU Level of Service				F		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EBR Slip Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑	↗		↑↑	
Traffic Volume (veh/h)	0	0	201	0	0	0	0	674	813	0	850	0
Future Volume (Veh/h)	0	0	201	0	0	0	0	674	813	0	850	0
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	223	0	0	0	0	749	903	0	944	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											213	
pX, platoon unblocked												
vC, conflicting volume	1318	2596	472	1444	1693	374	944			1652		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1318	2596	472	1444	1693	374	944			1652		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	59	100	100	100	100			100		
cM capacity (veh/h)	117	25	541	56	94	629	735			396		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	223	374	374	903	472	472						
Volume Left	0	0	0	0	0	0						
Volume Right	223	0	0	903	0	0						
cSH	541	1700	1700	1700	1700	1700						
Volume to Capacity	0.41	0.22	0.22	0.53	0.28	0.28						
Queue Length 95th (ft)	50	0	0	0	0	0						
Control Delay (s)	16.2	0.0	0.0	0.0	0.0	0.0						
Lane LOS	C											
Approach Delay (s)	16.2	0.0			0.0							
Approach LOS	C											
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			93.4%		ICU Level of Service				F			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 9723: US 176 & I-26 WBL Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↶					↷↷
Traffic Volume (vph)	543	0	0	0	0	1815
Future Volume (vph)	543	0	0	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.97					0.95
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3303					3539
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3303					3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	603	0	0	0	0	2017
RTOR Reduction (vph)	30	0	0	0	0	0
Lane Group Flow (vph)	573	0	0	0	0	2017
Heavy Vehicles (%)	6%	0%	0%	0%	0%	2%
Turn Type	Prot					NA
Protected Phases	8					12
Permitted Phases						
Actuated Green, G (s)	17.4					60.6
Effective Green, g (s)	17.4					60.6
Actuated g/C Ratio	0.19					0.67
Clearance Time (s)	6.0					6.0
Vehicle Extension (s)	3.0					4.0
Lane Grp Cap (vph)	638					2382
v/s Ratio Prot	c0.17					c0.57
v/s Ratio Perm						
v/c Ratio	0.90					0.85
Uniform Delay, d1	35.4					11.2
Progression Factor	1.00					0.11
Incremental Delay, d2	17.9					1.9
Delay (s)	53.4					3.2
Level of Service	D					A
Approach Delay (s)	53.4		0.0			3.2
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9724: US 176 & I-26 EBL Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↩			↑↑		
Traffic Volume (veh/h)	21	0	0	674	0	0
Future Volume (Veh/h)	21	0	0	674	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	0	0	749	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				250	634	
pX, platoon unblocked						
vC, conflicting volume	374	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	374	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	605	1091	1636			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	23	374	374			
Volume Left	23	0	0			
Volume Right	0	0	0			
cSH	605	1700	1700			
Volume to Capacity	0.04	0.22	0.22			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.2	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			37.0%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - Alternative 1 PM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	29	0	1825	1123	108
Future Volume (Veh/h)	0	29	0	1825	1123	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	32	0	2028	1248	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				1316		
pX, platoon unblocked						
vC, conflicting volume	2322	684	1368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2322	684	1368			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	32	396	508			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	32	1014	1014	832	536	
Volume Left	0	0	0	0	0	
Volume Right	32	0	0	0	120	
cSH	396	1700	1700	1700	1700	
Volume to Capacity	0.08	0.60	0.60	0.49	0.32	
Queue Length 95th (ft)	7	0	0	0	0	
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.9	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	53.8%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/07/2017

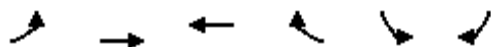


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	179	206	1682	1137	16
Future Volume (Veh/h)	143	179	206	1682	1137	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	159	199	229	1869	1263	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722		
pX, platoon unblocked						
vC, conflicting volume	2664	640	1281			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2664	640	1281			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	53	58			
cM capacity (veh/h)	11	423	549			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	358	229	934	934	842	439
Volume Left	159	229	0	0	0	0
Volume Right	199	0	0	0	0	18
cSH	23	549	1700	1700	1700	1700
Volume to Capacity	15.46	0.42	0.55	0.55	0.50	0.26
Queue Length 95th (ft)	Err	51	0	0	0	0
Control Delay (s)	Err	16.2	0.0	0.0	0.0	0.0
Lane LOS	F	C				
Approach Delay (s)	Err	1.8			0.0	
Approach LOS	F					
Intersection Summary						
Average Delay			958.9			
Intersection Capacity Utilization			72.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9703: US 176

09/07/2017

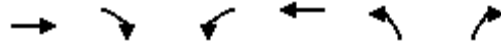


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖ ↗				↖ ↗	
Traffic Volume (vph)	587	0	0	0	1257	0
Future Volume (vph)	587	0	0	0	1257	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	
Lane Util. Factor	0.97				0.97	
Frt	1.00				1.00	
Flt Protected	0.95				0.95	
Satd. Flow (prot)	3467				3367	
Flt Permitted	0.95				0.95	
Satd. Flow (perm)	3467				3367	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	652	0	0	0	1397	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	652	0	0	0	1397	0
Heavy Vehicles (%)	1%	0%	0%	0%	4%	0%
Turn Type	Prot				Prot	
Protected Phases	6				2	
Permitted Phases						
Actuated Green, G (s)	34.5				43.5	
Effective Green, g (s)	34.5				43.5	
Actuated g/C Ratio	0.38				0.48	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	4.0				4.0	
Lane Grp Cap (vph)	1329				1627	
v/s Ratio Prot	c0.19				c0.41	
v/s Ratio Perm						
v/c Ratio	0.49				0.86	
Uniform Delay, d1	21.1				20.5	
Progression Factor	0.42				1.00	
Incremental Delay, d2	0.3				6.1	
Delay (s)	9.1				26.7	
Level of Service	A				C	
Approach Delay (s)	9.1		0.0		26.7	
Approach LOS	A		A		C	
Intersection Summary						
HCM 2000 Control Delay	21.1			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio	0.70					
Actuated Cycle Length (s)	90.0			Sum of lost time (s)		12.0
Intersection Capacity Utilization	60.9%			ICU Level of Service		B
Analysis Period (min)	15					
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9704: US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			TT		TT	
Traffic Volume (vph)	0	0	1515	0	672	0
Future Volume (vph)	0	0	1515	0	672	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0		6.0	
Lane Util. Factor			0.97		0.97	
Frt			1.00		1.00	
Flt Protected			0.95		0.95	
Satd. Flow (prot)			3467		3467	
Flt Permitted			0.95		0.95	
Satd. Flow (perm)			3467		3467	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1683	0	747	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1683	0	747	0
Heavy Vehicles (%)	0%	0%	1%	0%	1%	0%
Turn Type			Prot		Prot	
Protected Phases			2		6	
Permitted Phases						
Actuated Green, G (s)			54.5		23.5	
Effective Green, g (s)			54.5		23.5	
Actuated g/C Ratio			0.61		0.26	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			4.0		4.0	
Lane Grp Cap (vph)			2099		905	
v/s Ratio Prot			c0.49		c0.22	
v/s Ratio Perm						
v/c Ratio			0.80		0.83	
Uniform Delay, d1			13.6		31.3	
Progression Factor			1.00		1.00	
Incremental Delay, d2			2.2		6.5	
Delay (s)			15.7		37.8	
Level of Service			B		D	
Approach Delay (s)	0.0			15.7	37.8	
Approach LOS	A			B	D	
Intersection Summary						
HCM 2000 Control Delay			22.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			125.9%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	410	204	137	781	1620	524	
Future Volume (Veh/h)	410	204	137	781	1620	524	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	456	227	152	868	1800	582	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage (veh)							
Upstream signal (ft)	932						
pX, platoon unblocked							
vC, conflicting volume	2538	1800	2382				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2538	1800	2382				
tC, single (s)	6.8	6.9	4.2				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.3				
p0 queue free %	0	0	19				
cM capacity (veh/h)	4	71	188				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	456	227	152	434	434	1800	582
Volume Left	456	0	152	0	0	0	0
Volume Right	0	227	0	0	0	0	582
cSH	4	71	188	1700	1700	1700	1700
Volume to Capacity	104.89	3.21	0.81	0.26	0.26	1.06	0.34
Queue Length 95th (ft)	Err	Err	141	0	0	0	0
Control Delay (s)	Err	Err	74.8	0.0	0.0	0.0	0.0
Lane LOS	F	F	F				
Approach Delay (s)	Err		11.2			0.0	
Approach LOS	F						
Intersection Summary							
Average Delay			1674.6				
Intersection Capacity Utilization			125.6%	ICU Level of Service	H		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	99	1374	51	60	1128
Future Volume (Veh/h)	103	99	1374	51	60	1128
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	114	110	1527	57	67	1253
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2914	1527			1584	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2914	1527			1584	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	24			84	
cM capacity (veh/h)	14	145			415	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	114	110	1527	57	67	1253
Volume Left	114	0	0	0	67	0
Volume Right	0	110	0	57	0	0
cSH	14	145	1700	1700	415	1700
Volume to Capacity	7.94	0.76	0.90	0.03	0.16	0.74
Queue Length 95th (ft)	Err	115	0	0	14	0
Control Delay (s)	Err	83.0	0.0	0.0	15.3	0.0
Lane LOS	F	F			C	
Approach Delay (s)	5129.5		0.0		0.8	
Approach LOS	F					
Intersection Summary						
Average Delay			367.7			
Intersection Capacity Utilization			85.1%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↗		↕			↕	↗
Traffic Volume (veh/h)	0	0	0	0	0	1301	0	587	0	0	1257	58
Future Volume (Veh/h)	0	0	0	0	0	1301	0	587	0	0	1257	58
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	0	1446	0	652	0	0	1397	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								145				
pX, platoon unblocked												
vC, conflicting volume	3169	2049	698	1350	2113	326	1461			652		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3169	2049	698	1350	2113	326	1461			652		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	100	100	100	0	100			100		
cM capacity (veh/h)	0	56	387	111	51	670	469			944		
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3						
Volume Total	1446	326	326	698	698	64						
Volume Left	0	0	0	0	0	0						
Volume Right	1446	0	0	0	0	64						
cSH	670	1700	1700	1700	1700	1700						
Volume to Capacity	2.16	0.19	0.19	0.41	0.41	0.04						
Queue Length 95th (ft)	2558	0	0	0	0	0						
Control Delay (s)	541.8	0.0	0.0	0.0	0.0	0.0						
Lane LOS	F											
Approach Delay (s)	541.8	0.0		0.0								
Approach LOS	F											
Intersection Summary												
Average Delay			220.1									
Intersection Capacity Utilization			140.1%		ICU Level of Service					H		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EBR Slip Ramp/I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗					↑↑	↗		↑↑	
Traffic Volume (veh/h)	0	0	629	0	0	0	0	672	518	0	1515	0
Future Volume (Veh/h)	0	0	629	0	0	0	0	672	518	0	1515	0
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	699	0	0	0	0	747	576	0	1683	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											213	
pX, platoon unblocked												
vC, conflicting volume	2056	3006	842	2288	2430	374	1683			1323		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2056	3006	842	2288	2430	374	1683			1323		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	0	0	100	100	100			100		
cM capacity (veh/h)	33	14	310	0	32	630	385			529		
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2						
Volume Total	699	374	374	576	842	842						
Volume Left	0	0	0	0	0	0						
Volume Right	699	0	0	576	0	0						
cSH	310	1700	1700	1700	1700	1700						
Volume to Capacity	2.26	0.22	0.22	0.34	0.49	0.49						
Queue Length 95th (ft)	1338	0	0	0	0	0						
Control Delay (s)	601.8	0.0	0.0	0.0	0.0	0.0						
Lane LOS	F											
Approach Delay (s)	601.8	0.0			0.0							
Approach LOS	F											
Intersection Summary												
Average Delay			113.5									
Intersection Capacity Utilization			120.6%		ICU Level of Service					H		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 9723: US 176 & I-26 WBL Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔					↕↕
Traffic Volume (vph)	887	0	0	0	0	1257
Future Volume (vph)	887	0	0	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.97					0.95
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3467					3471
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3467					3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	986	0	0	0	0	1397
RTOR Reduction (vph)	35	0	0	0	0	0
Lane Group Flow (vph)	951	0	0	0	0	1397
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%
Turn Type	Prot					NA
Protected Phases	8					12
Permitted Phases						
Actuated Green, G (s)	34.5					43.5
Effective Green, g (s)	34.5					43.5
Actuated g/C Ratio	0.38					0.48
Clearance Time (s)	6.0					6.0
Vehicle Extension (s)	3.0					4.0
Lane Grp Cap (vph)	1329					1677
v/s Ratio Prot	c0.27					c0.40
v/s Ratio Perm						
v/c Ratio	0.72					0.83
Uniform Delay, d1	23.6					20.1
Progression Factor	1.00					0.10
Incremental Delay, d2	3.3					3.0
Delay (s)	26.9					4.9
Level of Service	C					A
Approach Delay (s)	26.9		0.0			4.9
Approach LOS	C		A			A

Intersection Summary

HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9724: US 176 & I-26 EBL Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷		
Traffic Volume (veh/h)	130	0	0	672	0	0
Future Volume (Veh/h)	130	0	0	672	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	144	0	0	747	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				250	634	
pX, platoon unblocked						
vC, conflicting volume	374	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	374	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	100	100			
cM capacity (veh/h)	606	1091	1636			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	144	374	374			
Volume Left	144	0	0			
Volume Right	0	0	0			
cSH	606	1700	1700			
Volume to Capacity	0.24	0.22	0.22			
Queue Length 95th (ft)	23	0	0			
Control Delay (s)	12.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			66.1%	ICU Level of Service		C
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 1 with Improvements AM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕↗	
Traffic Volume (veh/h)	0	6	0	744	1868	31
Future Volume (Veh/h)	0	6	0	744	1868	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	0	827	2076	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				594		
pX, platoon unblocked	0.95					
vC, conflicting volume	2506	1055	2110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2482	1055	2110			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	24	225	263			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	414	414	1384	726	
Volume Left	0	0	0	0	0	
Volume Right	7	0	0	0	34	
cSH	225	1700	1700	1700	1700	
Volume to Capacity	0.03	0.24	0.24	0.81	0.43	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	21.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	21.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			62.6%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	35	62	724	1867	7
Future Volume (vph)	21	35	62	724	1867	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1805	1292	1678	3292	3386	
Flt Permitted	0.95	1.00	0.06	1.00	1.00	
Satd. Flow (perm)	1805	1292	104	3292	3386	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	39	69	804	2074	8
RTOR Reduction (vph)	0	37	0	0	0	0
Lane Group Flow (vph)	23	2	69	804	2082	0
Heavy Vehicles (%)	0%	25%	4%	6%	3%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	4.6	4.6	73.4	73.4	62.0	
Effective Green, g (s)	4.6	4.6	73.4	73.4	62.0	
Actuated g/C Ratio	0.05	0.05	0.82	0.82	0.69	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	
Lane Grp Cap (vph)	92	66	179	2684	2332	
v/s Ratio Prot	c0.01		0.02	c0.24	c0.61	
v/s Ratio Perm		0.00	0.29			
v/c Ratio	0.25	0.03	0.39	0.30	0.89	
Uniform Delay, d1	41.0	40.6	15.4	2.0	11.3	
Progression Factor	1.00	1.00	3.77	0.39	0.36	
Incremental Delay, d2	1.4	0.2	1.2	0.3	3.0	
Delay (s)	42.5	40.8	59.4	1.0	7.1	
Level of Service	D	D	E	A	A	
Approach Delay (s)	41.4			5.7	7.1	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9703: US 176

09/07/2017



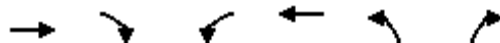
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	TT				TT	
Traffic Volume (vph)	431	0	0	0	1815	0
Future Volume (vph)	431	0	0	0	1815	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	
Lane Util. Factor	0.97				0.97	
Frt	1.00				1.00	
Flt Protected	0.95				0.95	
Satd. Flow (prot)	3367				3433	
Flt Permitted	0.95				0.95	
Satd. Flow (perm)	3367				3433	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	479	0	0	0	2017	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	479	0	0	0	2017	0
Heavy Vehicles (%)	4%	0%	0%	0%	2%	0%
Turn Type	Prot				Prot	
Protected Phases	6				2	
Permitted Phases						
Actuated Green, G (s)	17.2				60.8	
Effective Green, g (s)	17.2				60.8	
Actuated g/C Ratio	0.19				0.68	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	4.0				4.0	
Lane Grp Cap (vph)	643				2319	
v/s Ratio Prot	c0.14				c0.59	
v/s Ratio Perm						
v/c Ratio	0.74				0.87	
Uniform Delay, d1	34.3				11.5	
Progression Factor	0.46				0.35	
Incremental Delay, d2	4.3				3.9	
Delay (s)	19.9				8.0	
Level of Service	B				A	
Approach Delay (s)	19.9		0.0		8.0	
Approach LOS	B		A		A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9704: US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			TT		TT	
Traffic Volume (vph)	0	0	850	0	674	0
Future Volume (vph)	0	0	850	0	674	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0		6.0	
Lane Util. Factor			0.97		0.97	
Frt			1.00		1.00	
Flt Protected			0.95		0.95	
Satd. Flow (prot)			3303		3400	
Flt Permitted			0.95		0.95	
Satd. Flow (perm)			3303		3400	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	944	0	749	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	944	0	749	0
Heavy Vehicles (%)	0%	0%	6%	0%	3%	0%
Turn Type			Prot		Prot	
Protected Phases			2		6	
Permitted Phases						
Actuated Green, G (s)			51.9		26.1	
Effective Green, g (s)			51.9		26.1	
Actuated g/C Ratio			0.58		0.29	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			4.0		4.0	
Lane Grp Cap (vph)			1904		986	
v/s Ratio Prot			c0.29		c0.22	
v/s Ratio Perm						
v/c Ratio			0.50		0.76	
Uniform Delay, d1			11.3		29.1	
Progression Factor			0.73		0.86	
Incremental Delay, d2			0.4		3.1	
Delay (s)			8.6		28.1	
Level of Service			A		C	
Approach Delay (s)	0.0			8.6	28.1	
Approach LOS	A			A	C	
Intersection Summary						
HCM 2000 Control Delay			17.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			98.7%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	644	47	101	843	756	295
Future Volume (vph)	644	47	101	843	756	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3204	1478	1662	3421	3355	1446
Flt Permitted	0.95	1.00	0.22	1.00	1.00	1.00
Satd. Flow (perm)	3204	1478	379	3421	3355	1446
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	716	52	112	937	840	328
RTOR Reduction (vph)	0	37	0	0	0	90
Lane Group Flow (vph)	716	15	112	937	840	238
Heavy Vehicles (%)	2%	2%	5%	2%	4%	8%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	25.4	25.4	52.6	52.6	39.9	65.3
Effective Green, g (s)	25.4	25.4	52.6	52.6	39.9	65.3
Actuated g/C Ratio	0.28	0.28	0.58	0.58	0.44	0.73
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	904	417	317	1999	1487	1145
v/s Ratio Prot	c0.22		0.03	c0.27	c0.25	0.06
v/s Ratio Perm		0.01	0.18			0.11
v/c Ratio	0.79	0.04	0.35	0.47	0.56	0.21
Uniform Delay, d1	29.9	23.4	10.2	10.7	18.6	4.0
Progression Factor	1.00	1.00	1.00	1.00	0.42	0.00
Incremental Delay, d2	4.8	0.0	0.7	0.8	1.5	0.1
Delay (s)	34.7	23.5	10.8	11.5	9.2	0.1
Level of Service	C	C	B	B	A	A
Approach Delay (s)	33.9			11.4	6.6	
Approach LOS	C			B	A	

Intersection Summary

HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	444	293	627	118	56	1454
Future Volume (vph)	444	293	627	118	56	1454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1652	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.23	1.00
Satd. Flow (perm)	1652	1478	1863	1583	431	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	493	326	697	131	62	1616
RTOR Reduction (vph)	0	122	0	61	0	0
Lane Group Flow (vph)	493	204	697	70	62	1616
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	29.7	29.7	48.3	48.3	48.3	48.3
Effective Green, g (s)	29.7	29.7	48.3	48.3	48.3	48.3
Actuated g/C Ratio	0.33	0.33	0.54	0.54	0.54	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	545	487	999	849	231	1899
v/s Ratio Prot	c0.30		0.37			c0.46
v/s Ratio Perm		0.14		0.04	0.14	
v/c Ratio	0.90	0.42	0.70	0.08	0.27	0.85
Uniform Delay, d1	28.8	23.4	15.4	10.1	11.3	17.8
Progression Factor	1.00	1.00	1.24	2.80	1.00	1.00
Incremental Delay, d2	18.4	0.6	3.9	0.2	2.8	5.0
Delay (s)	47.2	24.0	23.0	28.4	14.1	22.8
Level of Service	D	C	C	C	B	C
Approach Delay (s)	38.0		23.9			22.5
Approach LOS	D		C			C

Intersection Summary

HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↑↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	0	354	0	431	0	0	1815	87
Future Volume (vph)	0	0	0	0	0	354	0	431	0	0	1815	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	12	12	11	11
Total Lost time (s)						6.0		6.0			6.0	6.0
Lane Util. Factor						0.88		0.95			0.95	1.00
Fr _t						0.85		1.00			1.00	0.85
Fl _t Protected						1.00		1.00			1.00	1.00
Satd. Flow (prot)						2760		3355			3421	1487
Fl _t Permitted						1.00		1.00			1.00	1.00
Satd. Flow (perm)						2760		3355			3421	1487
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	393	0	479	0	0	2017	97
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	373	0	479	0	0	2017	97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	4%	0%	0%	2%	5%
Turn Type						Perm		NA			NA	Perm
Protected Phases								6			2	6
Permitted Phases						2						2
Actuated Green, G (s)						60.8		17.2			90.0	90.0
Effective Green, g (s)						60.8		17.2			90.0	90.0
Actuated g/C Ratio						0.68		0.19			1.00	1.00
Clearance Time (s)						6.0		6.0				
Vehicle Extension (s)						4.0		4.0				
Lane Grp Cap (vph)						1864		641			3421	1487
v/s Ratio Prot								0.14			c0.59	
v/s Ratio Perm						0.14						0.07
v/c Ratio						0.20		0.75			0.59	0.07
Uniform Delay, d ₁						5.5		34.3			0.0	0.0
Progression Factor						1.00		0.08			1.00	1.00
Incremental Delay, d ₂						0.2		3.3			0.2	0.0
Delay (s)						5.7		5.9			0.2	0.0
Level of Service						A		A			A	A
Approach Delay (s)		0.0			5.7			5.9			0.2	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	1.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis
 9723: US 176 & I-26 WBL Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔					↕↕
Traffic Volume (vph)	543	0	0	0	0	1815
Future Volume (vph)	543	0	0	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.97					0.95
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3303					3539
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3303					3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	603	0	0	0	0	2017
RTOR Reduction (vph)	30	0	0	0	0	0
Lane Group Flow (vph)	573	0	0	0	0	2017
Heavy Vehicles (%)	6%	0%	0%	0%	0%	2%
Turn Type	Prot					NA
Protected Phases	8					12
Permitted Phases						
Actuated Green, G (s)	17.2					60.8
Effective Green, g (s)	17.2					60.8
Actuated g/C Ratio	0.19					0.68
Clearance Time (s)	6.0					6.0
Vehicle Extension (s)	3.0					4.0
Lane Grp Cap (vph)	631					2390
v/s Ratio Prot	c0.17					c0.57
v/s Ratio Perm						
v/c Ratio	0.91					0.84
Uniform Delay, d1	35.6					11.0
Progression Factor	1.00					0.06
Incremental Delay, d2	19.3					1.9
Delay (s)	54.9					2.5
Level of Service	D					A
Approach Delay (s)	54.9		0.0			2.5
Approach LOS	D		A			A

Intersection Summary

HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9724: US 176 & I-26 EBL Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑↑		
Traffic Volume (veh/h)	21	0	0	674	0	0
Future Volume (Veh/h)	21	0	0	674	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	0	0	749	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				250	634	
pX, platoon unblocked						
vC, conflicting volume	374	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	374	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	605	1091	1636			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	23	374	374			
Volume Left	23	0	0			
Volume Right	0	0	0			
cSH	605	1700	1700			
Volume to Capacity	0.04	0.22	0.22			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.2	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		37.0%		ICU Level of Service		A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 1 with Improvements PM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	29	0	1825	1123	108
Future Volume (Veh/h)	0	29	0	1825	1123	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	32	0	2028	1248	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				594		
pX, platoon unblocked	0.63					
vC, conflicting volume	2322	684	1368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1926	684	1368			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	38	396	508			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	32	1014	1014	832	536	
Volume Left	0	0	0	0	0	
Volume Right	32	0	0	0	120	
cSH	396	1700	1700	1700	1700	
Volume to Capacity	0.08	0.60	0.60	0.49	0.32	
Queue Length 95th (ft)	7	0	0	0	0	
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.9	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	53.8%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis

9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	143	179	206	1682	1137	16
Future Volume (vph)	143	179	206	1682	1137	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1615	1745	3455	3382	
Flt Permitted	0.95	1.00	0.12	1.00	1.00	
Satd. Flow (perm)	1770	1615	219	3455	3382	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	159	199	229	1869	1263	18
RTOR Reduction (vph)	0	172	0	0	1	0
Lane Group Flow (vph)	159	27	229	1869	1280	0
Heavy Vehicles (%)	2%	0%	0%	1%	3%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	12.3	12.3	65.7	65.7	48.9	
Effective Green, g (s)	12.3	12.3	65.7	65.7	48.9	
Actuated g/C Ratio	0.14	0.14	0.73	0.73	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	
Lane Grp Cap (vph)	241	220	342	2522	1837	
v/s Ratio Prot	c0.09		0.08	c0.54	0.38	
v/s Ratio Perm		0.02	0.41			
v/c Ratio	0.66	0.12	0.67	0.74	0.70	
Uniform Delay, d1	36.9	34.1	12.4	7.1	15.1	
Progression Factor	1.00	1.00	1.29	0.89	0.95	
Incremental Delay, d2	6.4	0.3	2.8	1.1	2.0	
Delay (s)	43.3	34.4	18.8	7.5	16.3	
Level of Service	D	C	B	A	B	
Approach Delay (s)	38.3			8.8	16.3	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9703: US 176

09/07/2017



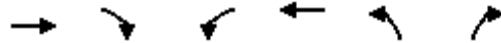
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔				↔	
Traffic Volume (vph)	587	0	0	0	1257	0
Future Volume (vph)	587	0	0	0	1257	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0	
Lane Util. Factor	0.97				0.97	
Frt	1.00				1.00	
Flt Protected	0.95				0.95	
Satd. Flow (prot)	3467				3367	
Flt Permitted	0.95				0.95	
Satd. Flow (perm)	3467				3367	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	652	0	0	0	1397	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	652	0	0	0	1397	0
Heavy Vehicles (%)	1%	0%	0%	0%	4%	0%
Turn Type	Prot				Prot	
Protected Phases	6				2	
Permitted Phases						
Actuated Green, G (s)	27.4				50.6	
Effective Green, g (s)	27.4				50.6	
Actuated g/C Ratio	0.30				0.56	
Clearance Time (s)	6.0				6.0	
Vehicle Extension (s)	4.0				4.0	
Lane Grp Cap (vph)	1055				1893	
v/s Ratio Prot	c0.19				c0.41	
v/s Ratio Perm						
v/c Ratio	0.62				0.74	
Uniform Delay, d1	26.8				14.7	
Progression Factor	0.39				0.56	
Incremental Delay, d2	1.0				2.4	
Delay (s)	11.3				10.6	
Level of Service	B				B	
Approach Delay (s)	11.3		0.0		10.6	
Approach LOS	B		A		B	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	112.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9704: US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations			TT		TT	
Traffic Volume (vph)	0	0	1515	0	672	0
Future Volume (vph)	0	0	1515	0	672	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0		6.0	
Lane Util. Factor			0.97		0.97	
Frt			1.00		1.00	
Flt Protected			0.95		0.95	
Satd. Flow (prot)			3467		3467	
Flt Permitted			0.95		0.95	
Satd. Flow (perm)			3467		3467	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	1683	0	747	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1683	0	747	0
Heavy Vehicles (%)	0%	0%	1%	0%	1%	0%
Turn Type			Prot		Prot	
Protected Phases			2		6	
Permitted Phases						
Actuated Green, G (s)			54.5		23.5	
Effective Green, g (s)			54.5		23.5	
Actuated g/C Ratio			0.61		0.26	
Clearance Time (s)			6.0		6.0	
Vehicle Extension (s)			4.0		4.0	
Lane Grp Cap (vph)			2099		905	
v/s Ratio Prot			c0.49		c0.22	
v/s Ratio Perm						
v/c Ratio			0.80		0.83	
Uniform Delay, d1			13.6		31.3	
Progression Factor			1.07		1.14	
Incremental Delay, d2			1.9		5.6	
Delay (s)			16.5		41.3	
Level of Service			B		D	
Approach Delay (s)	0.0			16.5	41.3	
Approach LOS	A			B	D	
Intersection Summary						
HCM 2000 Control Delay			24.1		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.81			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			125.9%		ICU Level of Service	H
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	410	204	137	781	1620	524
Future Volume (vph)	410	204	137	781	1620	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3236	1507	1646	3455	3490	1531
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	3236	1507	125	3455	3490	1531
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	456	227	152	868	1800	582
RTOR Reduction (vph)	0	150	0	0	0	82
Lane Group Flow (vph)	456	77	152	868	1800	500
Heavy Vehicles (%)	1%	0%	6%	1%	0%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	14.4	14.4	63.6	63.6	49.4	63.8
Effective Green, g (s)	14.4	14.4	63.6	63.6	49.4	63.8
Actuated g/C Ratio	0.16	0.16	0.71	0.71	0.55	0.71
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	517	241	226	2441	1915	1187
v/s Ratio Prot	c0.14		c0.06	0.25	c0.52	0.07
v/s Ratio Perm		0.05	0.41			0.26
v/c Ratio	0.88	0.32	0.67	0.36	0.94	0.42
Uniform Delay, d1	37.0	33.5	21.9	5.2	18.9	5.4
Progression Factor	1.00	1.00	1.00	1.00	0.61	0.00
Incremental Delay, d2	16.1	0.8	7.7	0.4	9.1	0.2
Delay (s)	53.1	34.2	29.6	5.6	20.7	0.2
Level of Service	D	C	C	A	C	A
Approach Delay (s)	46.8			9.2	15.7	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	99	1374	451	60	1128
Future Volume (vph)	103	99	1374	451	60	1128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1652	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.06	1.00
Satd. Flow (perm)	1652	1478	1863	1583	108	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	114	110	1527	501	67	1253
RTOR Reduction (vph)	0	70	0	115	0	0
Lane Group Flow (vph)	114	40	1527	386	67	1253
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	8.7	8.7	69.3	69.3	69.3	69.3
Effective Green, g (s)	8.7	8.7	69.3	69.3	69.3	69.3
Actuated g/C Ratio	0.10	0.10	0.77	0.77	0.77	0.77
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	159	142	1434	1218	83	2725
v/s Ratio Prot	c0.07		c0.82			0.35
v/s Ratio Perm		0.03		0.24	0.62	
v/c Ratio	0.72	0.28	1.06	0.32	0.81	0.46
Uniform Delay, d1	39.5	37.8	10.4	3.1	6.3	3.7
Progression Factor	1.00	1.00	1.33	3.38	1.00	1.00
Incremental Delay, d2	14.3	1.1	39.5	0.5	55.4	0.6
Delay (s)	53.7	38.9	53.2	11.1	61.7	4.2
Level of Service	D	D	D	B	E	A
Approach Delay (s)	46.4		42.8			7.2
Approach LOS	D		D			A

Intersection Summary

HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↑↑		↑↑			↑↑	↑
Traffic Volume (vph)	0	0	0	0	0	1301	0	587	0	0	1257	58
Future Volume (vph)	0	0	0	0	0	1301	0	587	0	0	1257	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	12	12	11	11
Total Lost time (s)						6.0		6.0			6.0	6.0
Lane Util. Factor						0.88		0.95			0.95	1.00
Frt						0.85		1.00			1.00	0.85
Flt Protected						1.00		1.00			1.00	1.00
Satd. Flow (prot)						2787		3455			3355	1561
Flt Permitted						1.00		1.00			1.00	1.00
Satd. Flow (perm)						2787		3455			3355	1561
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	0	1446	0	652	0	0	1397	64
RTOR Reduction (vph)	0	0	0	0	0	46	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	1400	0	652	0	0	1397	64
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	1%	0%	0%	4%	0%
Turn Type						Perm		NA			NA	Perm
Protected Phases								6			2	6
Permitted Phases						2						2
Actuated Green, G (s)						50.6		27.4			90.0	90.0
Effective Green, g (s)						50.6		27.4			90.0	90.0
Actuated g/C Ratio						0.56		0.30			1.00	1.00
Clearance Time (s)						6.0		6.0				
Vehicle Extension (s)						4.0		4.0				
Lane Grp Cap (vph)						1566		1051			3355	1561
v/s Ratio Prot								c0.19			0.42	
v/s Ratio Perm						c0.50						0.04
v/c Ratio						0.89		0.62			0.42	0.04
Uniform Delay, d1						17.3		26.8			0.0	0.0
Progression Factor						1.00		0.04			1.00	1.00
Incremental Delay, d2						8.3		1.0			0.1	0.0
Delay (s)						25.6		2.1			0.1	0.0
Level of Service						C		A			A	A
Approach Delay (s)		0.0			25.6			2.1			0.1	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

9723: US 176 & I-26 WBL Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↶					↷↷
Traffic Volume (vph)	887	0	0	0	0	1257
Future Volume (vph)	887	0	0	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.97					0.95
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	3467					3471
Flt Permitted	0.95					1.00
Satd. Flow (perm)	3467					3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	986	0	0	0	0	1397
RTOR Reduction (vph)	53	0	0	0	0	0
Lane Group Flow (vph)	933	0	0	0	0	1397
Heavy Vehicles (%)	1%	0%	0%	0%	0%	4%
Turn Type	Prot					NA
Protected Phases	8					12
Permitted Phases						
Actuated Green, G (s)	27.4					50.6
Effective Green, g (s)	27.4					50.6
Actuated g/C Ratio	0.30					0.56
Clearance Time (s)	6.0					6.0
Vehicle Extension (s)	3.0					4.0
Lane Grp Cap (vph)	1055					1951
v/s Ratio Prot	c0.27					c0.40
v/s Ratio Perm						
v/c Ratio	0.88					0.72
Uniform Delay, d1	29.8					14.4
Progression Factor	1.00					0.10
Incremental Delay, d2	10.8					1.5
Delay (s)	40.6					2.9
Level of Service	D					A
Approach Delay (s)	40.6		0.0			2.9
Approach LOS	D		A			A
Intersection Summary						
HCM 2000 Control Delay			18.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.77			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			84.2%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 9724: US 176 & I-26 EBL Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	0	0	672	0	0
Future Volume (Veh/h)	130	0	0	672	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	144	0	0	747	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				250	634	
pX, platoon unblocked						
vC, conflicting volume	374	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	374	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	100	100			
cM capacity (veh/h)	606	1091	1636			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	144	374	374			
Volume Left	144	0	0			
Volume Right	0	0	0			
cSH	606	1700	1700			
Volume to Capacity	0.24	0.22	0.22			
Queue Length 95th (ft)	23	0	0			
Control Delay (s)	12.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			66.1%	ICU Level of Service	C	
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs

Exit 97 - Alternative 2 AM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	6	0	744	1868	31
Future Volume (Veh/h)	0	6	0	744	1868	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	0	827	2076	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2920	2093	2110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2920	2093	2110			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	90	100			
cM capacity (veh/h)	17	67	263			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	7	827	2110			
Volume Left	0	0	0			
Volume Right	7	0	34			
cSH	67	1700	1700			
Volume to Capacity	0.10	0.49	1.24			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	65.2	0.0	0.0			
Lane LOS	F					
Approach Delay (s)	65.2	0.0	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		110.2%		ICU Level of Service		H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	35	62	724	1867	7
Future Volume (Veh/h)	21	35	62	724	1867	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	39	69	804	2074	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				734		
pX, platoon unblocked	0.89					
vC, conflicting volume	3020	2078	2082			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3214	2078	2082			
tC, single (s)	6.4	6.5	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.2			
p0 queue free %	0	32	74			
cM capacity (veh/h)	7	58	262			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	23	39	69	804	2082	
Volume Left	23	0	69	0	0	
Volume Right	0	39	0	0	8	
cSH	7	58	262	1700	1700	
Volume to Capacity	3.18	0.68	0.26	0.47	1.22	
Queue Length 95th (ft)	Err	71	26	0	0	
Control Delay (s)	Err	150.1	23.6	0.0	0.0	
Lane LOS	F	F	C			
Approach Delay (s)	3803.7		1.9	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			78.7			
Intersection Capacity Utilization			108.7%	ICU Level of Service	G	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB Off-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	543	354	431	0	0	1815
Future Volume (vph)	543	354	431	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1703	1568	1827			1863
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1703	1568	1827			1863
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	603	393	479	0	0	2017
RTOR Reduction (vph)	0	172	0	0	0	0
Lane Group Flow (vph)	603	221	479	0	0	2017
Heavy Vehicles (%)	6%	3%	4%	0%	0%	2%
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		6			2
Permitted Phases		8				
Actuated Green, G (s)	37.0	37.0	101.0			101.0
Effective Green, g (s)	37.0	37.0	101.0			101.0
Actuated g/C Ratio	0.25	0.25	0.67			0.67
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	4.0			4.0
Lane Grp Cap (vph)	420	386	1230			1254
v/s Ratio Prot	c0.35		0.26			c1.08
v/s Ratio Perm		0.14				
v/c Ratio	1.44	0.57	0.39			1.61
Uniform Delay, d1	56.5	49.6	10.8			24.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	209.3	6.1	0.3			277.5
Delay (s)	265.8	55.6	11.1			302.0
Level of Service	F	E	B			F
Approach Delay (s)	182.9		11.1			302.0
Approach LOS	F		B			F

Intersection Summary

HCM 2000 Control Delay	228.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	161.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

9704: US 176 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	201	0	674	850	0
Future Volume (Veh/h)	21	201	0	674	850	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	223	0	749	944	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					852	
pX, platoon unblocked	0.40	0.40	0.40			
vC, conflicting volume	1693	944	944			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1986	100	100			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	15	41	100			
cM capacity (veh/h)	27	381	598			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	23	223	749	944		
Volume Left	23	0	0	0		
Volume Right	0	223	0	0		
cSH	27	381	1700	1700		
Volume to Capacity	0.85	0.59	0.44	0.56		
Queue Length 95th (ft)	67	90	0	0		
Control Delay (s)	333.0	27.0	0.0	0.0		
Lane LOS	F	D				
Approach Delay (s)	55.6		0.0	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			7.1			
Intersection Capacity Utilization			96.8%	ICU Level of Service	F	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	644	47	101	843	756	295
Future Volume (Veh/h)	644	47	101	843	756	295
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	716	52	112	937	840	328
Pedestrians	109					
Lane Width (ft)	10.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	9					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2110	949	1277			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2110	949	1277			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	82	77			
cM capacity (veh/h)	39	289	488			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	716	52	1049	840	328	
Volume Left	716	0	112	0	0	
Volume Right	0	52	0	0	328	
cSH	39	289	488	1700	1700	
Volume to Capacity	18.13	0.18	0.23	0.49	0.19	
Queue Length 95th (ft)	Err	16	22	0	0	
Control Delay (s)	Err	20.2	8.2	0.0	0.0	
Lane LOS	F	C	A			
Approach Delay (s)	9323.4		8.2	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			2401.7			
Intersection Capacity Utilization			135.4%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	444	293	627	118	56	1454
Future Volume (Veh/h)	444	293	627	118	56	1454
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	493	326	697	131	62	1616
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2502	762			828	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2502	762			828	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	19			92	
cM capacity (veh/h)	29	405			803	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	493	326	828	62	1616	
Volume Left	493	0	0	62	0	
Volume Right	0	326	131	0	0	
cSH	29	405	1700	803	1700	
Volume to Capacity	16.91	0.81	0.49	0.08	0.95	
Queue Length 95th (ft)	Err	180	0	6	0	
Control Delay (s)	Err	41.9	0.0	9.9	0.0	
Lane LOS	F	E		A		
Approach Delay (s)	6035.6		0.0	0.4		
Approach LOS	F					
Intersection Summary						
Average Delay			1486.8			
Intersection Capacity Utilization			107.8%		ICU Level of Service	G
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	785	1815	87
Future Volume (Veh/h)	0	0	0	785	1815	87
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	872	2017	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				156		
pX, platoon unblocked	0.88					
vC, conflicting volume	2889	2017	2114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3073	2017	2114			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	12	74	262			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	872	2017	97			
Volume Left	0	0	0			
Volume Right	0	0	97			
cSH	1700	1700	1700			
Volume to Capacity	0.51	1.19	0.06			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			98.9%	ICU Level of Service		F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EB Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	674	813	0	1051
Future Volume (Veh/h)	0	0	674	813	0	1051
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	749	903	0	1168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						1161
pX, platoon unblocked	0.42					
vC, conflicting volume	1917	749			1652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2493	749			1652	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	14	415			396	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	749	903	1168			
Volume Left	0	0	0			
Volume Right	0	903	0			
cSH	1700	1700	1700			
Volume to Capacity	0.44	0.53	0.69			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			58.6%		ICU Level of Service	B
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs Exit 97 - Alternative 2 PM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	29	0	1825	1123	108
Future Volume (Veh/h)	0	29	0	1825	1123	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	32	0	2028	1248	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3336	1308	1368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3336	1308	1368			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	84	100			
cM capacity (veh/h)	9	197	508			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	32	2028	1368			
Volume Left	0	0	0			
Volume Right	32	0	120			
cSH	197	1700	1700			
Volume to Capacity	0.16	1.19	0.80			
Queue Length 95th (ft)	14	0	0			
Control Delay (s)	26.8	0.0	0.0			
Lane LOS	D					
Approach Delay (s)	26.8	0.0	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			99.4%	ICU Level of Service	F	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	179	206	1682	1137	16
Future Volume (Veh/h)	143	179	206	1682	1137	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	159	199	229	1869	1263	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				734		
pX, platoon unblocked	0.71					
vC, conflicting volume	3599	1272	1281			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4462	1272	1281			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	4	58			
cM capacity (veh/h)	1	207	549			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	159	199	229	1869	1281	
Volume Left	159	0	229	0	0	
Volume Right	0	199	0	0	18	
cSH	1	207	549	1700	1700	
Volume to Capacity	243.27	0.96	0.42	1.10	0.75	
Queue Length 95th (ft)	Err	204	51	0	0	
Control Delay (s)	Err	101.4	16.2	0.0	0.0	
Lane LOS	F	F	C			
Approach Delay (s)	4497.2		1.8	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			431.8			
Intersection Capacity Utilization			103.1%	ICU Level of Service	G	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB Off-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	887	1301	587	0	0	1257
Future Volume (vph)	887	1301	587	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1787	1583	1881			1827
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1787	1583	1881			1827
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	986	1446	652	0	0	1397
RTOR Reduction (vph)	0	88	0	0	0	0
Lane Group Flow (vph)	986	1358	652	0	0	1397
Heavy Vehicles (%)	1%	2%	1%	0%	0%	4%
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		6			2
Permitted Phases		8				
Actuated Green, G (s)	70.0	70.0	68.0			68.0
Effective Green, g (s)	70.0	70.0	68.0			68.0
Actuated g/C Ratio	0.47	0.47	0.45			0.45
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	4.0			4.0
Lane Grp Cap (vph)	833	738	852			828
v/s Ratio Prot	0.55		0.35			c0.76
v/s Ratio Perm		c0.86				
v/c Ratio	1.18	1.84	0.77			1.69
Uniform Delay, d1	40.0	40.0	34.3			41.0
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	94.8	383.3	4.4			314.5
Delay (s)	134.8	423.3	38.7			355.5
Level of Service	F	F	D			F
Approach Delay (s)	306.3		38.7			355.5
Approach LOS	F		D			F

Intersection Summary

HCM 2000 Control Delay	282.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	190.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9704: US 176 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	629	0	672	1515	0
Future Volume (Veh/h)	130	629	0	672	1515	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	144	699	0	747	1683	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					852	
pX, platoon unblocked	0.55	0.55	0.55			
vC, conflicting volume	2430	1683	1683			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3185	1832	1832			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	0	100			
cM capacity (veh/h)	6	53	186			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	144	699	747	1683		
Volume Left	144	0	0	0		
Volume Right	0	699	0	0		
cSH	6	53	1700	1700		
Volume to Capacity	22.51	13.26	0.44	0.99		
Queue Length 95th (ft)	Err	Err	0	0		
Control Delay (s)	Err	Err	0.0	0.0		
Lane LOS	F	F				
Approach Delay (s)	Err		0.0	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			2575.4			
Intersection Capacity Utilization			164.1%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	410	204	137	781	1620	524
Future Volume (Veh/h)	410	204	137	781	1620	524
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	456	227	152	868	1800	582
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2972	1800	2382			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2972	1800	2382			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	0	0	22			
cM capacity (veh/h)	4	100	196			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1	SB 2	
Volume Total	456	227	1020	1800	582	
Volume Left	456	0	152	0	0	
Volume Right	0	227	0	0	582	
cSH	4	100	196	1700	1700	
Volume to Capacity	128.30	2.26	0.78	1.06	0.34	
Queue Length 95th (ft)	Err	502	132	0	0	
Control Delay (s)	Err	667.0	67.5	0.0	0.0	
Lane LOS	F	F	F			
Approach Delay (s)	6897.4		67.5	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			1170.1			
Intersection Capacity Utilization			166.7%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	99	1374	451	60	1128
Future Volume (Veh/h)	103	99	1374	451	60	1128
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	114	110	1527	501	67	1253
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3164	1778			2028	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3164	1778			2028	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	0			76	
cM capacity (veh/h)	9	102			279	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	114	110	2028	67	1253	
Volume Left	114	0	0	67	0	
Volume Right	0	110	501	0	0	
cSH	9	102	1700	279	1700	
Volume to Capacity	12.78	1.08	1.19	0.24	0.74	
Queue Length 95th (ft)	Err	173	0	23	0	
Control Delay (s)	Err	188.7	0.0	21.9	0.0	
Lane LOS	F	F		C		
Approach Delay (s)	5181.4		0.0	1.1		
Approach LOS	F					
Intersection Summary						
Average Delay			325.3			
Intersection Capacity Utilization			112.5%	ICU Level of Service	H	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	1888	1257	58
Future Volume (Veh/h)	0	0	0	1888	1257	58
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	2098	1397	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				156		
pX, platoon unblocked	0.71					
vC, conflicting volume	3495	1397	1461			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4325	1397	1461			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1	174	469			
Direction, Lane #						
	NB 1	SB 1	SB 2			
Volume Total	2098	1397	64			
Volume Left	0	0	0			
Volume Right	0	0	64			
cSH	1700	1700	1700			
Volume to Capacity	1.23	0.82	0.04			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			102.7%	ICU Level of Service		G
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EB Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	672	518	0	2144
Future Volume (Veh/h)	0	0	672	518	0	2144
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	747	576	0	2382
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						1161
pX, platoon unblocked	0.55					
vC, conflicting volume	3129	747			1323	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4442	747			1323	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1	416			529	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	747	576	2382			
Volume Left	0	0	0			
Volume Right	0	576	0			
cSH	1700	1700	1700			
Volume to Capacity	0.44	0.34	1.40			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			116.2%	ICU Level of Service		H
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 2 with Improvements AM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↓	
Traffic Volume (veh/h)	0	6	0	744	1868	31
Future Volume (Veh/h)	0	6	0	744	1868	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	7	0	827	2076	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)	594					
pX, platoon unblocked	0.95					
vC, conflicting volume	2506	1055	2110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2483	1055	2110			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	24	225	263			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	7	414	414	1384	726	
Volume Left	0	0	0	0	0	
Volume Right	7	0	0	0	34	
cSH	225	1700	1700	1700	1700	
Volume to Capacity	0.03	0.24	0.24	0.81	0.43	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	21.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	21.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	62.6%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	35	62	724	1867	7
Future Volume (vph)	21	35	62	724	1867	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1805	1292	1736	3406	3503	
Flt Permitted	0.95	1.00	0.06	1.00	1.00	
Satd. Flow (perm)	1805	1292	107	3406	3503	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	39	69	804	2074	8
RTOR Reduction (vph)	0	37	0	0	0	0
Lane Group Flow (vph)	23	2	69	804	2082	0
Heavy Vehicles (%)	0%	25%	4%	6%	3%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	4.6	4.6	73.4	73.4	62.1	
Effective Green, g (s)	4.6	4.6	73.4	73.4	62.1	
Actuated g/C Ratio	0.05	0.05	0.82	0.82	0.69	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	
Lane Grp Cap (vph)	92	66	183	2777	2417	
v/s Ratio Prot	c0.01		0.02	c0.24	c0.59	
v/s Ratio Perm		0.00	0.28			
v/c Ratio	0.25	0.03	0.38	0.29	0.86	
Uniform Delay, d1	41.0	40.6	15.2	2.0	10.7	
Progression Factor	1.00	1.00	1.72	0.80	0.34	
Incremental Delay, d2	1.4	0.2	1.2	0.2	2.3	
Delay (s)	42.5	40.8	27.5	1.9	5.9	
Level of Service	D	D	C	A	A	
Approach Delay (s)	41.4			3.9	5.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB Off-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	543	354	431	0	0	1815
Future Volume (vph)	543	354	431	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.91	0.95			0.91
Frt	0.98	0.85	1.00			1.00
Flt Protected	0.96	1.00	1.00			1.00
Satd. Flow (prot)	3282	1427	3471			5085
Flt Permitted	0.96	1.00	1.00			1.00
Satd. Flow (perm)	3282	1427	3471			5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	603	393	479	0	0	2017
RTOR Reduction (vph)	13	217	0	0	0	0
Lane Group Flow (vph)	673	93	479	0	0	2017
Heavy Vehicles (%)	6%	3%	4%	0%	0%	2%
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		6			2
Permitted Phases		8				
Actuated Green, G (s)	27.0	27.0	51.0			51.0
Effective Green, g (s)	27.0	27.0	51.0			51.0
Actuated g/C Ratio	0.30	0.30	0.57			0.57
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	4.0			4.0
Lane Grp Cap (vph)	984	428	1966			2881
v/s Ratio Prot	c0.21		0.14			c0.40
v/s Ratio Perm		0.07				
v/c Ratio	0.68	0.22	0.24			0.70
Uniform Delay, d1	27.7	23.6	9.8			14.0
Progression Factor	1.00	1.00	0.81			0.41
Incremental Delay, d2	3.9	1.2	0.3			0.9
Delay (s)	31.6	24.8	8.2			6.7
Level of Service	C	C	A			A
Approach Delay (s)	29.5		8.2			6.7
Approach LOS	C		A			A

Intersection Summary

HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 9704: US 176 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	201	0	674	850	0
Future Volume (vph)	21	201	0	674	850	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		0.95	0.91	
Frt	0.88	0.85		1.00	1.00	
Flt Protected	0.99	1.00		1.00	1.00	
Satd. Flow (prot)	1640	1519		3505	4893	
Flt Permitted	0.99	1.00		1.00	1.00	
Satd. Flow (perm)	1640	1519		3505	4893	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	223	0	749	944	0
RTOR Reduction (vph)	91	112	0	0	0	0
Lane Group Flow (vph)	32	11	0	749	944	0
Heavy Vehicles (%)	0%	1%	0%	3%	6%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Actuated Green, G (s)	7.7	7.7		70.3	70.3	
Effective Green, g (s)	7.7	7.7		70.3	70.3	
Actuated g/C Ratio	0.09	0.09		0.78	0.78	
Clearance Time (s)	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	129		2737	3821	
v/s Ratio Prot	c0.02			c0.21	0.19	
v/s Ratio Perm		0.01				
v/c Ratio	0.23	0.08		0.27	0.25	
Uniform Delay, d1	38.4	37.9		2.7	2.7	
Progression Factor	1.00	1.00		0.46	0.66	
Incremental Delay, d2	0.8	0.3		0.2	0.1	
Delay (s)	39.2	38.2		1.5	1.9	
Level of Service	D	D		A	A	
Approach Delay (s)	38.7			1.5	1.9	
Approach LOS	D			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	644	47	101	843	756	295
Future Volume (vph)	644	47	101	843	756	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3204	1478	1662	3421	3355	1446
Flt Permitted	0.95	1.00	0.22	1.00	1.00	1.00
Satd. Flow (perm)	3204	1478	379	3421	3355	1446
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	716	52	112	937	840	328
RTOR Reduction (vph)	0	37	0	0	0	90
Lane Group Flow (vph)	716	15	112	937	840	238
Heavy Vehicles (%)	2%	2%	5%	2%	4%	8%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	25.4	25.4	52.6	52.6	39.9	65.3
Effective Green, g (s)	25.4	25.4	52.6	52.6	39.9	65.3
Actuated g/C Ratio	0.28	0.28	0.58	0.58	0.44	0.73
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	904	417	317	1999	1487	1145
v/s Ratio Prot	c0.22		0.03	c0.27	c0.25	0.06
v/s Ratio Perm		0.01	0.18			0.11
v/c Ratio	0.79	0.04	0.35	0.47	0.56	0.21
Uniform Delay, d1	29.9	23.4	10.2	10.7	18.6	4.0
Progression Factor	1.00	1.00	1.00	1.00	0.70	3.29
Incremental Delay, d2	4.8	0.0	0.7	0.8	1.5	0.1
Delay (s)	34.7	23.5	10.8	11.5	14.6	13.2
Level of Service	C	C	B	B	B	B
Approach Delay (s)	33.9			11.4	14.2	
Approach LOS	C			B	B	

Intersection Summary

HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	444	293	627	118	56	1454
Future Volume (vph)	444	293	627	118	56	1454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1652	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.23	1.00
Satd. Flow (perm)	1652	1478	1863	1583	431	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	493	326	697	131	62	1616
RTOR Reduction (vph)	0	122	0	61	0	0
Lane Group Flow (vph)	493	204	697	70	62	1616
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	29.7	29.7	48.3	48.3	48.3	48.3
Effective Green, g (s)	29.7	29.7	48.3	48.3	48.3	48.3
Actuated g/C Ratio	0.33	0.33	0.54	0.54	0.54	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	545	487	999	849	231	1899
v/s Ratio Prot	c0.30		0.37			c0.46
v/s Ratio Perm		0.14		0.04	0.14	
v/c Ratio	0.90	0.42	0.70	0.08	0.27	0.85
Uniform Delay, d1	28.8	23.4	15.4	10.1	11.3	17.8
Progression Factor	1.00	1.00	0.95	1.91	1.00	1.00
Incremental Delay, d2	18.4	0.6	3.9	0.2	2.8	5.0
Delay (s)	47.2	24.0	18.6	19.5	14.1	22.8
Level of Service	D	C	B	B	B	C
Approach Delay (s)	38.0		18.8			22.5
Approach LOS	D		B			C

Intersection Summary

HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↓	
Traffic Volume (veh/h)	0	0	0	785	1815	87
Future Volume (Veh/h)	0	0	0	785	1815	87
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	872	2017	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				184	549	
pX, platoon unblocked	0.62	0.59	0.59			
vC, conflicting volume	2502	721	2114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	736	0	462			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	224	645	656			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	436	436	807	807	500	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	97	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.26	0.26	0.47	0.47	0.29	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	40.3%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EB Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↗		↑↑↑
Traffic Volume (veh/h)	0	0	674	813	0	1051
Future Volume (Veh/h)	0	0	674	813	0	1051
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	749	903	0	1168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	635			309		
pX, platoon unblocked	0.95					
vC, conflicting volume	1138	374			1652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	978	374			1652	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	240	629			396	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	374	374	903	389	389	389
Volume Left	0	0	0	0	0	0
Volume Right	0	0	903	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.22	0.53	0.23	0.23	0.23
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	53.7%		ICU Level of Service		A	
Analysis Period (min)	15					

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 2 with Improvements PM

HCM Unsignalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	29	0	1825	1123	108
Future Volume (Veh/h)	0	29	0	1825	1123	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	32	0	2028	1248	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				594		
pX, platoon unblocked	0.65					
vC, conflicting volume	2322	684	1368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1954	684	1368			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	37	396	508			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	32	1014	1014	832	536	
Volume Left	0	0	0	0	0	
Volume Right	32	0	0	0	120	
cSH	396	1700	1700	1700	1700	
Volume to Capacity	0.08	0.60	0.60	0.49	0.32	
Queue Length 95th (ft)	7	0	0	0	0	
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.9	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	53.8%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis

9702: US 176 & Food Lion South Access

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	143	179	206	1682	1137	16
Future Volume (vph)	143	179	206	1682	1137	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1615	1805	3574	3499	
Flt Permitted	0.95	1.00	0.12	1.00	1.00	
Satd. Flow (perm)	1770	1615	224	3574	3499	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	159	199	229	1869	1263	18
RTOR Reduction (vph)	0	172	0	0	1	0
Lane Group Flow (vph)	159	27	229	1869	1280	0
Heavy Vehicles (%)	2%	0%	0%	1%	3%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	12.4	12.4	65.6	65.6	48.6	
Effective Green, g (s)	12.4	12.4	65.6	65.6	48.6	
Actuated g/C Ratio	0.14	0.14	0.73	0.73	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	
Lane Grp Cap (vph)	243	222	356	2605	1889	
v/s Ratio Prot	c0.09		0.08	c0.52	0.37	
v/s Ratio Perm		0.02	0.39			
v/c Ratio	0.65	0.12	0.64	0.72	0.68	
Uniform Delay, d1	36.8	34.0	11.8	6.9	15.0	
Progression Factor	1.00	1.00	1.08	0.92	1.03	
Incremental Delay, d2	6.2	0.3	2.2	1.0	1.8	
Delay (s)	43.0	34.3	15.0	7.3	17.3	
Level of Service	D	C	B	A	B	
Approach Delay (s)	38.1			8.2	17.3	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9703: US 176 & I-26 WB Off-Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	887	1301	587	0	0	1257
Future Volume (vph)	887	1301	587	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			6.0
Lane Util. Factor	0.97	0.91	0.95			0.91
Frt	0.94	0.85	1.00			1.00
Flt Protected	0.97	1.00	1.00			1.00
Satd. Flow (prot)	3316	1441	3574			4988
Flt Permitted	0.97	1.00	1.00			1.00
Satd. Flow (perm)	3316	1441	3574			4988
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	986	1446	652	0	0	1397
RTOR Reduction (vph)	29	29	0	0	0	0
Lane Group Flow (vph)	1622	752	652	0	0	1397
Heavy Vehicles (%)	1%	2%	1%	0%	0%	4%
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		6			2
Permitted Phases		8				
Actuated Green, G (s)	50.0	50.0	28.0			28.0
Effective Green, g (s)	50.0	50.0	28.0			28.0
Actuated g/C Ratio	0.56	0.56	0.31			0.31
Clearance Time (s)	6.0	6.0	6.0			6.0
Vehicle Extension (s)	3.0	3.0	4.0			4.0
Lane Grp Cap (vph)	1842	800	1111			1551
v/s Ratio Prot	0.49		0.18			c0.28
v/s Ratio Perm		c0.52				
v/c Ratio	0.88	0.94	0.59			0.90
Uniform Delay, d1	17.4	18.6	26.1			29.7
Progression Factor	1.00	1.00	0.83			0.73
Incremental Delay, d2	6.4	20.1	2.1			6.9
Delay (s)	23.8	38.7	23.8			28.5
Level of Service	C	D	C			C
Approach Delay (s)	28.6		23.8			28.5
Approach LOS	C		C			C

Intersection Summary

HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	114.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9704: US 176 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	130	629	0	672	1515	0
Future Volume (vph)	130	629	0	672	1515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		0.95	0.91	
Fr _t	0.90	0.85		1.00	1.00	
Fl _t Protected	0.98	1.00		1.00	1.00	
Satd. Flow (prot)	1671	1519		3574	5136	
Fl _t Permitted	0.98	1.00		1.00	1.00	
Satd. Flow (perm)	1671	1519		3574	5136	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	699	0	747	1683	0
RTOR Reduction (vph)	5	5	0	0	0	0
Lane Group Flow (vph)	426	407	0	747	1683	0
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Actuated Green, G (s)	29.7	29.7		48.3	48.3	
Effective Green, g (s)	29.7	29.7		48.3	48.3	
Actuated g/C Ratio	0.33	0.33		0.54	0.54	
Clearance Time (s)	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	551	501		1918	2756	
v/s Ratio Prot	0.26			0.21	c0.33	
v/s Ratio Perm		c0.27				
v/c Ratio	0.77	0.81		0.39	0.61	
Uniform Delay, d ₁	27.1	27.6		12.2	14.4	
Progression Factor	1.00	1.00		1.39	0.72	
Incremental Delay, d ₂	6.7	9.7		0.5	0.4	
Delay (s)	33.8	37.4		17.5	10.7	
Level of Service	C	D		B	B	
Approach Delay (s)	35.5			17.5	10.7	
Approach LOS	D			B	B	

Intersection Summary

HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	410	204	137	781	1620	524
Future Volume (vph)	410	204	137	781	1620	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3236	1507	1646	3455	3490	1531
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	3236	1507	125	3455	3490	1531
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	456	227	152	868	1800	582
RTOR Reduction (vph)	0	150	0	0	0	82
Lane Group Flow (vph)	456	77	152	868	1800	500
Heavy Vehicles (%)	1%	0%	6%	1%	0%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	14.4	14.4	63.6	63.6	49.4	63.8
Effective Green, g (s)	14.4	14.4	63.6	63.6	49.4	63.8
Actuated g/C Ratio	0.16	0.16	0.71	0.71	0.55	0.71
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	517	241	226	2441	1915	1187
v/s Ratio Prot	c0.14		c0.06	0.25	c0.52	0.07
v/s Ratio Perm		0.05	0.41			0.26
v/c Ratio	0.88	0.32	0.67	0.36	0.94	0.42
Uniform Delay, d1	37.0	33.5	21.9	5.2	18.9	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.23	0.93
Incremental Delay, d2	16.1	0.8	7.7	0.4	8.7	0.2
Delay (s)	53.1	34.2	29.6	5.6	32.1	5.2
Level of Service	D	C	C	A	C	A
Approach Delay (s)	46.8			9.2	25.5	
Approach LOS	D			A	C	

Intersection Summary

HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	99	1374	451	60	1128
Future Volume (vph)	103	99	1374	451	60	1128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1652	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.06	1.00
Satd. Flow (perm)	1652	1478	1863	1583	108	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	114	110	1527	501	67	1253
RTOR Reduction (vph)	0	70	0	115	0	0
Lane Group Flow (vph)	114	40	1527	386	67	1253
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	8.7	8.7	69.3	69.3	69.3	69.3
Effective Green, g (s)	8.7	8.7	69.3	69.3	69.3	69.3
Actuated g/C Ratio	0.10	0.10	0.77	0.77	0.77	0.77
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	159	142	1434	1218	83	2725
v/s Ratio Prot	c0.07		c0.82			0.35
v/s Ratio Perm		0.03		0.24	0.62	
v/c Ratio	0.72	0.28	1.06	0.32	0.81	0.46
Uniform Delay, d1	39.5	37.8	10.4	3.1	6.3	3.7
Progression Factor	1.00	1.00	1.31	1.51	1.00	1.00
Incremental Delay, d2	14.3	1.1	39.7	0.5	55.4	0.6
Delay (s)	53.7	38.9	53.3	5.2	61.7	4.2
Level of Service	D	D	D	A	E	A
Approach Delay (s)	46.4		41.4			7.2
Approach LOS	D		D			A

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9713: US 176 & I-26 WB Slip Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑↓	
Traffic Volume (veh/h)	0	0	0	1888	1257	58
Future Volume (Veh/h)	0	0	0	1888	1257	58
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	2098	1397	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				184	549	
pX, platoon unblocked	0.86	0.79	0.79			
vC, conflicting volume	2478	498	1461			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	0	642			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	149	859	750			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	1049	1049	559	559	343	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	64	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.62	0.62	0.33	0.33	0.20	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	55.5%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EB Slip Ramp

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑		↑↑↑
Traffic Volume (veh/h)	0	0	672	518	0	2144
Future Volume (Veh/h)	0	0	672	518	0	2144
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	747	576	0	2382
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	635			309		
pX, platoon unblocked	0.77					
vC, conflicting volume	1541	374			1323	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	670	374			1323	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	305	630			529	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	374	374	576	794	794	794
Volume Left	0	0	0	0	0	0
Volume Right	0	0	576	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.22	0.34	0.47	0.47	0.47
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			44.8%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Appendix K

Synchro Intersection Analysis Outputs Exit 97 - Alternative 3 AM

HCM Unsignalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	6	62	724	1868	31
Future Volume (Veh/h)	21	6	62	724	1868	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	7	69	804	2076	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				1316		
pX, platoon unblocked						
	0.93					
vC, conflicting volume						
	2633	1055	2110			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
	2604	1055	2110			
tC, single (s)						
	6.8	7.4	4.2			
tC, 2 stage (s)						
tF (s)						
	3.5	3.5	2.2			
p0 queue free %						
	0	96	72			
cM capacity (veh/h)						
	14	187	249			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	23	7	337	536	1384	726
Volume Left	23	0	69	0	0	0
Volume Right	0	7	0	0	0	34
cSH	14	187	249	1700	1700	1700
Volume to Capacity	1.66	0.04	0.28	0.32	0.81	0.43
Queue Length 95th (ft)	89	3	27	0	0	0
Control Delay (s)	878.7	25.1	11.6	0.0	0.0	0.0
Lane LOS	F	D	B			
Approach Delay (s)	679.5		4.5	0.0		
Approach LOS	F					
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			77.6%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	↘
Traffic Volume (veh/h)	0	35	0	785	1867	7
Future Volume (Veh/h)	0	35	0	785	1867	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	39	0	872	2074	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722		
pX, platoon unblocked	0.91					
vC, conflicting volume	2514	1041	2074			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2466	1041	2074			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	83	100			
cM capacity (veh/h)	23	230	272			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	436	436	1383	699	
Volume Left	0	0	0	0	0	
Volume Right	39	0	0	0	8	
cSH	230	1700	1700	1700	1700	
Volume to Capacity	0.17	0.26	0.26	0.81	0.41	
Queue Length 95th (ft)	15	0	0	0	0	
Control Delay (s)	23.8	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	23.8	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			61.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB On-Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	↗
Traffic Volume (veh/h)	0	0	0	785	1815	87
Future Volume (Veh/h)	0	0	0	785	1815	87
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	872	2017	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				143		
pX, platoon unblocked	0.90					
vC, conflicting volume	2453	1008	2114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2395	1008	2114			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	26	242	262			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	436	436	1008	1008	97	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	97	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.26	0.26	0.59	0.59	0.06	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			53.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9704: US 176 & I-26 EB On-Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑		↑↑
Traffic Volume (veh/h)	0	0	674	813	0	1051
Future Volume (Veh/h)	0	0	674	813	0	1051
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	749	903	0	1168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						681
pX, platoon unblocked	0.95					
vC, conflicting volume	1333	374			1652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1244	374			1652	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	161	629			396	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	374	374	903	584	584	
Volume Left	0	0	0	0	0	
Volume Right	0	0	903	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.22	0.22	0.53	0.34	0.34	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			53.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	644	47	101	843	756	295		
Future Volume (Veh/h)	644	47	101	843	756	295		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly flow rate (vph)	716	52	112	937	840	328		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1532	420	1168					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1532	420	1168					
tC, single (s)	6.8	6.9	4.2					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.2					
p0 queue free %	0	91	81					
cM capacity (veh/h)	86	582	577					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	716	52	112	468	468	420	420	328
Volume Left	716	0	112	0	0	0	0	0
Volume Right	0	52	0	0	0	0	0	328
cSH	86	582	577	1700	1700	1700	1700	1700
Volume to Capacity	8.28	0.09	0.19	0.28	0.28	0.25	0.25	0.19
Queue Length 95th (ft)	Err	7	18	0	0	0	0	0
Control Delay (s)	Err	11.8	12.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	B					
Approach Delay (s)	9322.8		1.4		0.0			
Approach LOS	F							
Intersection Summary								
Average Delay			2399.1					
Intersection Capacity Utilization			72.2%		ICU Level of Service		C	
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	↔↔	↔	↑	↔	↔	↔↔		
Traffic Volume (veh/h)	444	293	627	118	56	1454		
Future Volume (Veh/h)	444	293	627	118	56	1454		
Sign Control	Stop		Free		Free			
Grade	0%		0%		0%			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly flow rate (vph)	493	326	697	131	62	1616		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)	6							
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	1629	697			828			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1629	697			828			
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)								
tF (s)	3.5	3.3			2.2			
p0 queue free %	0	15			92			
cM capacity (veh/h)	85	383			799			
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	329	490	697	131	62	808	808	
Volume Left	329	164	0	0	62	0	0	
Volume Right	0	326	0	131	0	0	0	
cSH	85	195	1700	1700	799	1700	1700	
Volume to Capacity	3.85	2.52	0.41	0.08	0.08	0.48	0.48	
Queue Length 95th (ft)	Err	1035	0	0	6	0	0	
Control Delay (s)	Err	736.0	0.0	0.0	9.9	0.0	0.0	
Lane LOS	F	F			A			
Approach Delay (s)	4453.3		0.0		0.4			
Approach LOS	F							
Intersection Summary								
Average Delay			1097.1					
Intersection Capacity Utilization			59.5%			ICU Level of Service		B
Analysis Period (min)	15							

HCM Signalized Intersection Capacity Analysis

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Movement	EBL	WBL	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	543	264	410	1509	307
Future Volume (vph)	21	543	264	410	1509	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.97	1.00	0.95	0.97	0.95
Frt	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3303	1787	3505	3400	3539
Flt Permitted	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1805	3303	1787	3505	3400	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	603	293	456	1677	341
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	23	603	293	456	1677	341
Heavy Vehicles (%)	0%	6%	1%	3%	3%	2%
Turn Type	Prot	Prot	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Actuated Green, G (s)	18.0	18.0	21.6	15.0	49.0	42.4
Effective Green, g (s)	18.0	18.0	21.6	15.0	49.0	42.4
Actuated g/C Ratio	0.18	0.18	0.22	0.15	0.49	0.42
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	324	594	385	525	1666	1500
v/s Ratio Prot	0.01	c0.18	0.16	c0.13	c0.49	0.10
v/s Ratio Perm						
v/c Ratio	0.07	1.02	0.76	0.87	1.01	0.23
Uniform Delay, d1	34.1	41.0	36.8	41.5	25.5	18.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	40.8	9.1	14.6	21.7	0.1
Delay (s)	34.1	81.8	45.9	56.1	47.2	18.4
Level of Service	C	F	D	E	D	B
Approach Delay (s)				52.1		42.3
Approach LOS				D		D

Intersection Summary

HCM 2000 Control Delay	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↕↕			↔↔
Traffic Volume (vph)	0	354	431	0	0	1815
Future Volume (vph)	0	354	431	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0
Lane Util. Factor		0.88	0.95			0.95
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2760	3471			3539
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2760	3471			3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	393	479	0	0	2017
RTOR Reduction (vph)	0	196	0	0	0	0
Lane Group Flow (vph)	0	197	479	0	0	2017
Heavy Vehicles (%)	0%	3%	4%	0%	0%	2%
Turn Type		Prot	NA			NA
Protected Phases		1	2 4			1 2 4
Permitted Phases						
Actuated Green, G (s)		49.0	39.0			100.0
Effective Green, g (s)		49.0	39.0			100.0
Actuated g/C Ratio		0.49	0.39			1.00
Clearance Time (s)		6.0				
Vehicle Extension (s)		4.0				
Lane Grp Cap (vph)		1352	1353			3539
v/s Ratio Prot		0.07	0.14			c0.57
v/s Ratio Perm						
v/c Ratio		0.15	0.35			0.57
Uniform Delay, d1		14.0	21.6			0.0
Progression Factor		1.00	0.03			1.00
Incremental Delay, d2		0.1	0.1			0.3
Delay (s)		14.1	0.8			0.3
Level of Service		B	A			A
Approach Delay (s)	14.1		0.8			0.3
Approach LOS	B		A			A

Intersection Summary

HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EBR Slip Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↗	↕↗	↖
Traffic Volume (veh/h)	0	201	0	674	850	0
Future Volume (Veh/h)	0	201	0	674	850	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	223	0	749	944	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					435	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	1318	472	944			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1219	322	822			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	65	100			
cM capacity (veh/h)	166	639	771			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	223	374	374	472	472	
Volume Left	0	0	0	0	0	
Volume Right	223	0	0	0	0	
cSH	639	1700	1700	1700	1700	
Volume to Capacity	0.35	0.22	0.22	0.28	0.28	
Queue Length 95th (ft)	39	0	0	0	0	
Control Delay (s)	13.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	42.6%			ICU Level of Service	A	
Analysis Period (min)	15					

Appendix K

Synchro Intersection Analysis Outputs Exit 97 - Alternative 3 PM

HCM Unsignalized Intersection Capacity Analysis
 9701: US 176 & Food Lion North Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	143	29	206	1682	1123	108
Future Volume (Veh/h)	143	29	206	1682	1123	108
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	159	32	229	1869	1248	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				1316		
pX, platoon unblocked	0.90					
vC, conflicting volume	2700	684	1368			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2667	684	1368			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	92	55			
cM capacity (veh/h)	9	396	508			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	159	32	852	1246	832	536
Volume Left	159	0	229	0	0	0
Volume Right	0	32	0	0	0	120
cSH	9	396	508	1700	1700	1700
Volume to Capacity	17.74	0.08	0.45	0.73	0.49	0.32
Queue Length 95th (ft)	Err	7	58	0	0	0
Control Delay (s)	Err	14.9	14.0	0.0	0.0	0.0
Lane LOS	F	B	B			
Approach Delay (s)	8326.3		5.7		0.0	
Approach LOS	F					
Intersection Summary						
Average Delay			438.1			
Intersection Capacity Utilization			104.9%		ICU Level of Service	G
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕	↕	↘
Traffic Volume (veh/h)	0	179	0	1888	1137	16
Future Volume (Veh/h)	0	179	0	1888	1137	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	199	0	2098	1263	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722		
pX, platoon unblocked	0.89					
vC, conflicting volume	2321	640	1263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2236	640	1263			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	53	100			
cM capacity (veh/h)	33	423	557			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	199	1049	1049	842	439	
Volume Left	0	0	0	0	0	
Volume Right	199	0	0	0	18	
cSH	423	1700	1700	1700	1700	
Volume to Capacity	0.47	0.62	0.62	0.50	0.26	
Queue Length 95th (ft)	61	0	0	0	0	
Control Delay (s)	20.9	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	20.9	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			55.5%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB On-Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	↗
Traffic Volume (veh/h)	0	0	0	1888	1257	58
Future Volume (Veh/h)	0	0	0	1888	1257	58
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	2098	1397	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				143		
pX, platoon unblocked	0.89					
vC, conflicting volume	2446	698	1461			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2375	698	1461			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	26	387	469			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	1049	1049	698	698	64	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	64	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.62	0.62	0.41	0.41	0.04	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			55.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9704: US 176 & I-26 EB On-Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑		↑↑
Traffic Volume (veh/h)	0	0	672	518	0	2144
Future Volume (Veh/h)	0	0	672	518	0	2144
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	747	576	0	2382
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						681
pX, platoon unblocked	0.84					
vC, conflicting volume	1938	374			1323	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1739	374			1323	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	67	630			529	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	374	374	576	1191	1191	
Volume Left	0	0	0	0	0	
Volume Right	0	0	576	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.22	0.22	0.34	0.70	0.70	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			62.6%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	410	204	137	781	1620	524		
Future Volume (Veh/h)	410	204	137	781	1620	524		
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly flow rate (vph)	456	227	152	868	1800	582		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type				None	None			
Median storage (veh)								
Upstream signal (ft)								
pX, platoon unblocked								
vC, conflicting volume	2538	900	2382					
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	2538	900	2382					
tC, single (s)	6.8	6.9	4.2					
tC, 2 stage (s)								
tF (s)	3.5	3.3	2.3					
p0 queue free %	0	20	19					
cM capacity (veh/h)	4	285	188					
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	456	227	152	434	434	900	900	582
Volume Left	456	0	152	0	0	0	0	0
Volume Right	0	227	0	0	0	0	0	582
cSH	4	285	188	1700	1700	1700	1700	1700
Volume to Capacity	104.89	0.80	0.81	0.26	0.26	0.53	0.53	0.34
Queue Length 95th (ft)	Err	157	141	0	0	0	0	0
Control Delay (s)	Err	53.0	74.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	F	F					
Approach Delay (s)	6693.4		11.2		0.0			
Approach LOS	F							
Intersection Summary								
Average Delay			1121.9					
Intersection Capacity Utilization			85.1%		ICU Level of Service		E	
Analysis Period (min)			15					

HCM Unsignalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	↔↔	↔	↑	↔	↔	↔↔	
Traffic Volume (veh/h)	103	99	1374	451	60	1128	
Future Volume (Veh/h)	103	99	1374	451	60	1128	
Sign Control	Stop		Free		Free		
Grade	0%		0%		0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	114	110	1527	501	67	1253	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)	6						
Median type			None		None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	2288	1527			2028		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2288	1527			2028		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	0	0			76		
cM capacity (veh/h)	25	106			276		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	76	148	1527	501	67	626	626
Volume Left	76	38	0	0	67	0	0
Volume Right	0	110	0	501	0	0	0
cSH	25	92	1700	1700	276	1700	1700
Volume to Capacity	3.03	1.61	0.90	0.29	0.24	0.37	0.37
Queue Length 95th (ft)	Err	293	0	0	23	0	0
Control Delay (s)	Err	396.7	0.0	0.0	22.2	0.0	0.0
Lane LOS	F	F			C		
Approach Delay (s)	3654.6		0.0		1.1		
Approach LOS	F						
Intersection Summary							
Average Delay			229.6				
Intersection Capacity Utilization			85.1%		ICU Level of Service		E
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Movement	EBL	WBL	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	887	216	457	629	628
Future Volume (vph)	130	887	216	457	629	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.97	1.00	0.95	0.97	0.95
Frt	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3467	1805	3574	3367	3471
Flt Permitted	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1805	3467	1805	3574	3367	3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	986	240	508	699	698
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	144	986	240	508	699	698
Heavy Vehicles (%)	0%	1%	0%	1%	4%	4%
Turn Type	Prot	Prot	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Actuated Green, G (s)	27.0	27.0	19.0	16.0	39.0	36.0
Effective Green, g (s)	27.0	27.0	19.0	16.0	39.0	36.0
Actuated g/C Ratio	0.27	0.27	0.19	0.16	0.39	0.36
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	487	936	342	571	1313	1249
v/s Ratio Prot	0.08	c0.28	c0.13	c0.14	0.21	c0.20
v/s Ratio Perm						
v/c Ratio	0.30	1.05	0.70	0.89	0.53	0.56
Uniform Delay, d1	29.0	36.5	37.9	41.1	23.5	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	44.5	6.8	16.0	0.5	0.6
Delay (s)	29.3	81.0	44.7	57.1	24.0	26.3
Level of Service	C	F	D	E	C	C
Approach Delay (s)				53.1		25.1
Approach LOS				D		C

Intersection Summary			
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Traffic Volume (vph)	0	1301	587	0	0	1257
Future Volume (vph)	0	1301	587	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0
Lane Util. Factor		0.88	0.95			0.95
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2787	3574			3471
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2787	3574			3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1446	652	0	0	1397
RTOR Reduction (vph)	0	205	0	0	0	0
Lane Group Flow (vph)	0	1241	652	0	0	1397
Heavy Vehicles (%)	0%	2%	1%	0%	0%	4%
Turn Type		Prot	NA			NA
Protected Phases		1	2 4			1 2 4
Permitted Phases						
Actuated Green, G (s)		39.0	49.0			100.0
Effective Green, g (s)		39.0	49.0			100.0
Actuated g/C Ratio		0.39	0.49			1.00
Clearance Time (s)		6.0				
Vehicle Extension (s)		4.0				
Lane Grp Cap (vph)		1086	1751			3471
v/s Ratio Prot		c0.45	0.18			c0.40
v/s Ratio Perm						
v/c Ratio		1.14	0.37			0.40
Uniform Delay, d1		30.5	15.9			0.0
Progression Factor		1.00	0.06			1.00
Incremental Delay, d2		75.5	0.1			0.1
Delay (s)		106.0	1.1			0.1
Level of Service		F	A			A
Approach Delay (s)	106.0		1.1			0.1
Approach LOS	F		A			A

Intersection Summary

HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9714: US 176 & I-26 EBL Slip Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Volume (veh/h)	0	629	0	672	1515	0
Future Volume (Veh/h)	0	629	0	672	1515	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	699	0	747	1683	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					435	
pX, platoon unblocked	0.84	0.84	0.84			
vC, conflicting volume	2056	842	1683			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1878	434	1434			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	0	100			
cM capacity (veh/h)	54	482	404			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	699	374	374	842	842	
Volume Left	0	0	0	0	0	
Volume Right	699	0	0	0	0	
cSH	482	1700	1700	1700	1700	
Volume to Capacity	1.45	0.22	0.22	0.49	0.49	
Queue Length 95th (ft)	868	0	0	0	0	
Control Delay (s)	237.1	0.0	0.0	0.0	0.0	
Lane LOS	F					
Approach Delay (s)	237.1	0.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	53.0					
Intersection Capacity Utilization	87.5%			ICU Level of Service	E	
Analysis Period (min)	15					

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 3 with Improvements AM

HCM Signalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	6	62	724	1868	31
Future Volume (vph)	21	6	62	724	1868	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1745	1249	1678	3292	3498	
Flt Permitted	0.95	1.00	0.07	1.00	1.00	
Satd. Flow (perm)	1745	1249	130	3292	3498	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	7	69	804	2076	34
RTOR Reduction (vph)	0	7	0	0	1	0
Lane Group Flow (vph)	23	0	69	804	2109	0
Heavy Vehicles (%)	0%	25%	4%	6%	3%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	4.8	4.8	103.2	103.2	103.2	
Effective Green, g (s)	4.8	4.8	103.2	103.2	103.2	
Actuated g/C Ratio	0.04	0.04	0.86	0.86	0.86	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	69	49	111	2831	3008	
v/s Ratio Prot	c0.01			0.24	c0.60	
v/s Ratio Perm		0.00	0.53			
v/c Ratio	0.33	0.01	0.62	0.28	0.70	
Uniform Delay, d1	56.0	55.3	2.5	1.6	3.0	
Progression Factor	1.00	1.00	2.65	0.64	1.00	
Incremental Delay, d2	2.8	0.0	20.2	0.2	1.4	
Delay (s)	58.9	55.4	26.9	1.2	4.4	
Level of Service	E	E	C	A	A	
Approach Delay (s)	58.1			3.2	4.4	
Approach LOS	E			A	A	

Intersection Summary

HCM 2000 Control Delay	4.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	35	0	785	1867	7
Future Volume (Veh/h)	0	35	0	785	1867	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	39	0	872	2074	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722	594	
pX, platoon unblocked	0.22	0.16	0.16			
vC, conflicting volume	2514	1041	2074			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	78	100			
cM capacity (veh/h)	230	174	261			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	39	436	436	1383	699	
Volume Left	0	0	0	0	0	
Volume Right	39	0	0	0	8	
cSH	174	1700	1700	1700	1700	
Volume to Capacity	0.22	0.26	0.26	0.81	0.41	
Queue Length 95th (ft)	21	0	0	0	0	
Control Delay (s)	31.6	0.0	0.0	0.0	0.0	
Lane LOS	D					
Approach Delay (s)	31.6	0.0		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay	0.4					
Intersection Capacity Utilization	61.8%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB On-Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	↗
Traffic Volume (veh/h)	0	0	0	785	1815	87
Future Volume (Veh/h)	0	0	0	785	1815	87
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	872	2017	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				143	1173	
pX, platoon unblocked	0.73	0.66	0.66			
vC, conflicting volume	2453	1008	2114			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1439	5	1667			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	92	720	260			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	436	436	1008	1008	97	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	97	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.26	0.26	0.59	0.59	0.06	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	53.5%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

9704: US 176 & I-26 EB On-Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑		↑↑
Traffic Volume (veh/h)	0	0	674	813	0	1051
Future Volume (Veh/h)	0	0	674	813	0	1051
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	749	903	0	1168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	719			246		
pX, platoon unblocked	0.88					
vC, conflicting volume	1333	374			1652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1110	374			1652	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	182	629			396	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	374	374	903	584	584	
Volume Left	0	0	0	0	0	
Volume Right	0	0	903	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.22	0.22	0.53	0.34	0.34	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			53.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 9705: US 176 & Broad Stone Road

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	644	47	101	843	756	295
Future Volume (vph)	644	47	101	843	756	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3204	1478	1662	3421	3355	1446
Flt Permitted	0.95	1.00	0.24	1.00	1.00	1.00
Satd. Flow (perm)	3204	1478	416	3421	3355	1446
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	716	52	112	937	840	328
RTOR Reduction (vph)	0	38	0	0	0	74
Lane Group Flow (vph)	716	14	112	937	840	254
Heavy Vehicles (%)	2%	2%	5%	2%	4%	8%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	32.6	32.6	75.4	75.4	60.5	93.1
Effective Green, g (s)	32.6	32.6	75.4	75.4	60.5	93.1
Actuated g/C Ratio	0.27	0.27	0.63	0.63	0.50	0.78
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	870	401	353	2149	1691	1194
v/s Ratio Prot	c0.22		0.02	c0.27	c0.25	0.06
v/s Ratio Perm		0.01	0.18			0.12
v/c Ratio	0.82	0.04	0.32	0.44	0.50	0.21
Uniform Delay, d1	41.0	32.1	10.8	11.4	19.7	3.6
Progression Factor	1.00	1.00	1.00	1.00	0.78	8.71
Incremental Delay, d2	6.3	0.0	0.5	0.6	1.0	0.1
Delay (s)	47.3	32.2	11.3	12.1	16.3	31.6
Level of Service	D	C	B	B	B	C
Approach Delay (s)	46.3			12.0	20.6	
Approach LOS	D			B	C	

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↷	↷	↶	↷	↶	↶↷
Traffic Volume (vph)	444	293	627	118	56	1454
Future Volume (vph)	444	293	627	118	56	1454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3204	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.28	1.00
Satd. Flow (perm)	3204	1478	1863	1583	524	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	493	326	697	131	62	1616
RTOR Reduction (vph)	0	194	0	55	0	0
Lane Group Flow (vph)	493	132	697	76	62	1616
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	15.8	15.8	39.0	39.0	39.0	39.0
Effective Green, g (s)	15.8	15.8	39.0	39.0	39.0	39.0
Actuated g/C Ratio	0.24	0.24	0.58	0.58	0.58	0.58
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	757	349	1087	924	305	2066
v/s Ratio Prot	c0.15		0.37			c0.46
v/s Ratio Perm		0.09		0.05	0.12	
v/c Ratio	0.65	0.38	0.64	0.08	0.20	0.78
Uniform Delay, d1	23.0	21.4	9.2	6.1	6.6	10.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	0.7	1.5	0.1	0.5	2.1
Delay (s)	25.0	22.1	10.7	6.1	7.0	12.8
Level of Service	C	C	B	A	A	B
Approach Delay (s)	23.9		10.0			12.6
Approach LOS	C		A			B

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	66.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Movement	EBL	WBL	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	543	264	410	1509	307
Future Volume (vph)	21	543	264	410	1509	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.97	1.00	0.95	0.97	0.95
Frt	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3303	1787	3505	3400	3539
Flt Permitted	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1805	3303	1787	3505	3400	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	23	603	293	456	1677	341
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	23	603	293	456	1677	341
Heavy Vehicles (%)	0%	6%	1%	3%	3%	2%
Turn Type	Prot	Prot	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Actuated Green, G (s)	22.0	22.0	25.1	20.0	60.0	54.9
Effective Green, g (s)	22.0	22.0	25.1	20.0	60.0	54.9
Actuated g/C Ratio	0.18	0.18	0.21	0.17	0.50	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	3.0	4.0
Lane Grp Cap (vph)	330	605	373	584	1700	1619
v/s Ratio Prot	0.01	c0.18	0.16	c0.13	c0.49	0.10
v/s Ratio Perm						
v/c Ratio	0.07	1.00	0.79	0.78	0.99	0.21
Uniform Delay, d1	40.5	49.0	44.9	47.9	29.6	19.5
Progression Factor	1.00	1.00	1.16	0.89	0.93	1.21
Incremental Delay, d2	0.1	35.5	10.3	9.9	16.6	0.2
Delay (s)	40.6	84.5	62.3	52.3	44.1	23.9
Level of Service	D	F	E	D	D	C
Approach Delay (s)				56.2		40.7
Approach LOS				E		D

Intersection Summary

HCM 2000 Control Delay	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↕			↕
Traffic Volume (vph)	0	354	431	0	0	1815
Future Volume (vph)	0	354	431	0	0	1815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0
Lane Util. Factor		0.88	0.95			0.95
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2760	3471			3539
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2760	3471			3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	393	479	0	0	2017
RTOR Reduction (vph)	0	10	0	0	0	0
Lane Group Flow (vph)	0	383	479	0	0	2017
Heavy Vehicles (%)	0%	3%	4%	0%	0%	2%
Turn Type		custom	NA			NA
Protected Phases		1 4	2			1 2 4
Permitted Phases						
Actuated Green, G (s)		88.0	20.0			120.0
Effective Green, g (s)		88.0	20.0			120.0
Actuated g/C Ratio		0.73	0.17			1.00
Clearance Time (s)			6.0			
Vehicle Extension (s)			4.0			
Lane Grp Cap (vph)		2024	578			3539
v/s Ratio Prot		0.14	c0.14			c0.57
v/s Ratio Perm						
v/c Ratio		0.19	0.83			0.57
Uniform Delay, d1		5.0	48.3			0.0
Progression Factor		1.00	0.41			1.00
Incremental Delay, d2		0.0	8.7			0.2
Delay (s)		5.0	28.6			0.2
Level of Service		A	C			A
Approach Delay (s)	5.0		28.6			0.2
Approach LOS	A		C			A

Intersection Summary

HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9714: US 176 & I-26 EBR Slip Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↘		↑↑	↑↑	
Traffic Volume (vph)	0	201	0	674	850	0
Future Volume (vph)	0	201	0	674	850	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0	
Lane Util. Factor		0.88		0.95	0.95	
Fr _t		0.85		1.00	1.00	
Fl _t Protected		1.00		1.00	1.00	
Satd. Flow (prot)		2814		3505	3406	
Fl _t Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		2814		3505	3406	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	223	0	749	944	0
RTOR Reduction (vph)	0	176	0	0	0	0
Lane Group Flow (vph)	0	47	0	749	944	0
Heavy Vehicles (%)	0%	1%	0%	3%	6%	0%
Turn Type		Prot		NA	NA	
Protected Phases		5		5 6 8	6 8	
Permitted Phases						
Actuated Green, G (s)		25.1		120.0	82.9	
Effective Green, g (s)		25.1		120.0	82.9	
Actuated g/C Ratio		0.21		1.00	0.69	
Clearance Time (s)		6.0				
Vehicle Extension (s)		3.0				
Lane Grp Cap (vph)		588		3505	2352	
v/s Ratio Prot		0.02		c0.21	c0.28	
v/s Ratio Perm						
v/c Ratio		0.08		0.21	0.40	
Uniform Delay, d ₁		38.2		0.0	7.9	
Progression Factor		1.00		1.00	0.92	
Incremental Delay, d ₂		0.1		0.0	0.1	
Delay (s)		38.2		0.0	7.4	
Level of Service		D		A	A	
Approach Delay (s)	38.2			0.0	7.4	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix K

Synchro Intersection Analysis Outputs
Exit 97 - Alternative 3 with Improvements PM

HCM Signalized Intersection Capacity Analysis

9701: US 176 & Food Lion North Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	143	29	206	1682	1123	108
Future Volume (vph)	143	29	206	1682	1123	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1711	1561	1745	3455	3468	
Flt Permitted	0.95	1.00	0.17	1.00	1.00	
Satd. Flow (perm)	1711	1561	320	3455	3468	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	159	32	229	1869	1248	120
RTOR Reduction (vph)	0	29	0	0	8	0
Lane Group Flow (vph)	159	3	229	1869	1360	0
Heavy Vehicles (%)	2%	0%	0%	1%	3%	0%
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	9.4	9.4	68.6	68.6	68.6	
Effective Green, g (s)	9.4	9.4	68.6	68.6	68.6	
Actuated g/C Ratio	0.10	0.10	0.76	0.76	0.76	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	178	163	243	2633	2643	
v/s Ratio Prot	c0.09			0.54	0.39	
v/s Ratio Perm		0.00	c0.72			
v/c Ratio	0.89	0.02	0.94	0.71	0.51	
Uniform Delay, d1	39.8	36.2	9.0	5.5	4.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	38.6	0.1	44.6	1.7	0.7	
Delay (s)	78.4	36.2	53.6	7.2	4.9	
Level of Service	E	D	D	A	A	
Approach Delay (s)	71.4			12.3	4.9	
Approach LOS	E			B	A	

Intersection Summary

HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9702: US 176 & Food Lion South Access

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	179	0	1888	1137	16
Future Volume (Veh/h)	0	179	0	1888	1137	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	199	0	2098	1263	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				722	594	
pX, platoon unblocked	0.92	0.85	0.85			
vC, conflicting volume	2321	640	1263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1512	216	950			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	70	100			
cM capacity (veh/h)	104	674	619			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	199	1049	1049	842	439	
Volume Left	0	0	0	0	0	
Volume Right	199	0	0	0	18	
cSH	674	1700	1700	1700	1700	
Volume to Capacity	0.30	0.62	0.62	0.50	0.26	
Queue Length 95th (ft)	31	0	0	0	0	
Control Delay (s)	12.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.7					
Intersection Capacity Utilization	55.5%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9703: US 176 & I-26 WB On-Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	↗
Traffic Volume (veh/h)	0	0	0	1888	1257	58
Future Volume (Veh/h)	0	0	0	1888	1257	58
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	2098	1397	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				143	1173	
pX, platoon unblocked	0.91	0.87	0.87			
vC, conflicting volume	2446	698	1461			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1743	355	1231			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	72	563	498			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	
Volume Total	1049	1049	698	698	64	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	64	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.62	0.62	0.41	0.41	0.04	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	55.5%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 9704: US 176 & I-26 EB On-Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑	↑		↑↑
Traffic Volume (veh/h)	0	0	672	518	0	2144
Future Volume (Veh/h)	0	0	672	518	0	2144
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	747	576	0	2382
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			719			246
pX, platoon unblocked	0.68					
vC, conflicting volume	1938	374			1323	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1427	374			1323	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	87	630			529	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	374	374	576	1191	1191	
Volume Left	0	0	0	0	0	
Volume Right	0	0	576	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.22	0.22	0.34	0.70	0.70	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			62.6%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

9705: US 176 & Broad Stone Road

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	410	204	137	781	1620	524
Future Volume (vph)	410	204	137	781	1620	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	11	11	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3236	1507	1646	3455	3490	1531
Flt Permitted	0.95	1.00	0.07	1.00	1.00	1.00
Satd. Flow (perm)	3236	1507	124	3455	3490	1531
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	456	227	152	868	1800	582
RTOR Reduction (vph)	0	151	0	0	0	82
Lane Group Flow (vph)	456	76	152	868	1800	500
Heavy Vehicles (%)	1%	0%	6%	1%	0%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases		4	2			6
Actuated Green, G (s)	14.1	14.1	63.9	63.9	49.7	63.8
Effective Green, g (s)	14.1	14.1	63.9	63.9	49.7	63.8
Actuated g/C Ratio	0.16	0.16	0.71	0.71	0.55	0.71
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	3.0
Lane Grp Cap (vph)	506	236	226	2453	1927	1187
v/s Ratio Prot	c0.14		c0.06	0.25	c0.52	0.07
v/s Ratio Perm		0.05	0.41			0.26
v/c Ratio	0.90	0.32	0.67	0.35	0.93	0.42
Uniform Delay, d1	37.3	33.7	21.9	5.1	18.6	5.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.1	0.8	7.7	0.4	9.9	0.2
Delay (s)	56.3	34.5	29.6	5.5	28.6	5.7
Level of Service	E	C	C	A	C	A
Approach Delay (s)	49.1			9.1	23.0	
Approach LOS	D			A	C	

Intersection Summary

HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 9709: US 176 & Shady Grove Road

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	99	1374	451	60	1128
Future Volume (vph)	103	99	1374	451	60	1128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3204	1478	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.06	1.00
Satd. Flow (perm)	3204	1478	1863	1583	104	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	114	110	1527	501	67	1253
RTOR Reduction (vph)	0	70	0	109	0	0
Lane Group Flow (vph)	114	40	1527	392	67	1253
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	8.1	8.1	71.9	71.9	71.9	71.9
Effective Green, g (s)	8.1	8.1	71.9	71.9	71.9	71.9
Actuated g/C Ratio	0.09	0.09	0.78	0.78	0.78	0.78
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	282	130	1455	1237	81	2765
v/s Ratio Prot	c0.04		c0.82			0.35
v/s Ratio Perm		0.03		0.25	0.65	
v/c Ratio	0.40	0.31	1.05	0.32	0.83	0.45
Uniform Delay, d1	39.7	39.3	10.0	2.9	6.2	3.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	1.3	37.7	0.2	48.9	0.2
Delay (s)	40.6	40.7	47.8	3.1	55.1	3.6
Level of Service	D	D	D	A	E	A
Approach Delay (s)	40.6		36.8			6.2
Approach LOS	D		D			A

Intersection Summary

HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Movement	EBL	WBL	NBL	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	887	216	457	629	628
Future Volume (vph)	130	887	216	457	629	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.97	1.00	0.95	0.97	0.95
Frt	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3467	1805	3574	3367	3471
Flt Permitted	0.95	0.95	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1805	3467	1805	3574	3367	3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	986	240	508	699	698
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	144	986	240	508	699	698
Heavy Vehicles (%)	0%	1%	0%	1%	4%	4%
Turn Type	Prot	Prot	Prot	NA	Prot	NA
Protected Phases	4	8	5	2	1	6
Permitted Phases						
Actuated Green, G (s)	39.0	39.0	30.3	34.0	29.0	32.7
Effective Green, g (s)	39.0	39.0	30.3	34.0	29.0	32.7
Actuated g/C Ratio	0.32	0.32	0.25	0.28	0.24	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	4.0	3.0	4.0
Lane Grp Cap (vph)	586	1126	455	1012	813	945
v/s Ratio Prot	0.08	c0.28	0.13	0.14	c0.21	c0.20
v/s Ratio Perm						
v/c Ratio	0.25	0.88	0.53	0.50	0.86	0.74
Uniform Delay, d1	29.7	38.2	38.7	35.9	43.6	39.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	7.8	1.1	1.8	8.5	4.8
Delay (s)	29.9	46.0	39.8	37.7	52.0	44.6
Level of Service	C	D	D	D	D	D
Approach Delay (s)				38.4		48.3
Approach LOS				D		D

Intersection Summary

HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑↑	↑↑			↑↑
Traffic Volume (vph)	0	1301	587	0	0	1257
Future Volume (vph)	0	1301	587	0	0	1257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			6.0
Lane Util. Factor		0.88	0.95			0.95
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2787	3574			3471
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2787	3574			3471
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1446	652	0	0	1397
RTOR Reduction (vph)	0	33	0	0	0	0
Lane Group Flow (vph)	0	1413	652	0	0	1397
Heavy Vehicles (%)	0%	2%	1%	0%	0%	4%
Turn Type		custom	NA			NA
Protected Phases		1 4	2			1 2 4
Permitted Phases						
Actuated Green, G (s)		74.0	34.0			120.0
Effective Green, g (s)		74.0	34.0			120.0
Actuated g/C Ratio		0.62	0.28			1.00
Clearance Time (s)			6.0			
Vehicle Extension (s)			4.0			
Lane Grp Cap (vph)		1718	1012			3471
v/s Ratio Prot		c0.51	c0.18			c0.40
v/s Ratio Perm						
v/c Ratio		0.82	0.64			0.40
Uniform Delay, d1		17.9	37.7			0.0
Progression Factor		1.00	0.49			1.00
Incremental Delay, d2		3.3	2.9			0.1
Delay (s)		21.2	21.4			0.1
Level of Service		C	C			A
Approach Delay (s)	21.2		21.4			0.1
Approach LOS	C		C			A
Intersection Summary						
HCM 2000 Control Delay			12.8		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.82			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	18.0
Intersection Capacity Utilization			71.7%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

9714: US 176 & I-26 EBL Slip Ramp

09/08/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑	
Traffic Volume (vph)	0	629	0	672	1515	0
Future Volume (vph)	0	629	0	672	1515	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0	
Lane Util. Factor		0.88		0.95	0.95	
Fr _t		0.85		1.00	1.00	
Fl _t Protected		1.00		1.00	1.00	
Satd. Flow (prot)		2814		3574	3574	
Fl _t Permitted		1.00		1.00	1.00	
Satd. Flow (perm)		2814		3574	3574	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	699	0	747	1683	0
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	0	658	0	747	1683	0
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%
Turn Type		Prot		NA	NA	
Protected Phases		5		5 6 8	6 8	
Permitted Phases						
Actuated Green, G (s)		30.3		120.0	77.7	
Effective Green, g (s)		30.3		120.0	77.7	
Actuated g/C Ratio		0.25		1.00	0.65	
Clearance Time (s)		6.0				
Vehicle Extension (s)		3.0				
Lane Grp Cap (vph)		710		3574	2314	
v/s Ratio Prot		c0.23		c0.21	c0.47	
v/s Ratio Perm						
v/c Ratio		0.93		0.21	0.73	
Uniform Delay, d ₁		43.8		0.0	14.1	
Progression Factor		1.00		1.00	0.17	
Incremental Delay, d ₂		18.0		0.0	0.6	
Delay (s)		61.8		0.0	3.0	
Level of Service		E		A	A	
Approach Delay (s)	61.8			0.0	3.0	
Approach LOS	E			A	A	
Intersection Summary						
HCM 2000 Control Delay			15.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.83			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	18.0
Intersection Capacity Utilization			73.9%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Appendix K

Synchro Intersection Analysis Outputs

Exit 101 - Existing AM

HCM Signalized Intersection Capacity Analysis

1011: Western Lane & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	197	635	69	5	530	44	4	3	3	114	43	445
Future Volume (vph)	197	635	69	5	530	44	4	3	3	114	43	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.93		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3388		1745	3316		1045	1510		1728	1534	
Flt Permitted	0.28	1.00		0.31	1.00		0.25	1.00		0.75	1.00	
Satd. Flow (perm)	517	3388		562	3316		280	1510		1358	1534	
Peak-hour factor, PHF	0.81	0.81	0.46	0.63	0.93	0.79	0.33	0.38	0.38	0.86	0.54	0.92
Adj. Flow (vph)	243	784	150	8	570	56	12	8	8	133	80	484
RTOR Reduction (vph)	0	20	0	0	10	0	0	6	0	0	274	0
Lane Group Flow (vph)	243	914	0	8	616	0	12	10	0	133	290	0
Heavy Vehicles (%)	3%	4%	4%	0%	4%	2%	67%	0%	25%	1%	0%	5%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.3	36.3		22.6	22.6		15.7	15.7		15.7	15.7	
Effective Green, g (s)	36.3	36.3		22.6	22.6		15.7	15.7		15.7	15.7	
Actuated g/C Ratio	0.57	0.57		0.35	0.35		0.25	0.25		0.25	0.25	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	441	1921		198	1170		68	370		333	376	
v/s Ratio Prot	0.07	c0.27			0.19			0.01			c0.19	
v/s Ratio Perm	c0.25			0.01			0.04			0.10		
v/c Ratio	0.55	0.48		0.04	0.53		0.18	0.03		0.40	0.77	
Uniform Delay, d1	7.9	8.2		13.6	16.5		19.1	18.3		20.2	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.8		0.1	0.4		1.2	0.0		0.8	9.4	
Delay (s)	9.4	9.1		13.7	16.9		20.3	18.4		21.0	31.9	
Level of Service	A	A		B	B		C	B		C	C	
Approach Delay (s)		9.1			16.8			19.2			29.8	
Approach LOS		A			B			B			C	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1012: US 176 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↑↑↑	↑↑	↷			
Traffic Volume (veh/h)	52	663	894	85	0	0	
Future Volume (Veh/h)	52	663	894	85	0	0	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.81	0.77	0.92	0.81	0.90	0.90	
Hourly flow rate (vph)	64	861	972	105	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None TWLTL						
Median storage (veh)	2						
Upstream signal (ft)	899						
pX, platoon unblocked							
vC, conflicting volume	972				1387	486	
vC1, stage 1 conf vol					972		
vC2, stage 2 conf vol					415		
vCu, unblocked vol	972				1387	486	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	91				100	100	
cM capacity (veh/h)	705				299	533	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	64	287	287	287	486	486	105
Volume Left	64	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	105
cSH	705	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.09	0.17	0.17	0.17	0.29	0.29	0.06
Queue Length 95th (ft)	7	0	0	0	0	0	0
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	0.7				0.0		
Approach LOS							
Intersection Summary							
Average Delay			0.3				
Intersection Capacity Utilization			52.6%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis
 1013: I-26 EB On-Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↓	↑↑↑		
Traffic Volume (vph)	512	913	448	789	0	0
Future Volume (vph)	512	913	448	789	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		
Lane Util. Factor	0.95	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3505	1568	3367	4940		
Flt Permitted	1.00	1.00	0.38	1.00		
Satd. Flow (perm)	3505	1568	1339	4940		
Peak-hour factor, PHF	0.84	0.79	0.85	0.89	0.90	0.90
Adj. Flow (vph)	610	1156	527	887	0	0
RTOR Reduction (vph)	0	82	0	0	0	0
Lane Group Flow (vph)	610	1074	527	887	0	0
Heavy Vehicles (%)	3%	3%	4%	5%	0%	0%
Turn Type	NA	Perm	pm+pt	NA		
Protected Phases	2		1	6		
Permitted Phases		2	6			
Actuated Green, G (s)	52.5	52.5	64.0	70.0		
Effective Green, g (s)	52.5	52.5	64.0	70.0		
Actuated g/C Ratio	0.75	0.75	0.91	1.00		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2628	1176	1383	4940		
v/s Ratio Prot	0.17		c0.03	0.18		
v/s Ratio Perm		c0.68	0.32			
v/c Ratio	0.23	0.91	0.38	0.18		
Uniform Delay, d1	2.6	6.9	0.7	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.2	12.2	0.2	0.1		
Delay (s)	2.9	19.2	0.9	0.1		
Level of Service	A	B	A	A		
Approach Delay (s)	13.5			0.4	0.0	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1014: Lordship Lane & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (vph)	1290	142	237	679	91	135
Future Volume (vph)	1290	142	237	679	91	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1583	1752	3438	1656	1599
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00
Satd. Flow (perm)	3505	1583	264	3438	1656	1599
Peak-hour factor, PHF	0.85	0.74	0.54	0.86	0.65	0.72
Adj. Flow (vph)	1518	192	439	790	140	188
RTOR Reduction (vph)	0	132	0	0	0	129
Lane Group Flow (vph)	1518	60	439	790	140	59
Heavy Vehicles (%)	3%	2%	3%	5%	9%	1%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Actuated Green, G (s)	22.0	22.0	36.0	36.0	22.0	22.0
Effective Green, g (s)	22.0	22.0	36.0	36.0	22.0	22.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1101	497	305	1768	520	502
v/s Ratio Prot	0.43		c0.16	0.23	c0.08	
v/s Ratio Perm		0.04	c0.58			0.04
v/c Ratio	1.38	0.12	1.44	0.45	0.27	0.12
Uniform Delay, d1	24.0	17.1	17.2	10.7	18.0	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	176.2	0.5	215.4	0.2	1.3	0.5
Delay (s)	200.2	17.6	232.6	10.9	19.2	17.6
Level of Service	F	B	F	B	B	B
Approach Delay (s)	179.7			90.1	18.3	
Approach LOS	F			F	B	

Intersection Summary

HCM 2000 Control Delay	129.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1015: Royal Tower Drive/Driveway Access & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↕			↕	↙		↕	
Traffic Volume (veh/h)	0	842	30	188	517	2	30	1	541	0	1	0
Future Volume (Veh/h)	0	842	30	188	517	2	30	1	541	0	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.85	0.75	0.89	0.81	0.50	0.75	0.25	0.82	0.90	0.25	0.90
Hourly flow rate (vph)	0	991	40	211	638	4	40	4	660	0	4	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)					1063							
pX, platoon unblocked	0.97						0.97	0.97		0.97	0.97	0.97
vC, conflicting volume	642			1031			1754	2075	1011	2075	2093	321
vC1, stage 1 conf vol							1011	1011		1062	1062	
vC2, stage 2 conf vol							743	1064		1013	1031	
vCu, unblocked vol	578			1031			1720	2050	1011	2050	2068	248
tC, single (s)	4.1			4.1			7.6	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.6	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			68			78	98	0	0	96	100
cM capacity (veh/h)	966			670			181	175	239	0	94	732

Direction, Lane #	EB 1	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1031	211	425	217	704	4
Volume Left	0	211	0	0	40	0
Volume Right	40	0	0	4	660	0
cSH	966	670	1700	1700	242	94
Volume to Capacity	0.00	0.32	0.25	0.13	2.91	0.04
Queue Length 95th (ft)	0	34	0	0	1550	3
Control Delay (s)	0.0	12.8	0.0	0.0	901.2	45.1
Lane LOS		B			F	E
Approach Delay (s)	0.0	3.2			901.2	45.1
Approach LOS					F	E

Intersection Summary

Average Delay		245.9				
Intersection Capacity Utilization		93.0%		ICU Level of Service		F
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1112: I-26 WBR Slip Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	663	0	0	979	0	238
Future Volume (Veh/h)	663	0	0	979	0	238
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.90	0.90	0.93	0.90	0.83
Hourly flow rate (vph)	861	0	0	1053	0	287
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	1294		1297			
pX, platoon unblocked						
vC, conflicting volume			861		1212	430
vC1, stage 1 conf vol					861	
vC2, stage 2 conf vol					351	
vCu, unblocked vol			861		1212	430
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	49
cM capacity (veh/h)			789		351	565
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	430	430	351	351	351	287
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	287
cSH	1700	1700	1700	1700	1700	565
Volume to Capacity	0.25	0.25	0.21	0.21	0.21	0.51
Queue Length 95th (ft)	0	0	0	0	0	72
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	17.8
Lane LOS						C
Approach Delay (s)	0.0		0.0			17.8
Approach LOS						C
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			39.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1113: US 176 & I-26 EBR Slip Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1425	789	0	0	127
Future Volume (Veh/h)	0	1425	789	0	0	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.84	0.89	0.90	0.90	0.62
Hourly flow rate (vph)	0	1696	887	0	0	205
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		335	307			
pX, platoon unblocked					0.73	
vC, conflicting volume	887				1452	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	887				330	444
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	64
cM capacity (veh/h)	772				471	567
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	565	565	565	444	444	205
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	205
cSH	1700	1700	1700	1700	1700	567
Volume to Capacity	0.33	0.33	0.33	0.26	0.26	0.36
Queue Length 95th (ft)	0	0	0	0	0	41
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.9
Lane LOS						B
Approach Delay (s)	0.0			0.0		14.9
Approach LOS						B
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			36.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1212: US 176 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	715	894	0	0	343
Future Volume (Veh/h)	0	715	894	0	0	343
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.79	0.92	0.90	0.90	0.89
Hourly flow rate (vph)	0	905	972	0	0	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		523				
pX, platoon unblocked						
vC, conflicting volume	972				1274	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	972				1274	486
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	25
cM capacity (veh/h)	717				162	517
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	302	302	302	486	486	385
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	385
cSH	1700	1700	1700	1700	1700	517
Volume to Capacity	0.18	0.18	0.18	0.29	0.29	0.75
Queue Length 95th (ft)	0	0	0	0	0	158
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	29.6
Lane LOS						D
Approach Delay (s)	0.0			0.0		29.6
Approach LOS						D
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			52.6%		ICU Level of Service	A
Analysis Period (min)			15			

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Appendix K

Synchro Intersection Analysis Outputs

Exit 101 - Existing PM

HCM Signalized Intersection Capacity Analysis

1011: Western Lane & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	419	686	7	0	675	85	39	18	7	50	5	203
Future Volume (vph)	419	686	7	0	675	85	39	18	7	50	5	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.98		1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3525			3385		1646	1733		1745	1510	
Flt Permitted	0.17	1.00			1.00		0.43	1.00		0.74	1.00	
Satd. Flow (perm)	307	3525			3385		748	1733		1352	1510	
Peak-hour factor, PHF	0.90	0.89	0.58	0.90	0.88	0.76	0.34	0.90	0.58	0.69	0.63	0.71
Adj. Flow (vph)	466	771	12	0	767	112	115	20	12	72	8	286
RTOR Reduction (vph)	0	1	0	0	15	0	0	9	0	0	224	0
Lane Group Flow (vph)	466	782	0	0	864	0	115	23	0	72	70	0
Heavy Vehicles (%)	3%	2%	13%	2%	1%	2%	6%	0%	0%	0%	0%	4%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.3	36.3			22.2		13.4	13.4		13.4	13.4	
Effective Green, g (s)	36.3	36.3			22.2		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.59	0.59			0.36		0.22	0.22		0.22	0.22	
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	370	2073			1217		162	376		293	327	
v/s Ratio Prot	c0.17	0.22			0.26			0.01			0.05	
v/s Ratio Perm	c0.57						c0.15			0.05		
v/c Ratio	1.26	0.38			0.71		0.71	0.06		0.25	0.21	
Uniform Delay, d1	12.9	6.7			17.0		22.4	19.2		20.0	19.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	136.9	0.5			1.9		13.3	0.1		0.4	0.3	
Delay (s)	149.8	7.2			18.9		35.7	19.2		20.4	20.2	
Level of Service	F	A			B		D	B		C	C	
Approach Delay (s)		60.4			18.9			32.1			20.2	
Approach LOS		E			B			C			C	

Intersection Summary

HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	61.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1012: US 176 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑	↷		
Traffic Volume (veh/h)	97	556	758	159	0	0
Future Volume (Veh/h)	97	556	758	159	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.84	0.86	0.85	0.90	0.90
Hourly flow rate (vph)	133	662	881	187	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage (veh)			2			
Upstream signal (ft)		899				
pX, platoon unblocked						
vC, conflicting volume	881				1368	440
vC1, stage 1 conf vol					881	
vC2, stage 2 conf vol					487	
vCu, unblocked vol	881				1368	440
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	100
cM capacity (veh/h)	769				308	570

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	133	221	221	221	440	440	187
Volume Left	133	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	187
cSH	769	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.17	0.13	0.13	0.13	0.26	0.26	0.11
Queue Length 95th (ft)	16	0	0	0	0	0	0
Control Delay (s)	10.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	1.8				0.0		
Approach LOS							

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	87.7%		ICU Level of Service E
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 1013: I-26 EB On-Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↓	↑↑↑		
Traffic Volume (vph)	598	583	273	1455	0	0
Future Volume (vph)	598	583	273	1455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		
Lane Util. Factor	0.95	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3539	1524	3367	5085		
Flt Permitted	1.00	1.00	0.34	1.00		
Satd. Flow (perm)	3539	1524	1202	5085		
Peak-hour factor, PHF	0.83	0.94	0.68	0.91	0.90	0.90
Adj. Flow (vph)	720	620	401	1599	0	0
RTOR Reduction (vph)	0	106	0	0	0	0
Lane Group Flow (vph)	720	514	401	1599	0	0
Heavy Vehicles (%)	2%	6%	4%	2%	0%	0%
Turn Type	NA	Perm	pm+pt	NA		
Protected Phases	2		1	6		
Permitted Phases		2	6			
Actuated Green, G (s)	52.5	52.5	64.0	70.0		
Effective Green, g (s)	52.5	52.5	64.0	70.0		
Actuated g/C Ratio	0.75	0.75	0.91	1.00		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2654	1143	1269	5085		
v/s Ratio Prot	0.20		0.02	c0.31		
v/s Ratio Perm		c0.34	0.26			
v/c Ratio	0.27	0.45	0.32	0.31		
Uniform Delay, d1	2.7	3.3	0.7	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.3	1.3	0.1	0.2		
Delay (s)	3.0	4.6	0.8	0.2		
Level of Service	A	A	A	A		
Approach Delay (s)	3.7			0.3	0.0	
Approach LOS	A			A	A	

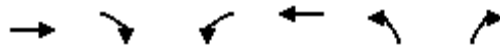
Intersection Summary

HCM 2000 Control Delay	1.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1014: Lordship Lane & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	974	207	235	1325	185	207
Future Volume (vph)	974	207	235	1325	185	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3438	1599	1787	3539	1787	1615
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00
Satd. Flow (perm)	3438	1599	269	3539	1787	1615
Peak-hour factor, PHF	0.92	0.89	0.73	0.93	0.87	0.85
Adj. Flow (vph)	1059	233	322	1425	213	244
RTOR Reduction (vph)	0	160	0	0	0	167
Lane Group Flow (vph)	1059	73	322	1425	213	77
Heavy Vehicles (%)	5%	1%	1%	2%	1%	0%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Actuated Green, G (s)	22.0	22.0	36.0	36.0	22.0	22.0
Effective Green, g (s)	22.0	22.0	36.0	36.0	22.0	22.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1080	502	311	1820	561	507
v/s Ratio Prot	0.31		0.12	c0.40	c0.12	
v/s Ratio Perm		0.05	c0.41			0.05
v/c Ratio	0.98	0.15	1.04	0.78	0.38	0.15
Uniform Delay, d1	23.8	17.2	16.7	13.8	18.7	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.1	0.6	60.5	2.3	2.0	0.6
Delay (s)	46.9	17.9	77.2	16.1	20.6	17.9
Level of Service	D	B	E	B	C	B
Approach Delay (s)	41.6			27.4	19.2	
Approach LOS	D			C	B	

Intersection Summary

HCM 2000 Control Delay	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1015: Royal Tower Drive/Driveway Access & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↕			↕	↗		↕	
Traffic Volume (veh/h)	7	785	49	469	858	16	8	2	304	4	11	19
Future Volume (Veh/h)	7	785	49	469	858	16	8	2	304	4	11	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.44	0.94	0.58	0.91	0.92	0.54	0.50	0.50	0.89	0.50	0.92	0.68
Hourly flow rate (vph)	16	835	84	515	933	30	16	4	342	8	12	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)					1063							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	963			919			2440	2902	877	2889	2929	482
vC1, stage 1 conf vol							909	909		1978	1978	
vC2, stage 2 conf vol							1530	1993		911	951	
vCu, unblocked vol	699			919			2367	2889	877	2875	2920	155
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.7	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.4
p0 queue free %	98			31			0	77	0	0	0	96
cM capacity (veh/h)	803			745			10	17	292	0	4	748

Direction, Lane #	EB 1	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	935	515	622	341	362	48
Volume Left	16	515	0	0	16	8
Volume Right	84	0	0	30	342	28
cSH	803	745	1700	1700	169	0
Volume to Capacity	0.02	0.69	0.37	0.20	2.14	Err
Queue Length 95th (ft)	2	141	0	0	721	Err
Control Delay (s)	0.6	19.9	0.0	0.0	577.0	Err
Lane LOS	A	C			F	F
Approach Delay (s)	0.6	6.9			577.0	Err
Approach LOS					F	F

Intersection Summary

Average Delay		Err				
Intersection Capacity Utilization		86.0%		ICU Level of Service		E
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
 1112: I-26 WBR Slip Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Volume (veh/h)	556	0	0	917	0	556
Future Volume (Veh/h)	556	0	0	917	0	556
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.90	0.90	0.86	0.90	0.89
Hourly flow rate (vph)	662	0	0	1066	0	625
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	1294		1297			
pX, platoon unblocked						
vC, conflicting volume			662		1017	331
vC1, stage 1 conf vol					662	
vC2, stage 2 conf vol					355	
vCu, unblocked vol			662		1017	331
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	6
cM capacity (veh/h)			936		431	662
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	331	331	355	355	355	625
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	625
cSH	1700	1700	1700	1700	1700	662
Volume to Capacity	0.19	0.19	0.21	0.21	0.21	0.94
Queue Length 95th (ft)	0	0	0	0	0	330
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	47.6
Lane LOS						E
Approach Delay (s)	0.0		0.0			47.6
Approach LOS						E
Intersection Summary						
Average Delay			12.6			
Intersection Capacity Utilization			56.5%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1113: US 176 & I-26 EBR Slip Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1181	1454	0	0	105
Future Volume (Veh/h)	0	1181	1454	0	0	105
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.91	0.90	0.90	0.85
Hourly flow rate (vph)	0	1312	1598	0	0	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		335	307			
pX, platoon unblocked					0.74	
vC, conflicting volume	1598				2035	799
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1598				1178	799
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	63
cM capacity (veh/h)	415				139	333
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	437	437	437	799	799	124
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	124
cSH	1700	1700	1700	1700	1700	333
Volume to Capacity	0.26	0.26	0.26	0.47	0.47	0.37
Queue Length 95th (ft)	0	0	0	0	0	42
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	22.1
Lane LOS						C
Approach Delay (s)	0.0			0.0		22.1
Approach LOS						C
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1212: US 176 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	653	758	0	0	970
Future Volume (Veh/h)	0	653	758	0	0	970
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.83	0.86	0.90	0.90	0.93
Hourly flow rate (vph)	0	787	881	0	0	1043
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		523				
pX, platoon unblocked						
vC, conflicting volume	881				1143	440
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	881				1143	440
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	776				197	564
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	262	262	262	440	440	1043
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	1043
cSH	1700	1700	1700	1700	1700	564
Volume to Capacity	0.15	0.15	0.15	0.26	0.26	1.85
Queue Length 95th (ft)	0	0	0	0	0	1644
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	406.4
Lane LOS						F
Approach Delay (s)	0.0			0.0		406.4
Approach LOS						F
Intersection Summary						
Average Delay			156.3			
Intersection Capacity Utilization			87.7%		ICU Level of Service	E
Analysis Period (min)			15			

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Appendix K

Synchro Intersection Analysis Outputs Exit 101 - No Build AM

HCM Signalized Intersection Capacity Analysis

1011: Western Lane & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	197	635	69	5	530	44	4	3	3	114	43	445
Future Volume (vph)	197	635	69	5	530	44	4	3	3	114	43	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.93		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3387		1745	3316		1045	1510		1728	1534	
Flt Permitted	0.14	1.00		0.19	1.00		0.18	1.00		0.74	1.00	
Satd. Flow (perm)	264	3387		345	3316		200	1510		1351	1534	
Peak-hour factor, PHF	0.81	0.81	0.46	0.63	0.93	0.79	0.33	0.38	0.38	0.86	0.54	0.92
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	348	1121	214	11	815	80	17	11	11	190	114	692
RTOR Reduction (vph)	0	23	0	0	10	0	0	8	0	0	216	0
Lane Group Flow (vph)	348	1313	0	11	885	0	17	14	0	190	590	0
Heavy Vehicles (%)	3%	4%	4%	0%	4%	2%	67%	0%	25%	1%	0%	5%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.0	36.0		22.0	22.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	36.0	36.0		22.0	22.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51		0.31	0.31		0.31	0.31		0.31	0.31	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	305	1741		108	1042		62	474		424	482	
v/s Ratio Prot	c0.13	0.39			0.27			0.01				c0.38
v/s Ratio Perm	c0.46			0.03			0.09			0.14		
v/c Ratio	1.14	0.75		0.10	0.85		0.27	0.03		0.45	1.22	
Uniform Delay, d1	16.0	13.5		17.0	22.4		18.0	16.6		19.2	24.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	95.3	3.1		0.4	6.6		2.4	0.0		0.8	118.2	
Delay (s)	111.2	16.6		17.4	29.0		20.4	16.6		19.9	142.2	
Level of Service	F	B		B	C		C	B		B	F	
Approach Delay (s)		36.1			28.9			18.3			118.9	
Approach LOS		D			C			B			F	

Intersection Summary

HCM 2000 Control Delay	56.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1012: US 176 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑↑	↑↑	↵		
Traffic Volume (veh/h)	52	663	894	85	0	0
Future Volume (Veh/h)	52	663	894	85	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.77	0.92	0.81	0.90	0.90
Hourly flow rate (vph)	92	1231	1390	150	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None TWLTL					
Median storage (veh)	2					
Upstream signal (ft)	899					
pX, platoon unblocked						
vC, conflicting volume	1390				1984	695
vC1, stage 1 conf vol					1390	
vC2, stage 2 conf vol					594	
vCu, unblocked vol	1390				1984	695
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	81				100	100
cM capacity (veh/h)	488				179	389

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	92	410	410	410	695	695	150
Volume Left	92	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	150
cSH	488	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.24	0.24	0.24	0.41	0.41	0.09
Queue Length 95th (ft)	17	0	0	0	0	0	0
Control Delay (s)	14.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	1.0				0.0		
Approach LOS							

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

1013: I-26 EB On-Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↔	↑↑↑		
Traffic Volume (vph)	512	913	448	789	0	0
Future Volume (vph)	512	913	448	789	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		
Lane Util. Factor	0.95	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3505	1568	3367	4940		
Flt Permitted	1.00	1.00	0.29	1.00		
Satd. Flow (perm)	3505	1568	1017	4940		
Peak-hour factor, PHF	0.84	0.79	0.85	0.89	0.90	0.90
Growth Factor (vph)	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	872	1653	754	1268	0	0
RTOR Reduction (vph)	0	44	0	0	0	0
Lane Group Flow (vph)	872	1609	754	1268	0	0
Heavy Vehicles (%)	3%	3%	4%	5%	0%	0%
Turn Type	NA	Perm	pm+pt	NA		
Protected Phases	2		1	6		
Permitted Phases		2	6			
Actuated Green, G (s)	50.5	50.5	64.0	70.0		
Effective Green, g (s)	50.5	50.5	64.0	70.0		
Actuated g/C Ratio	0.72	0.72	0.91	1.00		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2528	1131	1181	4940		
v/s Ratio Prot	0.25		c0.07	0.26		
v/s Ratio Perm		c1.03	0.52			
v/c Ratio	0.34	1.42	0.64	0.26		
Uniform Delay, d1	3.6	9.8	1.3	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.4	195.3	1.1	0.1		
Delay (s)	4.0	205.0	2.4	0.1		
Level of Service	A	F	A	A		
Approach Delay (s)	135.6			1.0	0.0	
Approach LOS	F			A	A	

Intersection Summary

HCM 2000 Control Delay	75.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1014: Lordship Lane & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	1290	142	237	679	91	135
Future Volume (vph)	1290	142	237	679	91	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3505	1583	1752	3438	1656	1599
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00
Satd. Flow (perm)	3505	1583	264	3438	1656	1599
Peak-hour factor, PHF	0.85	0.74	0.54	0.86	0.65	0.72
Growth Factor (vph)	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	2170	274	628	1129	200	268
RTOR Reduction (vph)	0	141	0	0	0	184
Lane Group Flow (vph)	2170	133	628	1129	200	84
Heavy Vehicles (%)	3%	2%	3%	5%	9%	1%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Actuated Green, G (s)	22.0	22.0	36.0	36.0	22.0	22.0
Effective Green, g (s)	22.0	22.0	36.0	36.0	22.0	22.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1101	497	305	1768	520	502
v/s Ratio Prot	0.62		c0.23	0.33	c0.12	
v/s Ratio Perm		0.08	c0.82			0.05
v/c Ratio	1.97	0.27	2.06	0.64	0.38	0.17
Uniform Delay, d1	24.0	18.0	17.2	12.3	18.7	17.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	440.2	1.3	487.8	0.8	2.1	0.7
Delay (s)	464.2	19.3	504.9	13.1	20.9	18.1
Level of Service	F	B	F	B	C	B
Approach Delay (s)	414.3			188.9	19.3	
Approach LOS	F			F	B	

Intersection Summary

HCM 2000 Control Delay	289.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.47		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1015: Royal Tower Drive/Driveway Access & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗			↖	↗		↔	
Traffic Volume (veh/h)	0	842	30	188	517	2	30	1	541	0	1	0
Future Volume (Veh/h)	0	842	30	188	517	2	30	1	541	0	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.85	0.75	0.89	0.81	0.50	0.75	0.25	0.82	0.90	0.25	0.90
Hourly flow rate (vph)	0	1417	57	302	913	6	57	6	943	0	6	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)					1063							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	919			1474			2509	2968	1446	2968	2994	460
vC1, stage 1 conf vol							1446	1446		1520	1520	
vC2, stage 2 conf vol							1064	1523		1448	1474	
vCu, unblocked vol	608			1474			2436	2964	1446	2964	2993	79
tC, single (s)	4.1			4.1			7.6	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.6	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			33			20	90	0	0	0	100
cM capacity (veh/h)	841			453			71	61	122	0	4	839

Direction, Lane #	EB 1	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1474	302	609	310	1006	6
Volume Left	0	302	0	0	57	0
Volume Right	57	0	0	6	943	0
cSH	841	453	1700	1700	118	4
Volume to Capacity	0.00	0.67	0.36	0.18	8.55	1.48
Queue Length 95th (ft)	0	120	0	0	Err	41
Control Delay (s)	0.0	27.4	0.0	0.0	Err	1778.3
Lane LOS		D			F	F
Approach Delay (s)	0.0	6.8			Err	1778.3
Approach LOS					F	F

Intersection Summary

Average Delay		2718.6				
Intersection Capacity Utilization		127.2%		ICU Level of Service		H
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1112: I-26 WBR Slip Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Volume (veh/h)	663	0	0	979	0	238
Future Volume (Veh/h)	663	0	0	979	0	238
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.90	0.90	0.93	0.90	0.83
Hourly flow rate (vph)	1231	0	0	1505	0	410
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	1294		1297			
pX, platoon unblocked			0.98		0.98	0.98
vC, conflicting volume			1231		1733	616
vC1, stage 1 conf vol					1231	
vC2, stage 2 conf vol					502	
vCu, unblocked vol			1195		1707	567
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	9
cM capacity (veh/h)			579		230	450
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	616	616	502	502	502	410
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	410
cSH	1700	1700	1700	1700	1700	450
Volume to Capacity	0.36	0.36	0.30	0.30	0.30	0.91
Queue Length 95th (ft)	0	0	0	0	0	254
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	53.7
Lane LOS						F
Approach Delay (s)	0.0		0.0			53.7
Approach LOS						F
Intersection Summary						
Average Delay			7.0			
Intersection Capacity Utilization			53.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1113: US 176 & I-26 EBR Slip Ramp

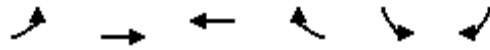
09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1425	789	0	0	127
Future Volume (Veh/h)	0	1425	789	0	0	127
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.84	0.89	0.90	0.90	0.62
Hourly flow rate (vph)	0	2426	1268	0	0	293
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		335	307			
pX, platoon unblocked					0.73	
vC, conflicting volume	1268				2077	634
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1268				1184	634
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	31
cM capacity (veh/h)	555				135	427
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	809	809	809	634	634	293
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	293
cSH	1700	1700	1700	1700	1700	427
Volume to Capacity	0.48	0.48	0.48	0.37	0.37	0.69
Queue Length 95th (ft)	0	0	0	0	0	126
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	30.0
Lane LOS						D
Approach Delay (s)	0.0			0.0		30.0
Approach LOS						D
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			49.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1212: US 176 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	715	894	0	0	343
Future Volume (Veh/h)	0	715	894	0	0	343
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.79	0.92	0.90	0.90	0.89
Hourly flow rate (vph)	0	1294	1390	0	0	551
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		523				
pX, platoon unblocked					0.99	
vC, conflicting volume	1390				1821	695
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1390				1785	695
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	0
cM capacity (veh/h)	499				73	376
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	431	431	431	695	695	551
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	551
cSH	1700	1700	1700	1700	1700	376
Volume to Capacity	0.25	0.25	0.25	0.41	0.41	1.47
Queue Length 95th (ft)	0	0	0	0	0	726
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	251.5
Lane LOS						F
Approach Delay (s)	0.0			0.0		251.5
Approach LOS						F
Intersection Summary						
Average Delay			42.8			
Intersection Capacity Utilization			72.4%		ICU Level of Service	C
Analysis Period (min)			15			

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Appendix K

Synchro Intersection Analysis Outputs

Exit 101 - No Build PM

HCM Signalized Intersection Capacity Analysis

1011: Western Lane & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	419	686	7	0	675	85	39	18	7	50	5	203
Future Volume (vph)	419	686	7	0	675	85	39	18	7	50	5	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	11	11	11
Total Lost time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			0.98		1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3525			3385		1646	1735		1745	1510	
Flt Permitted	0.14	1.00			1.00		0.31	1.00		0.73	1.00	
Satd. Flow (perm)	264	3525			3385		545	1735		1335	1510	
Peak-hour factor, PHF	0.90	0.89	0.58	0.90	0.88	0.76	0.34	0.90	0.58	0.69	0.63	0.71
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	666	1102	17	0	1097	160	164	29	17	104	11	409
RTOR Reduction (vph)	0	1	0	0	16	0	0	12	0	0	204	0
Lane Group Flow (vph)	666	1118	0	0	1241	0	164	34	0	104	216	0
Heavy Vehicles (%)	3%	2%	13%	2%	1%	2%	6%	0%	0%	0%	0%	4%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.0	36.0			22.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)	36.0	36.0			22.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio	0.51	0.51			0.31		0.31	0.31		0.31	0.31	
Clearance Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	305	1812			1063		171	545		419	474	
v/s Ratio Prot	c0.25	0.32			0.37			0.02			0.14	
v/s Ratio Perm	c0.87						c0.30			0.08		
v/c Ratio	2.18	0.62			1.17		0.96	0.06		0.25	0.46	
Uniform Delay, d1	17.2	12.1			24.0		23.6	16.8		17.8	19.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	543.3	1.6			85.6		56.1	0.0		0.3	0.7	
Delay (s)	560.5	13.7			109.6		79.6	16.8		18.2	19.9	
Level of Service	F	B			F		E	B		B	B	
Approach Delay (s)		217.7			109.6			65.9			19.6	
Approach LOS		F			F			E			B	

Intersection Summary

HCM 2000 Control Delay	145.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.79		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1012: US 176 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↑↑	↗		
Traffic Volume (veh/h)	97	556	758	159	0	0
Future Volume (Veh/h)	97	556	758	159	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.84	0.86	0.85	0.90	0.90
Hourly flow rate (vph)	190	947	1260	267	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLT			
Median storage (veh)			2			
Upstream signal (ft)		899				
pX, platoon unblocked						
vC, conflicting volume	1260				1956	630
vC1, stage 1 conf vol					1260	
vC2, stage 2 conf vol					696	
vCu, unblocked vol	1260				1956	630
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	66				100	100
cM capacity (veh/h)	553				183	429

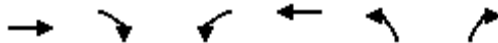
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	190	316	316	316	630	630	267
Volume Left	190	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	267
cSH	553	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.34	0.19	0.19	0.19	0.37	0.37	0.16
Queue Length 95th (ft)	38	0	0	0	0	0	0
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	2.5				0.0		
Approach LOS							

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	122.5%		ICU Level of Service H
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

1013: I-26 EB On-Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↓	↑↑↑		
Traffic Volume (vph)	598	583	273	1455	0	0
Future Volume (vph)	598	583	273	1455	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		
Lane Util. Factor	0.95	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3539	1524	3367	5085		
Flt Permitted	1.00	1.00	0.24	1.00		
Satd. Flow (perm)	3539	1524	845	5085		
Peak-hour factor, PHF	0.83	0.94	0.68	0.91	0.90	0.90
Growth Factor (vph)	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	1030	887	574	2286	0	0
RTOR Reduction (vph)	0	63	0	0	0	0
Lane Group Flow (vph)	1030	824	574	2286	0	0
Heavy Vehicles (%)	2%	6%	4%	2%	0%	0%
Turn Type	NA	Perm	pm+pt	NA		
Protected Phases	2		1	6		
Permitted Phases		2	6			
Actuated Green, G (s)	51.1	51.1	64.0	70.0		
Effective Green, g (s)	51.1	51.1	64.0	70.0		
Actuated g/C Ratio	0.73	0.73	0.91	1.00		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2583	1112	1021	5085		
v/s Ratio Prot	0.29		0.06	c0.45		
v/s Ratio Perm		c0.54	0.46			
v/c Ratio	0.40	0.74	0.56	0.45		
Uniform Delay, d1	3.6	5.6	1.4	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.5	4.5	0.7	0.3		
Delay (s)	4.1	10.0	2.2	0.3		
Level of Service	A	B	A	A		
Approach Delay (s)	6.8			0.7	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1014: Lordship Lane & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (vph)	974	207	235	1325	185	207
Future Volume (vph)	974	207	235	1325	185	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3438	1599	1787	3539	1787	1615
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00
Satd. Flow (perm)	3438	1599	269	3539	1787	1615
Peak-hour factor, PHF	0.92	0.89	0.73	0.93	0.87	0.85
Growth Factor (vph)	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	1514	333	460	2037	304	348
RTOR Reduction (vph)	0	228	0	0	0	200
Lane Group Flow (vph)	1514	105	460	2037	304	148
Heavy Vehicles (%)	5%	1%	1%	2%	1%	0%
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Actuated Green, G (s)	22.0	22.0	36.0	36.0	22.0	22.0
Effective Green, g (s)	22.0	22.0	36.0	36.0	22.0	22.0
Actuated g/C Ratio	0.31	0.31	0.51	0.51	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1080	502	311	1820	561	507
v/s Ratio Prot	0.44		0.17	c0.58	c0.17	
v/s Ratio Perm		0.07	c0.59			0.09
v/c Ratio	1.40	0.21	1.48	1.12	0.54	0.29
Uniform Delay, d1	24.0	17.6	17.2	17.0	19.8	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	186.5	0.9	232.2	61.7	3.7	1.5
Delay (s)	210.5	18.6	249.4	78.7	23.6	19.6
Level of Service	F	B	F	E	C	B
Approach Delay (s)	175.9			110.2	21.4	
Approach LOS	F			F	C	

Intersection Summary

HCM 2000 Control Delay	122.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1015: Royal Tower Drive/Driveway Access & US 176

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↕			↕	↙		↕	
Traffic Volume (veh/h)	7	785	49	469	858	16	8	2	304	4	11	19
Future Volume (Veh/h)	7	785	49	469	858	16	8	2	304	4	11	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.44	0.94	0.58	0.91	0.92	0.54	0.50	0.50	0.89	0.50	0.92	0.68
Hourly flow rate (vph)	23	1194	121	737	1334	42	23	6	488	11	17	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
4												
Median type												
None TWLTL												
Median storage veh												
2												
Upstream signal (ft)												
1063												
pX, platoon unblocked	0.61						0.61	0.61		0.61	0.61	0.61
vC, conflicting volume	1376			1315			3490	4150	1254	4132	4190	688
vC1, stage 1 conf vol							1300	1300		2829	2829	
vC2, stage 2 conf vol							2190	2850		1304	1361	
vCu, unblocked vol	320			1315			3809	4899	1254	4869	4964	0
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)							6.7	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.4
p0 queue free %	97			0			0	0	0	0	0	94
cM capacity (veh/h)	758			527			0	0	163	0	0	645
Direction, Lane #												
	EB 1	WB 1	WB 2	WB 3	NB 1	SB 1						
Volume Total	1338	737	889	487	517	68						
Volume Left	23	737	0	0	23	11						
Volume Right	121	0	0	42	488	40						
cSH	758	527	1700	1700	0	0						
Volume to Capacity	0.03	1.40	0.52	0.29	Err	Err						
Queue Length 95th (ft)	2	857	0	0	Err	Err						
Control Delay (s)	1.5	212.5	0.0	0.0	Err	Err						
Lane LOS	A	F			F	F						
Approach Delay (s)	1.5	74.1			Err	Err						
Approach LOS					F	F						
Intersection Summary												
Average Delay												
Err												
Intersection Capacity Utilization												
118.8%												
ICU Level of Service												
H												
Analysis Period (min)												
15												

HCM Unsignalized Intersection Capacity Analysis
 1112: I-26 WBR Slip Ramp & US 176

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	556	0	0	917	0	556
Future Volume (Veh/h)	556	0	0	917	0	556
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.90	0.90	0.86	0.90	0.89
Hourly flow rate (vph)	947	0	0	1525	0	893
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh)	2		2			
Upstream signal (ft)	1294		1297			
pX, platoon unblocked			0.97	0.93	0.97	
vC, conflicting volume			947	1455	474	
vC1, stage 1 conf vol				947		
vC2, stage 2 conf vol				508		
vCu, unblocked vol			875	1020	385	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)				5.8		
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	0	
cM capacity (veh/h)			753	346	590	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	474	474	508	508	508	893
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	893
cSH	1700	1700	1700	1700	1700	590
Volume to Capacity	0.28	0.28	0.30	0.30	0.30	1.51
Queue Length 95th (ft)	0	0	0	0	0	1133
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	259.4
Lane LOS						F
Approach Delay (s)	0.0		0.0			259.4
Approach LOS						F
Intersection Summary						
Average Delay			68.8			
Intersection Capacity Utilization			77.9%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1113: US 176 & I-26 EBR Slip Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1181	1455	0	0	105
Future Volume (Veh/h)	0	1181	1455	0	0	105
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.91	0.90	0.90	0.85
Hourly flow rate (vph)	0	1876	2286	0	0	177
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		335	307			
pX, platoon unblocked	0.04				0.17	0.04
vC, conflicting volume	2286				2911	1143
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	62				175	41
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	625	625	625	1143	1143	177
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	177
cSH	1700	1700	1700	1700	1700	41
Volume to Capacity	0.37	0.37	0.37	0.67	0.67	4.31
Queue Length 95th (ft)	0	0	0	0	0	Err
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	Err
Lane LOS						F
Approach Delay (s)	0.0			0.0		Err
Approach LOS						F
Intersection Summary						
Average Delay			407.9			
Intersection Capacity Utilization			73.5%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1212: US 176 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	653	758	0	0	970
Future Volume (Veh/h)	0	653	758	0	0	970
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.83	0.86	0.90	0.90	0.93
Hourly flow rate (vph)	0	1125	1260	0	0	1492
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		523				
pX, platoon unblocked					0.95	
vC, conflicting volume	1260				1635	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1260				1488	630
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	559				111	424
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	375	375	375	630	630	1492
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	1492
cSH	1700	1700	1700	1700	1700	424
Volume to Capacity	0.22	0.22	0.22	0.37	0.37	3.52
Queue Length 95th (ft)	0	0	0	0	0	Err
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	Err
Lane LOS						F
Approach Delay (s)	0.0			0.0		Err
Approach LOS						F
Intersection Summary						
Average Delay		3848.0				
Intersection Capacity Utilization		122.5%		ICU Level of Service		H
Analysis Period (min)		15				

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Appendix K

Synchro Intersection Analysis Outputs

Exit 102 - Existing AM

HCM Signalized Intersection Capacity Analysis
 1021: Parkridge Drive/Kinley Road & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	668	238	14	240	30	41	4	9	252	51	507
Future Volume (vph)	301	668	238	14	240	30	41	4	9	252	51	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3539	1615	1745	3455	1501	1711	1699		1752	1900	1568
Flt Permitted	0.47	1.00	1.00	0.38	1.00	1.00	0.70	1.00		0.64	1.00	1.00
Satd. Flow (perm)	861	3539	1615	696	3455	1501	1260	1699		1174	1900	1568
Peak-hour factor, PHF	0.95	0.93	0.85	0.70	0.88	0.68	0.62	0.33	0.75	0.75	0.58	0.86
Adj. Flow (vph)	317	718	280	20	273	44	66	12	12	336	88	590
RTOR Reduction (vph)	0	0	135	0	0	27	0	9	0	0	0	262
Lane Group Flow (vph)	317	718	145	20	273	17	66	15	0	336	88	328
Heavy Vehicles (%)	3%	2%	0%	0%	1%	4%	2%	0%	0%	3%	0%	3%
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3		6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Actuated Green, G (s)	44.0	44.0	51.7	26.0	26.0	38.0	33.7	26.0		42.3	30.3	42.3
Effective Green, g (s)	44.0	44.0	51.7	26.0	26.0	38.0	33.7	26.0		42.3	30.3	42.3
Actuated g/C Ratio	0.44	0.44	0.52	0.26	0.26	0.38	0.34	0.26		0.42	0.30	0.42
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	485	1557	931	180	898	660	459	441		565	575	757
v/s Ratio Prot	c0.08	0.20	0.01		0.08	0.00	0.01	0.01		c0.07	0.05	0.05
v/s Ratio Perm	c0.21		0.08	0.03		0.01	0.04			c0.18		0.16
v/c Ratio	0.65	0.46	0.16	0.11	0.30	0.03	0.14	0.03		0.59	0.15	0.43
Uniform Delay, d1	19.6	19.7	12.7	28.2	29.7	19.4	22.9	27.6		21.1	25.5	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	1.0	0.1	1.2	0.9	0.0	0.1	0.1		1.7	0.6	0.4
Delay (s)	22.7	20.7	12.8	29.4	30.6	19.4	23.0	27.8		22.8	26.0	20.8
Level of Service	C	C	B	C	C	B	C	C		C	C	C
Approach Delay (s)		19.5			29.1			24.3			21.9	
Approach LOS		B			C			C			C	

Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1022: SC 60 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑	↗		
Traffic Volume (veh/h)	195	917	751	37	0	0
Future Volume (Veh/h)	195	917	751	37	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.98	0.88	0.71	0.90	0.90
Hourly flow rate (vph)	212	936	853	52	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			1132			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	853				1589	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	822				1569	390
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	73				100	100
cM capacity (veh/h)	798				75	606

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	212	312	312	312	426	426	52
Volume Left	212	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	52
cSH	798	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.27	0.18	0.18	0.18	0.25	0.25	0.03
Queue Length 95th (ft)	27	0	0	0	0	0	0
Control Delay (s)	11.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	2.1				0.0		
Approach LOS							

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	58.9%		ICU Level of Service B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 1023: I-26 EB On-Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑↑			
Traffic Volume (veh/h)	811	687	320	940	0	0	
Future Volume (Veh/h)	811	687	320	940	0	0	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.74	0.81	0.92	0.90	0.90	
Hourly flow rate (vph)	854	928	395	1022	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	1187						
pX, platoon unblocked			0.82		0.82	0.82	
vC, conflicting volume			854		1985	427	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			378		1759	0	
tC, single (s)			4.2		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			59		100	100	
cM capacity (veh/h)			958		37	893	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	427	427	928	395	341	341	341
Volume Left	0	0	0	395	0	0	0
Volume Right	0	0	928	0	0	0	0
cSH	1700	1700	1700	958	1700	1700	1700
Volume to Capacity	0.25	0.25	0.55	0.41	0.20	0.20	0.20
Queue Length 95th (ft)	0	0	0	51	0	0	0
Control Delay (s)	0.0	0.0	0.0	11.4	0.0	0.0	0.0
Lane LOS				B			
Approach Delay (s)	0.0		3.2				
Approach LOS							
Intersection Summary							
Average Delay			1.4				
Intersection Capacity Utilization			66.9%		ICU Level of Service		C
Analysis Period (min)	15						

HCM Signalized Intersection Capacity Analysis

1024: Columbiana Drive & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1208	137	250	966	67	81	49	168	121	230	152
Future Volume (vph)	91	1208	137	250	966	67	81	49	168	121	230	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.99		1.00	0.99		1.00	0.89		1.00	0.94	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1745	3371		1694	3319		1787	1666		1787	1715	
Fl _t Permitted	0.15	1.00		0.14	1.00		0.17	1.00		0.58	1.00	
Satd. Flow (perm)	283	3371		252	3319		323	1666		1099	1715	
Peak-hour factor, PHF	0.71	0.89	0.93	0.87	0.84	0.69	0.78	0.72	0.77	0.72	0.78	0.88
Adj. Flow (vph)	128	1357	147	287	1150	97	104	68	218	168	295	173
RTOR Reduction (vph)	0	8	0	0	6	0	0	114	0	0	20	0
Lane Group Flow (vph)	128	1496	0	287	1241	0	104	172	0	168	448	0
Heavy Vehicles (%)	0%	2%	2%	3%	4%	3%	1%	1%	1%	1%	5%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	35.7	26.0		40.3	28.3		45.2	45.2		31.5	31.5	
Effective Green, g (s)	35.7	26.0		40.3	28.3		45.2	45.2		31.5	31.5	
Actuated g/C Ratio	0.35	0.26		0.40	0.28		0.45	0.45		0.31	0.31	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	866		271	928		255	744		342	533	
v/s Ratio Prot	0.05	c0.44		c0.13	0.37		c0.03	0.10			c0.26	
v/s Ratio Perm	0.14			0.30			0.15			0.15		
v/c Ratio	0.54	1.73		1.06	1.34		0.41	0.23		0.49	0.84	
Uniform Delay, d ₁	25.4	37.6		26.7	36.5		19.8	17.3		28.3	32.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	2.3	332.1		71.1	159.2		1.1	0.7		1.1	11.4	
Delay (s)	27.7	369.7		97.8	195.7		20.9	18.0		29.4	43.9	
Level of Service	C	F		F	F		C	B		C	D	
Approach Delay (s)		342.9			177.4			18.8			40.1	
Approach LOS		F			F			B			D	

Intersection Summary

HCM 2000 Control Delay	206.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	101.2	Sum of lost time (s)	24.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1122: I-26 WBR Slip Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (veh/h)	917	0	0	788	0	290
Future Volume (Veh/h)	917	0	0	788	0	290
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.90	0.90	0.87	0.90	0.87
Hourly flow rate (vph)	936	0	0	906	0	333
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	624					
pX, platoon unblocked					0.95	
vC, conflicting volume			936	1389	468	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			936	1308	468	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	38	
cM capacity (veh/h)			740	146	539	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	468	468	453	453	333	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	333	
cSH	1700	1700	1700	1700	539	
Volume to Capacity	0.28	0.28	0.27	0.27	0.62	
Queue Length 95th (ft)	0	0	0	0	104	
Control Delay (s)	0.0	0.0	0.0	0.0	21.9	
Lane LOS						C
Approach Delay (s)	0.0		0.0		21.9	
Approach LOS						C
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			50.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1123: SC 60 & I-26 EBR Slip Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1498	940	0	0	343
Future Volume (Veh/h)	0	1498	940	0	0	343
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.86	0.92	0.90	0.90	0.79
Hourly flow rate (vph)	0	1742	1022	0	0	434
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		692				
pX, platoon unblocked					0.82	
vC, conflicting volume	1022				1603	511
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1022				948	511
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	14
cM capacity (veh/h)	687				214	505
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	581	581	581	511	511	434
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	434
cSH	1700	1700	1700	1700	1700	505
Volume to Capacity	0.34	0.34	0.34	0.30	0.30	0.86
Queue Length 95th (ft)	0	0	0	0	0	227
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	41.8
Lane LOS						E
Approach Delay (s)	0.0			0.0		41.8
Approach LOS						E
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			53.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1222: SC 60 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1112	751	0	0	509
Future Volume (Veh/h)	0	1112	751	0	0	509
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.97	0.88	0.90	0.90	0.87
Hourly flow rate (vph)	0	1146	853	0	0	585
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	853				1235	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	853				1235	426
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	0
cM capacity (veh/h)	795				171	565
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	382	382	382	426	426	585
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	585
cSH	1700	1700	1700	1700	1700	565
Volume to Capacity	0.22	0.22	0.22	0.25	0.25	1.03
Queue Length 95th (ft)	0	0	0	0	0	402
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	74.2
Lane LOS						F
Approach Delay (s)	0.0			0.0		74.2
Approach LOS						F
Intersection Summary						
Average Delay			16.8			
Intersection Capacity Utilization			58.9%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1223: I-26 EB Loop Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	811	0	0	1260	0	301
Future Volume (Veh/h)	811	0	0	1260	0	301
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.90	0.90	0.93	0.90	0.81
Hourly flow rate (vph)	854	0	0	1355	0	372
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			854	1306	427	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			854	1306	427	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	35	
cM capacity (veh/h)			794	154	576	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	427	427	452	452	452	372
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	372
cSH	1700	1700	1700	1700	1700	576
Volume to Capacity	0.25	0.25	0.27	0.27	0.27	0.65
Queue Length 95th (ft)	0	0	0	0	0	116
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	21.9
Lane LOS						C
Approach Delay (s)	0.0		0.0			21.9
Approach LOS						C
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			66.9%	ICU Level of Service	C	
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 102 - Existing PM

HCM Signalized Intersection Capacity Analysis
 1021: Parkridge Drive/Kinley Road & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	573	355	39	2	561	184	166	36	15	79	6	409
Future Volume (vph)	573	355	39	2	561	184	166	36	15	79	6	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1615	1745	3421	1531	1745	1777		1787	1712	1583
Flt Permitted	0.21	1.00	1.00	0.47	1.00	1.00	0.69	1.00		0.67	1.00	1.00
Satd. Flow (perm)	384	3539	1615	867	3421	1531	1268	1777		1257	1712	1583
Peak-hour factor, PHF	0.88	0.72	0.67	0.55	0.91	0.82	0.53	0.33	0.50	0.59	0.47	0.86
Adj. Flow (vph)	651	493	58	4	616	224	313	109	30	134	13	476
RTOR Reduction (vph)	0	0	26	0	0	144	0	9	0	0	0	76
Lane Group Flow (vph)	651	493	32	4	616	80	313	130	0	134	13	400
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	1%	11%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3		6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Actuated Green, G (s)	44.0	44.0	56.0	26.0	26.0	35.8	40.2	28.2		35.8	26.0	38.0
Effective Green, g (s)	44.0	44.0	56.0	26.0	26.0	35.8	40.2	28.2		35.8	26.0	38.0
Actuated g/C Ratio	0.44	0.44	0.56	0.26	0.26	0.36	0.40	0.28		0.36	0.26	0.38
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	335	1557	1001	225	889	639	566	501		501	445	696
v/s Ratio Prot	c0.23	0.14	0.00		0.18	0.01	c0.07	0.07		0.03	0.01	c0.07
v/s Ratio Perm	c0.62		0.02	0.00		0.04	0.16			0.07		0.18
v/c Ratio	1.94	0.32	0.03	0.02	0.69	0.13	0.55	0.26		0.27	0.03	0.57
Uniform Delay, d1	23.0	18.2	9.9	27.5	33.4	21.6	22.0	27.8		22.3	27.6	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	435.3	0.5	0.0	0.1	4.4	0.1	1.2	1.2		0.3	0.1	1.2
Delay (s)	458.3	18.8	9.9	27.7	37.8	21.7	23.1	29.1		22.6	27.7	25.7
Level of Service	F	B	A	C	D	C	C	C		C	C	C
Approach Delay (s)		256.4			33.5			25.0			25.1	
Approach LOS		F			C			C			C	

Intersection Summary

HCM 2000 Control Delay	116.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1022: SC 60 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↗	↑↑↑	↑↑	↗			
Traffic Volume (veh/h)	250	597	961	175	0	0	
Future Volume (Veh/h)	250	597	961	175	0	0	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.78	0.78	0.92	0.90	0.90	0.90	
Hourly flow rate (vph)	321	765	1045	194	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage (veh)							
Upstream signal (ft)			1132				
pX, platoon unblocked	0.91				0.91	0.91	
vC, conflicting volume	1045				1942	522	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	852				1837	277	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	55				100	100	
cM capacity (veh/h)	718				35	661	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	321	255	255	255	522	522	194
Volume Left	321	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	194
cSH	718	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.45	0.15	0.15	0.15	0.31	0.31	0.11
Queue Length 95th (ft)	58	0	0	0	0	0	0
Control Delay (s)	14.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	4.1				0.0		
Approach LOS							
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			79.4%		ICU Level of Service		D
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

1023: I-26 EB On-Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑↑			
Traffic Volume (veh/h)	781	520	279	1428	0	0	
Future Volume (Veh/h)	781	520	279	1428	0	0	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.83	0.80	0.73	0.83	0.90	0.90	
Hourly flow rate (vph)	941	650	382	1720	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None		None				
Median storage (veh)							
Upstream signal (ft)	1187						
pX, platoon unblocked			0.83		0.83	0.83	
vC, conflicting volume			941		2278	470	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			506		2126	0	
tC, single (s)			4.2		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			56		100	100	
cM capacity (veh/h)			865		20	901	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	470	470	650	382	573	573	573
Volume Left	0	0	0	382	0	0	0
Volume Right	0	0	650	0	0	0	0
cSH	1700	1700	1700	865	1700	1700	1700
Volume to Capacity	0.28	0.28	0.38	0.44	0.34	0.34	0.34
Queue Length 95th (ft)	0	0	0	57	0	0	0
Control Delay (s)	0.0	0.0	0.0	12.4	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	0.0		2.3				
Approach LOS							
Intersection Summary							
Average Delay			1.3				
Intersection Capacity Utilization			54.3%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis

1024: Columbiana Drive & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	1015	233	247	1166	176	195	195	227	59	210	143
Future Volume (vph)	134	1015	233	247	1166	176	195	195	227	59	210	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.97		1.00	0.98		1.00	0.92		1.00	0.94	
Fl _t Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1728	3332		1745	3361		1805	1736		1805	1760	
Fl _t Permitted	0.15	1.00		0.15	1.00		0.12	1.00		0.46	1.00	
Satd. Flow (perm)	280	3332		272	3361		238	1736		882	1760	
Peak-hour factor, PHF	0.72	0.91	0.84	0.76	0.75	0.73	0.70	0.75	0.82	0.56	0.67	0.67
Adj. Flow (vph)	186	1115	277	325	1555	241	279	260	277	105	313	213
RTOR Reduction (vph)	0	22	0	0	12	0	0	38	0	0	24	0
Lane Group Flow (vph)	186	1370	0	325	1784	0	279	499	0	105	502	0
Heavy Vehicles (%)	1%	2%	0%	0%	2%	0%	0%	1%	1%	0%	1%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	37.0	26.0		39.0	27.0		44.0	44.0		26.0	26.0	
Effective Green, g (s)	37.0	26.0		39.0	27.0		44.0	44.0		26.0	26.0	
Actuated g/C Ratio	0.37	0.26		0.39	0.27		0.44	0.44		0.26	0.26	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	262	866		282	907		292	763		229	457	
v/s Ratio Prot	0.08	0.41		c0.14	c0.53		c0.11	0.29			c0.29	
v/s Ratio Perm	0.18			0.31			0.31			0.12		
v/c Ratio	0.71	1.58		1.15	1.97		0.96	0.65		0.46	1.10	
Uniform Delay, d ₁	24.9	37.0		26.0	36.5		26.3	22.0		31.1	37.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d ₂	8.5	267.3		101.3	438.9		40.4	4.3		1.5	71.2	
Delay (s)	33.5	304.3		127.3	475.4		66.7	26.3		32.5	108.2	
Level of Service	C	F		F	F		E	C		C	F	
Approach Delay (s)		272.4			422.1			40.1			95.6	
Approach LOS		F			F			D			F	

Intersection Summary

HCM 2000 Control Delay	275.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 1122: I-26 WBR Slip Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (veh/h)	597	0	0	1136	0	370
Future Volume (Veh/h)	597	0	0	1136	0	370
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.90	0.90	0.92	0.90	0.87
Hourly flow rate (vph)	765	0	0	1235	0	425
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	624					
pX, platoon unblocked					0.86	
vC, conflicting volume			765	1382	382	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			765	1111	382	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	31	
cM capacity (veh/h)			857	177	613	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	382	382	618	618	425	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	425	
cSH	1700	1700	1700	1700	613	
Volume to Capacity	0.23	0.23	0.36	0.36	0.69	
Queue Length 95th (ft)	0	0	0	0	138	
Control Delay (s)	0.0	0.0	0.0	0.0	23.1	
Lane LOS					C	
Approach Delay (s)	0.0		0.0		23.1	
Approach LOS					C	
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			46.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1123: SC 60 & I-26 EBR Slip Ramp

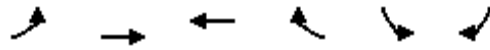
09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1301	1428	0	0	161
Future Volume (Veh/h)	0	1301	1428	0	0	161
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.83	0.90	0.90	0.71
Hourly flow rate (vph)	0	1446	1720	0	0	227
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		692				
pX, platoon unblocked					0.82	
vC, conflicting volume	1720				2202	860
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1720				1688	860
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	23
cM capacity (veh/h)	373				71	295
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	482	482	482	860	860	227
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	227
cSH	1700	1700	1700	1700	1700	295
Volume to Capacity	0.28	0.28	0.28	0.51	0.51	0.77
Queue Length 95th (ft)	0	0	0	0	0	147
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	48.4
Lane LOS						E
Approach Delay (s)	0.0			0.0		48.4
Approach LOS						E
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			56.1%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1222: SC 60 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	847	961	0	0	746
Future Volume (Veh/h)	0	847	961	0	0	746
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.81	0.92	0.90	0.90	0.75
Hourly flow rate (vph)	0	1046	1045	0	0	995
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1045				1394	522
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1045				1394	522
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	673				135	502
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	349	349	349	522	522	995
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	995
cSH	1700	1700	1700	1700	1700	502
Volume to Capacity	0.21	0.21	0.21	0.31	0.31	1.98
Queue Length 95th (ft)	0	0	0	0	0	1680
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	468.7
Lane LOS						F
Approach Delay (s)	0.0			0.0		468.7
Approach LOS						F
Intersection Summary						
Average Delay			151.1			
Intersection Capacity Utilization			79.4%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1223: I-26 EB Loop Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	781	0	0	1707	0	66
Future Volume (Veh/h)	781	0	0	1707	0	66
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.90	0.90	0.94	0.90	0.68
Hourly flow rate (vph)	941	0	0	1816	0	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			941	1546	470	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			941	1546	470	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	82	
cM capacity (veh/h)			737	107	537	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	470	470	605	605	605	97
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	97
cSH	1700	1700	1700	1700	1700	537
Volume to Capacity	0.28	0.28	0.36	0.36	0.36	0.18
Queue Length 95th (ft)	0	0	0	0	0	16
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	13.2
Lane LOS						B
Approach Delay (s)	0.0		0.0			13.2
Approach LOS						B
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			54.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 102 - No Build AM

HCM Signalized Intersection Capacity Analysis
 1021: Parkridge Drive/Kinley Road & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	668	238	14	240	30	41	4	9	252	51	507
Future Volume (vph)	301	668	238	14	240	30	41	4	9	252	51	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3539	1615	1745	3455	1501	1711	1699		1752	1900	1568
Flt Permitted	0.37	1.00	1.00	0.28	1.00	1.00	0.68	1.00		0.65	1.00	1.00
Satd. Flow (perm)	676	3539	1615	512	3455	1501	1218	1699		1207	1900	1568
Peak-hour factor, PHF	0.95	0.93	0.85	0.70	0.88	0.68	0.62	0.33	0.75	0.75	0.58	0.86
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	453	1027	400	29	390	63	95	17	17	480	126	843
RTOR Reduction (vph)	0	0	189	0	0	39	0	13	0	0	0	197
Lane Group Flow (vph)	453	1027	211	29	390	24	95	21	0	480	126	646
Heavy Vehicles (%)	3%	2%	0%	0%	1%	4%	2%	0%	0%	3%	0%	3%
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3		6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Actuated Green, G (s)	44.0	44.0	52.8	26.0	26.0	38.0	34.8	26.0		41.2	29.2	41.2
Effective Green, g (s)	44.0	44.0	52.8	26.0	26.0	38.0	34.8	26.0		41.2	29.2	41.2
Actuated g/C Ratio	0.44	0.44	0.53	0.26	0.26	0.38	0.35	0.26		0.41	0.29	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	426	1557	949	133	898	660	467	441		562	554	740
v/s Ratio Prot	c0.13	0.29	0.02		0.11	0.00	0.02	0.01		c0.10	0.07	c0.10
v/s Ratio Perm	c0.34		0.11	0.06		0.01	0.05			0.25		0.31
v/c Ratio	1.06	0.66	0.22	0.22	0.43	0.04	0.20	0.05		0.85	0.23	0.87
Uniform Delay, d1	25.5	22.1	12.6	29.0	30.9	19.5	22.5	27.7		25.8	26.8	27.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	61.4	2.2	0.1	3.7	1.5	0.0	0.2	0.2		12.0	1.0	11.1
Delay (s)	87.0	24.3	12.7	32.8	32.4	19.5	22.7	27.9		37.9	27.8	38.1
Level of Service	F	C	B	C	C	B	C	C		D	C	D
Approach Delay (s)		36.9			30.7			24.1			37.1	
Approach LOS		D			C			C			D	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

1022: SC 60 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑	↗			
Traffic Volume (veh/h)	195	917	751	37	0	0	
Future Volume (Veh/h)	195	917	751	37	0	0	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.98	0.88	0.71	0.90	0.90	
Hourly flow rate (vph)	303	1338	1220	75	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage (veh)							
Upstream signal (ft)			1132				
pX, platoon unblocked	0.94				0.94	0.94	
vC, conflicting volume	1220				2272	610	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1113				2228	466	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	49				100	100	
cM capacity (veh/h)	593				17	517	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	303	446	446	446	610	610	75
Volume Left	303	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	75
cSH	593	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.51	0.26	0.26	0.26	0.36	0.36	0.04
Queue Length 95th (ft)	72	0	0	0	0	0	0
Control Delay (s)	17.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	3.2				0.0		
Approach LOS							
Intersection Summary							
Average Delay			1.8				
Intersection Capacity Utilization			81.4%		ICU Level of Service		D
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 1023: I-26 EB On-Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↵	↑↑↑			
Traffic Volume (veh/h)	811	687	320	940	0	0	
Future Volume (Veh/h)	811	687	320	940	0	0	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.74	0.81	0.92	0.90	0.90	
Hourly flow rate (vph)	1221	1328	565	1461	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	1187						
pX, platoon unblocked			0.76	0.76	0.76		
vC, conflicting volume			1221	2838	610		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			666	2787	0		
tC, single (s)			4.2	6.8	6.9		
tC, 2 stage (s)							
tF (s)			2.2	3.5	3.3		
p0 queue free %			19	100	100		
cM capacity (veh/h)			696	2	831		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	610	610	1328	565	487	487	487
Volume Left	0	0	0	565	0	0	0
Volume Right	0	0	1328	0	0	0	0
cSH	1700	1700	1700	696	1700	1700	1700
Volume to Capacity	0.36	0.36	0.78	0.81	0.29	0.29	0.29
Queue Length 95th (ft)	0	0	0	213	0	0	0
Control Delay (s)	0.0	0.0	0.0	28.6	0.0	0.0	0.0
Lane LOS				D			
Approach Delay (s)	0.0			8.0			
Approach LOS							
Intersection Summary							
Average Delay			3.5				
Intersection Capacity Utilization			92.8%	ICU Level of Service		F	
Analysis Period (min)			15				

HCM Signalized Intersection Capacity Analysis

1024: Columbiana Drive & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1208	137	250	966	67	81	49	168	121	230	152
Future Volume (vph)	91	1208	137	250	966	67	81	49	168	121	230	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Flt	1.00	0.99		1.00	0.99		1.00	0.89		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1745	3371		1694	3319		1787	1666		1787	1715	
Flt Permitted	0.15	1.00		0.15	1.00		0.12	1.00		0.52	1.00	
Satd. Flow (perm)	283	3371		263	3319		223	1666		982	1715	
Peak-hour factor, PHF	0.71	0.89	0.93	0.87	0.84	0.69	0.78	0.72	0.77	0.72	0.78	0.88
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	183	1941	211	411	1644	139	148	97	312	240	422	247
RTOR Reduction (vph)	0	8	0	0	6	0	0	116	0	0	20	0
Lane Group Flow (vph)	183	2144	0	411	1778	0	149	293	0	240	649	0
Heavy Vehicles (%)	0%	2%	2%	3%	4%	3%	1%	1%	1%	1%	5%	4%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	36.9	26.0		39.1	27.1		44.0	44.0		27.8	27.8	
Effective Green, g (s)	36.9	26.0		39.1	27.1		44.0	44.0		27.8	27.8	
Actuated g/C Ratio	0.37	0.26		0.39	0.27		0.44	0.44		0.28	0.28	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	263	876		274	899		257	733		272	476	
v/s Ratio Prot	0.08	c0.64		c0.18	0.54		c0.06	0.18			c0.38	
v/s Ratio Perm	0.18			0.41			0.20			0.24		
v/c Ratio	0.70	2.45		1.50	1.98		0.58	0.40		0.88	1.36	
Uniform Delay, d1	24.9	37.0		26.1	36.5		21.9	19.0		34.5	36.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.8	654.8		243.2	444.1		3.2	1.6		26.7	176.5	
Delay (s)	32.7	691.8		269.3	480.5		25.1	20.7		61.2	212.6	
Level of Service	C	F		F	F		C	C		E	F	
Approach Delay (s)		640.1			441.0			21.8			172.6	
Approach LOS		F			F			C			F	

Intersection Summary

HCM 2000 Control Delay	438.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	130.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1122: I-26 WBR Slip Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (veh/h)	917	0	0	788	0	290
Future Volume (Veh/h)	917	0	0	788	0	290
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.90	0.90	0.87	0.90	0.87
Hourly flow rate (vph)	1338	0	0	1295	0	477
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	624					
pX, platoon unblocked					0.92	
vC, conflicting volume	1338			1986	669	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1338			1894	669	
tC, single (s)	4.1			6.8	7.0	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	0	
cM capacity (veh/h)	522			58	398	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	669	669	648	648	477	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	477	
cSH	1700	1700	1700	1700	398	
Volume to Capacity	0.39	0.39	0.38	0.38	1.20	
Queue Length 95th (ft)	0	0	0	0	480	
Control Delay (s)	0.0	0.0	0.0	0.0	141.9	
Lane LOS						F
Approach Delay (s)	0.0		0.0		141.9	
Approach LOS						F
Intersection Summary						
Average Delay	21.8					
Intersection Capacity Utilization	68.6%			ICU Level of Service	C	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 1123: SC 60 & I-26 EBR Slip Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1498	940	0	0	343
Future Volume (Veh/h)	0	1498	940	0	0	343
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.86	0.92	0.90	0.90	0.79
Hourly flow rate (vph)	0	2491	1461	0	0	621
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		692				
pX, platoon unblocked					0.81	
vC, conflicting volume	1461				2291	730
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1461				1785	730
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	469				61	362
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	830	830	830	730	730	621
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	621
cSH	1700	1700	1700	1700	1700	362
Volume to Capacity	0.49	0.49	0.49	0.43	0.43	1.71
Queue Length 95th (ft)	0	0	0	0	0	960
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	358.7
Lane LOS						F
Approach Delay (s)	0.0			0.0		358.7
Approach LOS						F
Intersection Summary						
Average Delay			48.7			
Intersection Capacity Utilization			74.2%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1222: SC 60 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1112	751	0	0	509
Future Volume (Veh/h)	0	1112	751	0	0	509
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.97	0.88	0.90	0.90	0.87
Hourly flow rate (vph)	0	1639	1220	0	0	837
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1220				1766	610
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1220				1766	610
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	0
cM capacity (veh/h)	579				77	428
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	546	546	546	610	610	837
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	837
cSH	1700	1700	1700	1700	1700	428
Volume to Capacity	0.32	0.32	0.32	0.36	0.36	1.96
Queue Length 95th (ft)	0	0	0	0	0	1417
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	460.6
Lane LOS						F
Approach Delay (s)	0.0			0.0		460.6
Approach LOS						F
Intersection Summary						
Average Delay			104.3			
Intersection Capacity Utilization			81.4%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1223: I-26 EB Loop Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	811	0	0	1260	0	301
Future Volume (Veh/h)	811	0	0	1260	0	301
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.90	0.90	0.93	0.90	0.81
Hourly flow rate (vph)	1221	0	0	1937	0	531
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1221	1867	610	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1221	1867	610	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	0	
cM capacity (veh/h)			578	66	437	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	610	610	646	646	646	531
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	531
cSH	1700	1700	1700	1700	1700	437
Volume to Capacity	0.36	0.36	0.38	0.38	0.38	1.21
Queue Length 95th (ft)	0	0	0	0	0	529
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	144.3
Lane LOS						F
Approach Delay (s)	0.0		0.0			144.3
Approach LOS						F
Intersection Summary						
Average Delay			20.8			
Intersection Capacity Utilization			92.8%	ICU Level of Service	F	
Analysis Period (min)			15			

Appendix K

Synchro Intersection Analysis Outputs

Exit 102 - No Build PM

HCM Signalized Intersection Capacity Analysis
 1021: Parkridge Drive/Kinley Road & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	↘
Traffic Volume (vph)	573	355	39	2	561	184	166	36	15	79	6	409
Future Volume (vph)	573	355	39	2	561	184	166	36	15	79	6	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	11	11	11	12	12	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1615	1745	3421	1531	1745	1777		1787	1712	1583
Flt Permitted	0.12	1.00	1.00	0.38	1.00	1.00	0.72	1.00		0.59	1.00	1.00
Satd. Flow (perm)	233	3539	1615	705	3421	1531	1314	1777		1101	1712	1583
Peak-hour factor, PHF	0.88	0.72	0.67	0.55	0.91	0.82	0.53	0.33	0.50	0.59	0.47	0.86
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	931	705	83	5	882	321	448	156	43	191	18	680
RTOR Reduction (vph)	0	0	37	0	0	203	0	9	0	0	0	61
Lane Group Flow (vph)	931	705	46	5	882	118	448	190	0	191	18	619
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	1%	11%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3		6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Actuated Green, G (s)	44.0	44.0	56.0	26.0	26.0	36.9	39.1	27.1		36.9	26.0	38.0
Effective Green, g (s)	44.0	44.0	56.0	26.0	26.0	36.9	39.1	27.1		36.9	26.0	38.0
Actuated g/C Ratio	0.44	0.44	0.56	0.26	0.26	0.37	0.39	0.27		0.37	0.26	0.38
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	286	1557	1001	183	889	656	565	481		481	445	696
v/s Ratio Prot	c0.39	0.20	0.01		0.26	0.02	c0.10	0.11		0.04	0.01	c0.11
v/s Ratio Perm	c1.04		0.02	0.01		0.06	0.21			0.10		0.28
v/c Ratio	3.26	0.45	0.05	0.03	0.99	0.18	0.79	0.39		0.40	0.04	0.89
Uniform Delay, d1	27.0	19.6	9.9	27.6	36.9	21.3	25.9	29.7		22.3	27.7	29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1023.9	1.0	0.0	0.3	28.3	0.1	7.5	2.4		0.5	0.2	13.3
Delay (s)	1050.9	20.5	10.0	27.9	65.2	21.5	33.4	32.2		22.9	27.8	42.3
Level of Service	F	C	A	C	E	C	C	C		C	C	D
Approach Delay (s)		578.1			53.5			33.0			37.9	
Approach LOS		F			D			C			D	

Intersection Summary

HCM 2000 Control Delay	249.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1022: SC 60 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↗	↑↑↑	↑↑	↖			
Traffic Volume (veh/h)	250	597	961	175	0	0	
Future Volume (Veh/h)	250	597	961	175	0	0	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.78	0.78	0.92	0.90	0.90	0.90	
Hourly flow rate (vph)	458	1095	1494	278	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage (veh)							
Upstream signal (ft)			1132				
pX, platoon unblocked	0.82				0.82	0.82	
vC, conflicting volume	1494				2775	747	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1152				2724	236	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	8				100	100	
cM capacity (veh/h)	495				1	629	
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3
Volume Total	458	365	365	365	747	747	278
Volume Left	458	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	278
cSH	495	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.92	0.21	0.21	0.21	0.44	0.44	0.16
Queue Length 95th (ft)	274	0	0	0	0	0	0
Control Delay (s)	52.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F						
Approach Delay (s)	15.6				0.0		
Approach LOS							
Intersection Summary							
Average Delay			7.3				
Intersection Capacity Utilization			110.7%		ICU Level of Service		H
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 1023: I-26 EB On-Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↙	↑↑↑			
Traffic Volume (veh/h)	781	520	279	1428	0	0	
Future Volume (Veh/h)	781	520	279	1428	0	0	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.83	0.80	0.73	0.83	0.90	0.90	
Hourly flow rate (vph)	1346	930	547	2460	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None		None				
Median storage (veh)							
Upstream signal (ft)	1187						
pX, platoon unblocked			0.76	0.76	0.76		
vC, conflicting volume			1346	3260	673		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			834	3340	0		
tC, single (s)			4.2	6.8	6.9		
tC, 2 stage (s)							
tF (s)			2.2	3.5	3.3		
p0 queue free %			9	100	100		
cM capacity (veh/h)			602	0	833		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	673	673	930	547	820	820	820
Volume Left	0	0	0	547	0	0	0
Volume Right	0	0	930	0	0	0	0
cSH	1700	1700	1700	602	1700	1700	1700
Volume to Capacity	0.40	0.40	0.55	0.91	0.48	0.48	0.48
Queue Length 95th (ft)	0	0	0	282	0	0	0
Control Delay (s)	0.0	0.0	0.0	44.0	0.0	0.0	0.0
Lane LOS				E			
Approach Delay (s)	0.0		8.0				
Approach LOS							
Intersection Summary							
Average Delay			4.6				
Intersection Capacity Utilization			74.8%		ICU Level of Service		D
Analysis Period (min)	15						

HCM Signalized Intersection Capacity Analysis

1024: Columbiana Drive & SC 60

09/07/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	134	1015	233	247	1166	176	195	195	227	59	210	143
Future Volume (vph)	134	1015	233	247	1166	176	195	195	227	59	210	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	12	12	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Flt	1.00	0.97		1.00	0.98		1.00	0.92		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1728	3332		1745	3361		1805	1736		1805	1760	
Flt Permitted	0.15	1.00		0.15	1.00		0.12	1.00		0.15	1.00	
Satd. Flow (perm)	280	3332		283	3361		238	1736		292	1760	
Peak-hour factor, PHF	0.72	0.91	0.84	0.76	0.75	0.73	0.70	0.75	0.82	0.56	0.67	0.67
Growth Factor (vph)	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%	143%
Adj. Flow (vph)	266	1595	397	465	2223	345	398	372	396	151	448	305
RTOR Reduction (vph)	0	22	0	0	13	0	0	38	0	0	24	0
Lane Group Flow (vph)	266	1970	0	465	2555	0	398	730	0	151	729	0
Heavy Vehicles (%)	1%	2%	0%	0%	2%	0%	0%	1%	1%	0%	1%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.0	26.0		38.0	26.0		44.0	44.0		26.0	26.0	
Effective Green, g (s)	38.0	26.0		38.0	26.0		44.0	44.0		26.0	26.0	
Actuated g/C Ratio	0.38	0.26		0.38	0.26		0.44	0.44		0.26	0.26	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	280	866		282	873		292	763		75	457	
v/s Ratio Prot	0.11	0.59		c0.20	c0.76		c0.16	0.42			0.41	
v/s Ratio Perm	0.25			0.43			0.44			c0.52		
v/c Ratio	0.95	2.27		1.65	2.93		1.36	0.96		2.01	1.59	
Uniform Delay, d1	25.6	37.0		25.8	37.0		27.3	27.1		37.0	37.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	39.8	577.3		307.4	870.3		183.9	23.6		499.5	277.6	
Delay (s)	65.4	614.3		333.2	907.3		211.2	50.7		536.5	314.6	
Level of Service	E	F		F	F		F	D		F	F	
Approach Delay (s)		549.6			819.3			105.5			351.7	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	566.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	134.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 1122: I-26 WBR Slip Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Traffic Volume (veh/h)	597	0	0	1136	0	370
Future Volume (Veh/h)	597	0	0	1136	0	370
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.90	0.90	0.92	0.90	0.87
Hourly flow rate (vph)	1095	0	0	1766	0	608
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	624					
pX, platoon unblocked					0.76	
vC, conflicting volume			1095	1978	548	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1095	1663	548	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	0	
cM capacity (veh/h)			645	69	478	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	548	548	883	883	608	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	608	
cSH	1700	1700	1700	1700	478	
Volume to Capacity	0.32	0.32	0.52	0.52	1.27	
Queue Length 95th (ft)	0	0	0	0	632	
Control Delay (s)	0.0	0.0	0.0	0.0	163.4	
Lane LOS						F
Approach Delay (s)	0.0		0.0		163.4	
Approach LOS						F
Intersection Summary						
Average Delay			28.6			
Intersection Capacity Utilization			63.0%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1123: SC 60 & I-26 EBR Slip Ramp

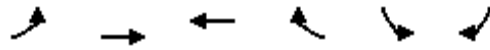
09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	1301	1428	0	0	161
Future Volume (Veh/h)	0	1301	1428	0	0	161
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.83	0.90	0.90	0.71
Hourly flow rate (vph)	0	2067	2460	0	0	324
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		692				
pX, platoon unblocked					0.82	
vC, conflicting volume	2460				3149	1230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2460				2847	1230
tC, single (s)	4.1				6.8	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	192				11	166
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	689	689	689	1230	1230	324
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	324
cSH	1700	1700	1700	1700	1700	166
Volume to Capacity	0.41	0.41	0.41	0.72	0.72	1.95
Queue Length 95th (ft)	0	0	0	0	0	616
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	493.1
Lane LOS						F
Approach Delay (s)	0.0			0.0		493.1
Approach LOS						F
Intersection Summary						
Average Delay			32.9			
Intersection Capacity Utilization			77.4%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1222: SC 60 & I-26 WB Loop Ramp

09/07/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↗
Traffic Volume (veh/h)	0	847	961	0	0	746
Future Volume (Veh/h)	0	847	961	0	0	746
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.81	0.92	0.90	0.90	0.75
Hourly flow rate (vph)	0	1495	1494	0	0	1422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1494				1992	747
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1494				1992	747
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	455				54	358
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	498	498	498	747	747	1422
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	1422
cSH	1700	1700	1700	1700	1700	358
Volume to Capacity	0.29	0.29	0.29	0.44	0.44	3.98
Queue Length 95th (ft)	0	0	0	0	0	Err
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	Err
Lane LOS						
Approach Delay (s)	0.0			0.0		Err
Approach LOS						
F						
Approach LOS						
F						
Intersection Summary						
Average Delay		3223.4				
Intersection Capacity Utilization		110.7%		ICU Level of Service		H
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1223: I-26 EB Loop Ramp & SC 60

09/07/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↗
Traffic Volume (veh/h)	781	0	0	1707	0	66
Future Volume (Veh/h)	781	0	0	1707	0	66
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.90	0.90	0.94	0.90	0.68
Hourly flow rate (vph)	1346	0	0	2597	0	139
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1346	2212	673	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1346	2212	673	
tC, single (s)			4.1	6.8	7.0	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	65	
cM capacity (veh/h)			518	38	395	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	673	673	866	866	866	139
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	139
cSH	1700	1700	1700	1700	1700	395
Volume to Capacity	0.40	0.40	0.51	0.51	0.51	0.35
Queue Length 95th (ft)	0	0	0	0	0	39
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	19.0
Lane LOS						C
Approach Delay (s)	0.0		0.0			19.0
Approach LOS						C
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			74.8%	ICU Level of Service	D	
Analysis Period (min)			15			

Appendix L

Synchro Intersection Analysis Outputs

Appendix L

Synchro Intersection Analysis Outputs Exit 85 Queuing

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	52	11	1	106
Future Volume (Veh/h)	13	0	52	11	1	106
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.65	0.90	0.78	0.39	0.25	0.83
Hourly flow rate (vph)	20	0	67	28	4	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	217	81			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	217	81			95	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	774	979			1512	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	95	132
Volume Left	20	0	4
Volume Right	0	28	0
cSH	774	1700	1512
Volume to Capacity	0.03	0.06	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.8	0.0	0.2
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	0.2
Approach LOS	A		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		16.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	7	2	63	119	0
Future Volume (Veh/h)	0	7	2	63	119	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.44	0.25	0.90	0.80	0.90
Hourly flow rate (vph)	0	16	8	70	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	235	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235	149	149			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	749	903	1445			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	16	78	149			
Volume Left	0	8	0			
Volume Right	16	0	0			
cSH	903	1445	1700			
Volume to Capacity	0.02	0.01	0.09			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.1	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			16.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙			↑	↑	
Traffic Volume (veh/h)	10	0	0	111	106	0
Future Volume (Veh/h)	10	0	0	111	106	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.90	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	20	0	0	134	128	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	128	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	128	128			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	680	927	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	134	128			
Volume Left	20	0	0			
Volume Right	0	0	0			
cSH	680	1700	1700			
Volume to Capacity	0.03	0.08	0.08			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			15.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	179	111	74	0
Future Volume (Veh/h)	0	0	179	111	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.87	0.71	0.90
Hourly flow rate (vph)	0	0	224	128	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	680	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	104	104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	85			
cM capacity (veh/h)	356	956	1475			
Direction, Lane #	NB 1	SB 1				
Volume Total	352	104				
Volume Left	224	0				
Volume Right	0	0				
cSH	1475	1700				
Volume to Capacity	0.15	0.06				
Queue Length 95th (ft)	13	0				
Control Delay (s)	5.5	0.0				
Lane LOS	A					
Approach Delay (s)	5.5	0.0				
Approach LOS						
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			25.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	56	65	106	20
Future Volume (Veh/h)	0	0	56	65	106	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.82	0.88	0.83	0.71
Hourly flow rate (vph)	0	0	68	74	128	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352	142	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	142	156			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	95			
cM capacity (veh/h)	618	911	1388			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	142	156				
Volume Left	68	0				
Volume Right	0	28				
cSH	1388	1700				
Volume to Capacity	0.05	0.09				
Queue Length 95th (ft)	4	0				
Control Delay (s)	3.9	0.0				
Lane LOS	A					
Approach Delay (s)	3.9	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			20.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	31	0	266	74	0
Future Volume (Veh/h)	24	31	0	266	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.83	0.90	0.81	0.71	0.90
Hourly flow rate (vph)	28	37	0	328	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	432	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	432	104	104			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	95	96	100			
cM capacity (veh/h)	518	932	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	65	328	104			
Volume Left	28	0	0			
Volume Right	37	0	0			
cSH	694	1700	1700			
Volume to Capacity	0.09	0.19	0.06			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	10.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			24.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	19	0	111	106	0
Future Volume (Veh/h)	0	19	0	111	106	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.68	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	0	28	0	134	128	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	262	128	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	128	128			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	731	909	1470			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	134	128			
Volume Left	0	0	0			
Volume Right	28	0	0			
cSH	909	1700	1700			
Volume to Capacity	0.03	0.08	0.08			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	9.1	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.1	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			15.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	111	74	51
Future Volume (Veh/h)	0	0	0	111	74	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.71	0.67
Hourly flow rate (vph)	0	0	0	128	104	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	270	142	180			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	270	142	180			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	724	911	1408			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	128	180				
Volume Left	0	0				
Volume Right	0	76				
cSH	1700	1700				
Volume to Capacity	0.08	0.11				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			10.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	1	95	11	2	77
Future Volume (Veh/h)	25	1	95	11	2	77
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.25	0.92	0.55	0.50	0.86
Hourly flow rate (vph)	36	4	103	20	4	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	211	113			123	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	113			123	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	780	945			1477	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	40	123	94
Volume Left	36	0	4
Volume Right	4	20	0
cSH	794	1700	1477
Volume to Capacity	0.05	0.07	0.00
Queue Length 95th (ft)	4	0	0
Control Delay (s)	9.8	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		15.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	4	2	105	102	0
Future Volume (Veh/h)	1	4	2	105	102	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.50	0.25	0.97	0.84	0.90
Hourly flow rate (vph)	4	8	8	108	121	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	121	121			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	121	121			
tC, single (s)	7.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.4	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	569	936	1479			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	12	116	121			
Volume Left	4	8	0			
Volume Right	8	0	0			
cSH	770	1479	1700			
Volume to Capacity	0.02	0.01	0.07			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.7	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			17.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	34	0	0	89	52	0
Future Volume (Veh/h)	34	0	0	89	52	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.90	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	52	0	0	97	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	100			
cM capacity (veh/h)	838	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	52	97	61			
Volume Left	52	0	0			
Volume Right	0	0	0			
cSH	838	1700	1700			
Volume to Capacity	0.06	0.06	0.04			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization		14.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	22	89	99	0
Future Volume (Veh/h)	0	0	22	89	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.79	0.91	0.88	0.90
Hourly flow rate (vph)	0	0	28	98	113	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	267	113	113			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	267	113	113			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	98			
cM capacity (veh/h)	712	945	1361			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	126	113				
Volume Left	28	0				
Volume Right	0	0				
cSH	1361	1700				
Volume to Capacity	0.02	0.07				
Queue Length 95th (ft)	2	0				
Control Delay (s)	1.8	0.0				
Lane LOS	A					
Approach Delay (s)	1.8	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			15.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	16	107	52	54
Future Volume (Veh/h)	0	0	16	107	52	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.57	0.94	0.85	0.79
Hourly flow rate (vph)	0	0	28	114	61	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	265	95	129			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	95	129			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	715	967	1469			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	142	129				
Volume Left	28	0				
Volume Right	0	68				
cSH	1469	1700				
Volume to Capacity	0.02	0.08				
Queue Length 95th (ft)	1	0				
Control Delay (s)	1.6	0.0				
Lane LOS	A					
Approach Delay (s)	1.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			16.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	41	0	78	99	0
Future Volume (Veh/h)	33	41	0	78	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.65	0.73	0.90	0.90	0.88	0.90
Hourly flow rate (vph)	51	56	0	87	113	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	200	113	113			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	113	113			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	93	94	100			
cM capacity (veh/h)	773	945	1489			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	107	87	113			
Volume Left	51	0	0			
Volume Right	56	0	0			
cSH	855	1700	1700			
Volume to Capacity	0.13	0.05	0.07			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			16.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	70	0	89	52	0
Future Volume (Veh/h)	0	70	0	89	52	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.80	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	0	88	0	97	61	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	61	61			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	838	993	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	88	97	61			
Volume Left	0	0	0			
Volume Right	88	0	0			
cSH	993	1700	1700			
Volume to Capacity	0.09	0.06	0.04			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			14.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	89	99	23
Future Volume (Veh/h)	0	0	0	89	99	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.88	0.82
Hourly flow rate (vph)	0	0	0	98	113	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	225	127	141			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	225	127	141			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	768	929	1455			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	98	141				
Volume Left	0	0				
Volume Right	0	28				
cSH	1700	1700				
Volume to Capacity	0.06	0.08				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			9.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	0	52	11	1	106
Future Volume (Veh/h)	13	0	52	11	1	106
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.65	0.90	0.78	0.39	0.25	0.83
Hourly flow rate (vph)	36	0	121	51	7	231
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	392	146			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392	146			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	100			100	
cM capacity (veh/h)	614	901			1417	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	172	238
Volume Left	36	0	7
Volume Right	0	51	0
cSH	614	1700	1417
Volume to Capacity	0.06	0.10	0.00
Queue Length 95th (ft)	5	0	0
Control Delay (s)	11.2	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		21.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	7	2	63	119	0
Future Volume (Veh/h)	0	7	2	63	119	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.44	0.25	0.90	0.80	0.90
Hourly flow rate (vph)	0	29	14	127	269	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	424	269	269			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	424	269	269			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	99			
cM capacity (veh/h)	581	775	1306			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	29	141	269			
Volume Left	0	14	0			
Volume Right	29	0	0			
cSH	775	1306	1700			
Volume to Capacity	0.04	0.01	0.16			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	9.8	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		21.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↑	↑	
Traffic Volume (veh/h)	10	0	0	111	106	0
Future Volume (Veh/h)	10	0	0	111	106	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.90	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	36	0	0	242	231	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	473	231	231			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	473	231	231			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	510	813	1349			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	36	242	231			
Volume Left	36	0	0			
Volume Right	0	0	0			
cSH	510	1700	1700			
Volume to Capacity	0.07	0.14	0.14			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	12.6	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.6	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization		20.6%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	179	111	74	0
Future Volume (Veh/h)	0	0	179	111	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.80	0.87	0.71	0.90
Hourly flow rate (vph)	0	0	405	231	189	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1230	189	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1230	189	189			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	71			
cM capacity (veh/h)	140	858	1373			
Direction, Lane #	NB 1	SB 1				
Volume Total	636	189				
Volume Left	405	0				
Volume Right	0	0				
cSH	1373	1700				
Volume to Capacity	0.29	0.11				
Queue Length 95th (ft)	31	0				
Control Delay (s)	6.6	0.0				
Lane LOS	A					
Approach Delay (s)	6.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			42.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	56	65	106	20
Future Volume (Veh/h)	0	0	56	65	106	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.82	0.88	0.83	0.71
Hourly flow rate (vph)	0	0	124	134	231	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	638	256	282			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	256	282			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	90			
cM capacity (veh/h)	400	787	1247			
Direction, Lane #	NB 1	SB 1				
Volume Total	258	282				
Volume Left	124	0				
Volume Right	0	51				
cSH	1247	1700				
Volume to Capacity	0.10	0.17				
Queue Length 95th (ft)	8	0				
Control Delay (s)	4.4	0.0				
Lane LOS	A					
Approach Delay (s)	4.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			30.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	31	0	266	74	0
Future Volume (Veh/h)	24	31	0	266	74	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.83	0.90	0.81	0.71	0.90
Hourly flow rate (vph)	51	68	0	594	189	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	783	189	189			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	783	189	189			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	84	92	100			
cM capacity (veh/h)	316	835	1397			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	119	594	189			
Volume Left	51	0	0			
Volume Right	68	0	0			
cSH	490	1700	1700			
Volume to Capacity	0.24	0.35	0.11			
Queue Length 95th (ft)	24	0	0			
Control Delay (s)	14.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			37.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	19	0	111	106	0
Future Volume (Veh/h)	0	19	0	111	106	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.68	0.90	0.83	0.83	0.90
Hourly flow rate (vph)	0	51	0	242	231	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	473	231	231			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	473	231	231			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	553	796	1349			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	51	242	231			
Volume Left	0	0	0			
Volume Right	51	0	0			
cSH	796	1700	1700			
Volume to Capacity	0.06	0.14	0.14			
Queue Length 95th (ft)	5	0	0			
Control Delay (s)	9.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	111	74	51
Future Volume (Veh/h)	0	0	0	111	74	51
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.71	0.67
Hourly flow rate (vph)	0	0	0	231	189	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	489	258	327			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	489	258	327			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	542	786	1244			
Direction, Lane #	NB 1	SB 1				
Volume Total	231	327				
Volume Left	0	0				
Volume Right	0	138				
cSH	1700	1700				
Volume to Capacity	0.14	0.19				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Four Oaks Road

09/07/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	1	95	11	2	77
Future Volume (Veh/h)	25	1	95	11	2	77
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.69	0.25	0.92	0.55	0.50	0.86
Hourly flow rate (vph)	66	7	187	36	7	162
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	381	205			223	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	381	205			223	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	99			99	
cM capacity (veh/h)	622	841			1358	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	73	223	169
Volume Left	66	0	7
Volume Right	7	36	0
cSH	638	1700	1358
Volume to Capacity	0.11	0.13	0.01
Queue Length 95th (ft)	10	0	0
Control Delay (s)	11.4	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	11.4	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization		20.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 8502: SC 202 & Meadow Brook Road

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	4	2	105	102	0
Future Volume (Veh/h)	1	4	2	105	102	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.25	0.50	0.25	0.97	0.84	0.90
Hourly flow rate (vph)	7	14	14	196	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	444	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	444	220	220			
tC, single (s)	7.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.4	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	421	825	1361			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	21	210	220			
Volume Left	7	14	0			
Volume Right	14	0	0			
cSH	625	1361	1700			
Volume to Capacity	0.03	0.01	0.13			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	11.0	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.0	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization		22.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	34	0	0	89	52	0
Future Volume (Veh/h)	34	0	0	89	52	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.90	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	93	0	0	175	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	111	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	100	100			
cM capacity (veh/h)	709	948	1492			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	93	175	111			
Volume Left	93	0	0			
Volume Right	0	0	0			
cSH	709	1700	1700			
Volume to Capacity	0.13	0.10	0.07			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			18.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	22	89	99	0
Future Volume (Veh/h)	0	0	22	89	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.79	0.91	0.88	0.90
Hourly flow rate (vph)	0	0	50	177	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	481	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	204	204			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	96			
cM capacity (veh/h)	526	842	1257			
Direction, Lane #	NB 1	SB 1				
Volume Total	227	204				
Volume Left	50	0				
Volume Right	0	0				
cSH	1257	1700				
Volume to Capacity	0.04	0.12				
Queue Length 95th (ft)	3	0				
Control Delay (s)	2.0	0.0				
Lane LOS	A					
Approach Delay (s)	2.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			26.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8513: SC 202 & I-26 WB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	16	107	52	54
Future Volume (Veh/h)	0	0	16	107	52	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.57	0.94	0.85	0.79
Hourly flow rate (vph)	0	0	51	206	111	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	481	173	235			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	173	235			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	527	876	1344			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	257	235				
Volume Left	51	0				
Volume Right	0	124				
cSH	1344	1700				
Volume to Capacity	0.04	0.14				
Queue Length 95th (ft)	3	0				
Control Delay (s)	1.8	0.0				
Lane LOS	A					
Approach Delay (s)	1.8	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			29.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Volume (veh/h)	33	41	0	78	99	0
Future Volume (Veh/h)	33	41	0	78	99	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.65	0.73	0.90	0.90	0.88	0.90
Hourly flow rate (vph)	92	102	0	157	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	361	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	361	204	204			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	85	88	100			
cM capacity (veh/h)	624	842	1380			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	194	157	204			
Volume Left	92	0	0			
Volume Right	102	0	0			
cSH	722	1700	1700			
Volume to Capacity	0.27	0.09	0.12			
Queue Length 95th (ft)	27	0	0			
Control Delay (s)	11.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization		24.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Off-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↓	
Traffic Volume (veh/h)	0	70	0	89	52	0
Future Volume (Veh/h)	0	70	0	89	52	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.80	0.90	0.92	0.85	0.90
Hourly flow rate (vph)	0	158	0	175	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	286	111	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	111	111			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	83	100			
cM capacity (veh/h)	709	931	1492			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	158	175	111			
Volume Left	0	0	0			
Volume Right	158	0	0			
cSH	931	1700	1700			
Volume to Capacity	0.17	0.10	0.07			
Queue Length 95th (ft)	15	0	0			
Control Delay (s)	9.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB On-Ramp

09/07/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (veh/h)	0	0	0	89	99	23
Future Volume (Veh/h)	0	0	0	89	99	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.88	0.82
Hourly flow rate (vph)	0	0	0	177	204	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	406	230	255			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	230	255			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	604	815	1322			
Direction, Lane #						
	NB 1	SB 1				
Volume Total	177	255				
Volume Left	0	0				
Volume Right	0	51				
cSH	1700	1700				
Volume to Capacity	0.10	0.15				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202



















09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Future Volume (Veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	38	0	20	112	110	0	0	213	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	567	547	213	547	587	110	253			110		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	567	547	213	547	587	110	253			110		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.5	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.5	2.3			2.2		
p0 queue free %	100	100	100	91	100	98	91			100		
cM capacity (veh/h)	399	408	832	411	387	885	1278			1493		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	38	20	112	110	213	40						
Volume Left	38	0	112	0	0	0						
Volume Right	0	20	0	0	0	40						
cSH	411	885	1278	1700	1700	1700						
Volume to Capacity	0.09	0.02	0.09	0.06	0.13	0.02						
Queue Length 95th (ft)	8	2	7	0	0	0						
Control Delay (s)	14.7	9.2	8.1	0.0	0.0	0.0						
Lane LOS	B	A	A									
Approach Delay (s)	12.8		4.1		0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			38.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (Veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type							None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	527	149	558	527	174	149			174		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	527	149	558	527	174	149			174		
tC, single (s)	7.5	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	93	100	100	100	100			93		
cM capacity (veh/h)	387	426	879	389	426	875	1445			1409		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	110	174	360	102	149							
Volume Left	48	0	0	102	0							
Volume Right	62	0	360	0	0							
cSH	887	1700	1700	1409	1700							
Volume to Capacity	0.12	0.10	0.21	0.07	0.09							
Queue Length 95th (ft)	11	0	0	6	0							
Control Delay (s)	12.1	0.0	0.0	7.8	0.0							
Lane LOS	B			A								
Approach Delay (s)	12.1	0.0	3.2									
Approach LOS	B											
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			38.5%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202



















09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Future Volume (Veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	141	0	68	32	147	0	0	104	109
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	383	315	104	315	424	147	213			147		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	383	315	104	315	424	147	213			147		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	77	100	92	98			100		
cM capacity (veh/h)	526	590	956	619	513	905	1369			1447		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2						
Volume Total	141	68	32	147	104	109						
Volume Left	141	0	32	0	0	0						
Volume Right	0	68	0	0	0	109						
cSH	619	905	1369	1700	1700	1700						
Volume to Capacity	0.23	0.08	0.02	0.09	0.06	0.06						
Queue Length 95th (ft)	22	6	2	0	0	0						
Control Delay (s)	12.5	9.3	7.7	0.0	0.0	0.0						
Lane LOS	B	A	A									
Approach Delay (s)	11.5		1.4		0.0							
Approach LOS	B											
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			26.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0	
Future Volume (Veh/h)	60	0	74	0	0	0	0	101	40	42	179	0	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)			14										
Median type							None						None
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	405	405	199	446	405	112	199					112	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	405	405	199	446	405	112	199					112	
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1					4.2	
tC, 2 stage (s)													
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2					2.3	
p0 queue free %	87	100	90	100	100	100	100					97	
cM capacity (veh/h)	530	520	847	463	520	947	1385					1429	
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2								
Volume Total	149	112	44	47	199								
Volume Left	67	0	0	47	0								
Volume Right	82	0	44	0	0								
cSH	1179	1700	1700	1429	1700								
Volume to Capacity	0.13	0.07	0.03	0.03	0.12								
Queue Length 95th (ft)	11	0	0	3	0								
Control Delay (s)	11.1	0.0	0.0	7.6	0.0								
Lane LOS	B			A									
Approach Delay (s)	11.1	0.0	1.5										
Approach LOS	B												
Intersection Summary													
Average Delay			3.6										
Intersection Capacity Utilization			26.4%	ICU Level of Service				A					
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202 & I-26 WB Loop Ramp



















09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	34	0	201	192	0
Future Volume (Veh/h)	18	34	0	201	192	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	324	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	213	213			
tC, single (s)	7.3	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	97	95	100			
cM capacity (veh/h)	586	777	1369			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	20	38	112	112	213	
Volume Left	20	0	0	0	0	
Volume Right	0	38	0	0	0	
cSH	586	777	1700	1700	1700	
Volume to Capacity	0.03	0.05	0.07	0.07	0.13	
Queue Length 95th (ft)	3	4	0	0	0	
Control Delay (s)	11.4	9.9	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	10.4		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			29.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (Veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	14											
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	527	887	149	558	527	174	149			534		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	527	887	149	558	527	174	149			534		
tC, single (s)	7.5	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	93	100	100	100	100			90		
cM capacity (veh/h)	379	257	879	381	414	875	1445			1039		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	110	174	360	102	149							
Volume Left	48	0	0	102	0							
Volume Right	62	0	360	0	0							
cSH	869	1700	1700	1039	1700							
Volume to Capacity	0.13	0.10	0.21	0.10	0.09							
Queue Length 95th (ft)	11	0	0	8	0							
Control Delay (s)	12.2	0.0	0.0	8.8	0.0							
Lane LOS	B			A								
Approach Delay (s)	12.2	0.0	3.6									
Approach LOS	B											
Intersection Summary												
Average Delay	2.5											
Intersection Capacity Utilization	38.5%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↖	↑	↓	↙
Traffic Volume (veh/h)	0	0	101	118	192	36
Future Volume (Veh/h)	0	0	101	118	192	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	131	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	445	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	131	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			29.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202 & I-26 WB Loop Ramp



















09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	127	0	161	94	0
Future Volume (Veh/h)	61	127	0	161	94	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	194	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194	104	104			
tC, single (s)	6.8	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	91	85	100			
cM capacity (veh/h)	783	918	1500			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	68	141	90	90	104	
Volume Left	68	0	0	0	0	
Volume Right	0	141	0	0	0	
cSH	783	918	1700	1700	1700	
Volume to Capacity	0.09	0.15	0.05	0.05	0.06	
Queue Length 95th (ft)	7	14	0	0	0	
Control Delay (s)	10.0	9.6	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	9.8		0.0		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			28.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Future Volume (Veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			14									
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	405	449	199	446	405	112	199			156		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405	449	199	446	405	112	199			156		
tC, single (s)	7.2	6.5	6.2	7.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.0	3.3	2.2			2.3		
p0 queue free %	87	100	90	100	100	100	100			97		
cM capacity (veh/h)	530	491	847	463	520	947	1385			1377		
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2							
Volume Total	149	112	44	47	199							
Volume Left	67	0	0	47	0							
Volume Right	82	0	44	0	0							
cSH	1178	1700	1700	1377	1700							
Volume to Capacity	0.13	0.07	0.03	0.03	0.12							
Queue Length 95th (ft)	11	0	0	3	0							
Control Delay (s)	11.1	0.0	0.0	7.7	0.0							
Lane LOS	B			A								
Approach Delay (s)	11.1	0.0		1.5								
Approach LOS	B											
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			20.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			28.4%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↖
Traffic Volume (veh/h)	0	18	200	0	0	192
Future Volume (Veh/h)	0	18	200	0	0	192
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	20	222	0	0	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	435	111			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	435	111			222	
tC, single (s)	6.8	7.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	555	852			1359	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	20	111	111	213		
Volume Left	0	0	0	0		
Volume Right	20	0	0	0		
cSH	852	1700	1700	1700		
Volume to Capacity	0.02	0.07	0.07	0.13		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.3	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			20.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	157	324	0	190
Future Volume (Veh/h)	0	0	157	324	0	190
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	174	360	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	385	174			534	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385	174			534	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	622	875			1044	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	174	360	211			
Volume Left	0	0	0			
Volume Right	0	360	0			
cSH	1700	1700	1700			
Volume to Capacity	0.10	0.21	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	101	117	192	36
Future Volume (Veh/h)	0	0	101	117	192	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	130	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	567	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	446	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	130	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			22.4%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	56	0	157	134	0
Future Volume (Veh/h)	43	56	0	157	134	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	62	0	174	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	323	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323	149	149			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	92	93	100			
cM capacity (veh/h)	603	879	1445			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	48	62	174	149		
Volume Left	48	0	0	0		
Volume Right	0	62	0	0		
cSH	603	879	1700	1700		
Volume to Capacity	0.08	0.07	0.10	0.09		
Queue Length 95th (ft)	6	6	0	0		
Control Delay (s)	11.5	9.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	
Traffic Volume (veh/h)	0	34	0	201	192	0
Future Volume (Veh/h)	0	34	0	201	192	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	436	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436	213	213			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	581	815	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	38	223	213			
Volume Left	0	0	0			
Volume Right	38	0	0			
cSH	815	1700	1700			
Volume to Capacity	0.05	0.13	0.13			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	201	134	92
Future Volume (Veh/h)	0	0	0	201	134	92
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	223	149	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372	149	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	149	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %						
cM capacity (veh/h)	633	903	1326			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	223	149	102			
Volume Left	0	0	0			
Volume Right	0	0	102			
cSH	1700	1700	1700			
Volume to Capacity	0.13	0.09	0.06			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			18.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↖
Traffic Volume (veh/h)	0	61	161	0	0	94
Future Volume (Veh/h)	0	61	161	0	0	94
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	68	179	0	0	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	90			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	90			179	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	689	957			1409	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	68	90	90	104		
Volume Left	0	0	0	0		
Volume Right	68	0	0	0		
cSH	957	1700	1700	1700		
Volume to Capacity	0.07	0.05	0.05	0.06		
Queue Length 95th (ft)	6	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	9.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			19.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	101	40	0	253
Future Volume (Veh/h)	0	0	101	40	0	253
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	44	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	393	112			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	112			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	615	947			1436	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	112	44	281			
Volume Left	0	0	0			
Volume Right	0	44	0			
cSH	1700	1700	1700			
Volume to Capacity	0.07	0.03	0.17			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			16.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	74	0	101	179	0
Future Volume (Veh/h)	60	74	0	101	179	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	82	0	112	199	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311	199	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311	199	199			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	90	90	100			
cM capacity (veh/h)	667	847	1385			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	67	82	112	199		
Volume Left	67	0	0	0		
Volume Right	0	82	0	0		
cSH	667	847	1700	1700		
Volume to Capacity	0.10	0.10	0.07	0.12		
Queue Length 95th (ft)	8	8	0	0		
Control Delay (s)	11.0	9.7	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			20.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	127	0	161	94	0
Future Volume (Veh/h)	0	127	0	161	94	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	104	104			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	711	940	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	141	179	104			
Volume Left	0	0	0			
Volume Right	141	0	0			
cSH	940	1700	1700			
Volume to Capacity	0.15	0.11	0.06			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	161	179	42
Future Volume (Veh/h)	0	0	0	161	179	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	179	199	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	378	199	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	199	246			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %						
cM capacity (veh/h)	628	847	1332			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	179	199	47			
Volume Left	0	0	0			
Volume Right	0	0	47			
cSH	1700	1700	1700			
Volume to Capacity	0.11	0.12	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	329	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	329	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	626	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	14	27	4	126	2	213						
Volume Left	0	27	4	0	2	0						
Volume Right	14	0	0	22	0	0						
cSH	832	593	1369	1700	1473	1700						
Volume to Capacity	0.02	0.05	0.00	0.07	0.00	0.13						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	9.4	11.4	7.6	0.0	7.4	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.4	11.4	0.2		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
8503: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↑↑	↓	
Traffic Volume (veh/h)	18	0	0	201	192	0
Future Volume (Veh/h)	18	0	0	201	192	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	0	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	324	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	213	213			
tC, single (s)	7.3	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	586	798	1369			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	20	112	112	213		
Volume Left	20	0	0	0		
Volume Right	0	0	0	0		
cSH	586	1700	1700	1700		
Volume to Capacity	0.03	0.07	0.07	0.13		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	11.4	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	11.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.5					
Intersection Capacity Utilization	29.0%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	157	324	0	190
Future Volume (Veh/h)	0	0	157	324	0	190
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	174	360	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	385	174			534	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385	174			534	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	622	875			1044	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	174	360	211			
Volume Left	0	0	0			
Volume Right	0	360	0			
cSH	1700	1700	1700			
Volume to Capacity	0.10	0.21	0.12			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↖	↑	↓	↘
Traffic Volume (veh/h)	0	0	101	118	192	36
Future Volume (Veh/h)	0	0	101	118	192	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	131	213	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568	213	253			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568	213	253			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	91			
cM capacity (veh/h)	445	832	1278			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	112	131	213	40		
Volume Left	112	0	0	0		
Volume Right	0	0	0	40		
cSH	1278	1700	1700	1700		
Volume to Capacity	0.09	0.08	0.13	0.02		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	8.1	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	3.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			29.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	56	0	157	134	0
Future Volume (Veh/h)	43	56	0	157	134	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	62	0	174	149	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	323	149	149			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	323	149	149			
tC, single (s)	6.8	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.4	2.2			
p0 queue free %	92	93	100			
cM capacity (veh/h)	603	879	1445			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	48	62	174	149		
Volume Left	48	0	0	0		
Volume Right	0	62	0	0		
cSH	603	879	1700	1700		
Volume to Capacity	0.08	0.07	0.10	0.09		
Queue Length 95th (ft)	6	6	0	0		
Control Delay (s)	11.5	9.4	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	34	0	201	192	0
Future Volume (Veh/h)	0	34	0	201	192	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	38	0	223	213	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	436	213	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436	213	213			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	581	815	1369			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	38	223	213			
Volume Left	0	0	0			
Volume Right	38	0	0			
cSH	815	1700	1700			
Volume to Capacity	0.05	0.13	0.13			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	201	134	92
Future Volume (Veh/h)	0	0	0	201	134	92
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	223	149	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372	149	251			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	149	251			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	633	903	1326			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	223	149	102			
Volume Left	0	0	0			
Volume Right	0	0	102			
cSH	1700	1700	1700			
Volume to Capacity	0.13	0.09	0.06			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	18.3%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	361	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	446	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	10	52	4	211	4	154						
Volume Left	2	50	4	0	4	0						
Volume Right	8	2	0	22	0	0						
cSH	746	583	1439	1700	1372	1700						
Volume to Capacity	0.01	0.09	0.00	0.12	0.00	0.09						
Queue Length 95th (ft)	1	7	0	0	0	0						
Control Delay (s)	9.9	11.8	7.5	0.0	7.6	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	9.9	11.8	0.1		0.2							
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8503: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷	↷	
Traffic Volume (veh/h)	61	0	0	161	94	0
Future Volume (Veh/h)	61	0	0	161	94	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	68	0	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	194	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194	104	104			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	783	937	1500			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	68	90	90	104		
Volume Left	68	0	0	0		
Volume Right	0	0	0	0		
cSH	783	1700	1700	1700		
Volume to Capacity	0.09	0.05	0.05	0.06		
Queue Length 95th (ft)	7	0	0	0		
Control Delay (s)	10.0	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	1.9					
Intersection Capacity Utilization	23.9%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
8504: SC 202

09/12/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↗		↑
Traffic Volume (veh/h)	0	0	101	40	0	253
Future Volume (Veh/h)	0	0	101	40	0	253
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	112	44	0	281
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	393	112			156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	393	112			156	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	615	947			1436	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	112	44	281			
Volume Left	0	0	0			
Volume Right	0	44	0			
cSH	1700	1700	1700			
Volume to Capacity	0.07	0.03	0.17			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
8513: SC 202

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	29	193	94	98
Future Volume (Veh/h)	0	0	29	193	94	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	32	214	104	109
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	382	104	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	382	104	213			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	610	956	1369			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	32	214	104	109		
Volume Left	32	0	0	0		
Volume Right	0	0	0	109		
cSH	1369	1700	1700	1700		
Volume to Capacity	0.02	0.13	0.06	0.06		
Queue Length 95th (ft)	2	0	0	0		
Control Delay (s)	7.7	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			23.9%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis
 8514: SC 202 & I-26 EB Off-Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	74	0	101	179	0
Future Volume (Veh/h)	60	74	0	101	179	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	82	0	112	199	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	311	199	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311	199	199			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	90	90	100			
cM capacity (veh/h)	667	847	1385			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	67	82	112	199		
Volume Left	67	0	0	0		
Volume Right	0	82	0	0		
cSH	667	847	1700	1700		
Volume to Capacity	0.10	0.10	0.07	0.12		
Queue Length 95th (ft)	8	8	0	0		
Control Delay (s)	11.0	9.7	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	10.3		0.0	0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			20.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8523: SC 202 & I-26 WB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	
Traffic Volume (veh/h)	0	127	0	161	94	0
Future Volume (Veh/h)	0	127	0	161	94	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	141	0	179	104	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	283	104	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	104	104			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	85	100			
cM capacity (veh/h)	711	940	1500			
Direction, Lane #						
	EB 1	NB 1	SB 1			
Volume Total	141	179	104			
Volume Left	0	0	0			
Volume Right	141	0	0			
cSH	940	1700	1700			
Volume to Capacity	0.15	0.11	0.06			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8524: SC 202 & I-26 EB Loop Ramp

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	↗
Traffic Volume (veh/h)	0	0	0	161	179	42
Future Volume (Veh/h)	0	0	0	161	179	42
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	179	199	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	378	199	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	378	199	246			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	628	847	1332			
Direction, Lane #	NB 1	SB 1	SB 2			
Volume Total	179	199	47			
Volume Left	0	0	0			
Volume Right	0	0	47			
cSH	1700	1700	1700			
Volume to Capacity	0.11	0.12	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Future Volume (Veh/h)	0	0	13	24	0	0	4	94	20	2	192	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	14	27	0	0	4	104	22	2	213	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	340	351	213	354	340	115	213			126		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340	351	213	354	340	115	213			126		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	95	100	100	100			100		
cM capacity (veh/h)	616	574	832	593	582	943	1369			1473		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	27	130	215								
Volume Left	0	27	4	2								
Volume Right	14	0	22	0								
cSH	832	593	1369	1473								
Volume to Capacity	0.02	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	9.4	11.4	0.3	0.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.4	11.4	0.3	0.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			25.6%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Future Volume (veh/h)	0	0	0	34	0	18	101	99	0	0	192	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	38	0	20	112	110	0	0	213	40
Approach Volume (veh/h)	0		58				222			253		
Crossing Volume (veh/h)	251			222			0			150		
High Capacity (veh/h)	1137			1164			1385			1232		
High v/c (veh/h)	0.00			0.05			0.16			0.21		
Low Capacity (veh/h)	937			961			1161			1022		
Low v/c (veh/h)	0.00			0.06			0.19			0.25		
Intersection Summary												
Maximum v/c High	0.21											
Maximum v/c Low	0.25											
Intersection Capacity Utilization	36.4%			ICU Level of Service				A				

Intersection				
Intersection Delay, s/veh	6.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	0	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	58	222	253
Demand Flow Rate, veh/h	0	66	254	265
Vehicles Circulating, veh/h	258	254	0	162
Vehicles Exiting, veh/h	169	0	258	158
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	5.4	5.8	6.8
Approach LOS	-	A	A	A
Lane	Left	Left	Left	
Designated Moves	LTR	LT	TR	
Assumed Moves	LTR	LT	TR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	66	254	265	
Cap Entry Lane, veh/h	876	1130	961	
Entry HV Adj Factor	0.879	0.874	0.954	
Flow Entry, veh/h	58	222	253	
Cap Entry, veh/h	770	987	917	
V/C Ratio	0.075	0.225	0.276	
Control Delay, s/veh	5.4	5.8	6.8	
LOS	A	A	A	
95th %tile Queue, veh	0	1	1	

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Future Volume (veh/h)	43	0	56	0	0	0	0	157	324	92	134	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	48	0	62	0	0	0	0	174	360	102	149	0
Approach Volume (veh/h)	110		0				534			251		
Crossing Volume (veh/h)	251		222				150			0		
High Capacity (veh/h)	1137		1164				1232			1385		
High v/c (veh/h)	0.10		0.00				0.43			0.18		
Low Capacity (veh/h)	937		961				1022			1161		
Low v/c (veh/h)	0.12		0.00				0.52			0.22		
Intersection Summary												
Maximum v/c High			0.43									
Maximum v/c Low			0.52									
Intersection Capacity Utilization			56.1%				ICU Level of Service					B

Intersection				
Intersection Delay, s/veh	9.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	0	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	110	0	534	251
Demand Flow Rate, veh/h	134	0	557	265
Vehicles Circulating, veh/h	265	249	169	0
Vehicles Exiting, veh/h	0	477	230	249
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	0.0	12.2	5.6
Approach LOS	A	-	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	TR	LT	
Assumed Moves	LTR	TR	LT	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	134	557	265	
Cap Entry Lane, veh/h	867	954	1130	
Entry HV Adj Factor	0.821	0.959	0.946	
Flow Entry, veh/h	110	534	251	
Cap Entry, veh/h	712	915	1069	
V/C Ratio	0.155	0.584	0.235	
Control Delay, s/veh	6.8	12.2	5.6	
LOS	A	B	A	
95th %tile Queue, veh	1	4	1	

HCM Unsignalized Intersection Capacity Analysis
 8501: SC 202 & Meadow Brook Road/Four Oaks Road

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Future Volume (Veh/h)	2	0	7	45	0	2	4	170	20	4	139	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	0	8	50	0	2	4	189	22	4	154	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	372	381	154	378	370	200	154			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	372	381	154	378	370	200	154			211		
tC, single (s)	8.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.4	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	91	100	100	100			100		
cM capacity (veh/h)	438	552	897	576	560	846	1439			1372		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	52	215	158								
Volume Left	2	50	4	4								
Volume Right	8	2	22	0								
cSH	742	583	1439	1372								
Volume to Capacity	0.01	0.09	0.00	0.00								
Queue Length 95th (ft)	1	7	0	0								
Control Delay (s)	9.9	11.8	0.2	0.2								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	11.8	0.2	0.2								
Approach LOS	A	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			27.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8503: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Future Volume (veh/h)	0	0	0	127	0	61	29	132	0	0	94	98
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	141	0	68	32	147	0	0	104	109
Approach Volume (veh/h)	0			209			179			213		
Crossing Volume (veh/h)	245			179			0			173		
High Capacity (veh/h)	1143			1204			1385			1210		
High v/c (veh/h)	0.00			0.17			0.13			0.18		
Low Capacity (veh/h)	942			997			1161			1002		
Low v/c (veh/h)	0.00			0.21			0.15			0.21		
Intersection Summary												
Maximum v/c High	0.18											
Maximum v/c Low	0.21											
Intersection Capacity Utilization	40.3%			ICU Level of Service				A				

Intersection				
Intersection Delay, s/veh	6.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	0	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	209	179	213
Demand Flow Rate, veh/h	0	217	195	227
Vehicles Circulating, veh/h	262	195	0	181
Vehicles Exiting, veh/h	146	0	262	231
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	6.4	5.1	6.6
Approach LOS	-	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LT	TR	
Assumed Moves	LTR	LT	TR	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	217	195	227	
Cap Entry Lane, veh/h	930	1130	943	
Entry HV Adj Factor	0.963	0.917	0.937	
Flow Entry, veh/h	209	179	213	
Cap Entry, veh/h	895	1036	883	
V/C Ratio	0.233	0.173	0.241	
Control Delay, s/veh	6.4	5.1	6.6	
LOS	A	A	A	
95th %tile Queue, veh	1	1	1	

HCM Unsignalized Intersection Capacity Analysis
 8504: SC 202

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Traffic Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Future Volume (veh/h)	60	0	74	0	0	0	0	101	40	42	179	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	0	82	0	0	0	0	112	44	47	199	0
Approach Volume (veh/h)	149		0				156		246			
Crossing Volume (veh/h)	246				179			114		0		
High Capacity (veh/h)	1142				1204			1267		1385		
High v/c (veh/h)	0.13				0.00			0.12		0.18		
Low Capacity (veh/h)	941				997			1054		1161		
Low v/c (veh/h)	0.16				0.00			0.15		0.21		
Intersection Summary												
Maximum v/c High			0.18									
Maximum v/c Low			0.21									
Intersection Capacity Utilization			37.4%		ICU Level of Service				A			

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	0	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	149	0	156	246
Demand Flow Rate, veh/h	155	0	176	259
Vehicles Circulating, veh/h	259	195	125	0
Vehicles Exiting, veh/h	0	106	289	195
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	0.0	5.8	5.5
Approach LOS	A	-	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	TR	LT	
Assumed Moves	LTR	TR	LT	
RT Channelized				
Lane Util	1.000	1.000	1.000	
Critical Headway, s	5.193	5.193	5.193	
Entry Flow, veh/h	155	176	259	
Cap Entry Lane, veh/h	872	997	1130	
Entry HV Adj Factor	0.961	0.886	0.950	
Flow Entry, veh/h	149	156	246	
Cap Entry, veh/h	838	883	1073	
V/C Ratio	0.178	0.176	0.229	
Control Delay, s/veh	6.1	5.8	5.5	
LOS	A	A	A	
95th %tile Queue, veh	1	1	1	

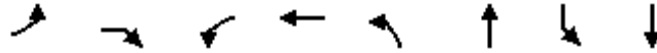
Appendix L

Synchro Intersection Analysis Outputs Exit 97 Queuing

Queues

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	32	635	12	36	265	16	975
v/c Ratio	0.14	0.21	1.25	0.02	0.32	0.24	0.04	0.96
Control Delay	85.0	3.1	174.5	42.0	20.3	15.0	18.8	55.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	3.1	174.5	42.0	20.3	15.0	18.8	55.7
Queue Length 50th (ft)	9	0	~865	9	15	127	8	1047
Queue Length 95th (ft)	12	0	#987	18	17	170	9	#1421
Internal Link Dist (ft)				184		318		277
Turn Bay Length (ft)					150			
Base Capacity (vph)	117	215	508	673	137	1156	435	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.15	1.25	0.02	0.26	0.23	0.04	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	36	128	627	96	48	319	16	749	4
v/c Ratio	0.43	0.67	0.94	0.14	0.28	0.33	0.03	0.90	0.01
Control Delay	91.6	41.1	70.2	37.9	18.8	19.6	21.4	51.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	41.1	70.2	37.9	18.8	19.6	21.4	51.4	0.0
Queue Length 50th (ft)	36	32	629	66	21	167	8	676	0
Queue Length 95th (ft)	70	32	#1064	103	33	233	14	928	0
Internal Link Dist (ft)				184		318		277	
Turn Bay Length (ft)					150				
Base Capacity (vph)	122	236	669	761	197	1342	663	1126	1029
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.54	0.94	0.13	0.24	0.24	0.02	0.67	0.00

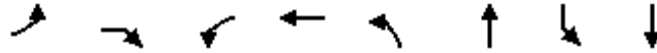
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	51	1022	19	58	426	25	1569
v/c Ratio	0.22	0.32	2.00	0.03	0.50	0.39	0.07	1.56
Control Delay	88.2	5.3	487.6	42.6	34.8	17.4	20.3	284.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	5.3	487.6	42.6	34.8	17.4	20.3	284.3
Queue Length 50th (ft)	14	0	~1772	15	24	232	13	~2514
Queue Length 95th (ft)	17	0	#1864	24	26	295	13	#2874
Internal Link Dist (ft)				184		318		277
Turn Bay Length (ft)					150			
Base Capacity (vph)	114	214	510	668	136	1147	367	1008
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.24	2.00	0.03	0.43	0.37	0.07	1.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9703: US 176 & I-26 WB On-Ramp & Driveway Access/I-26 WBT/WBL Ramps

09/07/2017



Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	58	207	1009	154	77	514	26	1207	6
v/c Ratio	0.62	0.99	1.71	0.25	0.66	0.47	0.06	1.31	0.01
Control Delay	107.5	100.1	363.3	45.6	55.5	21.9	22.3	184.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.5	100.1	363.3	45.6	55.5	21.9	22.3	184.8	0.0
Queue Length 50th (ft)	68	137	~1741	134	39	328	15	~1823	0
Queue Length 95th (ft)	103	108	#2020	156	69	409	21	#2104	0
Internal Link Dist (ft)				184		318		277	
Turn Bay Length (ft)					150				
Base Capacity (vph)	94	210	589	621	128	1098	414	919	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.99	1.71	0.25	0.60	0.47	0.06	1.31	0.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	SBL
Lane Group Flow (vph)	479	2017
v/c Ratio	0.74	0.87
Control Delay	19.6	17.1
Queue Delay	0.0	0.0
Total Delay	19.6	17.1
Queue Length 50th (ft)	143	404
Queue Length 95th (ft)	#74	528
Internal Link Dist (ft)		65
Turn Bay Length (ft)		
Base Capacity (vph)	649	2326
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBL
Lane Group Flow (vph)	944	749
v/c Ratio	0.50	0.76
Control Delay	14.1	34.2
Queue Delay	0.0	0.0
Total Delay	14.1	34.2
Queue Length 50th (ft)	142	198
Queue Length 95th (ft)	m203	240
Internal Link Dist (ft)		133
Turn Bay Length (ft)		
Base Capacity (vph)	1904	1322
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.57

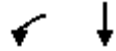
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9723: US 176 & I-26 WBL Slip Ramp

09/08/2017



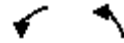
Lane Group	WBL	SBT
Lane Group Flow (vph)	603	2017
v/c Ratio	0.91	0.85
Control Delay	52.8	3.2
Queue Delay	0.0	0.2
Total Delay	52.8	3.4
Queue Length 50th (ft)	165	27
Queue Length 95th (ft)	#265	44
Internal Link Dist (ft)	351	161
Turn Bay Length (ft)		
Base Capacity (vph)	666	2398
Starvation Cap Reductn	0	57
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.91	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	SBL
Lane Group Flow (vph)	652	1397
v/c Ratio	0.49	0.86
Control Delay	10.2	26.6
Queue Delay	0.0	0.0
Total Delay	10.2	26.6
Queue Length 50th (ft)	19	336
Queue Length 95th (ft)	94	407
Internal Link Dist (ft)		65
Turn Bay Length (ft)		
Base Capacity (vph)	1329	1758
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.79
Intersection Summary		



Lane Group	WBL	NBL
Lane Group Flow (vph)	1683	747
v/c Ratio	0.80	0.82
Control Delay	16.6	39.8
Queue Delay	0.3	0.0
Total Delay	16.9	39.8
Queue Length 50th (ft)	317	201
Queue Length 95th (ft)	391	267
Internal Link Dist (ft)		133
Turn Bay Length (ft)		
Base Capacity (vph)	2098	963
Starvation Cap Reductn	80	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.83	0.78
Intersection Summary		

Queues

9723: US 176 & I-26 WBL Slip Ramp

09/08/2017



Lane Group	WBL	SBT
Lane Group Flow (vph)	986	1397
v/c Ratio	0.72	0.83
Control Delay	26.7	4.9
Queue Delay	0.0	0.1
Total Delay	26.7	5.0
Queue Length 50th (ft)	232	18
Queue Length 95th (ft)	322	24
Internal Link Dist (ft)	351	161
Turn Bay Length (ft)		
Base Capacity (vph)	1365	1812
Starvation Cap Reductn	0	38
Spillback Cap Reductn	0	30
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.72	0.79
Intersection Summary		

Queues

9702: US 176 & Food Lion South Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	23	39	69	804	2082
v/c Ratio	0.17	0.29	0.34	0.28	0.83
Control Delay	41.0	18.7	24.7	1.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	18.7	24.7	1.0	7.9
Queue Length 50th (ft)	13	0	9	18	164
Queue Length 95th (ft)	36	30	m21	28	#784
Internal Link Dist (ft)	150			256	514
Turn Bay Length (ft)					
Base Capacity (vph)	180	164	245	2861	2515
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.28	0.28	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

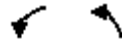
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	SBL
Lane Group Flow (vph)	479	2017
v/c Ratio	0.75	0.87
Control Delay	22.9	8.4
Queue Delay	0.0	0.0
Total Delay	22.9	8.4
Queue Length 50th (ft)	153	3
Queue Length 95th (ft)	#140	41
Internal Link Dist (ft)		65
Turn Bay Length (ft)		
Base Capacity (vph)	641	2326
Starvation Cap Reductn	0	7
Spillback Cap Reductn	2	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.75	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	NBL
Lane Group Flow (vph)	944	749
v/c Ratio	0.50	0.76
Control Delay	9.3	29.4
Queue Delay	0.0	0.0
Total Delay	9.3	29.4
Queue Length 50th (ft)	83	142
Queue Length 95th (ft)	m289	191
Internal Link Dist (ft)		133
Turn Bay Length (ft)		
Base Capacity (vph)	1904	1322
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.50	0.57

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	716	52	112	937	840	328
v/c Ratio	0.79	0.11	0.34	0.47	0.55	0.26
Control Delay	36.4	6.8	12.4	12.4	9.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	6.8	12.4	12.4	9.8	0.5
Queue Length 50th (ft)	193	0	26	147	57	0
Queue Length 95th (ft)	234	24	59	230	96	0
Internal Link Dist (ft)	332			345	131	
Turn Bay Length (ft)		250	150			150
Base Capacity (vph)	1077	531	350	2007	1539	1276
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.10	0.32	0.47	0.55	0.26

Intersection Summary

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	493	326	697	131	62	1616
v/c Ratio	0.90	0.53	0.70	0.14	0.27	0.85
Control Delay	50.3	13.4	24.8	6.7	16.5	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	13.4	24.8	6.7	16.5	24.3
Queue Length 50th (ft)	254	58	394	23	19	413
Queue Length 95th (ft)	#428	137	531	69	49	#541
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100				100	
Base Capacity (vph)	587	642	999	909	230	1897
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.51	0.70	0.14	0.27	0.85

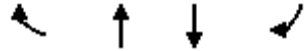
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	393	479	2017	97
v/c Ratio	0.21	0.75	0.59	0.07
Control Delay	4.8	8.4	1.2	0.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.8	8.4	1.2	0.0
Queue Length 50th (ft)	34	1	0	0
Queue Length 95th (ft)	52	#28	35	m0
Internal Link Dist (ft)		65	162	
Turn Bay Length (ft)				
Base Capacity (vph)	1890	639	3381	1470
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	78	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.21	0.75	0.61	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

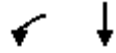
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9723: US 176 & I-26 WBL Slip Ramp

09/08/2017



Lane Group	WBL	SBT
Lane Group Flow (vph)	603	2017
v/c Ratio	0.92	0.84
Control Delay	54.3	2.5
Queue Delay	0.0	0.2
Total Delay	54.3	2.8
Queue Length 50th (ft)	165	0
Queue Length 95th (ft)	#265	44
Internal Link Dist (ft)	339	163
Turn Bay Length (ft)		
Base Capacity (vph)	659	2398
Starvation Cap Reductn	0	57
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.92	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

9702: US 176 & Food Lion South Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	159	199	229	1869	1281
v/c Ratio	0.66	0.51	0.67	0.74	0.70
Control Delay	50.0	10.2	18.6	8.1	17.6
Queue Delay	0.0	0.0	0.0	0.5	0.0
Total Delay	50.0	10.2	18.6	8.6	17.6
Queue Length 50th (ft)	86	0	53	271	238
Queue Length 95th (ft)	#152	59	m84	288	247
Internal Link Dist (ft)	150			256	514
Turn Bay Length (ft)					
Base Capacity (vph)	266	412	397	2544	1860
Starvation Cap Reductn	0	0	0	276	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.48	0.58	0.82	0.69

Intersection Summary

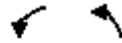
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	SBL
Lane Group Flow (vph)	652	1397
v/c Ratio	0.62	0.74
Control Delay	12.7	10.8
Queue Delay	0.0	1.4
Total Delay	12.7	12.2
Queue Length 50th (ft)	136	24
Queue Length 95th (ft)	39	153
Internal Link Dist (ft)		65
Turn Bay Length (ft)		
Base Capacity (vph)	1056	1907
Starvation Cap Reductn	0	298
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.62	0.87
Intersection Summary		



Lane Group	WBL	NBL
Lane Group Flow (vph)	1683	747
v/c Ratio	0.80	0.82
Control Delay	17.4	43.1
Queue Delay	0.6	0.0
Total Delay	18.0	43.1
Queue Length 50th (ft)	430	180
Queue Length 95th (ft)	m560	m211
Internal Link Dist (ft)		133
Turn Bay Length (ft)		
Base Capacity (vph)	2098	963
Starvation Cap Reductn	135	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.86	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	456	227	152	868	1800	582
v/c Ratio	0.88	0.58	0.67	0.36	0.94	0.47
Control Delay	57.3	16.1	29.9	5.6	22.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	16.1	29.9	5.6	22.2	1.0
Queue Length 50th (ft)	132	24	35	84	147	0
Queue Length 95th (ft)	#220	96	#110	111	#658	m0
Internal Link Dist (ft)	332			345	131	
Turn Bay Length (ft)		250	150			150
Base Capacity (vph)	518	391	240	2456	1915	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.58	0.63	0.35	0.94	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	110	1527	501	67	1253
v/c Ratio	0.72	0.52	1.06	0.38	0.82	0.46
Control Delay	65.0	24.3	55.5	1.5	74.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	24.3	55.5	1.5	74.8	4.4
Queue Length 50th (ft)	64	18	~999	13	19	106
Queue Length 95th (ft)	#144	68	#1216	52	#67	136
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100				100	
Base Capacity (vph)	165	217	1435	1334	82	2726
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.51	1.06	0.38	0.82	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WB On-Ramp/I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	1446	652	1397	64
v/c Ratio	0.90	0.62	0.42	0.04
Control Delay	25.1	3.3	0.3	0.0
Queue Delay	0.0	0.0	0.1	0.0
Total Delay	25.1	3.3	0.4	0.0
Queue Length 50th (ft)	357	0	1	0
Queue Length 95th (ft)	#522	14	0	m0
Internal Link Dist (ft)		65	162	
Turn Bay Length (ft)				
Base Capacity (vph)	1624	1052	3326	1547
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	543	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.89	0.62	0.50	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

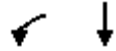
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9723: US 176 & I-26 WBL Slip Ramp

09/08/2017



Lane Group	WBL	SBT
Lane Group Flow (vph)	986	1397
v/c Ratio	0.89	0.72
Control Delay	39.2	3.0
Queue Delay	0.0	0.1
Total Delay	39.2	3.1
Queue Length 50th (ft)	257	4
Queue Length 95th (ft)	#375	42
Internal Link Dist (ft)	339	163
Turn Bay Length (ft)		
Base Capacity (vph)	1109	1966
Starvation Cap Reductn	0	44
Spillback Cap Reductn	1	78
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9703: US 176 & I-26 WB Off-Ramp

09/08/2017



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	603	393	479	2017
v/c Ratio	1.44	0.70	0.39	1.61
Control Delay	249.4	28.5	12.0	301.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	249.4	28.5	12.0	301.1
Queue Length 50th (ft)	~797	151	194	~2819
Queue Length 95th (ft)	#1037	280	260	#3071
Internal Link Dist (ft)	166		138	76
Turn Bay Length (ft)				
Base Capacity (vph)	420	558	1230	1254
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.44	0.70	0.39	1.61

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

9703: US 176 & I-26 WB Off-Ramp

09/08/2017



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	986	1446	652	1397
v/c Ratio	1.18	1.75	0.77	1.69
Control Delay	131.1	367.9	41.6	343.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	131.1	367.9	41.6	343.4
Queue Length 50th (ft)	~1154	~2020	527	~1994
Queue Length 95th (ft)	#1416	#2289	691	#2260
Internal Link Dist (ft)	166		138	76
Turn Bay Length (ft)				
Base Capacity (vph)	833	826	852	828
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.18	1.75	0.77	1.69

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

9702: US 176 & Food Lion South Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	23	39	69	804	2082
v/c Ratio	0.17	0.29	0.33	0.27	0.80
Control Delay	41.0	18.7	12.7	1.8	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	18.7	12.7	1.8	6.6
Queue Length 50th (ft)	13	0	5	38	159
Queue Length 95th (ft)	36	30	m35	66	#758
Internal Link Dist (ft)	150			195	514
Turn Bay Length (ft)					
Base Capacity (vph)	180	164	253	2960	2603
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.24	0.27	0.27	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9703: US 176 & I-26 WB Off-Ramp

09/08/2017



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	686	310	479	2017
v/c Ratio	0.69	0.48	0.24	0.70
Control Delay	31.3	5.8	8.3	6.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.3	5.8	8.3	6.7
Queue Length 50th (ft)	172	0	32	62
Queue Length 95th (ft)	232	64	90	8
Internal Link Dist (ft)	166		138	104
Turn Bay Length (ft)				
Base Capacity (vph)	997	645	1966	2881
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.48	0.24	0.70

Intersection Summary

Queues

9704: US 176 & I-26 EB Off-Ramp

09/08/2017



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	123	123	749	944
v/c Ratio	0.53	0.51	0.27	0.25
Control Delay	20.3	15.0	1.6	2.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.3	15.0	1.6	2.0
Queue Length 50th (ft)	12	0	22	24
Queue Length 95th (ft)	61	51	41	51
Internal Link Dist (ft)	197		229	211
Turn Bay Length (ft)				
Base Capacity (vph)	544	526	2737	3820
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.23	0.27	0.25

Intersection Summary

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	716	52	112	937	840	328
v/c Ratio	0.79	0.11	0.34	0.47	0.55	0.26
Control Delay	36.4	6.8	12.4	12.4	15.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	6.8	12.4	12.4	15.7	1.7
Queue Length 50th (ft)	193	0	26	147	128	0
Queue Length 95th (ft)	234	24	59	230	275	36
Internal Link Dist (ft)	332			345	555	
Turn Bay Length (ft)		250	150			170
Base Capacity (vph)	1077	531	350	2007	1539	1276
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.10	0.32	0.47	0.55	0.26

Intersection Summary

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	493	326	697	131	62	1616
v/c Ratio	0.90	0.53	0.70	0.14	0.27	0.85
Control Delay	50.3	13.4	20.0	4.7	16.5	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	13.4	20.0	4.7	16.5	24.3
Queue Length 50th (ft)	254	58	279	0	19	413
Queue Length 95th (ft)	#428	137	503	38	49	#541
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100				100	
Base Capacity (vph)	587	642	999	909	230	1897
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.51	0.70	0.14	0.27	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9702: US 176 & Food Lion South Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	159	199	229	1869	1281
v/c Ratio	0.65	0.51	0.64	0.72	0.68
Control Delay	49.3	10.1	15.1	8.0	18.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	49.3	10.1	15.1	8.0	18.8
Queue Length 50th (ft)	86	0	29	110	287
Queue Length 95th (ft)	149	59	m61	m418	450
Internal Link Dist (ft)	150			195	514
Turn Bay Length (ft)					
Base Capacity (vph)	280	423	426	2614	1891
Starvation Cap Reductn	0	0	0	59	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.47	0.54	0.73	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9703: US 176 & I-26 WB Off-Ramp

09/08/2017



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	1651	781	652	1397
v/c Ratio	0.88	0.94	0.59	0.90
Control Delay	23.8	38.9	24.1	29.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.8	38.9	24.1	29.3
Queue Length 50th (ft)	381	398	61	280
Queue Length 95th (ft)	497	#706	212	#288
Internal Link Dist (ft)	166		138	104
Turn Bay Length (ft)				
Base Capacity (vph)	1872	829	1111	1551
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.94	0.59	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9704: US 176 & I-26 EB Off-Ramp

09/08/2017



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	431	412	747	1683
v/c Ratio	0.77	0.81	0.39	0.61
Control Delay	36.0	39.8	19.3	11.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.0	39.8	19.3	11.7
Queue Length 50th (ft)	212	216	174	156
Queue Length 95th (ft)	287	301	m238	m249
Internal Link Dist (ft)	197		229	211
Turn Bay Length (ft)				
Base Capacity (vph)	691	628	1917	2755
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.66	0.39	0.61

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	456	227	152	868	1800	582
v/c Ratio	0.88	0.58	0.67	0.36	0.94	0.47
Control Delay	57.3	16.1	29.9	5.6	33.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	16.1	29.9	5.6	33.1	2.6
Queue Length 50th (ft)	132	24	35	84	577	24
Queue Length 95th (ft)	#220	96	#110	111	#649	72
Internal Link Dist (ft)	332			345	555	
Turn Bay Length (ft)		250	150			170
Base Capacity (vph)	518	391	240	2456	1915	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.58	0.63	0.35	0.94	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	110	1527	501	67	1253
v/c Ratio	0.72	0.52	1.06	0.38	0.82	0.46
Control Delay	65.0	24.3	55.7	1.0	74.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	24.3	55.7	1.0	74.8	4.4
Queue Length 50th (ft)	64	18	~980	9	19	106
Queue Length 95th (ft)	#144	68	#1250	0	#67	136
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100				100	
Base Capacity (vph)	165	217	1435	1334	82	2726
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.51	1.06	0.38	0.82	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Lane Group	EBL	WBL	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	603	293	456	1677	341
v/c Ratio	0.07	1.02	0.76	0.87	1.01	0.23
Control Delay	34.9	82.4	49.6	59.8	48.0	19.6
Queue Delay	0.0	0.0	0.0	0.0	21.7	0.0
Total Delay	34.9	82.4	49.6	59.8	69.7	19.6
Queue Length 50th (ft)	12	~204	175	151	~540	72
Queue Length 95th (ft)	34	#319	256	#236	#714	111
Internal Link Dist (ft)				355		325
Turn Bay Length (ft)						
Base Capacity (vph)	324	594	464	525	1666	1501
Starvation Cap Reductn	0	0	0	0	96	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.02	0.63	0.87	1.07	0.23

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT
Lane Group Flow (vph)	393	479	2017
v/c Ratio	0.25	0.35	0.57
Control Delay	2.1	1.1	0.7
Queue Delay	0.0	0.0	0.1
Total Delay	2.1	1.1	0.8
Queue Length 50th (ft)	1	1	0
Queue Length 95th (ft)	27	m2	0
Internal Link Dist (ft)		325	63
Turn Bay Length (ft)			
Base Capacity (vph)	1548	1353	3539
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	453
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.25	0.35	0.65

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Lane Group	EBL	WBL	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	986	240	508	699	698
v/c Ratio	0.30	1.05	0.70	0.89	0.53	0.56
Control Delay	31.0	80.9	49.1	60.4	25.2	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.3
Total Delay	31.0	80.9	49.1	60.4	25.6	28.5
Queue Length 50th (ft)	73	~356	144	168	173	186
Queue Length 95th (ft)	126	#479	220	#260	228	255
Internal Link Dist (ft)				355		325
Turn Bay Length (ft)						
Base Capacity (vph)	487	936	397	571	1313	1251
Starvation Cap Reductn	0	0	0	0	217	159
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	1.05	0.60	0.89	0.64	0.64

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT
Lane Group Flow (vph)	1446	652	1397
v/c Ratio	1.12	0.37	0.40
Control Delay	88.8	1.3	0.3
Queue Delay	0.0	0.0	0.0
Total Delay	88.8	1.3	0.3
Queue Length 50th (ft)	~527	3	0
Queue Length 95th (ft)	#677	m3	0
Internal Link Dist (ft)		325	63
Turn Bay Length (ft)			
Base Capacity (vph)	1291	1751	3471
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.12	0.37	0.40

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

9701: US 176 & Food Lion North Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	23	7	69	804	2110
v/c Ratio	0.23	0.09	0.58	0.27	0.67
Control Delay	58.4	31.5	34.5	1.2	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	31.5	34.5	1.2	4.3
Queue Length 50th (ft)	17	0	23	53	252
Queue Length 95th (ft)	45	16	m56	27	354
Internal Link Dist (ft)	161			514	662
Turn Bay Length (ft)			260		
Base Capacity (vph)	130	100	118	2963	3150
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.07	0.58	0.27	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	716	52	112	937	840	328
v/c Ratio	0.82	0.12	0.32	0.44	0.50	0.26
Control Delay	49.3	8.4	12.4	12.9	17.5	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	8.4	12.4	12.9	17.5	2.9
Queue Length 50th (ft)	268	0	32	182	167	0
Queue Length 95th (ft)	312	28	67	268	272	12
Internal Link Dist (ft)	332			345	639	
Turn Bay Length (ft)		250	150			150
Base Capacity (vph)	1148	562	377	2150	1692	1348
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.09	0.30	0.44	0.50	0.24

Intersection Summary

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	493	326	697	131	62	1616
v/c Ratio	0.66	0.60	0.65	0.14	0.21	0.79
Control Delay	29.6	12.4	13.0	1.8	9.1	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	12.4	13.0	1.8	9.1	14.4
Queue Length 50th (ft)	91	23	167	0	11	234
Queue Length 95th (ft)	181	116	321	19	34	388
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100	150			100	
Base Capacity (vph)	1100	674	1553	1341	436	2950
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.48	0.45	0.10	0.14	0.55

Intersection Summary

Queues

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Lane Group	EBL	WBL	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	603	293	456	1677	341
v/c Ratio	0.07	1.00	0.78	0.78	0.99	0.21
Control Delay	41.3	85.0	66.1	52.7	45.0	25.3
Queue Delay	0.0	0.0	0.1	0.0	23.4	0.0
Total Delay	41.3	85.0	66.2	52.7	68.4	25.3
Queue Length 50th (ft)	15	242	229	162	504	66
Queue Length 95th (ft)	39	#364	317	244	#825	159
Internal Link Dist (ft)				355		325
Turn Bay Length (ft)						
Base Capacity (vph)	330	605	461	584	1700	1617
Starvation Cap Reductn	0	0	8	0	120	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.00	0.65	0.78	1.06	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT
Lane Group Flow (vph)	393	479	2017
v/c Ratio	0.19	0.83	0.57
Control Delay	4.7	29.5	0.5
Queue Delay	0.0	0.0	0.2
Total Delay	4.7	29.5	0.7
Queue Length 50th (ft)	41	33	0
Queue Length 95th (ft)	59	#103	0
Internal Link Dist (ft)		325	63
Turn Bay Length (ft)			
Base Capacity (vph)	2034	578	3539
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	519
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.83	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9714: US 176 & I-26 EBR Slip Ramp

09/08/2017



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	223	749	944
v/c Ratio	0.28	0.21	0.40
Control Delay	2.4	0.1	8.3
Queue Delay	0.0	0.0	0.2
Total Delay	2.4	0.1	8.6
Queue Length 50th (ft)	0	0	77
Queue Length 95th (ft)	14	0	m89
Internal Link Dist (ft)		166	355
Turn Bay Length (ft)			
Base Capacity (vph)	932	3474	2351
Starvation Cap Reductn	0	0	658
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.22	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9701: US 176 & Food Lion North Access

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	159	32	229	1869	1368
v/c Ratio	0.89	0.17	0.94	0.71	0.52
Control Delay	85.7	15.8	59.1	7.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	85.7	15.8	59.1	7.4	4.8
Queue Length 50th (ft)	91	0	84	223	119
Queue Length 95th (ft)	#210	27	#126	289	154
Internal Link Dist (ft)	161			514	662
Turn Bay Length (ft)			260		
Base Capacity (vph)	179	192	245	2648	2666
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.17	0.93	0.71	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9705: US 176 & Broad Stone Road

09/08/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	456	227	152	868	1800	582
v/c Ratio	0.90	0.59	0.67	0.35	0.93	0.47
Control Delay	60.2	16.3	29.8	5.5	29.7	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	16.3	29.8	5.5	29.7	3.0
Queue Length 50th (ft)	132	24	35	84	475	39
Queue Length 95th (ft)	#220	96	#110	111	#671	73
Internal Link Dist (ft)	332			345	639	
Turn Bay Length (ft)		250	150			150
Base Capacity (vph)	507	386	240	2456	1927	1250
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.59	0.63	0.35	0.93	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

9709: US 176 & Shady Grove Road

09/08/2017



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	110	1527	501	67	1253
v/c Ratio	0.40	0.55	1.05	0.37	0.83	0.45
Control Delay	43.0	25.7	51.2	1.1	79.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	25.7	51.2	1.1	79.7	4.1
Queue Length 50th (ft)	31	18	~961	0	19	103
Queue Length 95th (ft)	58	68	#1227	19	#71	136
Internal Link Dist (ft)	258		876			259
Turn Bay Length (ft)	100	150			100	
Base Capacity (vph)	314	214	1454	1345	81	2763
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.51	1.05	0.37	0.83	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9710: US 176 & I-26 EB On-Ramp/I-26 WB On-Ramp & I-26 EBL Slip Ramp/I-26 WBL Slip Ramp



Lane Group	EBL	WBL	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	144	986	240	508	699	698
v/c Ratio	0.25	0.88	0.53	0.50	0.86	0.74
Control Delay	31.1	48.3	43.2	38.0	54.8	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.8	1.0
Total Delay	31.1	48.3	43.2	38.0	55.5	46.2
Queue Length 50th (ft)	82	369	160	173	268	262
Queue Length 95th (ft)	135	#466	243	227	#362	333
Internal Link Dist (ft)				355		325
Turn Bay Length (ft)						
Base Capacity (vph)	586	1126	466	1012	813	944
Starvation Cap Reductn	0	0	0	0	19	84
Spillback Cap Reductn	0	0	0	6	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.88	0.52	0.50	0.88	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

9713: US 176 & I-26 WBR Slip Ramp

09/08/2017



Lane Group	WBR	NBT	SBT
Lane Group Flow (vph)	1446	652	1397
v/c Ratio	0.83	0.64	0.40
Control Delay	21.9	21.6	0.3
Queue Delay	0.0	0.0	0.0
Total Delay	21.9	21.6	0.4
Queue Length 50th (ft)	441	74	0
Queue Length 95th (ft)	565	91	0
Internal Link Dist (ft)		325	63
Turn Bay Length (ft)			
Base Capacity (vph)	1752	1012	3471
Starvation Cap Reductn	0	2	0
Spillback Cap Reductn	0	0	62
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	0.65	0.41
Intersection Summary			

Queues

9714: US 176 & I-26 EBL Slip Ramp

09/08/2017



Lane Group	EBR	NBT	SBT
Lane Group Flow (vph)	699	747	1683
v/c Ratio	0.93	0.21	0.73
Control Delay	60.1	0.1	3.6
Queue Delay	0.0	0.0	0.5
Total Delay	60.1	0.1	4.1
Queue Length 50th (ft)	278	0	23
Queue Length 95th (ft)	#402	0	80
Internal Link Dist (ft)		166	355
Turn Bay Length (ft)			
Base Capacity (vph)	767	3558	2313
Starvation Cap Reductn	0	0	238
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.91	0.21	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Appendix M

Microsimulation GEH Outputs

M GEH Outpu

AM Mainline Volume-Existing Conditions

I-26 Mainline Location	Eastbound							Westbound						
	Input	Output	Diff	GEH				Input	Output	Diff	GEH			
east of Exit 102 (Lake Murray Blvd)	4,992	5,041	49	1	5,392	4,592	TRUE	2,811	2,880	69	1	3,211	2,411	TRUE
Exit 102 to Exit 101 (Broad River Road)	4,629	4,706	77	1	5,029	4,229	TRUE	2,244	2,279	35	1	2,581	1,907	TRUE
Exit 101 to Exit 97 (Broad River Road)	3,598	3,637	39	1	3,998	3,198	TRUE	1,800	1,789	-11	0	2,070	1,530	TRUE
Exit 97 to Exist 91 (Columbia Ave)	2,281	2,357	76	2	2,623	1,939	TRUE	1,460	1,485	25	1	1,679	1,241	TRUE
Exit 91 to Exit 85 (HWY 202)	1,458	1,614	156	4	1,677	1,239	TRUE	1,123	1,117	-6	0	1,291	955	TRUE
Exit 85 to Exit 82 (St Pauls Road)	1,283	1,387	104	3	1,475	1,091	TRUE	1,170	1,113	-58	2	1,346	995	TRUE
west of Exit 82 (St Pauls Road)	1,191	1,306	115	3	1,370	1,012	TRUE	1,129	1,043	-86	3	1,298	960	TRUE

M GEH Outpu

PM Mainline Volume-Existing Conditions

I-26 Mainline Location	Eastbound							Westbound						
	Input	Output	Diff	GEH				Input	Output	Diff	GEH			
east of Exit 102 (Lake Murray Blvd)	3,877	3,763	-114	2	4,277	3,477	TRUE	5,707	5,631	-76	1	6,107	5,307	TRUE
Exit 102 to Exit 101 (Broad River Road)	3,305	3,188	-118	2	3,705	2,905	TRUE	5,016	4,964	-52	1	5,416	4,616	TRUE
Exit 101 to Exit 97 (Broad River Road)	2,609	2,510	-99	2	3,000	2,218	TRUE	3,746	3,596	-150	2	4,146	3,346	TRUE
Exit 97 to Exist 91 (Columbia Ave)	2,362	2,331	-31	1	2,716	2,008	TRUE	2,555	2,577	22	0	2,938	2,172	TRUE
Exit 91 to Exit 85 (HWY 202)	1,989	2,014	25	1	2,287	1,691	TRUE	2,053	2,145	92	2	2,361	1,745	TRUE
Exit 85 to Exit 82 (St Pauls Road)	2,018	2,073	55	1	2,321	1,715	TRUE	2,019	2,098	79	2	2,322	1,716	TRUE
west of Exit 82 (St Pauls Road)	1,984	2,040	56	1	2,282	1,686	TRUE	1,914	1,964	50	1	2,201	1,627	TRUE

M GEH Outpu

AM Ramp Volume-Existing Conditions

I-26 Ramps Location	Eastbound							Westbound						
	Input	Output	Diff	GEH				Input	Output	Diff	GEH			
Exit 102 (Lake Murray Boulevard) off ramp (WB)	343	330	-13	1	443	243	TRUE	509	535	26	1	609	409	TRUE
Exit 102 (Lake Murray Boulevard) off ramp (EB)	301	287	-14	1	401	201	TRUE	290	295	5	0	390	190	TRUE
Exit 102 (Lake Murray Boulevard) on ramp	1,007	971	-36	1	1,158	856	TRUE	232	236	4	0	332	132	TRUE
Exit 101 (Broad River Road) off ramp (WB)	127	160	33	3	227	27	TRUE	343	334	-9	0	443	243	TRUE
Exit 101 (Broad River Road) off ramp (EB)	203	145	-58	4	303	103	TRUE	238	261	23	1	338	138	TRUE
Exit 101 (Broad River Road) on ramp	1,361	1,383	22	1	1,565	1,157	TRUE	137	122	-15	1	237	37	TRUE
Exit 97 (Broad River Road) off ramp	138	92	-46	4	238	38	TRUE	558	480	-78	3	658	458	TRUE
Exit 97 (Broad River Road) on ramp	1,455	1,444	-11	0	1,673	1,237	TRUE	218	199	-19	1	318	118	TRUE
Exit 91 (Columbia Ave) off ramp	78	80	2	0	178	-22	TRUE	445	426	-20	1	545	345	TRUE
Exit 91 (Columbia Ave) on ramp	901	860	-41	1	1,036	766	TRUE	108	75	-33	3	208	8	TRUE
Exit 85 (HWY 202) off ramp	55	50	-5	1	155	-45	TRUE	29	37	8	1	129	-71	TRUE
Exit 85 (HWY 202) on ramp	230	287	57	4	330	130	TRUE	76	47	-29	4	176	-24	TRUE
Exit 81 (St Pauls Road) off ramp	64	69	5	1	164	-36	TRUE	154	172	18	1	254	54	TRUE
Exit 81 (St Pauls Road) on ramp	156	159	3	0	256	56	TRUE	113	109	-4	0	213	13	TRUE

M GEH Outpu

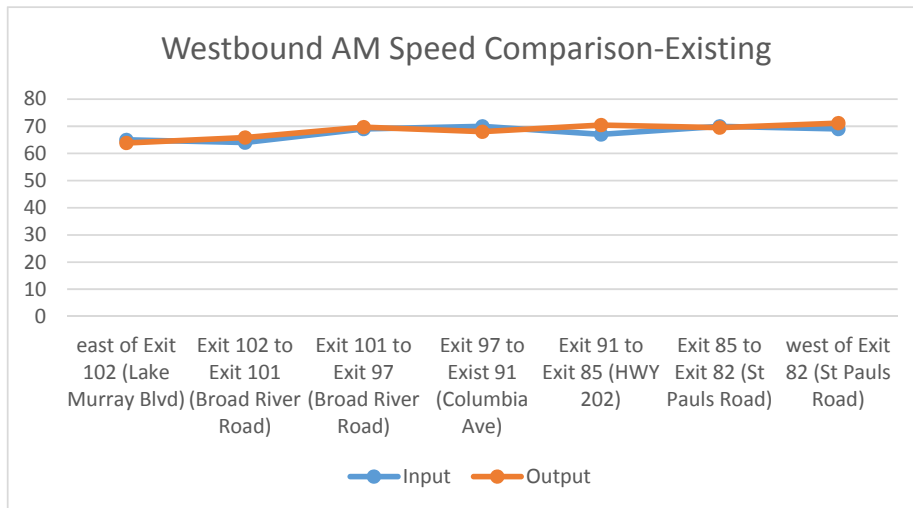
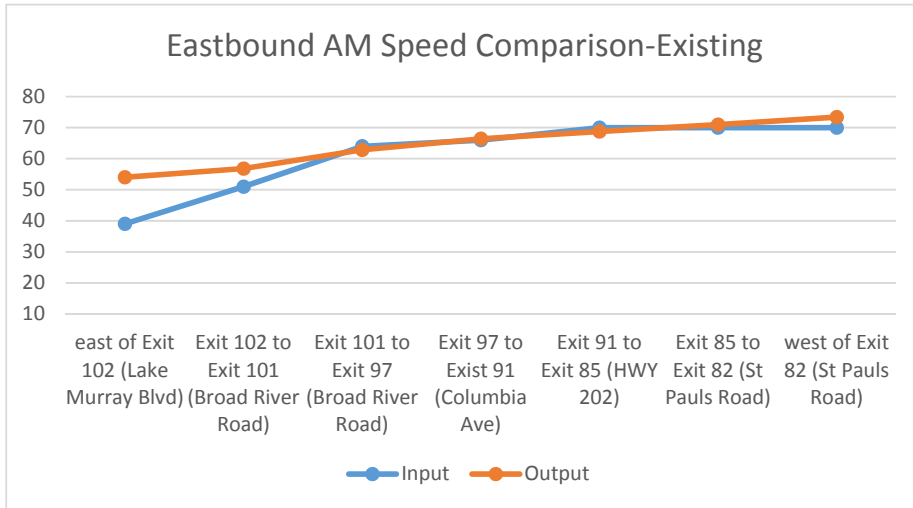
PM Ramp Volume-Existing Conditions

I-26 Ramps Location	Eastbound							Westbound						
	Input	Output	Diff	GEH				Input	Output	Diff	GEH			
Exit 102 (Lake Murray Boulevard) off ramp (WB)	161	155	-7	1	261	61	TRUE	746	651	-95	4	858	634	TRUE
Exit 102 (Lake Murray Boulevard) off ramp (EB)	66	57	-9	1	166	-34	TRUE	370	378	8	0	470	270	TRUE
Exit 102 (Lake Murray Boulevard) on ramp	799	796	-3	0	919	679	TRUE	425	418	-7	0	525	325	TRUE
Exit 101 (Broad River Road) off ramp (WB)	105	98	-7	1	205	5	TRUE	970	871	-99	3	1,116	825	TRUE
Exit 101 (Broad River Road) off ramp (EB)	55	60	5	1	155	-45	TRUE	556	506	-50	2	656	456	TRUE
Exit 101 (Broad River Road) on ramp	856	852	-5	0	984	728	TRUE	256	263	7	0	356	156	TRUE
Exit 97 (Broad River Road) off ramp	473	480	7	0	573	373	TRUE	1,361	1,171	-190	5	1,565	1,157	TRUE
Exit 97 (Broad River Road) on ramp	720	696	-24	1	828	612	TRUE	170	170	0	0	270	70	TRUE
Exit 91 (Columbia Ave) off ramp	136	126	-10	1	236	36	TRUE	590	518	-72	3	690	490	TRUE
Exit 91 (Columbia Ave) on ramp	509	478	-31	1	609	409	TRUE	88	100	12	1	188	-12	TRUE
Exit 85 (HWY 202) off ramp	74	74	0	0	174	-26	TRUE	104	112	8	1	204	4	TRUE
Exit 85 (HWY 202) on ramp	45	65	20	3	145	-55	TRUE	70	72	2	0	170	-30	TRUE
Exit 81 (St Pauls Road) off ramp	88	94	6	1	188	-12	TRUE	175	184	9	1	275	75	TRUE
Exit 81 (St Pauls Road) on ramp	122	150	28	2	222	22	TRUE	70	54	-16	2	170	-30	TRUE

AM Peak Hour			
EB Segments	Within 15%	WB Segments	Within 15%
east of Exit 102 (Lake Murray Blvd)	-27.8	east of Exit 102 (Lake Murray Blvd)	TRUE
Exit 102 to Exit 101 (Broad River Road)	TRUE	Exit 102 to Exit 101 (Broad River Road)	TRUE
Exit 101 to Exit 97 (Broad River Road)	TRUE	Exit 101 to Exit 97 (Broad River Road)	TRUE
Exit 97 to Exist 91 (Columbia Ave)	TRUE	Exit 97 to Exist 91 (Columbia Ave)	TRUE
Exit 91 to Exit 85 (HWY 202)	TRUE	Exit 91 to Exit 85 (HWY 202)	TRUE
Exit 85 to Exit 82 (St Pauls Road)	TRUE	Exit 85 to Exit 82 (St Pauls Road)	TRUE
west of Exit 82 (St Pauls Road)	TRUE	west of Exit 82 (St Pauls Road)	TRUE
85% Target	92.86%		
PM Peak Hour			
EB Segments	Within 15%	WB Segments	Within 15%
east of Exit 102 (Lake Murray Blvd)	TRUE	east of Exit 102 (Lake Murray Blvd)	78.6
Exit 102 to Exit 101 (Broad River Road)	TRUE	Exit 102 to Exit 101 (Broad River Road)	TRUE
Exit 101 to Exit 97 (Broad River Road)	TRUE	Exit 101 to Exit 97 (Broad River Road)	27.0
Exit 97 to Exist 91 (Columbia Ave)	TRUE	Exit 97 to Exist 91 (Columbia Ave)	TRUE
Exit 91 to Exit 85 (HWY 202)	TRUE	Exit 91 to Exit 85 (HWY 202)	TRUE
Exit 85 to Exit 82 (St Pauls Road)	TRUE	Exit 85 to Exit 82 (St Pauls Road)	TRUE
west of Exit 82 (St Pauls Road)	TRUE	west of Exit 82 (St Pauls Road)	TRUE
85% Target	85.71%		

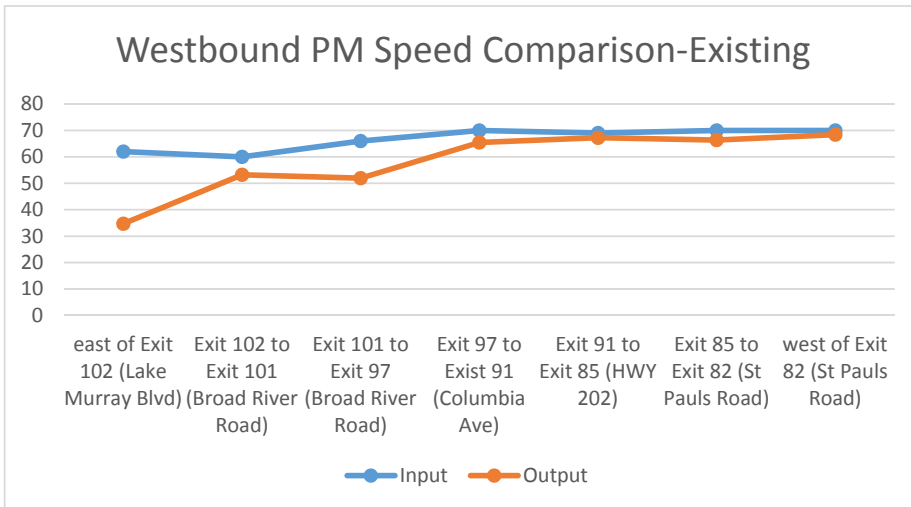
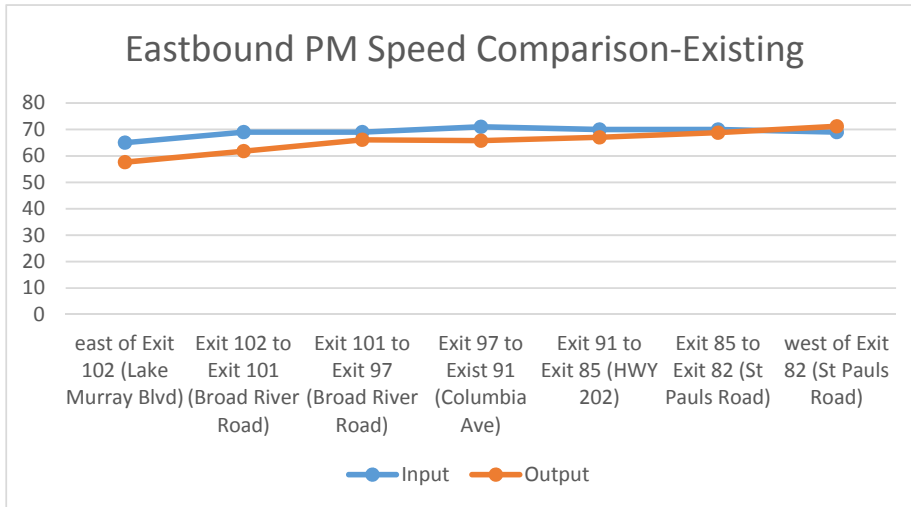
AM Mainline Speed - Existing

I-26 Mainline Location	Eastbound			Westbound		
	Input	Output	Diff	Input	Output	Diff
east of Exit 102 (Lake Murray Blvd)	39	54	15	65	64	-1
Exit 102 to Exit 101 (Broad River Road)	51	57	6	64	66	2
Exit 101 to Exit 97 (Broad River Road)	64	63	-1	69	70	1
Exit 97 to Exist 91 (Columbia Ave)	66	66	0	70	68	-2
Exit 91 to Exit 85 (HWY 202)	70	69	-1	67	70	3
Exit 85 to Exit 82 (St Pauls Road)	70	71	1	70	70	0
west of Exit 82 (St Pauls Road)	70	73	3	69	71	2



PM Mainline Speed - Existing

I-26 Mainline Location	Eastbound			Westbound		
	Input	Output	Diff	Input	Output	Diff
east of Exit 102 (Lake Murray Blvd)	65	58	-7	62	35	-27
Exit 102 to Exit 101 (Broad River Road)	69	62	-7	60	53	-7
Exit 101 to Exit 97 (Broad River Road)	69	66	-3	66	52	-14
Exit 97 to Exist 91 (Columbia Ave)	71	66	-5	70	65	-5
Exit 91 to Exit 85 (HWY 202)	70	67	-3	69	67	-2
Exit 85 to Exit 82 (St Pauls Road)	70	69	-1	70	66	-4
west of Exit 82 (St Pauls Road)	69	71	2	70	68	-2



Appendix N

TransModeler Freeway Segment Outputs

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)**

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	23.0	0.5	22.3	24.0	10
SEB on EXIT 101A RAMP TO US 176	4756	18.1	0.9	16.3	19.2	10
NWB on EXIT 101B RAMP TO US 176	4741	17.7	0.6	17.0	18.7	10
NWB on EXIT 101B RAMP TO US 176	4742	14.1	0.9	11.9	15.1	10
NWB on I 26 E	4781	19.0	0.9	17.8	21.2	10
NWB on I 26 E	4782	20.5	2.2	17.6	23.7	10
NWB on I 26 E	4783	14.0	1.5	11.4	16.6	10
SEB on I 26 E	4785	16.9	1.4	14.4	19.7	10
SEB on I 26 E	4786	27.3	2.1	23.3	31.3	10
SEB on I 26 E	4787	23.2	0.3	22.7	23.6	10
SEB on I 26 E	4788	27.8	1.7	25.8	30.7	10
SEB on I 26 E	4789	17.2	1.5	15.2	19.3	10
SEB on I 26 E	4793	16.8	1.5	14.7	19.8	10
EB on I 26 E	4799	12.4	0.4	11.4	12.8	10
SEB on I 26 E	4800	20.4	1.8	17.6	22.9	10
SEB on I 26 E	4801	16.7	0.3	16.1	17.1	10
SEB on I 26 E	4802	12.3	1.5	8.9	14.1	10
EB on I 26 E	8740	14.0	1.4	12.5	16.4	10
EB on I 26 E	8741	11.8	1.9	9.6	15.3	10
SEB on I 26 E	8744	17.0	1.6	14.5	19.7	10
EB on I 26 E	8764	12.0	0.7	10.7	12.9	10
EB on I 26 E	8766	10.6	1.3	7.8	12.7	10
EB on I 26 E	8769	9.1	0.5	8.1	10.0	10
EB on I 26 E	8770	14.3	0.9	12.8	16.1	10
EB on I 26 E	8778	13.9	0.3	13.4	14.4	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on I 26 W	4791	16.1	1.5	14.0	18.1	10
NWB on I 26 W	4795	10.5	1.3	7.8	12.6	10
NWB on I 26 W	4796	15.3	0.7	14.2	16.9	10
NWB on I 26 W	4797	16.7	1.6	14.2	20.1	10
NWB on I 26 W	4805	15.8	1.6	13.6	17.8	10
WB on I 26 W	4807	15.4	0.7	14.3	17.1	10
WB on I 26 W	4808	19.0	3.0	13.3	24.1	10
WB on I 26 W	4809	13.8	2.1	11.5	17.9	10
WB on I 26 W	8748	16.7	1.0	15.2	18.4	10
WB on I 26 W	8756	11.5	1.7	9.2	14.5	10
WB on I 26 W	8757	15.2	0.8	14.0	16.6	10
NWB on I 26 W	8773	9.6	1.3	8.1	12.5	10
WB on I 26 W	8775	12.8	1.1	10.7	15.3	10
WB on I 26 W	8776	11.5	1.6	8.9	14.1	10
WB on I 26 W	8777	16.5	1.5	13.6	19.0	10
NWB on I 26 W	8779	14.2	0.9	13.1	16.3	10
SEB on JAMES F BYRNES EXPY	4718	36.1	2.3	31.7	38.7	10
SEB on JAMES F BYRNES EXPY	4719	39.8	1.2	37.5	41.6	10
SEB on JAMES F BYRNES EXPY	4720	33.1	0.9	31.2	34.4	10
NWB on JAMES F BYRNES EXPY	4725	19.3	1.7	16.9	22.6	10
NWB on JAMES F BYRNES EXPY	4726	23.4	0.7	22.6	24.8	10
NWB on JAMES F BYRNES EXPY	4727	28.5	2.1	23.5	31.5	10
NWB on JAMES F BYRNES EXPY	4728	24.1	1.3	21.6	26.6	10
NWB on JAMES F BYRNES EXPY	4729	27.5	4.3	22.0	36.4	10
NWB on JAMES F BYRNES EXPY	4730	18.3	0.6	16.8	19.3	10
NWB on JAMES F BYRNES EXPY	4732	18.5	0.5	17.5	19.3	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4733	27.0	0.7	25.8	27.9	10
SEB on JAMES F BYRNES EXPY	4736	29.5	1.0	28.4	31.2	10
SEB on JAMES F BYRNES EXPY	4737	24.2	0.8	22.1	24.9	10
NWB on JAMES F BYRNES EXPY	4739	14.5	0.7	13.3	16.1	10
SEB on JAMES F BYRNES EXPY	4745	21.8	1.3	19.7	24.0	10
SEB on JAMES F BYRNES EXPY	4748	26.6	0.8	25.5	27.8	10
NWB on JAMES F BYRNES EXPY	4753	14.8	1.5	12.5	17.5	10
NWB on JAMES F BYRNES EXPY	4760	12.1	1.4	9.1	14.3	10
NWB on JAMES F BYRNES EXPY	4761	19.2	1.9	15.7	22.2	10
NWB on JAMES F BYRNES EXPY	4762	22.2	0.9	21.1	24.5	10
NWB on JAMES F BYRNES EXPY	4763	24.3	3.4	20.6	32.9	10
NWB on JAMES F BYRNES EXPY	4764	16.1	1.3	14.0	18.2	10
SEB on JAMES F BYRNES EXPY	4766	40.6	3.7	35.1	45.7	10
SEB on JAMES F BYRNES EXPY	4767	53.6	3.3	47.8	59.9	10
SEB on JAMES F BYRNES EXPY	4768	35.9	0.6	35.1	37.0	10
SEB on JAMES F BYRNES EXPY	4769	28.9	1.7	26.6	31.9	10
NWB on JAMES F BYRNES EXPY	4771	18.6	1.7	16.3	22.1	10
NWB on JAMES F BYRNES EXPY	4773	13.4	1.4	10.4	15.7	10
NWB on JAMES F BYRNES EXPY	4774	19.0	0.9	17.7	21.5	10
SEB on JAMES F BYRNES EXPY	4776	24.7	1.5	22.0	26.5	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)**

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	16.8	1.4	14.5	19.2	10
SEB on EXIT 101A RAMP TO US 176	4756	13.8	0.8	12.7	15.3	10
NWB on EXIT 101B RAMP TO US 176	4741	54.8	17.7	34.7	81.8	10
NWB on EXIT 101B RAMP TO US 176	4742	56.8	21.8	27.7	87.6	10
NWB on I 26 E	4781	28.7	1.5	24.6	30.1	10
NWB on I 26 E	4782	29.6	2.8	23.9	34.0	10
NWB on I 26 E	4783	19.9	1.1	17.1	21.8	10
SEB on I 26 E	4785	16.6	0.8	15.5	18.0	10
SEB on I 26 E	4786	26.8	2.1	23.8	30.9	10
SEB on I 26 E	4787	23.7	0.6	22.9	24.8	10
SEB on I 26 E	4788	28.0	4.1	22.8	36.4	10
SEB on I 26 E	4789	16.9	1.1	14.8	18.7	10
SEB on I 26 E	4793	19.3	1.2	17.1	21.1	10
EB on I 26 E	4799	18.7	0.5	17.6	19.4	10
SEB on I 26 E	4800	22.5	1.3	20.6	24.7	10
SEB on I 26 E	4801	20.5	0.4	19.7	21.2	10
SEB on I 26 E	4802	15.5	0.8	14.2	16.6	10
EB on I 26 E	8740	21.0	1.7	18.1	24.8	10
EB on I 26 E	8741	16.1	2.6	14.4	23.5	10
SEB on I 26 E	8744	17.5	1.9	14.9	21.3	10
EB on I 26 E	8764	18.7	0.7	17.4	19.5	10
EB on I 26 E	8766	15.6	1.6	12.5	17.5	10
EB on I 26 E	8769	14.2	1.1	12.8	15.7	10
EB on I 26 E	8770	20.1	1.5	17.3	22.6	10
EB on I 26 E	8778	20.0	0.3	19.4	20.7	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on I 26 W	4791	23.7	1.7	19.2	25.3	10
NWB on I 26 W	4795	17.7	1.7	13.5	19.6	10
NWB on I 26 W	4796	24.5	1.3	21.0	25.5	10
NWB on I 26 W	4797	25.9	2.2	23.9	30.7	10
NWB on I 26 W	4805	25.0	1.3	23.2	27.0	10
WB on I 26 W	4807	24.9	1.3	21.4	26.1	10
WB on I 26 W	4808	29.4	2.2	26.3	33.5	10
WB on I 26 W	4809	21.8	2.4	17.2	24.8	10
WB on I 26 W	8748	25.0	1.3	22.5	27.2	10
WB on I 26 W	8756	18.7	2.0	15.6	23.0	10
WB on I 26 W	8757	23.4	1.2	20.2	24.6	10
NWB on I 26 W	8773	14.6	1.2	12.3	16.1	10
WB on I 26 W	8775	21.6	1.5	19.1	23.6	10
WB on I 26 W	8776	17.6	2.2	14.7	21.9	10
WB on I 26 W	8777	25.3	2.1	19.8	27.6	10
NWB on I 26 W	8779	21.4	1.3	17.9	23.1	10
SEB on JAMES F BYRNES EXPY	4718	25.9	2.7	22.3	31.5	10
SEB on JAMES F BYRNES EXPY	4719	28.9	2.1	25.7	32.2	10
SEB on JAMES F BYRNES EXPY	4720	25.9	0.7	24.8	27.1	10
NWB on JAMES F BYRNES EXPY	4725	135.6	2.2	131.6	140.2	10
NWB on JAMES F BYRNES EXPY	4726	75.6	2.0	72.9	78.8	10
NWB on JAMES F BYRNES EXPY	4727	71.0	3.3	65.7	75.3	10
NWB on JAMES F BYRNES EXPY	4728	48.9	3.4	46.7	58.9	10
NWB on JAMES F BYRNES EXPY	4729	58.2	5.2	48.5	66.8	10
NWB on JAMES F BYRNES EXPY	4730	35.1	4.1	32.4	46.7	10
NWB on JAMES F BYRNES EXPY	4732	40.4	7.1	34.9	58.8	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4733	20.8	0.7	19.5	22.1	10
SEB on JAMES F BYRNES EXPY	4736	21.9	0.7	20.7	23.1	10
SEB on JAMES F BYRNES EXPY	4737	17.0	1.4	14.5	19.1	10
NWB on JAMES F BYRNES EXPY	4739	35.2	8.2	27.9	52.7	10
SEB on JAMES F BYRNES EXPY	4745	16.6	1.1	14.7	18.2	10
SEB on JAMES F BYRNES EXPY	4748	17.9	1.1	16.6	19.8	10
NWB on JAMES F BYRNES EXPY	4753	112.6	22.5	75.6	144.8	10
NWB on JAMES F BYRNES EXPY	4760	119.2	5.4	112.0	127.9	10
NWB on JAMES F BYRNES EXPY	4761	168.1	4.7	160.6	178.0	10
NWB on JAMES F BYRNES EXPY	4762	54.7	15.6	45.7	100.7	10
NWB on JAMES F BYRNES EXPY	4763	68.3	12.9	57.9	104.6	10
NWB on JAMES F BYRNES EXPY	4764	40.9	10.3	31.1	68.6	10
SEB on JAMES F BYRNES EXPY	4766	20.2	1.4	17.6	22.3	10
SEB on JAMES F BYRNES EXPY	4767	29.2	2.8	24.9	33.9	10
SEB on JAMES F BYRNES EXPY	4768	25.5	0.6	24.2	26.2	10
SEB on JAMES F BYRNES EXPY	4769	20.9	1.6	18.7	23.3	10
NWB on JAMES F BYRNES EXPY	4771	30.7	1.4	28.2	33.1	10
NWB on JAMES F BYRNES EXPY	4773	20.3	1.5	17.3	22.3	10
NWB on JAMES F BYRNES EXPY	4774	27.8	1.5	23.8	29.1	10
SEB on JAMES F BYRNES EXPY	4776	19.4	1.5	15.9	20.7	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)**

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	21.1	1.3	19.0	23.6	10
SEB on EXIT 101A RAMP TO US 176	4756	17.1	1.4	14.3	19.2	10
NWB on EXIT 101B RAMP TO US 176	4741	24.3	1.2	22.4	26.3	10
NWB on EXIT 101B RAMP TO US 176	4742	20.0	1.1	18.5	22.3	10
NWB on I 26 E	4781	148.9	22.9	109.6	179.4	10
NWB on I 26 E	4782	191.9	10.7	170.3	209.3	10
NWB on I 26 E	4783	130.2	10.4	110.5	149.6	10
SEB on I 26 E	4785	14.4	1.2	12.1	16.3	10
SEB on I 26 E	4786	22.3	2.1	19.1	25.9	10
SEB on I 26 E	4787	21.7	1.7	18.7	24.4	10
SEB on I 26 E	4788	53.8	14.3	27.0	70.8	10
SEB on I 26 E	4789	38.3	9.7	21.9	55.3	10
SEB on I 26 E	4793	18.4	0.5	17.8	19.6	10
EB on I 26 E	4799	17.6	0.3	17.2	18.1	10
SEB on I 26 E	4800	39.5	3.4	35.6	45.7	10
SEB on I 26 E	4801	104.9	7.6	88.0	112.5	10
SEB on I 26 E	4802	137.5	4.9	130.0	145.6	10
EB on I 26 E	8740	21.6	1.4	19.5	23.9	10
EB on I 26 E	8741	17.9	1.3	15.9	20.0	10
SEB on I 26 E	8744	30.9	2.5	28.5	36.9	10
EB on I 26 E	8764	17.9	0.7	16.8	19.0	10
EB on I 26 E	8766	15.3	1.5	13.2	17.5	10
EB on I 26 E	8769	14.0	0.6	12.7	15.2	10
EB on I 26 E	8770	21.0	1.6	17.9	23.5	10
EB on I 26 E	8778	20.4	0.3	20.0	20.9	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on I 26 W	4791	17.9	2.0	14.8	21.4	10
NWB on I 26 W	4795	10.0	0.9	9.0	12.5	10
NWB on I 26 W	4796	13.2	1.2	11.7	15.0	10
NWB on I 26 W	4797	14.5	2.3	9.5	19.0	10
NWB on I 26 W	4805	13.6	2.3	10.5	18.5	10
WB on I 26 W	4807	13.6	1.3	11.7	15.6	10
WB on I 26 W	4808	16.2	2.3	13.6	19.7	10
WB on I 26 W	4809	13.0	2.1	9.0	16.8	10
WB on I 26 W	8748	11.6	1.4	8.4	13.5	10
WB on I 26 W	8756	9.3	1.3	6.6	11.5	10
WB on I 26 W	8757	10.9	0.9	9.3	12.1	10
NWB on I 26 W	8773	7.5	1.0	5.7	9.6	10
WB on I 26 W	8775	8.5	0.9	7.0	9.8	10
WB on I 26 W	8776	8.8	1.5	6.5	11.4	10
WB on I 26 W	8777	11.9	1.6	9.7	15.5	10
NWB on I 26 W	8779	10.5	0.7	9.7	11.8	10
SEB on JAMES F BYRNES EXPY	4718	46.1	5.9	36.4	55.5	10
SEB on JAMES F BYRNES EXPY	4719	45.9	2.7	41.1	50.1	10
SEB on JAMES F BYRNES EXPY	4720	35.5	1.1	33.8	37.4	10
NWB on JAMES F BYRNES EXPY	4725	27.9	2.5	23.8	31.4	10
NWB on JAMES F BYRNES EXPY	4726	42.6	4.5	37.8	52.3	10
NWB on JAMES F BYRNES EXPY	4727	54.8	8.4	48.1	70.3	10
NWB on JAMES F BYRNES EXPY	4728	43.8	9.6	34.5	63.9	10
NWB on JAMES F BYRNES EXPY	4729	58.2	17.2	35.3	92.8	10
NWB on JAMES F BYRNES EXPY	4730	40.2	11.3	26.8	65.0	10
NWB on JAMES F BYRNES EXPY	4732	27.0	1.3	24.2	28.9	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4733	27.5	0.9	26.0	29.0	10
SEB on JAMES F BYRNES EXPY	4736	29.9	1.3	27.6	32.0	10
SEB on JAMES F BYRNES EXPY	4737	24.0	1.3	22.2	26.3	10
NWB on JAMES F BYRNES EXPY	4739	21.5	0.9	20.0	22.7	10
SEB on JAMES F BYRNES EXPY	4745	20.9	1.6	18.3	23.1	10
SEB on JAMES F BYRNES EXPY	4748	27.9	1.3	26.0	30.3	10
NWB on JAMES F BYRNES EXPY	4753	19.9	1.0	18.3	21.7	10
NWB on JAMES F BYRNES EXPY	4760	17.0	0.8	15.1	17.8	10
NWB on JAMES F BYRNES EXPY	4761	33.2	3.0	28.3	38.6	10
NWB on JAMES F BYRNES EXPY	4762	31.5	0.6	30.5	32.7	10
NWB on JAMES F BYRNES EXPY	4763	37.5	2.8	31.2	40.9	10
NWB on JAMES F BYRNES EXPY	4764	24.7	3.4	20.7	32.3	10
SEB on JAMES F BYRNES EXPY	4766	31.9	7.7	25.1	52.1	10
SEB on JAMES F BYRNES EXPY	4767	41.7	5.5	35.0	50.3	10
SEB on JAMES F BYRNES EXPY	4768	32.2	1.9	29.3	35.5	10
SEB on JAMES F BYRNES EXPY	4769	27.2	2.3	21.9	30.4	10
NWB on JAMES F BYRNES EXPY	4771	25.3	1.5	23.1	27.6	10
NWB on JAMES F BYRNES EXPY	4773	17.5	0.8	16.0	18.7	10
NWB on JAMES F BYRNES EXPY	4774	36.6	17.1	24.0	80.8	10
SEB on JAMES F BYRNES EXPY	4776	23.7	6.9	16.7	43.8	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)**

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	14.2	0.8	12.9	15.3	10
SEB on EXIT 101A RAMP TO US 176	4756	11.9	1.2	10.0	13.8	10
NWB on EXIT 101B RAMP TO US 176	4741	146.0	20.0	106.6	181.0	10
NWB on EXIT 101B RAMP TO US 176	4742	138.7	16.3	102.9	161.8	10
NWB on I 26 E	4781	115.2	44.6	27.1	182.2	10
NWB on I 26 E	4782	163.2	9.6	138.4	177.3	10
NWB on I 26 E	4783	106.2	9.0	89.6	123.1	10
SEB on I 26 E	4785	13.0	0.7	12.0	14.3	10
SEB on I 26 E	4786	20.8	1.4	18.7	23.7	10
SEB on I 26 E	4787	78.2	15.4	51.8	108.8	10
SEB on I 26 E	4788	217.9	10.8	199.8	235.5	10
SEB on I 26 E	4789	133.5	7.9	120.9	146.1	10
SEB on I 26 E	4793	17.8	0.8	16.6	19.1	10
EB on I 26 E	4799	23.2	0.6	21.8	24.0	10
SEB on I 26 E	4800	34.8	3.5	28.0	41.0	10
SEB on I 26 E	4801	99.6	8.1	86.7	111.6	10
SEB on I 26 E	4802	123.3	7.8	112.1	135.7	10
EB on I 26 E	8740	27.1	1.5	24.4	29.6	10
EB on I 26 E	8741	22.1	2.4	19.2	26.4	10
SEB on I 26 E	8744	26.5	3.1	21.8	30.9	10
EB on I 26 E	8764	23.2	0.9	21.5	24.7	10
EB on I 26 E	8766	19.8	1.7	17.2	22.9	10
EB on I 26 E	8769	17.8	1.0	15.9	19.6	10
EB on I 26 E	8770	26.3	1.6	23.7	28.5	10
EB on I 26 E	8778	25.6	0.6	24.3	26.7	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on I 26 W	4791	19.9	1.4	17.5	21.5	10
NWB on I 26 W	4795	11.3	1.1	10.1	13.3	10
NWB on I 26 W	4796	15.1	0.7	13.9	16.2	10
NWB on I 26 W	4797	16.6	1.5	14.6	18.7	10
NWB on I 26 W	4805	16.0	1.2	14.6	18.1	10
WB on I 26 W	4807	15.6	0.7	14.4	16.5	10
WB on I 26 W	4808	17.2	2.0	14.5	20.6	10
WB on I 26 W	4809	15.2	2.1	11.4	17.7	10
WB on I 26 W	8748	13.3	1.4	10.7	14.9	10
WB on I 26 W	8756	11.1	1.5	8.8	14.0	10
WB on I 26 W	8757	13.6	0.6	12.4	14.4	10
NWB on I 26 W	8773	8.6	0.9	7.1	10.2	10
WB on I 26 W	8775	11.8	0.9	10.3	13.0	10
WB on I 26 W	8776	11.0	0.9	9.9	12.4	10
WB on I 26 W	8777	13.9	1.3	12.0	15.5	10
NWB on I 26 W	8779	12.5	0.6	11.2	13.3	10
SEB on JAMES F BYRNES EXPY	4718	26.9	2.6	22.8	30.5	10
SEB on JAMES F BYRNES EXPY	4719	29.1	1.7	26.7	32.4	10
SEB on JAMES F BYRNES EXPY	4720	24.6	1.1	22.7	26.2	10
NWB on JAMES F BYRNES EXPY	4725	152.1	4.6	145.2	160.1	10
NWB on JAMES F BYRNES EXPY	4726	117.9	13.4	99.8	146.9	10
NWB on JAMES F BYRNES EXPY	4727	125.2	17.0	101.3	160.6	10
NWB on JAMES F BYRNES EXPY	4728	111.9	18.9	83.8	150.8	10
NWB on JAMES F BYRNES EXPY	4729	143.3	23.4	102.4	188.4	10
NWB on JAMES F BYRNES EXPY	4730	97.2	13.6	73.5	123.5	10
NWB on JAMES F BYRNES EXPY	4732	129.7	19.4	95.5	167.0	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4733	19.0	0.9	17.8	20.3	10
SEB on JAMES F BYRNES EXPY	4736	19.0	1.1	16.8	21.1	10
SEB on JAMES F BYRNES EXPY	4737	16.1	1.1	14.0	17.5	10
NWB on JAMES F BYRNES EXPY	4739	113.9	14.5	86.0	139.3	10
SEB on JAMES F BYRNES EXPY	4745	12.9	0.7	11.6	14.3	10
SEB on JAMES F BYRNES EXPY	4748	17.0	1.0	15.5	19.1	10
NWB on JAMES F BYRNES EXPY	4753	198.9	9.6	173.5	210.5	10
NWB on JAMES F BYRNES EXPY	4760	155.7	3.8	151.1	162.8	10
NWB on JAMES F BYRNES EXPY	4761	196.3	5.9	185.8	208.7	10
NWB on JAMES F BYRNES EXPY	4762	115.3	8.2	106.1	135.2	10
NWB on JAMES F BYRNES EXPY	4763	124.5	10.0	111.2	146.9	10
NWB on JAMES F BYRNES EXPY	4764	86.7	4.1	78.7	92.2	10
SEB on JAMES F BYRNES EXPY	4766	16.1	0.9	14.5	17.8	10
SEB on JAMES F BYRNES EXPY	4767	22.2	1.3	19.7	24.2	10
SEB on JAMES F BYRNES EXPY	4768	20.1	0.8	19.1	21.5	10
SEB on JAMES F BYRNES EXPY	4769	16.7	1.6	15.1	20.7	10
NWB on JAMES F BYRNES EXPY	4771	28.6	2.3	25.1	33.7	10
NWB on JAMES F BYRNES EXPY	4773	16.2	0.7	14.6	17.1	10
NWB on JAMES F BYRNES EXPY	4774	24.5	10.0	18.7	54.3	10
SEB on JAMES F BYRNES EXPY	4776	18.3	0.9	16.7	19.8	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)**

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	26.6	0.9	25.6	28.3	10
SEB on EXIT 101A RAMP TO US 176	4756	24.3	1.1	23.0	26.9	10
NWB on EXIT 101B RAMP TO US 176	4741	17.9	0.8	16.8	19.5	10
NWB on EXIT 101B RAMP TO US 176	4742	17.9	1.5	15.5	20.5	10
WB on I 26 E	4780	18.7	1.6	15.6	21.5	10
WB on I 26 E	4781	16.0	0.4	15.4	17.0	10
WB on I 26 E	4782	15.6	4.2	12.2	27.0	10
WB on I 26 E	4783	19.5	5.9	13.6	34.9	10
SEB on I 26 E	4785	17.2	0.9	15.3	18.6	10
SEB on I 26 E	4786	28.0	2.1	25.2	33.2	10
SEB on I 26 E	4787	21.1	0.3	20.6	21.8	10
SEB on I 26 E	4789	18.0	0.9	16.8	19.4	10
SEB on I 26 E	4793	15.0	0.7	14.0	16.5	10
EB on I 26 E	4799	17.7	0.4	17.3	18.7	10
SEB on I 26 E	4800	13.1	1.0	11.2	14.3	10
SEB on I 26 E	4801	12.7	1.0	10.9	13.7	10
SEB on I 26 E	4802	14.3	1.3	12.9	17.0	10
SEB on I 26 E	8740	12.8	0.6	11.8	13.9	10
EB on I 26 E	8741	12.3	1.2	10.0	14.1	10
EB on I 26 E	8764	17.1	0.8	16.1	18.9	10
EB on I 26 E	8766	14.7	1.1	12.5	16.7	10
EB on I 26 E	8769	14.6	0.8	13.9	16.6	10
EB on I 26 E	8770	20.9	1.8	18.6	25.6	10
EB on I 26 E	8778	20.1	0.3	19.7	20.6	10
SEB on I 26 E	8887	25.5	2.3	22.9	29.7	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on I 26 E	8888	12.9	1.2	11.0	14.9	10
SEB on I 26 E	8890	16.2	1.4	14.4	18.8	10
EB on I 26 E	8891	13.9	0.7	12.9	15.2	10
SEB on I 26 E	8893	15.9	0.2	15.6	16.3	10
NWB on I 26 W	4791	10.1	0.8	9.1	12.1	10
NWB on I 26 W	4795	8.3	0.9	7.0	9.7	10
NWB on I 26 W	4796	7.9	0.8	6.6	9.3	10
NWB on I 26 W	4797	10.5	1.5	8.5	12.9	10
NWB on I 26 W	4805	10.3	1.3	8.2	13.1	10
WB on I 26 W	4806	15.3	3.5	9.2	21.1	10
WB on I 26 W	4807	10.1	0.3	9.5	10.6	10
WB on I 26 W	4808	8.2	0.9	7.2	10.2	10
WB on I 26 W	4809	9.7	0.9	8.6	10.9	10
WB on I 26 W	8748	9.9	1.5	7.1	12.4	10
WB on I 26 W	8756	9.3	1.4	7.4	12.1	10
WB on I 26 W	8757	8.0	0.9	6.1	9.6	10
NWB on I 26 W	8773	9.7	0.6	8.9	10.8	10
WB on I 26 W	8775	12.0	1.0	10.3	13.8	10
WB on I 26 W	8776	11.6	1.3	9.3	13.6	10
WB on I 26 W	8777	15.8	1.1	13.6	17.9	10
NWB on I 26 W	8779	13.6	0.4	12.6	14.1	10
NWB on I 26 W	8889	10.0	0.3	9.5	10.6	10
WB on I 26 W	8895	14.9	0.4	14.1	15.6	10
WB on I 26 W	8896	11.0	1.8	7.9	14.1	10
SEB on JAMES F BYRNES EXPY	4718	51.2	5.9	42.7	60.4	10
SEB on JAMES F BYRNES EXPY	4719	40.8	1.7	38.8	43.8	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4720	34.2	0.7	33.1	36.0	10
NWB on JAMES F BYRNES EXPY	4725	25.0	2.6	21.2	31.1	10
NWB on JAMES F BYRNES EXPY	4726	25.1	0.6	24.0	26.1	10
NWB on JAMES F BYRNES EXPY	4727	30.1	1.6	27.4	33.1	10
NWB on JAMES F BYRNES EXPY	4728	26.5	1.4	24.0	28.4	10
NWB on JAMES F BYRNES EXPY	4729	24.7	1.5	21.7	27.2	10
NWB on JAMES F BYRNES EXPY	4730	24.3	0.8	23.3	25.7	10
NWB on JAMES F BYRNES EXPY	4732	20.0	0.6	18.8	21.3	10
SEB on JAMES F BYRNES EXPY	4733	34.9	2.4	32.1	39.4	10
SEB on JAMES F BYRNES EXPY	4736	33.1	0.7	31.9	34.2	10
SEB on JAMES F BYRNES EXPY	4737	29.9	1.2	27.7	31.9	10
NWB on JAMES F BYRNES EXPY	4739	16.9	0.6	16.0	17.8	10
SEB on JAMES F BYRNES EXPY	4745	27.1	1.0	25.5	28.8	10
SEB on JAMES F BYRNES EXPY	4748	34.0	1.3	32.5	36.9	10
NWB on JAMES F BYRNES EXPY	4753	14.7	1.1	13.5	17.3	10
NWB on JAMES F BYRNES EXPY	4760	13.9	0.6	12.9	15.0	10
NWB on JAMES F BYRNES EXPY	4761	15.7	0.9	13.7	16.8	10
NWB on JAMES F BYRNES EXPY	4763	15.1	0.3	14.7	15.9	10
NWB on JAMES F BYRNES EXPY	4764	21.8	2.1	19.1	25.2	10
SEB on JAMES F BYRNES EXPY	4768	23.5	1.0	22.5	25.5	10
SEB on JAMES F BYRNES EXPY	4769	32.3	1.0	30.3	34.0	10
NWB on JAMES F BYRNES EXPY	4771	14.9	0.5	14.0	15.6	10
NWB on JAMES F BYRNES EXPY	4773	12.1	0.9	11.0	13.9	10
NWB on JAMES F BYRNES EXPY	4774	16.1	0.3	15.6	16.7	10
NWB on JAMES F BYRNES EXPY	4775	19.4	2.1	16.0	22.6	10
SEB on JAMES F BYRNES EXPY	4776	20.4	0.9	19.0	21.4	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on JAMES F BYRNES EXPY	4779	17.6	1.6	15.6	21.3	10
SEB on JAMES F BYRNES EXPY	8856	26.2	0.3	25.7	26.6	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on EXIT 101A RAMP TO US 176	4755	18.9	0.8	17.6	20.3	10
SEB on EXIT 101A RAMP TO US 176	4756	17.0	1.2	15.3	19.4	10
NWB on EXIT 101B RAMP TO US 176	4741	33.7	0.8	32.5	35.4	10
NWB on EXIT 101B RAMP TO US 176	4742	32.6	1.0	31.2	34.4	10
WB on I 26 E	4780	27.3	2.1	23.4	30.5	10
WB on I 26 E	4781	23.8	0.3	23.2	24.3	10
WB on I 26 E	4782	19.9	0.9	18.5	21.8	10
WB on I 26 E	4783	23.6	1.5	21.5	26.6	10
SEB on I 26 E	4785	17.4	0.7	16.6	19.1	10
SEB on I 26 E	4786	27.7	1.9	23.7	30.2	10
SEB on I 26 E	4787	21.8	0.3	21.4	22.4	10
SEB on I 26 E	4789	18.7	0.9	17.3	20.5	10
SEB on I 26 E	4793	16.1	0.6	15.0	16.8	10
EB on I 26 E	4799	23.2	0.4	22.2	23.8	10
SEB on I 26 E	4800	15.8	0.8	14.5	17.5	10
SEB on I 26 E	4801	13.3	1.0	11.3	15.1	10
SEB on I 26 E	4802	14.8	1.5	11.9	16.7	10
SEB on I 26 E	8740	16.7	0.5	16.0	18.1	10
EB on I 26 E	8741	14.3	1.1	12.8	16.9	10
EB on I 26 E	8764	22.9	0.8	21.7	24.0	10
EB on I 26 E	8766	18.9	1.0	16.9	20.4	10
EB on I 26 E	8769	18.1	0.7	16.8	19.3	10
EB on I 26 E	8770	25.9	1.5	23.6	28.8	10
EB on I 26 E	8778	25.4	0.4	24.8	26.1	10
SEB on I 26 E	8887	27.2	3.5	20.3	31.2	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on I 26 E	8888	13.1	1.0	11.8	14.6	10
SEB on I 26 E	8890	16.8	1.4	13.7	18.6	10
EB on I 26 E	8891	17.5	1.4	15.3	20.0	10
SEB on I 26 E	8893	16.7	0.3	16.1	17.2	10
NWB on I 26 W	4791	16.7	0.6	16.0	17.9	10
NWB on I 26 W	4795	13.8	1.7	11.4	17.0	10
NWB on I 26 W	4796	13.5	1.0	11.8	14.8	10
NWB on I 26 W	4797	18.8	2.0	15.2	22.2	10
NWB on I 26 W	4805	18.2	0.7	17.0	19.3	10
WB on I 26 W	4806	25.2	2.8	20.1	29.8	10
WB on I 26 W	4807	17.1	0.4	16.1	17.7	10
WB on I 26 W	4808	14.5	0.9	12.8	15.5	10
WB on I 26 W	4809	16.0	1.4	14.1	18.7	10
WB on I 26 W	8748	16.5	0.7	15.4	17.5	10
WB on I 26 W	8756	14.9	1.8	12.1	17.2	10
WB on I 26 W	8757	13.0	1.1	10.4	14.6	10
NWB on I 26 W	8773	15.3	0.8	13.9	16.7	10
WB on I 26 W	8775	22.3	1.3	19.5	24.3	10
WB on I 26 W	8776	18.5	1.3	16.7	21.1	10
WB on I 26 W	8777	26.4	0.7	25.8	28.1	10
NWB on I 26 W	8779	22.0	0.5	21.1	22.9	10
NWB on I 26 W	8889	16.9	0.4	16.1	17.4	10
WB on I 26 W	8895	25.2	0.6	23.6	25.8	10
WB on I 26 W	8896	19.4	1.9	15.9	22.8	10
SEB on JAMES F BYRNES EXPY	4718	30.8	2.3	25.7	34.5	10
SEB on JAMES F BYRNES EXPY	4719	28.4	1.0	26.5	29.7	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
SEB on JAMES F BYRNES EXPY	4720	27.3	0.7	26.1	28.2	10
NWB on JAMES F BYRNES EXPY	4725	126.5	2.4	123.0	130.0	10
NWB on JAMES F BYRNES EXPY	4726	77.1	0.5	76.3	77.8	10
NWB on JAMES F BYRNES EXPY	4727	63.1	1.4	60.3	65.2	10
NWB on JAMES F BYRNES EXPY	4728	46.8	0.8	45.8	48.6	10
NWB on JAMES F BYRNES EXPY	4729	43.7	1.3	41.4	45.8	10
NWB on JAMES F BYRNES EXPY	4730	39.2	1.2	36.8	41.5	10
NWB on JAMES F BYRNES EXPY	4732	35.7	0.9	34.2	37.6	10
SEB on JAMES F BYRNES EXPY	4733	25.2	0.8	23.1	26.1	10
SEB on JAMES F BYRNES EXPY	4736	23.6	0.7	22.6	24.7	10
SEB on JAMES F BYRNES EXPY	4737	21.6	1.1	20.4	23.2	10
NWB on JAMES F BYRNES EXPY	4739	30.2	0.6	29.2	31.4	10
SEB on JAMES F BYRNES EXPY	4745	19.7	1.4	17.0	22.2	10
SEB on JAMES F BYRNES EXPY	4748	21.6	0.9	20.5	23.3	10
NWB on JAMES F BYRNES EXPY	4753	26.2	0.6	25.2	27.3	10
NWB on JAMES F BYRNES EXPY	4760	24.8	1.2	23.1	27.3	10
NWB on JAMES F BYRNES EXPY	4761	26.9	1.7	23.7	29.3	10
NWB on JAMES F BYRNES EXPY	4763	26.5	0.5	25.6	27.5	10
NWB on JAMES F BYRNES EXPY	4764	39.4	1.8	36.4	42.1	10
SEB on JAMES F BYRNES EXPY	4768	15.5	0.7	14.8	16.8	10
SEB on JAMES F BYRNES EXPY	4769	22.4	1.0	21.4	25.0	10
NWB on JAMES F BYRNES EXPY	4771	22.7	0.5	22.0	23.7	10
NWB on JAMES F BYRNES EXPY	4773	17.9	0.8	16.3	18.9	10
NWB on JAMES F BYRNES EXPY	4774	23.5	0.4	22.7	24.0	10
NWB on JAMES F BYRNES EXPY	4775	28.3	1.8	25.9	32.4	10
SEB on JAMES F BYRNES EXPY	4776	17.5	0.8	16.4	18.5	10

Summary Aggregate Report for Segment Statistics**Density (PCE/mi/lane)****Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

Segment Name/Description	Segment ID	Average	Standard Deviation	Min	Max	Number Of Samples
NWB on JAMES F BYRNES EXPY	4779	23.9	1.4	22.0	26.9	10
SEB on JAMES F BYRNES EXPY	8856	18.2	0.4	17.6	18.9	10

Appendix O

TransModeler Ramp Merge/Diverge Outputs

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	D
	2	34.0	D
	3	35.0	E
	4	35.0	D
	5	34.0	D
	6	34.0	D
	7	34.0	D
	8	36.0	E
	9	33.0	D
	10	35.0	E

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	D
	2	34.0	D
	3	35.0	E
	4	35.0	D
	5	34.0	D
	6	34.0	D
	7	34.0	D
	8	36.0	E
	9	33.0	D
	10	35.0	E

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4720

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	33.0	D
	3	32.0	D
	4	33.0	D
	5	32.0	D
	6	32.0	D
	7	33.0	D
	8	34.0	D
	9	31.0	D
	10	32.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	24.0	C
	3	22.0	C
	4	24.0	C
	5	23.0	C
	6	22.0	C
	7	21.0	C
	8	22.0	C
	9	22.0	C
	10	23.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	24.0	C
	3	22.0	C
	4	24.0	C
	5	23.0	C
	6	22.0	C
	7	21.0	C
	8	22.0	C
	9	22.0	C
	10	23.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	C
	2	28.0	D
	3	27.0	C
	4	29.0	D
	5	27.0	C
	6	27.0	C
	7	28.0	C
	8	27.0	C
	9	27.0	C
	10	27.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4728

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	34.0	D
	3	24.0	C
	4	25.0	C
	5	26.0	C
	6	27.0	D
	7	27.0	D
	8	29.0	D
	9	28.0	D
	10	27.0	D

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	19.0	B
	4	20.0	B
	5	20.0	C
	6	20.0	B
	7	20.0	B
	8	20.0	C
	9	20.0	B
	10	20.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	19.0	B
	4	20.0	B
	5	20.0	C
	6	20.0	B
	7	20.0	B
	8	20.0	C
	9	20.0	B
	10	20.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	C
	2	19.0	C
	3	18.0	C
	4	18.0	C
	5	18.0	B
	6	19.0	C
	7	19.0	C
	8	19.0	C
	9	18.0	C
	10	18.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	D
	2	28.0	D
	3	27.0	D
	4	27.0	D
	5	27.0	D
	6	28.0	D
	7	26.0	D
	8	27.0	D
	9	26.0	C
	10	28.0	D

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	34.0	D
	2	31.0	D
	3	31.0	D
	4	32.0	D
	5	31.0	D
	6	32.0	D
	7	31.0	D
	8	33.0	D
	9	28.0	D
	10	30.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	27.0	C
	2	27.0	C
	3	26.0	C
	4	27.0	C
	5	26.0	C
	6	26.0	C
	7	26.0	C
	8	28.0	C
	9	25.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	14.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	13.0	B
	8	14.0	B
	9	15.0	B
	10	14.0	B

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	C
	2	20.0	C
	3	21.0	C
	4	18.0	C
	5	18.0	B
	6	22.0	C
	7	18.0	C
	8	16.0	B
	9	17.0	B
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	14.0	B
	4	16.0	B
	5	16.0	B
	6	14.0	B
	7	15.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	23.0	C
	2	23.0	C
	3	20.0	C
	4	21.0	C
	5	22.0	C
	6	22.0	C
	7	20.0	C
	8	22.0	C
	9	21.0	C
	10	24.0	C

SEB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	27.0	C
	3	28.0	C
	4	27.0	C
	5	27.0	C
	6	26.0	C
	7	27.0	C
	8	27.0	C
	9	25.0	C
	10	26.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	13.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	14.0	B
	8	15.0	B
	9	14.0	B
	10	13.0	B

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	C
	2	25.0	C
	3	22.0	C
	4	24.0	C
	5	22.0	C
	6	24.0	C
	7	24.0	C
	8	22.0	C
	9	25.0	C
	10	23.0	C

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	21.0	C
	3	19.0	B
	4	20.0	C
	5	21.0	C
	6	20.0	B
	7	20.0	B
	8	20.0	C
	9	19.0	B
	10	20.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	18.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	18.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4762

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	24.0	C
	3	21.0	C
	4	23.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	23.0	C
	9	22.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	19.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	19.0	B
	7	16.0	B
	8	17.0	B
	9	16.0	B
	10	17.0	B

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	19.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	19.0	B
	7	16.0	B
	8	17.0	B
	9	16.0	B
	10	17.0	B

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4766

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	43.0	E
	2	39.0	E
	3	35.0	E
	4	42.0	E
	5	39.0	E
	6	35.0	E
	7	37.0	E
	8	42.0	E
	9	45.0	E
	10	44.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4767

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	37.0	E
	2	37.0	E
	3	35.0	E
	4	36.0	E
	5	36.0	E
	6	36.0	E
	7	35.0	E
	8	36.0	E
	9	35.0	E
	10	36.0	E

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	37.0	E
	2	37.0	E
	3	35.0	E
	4	36.0	E
	5	36.0	E
	6	36.0	E
	7	35.0	E
	8	36.0	E
	9	35.0	E
	10	36.0	E

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	42.0	E
	2	40.0	E
	3	37.0	E
	4	42.0	E
	5	40.0	E
	6	37.0	E
	7	39.0	E
	8	42.0	E
	9	43.0	E
	10	42.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	20.0	C
	3	16.0	B
	4	19.0	C
	5	21.0	C
	6	22.0	C
	7	18.0	B
	8	18.0	C
	9	17.0	B
	10	18.0	C

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	13.0	B
	4	16.0	B
	5	17.0	B
	6	13.0	B
	7	17.0	B
	8	15.0	B
	9	16.0	B
	10	15.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	C
	2	22.0	C
	3	18.0	B
	4	20.0	C
	5	19.0	C
	6	20.0	C
	7	19.0	C
	8	19.0	C
	9	19.0	C
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	D
	2	25.0	C
	3	25.0	C
	4	27.0	D
	5	22.0	C
	6	23.0	C
	7	25.0	C
	8	25.0	C
	9	26.0	D
	10	23.0	C

NWB on I 26 E (Basic Analysis)
Segment ID 4781

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	C
	2	21.0	C
	3	18.0	C
	4	20.0	C
	5	19.0	C
	6	19.0	C
	7	19.0	C
	8	19.0	C
	9	19.0	C
	10	19.0	C

NWB on I 26 E (Partial Basic Analysis)
Segment ID 4782

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	C
	2	21.0	C
	3	18.0	C
	4	20.0	C
	5	19.0	C
	6	19.0	C
	7	19.0	C
	8	19.0	C
	9	19.0	C
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 E (Diverge Analysis)
Segment ID 4783

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	16.0	B
	4	15.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	17.0	B
	9	18.0	B
	10	17.0	B

SEB on I 26 E (Merge Analysis)
Segment ID 4785

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	20.0	C
	3	19.0	B
	4	19.0	B
	5	19.0	B
	6	19.0	B
	7	17.0	B
	8	19.0	B
	9	18.0	B
	10	17.0	B

SEB on I 26 E (Merge Analysis)
Segment ID 4786

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	20.0	C
	3	19.0	B
	4	19.0	B
	5	19.0	B
	6	19.0	B
	7	17.0	B
	8	19.0	B
	9	18.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	23.0	C
	2	23.0	C
	3	23.0	C
	4	23.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	23.0	C
	9	23.0	C
	10	24.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4788**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	B
	2	22.0	C
	3	20.0	C
	4	20.0	C
	5	21.0	C
	6	21.0	C
	7	19.0	B
	8	20.0	B
	9	19.0	B
	10	18.0	B

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	B
	2	22.0	C
	3	20.0	C
	4	20.0	C
	5	21.0	C
	6	21.0	C
	7	19.0	B
	8	20.0	B
	9	19.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4791

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	18.0	B
	3	14.0	B
	4	18.0	C
	5	15.0	B
	6	18.0	B
	7	15.0	B
	8	18.0	B
	9	15.0	B
	10	15.0	B

SEB on I 26 E (Basic Analysis)
Segment ID 4793

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	17.0	B
	4	16.0	B
	5	18.0	B
	6	18.0	B
	7	15.0	B
	8	20.0	C
	9	17.0	B
	10	17.0	B

NWB on I 26 W (Merge Analysis)
Segment ID 4795

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	14.0	B
	4	14.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	12.0	B
	9	11.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 4796

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	16.0	B
	5	16.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	16.0	B
	5	16.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	13.0	B
	7	12.0	B
	8	12.0	B
	9	12.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on I 26 E (Merge Analysis)
Segment ID 4800

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	14.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

SEB on I 26 E (Partial Basic Analysis)
Segment ID 4801

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	16.0	B
	8	17.0	B
	9	17.0	B
	10	17.0	B

SEB on I 26 E (Diverge Analysis)
Segment ID 4802

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	15.0	B
	4	16.0	B
	5	14.0	B
	6	16.0	B
	7	16.0	B
	8	14.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4805

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	14.0	B
	8	14.0	B
	9	18.0	B
	10	16.0	B

WB on I 26 W (Partial Basic Analysis)
Segment ID 4807

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

WB on I 26 W (Diverge Analysis)
Segment ID 4808

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	13.0	B
	8	15.0	B
	9	16.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	17.0	B
	3	14.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	13.0	B
	8	15.0	B
	9	16.0	B
	10	15.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	16.0	B
	3	13.0	B
	4	16.0	B
	5	15.0	B
	6	14.0	B
	7	13.0	B
	8	15.0	B
	9	13.0	B
	10	14.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	13.0	B
	4	11.0	B
	5	12.0	B
	6	13.0	B
	7	12.0	B
	8	12.0	B
	9	11.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 8744**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	14.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	C
	2	18.0	B
	3	16.0	B
	4	15.0	B
	5	15.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	13.0	B
	4	14.0	B
	5	13.0	B
	6	14.0	B
	7	14.0	B
	8	12.0	B
	9	13.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	17.0	B
	3	14.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	11.0	A
	4	13.0	B
	5	13.0	B
	6	12.0	B
	7	11.0	B
	8	13.0	B
	9	11.0	B
	10	12.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	B
	2	12.0	B
	3	12.0	B
	4	12.0	B
	5	11.0	B
	6	13.0	B
	7	13.0	B
	8	12.0	B
	9	12.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	B
	2	12.0	B
	3	10.0	B
	4	10.0	B
	5	11.0	B
	6	11.0	B
	7	11.0	B
	8	11.0	B
	9	11.0	B
	10	10.0	B

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	14.0	B
	3	14.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	14.0	B
	8	14.0	B
	9	13.0	B
	10	14.0	B

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	10.0	B
	3	9.0	A
	4	11.0	B
	5	9.0	A
	6	12.0	B
	7	10.0	A
	8	12.0	B
	9	11.0	B
	10	9.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	A
	2	15.0	B
	3	12.0	B
	4	14.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	12.0	B
	9	12.0	B
	10	13.0	B

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	13.0	B
	7	14.0	B
	8	12.0	B
	9	13.0	B
	10	13.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	17.0	B
	3	14.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	14.0	B
	3	14.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	14.0	B
	8	14.0	B
	9	13.0	B
	10	14.0	B

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	13.0	B
	4	14.0	B
	5	14.0	B
	6	15.0	B
	7	14.0	B
	8	13.0	B
	9	14.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)				
Segment ID 4718				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
5:45:00PM	1		26.0	C
	2		27.0	C
	3		27.0	C
	4		25.0	C
	5		28.0	C
	6		25.0	C
	7		28.0	C
	8		28.0	D
	9		28.0	C
	10		28.0	D

SEB on JAMES F BYRNES EXPY (Merge Analysis)				
Segment ID 4719				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
5:45:00PM	1		26.0	C
	2		27.0	C
	3		27.0	C
	4		25.0	C
	5		28.0	C
	6		25.0	C
	7		28.0	C
	8		28.0	D
	9		28.0	C
	10		28.0	D

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)				
Segment ID 4720				
Interval Ending	Run		Density (pce/mi/ln)	Level of Service
5:45:00PM	1		25.0	C
	2		26.0	C
	3		26.0	C
	4		26.0	D
	5		24.0	C
	6		26.0	C
	7		26.0	D
	8		26.0	C
	9		25.0	C
	10		25.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	95.0	F
	2	96.0	F
	3	93.0	F
	4	99.0	F
	5	94.0	F
	6	97.0	F
	7	94.0	F
	8	97.0	F
	9	94.0	F
	10	96.0	F

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	95.0	F
	2	96.0	F
	3	93.0	F
	4	99.0	F
	5	94.0	F
	6	97.0	F
	7	94.0	F
	8	97.0	F
	9	94.0	F
	10	96.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	74.0	F
	2	73.0	F
	3	74.0	F
	4	77.0	F
	5	75.0	F
	6	78.0	F
	7	74.0	F
	8	80.0	F
	9	76.0	F
	10	76.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4728

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	52.0	F
	2	53.0	F
	3	51.0	F
	4	53.0	F
	5	51.0	F
	6	56.0	F
	7	58.0	F
	8	65.0	F
	9	51.0	F
	10	57.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	41.0	E
	2	39.0	E
	3	38.0	E
	4	37.0	E
	5	38.0	E
	6	38.0	E
	7	38.0	E
	8	51.0	E
	9	39.0	E
	10	40.0	E

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	41.0	E
	2	39.0	E
	3	38.0	E
	4	37.0	E
	5	38.0	E
	6	38.0	E
	7	38.0	E
	8	51.0	E
	9	39.0	E
	10	40.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	49.0	F
	2	37.0	E
	3	39.0	E
	4	37.0	E
	5	38.0	E
	6	35.0	D
	7	36.0	E
	8	59.0	F
	9	38.0	E
	10	38.0	E

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	22.0	C
	5	21.0	C
	6	20.0	C
	7	21.0	C
	8	21.0	C
	9	20.0	C
	10	21.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	22.0	C
	3	25.0	C
	4	20.0	C
	5	23.0	C
	6	22.0	C
	7	23.0	C
	8	23.0	C
	9	25.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	19.0	B
	3	17.0	B
	4	21.0	C
	5	20.0	B
	6	19.0	B
	7	21.0	C
	8	20.0	B
	9	18.0	B
	10	19.0	B

NWB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	48.0	E
	2	29.0	D
	3	37.0	E
	4	28.0	D
	5	38.0	E
	6	31.0	D
	7	28.0	C
	8	53.0	E
	9	30.0	D
	10	29.0	D

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	76.0	F
	2	36.0	E
	3	64.0	F
	4	36.0	E
	5	72.0	F
	6	39.0	E
	7	40.0	E
	8	70.0	F
	9	47.0	F
	10	49.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	80.0	E
	2	32.0	D
	3	72.0	E
	4	34.0	D
	5	86.0	E
	6	30.0	D
	7	35.0	D
	8	62.0	E
	9	62.0	E
	10	65.0	E

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	18.0	B
	3	18.0	C
	4	18.0	B
	5	15.0	B
	6	16.0	B
	7	17.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

SEB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	19.0	B
	3	19.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	20.0	B
	9	18.0	B
	10	19.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	145.0	F
	2	76.0	F
	3	132.0	F
	4	97.0	F
	5	141.0	F
	6	80.0	F
	7	116.0	F
	8	103.0	F
	9	118.0	F
	10	120.0	F

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	19.0	C
	5	19.0	C
	6	16.0	B
	7	21.0	C
	8	18.0	C
	9	15.0	B
	10	17.0	B

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	14.0	B
	3	13.0	B
	4	16.0	B
	5	16.0	B
	6	14.0	B
	7	17.0	B
	8	15.0	B
	9	14.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	83.0	F
	2	81.0	F
	3	79.0	F
	4	76.0	F
	5	79.0	F
	6	87.0	F
	7	84.0	F
	8	102.0	F
	9	81.0	F
	10	80.0	F

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	83.0	F
	2	81.0	F
	3	79.0	F
	4	76.0	F
	5	79.0	F
	6	87.0	F
	7	84.0	F
	8	102.0	F
	9	81.0	F
	10	80.0	F

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4762

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	48.0	F
	2	47.0	F
	3	52.0	F
	4	45.0	E
	5	48.0	F
	6	55.0	F
	7	49.0	F
	8	100.0	F
	9	47.0	F
	10	45.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	73.0	E
	2	70.0	E
	3	70.0	E
	4	65.0	E
	5	68.0	E
	6	80.0	E
	7	75.0	E
	8	95.0	E
	9	72.0	E
	10	71.0	E

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	73.0	E
	2	70.0	E
	3	70.0	E
	4	65.0	E
	5	68.0	E
	6	80.0	E
	7	75.0	E
	8	95.0	E
	9	72.0	E
	10	71.0	E

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4766

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	22.0	C
	3	20.0	B
	4	23.0	C
	5	21.0	C
	6	20.0	B
	7	23.0	C
	8	22.0	C
	9	20.0	B
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4767

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	26.0	C
	3	26.0	C
	4	26.0	D
	5	25.0	C
	6	25.0	C
	7	26.0	D
	8	26.0	D
	9	25.0	C
	10	25.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	26.0	C
	3	26.0	C
	4	26.0	D
	5	25.0	C
	6	25.0	C
	7	26.0	D
	8	26.0	D
	9	25.0	C
	10	25.0	C

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	24.0	C
	3	22.0	C
	4	24.0	C
	5	23.0	C
	6	22.0	C
	7	24.0	C
	8	24.0	C
	9	23.0	C
	10	23.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	31.0	D
	2	33.0	D
	3	28.0	D
	4	31.0	D
	5	29.0	D
	6	32.0	D
	7	30.0	D
	8	30.0	D
	9	32.0	D
	10	31.0	D

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	22.0	C
	4	24.0	C
	5	22.0	C
	6	22.0	C
	7	25.0	C
	8	19.0	B
	9	22.0	C
	10	23.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	29.0	D
	2	29.0	D
	3	27.0	D
	4	29.0	D
	5	28.0	D
	6	27.0	D
	7	29.0	D
	8	24.0	C
	9	29.0	D
	10	28.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	20.0	C
	3	21.0	C
	4	20.0	C
	5	21.0	C
	6	20.0	C
	7	19.0	C
	8	20.0	C
	9	17.0	B
	10	20.0	C

NWB on I 26 E (Basic Analysis)
Segment ID 4781

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	30.0	D
	2	30.0	D
	3	28.0	D
	4	30.0	D
	5	29.0	D
	6	29.0	D
	7	30.0	D
	8	25.0	C
	9	29.0	D
	10	29.0	D

NWB on I 26 E (Partial Basic Analysis)
Segment ID 4782

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	30.0	D
	2	30.0	D
	3	28.0	D
	4	30.0	D
	5	29.0	D
	6	29.0	D
	7	30.0	D
	8	25.0	C
	9	29.0	D
	10	29.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 E (Diverge Analysis)
Segment ID 4783

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	25.0	C
	3	23.0	C
	4	24.0	C
	5	23.0	C
	6	24.0	C
	7	24.0	C
	8	20.0	C
	9	25.0	C
	10	25.0	C

SEB on I 26 E (Merge Analysis)
Segment ID 4785

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	19.0	B
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	20.0	B
	10	18.0	B

SEB on I 26 E (Merge Analysis)
Segment ID 4786

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	19.0	B
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	20.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	25.0	C
	3	24.0	C
	4	24.0	C
	5	24.0	C
	6	23.0	C
	7	24.0	C
	8	24.0	C
	9	24.0	C
	10	23.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4788**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	20.0	C
	4	19.0	B
	5	19.0	B
	6	20.0	B
	7	20.0	C
	8	20.0	C
	9	21.0	C
	10	20.0	B

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	20.0	C
	4	19.0	B
	5	19.0	B
	6	20.0	B
	7	20.0	C
	8	20.0	C
	9	21.0	C
	10	20.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4791

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	25.0	C
	3	24.0	C
	4	25.0	C
	5	25.0	C
	6	22.0	C
	7	24.0	C
	8	19.0	C
	9	24.0	C
	10	23.0	C

SEB on I 26 E (Basic Analysis)
Segment ID 4793

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	19.0	C
	3	19.0	C
	4	21.0	C
	5	21.0	C
	6	18.0	C
	7	20.0	C
	8	20.0	C
	9	17.0	B
	10	18.0	C

NWB on I 26 W (Merge Analysis)
Segment ID 4795

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	23.0	C
	3	20.0	B
	4	24.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	18.0	B
	9	22.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 4796

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	26.0	C
	3	24.0	C
	4	25.0	C
	5	24.0	C
	6	24.0	C
	7	25.0	C
	8	21.0	C
	9	25.0	C
	10	25.0	C

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	26.0	C
	3	24.0	C
	4	25.0	C
	5	24.0	C
	6	24.0	C
	7	25.0	C
	8	21.0	C
	9	25.0	C
	10	25.0	C

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	19.0	C
	3	19.0	C
	4	18.0	B
	5	19.0	C
	6	19.0	C
	7	19.0	C
	8	19.0	C
	9	19.0	C
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 4800**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	19.0	B
	3	17.0	B
	4	17.0	B
	5	18.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	20.0	C
	2	21.0	C
	3	20.0	C
	4	21.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	21.0	C
	10	20.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	19.0	B
	3	20.0	B
	4	20.0	B
	5	19.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4805

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	27.0	D
	3	26.0	C
	4	25.0	C
	5	24.0	C
	6	25.0	C
	7	24.0	C
	8	23.0	C
	9	24.0	C
	10	26.0	C

WB on I 26 W (Partial Basic Analysis)
Segment ID 4807

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	26.0	D
	3	24.0	C
	4	26.0	C
	5	25.0	C
	6	25.0	C
	7	25.0	C
	8	21.0	C
	9	25.0	C
	10	25.0	C

WB on I 26 W (Diverge Analysis)
Segment ID 4808

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	26.0	C
	3	23.0	C
	4	27.0	C
	5	25.0	C
	6	25.0	C
	7	26.0	C
	8	22.0	C
	9	25.0	C
	10	26.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	26.0	C
	3	23.0	C
	4	27.0	C
	5	25.0	C
	6	25.0	C
	7	26.0	C
	8	22.0	C
	9	25.0	C
	10	26.0	C

**EB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	20.0	C
	3	20.0	C
	4	22.0	C
	5	21.0	C
	6	18.0	C
	7	25.0	C
	8	21.0	C
	9	22.0	C
	10	20.0	C

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	B
	7	17.0	B
	8	18.0	B
	9	17.0	B
	10	19.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 8744**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	19.0	B
	3	17.0	B
	4	17.0	B
	5	18.0	B
	6	16.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	25.0	C
	3	27.0	D
	4	26.0	D
	5	26.0	C
	6	24.0	C
	7	25.0	C
	8	23.0	C
	9	24.0	C
	10	24.0	C

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	23.0	C
	3	20.0	B
	4	21.0	C
	5	21.0	C
	6	21.0	C
	7	22.0	C
	8	18.0	B
	9	22.0	C
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	23.0	C
	4	25.0	C
	5	24.0	C
	6	23.0	C
	7	24.0	C
	8	20.0	C
	9	24.0	C
	10	24.0	C

**EB on I 26 E (Basic Analysis)
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	C
	2	19.0	C
	3	19.0	C
	4	18.0	C
	5	19.0	C
	6	20.0	C
	7	19.0	C
	8	18.0	C
	9	18.0	B
	10	17.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	18.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	16.0	B
	7	19.0	B
	8	17.0	B
	9	20.0	B
	10	19.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	14.0	B
	2	15.0	B
	3	15.0	B
	4	16.0	B
	5	15.0	B
	6	16.0	B
	7	15.0	B
	8	17.0	B
	9	15.0	B
	10	16.0	B

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	20.0	C
	3	19.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	20.0	C

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	15.0	B
	3	16.0	B
	4	15.0	B
	5	15.0	B
	6	14.0	B
	7	16.0	B
	8	13.0	B
	9	17.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	19.0	C
	3	22.0	C
	4	23.0	C
	5	23.0	C
	6	22.0	C
	7	22.0	C
	8	19.0	C
	9	21.0	C
	10	22.0	C

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	23.0	C
	3	20.0	C
	4	21.0	C
	5	20.0	B
	6	21.0	C
	7	22.0	C
	8	18.0	B
	9	22.0	C
	10	21.0	C

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	24.0	C
	3	23.0	C
	4	25.0	C
	5	24.0	C
	6	23.0	C
	7	24.0	C
	8	20.0	C
	9	24.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	20.0	C
	3	19.0	C
	4	20.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	20.0	C

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	22.0	C
	3	21.0	C
	4	22.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	18.0	B
	9	21.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	41.0	E
	2	38.0	E
	3	39.0	E
	4	43.0	E
	5	36.0	E
	6	40.0	E
	7	42.0	E
	8	40.0	E
	9	36.0	E
	10	40.0	E

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	41.0	E
	2	38.0	E
	3	39.0	E
	4	43.0	E
	5	36.0	E
	6	40.0	E
	7	42.0	E
	8	40.0	E
	9	36.0	E
	10	40.0	E

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4720

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	36.0	E
	2	34.0	D
	3	34.0	D
	4	35.0	E
	5	34.0	D
	6	34.0	D
	7	35.0	D
	8	36.0	E
	9	33.0	D
	10	34.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	44.0	E
	3	36.0	E
	4	36.0	E
	5	40.0	E
	6	39.0	E
	7	36.0	E
	8	35.0	E
	9	39.0	E
	10	38.0	E

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	44.0	E
	3	36.0	E
	4	36.0	E
	5	40.0	E
	6	39.0	E
	7	36.0	E
	8	35.0	E
	9	39.0	E
	10	38.0	E

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	47.0	E
	2	62.0	E
	3	46.0	E
	4	41.0	E
	5	61.0	E
	6	45.0	E
	7	47.0	E
	8	45.0	E
	9	52.0	E
	10	47.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4728**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	41.0	E
	2	65.0	F
	3	40.0	E
	4	42.0	E
	5	58.0	F
	6	40.0	E
	7	45.0	F
	8	42.0	E
	9	57.0	F
	10	41.0	E

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	64.0	E
	3	32.0	D
	4	28.0	D
	5	48.0	E
	6	33.0	D
	7	42.0	E
	8	32.0	D
	9	54.0	E
	10	37.0	E

**NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	64.0	E
	3	32.0	D
	4	28.0	D
	5	48.0	E
	6	33.0	D
	7	42.0	E
	8	32.0	D
	9	54.0	E
	10	37.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	27.0	D
	2	29.0	D
	3	28.0	D
	4	24.0	C
	5	28.0	D
	6	27.0	D
	7	27.0	D
	8	25.0	C
	9	28.0	D
	10	27.0	D

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	D
	2	29.0	D
	3	26.0	D
	4	28.0	D
	5	27.0	D
	6	26.0	D
	7	28.0	D
	8	27.0	D
	9	28.0	D
	10	28.0	D

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	32.0	D
	2	34.0	D
	3	30.0	D
	4	32.0	D
	5	28.0	D
	6	31.0	D
	7	31.0	D
	8	32.0	D
	9	32.0	D
	10	31.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	D
	2	27.0	C
	3	25.0	C
	4	26.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	28.0	D
	9	26.0	C
	10	26.0	C

NWB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	20.0	C
	5	21.0	C
	6	20.0	C
	7	21.0	C
	8	21.0	C
	9	22.0	C
	10	23.0	C

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	25.0	C
	3	24.0	C
	4	28.0	D
	5	23.0	C
	6	29.0	D
	7	24.0	C
	8	28.0	D
	9	25.0	C
	10	27.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	20.0	B
	3	21.0	C
	4	21.0	C
	5	21.0	C
	6	21.0	C
	7	22.0	C
	8	22.0	C
	9	21.0	C
	10	22.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	23.0	C
	3	19.0	C
	4	21.0	C
	5	22.0	C
	6	18.0	C
	7	21.0	C
	8	22.0	C
	9	23.0	C
	10	22.0	C

SEB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	D
	2	28.0	C
	3	27.0	C
	4	30.0	D
	5	26.0	C
	6	26.0	C
	7	29.0	D
	8	27.0	C
	9	29.0	D
	10	28.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	C
	2	21.0	C
	3	19.0	C
	4	19.0	C
	5	20.0	C
	6	20.0	C
	7	20.0	C
	8	22.0	C
	9	20.0	C
	10	21.0	C

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	22.0	C
	3	20.0	C
	4	23.0	C
	5	22.0	C
	6	21.0	C
	7	23.0	C
	8	22.0	C
	9	21.0	C
	10	20.0	C

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	B
	3	17.0	B
	4	17.0	B
	5	20.0	B
	6	18.0	B
	7	19.0	B
	8	19.0	B
	9	19.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	23.0	C
	3	26.0	C
	4	25.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	27.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	23.0	C
	3	26.0	C
	4	25.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	27.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4762

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	31.0	D
	2	30.0	D
	3	31.0	D
	4	31.0	D
	5	32.0	D
	6	32.0	D
	7	31.0	D
	8	32.0	D
	9	31.0	D
	10	32.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	24.0	C
	3	27.0	C
	4	24.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	28.0	C
	10	26.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	24.0	C
	3	27.0	C
	4	24.0	C
	5	26.0	C
	6	25.0	C
	7	27.0	C
	8	27.0	C
	9	28.0	C
	10	26.0	C

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4766

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	35.0	E
	3	29.0	D
	4	27.0	C
	5	26.0	C
	6	26.0	C
	7	29.0	D
	8	48.0	E
	9	37.0	E
	10	29.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4767

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	34.0	D
	3	29.0	D
	4	32.0	D
	5	31.0	D
	6	29.0	D
	7	33.0	D
	8	33.0	D
	9	35.0	E
	10	32.0	D

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	34.0	D
	3	29.0	D
	4	32.0	D
	5	31.0	D
	6	29.0	D
	7	33.0	D
	8	33.0	D
	9	35.0	E
	10	32.0	D

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	D
	2	37.0	E
	3	31.0	D
	4	31.0	D
	5	27.0	C
	6	28.0	D
	7	31.0	D
	8	43.0	E
	9	38.0	E
	10	32.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	25.0	C
	3	23.0	C
	4	23.0	C
	5	27.0	D
	6	23.0	C
	7	27.0	D
	8	26.0	C
	9	28.0	D
	10	27.0	D

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	37.0	E
	2	30.0	D
	3	20.0	C
	4	29.0	D
	5	21.0	C
	6	20.0	C
	7	18.0	B
	8	31.0	D
	9	25.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	85.0	F
	2	49.0	F
	3	25.0	C
	4	31.0	D
	5	25.0	C
	6	25.0	C
	7	24.0	C
	8	51.0	F
	9	31.0	D
	10	33.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	23.0	C
	3	21.0	C
	4	22.0	C
	5	17.0	B
	6	21.0	C
	7	24.0	C
	8	44.0	E
	9	24.0	C
	10	22.0	C

NWB on I 26 E (Basic Analysis)
Segment ID 4781

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	180.0	F
	2	177.0	F
	3	125.0	F
	4	156.0	F
	5	151.0	F
	6	149.0	F
	7	109.0	F
	8	177.0	F
	9	134.0	F
	10	130.0	F

NWB on I 26 E (Partial Basic Analysis)
Segment ID 4782

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	180.0	F
	2	177.0	F
	3	125.0	F
	4	156.0	F
	5	151.0	F
	6	149.0	F
	7	109.0	F
	8	177.0	F
	9	134.0	F
	10	130.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 E (Diverge Analysis)
Segment ID 4783

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	159.0	F
	2	167.0	F
	3	137.0	F
	4	155.0	F
	5	132.0	F
	6	140.0	F
	7	142.0	F
	8	155.0	F
	9	148.0	F
	10	149.0	F

SEB on I 26 E (Merge Analysis)
Segment ID 4785

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	23.0	C
	3	19.0	B
	4	21.0	C
	5	17.0	B
	6	19.0	B
	7	17.0	B
	8	22.0	C
	9	17.0	B
	10	20.0	B

SEB on I 26 E (Merge Analysis)
Segment ID 4786

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	22.0	C
	2	23.0	C
	3	19.0	B
	4	21.0	C
	5	17.0	B
	6	19.0	B
	7	17.0	B
	8	22.0	C
	9	17.0	B
	10	20.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	24.0	C
	3	19.0	C
	4	22.0	C
	5	18.0	C
	6	21.0	C
	7	21.0	C
	8	23.0	C
	9	23.0	C
	10	21.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4788**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	E
	2	36.0	E
	3	30.0	D
	4	30.0	D
	5	24.0	C
	6	31.0	D
	7	21.0	C
	8	39.0	E
	9	20.0	C
	10	33.0	D

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	E
	2	36.0	E
	3	30.0	D
	4	30.0	D
	5	24.0	C
	6	31.0	D
	7	21.0	C
	8	39.0	E
	9	20.0	C
	10	33.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4791

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	15.0	B
	3	21.0	C
	4	16.0	B
	5	20.0	C
	6	20.0	C
	7	18.0	B
	8	16.0	B
	9	17.0	B
	10	18.0	C

SEB on I 26 E (Basic Analysis)
Segment ID 4793

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	18.0	C
	3	19.0	C
	4	19.0	C
	5	19.0	C
	6	18.0	C
	7	18.0	C
	8	18.0	B
	9	20.0	C
	10	18.0	C

NWB on I 26 W (Merge Analysis)
Segment ID 4795

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	12.0	B
	3	12.0	B
	4	13.0	B
	5	13.0	B
	6	13.0	B
	7	12.0	B
	8	13.0	B
	9	11.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 4796

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	15.0	B
	4	13.0	B
	5	14.0	B
	6	15.0	B
	7	14.0	B
	8	13.0	B
	9	12.0	B
	10	13.0	B

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	15.0	B
	4	13.0	B
	5	14.0	B
	6	15.0	B
	7	14.0	B
	8	13.0	B
	9	12.0	B
	10	13.0	B

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	18.0	C
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	C
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 4800**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	58.0	E
	2	61.0	E
	3	60.0	E
	4	60.0	E
	5	62.0	E
	6	64.0	E
	7	64.0	E
	8	59.0	E
	9	61.0	E
	10	60.0	E

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	113.0	F
	2	97.0	F
	3	97.0	F
	4	108.0	F
	5	110.0	F
	6	110.0	F
	7	109.0	F
	8	111.0	F
	9	87.0	F
	10	104.0	F

**SEB on I 26 E (Diverge Analysis)
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	116.0	F
	2	119.0	F
	3	113.0	F
	4	122.0	F
	5	122.0	F
	6	122.0	F
	7	124.0	F
	8	118.0	F
	9	113.0	F
	10	119.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4805

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	A
	2	13.0	B
	3	19.0	C
	4	11.0	B
	5	16.0	B
	6	15.0	B
	7	12.0	B
	8	13.0	B
	9	13.0	B
	10	14.0	B

WB on I 26 W (Partial Basic Analysis)
Segment ID 4807

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	15.0	B
	4	13.0	B
	5	15.0	B
	6	16.0	B
	7	15.0	B
	8	13.0	B
	9	12.0	B
	10	14.0	B

WB on I 26 W (Diverge Analysis)
Segment ID 4808

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	13.0	B
	3	16.0	B
	4	14.0	B
	5	14.0	B
	6	16.0	B
	7	14.0	B
	8	12.0	B
	9	13.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	13.0	B
	3	16.0	B
	4	14.0	B
	5	14.0	B
	6	16.0	B
	7	14.0	B
	8	12.0	B
	9	13.0	B
	10	12.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	21.0	C
	4	24.0	C
	5	21.0	C
	6	22.0	C
	7	21.0	C
	8	23.0	C
	9	20.0	C
	10	23.0	C

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	19.0	B
	2	19.0	B
	3	19.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	B
	7	17.0	B
	8	18.0	B
	9	18.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 8744**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	58.0	E
	2	61.0	E
	3	60.0	E
	4	60.0	E
	5	62.0	E
	6	64.0	E
	7	64.0	E
	8	59.0	E
	9	61.0	E
	10	60.0	E

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	8.0	A
	3	13.0	B
	4	11.0	A
	5	12.0	B
	6	11.0	B
	7	13.0	B
	8	11.0	A
	9	11.0	B
	10	12.0	B

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	9.0	A
	3	10.0	B
	4	11.0	B
	5	12.0	B
	6	10.0	A
	7	11.0	B
	8	9.0	A
	9	9.0	A
	10	9.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	12.0	B
	4	11.0	B
	5	12.0	B
	6	12.0	B
	7	11.0	A
	8	10.0	A
	9	10.0	A
	10	11.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	18.0	C
	3	18.0	B
	4	17.0	B
	5	18.0	C
	6	19.0	C
	7	18.0	B
	8	19.0	C
	9	17.0	B
	10	17.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	16.0	B
	7	17.0	B
	8	15.0	B
	9	17.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	16.0	B
	4	15.0	B
	5	16.0	B
	6	15.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	21.0	C
	4	20.0	C
	5	20.0	C
	6	21.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	21.0	C

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	7.0	A
	2	7.0	A
	3	7.0	A
	4	8.0	A
	5	8.0	A
	6	10.0	A
	7	8.0	A
	8	7.0	A
	9	8.0	A
	10	8.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	7.0	A
	2	9.0	A
	3	9.0	A
	4	9.0	A
	5	9.0	A
	6	10.0	A
	7	8.0	A
	8	7.0	A
	9	9.0	A
	10	8.0	A

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	9.0	A
	3	10.0	A
	4	11.0	B
	5	12.0	B
	6	11.0	B
	7	11.0	B
	8	9.0	A
	9	9.0	A
	10	10.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	12.0	B
	4	11.0	B
	5	12.0	B
	6	12.0	B
	7	11.0	A
	8	10.0	A
	9	10.0	A
	10	11.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	21.0	C
	4	20.0	C
	5	20.0	C
	6	21.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	21.0	C

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	11.0	A
	4	10.0	A
	5	12.0	B
	6	11.0	B
	7	11.0	B
	8	10.0	A
	9	10.0	A
	10	11.0	A

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	29.0	D
	2	26.0	C
	3	29.0	D
	4	28.0	C
	5	26.0	C
	6	28.0	C
	7	27.0	C
	8	27.0	C
	9	26.0	C
	10	27.0	C

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	29.0	D
	2	26.0	C
	3	29.0	D
	4	28.0	C
	5	26.0	C
	6	28.0	C
	7	27.0	C
	8	27.0	C
	9	26.0	C
	10	27.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4720

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	24.0	C
	3	26.0	C
	4	24.0	C
	5	24.0	C
	6	24.0	C
	7	26.0	C
	8	23.0	C
	9	22.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	141.0	F
	2	132.0	F
	3	123.0	F
	4	131.0	F
	5	126.0	F
	6	115.0	F
	7	152.0	F
	8	116.0	F
	9	130.0	F
	10	128.0	F

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	141.0	F
	2	132.0	F
	3	123.0	F
	4	131.0	F
	5	126.0	F
	6	115.0	F
	7	152.0	F
	8	116.0	F
	9	130.0	F
	10	128.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	135.0	E
	2	119.0	F
	3	108.0	F
	4	122.0	E
	5	117.0	E
	6	99.0	F
	7	144.0	E
	8	103.0	F
	9	114.0	F
	10	117.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4728

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	135.0	F
	2	117.0	F
	3	100.0	F
	4	119.0	F
	5	116.0	F
	6	89.0	F
	7	158.0	F
	8	92.0	F
	9	114.0	F
	10	119.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	120.0	E
	2	101.0	E
	3	87.0	E
	4	98.0	E
	5	107.0	E
	6	76.0	E
	7	133.0	E
	8	89.0	E
	9	105.0	E
	10	101.0	E

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	120.0	E
	2	101.0	E
	3	87.0	E
	4	98.0	E
	5	107.0	E
	6	76.0	E
	7	133.0	E
	8	89.0	E
	9	105.0	E
	10	101.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	153.0	F
	2	128.0	F
	3	110.0	F
	4	122.0	F
	5	141.0	F
	6	96.0	F
	7	167.0	F
	8	122.0	F
	9	135.0	F
	10	127.0	F

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	20.0	C
	2	19.0	C
	3	19.0	C
	4	18.0	B
	5	18.0	C
	6	19.0	C
	7	19.0	C
	8	20.0	C
	9	18.0	C
	10	20.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	18.0	B
	3	21.0	C
	4	21.0	C
	5	19.0	C
	6	19.0	C
	7	19.0	C
	8	19.0	C
	9	17.0	B
	10	20.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	16.0	B
	10	18.0	B

NWB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	130.0	E
	2	112.0	E
	3	101.0	E
	4	104.0	E
	5	122.0	E
	6	86.0	E
	7	139.0	E
	8	108.0	E
	9	121.0	E
	10	116.0	E

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	165.0	F
	2	151.0	F
	3	131.0	F
	4	130.0	F
	5	161.0	F
	6	113.0	F
	7	184.0	F
	8	139.0	F
	9	158.0	F
	10	144.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	157.0	E
	2	148.0	E
	3	129.0	E
	4	129.0	E
	5	149.0	E
	6	102.0	E
	7	167.0	F
	8	134.0	E
	9	152.0	E
	10	132.0	E

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	13.0	B
	3	13.0	B
	4	12.0	B
	5	12.0	B
	6	12.0	B
	7	14.0	B
	8	14.0	B
	9	13.0	B
	10	13.0	B

SEB on JAMES F BYRNES EXPY (Merge/Diverge Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	206.0	F
	2	202.0	F
	3	174.0	F
	4	204.0	F
	5	203.0	F
	6	193.0	F
	7	211.0	F
	8	199.0	F
	9	203.0	F
	10	199.0	F

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	14.0	B
	3	15.0	B
	4	14.0	B
	5	13.0	B
	6	14.0	B
	7	15.0	B
	8	14.0	B
	9	13.0	B
	10	13.0	B

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	12.0	B
	3	14.0	B
	4	12.0	B
	5	12.0	B
	6	13.0	B
	7	13.0	B
	8	13.0	B
	9	12.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	128.0	F
	2	120.0	F
	3	124.0	F
	4	128.0	F
	5	121.0	F
	6	126.0	F
	7	139.0	E
	8	118.0	F
	9	127.0	F
	10	130.0	F

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	128.0	F
	2	120.0	F
	3	124.0	F
	4	128.0	F
	5	121.0	F
	6	126.0	F
	7	139.0	E
	8	118.0	F
	9	127.0	F
	10	130.0	F

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4762

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	114.0	F
	2	108.0	F
	3	120.0	F
	4	114.0	F
	5	108.0	F
	6	112.0	F
	7	135.0	F
	8	106.0	F
	9	111.0	F
	10	121.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	117.0	F
	2	109.0	F
	3	114.0	F
	4	119.0	F
	5	108.0	F
	6	119.0	F
	7	127.0	F
	8	112.0	F
	9	117.0	F
	10	119.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	117.0	F
	2	109.0	F
	3	114.0	F
	4	119.0	F
	5	108.0	F
	6	119.0	F
	7	127.0	F
	8	112.0	F
	9	117.0	F
	10	119.0	F

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4766

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	15.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4767

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	19.0	C
	3	21.0	C
	4	19.0	C
	5	19.0	C
	6	21.0	C
	7	22.0	C
	8	20.0	C
	9	19.0	C
	10	20.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	19.0	C
	3	21.0	C
	4	19.0	C
	5	19.0	C
	6	21.0	C
	7	22.0	C
	8	20.0	C
	9	19.0	C
	10	20.0	C

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	17.0	B
	3	18.0	B
	4	18.0	B
	5	18.0	B
	6	19.0	B
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	30.0	D
	2	29.0	D
	3	25.0	C
	4	28.0	D
	5	28.0	D
	6	30.0	D
	7	26.0	C
	8	34.0	D
	9	28.0	D
	10	28.0	D

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	37.0	E
	2	19.0	B
	3	19.0	B
	4	18.0	B
	5	18.0	B
	6	18.0	B
	7	16.0	B
	8	17.0	B
	9	21.0	C
	10	17.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	59.0	F
	2	22.0	C
	3	21.0	C
	4	21.0	C
	5	22.0	C
	6	21.0	C
	7	19.0	C
	8	23.0	C
	9	22.0	C
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	17.0	B
	3	18.0	C
	4	17.0	B
	5	19.0	C
	6	18.0	C
	7	19.0	C
	8	18.0	B
	9	18.0	B
	10	20.0	C

NWB on I 26 E (Basic Analysis)
Segment ID 4781

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	176.0	F
	2	73.0	F
	3	84.0	F
	4	105.0	F
	5	114.0	F
	6	112.0	F
	7	28.0	D
	8	146.0	F
	9	183.0	F
	10	126.0	F

NWB on I 26 E (Partial Basic Analysis)
Segment ID 4782

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	176.0	F
	2	73.0	F
	3	84.0	F
	4	105.0	F
	5	114.0	F
	6	112.0	F
	7	28.0	D
	8	146.0	F
	9	183.0	F
	10	126.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**NWB on I 26 E (Diverge Analysis)
Segment ID 4783**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	136.0	F
	2	121.0	F
	3	116.0	F
	4	122.0	F
	5	129.0	F
	6	117.0	F
	7	96.0	F
	8	118.0	F
	9	134.0	F
	10	133.0	F

**SEB on I 26 E (Merge Analysis)
Segment ID 4785**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	41.0	E
	2	44.0	E
	3	42.0	E
	4	44.0	E
	5	44.0	E
	6	42.0	E
	7	40.0	E
	8	38.0	E
	9	46.0	E
	10	43.0	E

**SEB on I 26 E (Merge Analysis)
Segment ID 4786**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	41.0	E
	2	44.0	E
	3	42.0	E
	4	44.0	E
	5	44.0	E
	6	42.0	E
	7	40.0	E
	8	38.0	E
	9	46.0	E
	10	43.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	63.0	F
	2	75.0	F
	3	49.0	F
	4	98.0	F
	5	72.0	F
	6	73.0	F
	7	67.0	F
	8	78.0	F
	9	107.0	F
	10	75.0	F

**SEB on I 26 E (Diverge Analysis)
Segment ID 4788**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	95.0	F
	2	102.0	F
	3	94.0	F
	4	102.0	F
	5	99.0	F
	6	95.0	F
	7	94.0	F
	8	91.0	F
	9	105.0	F
	10	97.0	F

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	95.0	F
	2	102.0	F
	3	94.0	F
	4	102.0	F
	5	99.0	F
	6	95.0	F
	7	94.0	F
	8	91.0	F
	9	105.0	F
	10	97.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4791

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	18.0	C
	3	20.0	C
	4	20.0	C
	5	21.0	C
	6	21.0	C
	7	18.0	C
	8	22.0	C
	9	20.0	C
	10	18.0	B

SEB on I 26 E (Basic Analysis)
Segment ID 4793

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	C
	2	17.0	B
	3	18.0	C
	4	17.0	B
	5	17.0	B
	6	19.0	C
	7	17.0	B
	8	17.0	B
	9	19.0	C
	10	18.0	C

NWB on I 26 W (Merge Analysis)
Segment ID 4795

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	15.0	B
	3	15.0	B
	4	12.0	B
	5	14.0	B
	6	13.0	B
	7	13.0	B
	8	16.0	B
	9	13.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 4796

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	14.0	B
	8	16.0	B
	9	15.0	B
	10	14.0	B

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	14.0	B
	8	16.0	B
	9	15.0	B
	10	14.0	B

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	23.0	C
	5	23.0	C
	6	23.0	C
	7	22.0	C
	8	23.0	C
	9	23.0	C
	10	23.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 4800**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	60.0	E
	2	54.0	E
	3	52.0	E
	4	54.0	E
	5	56.0	E
	6	54.0	E
	7	50.0	E
	8	52.0	E
	9	58.0	E
	10	56.0	E

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	109.0	F
	2	104.0	F
	3	95.0	F
	4	111.0	F
	5	100.0	F
	6	86.0	F
	7	98.0	F
	8	96.0	F
	9	106.0	F
	10	86.0	F

**SEB on I 26 E (Diverge Analysis)
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	113.0	F
	2	114.0	F
	3	104.0	F
	4	109.0	F
	5	114.0	F
	6	103.0	F
	7	108.0	F
	8	107.0	F
	9	114.0	F
	10	107.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4805

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	18.0	B
	5	16.0	B
	6	15.0	B
	7	16.0	B
	8	18.0	C
	9	16.0	B
	10	15.0	B

WB on I 26 W (Partial Basic Analysis)
Segment ID 4807

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	16.0	B
	3	16.0	B
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	15.0	B
	8	17.0	B
	9	15.0	B
	10	14.0	B

WB on I 26 W (Diverge Analysis)
Segment ID 4808

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	14.0	B
	2	16.0	B
	3	16.0	B
	4	14.0	B
	5	17.0	B
	6	15.0	B
	7	13.0	B
	8	16.0	B
	9	15.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	14.0	B
	2	16.0	B
	3	16.0	B
	4	14.0	B
	5	17.0	B
	6	15.0	B
	7	13.0	B
	8	16.0	B
	9	15.0	B
	10	15.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	30.0	D
	3	28.0	D
	4	29.0	D
	5	26.0	C
	6	28.0	D
	7	24.0	C
	8	27.0	D
	9	25.0	C
	10	28.0	D

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	21.0	C
	3	23.0	C
	4	22.0	C
	5	22.0	C
	6	23.0	C
	7	21.0	C
	8	23.0	C
	9	23.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 8744**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	60.0	E
	2	54.0	E
	3	52.0	E
	4	54.0	E
	5	56.0	E
	6	54.0	E
	7	50.0	E
	8	52.0	E
	9	58.0	E
	10	56.0	E

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	14.0	B
	2	15.0	B
	3	14.0	B
	4	12.0	B
	5	13.0	B
	6	14.0	B
	7	13.0	B
	8	15.0	B
	9	15.0	B
	10	11.0	A

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	B
	2	14.0	B
	3	11.0	B
	4	12.0	B
	5	13.0	B
	6	12.0	B
	7	13.0	B
	8	13.0	B
	9	11.0	B
	10	11.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 W (Partial Basic Analysis)
Segment ID 8757

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	14.0	B
	3	14.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	14.0	B
	8	14.0	B
	9	13.0	B
	10	13.0	B

EB on I 26 E (Basic Analysis)
Segment ID 8764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	24.0	C
	3	25.0	C
	4	24.0	C
	5	23.0	C
	6	24.0	C
	7	23.0	C
	8	22.0	C
	9	24.0	C
	10	22.0	C

EB on I 26 E (Diverge Analysis)
Segment ID 8766

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	23.0	C
	4	22.0	C
	5	22.0	C
	6	23.0	C
	7	20.0	C
	8	24.0	C
	9	22.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	18.0	B
	3	20.0	B
	4	20.0	C
	5	19.0	B
	6	20.0	B
	7	19.0	B
	8	20.0	B
	9	20.0	C
	10	21.0	C

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	25.0	C
	3	27.0	D
	4	26.0	D
	5	25.0	C
	6	26.0	C
	7	24.0	C
	8	26.0	C
	9	26.0	C
	10	26.0	C

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	8.0	A
	2	10.0	A
	3	11.0	B
	4	9.0	A
	5	9.0	A
	6	9.0	A
	7	8.0	A
	8	10.0	A
	9	10.0	A
	10	9.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	13.0	B
	3	13.0	B
	4	11.0	B
	5	12.0	B
	6	13.0	B
	7	12.0	B
	8	12.0	B
	9	11.0	A
	10	10.0	A

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	12.0	B
	7	13.0	B
	8	14.0	B
	9	12.0	B
	10	13.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	14.0	B
	3	14.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	14.0	B
	8	14.0	B
	9	13.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	25.0	C
	3	27.0	D
	4	26.0	D
	5	25.0	C
	6	26.0	C
	7	24.0	C
	8	26.0	C
	9	26.0	C
	10	26.0	C

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	13.0	B
	9	12.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	39.0	E
	2	37.0	E
	3	41.0	E
	4	40.0	E
	5	38.0	E
	6	37.0	E
	7	43.0	E
	8	44.0	E
	9	39.0	E
	10	38.0	E

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	E
	2	34.0	D
	3	35.0	D
	4	34.0	D
	5	35.0	D
	6	35.0	D
	7	35.0	E
	8	37.0	E
	9	36.0	E
	10	35.0	E

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4720

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	35.0	E
	2	34.0	D
	3	35.0	D
	4	34.0	D
	5	35.0	D
	6	35.0	D
	7	35.0	E
	8	37.0	E
	9	36.0	E
	10	35.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	24.0	C
	3	25.0	C
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	25.0	C
	8	24.0	C
	9	25.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	24.0	C
	3	25.0	C
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	25.0	C
	8	24.0	C
	9	25.0	C
	10	25.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	31.0	D
	3	34.0	D
	4	31.0	D
	5	32.0	D
	6	31.0	D
	7	31.0	D
	8	32.0	D
	9	33.0	D
	10	30.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4728

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	26.0	C
	3	28.0	C
	4	27.0	C
	5	27.0	C
	6	25.0	C
	7	28.0	D
	8	26.0	C
	9	27.0	C
	10	28.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	26.0	C
	3	28.0	C
	4	27.0	C
	5	27.0	C
	6	25.0	C
	7	28.0	D
	8	26.0	C
	9	27.0	C
	10	28.0	C

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	25.0	C
	2	26.0	C
	3	28.0	C
	4	27.0	C
	5	27.0	C
	6	25.0	C
	7	28.0	D
	8	26.0	C
	9	27.0	C
	10	28.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	19.0	C
	4	20.0	C
	5	20.0	C
	6	19.0	C
	7	20.0	C
	8	21.0	C
	9	21.0	C
	10	20.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	34.0	D
	2	34.0	D
	3	40.0	E
	4	33.0	D
	5	34.0	D
	6	32.0	D
	7	38.0	E
	8	38.0	E
	9	34.0	D
	10	33.0	D

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	37.0	E
	2	38.0	E
	3	39.0	E
	4	40.0	E
	5	36.0	E
	6	39.0	E
	7	37.0	E
	8	37.0	E
	9	40.0	E
	10	40.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	27.0	C
	2	26.0	C
	3	28.0	D
	4	27.0	C
	5	27.0	C
	6	27.0	C
	7	28.0	D
	8	27.0	C
	9	27.0	C
	10	28.0	D

NWB on JAMES F BYRNES EXPY (Weaving Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	B
	2	16.0	B
	3	17.0	B
	4	16.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	17.0	B
	9	18.0	B
	10	18.0	B

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	28.0	D
	2	24.0	C
	3	26.0	D
	4	25.0	C
	5	22.0	C
	6	28.0	D
	7	25.0	C
	8	27.0	D
	9	30.0	D
	10	26.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	16.0	B
	4	13.0	B
	5	15.0	B
	6	15.0	B
	7	14.0	B
	8	15.0	B
	9	15.0	B
	10	14.0	B

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	27.0	D
	2	27.0	D
	3	27.0	D
	4	26.0	D
	5	29.0	D
	6	27.0	D
	7	26.0	C
	8	28.0	D
	9	28.0	D
	10	26.0	D

SEB on JAMES F BYRNES EXPY (Weaving Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	33.0	D
	2	33.0	D
	3	34.0	D
	4	37.0	E
	5	33.0	D
	6	33.0	D
	7	36.0	E
	8	34.0	D
	9	34.0	D
	10	34.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	15.0	B
	3	17.0	B
	4	14.0	B
	5	15.0	B
	6	15.0	B
	7	14.0	B
	8	14.0	B
	9	14.0	B
	10	16.0	B

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	D
	2	27.0	D
	3	29.0	D
	4	25.0	C
	5	30.0	D
	6	29.0	D
	7	30.0	D
	8	29.0	D
	9	29.0	D
	10	26.0	D

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	22.0	C
	4	19.0	B
	5	20.0	C
	6	19.0	B
	7	21.0	C
	8	20.0	B
	9	20.0	B
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	12.0	B
	4	12.0	B
	5	12.0	B
	6	12.0	B
	7	12.0	B
	8	11.0	B
	9	13.0	B
	10	11.0	B

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	12.0	B
	4	12.0	B
	5	12.0	B
	6	12.0	B
	7	12.0	B
	8	11.0	B
	9	13.0	B
	10	11.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	16.0	B
	4	15.0	B
	5	15.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	16.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	12.0	B
	3	14.0	B
	4	13.0	B
	5	14.0	B
	6	13.0	B
	7	14.0	B
	8	13.0	B
	9	13.0	B
	10	13.0	B

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	20.0	C
	3	22.0	C
	4	21.0	C
	5	20.0	B
	6	21.0	C
	7	20.0	B
	8	20.0	C
	9	21.0	C
	10	22.0	C

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	25.0	C
	5	22.0	C
	6	24.0	C
	7	23.0	C
	8	23.0	C
	9	23.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	16.0	B
	10	15.0	B

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	12.0	B
	6	10.0	B
	7	11.0	B
	8	13.0	B
	9	13.0	B
	10	11.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4775

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	17.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	16.0	B

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	19.0	C
	3	19.0	C
	4	21.0	C
	5	21.0	C
	6	21.0	C
	7	21.0	C
	8	21.0	C
	9	20.0	C
	10	19.0	C

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4779

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	18.0	B
	3	19.0	C
	4	16.0	B
	5	17.0	B
	6	19.0	C
	7	17.0	B
	8	16.0	B
	9	21.0	C
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 E (Basic Analysis)
Segment ID 4780**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	15.0	B
	6	15.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**WB on I 26 E (Partial Basic Analysis)
Segment ID 4781**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	15.0	B
	6	15.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**WB on I 26 E (Diverge Analysis)
Segment ID 4782**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	16.0	B
	3	20.0	C
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	20.0	C
	9	33.0	D
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 E (Diverge Analysis)
Segment ID 4783**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	16.0	B
	3	20.0	C
	4	15.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	20.0	C
	9	33.0	D
	10	15.0	B

**SEB on I 26 E (Merge Analysis)
Segment ID 4785**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	15.0	B
	3	14.0	B
	4	14.0	B
	5	15.0	B
	6	15.0	B
	7	14.0	B
	8	15.0	B
	9	15.0	B
	10	14.0	B

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4786**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	22.0	C
	5	21.0	C
	6	21.0	C
	7	21.0	C
	8	22.0	C
	9	21.0	C
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	22.0	C
	5	21.0	C
	6	21.0	C
	7	21.0	C
	8	22.0	C
	9	21.0	C
	10	21.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	16.0	B
	4	17.0	B
	5	16.0	B
	6	15.0	B
	7	13.0	B
	8	14.0	B
	9	16.0	B
	10	16.0	B

**NWB on I 26 W (Basic Analysis)
Segment ID 4791**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	9.0	A
	6	10.0	A
	7	11.0	A
	8	9.0	A
	9	12.0	B
	10	10.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Basic Analysis)
Segment ID 4793**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	15.0	B
	4	15.0	B
	5	14.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	15.0	B
	10	14.0	B

**NWB on I 26 W (Merge Analysis)
Segment ID 4795**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	6.0	A
	3	7.0	A
	4	7.0	A
	5	7.0	A
	6	6.0	A
	7	7.0	A
	8	6.0	A
	9	6.0	A
	10	7.0	A

**NWB on I 26 W (Merge Analysis)
Segment ID 4796**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	6.0	A
	3	7.0	A
	4	7.0	A
	5	7.0	A
	6	6.0	A
	7	7.0	A
	8	6.0	A
	9	6.0	A
	10	7.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	10.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	11.0	A
	10	9.0	A

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	18.0	C
	5	18.0	B
	6	17.0	B
	7	18.0	B
	8	18.0	B
	9	17.0	B
	10	17.0	B

SEB on I 26 E (Basic Analysis)
Segment ID 4800

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	13.0	B
	9	14.0	B
	10	13.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	12.0	B
	4	12.0	B
	5	11.0	B
	6	10.0	A
	7	12.0	B
	8	12.0	B
	9	11.0	B
	10	11.0	B

**SEB on I 26 E (Diverge Analysis)
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	12.0	B
	4	13.0	B
	5	12.0	B
	6	11.0	B
	7	12.0	B
	8	12.0	B
	9	12.0	B
	10	12.0	B

**NWB on I 26 W (Basic Analysis)
Segment ID 4805**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	11.0	A
	3	9.0	A
	4	10.0	A
	5	11.0	B
	6	11.0	B
	7	11.0	A
	8	13.0	B
	9	10.0	A
	10	8.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 4806**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	10.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	11.0	A
	10	10.0	A

**WB on I 26 W (Partial Basic Analysis)
Segment ID 4807**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	10.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	11.0	A
	10	10.0	A

**WB on I 26 W (Diverge Analysis)
Segment ID 4808**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	7.0	A
	3	7.0	A
	4	6.0	A
	5	6.0	A
	6	6.0	A
	7	5.0	A
	8	6.0	A
	9	6.0	A
	10	6.0	A

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	6.0	A
	2	7.0	A
	3	7.0	A
	4	6.0	A
	5	6.0	A
	6	6.0	A
	7	5.0	A
	8	6.0	A
	9	6.0	A
	10	6.0	A

**SEB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	13.0	B
	2	13.0	B
	3	12.0	B
	4	12.0	B
	5	13.0	B
	6	13.0	B
	7	13.0	B
	8	13.0	B
	9	14.0	B
	10	13.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	15.0	B
	3	16.0	B
	4	17.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	14.0	B
	10	15.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	7.0	A
	2	9.0	A
	3	9.0	A
	4	12.0	B
	5	9.0	A
	6	12.0	B
	7	10.0	A
	8	9.0	A
	9	11.0	B
	10	10.0	A

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	11.0	B
	6	11.0	B
	7	11.0	B
	8	11.0	B
	9	11.0	B
	10	11.0	B

**WB on I 26 W (Merge Analysis)
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	11.0	B
	6	11.0	B
	7	11.0	B
	8	11.0	B
	9	11.0	B
	10	11.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Basic Analysis)
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	18.0	C
	2	17.0	B
	3	17.0	B
	4	16.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	19.0	C
	9	17.0	B
	10	18.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	17.0	B
	2	17.0	B
	3	16.0	B
	4	19.0	B
	5	18.0	B
	6	17.0	B
	7	17.0	B
	8	15.0	B
	9	17.0	B
	10	17.0	B

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	14.0	B
	3	16.0	B
	4	16.0	B
	5	15.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	14.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	20.0	C
	4	21.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	20.0	C

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	9.0	A
	2	11.0	B
	3	10.0	B
	4	10.0	B
	5	10.0	A
	6	11.0	B
	7	11.0	B
	8	10.0	A
	9	11.0	B
	10	9.0	A

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	11.0	A
	3	12.0	B
	4	14.0	B
	5	12.0	B
	6	10.0	A
	7	13.0	B
	8	12.0	B
	9	13.0	B
	10	12.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	10.0	B
	6	12.0	B
	7	11.0	B
	8	11.0	B
	9	12.0	B
	10	10.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	15.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	14.0	B

**EB on I 26 E (Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	20.0	C
	4	21.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	20.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	14.0	B
	3	13.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	14.0	B
	8	14.0	B
	9	14.0	B
	10	13.0	B

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 8856

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	26.0	C
	2	26.0	C
	3	26.0	D
	4	26.0	D
	5	26.0	D
	6	26.0	C
	7	26.0	D
	8	27.0	D
	9	26.0	C
	10	26.0	D

SEB on I 26 E (Diverge Analysis)
Segment ID 8887

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	14.0	B
	2	16.0	B
	3	16.0	B
	4	17.0	B
	5	16.0	B
	6	15.0	B
	7	13.0	B
	8	14.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Diverge Analysis)
Segment ID 8888**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	12.0	B
	2	12.0	B
	3	12.0	B
	4	13.0	B
	5	12.0	B
	6	11.0	B
	7	12.0	B
	8	12.0	B
	9	12.0	B
	10	12.0	B

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8889**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	10.0	A
	2	10.0	A
	3	10.0	A
	4	10.0	A
	5	10.0	A
	6	10.0	A
	7	10.0	A
	8	10.0	A
	9	11.0	A
	10	9.0	A

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 8890**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (7:15:00AM - 8:15:00AM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8891**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	20.0	C
	2	20.0	C
	3	20.0	C
	4	21.0	C
	5	20.0	C
	6	20.0	C
	7	21.0	C
	8	20.0	C
	9	20.0	C
	10	20.0	C

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 8893**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	16.0	B
	2	16.0	B
	3	16.0	B
	4	16.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	16.0	B
	9	16.0	B
	10	16.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8895**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	15.0	B
	2	16.0	B
	3	15.0	B
	4	15.0	B
	5	15.0	B
	6	15.0	B
	7	15.0	B
	8	15.0	B
	9	15.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (7:15:00AM - 8:15:00AM)**

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Merge Analysis)
Segment ID 8896**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
8:15:00AM	1	11.0	B
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	11.0	B
	6	11.0	B
	7	11.0	B
	8	11.0	B
	9	11.0	B
	10	11.0	B

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4718

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	C
	2	26.0	C
	3	28.0	C
	4	26.0	C
	5	28.0	D
	6	29.0	D
	7	27.0	C
	8	28.0	C
	9	27.0	C
	10	28.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4719

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	27.0	D
	3	28.0	D
	4	27.0	D
	5	28.0	D
	6	28.0	D
	7	27.0	D
	8	28.0	D
	9	29.0	D
	10	28.0	D

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4720

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	C
	2	27.0	D
	3	28.0	D
	4	27.0	D
	5	28.0	D
	6	28.0	D
	7	27.0	D
	8	28.0	D
	9	29.0	D
	10	28.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4725

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	87.0	F
	2	88.0	F
	3	87.0	F
	4	87.0	F
	5	87.0	F
	6	88.0	F
	7	87.0	F
	8	87.0	F
	9	87.0	F
	10	88.0	F

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4726

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	87.0	F
	2	88.0	F
	3	87.0	F
	4	87.0	F
	5	87.0	F
	6	88.0	F
	7	87.0	F
	8	87.0	F
	9	87.0	F
	10	88.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4727

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	80.0	F
	2	82.0	F
	3	79.0	F
	4	81.0	F
	5	82.0	F
	6	84.0	F
	7	81.0	F
	8	80.0	F
	9	82.0	F
	10	82.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4728

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	39.0	E
	2	37.0	E
	3	40.0	E
	4	39.0	E
	5	38.0	F
	6	39.0	F
	7	37.0	E
	8	38.0	F
	9	38.0	F
	10	39.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4729

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	39.0	E
	2	37.0	E
	3	40.0	E
	4	39.0	E
	5	38.0	F
	6	39.0	F
	7	37.0	E
	8	38.0	F
	9	38.0	F
	10	39.0	F

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4730

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	39.0	E
	2	37.0	E
	3	40.0	E
	4	39.0	E
	5	38.0	F
	6	39.0	F
	7	37.0	E
	8	38.0	F
	9	38.0	F
	10	39.0	F

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4732

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	36.0	E
	2	36.0	E
	3	36.0	E
	4	35.0	E
	5	38.0	E
	6	34.0	D
	7	37.0	E
	8	35.0	E
	9	36.0	E
	10	35.0	D

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4733

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	26.0	C
	3	25.0	C
	4	25.0	C
	5	26.0	D
	6	25.0	C
	7	23.0	C
	8	26.0	C
	9	25.0	C
	10	26.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4736

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	26.0	D
	2	24.0	C
	3	29.0	D
	4	26.0	D
	5	28.0	D
	6	27.0	D
	7	25.0	C
	8	27.0	D
	9	23.0	C
	10	26.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4737

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	19.0	B
	4	17.0	B
	5	20.0	B
	6	18.0	B
	7	18.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B

NWB on JAMES F BYRNES EXPY (Weaving Analysis)
Segment ID 4739

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	31.0	D
	2	30.0	D
	3	31.0	D
	4	30.0	D
	5	30.0	D
	6	30.0	D
	7	31.0	D
	8	29.0	D
	9	30.0	D
	10	30.0	D

NWB on EXIT 101B RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4741

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	51.0	F
	2	43.0	E
	3	48.0	F
	4	43.0	E
	5	41.0	E
	6	41.0	E
	7	54.0	F
	8	42.0	E
	9	46.0	F
	10	44.0	E

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on EXIT 101B RAMP TO US 176 (Diverge Analysis)
Segment ID 4742

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	C
	2	27.0	C
	3	28.0	C
	4	25.0	C
	5	27.0	C
	6	25.0	C
	7	26.0	C
	8	25.0	C
	9	27.0	C
	10	26.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4745

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	17.0	B
	3	19.0	C
	4	20.0	C
	5	21.0	C
	6	22.0	C
	7	19.0	C
	8	19.0	C
	9	20.0	C
	10	19.0	C

SEB on JAMES F BYRNES EXPY (Weaving Analysis)
Segment ID 4748

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	21.0	C
	4	21.0	C
	5	22.0	C
	6	22.0	C
	7	21.0	C
	8	23.0	C
	9	22.0	C
	10	23.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4753

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	26.0	D
	3	26.0	D
	4	26.0	D
	5	27.0	D
	6	25.0	C
	7	26.0	C
	8	26.0	D
	9	27.0	D
	10	25.0	C

SEB on EXIT 101A RAMP TO US 176 (Partial Basic Analysis)
Segment ID 4755

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	18.0	C
	3	21.0	C
	4	22.0	C
	5	23.0	C
	6	19.0	C
	7	19.0	C
	8	18.0	C
	9	19.0	C
	10	21.0	C

SEB on EXIT 101A RAMP TO US 176 (Diverge Analysis)
Segment ID 4756

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	12.0	B
	3	12.0	B
	4	11.0	B
	5	12.0	B
	6	12.0	B
	7	12.0	B
	8	12.0	B
	9	11.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4760

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	20.0	B
	3	21.0	C
	4	20.0	B
	5	19.0	B
	6	19.0	B
	7	20.0	B
	8	20.0	B
	9	21.0	C
	10	20.0	C

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4761

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	20.0	B
	3	21.0	C
	4	20.0	B
	5	19.0	B
	6	19.0	B
	7	20.0	B
	8	20.0	B
	9	21.0	C
	10	20.0	C

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4763

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	27.0	D
	2	26.0	C
	3	27.0	D
	4	26.0	C
	5	26.0	D
	6	26.0	C
	7	26.0	D
	8	26.0	D
	9	27.0	D
	10	26.0	D

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4764

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	27.0	C
	4	26.0	C
	5	26.0	C
	6	24.0	C
	7	25.0	C
	8	25.0	C
	9	27.0	C
	10	26.0	C

SEB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4768

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	11.0	B
	6	13.0	B
	7	10.0	B
	8	11.0	B
	9	10.0	B
	10	13.0	B

SEB on JAMES F BYRNES EXPY (Diverge Analysis)
Segment ID 4769

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	12.0	B
	3	13.0	B
	4	13.0	B
	5	13.0	B
	6	15.0	B
	7	12.0	B
	8	14.0	B
	9	13.0	B
	10	14.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4771

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	23.0	C
	3	23.0	C
	4	22.0	C
	5	22.0	C
	6	22.0	C
	7	23.0	C
	8	24.0	C
	9	23.0	C
	10	23.0	C

NWB on JAMES F BYRNES EXPY (Merge Analysis)
Segment ID 4773

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	15.0	B
	3	16.0	B
	4	15.0	B
	5	16.0	B
	6	15.0	B
	7	16.0	B
	8	15.0	B
	9	17.0	B
	10	17.0	B

NWB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 4774

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	23.0	C
	5	23.0	C
	6	23.0	C
	7	24.0	C
	8	23.0	C
	9	24.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4775

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	23.0	C
	5	23.0	C
	6	23.0	C
	7	24.0	C
	8	23.0	C
	9	24.0	C
	10	24.0	C

SEB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4776

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	19.0	C
	6	18.0	C
	7	17.0	B
	8	19.0	C
	9	18.0	C
	10	17.0	B

NWB on JAMES F BYRNES EXPY (Basic Analysis)
Segment ID 4779

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	25.0	C
	3	27.0	D
	4	23.0	C
	5	22.0	C
	6	22.0	C
	7	25.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 E (Basic Analysis)
Segment ID 4780**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	23.0	C
	5	24.0	C
	6	24.0	C
	7	24.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**WB on I 26 E (Partial Basic Analysis)
Segment ID 4781**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	24.0	C
	2	23.0	C
	3	24.0	C
	4	23.0	C
	5	24.0	C
	6	24.0	C
	7	24.0	C
	8	24.0	C
	9	24.0	C
	10	24.0	C

**WB on I 26 E (Diverge Analysis)
Segment ID 4782**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	23.0	C
	4	21.0	C
	5	20.0	B
	6	21.0	C
	7	22.0	C
	8	22.0	C
	9	21.0	C
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

WB on I 26 E (Diverge Analysis)
Segment ID 4783

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	21.0	C
	3	23.0	C
	4	21.0	C
	5	20.0	B
	6	21.0	C
	7	22.0	C
	8	22.0	C
	9	21.0	C
	10	21.0	C

SEB on I 26 E (Merge Analysis)
Segment ID 4785

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	13.0	B
	2	14.0	B
	3	14.0	B
	4	14.0	B
	5	14.0	B
	6	14.0	B
	7	15.0	B
	8	13.0	B
	9	13.0	B
	10	14.0	B

SEB on I 26 E (Partial Basic Analysis)
Segment ID 4786

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	22.0	C
	9	22.0	C
	10	21.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 4787**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	22.0	C
	6	22.0	C
	7	22.0	C
	8	22.0	C
	9	22.0	C
	10	21.0	C

**SEB on I 26 E (Diverge Analysis)
Segment ID 4789**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	18.0	B
	3	19.0	B
	4	18.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	16.0	B
	10	18.0	B

**NWB on I 26 W (Basic Analysis)
Segment ID 4791**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	17.0	B
	3	18.0	B
	4	16.0	B
	5	17.0	B
	6	16.0	B
	7	18.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Basic Analysis)
Segment ID 4793**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	17.0	B
	3	15.0	B
	4	16.0	B
	5	16.0	B
	6	17.0	B
	7	15.0	B
	8	16.0	B
	9	16.0	B
	10	17.0	B

**NWB on I 26 W (Merge Analysis)
Segment ID 4795**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	10.0	B
	3	10.0	A
	4	10.0	A
	5	10.0	B
	6	10.0	A
	7	10.0	A
	8	9.0	A
	9	11.0	B
	10	10.0	B

**NWB on I 26 W (Merge Analysis)
Segment ID 4796**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	11.0	B
	2	10.0	B
	3	10.0	A
	4	10.0	A
	5	10.0	B
	6	10.0	A
	7	10.0	A
	8	9.0	A
	9	11.0	B
	10	10.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Basic Analysis)
Segment ID 4797

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

EB on I 26 E (Partial Basic Analysis)
Segment ID 4799

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	23.0	C
	3	23.0	C
	4	24.0	C
	5	23.0	C
	6	23.0	C
	7	23.0	C
	8	23.0	C
	9	23.0	C
	10	22.0	C

SEB on I 26 E (Basic Analysis)
Segment ID 4800

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	17.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Merge Analysis)
Segment ID 4801**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	11.0	B
	3	9.0	A
	4	11.0	B
	5	11.0	B
	6	11.0	B
	7	10.0	B
	8	11.0	B
	9	10.0	A
	10	10.0	A

**SEB on I 26 E (Diverge Analysis)
Segment ID 4802**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	12.0	B
	3	11.0	B
	4	11.0	B
	5	12.0	B
	6	11.0	B
	7	10.0	B
	8	12.0	B
	9	11.0	B
	10	11.0	B

**NWB on I 26 W (Basic Analysis)
Segment ID 4805**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	C
	2	17.0	B
	3	19.0	C
	4	18.0	B
	5	19.0	C
	6	18.0	C
	7	18.0	B
	8	18.0	B
	9	19.0	C
	10	19.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 4806**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	18.0	B
	8	16.0	B
	9	18.0	B
	10	17.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 4807**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	18.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	18.0	B
	8	16.0	B
	9	18.0	B
	10	17.0	B

**WB on I 26 W (Diverge Analysis)
Segment ID 4808**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	10.0	A
	6	11.0	B
	7	12.0	B
	8	9.0	A
	9	12.0	B
	10	10.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 4809**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	10.0	A
	2	11.0	B
	3	11.0	B
	4	11.0	B
	5	10.0	A
	6	11.0	B
	7	12.0	B
	8	9.0	A
	9	12.0	B
	10	10.0	B

**SEB on I 26 E (Basic Analysis)
Segment ID 8740**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	16.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	17.0	B
	7	16.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

**EB on I 26 E (Diverge Analysis)
Segment ID 8741**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	20.0	C
	3	19.0	B
	4	19.0	B
	5	21.0	C
	6	20.0	B
	7	18.0	B
	8	19.0	B
	9	19.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Basic Analysis)
Segment ID 8748**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	15.0	B
	3	18.0	B
	4	16.0	B
	5	17.0	B
	6	16.0	B
	7	15.0	B
	8	16.0	B
	9	18.0	B
	10	17.0	B

**WB on I 26 W (Merge Analysis)
Segment ID 8756**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	19.0	B
	3	19.0	B
	4	17.0	B
	5	19.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	18.0	B
	10	19.0	B

**WB on I 26 W (Merge Analysis)
Segment ID 8757**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	19.0	B
	3	19.0	B
	4	17.0	B
	5	19.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	18.0	B
	10	19.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Basic Analysis)
Segment ID 8764**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	23.0	C
	2	22.0	C
	3	24.0	C
	4	24.0	C
	5	24.0	C
	6	23.0	C
	7	22.0	C
	8	22.0	C
	9	22.0	C
	10	23.0	C

**EB on I 26 E (Diverge Analysis)
Segment ID 8766**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	22.0	C
	3	20.0	C
	4	22.0	C
	5	24.0	C
	6	22.0	C
	7	22.0	C
	8	22.0	C
	9	23.0	C
	10	20.0	C

**EB on I 26 E (Merge Analysis)
Segment ID 8769**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	19.0	B
	3	18.0	B
	4	18.0	B
	5	19.0	B
	6	19.0	B
	7	19.0	B
	8	19.0	B
	9	18.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8770**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	25.0	C
	4	26.0	C
	5	26.0	D
	6	26.0	D
	7	25.0	C
	8	25.0	C
	9	25.0	C
	10	25.0	C

**NWB on I 26 W (Merge Analysis)
Segment ID 8773**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	15.0	B
	3	17.0	B
	4	17.0	B
	5	16.0	B
	6	16.0	B
	7	16.0	B
	8	15.0	B
	9	16.0	B
	10	16.0	B

**WB on I 26 W (Basic Analysis)
Segment ID 8775**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	21.0	C
	2	23.0	C
	3	23.0	C
	4	22.0	C
	5	23.0	C
	6	21.0	C
	7	23.0	C
	8	20.0	C
	9	24.0	C
	10	22.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Diverge Analysis)
Segment ID 8776**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	18.0	B
	3	18.0	B
	4	17.0	B
	5	18.0	B
	6	17.0	B
	7	18.0	B
	8	18.0	B
	9	18.0	B
	10	19.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8777**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	26.0	D
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	25.0	C
	8	24.0	C
	9	26.0	C
	10	25.0	C

**EB on I 26 E (Basic Analysis)
Segment ID 8778**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	25.0	C
	4	26.0	C
	5	26.0	D
	6	26.0	D
	7	25.0	C
	8	25.0	C
	9	25.0	C
	10	25.0	C

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

NWB on I 26 W (Partial Basic Analysis)
Segment ID 8779

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	22.0	C
	2	22.0	C
	3	22.0	C
	4	22.0	C
	5	23.0	C
	6	21.0	C
	7	22.0	C
	8	21.0	C
	9	22.0	C
	10	23.0	C

SEB on JAMES F BYRNES EXPY (Partial Basic Analysis)
Segment ID 8856

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	18.0	B
	2	18.0	B
	3	19.0	C
	4	18.0	C
	5	18.0	C
	6	19.0	C
	7	18.0	B
	8	18.0	C
	9	18.0	C
	10	19.0	C

SEB on I 26 E (Diverge Analysis)
Segment ID 8887

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	15.0	B
	2	18.0	B
	3	19.0	B
	4	18.0	B
	5	17.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	16.0	B
	10	18.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**SEB on I 26 E (Diverge Analysis)
Segment ID 8888**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	12.0	B
	2	12.0	B
	3	11.0	B
	4	11.0	B
	5	12.0	B
	6	11.0	B
	7	10.0	B
	8	12.0	B
	9	11.0	B
	10	11.0	B

**NWB on I 26 W (Partial Basic Analysis)
Segment ID 8889**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	17.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	16.0	B
	9	17.0	B
	10	17.0	B

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 8890**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

Overview Aggregate Report for Freeway Segment Level of Service

Across 10 simulations (4:45:00PM - 5:45:00PM)

Date & Time of Run: Various

Selection: I-26 Mainline

**EB on I 26 E (Partial Basic Analysis)
Segment ID 8891**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	25.0	C
	4	26.0	C
	5	26.0	D
	6	26.0	D
	7	25.0	C
	8	25.0	C
	9	25.0	C
	10	25.0	C

**SEB on I 26 E (Partial Basic Analysis)
Segment ID 8893**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	16.0	B
	2	17.0	B
	3	17.0	B
	4	17.0	B
	5	17.0	B
	6	17.0	B
	7	17.0	B
	8	17.0	B
	9	17.0	B
	10	16.0	B

**WB on I 26 W (Partial Basic Analysis)
Segment ID 8895**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	25.0	C
	2	25.0	C
	3	26.0	D
	4	25.0	C
	5	25.0	C
	6	25.0	C
	7	25.0	C
	8	24.0	C
	9	26.0	C
	10	25.0	C

Overview Aggregate Report for Freeway Segment Level of Service**Across 10 simulations (4:45:00PM - 5:45:00PM)**

Date & Time of Run: Various

Selection: I-26 Mainline

**WB on I 26 W (Merge Analysis)
Segment ID 8896**

Interval Ending	Run	Density (pce/mi/ln)	Level of Service
5:45:00PM	1	19.0	B
	2	19.0	B
	3	19.0	B
	4	17.0	B
	5	19.0	B
	6	18.0	B
	7	18.0	B
	8	17.0	B
	9	18.0	B
	10	19.0	B